



Educational Tool for Hours of Service (ETHOS)

ETHOS Pre-Populated Example Descriptions*

Learn more about the pre-populated examples:

Note that the new 30-minute break rule and the new sleeper berth provision only apply to property carriers. Please be sure that the “Property” tab is selected on the “Potential Violations” table at the bottom of the web page.

Example 1: New 30-Minute Break Rule

- In this example, the clock starts at midnight. The driver drives for 5 hours and then takes a 30-minute break using an on duty, not driving period.
- No violation occurred because on duty, not driving can now be used for the 30-minute break.

Example 2: New 30-Minute Break Rule

- In this example, the clock starts at midnight. The driver drives for 8.5 hours before taking a break (violation point at 0900).
- A violation occurred when the driver went over 8 hours of driving without taking the required 30-minute break.

Example 3: New Sleeper Berth Provision

- In this example, the clock starts at midnight when the driver goes on duty, not driving for one hour on Day 1.
- The driver spends 3 hours in the sleeper berth from 0600 to 0900, and then spends 7 hours in the sleeper berth from 1500 to 2200. These two qualifying rest periods are paired to meet the 10-hour break requirement and are excluded from the 14-hour driving window calculation.
- Check the period of time from midnight to the beginning of the second qualifying rest period paired (15:00) for 11-hour and 14-hour violations. This driver drives for 11 hours and is on duty for 12 hours, so there are no violations.
- Continue checking the rest of the log. The starting point for the next calculation is at the end of the first qualifying rest period previously paired (0900). Pair the 7-hour sleeper berth period with the 3-hour off-duty period beginning at 0700 on Day 2. Look for violations between 0900 and the beginning of the second qualifying rest period paired (0700 on Day 2). There are no violations during this time period.
- Continue checking the rest of the log. The next calculation period starts at 2200 on Day 1 and ends at 1700 on Day 2. There are no violations during this period, or during the time shown on the rest of the log.



Educational Tool for Hours of Service (ETHOS)

Example 4: New Sleeper Berth Provision

- In this example, the clock starts at midnight when the driver goes on duty, not driving for 1 hour on Day 1.
- The first two qualifying rest periods that can be paired to meet the 10-hour break requirement are the 7-hour sleeper berth period at 1400 on Day 1 and the 3-hour sleeper berth period at 0000 on Day 2.
- Check the period of time from midnight on Day 1 to the beginning of the second qualifying rest period paired (midnight on Day 2) for 11-hour and 14-hour violations.
 - When the driver resumes driving at 2100, they are in violation of the 14-hour rule because their first rest break from 0700 to 0800 does not qualify for the sleeper berth provision, and therefore is not excluded from the 14-hour calculation.
 - After driving for 1 hour, another violation occurs at 2200. Here, the driver is in violation of the 11-hour rule.
- Continue checking the rest of the log. The starting point for the next calculation is at the end of the first qualifying rest period previously paired (2100). Pair the 3-hour sleeper berth period on Day 2 with the 7-hour sleeper berth period beginning at 1500 on Day 2. Look for violations between 21:00 and the beginning of the second qualifying rest period paired (1500 on Day 2).
 - The 14-hour clock begins at 2100 on Day 1 and ends at 1400 on Day 2, since we must exclude the paired sleeper berth break at midnight. There is no violation, since the driver goes on-duty, not driving, before taking his next qualifying rest break.
 - At 1300 (Day 2), the driver has reached 11 hours of driving time. A violation occurs when the driver continues driving past 1300.
- Continue checking the rest of the log. The starting point for the next calculation is at 0300 on Day 2. There are no further violations during the rest of the time shown on this log.

*This Educational Tool for Hours of Service (ETHOS) is for educational purposes only and is designed to assist motor carriers in understanding the hours of service rules in 49 CFR part 395. The ETHOS identifies only potential violations, and should not be relied on by motor carriers to monitor or evaluate hours of service compliance. FMCSA does not retain any data entered in this application, and will not use the data entered for any purpose. The information provided by using the ETHOS is not a communication from FMCSA, guidance, advisory opinion, pre-enforcement ruling, or other interpretation or application of law. Use of this ETHOS does not preclude enforcement or other actions by FMCSA based on violations discovered during roadside inspections, compliance reviews, or other inspections and investigations.