

Hours of Service

This is an unofficial interpretation of the federal 'Commercial Vehicle Drivers Hours of Service' regulations that take effect on January 1, 2007.



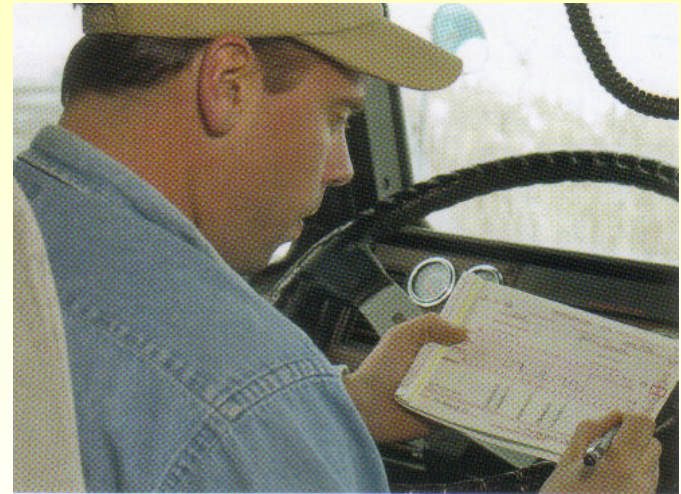
Hours of Service

Accurate reference is on the Internet at:

<http://canadagazette.gc.ca>

/Part II Official Regulations/Wednesday November
16, 2005 Volume 139 No.23/html/SOR/2005-313

Refer to the official volumes of
the **Commercial Vehicle Drivers
Hours of Service Regulations,**
made under the **Motor Vehicle
Transport Act**



History

- ◆ Current regulations were first introduced as a countermeasure to fatigue in the late 80's and were based on the American hours of service rules.
- ◆ Hours of Service refers to legal limitations on the hours a commercial vehicle driver can drive/work for a motor carrier on a daily/weekly basis.

Objective of the New Rules

The main objective of the new Regulations is to reduce the risk of fatigue-related commercial vehicle collisions by providing drivers with the opportunity to obtain additional rest.



Rationale for the New Rules

The new rules incorporate current sleep and fatigue research that takes into consideration the body's circadian rhythm, driver's health (opportunity to obtain restorative sleep), irregular work shifts and sleep deprivation.



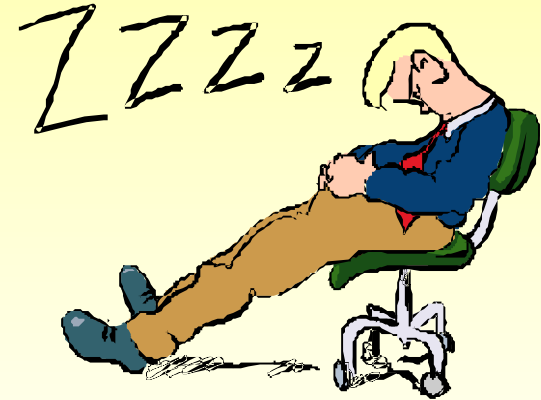
Issues under Current HOS Rules

There must be greater emphasis upon rest. The *Current* HOS rules:

- are not based on a day (24 hour period);
- allows 16 hours of driving in a 'day';
- allows 26 hours of driving in a 30 hour period (using off duty time reduction);
- places no limit on a drivers work shift;
- would permit a driver to work everyday; and
- forces Driver and Carrier alone to assume all responsibility for compliance.

