

# Personal Conveyance Frequently Asked Questions

## **1. May a driver, who drops his or her last load at a receiver's facility use personal conveyance to return to their normal work location (i.e. home or terminal)?**

No. Returning home or to the terminal from a dispatched trip is a continuation of the trip, and therefore cannot be considered personal conveyance.

## **2. The guidance allows for "authorized use of a CMV to travel home after working at an offsite location." What is meant by the term "offsite" when used in this context?**

The term refers to a location, other than a carrier's terminal or a shipper's or receiver's facility, where a driver works for a temporary period for a particular job. Specifically, this term is intended for construction and utility companies that set up base camps near a major job and operate from there for days or weeks at a time. These remote locations are considered "offsite" locations. Therefore, travel between home and that offsite location is considered commuting time, and qualifies as personal conveyance.

## **3. Is personal conveyance treated any differently when the driver is hauling hazardous materials?**

No. There is no restriction on personal conveyance regarding hazardous materials transportation, provided that the driver complies with provisions of 49 CFR parts 177 and 397.

## **4. Can a driver who claims the short haul exception use personal conveyance?**

Yes, there is no connection between personal conveyance and the short-haul exception. As always, off duty time does not extend the 12-hour duty time limitation.

## **5. How is personal conveyance time calculated in the hours-of-service rules?**

Time spent under personal conveyance is off duty time.

## **6. May a driver use personal conveyance when they run out of available (driving/on-duty) hours?**

No, except for the one exception described in the guidance where a driver who runs out of hours while at a shipper's or receiver's facility may drive from that facility to a nearby, safe location to park, provided that the driver allows adequate time to obtain rest in accordance with daily minimum off-duty periods under the Hours of Service rules before beginning to drive. Personal conveyance is those times where a driver is operating solely for a non-business purpose and cannot be used to extend the duty day.

## **7. Are there maximum distance time or distance limits for the use of personal conveyance?**

No. However, it is important to note that the provision in §392.3 of the FMCSRs, prohibiting the operation of a commercial motor vehicle while fatigued, continues to apply. Therefore, a driver must get adequate rest before returning to driving.



**8. If a driver picks up the commercial motor vehicle from a repair facility once repairs are complete, would the driver be allowed to use personal conveyance to their residence from the repair shop?**

No, travel for repair and maintenance work is being done in the furtherance of the business and is considered on duty time.

**9. Can a loaded vehicle be used as personal conveyance?**

Yes. Determining personal conveyance is based on the nature of the movement, not whether the vehicle is laden.

**10. Can personal conveyance time be combined with other off-duty time to complete a 10 or 34-hour break?**

Yes, since PC is off-duty time. However, it is important to note that the provision in §392.3 of the FMCSRs, prohibiting the operation of a commercial motor vehicle while ill or fatigued continues to apply.

**11. Can a driver be inspected during personal conveyance? If so, what is the driver's duty status during the inspection?**

Yes. Since the driver is still subject to the FMCSRs, the driver or vehicle can be inspected. The driver's duty status would be "on-duty, not driving" during the inspection.

