

## Supported Rulesets

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Supported Rulesets	Rest Limit	Driving Limit	Duty Limit (Non-Consecutive)	Workday Limit (Consecutive)	Consecutive OFF-Duty Time	Cycle Limit	Cycle Reset	24 Hour Rest (Consecutive)	Sleeper Berth
No HOS ruleset 7 Day/8 Day No Ruleset Canada	Driver can create records of duty status, but they will not be evaluated for HOS availability or violations within the app. 7 Day/8 Day for use in the USA Canada for use in Canada								
<b>USA Federal Rulesets</b>									
<a href="#">USA Property 60-hour/7-day</a>	Minimum 30 min. break required before driving after 8 hours of driving	11 hours		14 hours	10 hours	60 hours in a rolling 7 day period	34 hours		10 hours sleeper berth can be split into two periods (7+ SB hours and 2+ OFF hours, totalling at least 10 hours).
<a href="#">USA Property 70-hour/8-day</a>	Minimum 30 min. break required before driving after 8 hours of driving	11 hours		14 hours	10 hours	70 hours in a rolling 8 day period	34 hours		10 hours sleeper berth can be split into two periods (7+ SB hours and 2+ OFF hours, totalling at least 10 hours).
<a href="#">USA Property Short-Haul 12hr 60-hour/7-day</a>		11 hours		14 hours	10 hours	60 hours in a rolling 7 day period	34 hours		
<a href="#">USA Property Short-Haul 12hr 70-hour/8-day</a>		11 hours		14 hours	10 hours	70 hours in a rolling 8 day period	34 hours		
<a href="#">USA Property Short-Haul 14hr 60-hour/7-day</a>		11 hours		14 hours	10 hours	60 hours in a rolling 7 day period	34 hours		
<a href="#">USA Property Short-Haul 14hr 70-hour/8-day</a>		11 hours		14 hours	10 hours	70 hours in a rolling 8 day period	34 hours		
<a href="#">Non-CDL short-haul 60hr/7 Day</a>		11 hours		14 hours	10 hours	60 hours in a rolling 7 day period	34 hours		

Supported Rulesets	Rest Limit	Driving Limit	Duty Limit (Non-Consecutive)	Workday Limit (Consecutive)	Consecutive OFF-Duty Time	Cycle Limit	Cycle Reset	24 Hour Rest (Consecutive)	Sleeper Berth
<a href="#">Non-CDL short-haul 70hr/8 Day</a>		11 hours		14 hours	10 hours	70 hours in a rolling 8 day period	34 hours		
<a href="#">USA Passenger 60-hour/7-day</a>		10 hours	15 hours		8 hours	60 hours in a rolling 7 day period			8 hours sleeper berth can be split into two periods (must be 2+ hours each)
<a href="#">USA Passenger 70-hour/8-day</a>		10 hours	15 hours		8 hours	70 hours in a rolling 8 day period			8 hours sleeper berth can be split into two periods (must be 2+ hours each)
<a href="#">USA Passenger Short-Haul 60-hour/7-day</a>		10 hours		14 hours	8 hours	60 hours in a rolling 7 day period			
<a href="#">USA Passenger Short-Haul 70-hour/8-day</a>		10 hours		14 hours	8 hours	70 hours in a rolling 8 day period			
<a href="#">Salesperson 40-hour/7-day</a>		11 hours		14 hour	10 hours	40 driving hrs in a rolling 7 day period			
<b>USA Intrastate Rulesets</b>									
<a href="#">California Property Intrastate 80-hour/8-day</a>	Available with 30 minute break after 5hrs or without	12 hours		16 hours	10 hours	80 hours in a rolling 8 day period	34 hours		
<a href="#">California Passenger Intrastate 80-hour/8-day</a>		10 hours	15 hours		8 hours	80 hours in a rolling 8 day period	34 hours		
<a href="#">California Property Short-Haul</a>	Available with 30 minute break after 5hrs or without	12 hours		12 hours	10 hours	80 hours in a rolling 8 day period			
<a href="#">California School Pupil</a>	Available with 30 minute break after 5hrs or without	10 hours		16 hours	8 hours	80 hours in a rolling 8 day period	34 hours		
<a href="#">California Flammable Liquid</a>	Available with 30 minute break after 5hrs or without	10 hours		16 hours	10 hours	80 hours in a rolling 8 day period	34 hours		

<a href="#">California Farm Product</a>	Available with 30 minute break after 5hrs or without	12 hours	16 hours		8 hours	112 hours in a rolling 8 day period	34 hours		
Supported Rulesets	Rest Limit	Driving Limit	Duty Limit (Non-Consecutive)	Workday Limit (Consecutive)	Consecutive OFF-Duty Time	Cycle Limit	Cycle Reset	24 Hour Rest (Consecutive)	Sleeper Berth
<a href="#">Texas Intrastate 70-hour/7-day</a>		12 hours	15 hours		8 hours	70 hours in a rolling 7 day period	34 hours		8 hours sleeper berth can be split into two periods (must be 2+ hours each)
<a href="#">Texas Intrastate Short-haul 60-hour/7-day</a>		12 hours		14 hours	8 hours	60 hours in a rolling 7 day period	34 hours		
<a href="#">Texas Intrastate Short-haul 70-hour/8-day</a>		12 hours		14 hours	8 hours	70 hours in a rolling 8 day period	34 hours		
<a href="#">Florida Property Intrastate 70-hour/7-day</a>		12 hours		16 hours	10 hours	70 hours in a rolling 7 day period	34 hours		10 hours sleeper berth can be split into two periods (8 and 2 hours).
<a href="#">Florida Property Intrastate 80-hour/8-day</a>		12 hours		16 hours	10 hours	80 hours in a rolling 8 day period	34 hours		10 hours sleeper berth can be split into two periods (8 and 2 hours).
<a href="#">Florida Property Intrastate Short-haul 70-hour/7-day</a>		12 hours		12 hours	10 hours	70 hours in a rolling 7 day period	34 hours		10 hours sleeper berth can be split into two periods (8 and 2 hours).
<a href="#">Florida Property Intrastate Short-haul 80-hour/8-day</a>		12 hours		12 hours	10 hours	80 hours in a rolling 8 day period	34 hours		10 hours sleeper berth can be split into two periods (8 and 2 hours).
<a href="#">North Dakota Property Intrastate 70-hour/7-day</a>		12 hours		15 hours	8 hours	70 hours in a rolling 7 day period			
<a href="#">North Dakota Property Intrastate Short Haul</a>		12 hours		12 hours	8 hours				

