

Canada



United States

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Definitions	On-Duty: all time from when the driver begins work, is required to be in readiness to work, till he is relieved from work. Day: A 24 hour period	On-Duty: all time from when the driver begins work, is required to be in readiness to work, till he is relieved from work. Day: A 24 hour period
Driving Time	13 hours allowed after 8 consecutive hours off duty	11 hours allowed after 10 consecutive hours off duty
On-Duty Time	No driving can be done after 14 hours on-duty	May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period
Daily Work Clock	No driving after 16 hours of elapsed time since the last 8 hours off	No driving after 14 hours of elapsed time since the last 10 hours off
Off -Duty Time	8 consecutive hours + 2 hours in minimum 30 minute increments; 10 hours per calendar day	10 hours of off duty in a day
Break	No break is required	At least 30 consecutive minutes after 8 cumulative hours of driving time (instead of on-duty time) and allows an on-duty/not driving period to qualify as the required break.
Duty Cycles	70 hours in 7 days or 120 hours in 14 days. Drivers must have 24 hours off once every 14 days. You must declare what cycle you are using (Cycle 1 or Cycle 2). You must be in compliance at any given time with the declared cycle. You cannot change cycles without satisfying the reset requirement between cycles.	60 hours in 7 days or 70 hours in 8 days
Reset	36 consecutive hours off restarts the 70 hour duty cycle and 72 hours off restarts the 120 hour cycle to zero	34 consecutive hours off restarts the HOS clock to zero
Split Sleeper - Single Driver	10 hours can be split into two sleeper periods of no less than 2 hours	10-hour off-duty period can be split into two distinct periods: one of at least 2 hours and one of at least 7 consecutive hours spent in the sleeper berth, as long as the total of the two periods is at least 10 hours.
Split Sleeper - Team Driver	8 hours can be split into two sleeper periods of no less than 4 hours each; drivers still need 10 hours off-duty per day.	10 hours can be split into 2 periods: at least 7 consecutive hours in sleeper plus a separate period of at least 2 additional hours off-duty. Up to 2 hours in a moving CMV immediately before/after an 7 hour sleeper period can be logged off-duty and excluded from the 14 hour window. *All sleeperberth pairings must add to 10 hours
Personal Use of CMV	Allowed up to 75 km per day. Trailer cannot be attached. Starting/ending odometer must be recorded.	The driver must be relieved of all work-related responsibilities by the motor carrier. While there are no specific mileage or time limits, travel must be reasonable and justifiable. Drivers can operate CMVs for personal conveyance even if the vehicle is loaded, as long as the movement is not for the carrier's commercial benefit. Drivers can not use this to pick or drop off a load, and can not use this to shorten their work distance.
Adverse Conditions	Can extend 13 hour drive time by up to 2 hours for unforeseen weather or road conditions delay, a trip that could have been completed under normal conditions. You cannot exceed 16 hours elapsed time.	Can extend 11 hour drive time and 14 hour window by up to 2 hours for unforeseen weather or road conditions delay, a trip that could have been completed under normal conditions
Exceptions	Drivers who operate within 160 km of their home terminal are not required to complete a graph grid. This does not relieve the driver from H.O.S. Regulations and a complete record of the driver's hours must be available to enforcement. However, the carrier must have records showing the hours in each duty status for each driver.	Drivers who operate within 150 miles of their home terminal are not required to complete a graph grid. This does not relieve the driver from H.O.W. regulations and a complete record of the driver's hours must be available to enforcement.
North of 60° Latitude Rules	These rules apply as soon as a driver crosses the 60th parallel and revert to standard HOS rules when traveling south of the line.	
Inspections of Documentation	Be able to present a log current to your last change of duty status and supporting documents for the current trip, and the preceding 14 days of logs.	Be able to present a log current to your last change of duty status and supporting documents for the current trip as well as all the logs necessary to show the hours worked during the entire cycle you are on for the past 7 days.
Disclaimers	For the complete regulations please refer to the Motor Vehicle Transportation Act: (http://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/index.html)	For the complete regulations please refer to the FMCSR: (https://www.fmcsa.dot.gov/regulations/hours-of-service) A driver's guide can be found here: (https://www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations)