 **Hours of Service Outline**

**14-Hour Duty Limit**

This limit is usually thought of as a “daily” limit even though it is not based on a 24-hour period. You are allowed a period of 14 consecutive hours of duty time after being off duty for 10 or more consecutive hours. The 14-consecutive-hour duty period begins when you start any kind of work. Once you have reached the end of this 14-consecutive-hour period, you cannot drive again until you have been off duty for another 10 consecutive hours.

You driving is limited to the 14-consecutive-hour duty period even if you take some off-duty time, such as a lunch break or a nap, during those 14 hours.

**11-Hour Driving Limit**

During the 14-consecutive-hour duty period explained above, you are only allowed to drive your truck for up to 11 total hours. There is no limit on how many of those hours you are allowed to drive at one time — you may drive for as little as a few minutes or as much as 11 hours in a row. Once you have driven a total of 11 hours, you have reached the driving limit and must be off duty for another 10 consecutive hours before driving your truck again.

**60/70-Hour Duty Limit**

In addition to the first two limits, which are explained above, is the 60/70-hour limit. This limit is based on a 7-day or 8-day period, starting at the time specified by your motor carrier for the start of a 24-hour period. This limit is sometimes thought of as a “weekly” limit. However, this limit is not based on a “set” week, such as Sunday through Saturday. The limit is based on a “rolling” or “floating” 7-day or 8-day period. The oldest day’s hours drop off at the end of each day when you calculate the total on-duty time for the past 7 or 8 days. For example, if you operate on a 70-hour/8-day schedule, the current day would be the newest day of your 8-day period and the hours you worked nine days ago would drop out of the calculation.

**You are required to follow one of these two “weekly” limits:**

* If your company does not operate vehicles every day of the week, you are not allowed to drive after you’ve been on duty **60 hours** during any 7 consecutive days. Once you reach the 60-hour limit, you will not be able to drive again until you have dropped below 60 hours for a 7-consecutive-day period. You may do other work, but you cannot do any more driving until you are off duty enough days to get below the limit. Any other hours you work, whether they are for a motor carrier or someone else, must be added to the total.
* If your company does operate vehicles every day of the week, your employer may assign you to the 70-hour/8-day schedule. This means that you are not allowed to drive after you’ve been on duty **70 hours** in any 8 consecutive days. Once you reach the 70-hour limit, you will not be able to drive again until you have dropped below 70 hours for an 8consecutive-day period. You may do other work, but you cannot do any more driving until you get below the limit. Any other hours you work, whether they are for a motor carrier or someone else, must be added to the total.

**34-Hour Restart**

The regulations allow you to “restart” your 60 or 70-hour clock calculations after having at least 34 consecutive hours off duty. In other words, after you have taken at least 34 hours off duty in a row, you have the full 60 or 70 hours available again. You would then begin counting hours on the day of the restart and not go back the full 7 or 8 days.