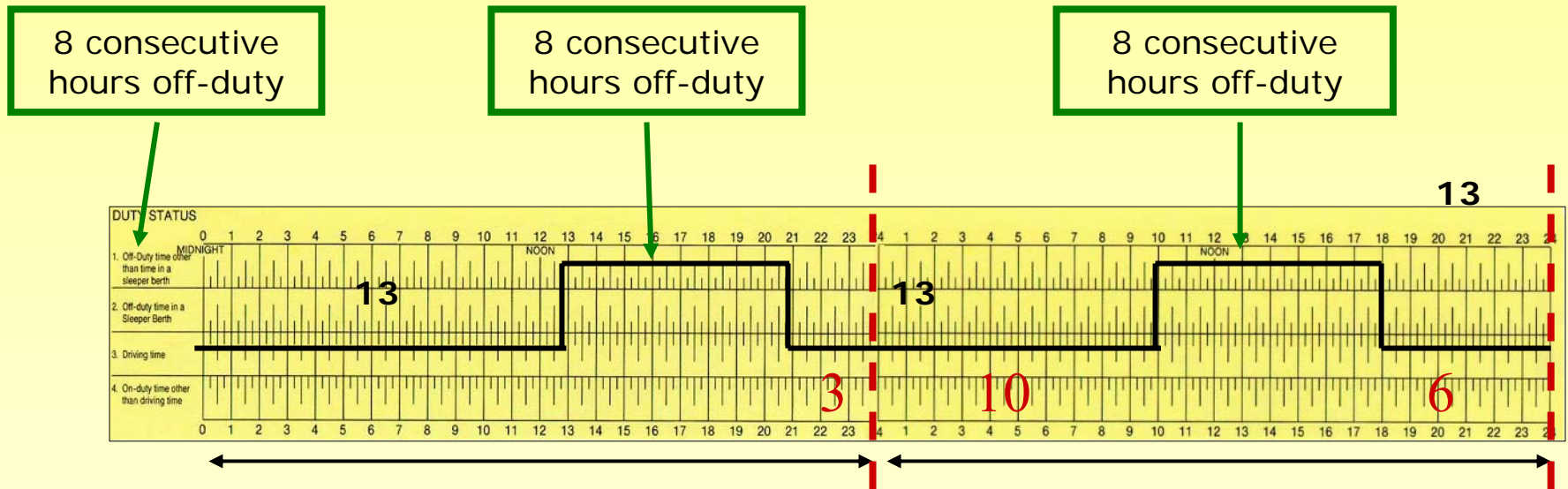
Factors of Driver Fatigue

- Number of hours awake
- Irregular working hours
- Health of the driver
- Work load and practices
- Time of day and/or night
- Insufficient or poor quality sleep



Principal problems with current rules

Little rest, long working hours and irregular rest periods.

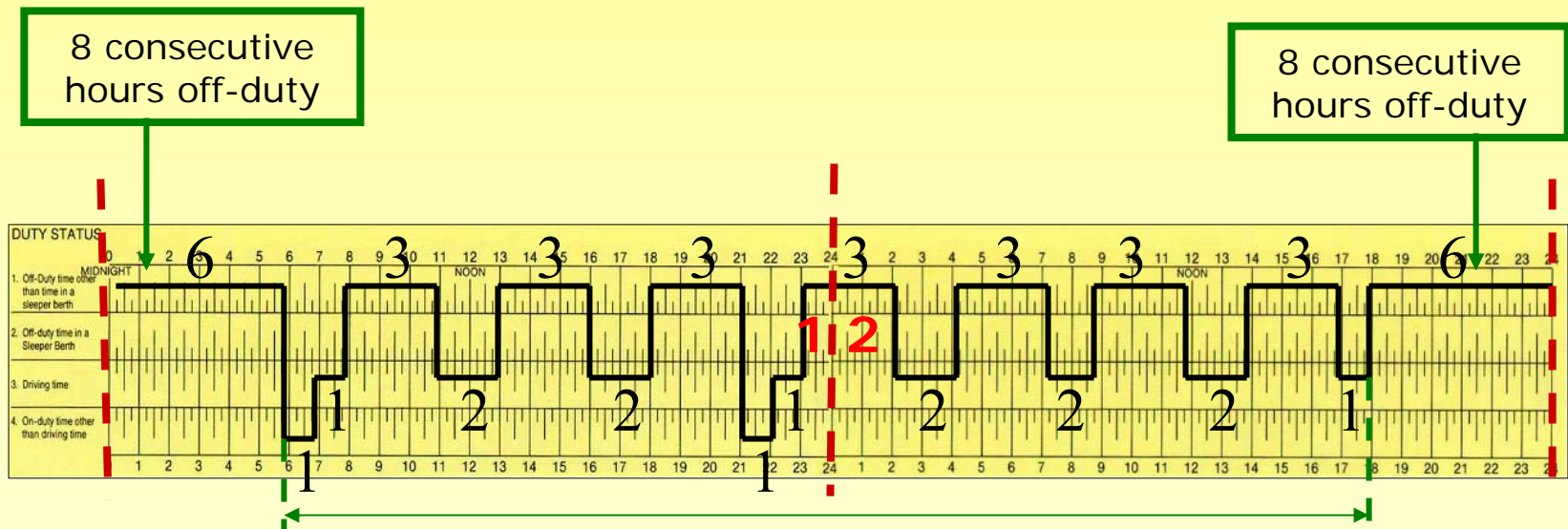


24-hour period
Off-duty: 8 h
Driving : 16 h (13+3)