Supported Rulesets	Rest Limit	Driving Limit	Duty Limit (Non-Consecutive)	Workday Limit (Consecutive)	Consecutive OFF-Duty Time	Cycle Limit	Cycle Reset	24 Hour Rest (Consecutive)	Sleeper Berth
<a href="#">Alaska Property Intrastate 70-hour/7-day</a>		15 hours		20 hours	10 hours	70 hours in a rolling 7 day period			10 hours sleeper berth can be split into two periods (7+ SB hours and 2+ OFF hours, totalling at least 10 hours).
<a href="#">Alaska Property Intrastate 80-hour/8-day</a>		15 hours		20 hours	10 hours	80 hours in a rolling 8 day period			10 hours sleeper berth can be split into two periods (7+ SB hours and 2+ OFF hours, totalling at least 10 hours).
<a href="#">Alaska Passenger Intrastate 70-hour/7-day</a>		15 hours	20 hours		8 hours	70 hours in a rolling 7 day period			
<a href="#">Alaska Passenger Intrastate 80-hour/8-day</a>		15 hours	20 hours		8 hours	80 hours in a rolling 8 day period			
<a href="#">Oregon Property Intrastate 70-hour/7-day</a>	30 min. break required after every 8 hours on-duty	12 hours		16 hours	10 hours	70 hours in a rolling 7 day period	34 hours		
<a href="#">Oregon Property Intrastate 80-hour/8-day</a>	30 min. break required after every 8 hours on-duty	12 hours		16 hours	10 hours	80 hours in a rolling 8 day period	34 hours		
<a href="#">Washington Intrastate Logging/Dumptruck 80-hour/7Day</a>		12 hours		14 hours	8 hours	80 hours in a rolling 7 day period	24 hours		
<a href="#">Washington Intrastate Logging/Dumptruck 90-hour/8Day</a>		12 hours		14 hours	8 hours	90 hours in a rolling 8 day period	24 hours		
<a href="#">Nebraska Property</a>	30 min. break	12 hours		16 hours	8 hours	70 hours in a rolling	34 hours		

<a href="#">Intrastate 70-hour/7-day</a>	required after every 8 hours on-duty					7 day period			
Supported Rulesets	Rest Limit	Driving Limit	Duty Limit (Non-Consecutive)	Workday Limit (Consecutive)	Consecutive OFF-Duty Time	Cycle Limit	Cycle Reset	24 Hour Rest (Consecutive)	Sleeper Berth
<a href="#">Nebraska Property Intrastate 80-hour/8-day</a>	Minimum 30 min. break required before driving after 8 hours since last 30+ minute break.	12 hours		16 hours	8 hours	80 hours in a rolling 8 day period	34 hours		
<a href="#">South Carolina Property Intrastate 70-hour/7-day</a>		12 hours		16 hours	8 hours	70 hours in a rolling 7 day period			
<a href="#">South Carolina Property Intrastate 80-hour/8-day</a>		12 hours		16 hours	8 hours	80 hours in a rolling 8 day period			
<a href="#">Maryland Property Intrastate Short Haul 70-hour/7-day</a>		12 hours		16 hours	8 hours	70 hours in a rolling 7 day period			
<a href="#">Maryland Property Intrastate Short Haul 80-hour/8-day</a>		12 hours		16 hours	8 hours	80 hours in a rolling 8 day period			
Canada Federal Rulesets									
<a href="#">Canada South of 60 7-day (Cycle 1)</a>	2 hours non-consecutive during Workday in 30 minute blocks	13 hours	14 hours	16 hours	8 hours	70 hours in a rolling 7 day period	36 hours	Within preceding 14 days	10 hours sleeper berth can be split into two periods (must be 2+ hours each) Team split SB must be 2 periods of 4+ hours totalling 8hr)
<a href="#">Canada South of 60 14-day (Cycle 2)</a>	2 hours non-consecutive during Workday in 30 minute blocks	13 hours	14 hours	16 hours	8 hours	120 hours in a rolling 14 day period	72 hours	Within preceding 14 days or After 70 hours on-duty	10 hours sleeper berth can be split into two periods (must be 2+ hours each). Team split SB must be 2 periods of 4+ hours totalling 8hr)
<a href="#">Canada North of 60 7-Day (Cycle 1) Single Driver</a>		15 hours	18 hours	20 hours	8 hours	80 hours in a rolling 7 day period	36 hours	Within preceding 14 days	8hrs sleeper berth can be split into two periods (must be 2+ hours

