Cross-border hours-of-service requirements

**FAQ013: What are the differences between the maximum duty time/duty cycle~~s~~ regulations in the United States and Canada?**

**Answer:** When operating in the United States, no driving  may be done after accumulating 60 on-duty hours in 7 consecutive days if the motor carrier does not operate CMVs every day of the week; or 70 on-duty hours in 8 consecutive days if the employing motor carrier operates CMVs every day of the week.  (49 CFR § 395.3(b)(1)-(2); 49 CFR § 395.5(b)(1)(2))

When operating in Canada, under Cycle 1, no driving may be done after accumulating 70 on-duty hours in 7 days; under Cycle 2 no driving may be done after accumulating 120 on-duty hours in 14 days. (SOR/2005-313 - Section 26 – Cycles; Section 27 - Cycles)

When operating in Canada under Cycle 2, drivers are not permitted to drive after accumulating 70 hours on-duty without having first taken 24-consecutive hours of off-duty time. (SOR/2005-313 - Section 27 – Cycles)

When operating in Canada, all drivers must take at least 24-consecutive hours of off-duty time in any 14-day period. (SOR/2005-313 - Section 25 – Cycles)