24-hour period
Off-duty : 8 h
Driving : 16 h (10+6)

Principal problems with current rules (con't)

Length of the 'Work-Shift' (36 hours)



Shift

Length: 36 hours

Off-duty: 21 hours

Driving: 13 hours

Work: 15 hours

The New Hours of Service

- The new federal regulation has been enacted and will be proclaimed on January 1, 2007.
- British Columbia plans to adopt these new regulations to mirror the federal hours of service rules.
- Hours of Service regulations are spelled out in federal legislation under the Motor Vehicle Transportation Act (MVTA), applicable to extra-provincial operations.

The Major Changes

1. require/increase minimum daily **off-duty time** by 25% (8hrs to 10hrs)
2. reduce daily **driving time** by 18% (16 hrs to 13 hrs)
3. eliminate 8 day cycle
4. increase 7 day cycle to 70 hours
5. eliminate the “Short Change” (once-a-week)
6. allow flexibility with use of 2 hour deferral provision every 2nd day
7. restrict driver’s **work shift** to 16 hours

The Major Changes (con't)

8. requirement for carrier to elect a cycle
9. provides for “reset” of a cycle
10. standards for **sleeper berths** (design, construction)
11. different rules for single and team drivers when using the sleeper berth provision
12. requirement to take at least 24 consecutive hours off once in every 14 day period

The Major Changes (con't)

13. increased record keeping requirements
14. increased information required on log page
15. allowing drivers to use a CMV for **personal use** (with restrictions)
16. now **shared responsibility** for compliance (shipper; carrier; consignee; or other person)
17. new powers for enforcement officers – '**out-of-service**' orders

What's New

There are **TEN** new reference points:

1. Day
2. Work-shift
3. Deferral of off duty
4. Cycle (7 day & 14 day)
5. Reset
6. Sleeper Birth – Single & Team Drivers
7. 14 day requirement
8. Personal Use
9. Log Page
10. Time Records for local drivers

Day

- **A 24-hour period** beginning at the time designated by the carrier
- Each 'day' is independent, and there are certain on-duty; off-duty & driving limits for each 'day'
- The start time of the day remains the same throughout each cycle
- **To change the start time of the day:**
 - Reset and Start a new cycle

Day (con't)

Current Rules (Limits)

- ⊙ Drive up to 16 hours in a day
- ⊙ On duty – no limit
- ⊙ No specified off-duty time for a day
- ⊙ No Driving after 15 hours of on duty in a day