Supported Rulesets	Rest Limit	Driving Limit	Duty Limit (Non-Consecutive)	Workday Limit (Consecutive)	Consecutive OFF-Duty Time	Cycle Limit	Cycle Reset	24 Hour Rest (Consecutive)	Sleeper Berth
<a href="#">Canada North of 60 14-Day (Cycle 2) Single Driver</a>		15 hours	18 hours	20 hours	8 hours	120 hours in a rolling 14 day period	72 hours	Within preceding 14 days or After 70 hours on-duty	8hrs sleeper berth can be split into two periods (must be 2+ hours each).
<a href="#">Canada North of 60 7-Day (Cycle 1) Team</a>		15 hours	18 hours	20 hours	8 hours	80 hours in a rolling 7 day period	36 hours	Within preceding 14 days	8hrs sleeper berth can be split into two periods (must be 4+ hours each).
<a href="#">Canada North of 60 14-Day (Cycle 2) Team</a>		15 hours	18 hours	20 hours	8 hours	120 hours in a rolling 14 day period	72 hours	Within preceding 14 days or After 70 hours on-duty	8hrs sleeper berth can be split into two periods (must be 4+ hours each).
<b>Canada Provincial Rulesets</b>									
<a href="#">BC Logging Truck</a>		13 hours	15 hours	15 hours	9 hours	80 on-duty hours and 65 driving hours in a rolling 7 day period		Within preceding 6 days	
<a href="#">Alberta</a>	10 minutes after 4 hours driving, or 30 minutes after 6 hours driving	13 hours	15 hours		8 hours				8hrs sleeper berth can be split into two periods (must be 2+ hours each). Total driving time immediately before and after <u>each</u> rest period does not exceed 13hrs
<b>Global Rulesets</b>									
<a href="#">Brazil Property Short-Haul - BETA</a>	Minimum 30 min. break required after 5.5 hours driving in Workday.	5.5 hours	8 hours				11 hours of OFF-Duty		



## Hours of Service — Explanation of Rulesets and Exemptions

The application supports most of the current hours of service regulations. Depending on where your business operates, select the ruleset that applies to your drivers.

**Rest Limit:** The maximum amount of time before having to take a 30 minute rest break in order to continue driving.

**Driving Limit:** The maximum amount of driving the driver can do in their current shift.

**Duty Limit:** This is a non-consecutive limit. This is the amount of time that a driver can work (ON duty + Drive time). OFF/SB time does not count towards this limit.

**Workday Limit:** This is a consecutive limit. From the moment the driver first goes ON duty, the amount of time they have before they have to stop driving for the day. Please note that time spent in OFF duty and SB are counted towards this.

**Consecutive OFF duty time:** The amount of time the driver has to spend in OFF/SB (or equivalent) before they can reset their duty, workday or driving limits.

**Cycle Limit:** The amount of time the driver can spend working (ON duty + Drive time) in the specified cycle.

**Cycle Reset:** The amount of time the driver has to spend in OFF/SB before they can reset their cycle limit. Please note that these are optional.

**Sleeper Berth:** The sleeper berth provision supported for the specific ruleset. These allow you to gain a “reset” in a different manner than staying in OFF/SB for a set period of time.

### Supported Rulesets

- No HOS ruleset (USA and Canada)

### Supported Exemptions

- Short-haul (150 air mile [12hr](#) or [14hr](#) and [150 air mile NON-CDL](#))



- USA Property 60-hour/7-day
- USA Property 70-hour/8-day
- USA Passenger 60-hour/7-day
- USA Passenger 70-hour/8-day
- California Property Intrastate with or without Break
- California Passenger Intrastate
- California Public School Intrastate with or without Break
- California Farm Products with or without Break
- California Flammable Liquid with or without Break
- Texas Intrastate
- Texas Short-haul 60-hour/7-day Intrastate
- Texas Short-haul 70-hour/8-day Intrastate
- Florida 70-hour/7-day Intrastate
- Florida 80-hour/8-day Intrastate
- Florida Short-haul 70-hour/7-day Intrastate
- North Dakota Property 70-hour/7-day Intrastate
- North Dakota Property Intrastate Short Haul
- Alaska Property 70-hour/7-day Intrastate
- Alaska Property 80-hour/8-day Intrastate
- Alaska Passenger 70-hour/7-day Intrastate
- Alaska Passenger 80-hour/8-day Intrastate
- Oregon Property 70-hour/7-day Intrastate
- [16-hour](#)
- [No Rest Requirement](#)
- [Adverse driving conditions](#)
- [Off Duty Deferral \(Canada\)](#)
- [Personal Conveyance](#)
- [Yard Move](#)
- [Oil Well Wait Time](#)
- [24-hr Restart](#)
- [Salesperson](#)
- [USA Rail Exemption](#)
- [Exempt HOS](#)

- Oregon Property 80-hour/8-day Intrastate
- Nebraska Property 70-hour/7-day Intrastate
- Nebraska Property 80-hour/8-day Intrastate
- South Carolina Property 70-hour/7-day Intrastate
- South Carolina Property 80-hour/8-day Intrastate
- Maryland Property Short Haul 70-hour/7-day Intrastate
- Maryland Property Short Haul 80-hour/8-day Intrastate
- Washington Intrastate Logging/Dumptruck 80-hour/7Day
- Washington Intrastate Logging/Dumptruck 90-hour/8Day
- Canada North of 60 Cycle 1 & 2
- Canada South of 60 Cycle 1 & 2
- Canada North of 60 Cycle 1 & 2 Team

