



**BusTrusted**  
DRIVER'S LIBRARY

VOLUME 11

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# HOURS OF SERVICE FOR PASSENGER CARRIERS

*The 10 / 15 / 60-70 clocks, the passenger-carrier  
differences, and planning charters inside them.*

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VOLUME 11 · SAFETY SERIES

# Hours of Service for Passenger Carriers

*Fatigue is the crash cause nobody photographs. The federal hours-of-service rules (49 CFR Part 395) exist because tired drivers make dead passengers — and because passenger-carrier rules are DIFFERENT from the trucking rules most people half-remember. This volume is the passenger-carrier clock, explained like a human being.*



THE DRIVING CLOCK

Figure 1 – The three clocks every coach driver runs at once.

- **10 HOURS DRIVING**  
max driving after 8 consecutive hrs off
- **15 HOURS ON DUTY**  
no driving past the 15th on-duty hour
- **60 / 70-HOUR WEEK**  
rolling week cap – NO 34-hr restart for buses
- **SLEEPER SPLIT: 8 HRS**  
two periods, neither under 2 hours

## The three limits, plainly

Limit	The rule (passenger-carrying CMV)	What it means on a charter
10-hour driving	Maximum 10 hours behind the wheel after 8 consecutive hours off duty	A DC-to-Boston round trip with traffic can eat the whole clock – plan relief or an overnight
15-hour on-duty	No driving after having been on duty 15 hours (cumulative) following 8 hours off	Loading, fueling, waiting at the venue, cleaning – it ALL counts against the 15
60/70-hour week	No driving after 60 hrs on duty in 7 days (70 in 8 days for 7-day operations)	Busy wedding season stacks up fast – track the rolling week, not just today

### THE BIG DIFFERENCE FROM TRUCKING

Passenger carriers get NO 34-hour restart – the rolling 60/70-hour week never resets in one weekend. And the trucker's 30-minute break rule doesn't apply to passenger operations. If your compliance advice comes from a freight guy, double-check it against Part 395 for passenger carriers.

## The flexibilities you DO have

- Sleeper-berth split: a coach with a compliant sleeper berth may split the required 8 hours off into two periods totaling 8, neither shorter than 2 hours.



- Adverse driving conditions: weather or crashes you couldn't have known about when you started can extend driving time up to 2 extra hours — document why.
- Short-haul exceptions exist for some 150 air-mile operations — narrow rules; read 49 CFR 395.1 before relying on one.

### ELDs and the paper trail

- Most interstate coach operations need an ELD; keep the instruction card, transfer steps, and 8 days of blank paper logs aboard for malfunctions.
- Supporting documents (fuel receipts, tolls, charter orders) must line up with the log — auditors read them side by side.
- Personal conveyance is the most-abused button in the industry. Moving a loaded coach is never personal conveyance; when in doubt, log it on duty.

### Planning charters inside the clock

- Quote long trips WITH the clock in mind: relief driver, overnight, or a shorter day — never 'we'll make it work.'
- Build the day backwards from the last drop-off; leave a 1-hour cushion for the 15-hour wall.
- Watch the rolling week every Sunday night — the 60/70 sneaks up during peak season.
- Learn the fatigue tells: drifting speed, missed exits, heavy blinks. The professional response is a phone call, not a fifth coffee.

#### WHY THIS IS A BUSINESS DOCUMENT TOO

An out-of-service order strands your group in front of the customer; HOS violations feed your CSA score; your CSA score feeds your insurance premium (Volume 03). Compliance isn't paperwork — it's pricing.

Sources & further reading: 49 CFR Part 395 (passenger-carrying CMV limits; 395.1 exceptions); FMCSA HOS guidance and ELD rule. Verify current rules at [fmcsa.dot.gov](http://fmcsa.dot.gov).

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