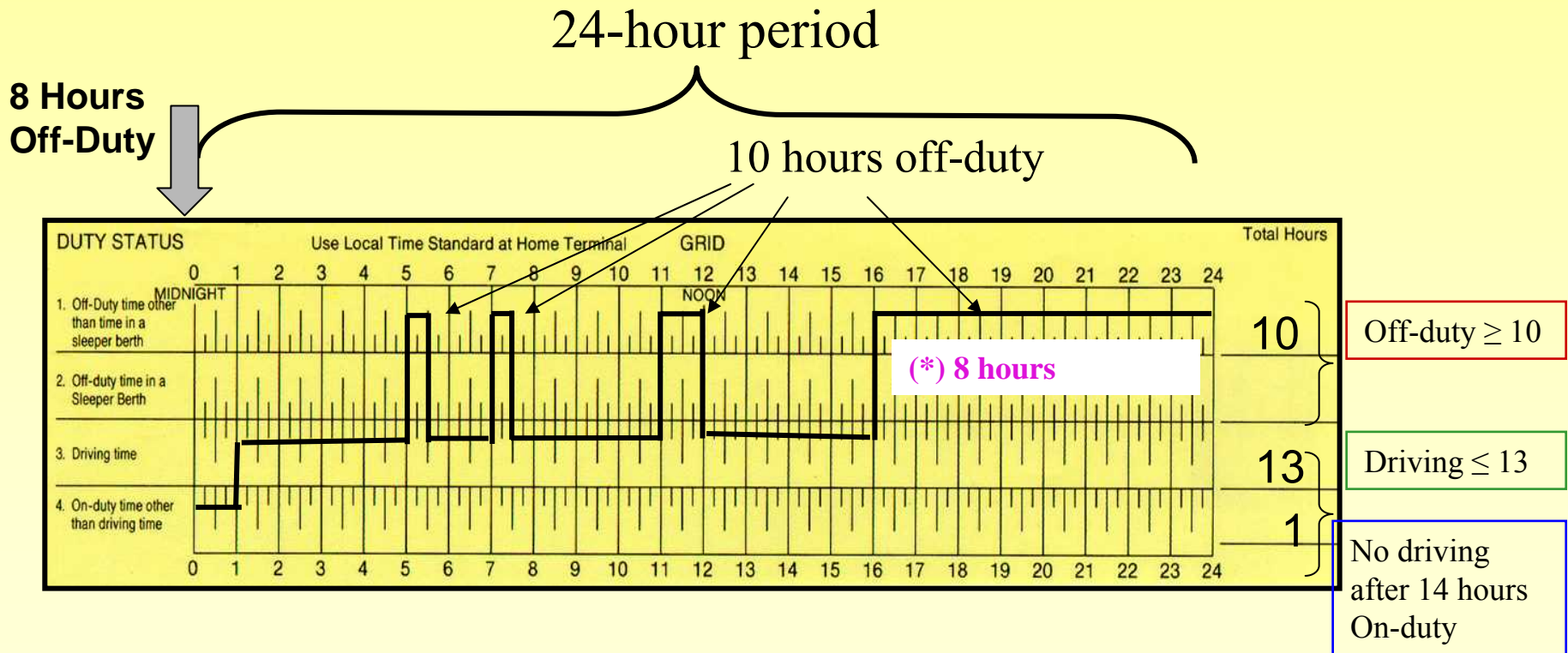


Rules

- ⊙ Minimum of **10** hours of off-duty must be taken every day
- ⊙ Off-duty periods – minimum 30 minute increments
- ⊙ Maximum of **13** hours driving in a day
- ⊙ No driving after **14** hours of on-duty in a day

Day

Daily Limits - a simple 3-point check for compliance



(*) 8 consecutive hours is not required in the rules for the 'Day'