Ruleset	Description
No HOS ruleset (7/8 - Day Cycle, Canada)	Driver can create records of duty status, but they will not be evaluated for HOS availability or violations. Used for any driver who is creating RODS on a set of rules that does not have a pre-built ruleset. Drivers should choose the 7 or 8 day version to match the cycle they are currently following in the USA, or Canada version for driving in Canada.
USA Property	<ul style="list-style-type: none"> <li>• Driver can drive for 11 hours.</li> <li>• No driving after 14 hours of consecutive on-duty time.</li> <li>• 30 minute breaks required after 8 hours of driving.. Breaks are met with any status except Driving</li> <li>• 10 hours off-duty time required to reset driving and on duty time.</li> <li>• 34-hour cycle reset default (also available without). Does not require 1–5 am breaks, or 168-hour period between resets (after H.R.83 bill).</li> <li>• 60-hour/7-day: gives 60 hours on-duty time available in a 7 consecutive day cycle.</li> <li>• 70-hour/8-day: gives 70 hours on-duty time available in a 8 consecutive day cycle, if CMV operates every day of the week.</li> <li>• 10 hours sleeper berth can be split into two periods (An SB of 7+ hours and an OFF of 2+ hours, as long as the total of both add to 10+ hours). Small 'part' can be either in Sleeper or Off duty in a combination. 'Large' part must be in sleeper. Either part can be first. Neither part counts as workday. Rulesets that support Sleeper Split calculations are denoted as 'with Split Sleeper' in the name. See <a href="#">Notes</a> for more details.</li> </ul> <p style="text-align: right;"><i>When not planning on utilizing a sleeper split, driver should switch to the non-split</i></p>

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*version of the Ruleset for correct availability.*

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USA Property  
Short-haul 12hr

- Should only apply to drivers operating within a 150 air-mile radius of normal work location.
- Driver can drive for 11 hours after 10 hours off duty.
- No driving after 14 hours of consecutive on-duty time.
- 34-hour cycle reset available
- 60-hour/7-day: gives 60 hours on-duty time available in a 7-consecutive-day cycle.
- 70-hour/8-day: gives 70 hours on-duty time available in a 8-consecutive-day cycle.

*Note - name will be updated to reflect 14hr limit shortly*

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USA Property  
Short-haul 14hr

- Should only apply to drivers operating within a 150 air-mile radius of normal work location.
  - Driver can drive for 11 hours after 10 hours off duty.
  - No driving after 14 hours of consecutive on-duty time.
  - 34-hour cycle reset available
  - 60-hour/7-day: gives 60 hours on-duty time available in a 7-consecutive-day cycle.
  - 70-hour/8-day: gives 70 hours on-duty time available in a 8-consecutive-day cycle.
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Non-CDL short-haul

- Should only apply to drivers operating within a 150 air-mile radius of normal work location
  - Driver can drive for 11 hours after 10 hours off duty.
  - No driving after 14 hours of consecutive on-duty time.
  - No break requirement.
  - 34-hour cycle reset available.
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- Two 16 hour days available every 7 days via exemptions
  - 60-hour/7-day: gives 60 hours on-duty time available in a 7-consecutive-day cycle.
  - 70-hour/8-day: gives 70 hours on-duty time available in a 8-consecutive-day cycle.

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### USA Passenger

- Driver can drive for 10 hours after 8 hours off duty.
- No driving after 15 hours of (non-consecutive) on-duty time.
- 60-hour/7-day: gives 60 hours on-duty time available in a 7-consecutive-day cycle.
- 70-hour/8-day: gives 70 hours on-duty time available in a 8 consecutive day cycle, if CMV operates every day of the week.
- 8 hours sleeper berth can be split into two periods (each at least 2 hours). Can be a combination of Off duty and Sleeper for both parts. Must not exceed duty or driving limit combining the periods before and after each part. \*Coming soon

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### USA Passenger Short-haul

- Report and return to work-reporting location within 14 consecutive hours.
- Stay within 150 air-mile radius of work reporting location.
- 10 hours maximum driving time following 8 hours off duty.

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### California Property Intrastate

- May not drive more than 12 hours in a work period.
- May not drive after the 16th consecutive hour from first coming on duty.
- 10 consecutive hours off duty required to re-qualify for a new work period.
- May not drive after having been on duty for 80 hours in any eight-consecutive-day period.
- The eight day cumulative total may be reset to zero with the beginning of any off-duty period of at least 34 consecutive hours (34 hour restart).
- Versions are available with the lunch break enforced after 5hrs (with rest requirement) or without.

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## California Property Short-Haul

- May not drive more than 12 hours in a work period.
- May not drive after the 12th consecutive hour from first coming on duty.
- 10 consecutive hours off duty required to re-qualify for a new work period.
- May not drive after being on duty for 80 hours in any eight-consecutive-day period.
- The either day cumulative total may be reset to zero with the beginning of any off-duty period of at least 34 consecutive hours (34 hour restart).
- Versions are available with the lunch break enforced after 5hrs (with rest requirement) or without.

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## California Passenger Intrastate

- 10 hours of driving time in a work period.
- May not drive after having been on duty 15 hours in a work period (non-consecutive).
- Must have 8 consecutive hours off duty to re-qualify a new work period.
- May not drive after having been on duty for 80 hours in any eight-consecutive-day period.
- The eight day cumulative total may be reset to zero with the beginning of any off-duty period of at least 34 consecutive hours (34 hour restart).
- Versions are available with the lunch break enforced after 5hrs (with rest requirement) or without.

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## California Farm Products

- 12 hours of driving time in a work period.
- May not drive after having been on duty 16 hours in a work period (non-consecutive).
- Must have 8 consecutive hours off duty to re-qualify a new work period.
- May not drive after having been on duty 112 hours in any eight-consecutive-day period.

