

# Changes to the Sleeper Berth Provision





## Sleeper Berth Provision

### HOS final rule changes:

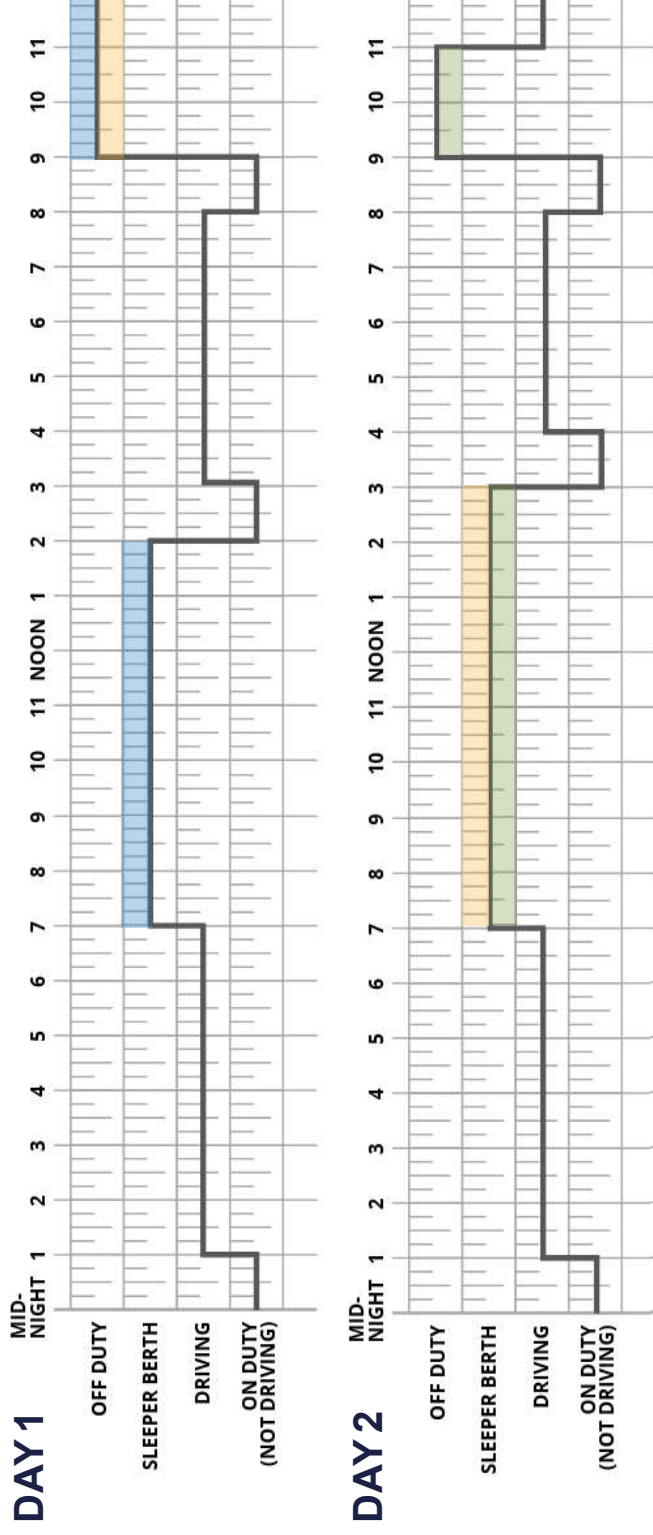
- Allows drivers to split 10-hour off-duty period, as long as:
  - One off-duty period (whether in or out of the sleeper berth) is **at least 2 hours long**, and
  - The other involves **at least 7 consecutive hours in the sleeper berth**
  - **Added together, the periods must total at least 10 hours**
- When used together, neither period counts against the 14-hour driving window

# Sleeper Berth Provision

## EXAMPLE

The example on this slide assumes the driver starts the day having just completed 10 consecutive hours off-duty

- None of the highlighted rest periods count against the driver's 14-hour window



Pair 1: 7 hrs + 3 hrs

Pair 2: 3 hrs + 8 hrs

Pair 3: 8 hrs + 2 hrs

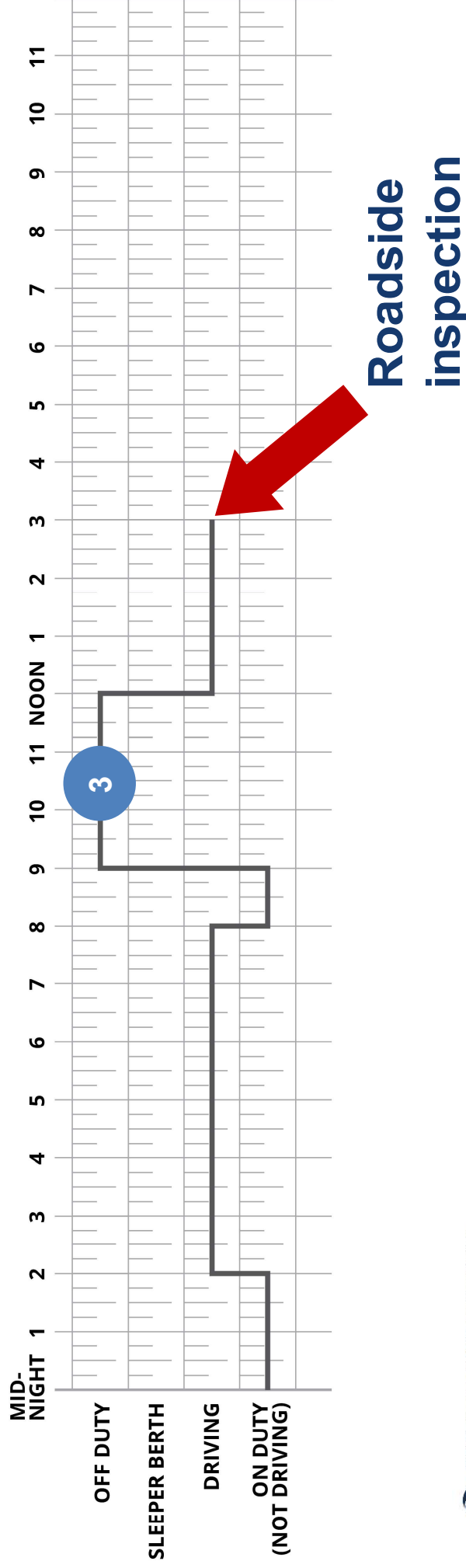
## **A driver may obtain the off-duty time required by § 395.3(a)(1) by accumulating any of the following:**

- At least 10-consecutive hours off-duty
- At least 10-consecutive hours of sleeper berth time
- Combination of consecutive sleeper berth and off-duty time amounting to at least 10 hours
- Combination of sleeper berth time of at least 7-consecutive hours and up to 3 hours riding in the passenger seat, amounting to at least 10-consecutive hours
- The equivalent of at least 10-consecutive hours off-duty using the split sleeper berth provision

## Common Questions: Sleeper Berth Provision



What if a driver is stopped for a roadside inspection after having taken only one rest period that qualifies for the split sleeper berth provision?



## Common Questions: Sleeper Berth Provision



Under the sleeper berth provision, a driver takes 7 hours in the sleeper berth and later takes an off-duty period of 3 hours before arriving at home. When the driver arrives home within the permissible hours, what rest is required to reset their “day clock”?