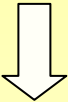
Day

Daily Limits - Further Example

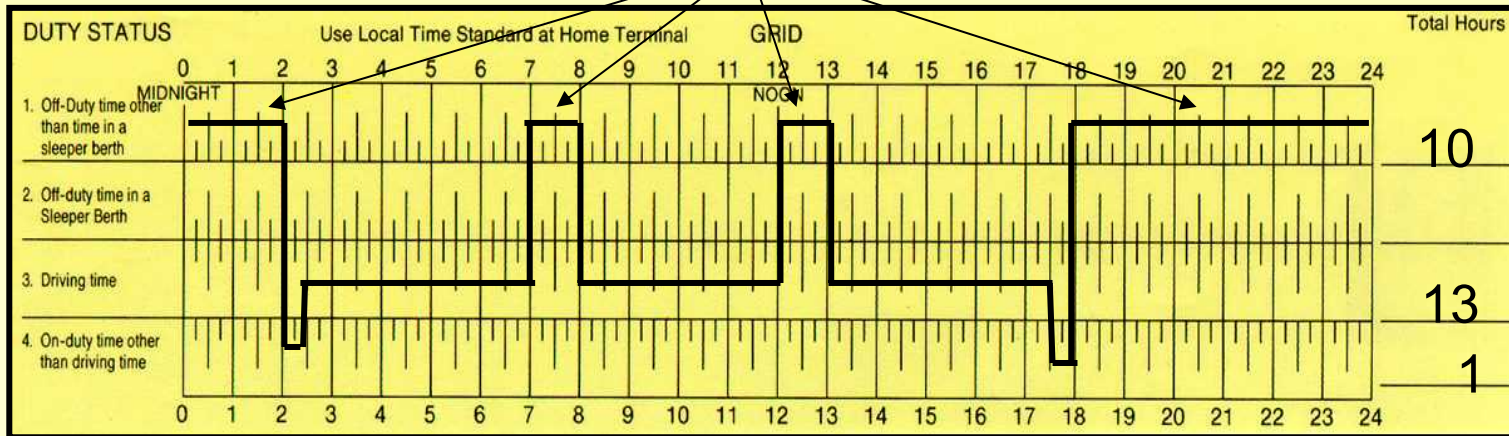
10 hours off duty

Example: $2 + 1 + 1 + 6 = 10$

8 consecutive
Off-Duty Hrs



8 consecutive
Off-Duty Hrs



Off duty ≥ 10

Driving ≤ 13

On-duty ≤ 14

Day

Daily Requirements

	Midnight 0	1	2	3	4	5	6	7	8	9	10	11	Noon 12	13	14	15	16	17	18	19	20	21	22	23	Midnight 24	Total Hours
1. Off Duty Time – other than time in a sleeper berth	OFF DUTY ≥ 10 Off-Duty Periods must be at least 30 minutes long or they do not count toward the 10 hours.																									
2. Off Duty Time – in a sleeper berth																										
3. Driving Time	DRIVING ≤ 13																									
4. On Duty Time – other than driving time	No driving after 14 hours on-duty																									

Work-shift

Current

- * After 13 hours of driving you have to take 8 consecutive hours off duty before you can drive again
- * After 15 hours of on duty you have to take 8 consecutive hours off duty before you can drive again

New Rules



- * After 13 hours of driving you have to take a minimum 8 consecutive hours off duty before you can drive again (*same as current rules!*)
- * After **14** hours of on-duty you have to take a minimum 8 consecutive hours off duty before you can drive again

Work-shift (con't)

Current

- * No restriction on length of work shift
- * Short off-duty periods extend the time between rest breaks



Rules

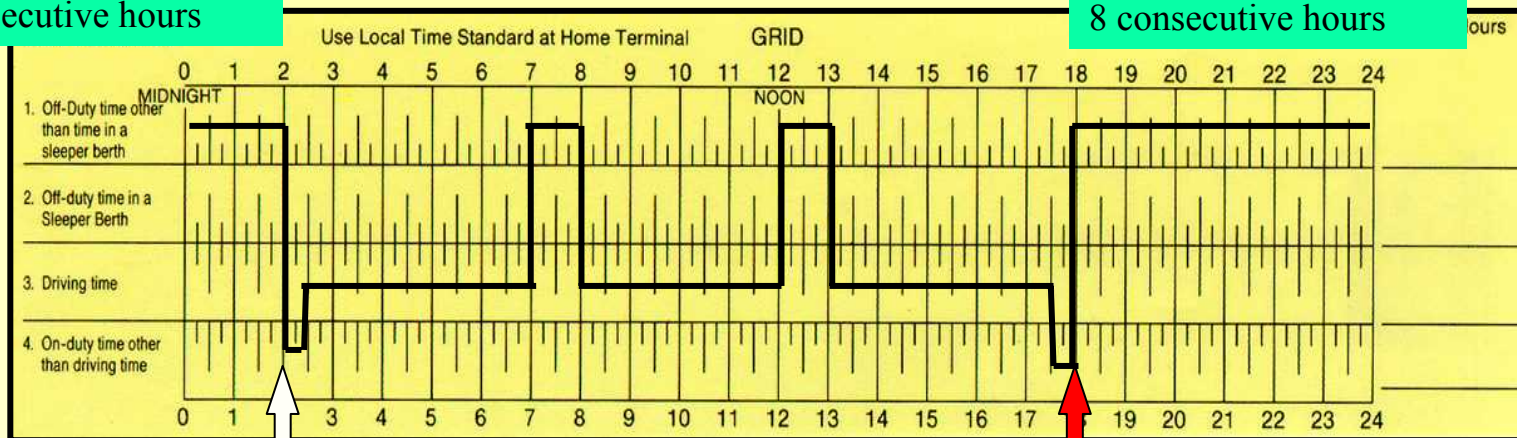
- * Maximum of 16 hours (elapsed time)
- * Time period which starts the instant you are on duty after having just taken minimum 8 hours off duty
- * Includes all time
- * 8 consecutive hours off-duty resets the work shift.
- * Sleeper berth rest periods are not counted in the 16 hour duty period when they qualify for the sleeper berth rest provision

Work-shift

What are the Rules for the Work-Shift?