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- The eight day cumulative total may be reset to zero with the beginning of any off-duty period of at least 34 consecutive hours (34 hour restart).
  - Versions are available with the lunch break enforced after 5hrs (with rest requirement) or without.
  - Regulation 13 CCR § 1212(k)

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### California School Pupil

- May not drive more than 10 hours in a work period.
- May not drive after the 16th consecutive hour from first coming on duty.
- 8 consecutive hours off duty required to re-qualify for a new work period.
- May not drive after having been on duty for 80 hours in any eight-consecutive-day period.
- The eight day cumulative total may be reset to zero with the beginning of any off-duty period of at least 34 consecutive hours (34 hour restart).
- Versions are available with the lunch break enforced after 5hrs (with rest requirement) or without.
- Regulation 13 CCR § 1212.5 A(2)(B)(3)

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### California Flammable Liquid

- May not drive more than 10 hours in a work period.
- May not drive after the 16th consecutive hour from first coming on duty.
- 10 consecutive hours off duty required to re-qualify for a new work period.
- May not drive after having been on duty for 80 hours in any eight-consecutive-day period.
- The eight day cumulative total may be reset to zero with the beginning of any off-duty period of at least 34 consecutive hours (34 hour restart).
- Versions are available with the lunch break enforced after 5hrs (with rest requirement) or without.

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## Texas Intrastate

- Drivers are allowed to drive for 12 hours following 8 consecutive hours off duty.
- A motor carrier cannot permit or require a driver to drive after 15 hours are spent on duty following 8 consecutive hours off-duty.
- A motor carrier must not permit or require a driver to drive after having been on duty 70 total duty hours in seven days.
- A driver may restart a 7-consecutive-day period after taking 34 or more consecutive hours off-duty.
- 8 hours sleeper berth can be split into two periods (each at least 2 hours). Must be Sleeper berth for both periods. Must not exceed duty or driving limit combining the periods before and after each part.

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## Texas Intrastate Short Haul

- Operates within the 150 air-mile radius of headquarters.
- Returns to headquarters and is released from work within 14 consecutive hours.
- At least 8 consecutive hours off duty separates each 14 hours of duty.
- 60-hour/7-day: gives 60 hours on-duty time available in a 7-consecutive-day cycle.
- 70-hour/8-day: gives 70 hours on-duty time available in a 8-consecutive-day cycle.

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## Florida Intrastate

- Driver may drive 12 hours after 10 consecutive hours off duty.
- Driver may not drive after 16th hour after coming on duty following 10 consecutive hours off duty.
- Driver may not drive after 70/80 hours on duty in 7/8 consecutive days. 34 consecutive hours off constitutes the end of the 7/8 day period.

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## Florida Intrastate Short Haul

- Drivers who do not exceed 150 air mile radius and do not haul placarded hazardous material are exempt from maintaining a log book.
- Drivers not released from duty within 12 hours must document driving time.



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- Driver may drive 12 hours after 10 consecutive hours off duty.
  - Driver may not drive after 70/80 hours on duty in 7/8 consecutive days. 34 consecutive hours off constitutes the end of the 7/8 day period.

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North Dakota Property  
Intrastate

- Driver can drive for 12 hours.
- No driving after 15 hours of consecutive on-duty time.
- 8 hours off-duty time required to reset driving and on duty time.
- 70-hour/7-day cycle: 70 hours on-duty time available in a 7 consecutive day cycle.

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North Dakota Property  
Intrastate Short Haul

- Driver can work for 12 hours (no driving limit within these 12 hours)
- 8 hours off-duty time required to reset driving and on duty time.
- The driver operates within a 150 air-mile radius from the driver's normal work reporting location or a 150 air-mile radius from the official worksite of the vehicle
- The driver, except for a driver salesperson, returns to the work reporting location and is released from work within 12 consecutive hours.

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Alaska Property  
Intrastate

- Driver can drive for 15 hours.
- No driving after 20 hours of consecutive on-duty time.
- 10 hours off-duty time required to reset driving and on duty time.
- 70-hour/7-day: gives 70 hours on-duty time available in a 7 consecutive day cycle.
- 80-hour/8-day: gives 80 hours on-duty time available in an 8 consecutive day cycle, if CMV operates every day of the week.
- 10 hours sleeper berth can be split into two periods (An SB of 7+ hours and an OFF of 2+ hours, as long as the total of both add to 10+ hours). Small 'part' can be either in Sleeper or Off duty in a combination. 'Large' part must be in sleeper.

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Either part can be first. Neither part counts as workday. Rulesets that support Sleeper Split calculations are denoted as 'with Split Sleeper' in the name.

*When not planning on utilizing a sleeper split, driver should switch to the non-split version of the Ruleset for correct availability.*

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Alaska Passenger  
Intrastate

- Driver can drive for 15 hours.
  - No driving after 20 hours of (non-consecutive) on-duty time.
  - 8 hours off-duty time required to reset driving and on duty time.
  - 70-hour/7-day: gives 70 hours on-duty time available in a 7 consecutive day cycle.
  - 80-hour/8-day: gives 80 hours on-duty time available in an 8 consecutive day cycle, if CMV operates every day of the week.
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Oregon Property  
Intrastate

- Driver can drive for 12 hours.
  - No driving after 16 hours of consecutive on-duty time.
  - 30 minute breaks required after 8 consecutive hours into the work day.
  - 10 hours off-duty time required to reset driving and on duty time.
  - 34-hour reset available.
  - 80-hour/8-day cycle: 80 hours on-duty time available in an 8 consecutive day cycle.
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Nebraska Property  
Intrastate

