Unplanned Stops and Special Detours: What You Should Know About US Hours of Service Rules

Your **motorcoach driver works hard** to accommodate customer requests…but in the case of making unplanned stops or detours, sometimes he or she is **simply unable to oblige.** Just **like an airline pilot,** the number of **hours** that any one motorcoach driver can be on duty **are strictly limited by Federal law.** *

What are the facts?

- Your driver can drive up to 10 hours, and then must have 8 hours off duty before driving again.
- Your driver may work for up to 15 hours, which includes both driving and non-driving duties. Once the 15 hour limit is reached, the driver must have 8 hours off duty.
- Your driver may work up to 70 hours in any 8-day period, which includes driving and non-driving duties. A driver may not drive after reaching this limit.

The consequences of exceeding these limits include:

- Your driver being put "out of service" on the spot, during a surprise state or federal roadside inspection of your driver's log book, severely delaying your group while another driver is located and transported to your motorcoach.
- The safety of your entire group being put at extreme risk, due to driver fatigue.
- Further penalties to your driver and bus company, including criminal penalties, that could threaten their livelihoods.

So, **please don't pressure your driver to break the law** by changing your itinerary! Remember, **the lives of your entire group** are in your driver's hands.

This message is brought to you by the American Bus Association, an organization of the intercity bus industry with more than 1000 motorcoach owner and tour operator members in the United States and Canada. Call us at (800) 283-2877 or reach us via email at abainfo@buses.org. www.buses.org

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*U.S. Department of Transportation Federal Motor Carrier Safety Regulations, Part 395