8 consecutive hours

8 consecutive hours



Shift Reset

End

- No driving after 16 hours of elapsed time
- Driving time \leq 13 hours
- No driving after 14 hours on-duty

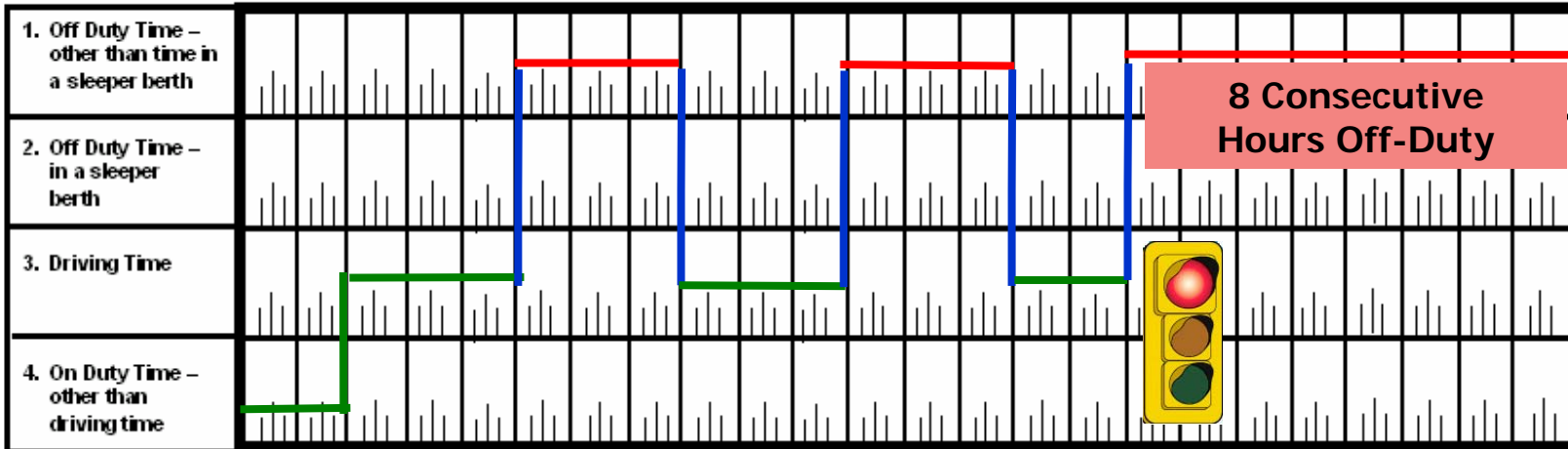
Work-shift

Mandatory Off-Duty Time After 16 Hour Work-Shift

**8 Hours
Off-Duty**

WORK SHIFT

Midnight 0 1 2 3 4 5 6 7 8 9 10 11 12 Noon 13 14 15 16 17 18 19 20 21 22 23 24 Midnight



Total Hours

14

8

2

Deferral of Off Duty

Current Rule

- ◆ May reduce the 8-consecutive hour off-duty period to a minimum of 4 hours-once in a 7 day period