- Driver can drive for 12 hours.
  - No driving after 16 hours of consecutive on-duty time.
  - 30 minute breaks required after 8 consecutive hours into work day.
  - 8 hours off-duty time required to reset driving and on duty time.
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- 34-hour reset available. Does not require 1–5 am breaks, or 168-hour period between resets (after H.R.83 bill).
  - 70-hour/7-day: gives 70 hours on-duty time available in a 7 consecutive day cycle.
  - 80-hour/8-day: gives 80 hours on-duty time available in an 8 consecutive day cycle, if CMV operates every day of the week.
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South Carolina  
Property Intrastate

- Driver can drive for 12 hours.
  - No driving after 16 hours of consecutive on-duty time.
  - 8 hours off-duty time required to reset driving and on duty time.
  - 70-hour/7-day: gives 70 hours on-duty time available in a 7 consecutive day cycle.
  - 80-hour/8-day: gives 80 hours on-duty time available in an 8 consecutive day cycle, if CMV operates every day of the week.
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Maryland Property  
Short Haul Intrastate

- Driver can drive for 12 hours.
  - No driving after 16 hours of consecutive on-duty time.
  - 8 hours off-duty time required to reset driving and on duty time.
  - 70-hour/7-day: gives 70 hours on-duty time available in a 7 consecutive day cycle.
  - 80-hour/8-day: gives 80 hours on-duty time available in an 8 consecutive day cycle, if CMV operates every day of the week.
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Washington Intrastate  
Logging/Dumptruck

- Driver can drive for 12 hours.
  - No driving after 14 hours of consecutive on-duty time.
  - 8 hours off-duty time required to reset driving and on duty time.
  - 80-hour/7-day: gives 80 hours on-duty time available in a 7 consecutive day cycle.
  - 90-hour/8-day: gives 90 hours on-duty time available in an 8 consecutive day cycle.
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- Cycle Resets after 24hrs consecutive Off duty.
  - Includes the 16hr exemption
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Canada South of 60  
7-day Cycle 1 or  
14-day Cycle 2

- Driver can drive for 13 hours.
  - 24hr Work Day window starts at midnight by default (can be changed once a cycle, during restart), Work Shift starts at time indicated by driver within app.
  - In order to drive again you must be Off-Duty for 8 consecutive hours. Off duty includes Off-Duty and Sleeper.
  - You cannot Drive once you have 14 hours of on-duty time in a day or work shift.
  - No Driving after 16 hours of time has elapsed between the conclusion of the most recent period of 8 or more consecutive hours of off-duty time and the beginning of the next period of 8 or more consecutive hours of off-duty time.
  - You need to log at least 10 hours of off-duty time in a day. Time must be in at least 30+ minute blocks, and 2 hours of this off-duty cannot be part of your core rest.
  - 70 hours on-duty time available in a 7-consecutive-day cycle or 120 hours on-duty time available in a 14 consecutive day cycle.
  - You must have a period of at least 24 consecutive hours off-duty in the preceding 14 days.
  - To reset your hours to zero, you must take 36 consecutive hours off-duty (Cycle 1) or 72 consecutive hours off-duty (Cycle 2) .
  - Single Driver and Team Driving Split Sleeper Berth is Supported (subject to the above)
  - Off duty Deferral is supported by default. See details within Canada HOS regulations and CCMTA guidance for more information. Please ensure drivers are
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aware of requirements of deferral before using.

- Yard move is supported, but limited to 32kph
  - Adverse Driving is supported
  - Personal Conveyance is supported, but is limited to 75 km a day
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Canada North of 60  
7-day Cycle 1 or  
14-day Cycle 2

- Driver can drive for 15 hours.
  - In order to drive again you must be Off-Duty for 8 consecutive hours. Off-Duty includes Off-Duty and Sleeper.
  - You cannot Drive once you have 18 hours of on-duty time in a day or work shift.
  - No Driving after 20 hours of time has elapsed between the conclusion of the most recent period of 8 or more consecutive hours of off-duty time and the beginning of the next period of 8 or more consecutive hours of off-duty time.
  - 80 hours on-duty time available in a 7-consecutive-day cycle (Cycle 1) or 120 hours in a 14-consecutive-day cycle( Cycle 2)
  - To reset your hours to zero, you must take 36 consecutive hours off-duty (Cycle 1) or 72 consecutive hours off-duty (Cycle 2).
  - Single Driver Split Sleeper Berth is Supported (subject to the above). Team Driving Split is also supported.
  - Yard move is supported.
  - Adverse Driving is supported
  - Personal Conveyance is supported, but must be limited to 75km a day
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BC Logging Truck

- Driver can drive for 13 hours.
  - In order to drive again you must be Off-Duty for 9 consecutive hours. Off-Duty includes Off-Duty and Sleeper.
  - You cannot Drive once you have 15 hours of on-duty time in a day or work shift.
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- No Driving after 15 hours of time has elapsed between the conclusion of the most recent period of 9 or more consecutive hours of off-duty time and the beginning of the next period of 9 or more consecutive hours of off-duty time.
  - 80 hours on-duty time available in a 7-consecutive-day cycle
  - 65 hours driving time available in a 7-consecutive-day cycle
  - You must have a period of at least 24 consecutive hours off-duty in the preceding 6 days (once every 7 days).
  - Yard move is supported (Note, current Canadian HOS laws do not provide a provision for Yard Move. Use at the discretion of your enforcement agency).
  - Adverse Driving is supported
  - Personal Conveyance is supported, but must be limited to 75km a day

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## Alberta

- Driver can drive for 13 hours
- In order to drive again you must be Off-Duty for 8 consecutive hours. Off-Duty includes Off-Duty and Sleeper.
- You cannot Drive once you have 15 hours of on-duty time
- Adverse Driving, Yard Move, and Personal Conveyance (75km limit) is supported
- Reduced Rest can be taken once every 7 days. This reduces the required 8 hours of rest to no less than 4 hours if they have not been on-duty for more than 15 hours, and the reduced number of hours taken off are added to the next rest period that is at least 8 hours long.

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## Brazil Property Short Haul (Feature Preview Beta)

- A motor carrier cannot permit or require a driver to drive after 8 hours are spent on duty (non-consecutive).
- 30 minute break required after 5.5 consecutive hours into the work day.
- 11 hours off-duty time required to reset driving and duty time.



## Supported Exemptions

Jump to [Rulesets](#) or [Notes](#)

Exemption	Description
16-Hour Exemption (also known as Big Day exemption)	<p>A property-carrying driver is exempt from the 14 hour limit if:</p> <ol style="list-style-type: none"><li>1. The driver has returned to the driver's normal work-reporting location and the carrier released the driver from duty at that location for the previous five duty tours the driver has worked;</li><li>2. The driver has returned to the normal work-reporting location and the carrier releases the driver from duty within 16 hours after coming on duty following 10 consecutive hours off duty; and</li><li>3. The driver has not taken this exemption within the previous 6 consecutive days, except when the driver has begun a new 7- or 8-consecutive day period with the beginning of any off-duty period of 34 or more consecutive hours as allowed by §395.3(c).</li></ol> <ul style="list-style-type: none"><li>• When enabled, the driver must select the 16hr exemption within 16hrs of starting their day (they must be within their 14hr workday +2hrs) to apply the exemption for that workday</li></ul> <p><b>Available on USA Federal Interstate Property, and 150-Non CDL rulesets</b></p>
Without Rest Requirement	<p>Some property carrying drivers in certain industries are exempt from the 30 minute break requirement. Rulesets with this notation do not have a 30 min break requirement.</p> <ul style="list-style-type: none"><li>• Can be combined with the 16hr exemption, 24hr restart, or Oil well servicing exemptions as well.</li></ul>



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### **Available on USA Federal Interstate Property rulesets**

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#### Adverse Driving Conditions (USA)

If unexpected adverse driving conditions slow you down, you may drive up to 2 extra hours and work an extra 2 hours to complete what could have been driven in normal conditions.

- This means you could drive for up to 13 hours, and work up to 16 hours which are 2 hours more than allowed under normal conditions.
- Adverse driving conditions mean things that you did not know about when you started your run, like snow, fog, or a shut-down of traffic due to a crash.
- Adverse driving conditions do not include situations that you should have known about, such as congested traffic during typical “rush hour” periods.
- Even though you may drive 2 extra hours under this exception, you must not drive after the 16th consecutive hour after coming on duty, and you must comply with the minimum 30-minute rest break provisions, and cycle limits.
- Applies to current workday when selected (or next workday if selected during OFF duty workday reset)

### **Available on all USA rulesets**

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#### Adverse Driving Conditions (Canada)

If unexpected adverse driving conditions slow you down, you may drive up to 2 extra hours to complete what could have been driven in normal conditions. Enabling this exemption reduces the amount of Daily Off Duty by 2hrs and increases the daily driving limit by 2hrs.

- the driving, on-duty and elapsed time in the elected cycle is not extended more than 2 hours;
  - the driver still takes the required 8 consecutive hours of off-duty time; and
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- the trip could have been completed under normal driving conditions without the reduction.
  - The 16hr workday limit still applies as normal

### **Available on all Canada Federal rulesets**

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#### Off Duty Deferral (Canada)

- Allows Driver to defer up to 2hrs of OFF daily duty time to the next day
- Day with Deferred time is annotated as Day 1, and the next day is noted as Day 2
- Core rest (at least 8 consecutive hrs) must be taken on Day 1
- No more than 26hr of driving between both days
- No more than 28hrs of on duty time between both days
- Deferred time must be added to the Core rest on Day 2
- Work shift rules must be adhered to as normal
- Note: This exemption follows the guidance provided by the CCMTA

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#### Oil Permit (Canada)

- Can be applied only to commercial motor vehicles that have been specially constructed, altered or equipped to provide services to the petroleum drilling and producing industry, with special permits.
- No maximum cycle hours.
- Requires 3 periods of 24 hours off duty every 24 days.
- Must take 72 hours off prior to switching to another Canadian ruleset.
- Wait Time is treated as OFF Duty time.
- For a complete explanation of the rules, conditions, training requirements, permit requirements and definitions, refer to the Transport Canada documentation for this exemption located [here](#).

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## Select applicable Ruleset combination from the Ruleset Dropdown

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### Personal Conveyance

- Also termed Authorized Personal Use
- Personal Conveyance is the movement of a commercial motor vehicle (CMV) for personal use while off-duty.
- A driver may record time operating a CMV for personal conveyance as off-duty only when the driver is relieved from work and all responsibility for performing work by the motor carrier.
- The CMV may be used for Personal Conveyance even if it is laden, since the load is not being transported for the commercial benefit of the motor carrier at that time.
- Personal conveyance does not reduce a driver's or motor carrier's responsibility to operate a CMV safely. Motor carriers can establish Personal Conveyance limitations either within the scope of, or more restrictive than, the guidance provided [here](#).
- Examples of proper and improper use of Personal Conveyance can be found [here](#).
- A driver placed out of service for exceeding the requirements of the hours of service regulations may not drive a Commercial Motor Vehicle (CMV) to any location to obtain rest.

### Available on all rulesets

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### Yard Move

- The Driver can use this exemption which will allow the time driven in the yard to not be counted against the driver's drive time.
- The yard move will still count against on-duty hours.

### Available on all rulesets

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### Oil Well Wait Time

- Specially-trained drivers of commercial motor vehicles that are specially-constructed
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to service oil wells.

- Waiting Time shall NOT count towards the total On Duty time for a Driver's day.
- Such Waiting Time shall be recorded as "off duty" for purposes of §§ 395.8 and 395.15, with remarks or annotations to indicate the specific off-duty periods that are waiting time, or on a separate "waiting time" line on the record of duty status to show that off-duty time is also waiting time. Waiting time shall not be included in calculating the 14-hour period.
- Eligible waiting time can be used to satisfy the requirement for a 30-minute rest break every 8 hours.

 **Note:** Enabling this will also modify the driver's ruleset to meet the "24-hour restart" provision. The driver must be using the oilfield operation for the previous 8 days in order to use the "24-hour restart" provision. Oilfield Split Sleeper not yet supported.

**Available on USA Federal Interstate Property, Texas and California Intrastate rulesets**

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24-hr restart

- This exemption allows drivers to restart their cumulative work week time after 24 consecutive hours Off Duty. This is available to all drivers who are working to service oil and gas wells, many construction drivers and some other industries.

**Available on USA Federal Interstate Property, and Texas and California Intrastate rulesets**

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Salesperson

- You do not have to comply with the 60/70 hour limit if:
  - You are employed solely as a driver-salesperson by a private carrier of property.
  - You are engaged both in selling goods, services, or the use of goods, AND in

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delivering (by CMV) the goods sold or provided or upon which the services are performed.

- You stay entirely within a radius of 100 miles from the point at which you report for duty.
- No more than half (50%) of your on-duty hours are spent driving on a weekly basis; and
- Your total driving time is 40 hours or less in any period of 7 consecutive days (not currently supported).
- The 14-hour limit, and 11-hour driving limit still apply.

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## Railroad Exemption (USA)

- Allows railroad workers belonging to FMCSA identified organizations who are subject to HOS rules to respond to unplanned events that occur outside of or extend beyond an employee's normal work hours.
  - May extend the 14-hour duty period to no more than 17 hours
  - May not exceed 11 hours of driving time, following 10 consecutive hours off duty
  - May extend the 60- and 70-hour rules by no more than 6 hours
  - May not travel more than 300 air miles from the normal work-reporting location or terminal
- “Unplanned Events” may include, but are not limited to events such as derailments, track failures and track blockages. Refer to FMCSA rulings for specific examples.

### Select applicable Ruleset combination from the Ruleset Dropdown

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## Exempt HOS

- Uses a modified Personal Conveyance to allow the driver to indicate that they are operating in an HOS Exempt exemption such as:
  - [Agriculture](#)

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- [Emergency Waivers](#)
  - More details on the setup and use of this feature are available via our community and support teams
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## Notes

Note	Description
Split Sleeper - USA Property	<p>Due to the changes to the Final Rule (Sept. 2020) drivers who successfully split their sleep can exclude both the 'small part' and the 'large part' of their split from the workday. Due to this, the driver must advise the system they are planning on splitting in order for the system to accurately predict availability.</p> <p>Example. A driver who started their day at noon, takes a 2 hour OFF duty period starting at 5pm. At the end of this 2hr period (7pm), they simultaneously have 2 different workday availabilities:</p> <p>7 hours of workday if they are NOT completing a split, OR 9 hours of workday if they ARE completing a split.</p> <p>In order to show the driver the correct availability the system will look at the ruleset they have currently chosen. Rulesets including 'with Split Sleeper' will always assume the driver is going to Split Sleep whenever possible, and as such, will calculate availability as if the driver will pair viable periods together. This means that the driver may need to complete a split pairing when their availability runs to zero. Drivers are expected to know the rules and requirements of split sleeping if they have chosen this ruleset.</p>

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If a driver is not going to complete Split Sleep, and they have chosen a 'with Split Sleeper' ruleset - they do risk a violation appearing in the past if they do not complete a split that the system anticipated. In this scenario, the driver should select the applicable ruleset option that does not include 'with Split Sleeper'

Drivers can freely change back and forth between options to see availability based on Split Sleeping or not at any time during the day.

**All USA Federal Interstate Property rulesets have available 'split versions'**

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Split Sleeper -  
Passenger, Canada,  
Texas

Rulesets for USA Passenger, Canada, and Texas do not require a special 'Split Sleeper' rulesets as detecting applicable Sleeper Splits can be done by the ruleset itself due to the mechanics of the Split mechanism. Note however, that these rulesets will always assume Split is taking place if the driver meets the condition of the Split.

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## Document Change Log

Date	Major Changes	Added By	New Version
Feb. 2020	New Canada Rulesets Added	ELD Team	
Sept. 2020	Final Rule Changes Effective Sept 29 2020	ELD Team	
Dec. 2021	Canada North of 60 Team Rulesets, Note for Split Sleeper - Property	ELD Team	
Oct. 2022	Oil Permit (Canada) exemption added	ELD Team	
Jan. 2023	Railroad Exemption (USA) & Salesperson Exemption added	ELD Team	Rev. 4.1
Aug. 2023	BC Logging Truck added	ELD Team	Rev. 4.2
May 2024	Alberta ruleset added	ELD Team	Rev. 4.3
August 2024	California Property Short-Haul ruleset added	ELD Team	