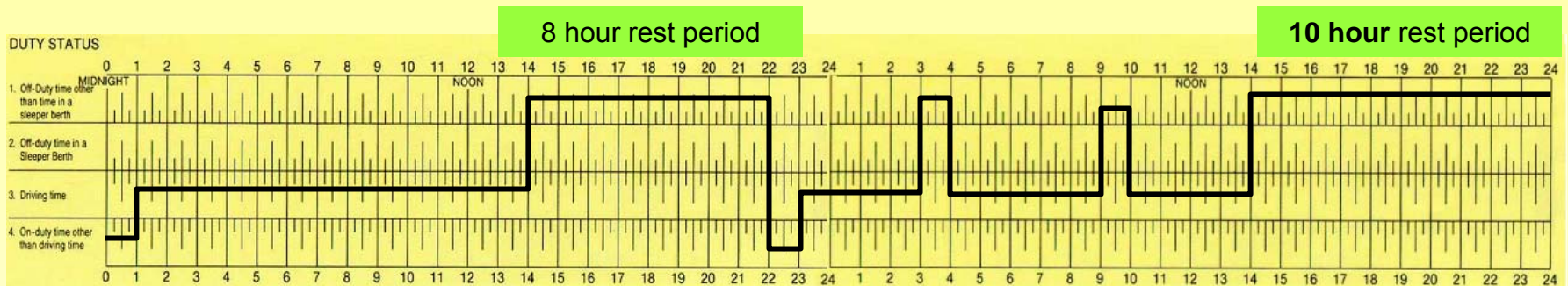


Rules

- ◆ 48 hour averaging allows a driver to reduce the daily off duty requirement of 10 hours by up to 2 hours provided the 2 hours is not part of the 8 consecutive hours
- ◆ This time is added to the 8 consecutive hours on the second day
- ◆ This provision may be exercised every 2nd day if a driver chooses.

Time Deferral (Up to 2 hours per day)

Driver has 'deferred' 2 hours from Day #1 to Day #2



Notes: Day #1 Day #2

- 1) The 2 hours 'deferred' from Day #1 are added to the 8-hour rest period on the following day (Day #2 - 1400-1600)
- 2) On Day #2 – Must still have the 2 'Off-Duty' Hours that are not part of any mandatory 8-hour off-duty block (0300-0400) & (0900-1000).

Cycles



Current Rule

- ◆ Must be in compliance with 1 of the 3 cycles which are:
 - 60 hours/7 days,
 - 70 hours/8 days,
 - 120 hours/14 days (24-hour off-duty prior to 75th hour on-duty)

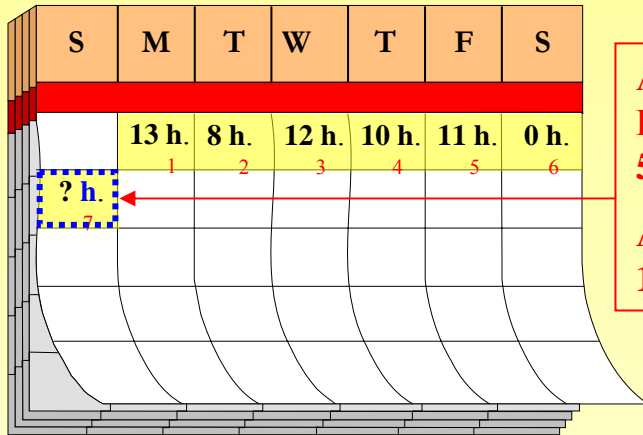
- ◆ Switching allowed

Rules

- ◆ Two cycles (*must* elect one):
 - Cycle 1 is 70 hours/7 days,
 - Cycle 2 is 120 hours/14 days (also must take 24 consecutive hours off-duty prior to accumulating 70 hours of on-duty time)

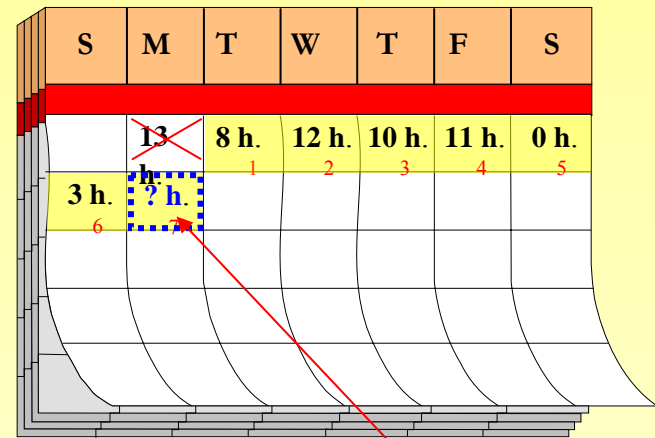
- ◆ Cycle switching only allowed after completing required off-duty period
 - Cycle 1: 36 consecutive hours off duty
 - Cycle 2: 72 consecutive hours off duty

Illustration of Cycle 1 (70 hrs/7 days)



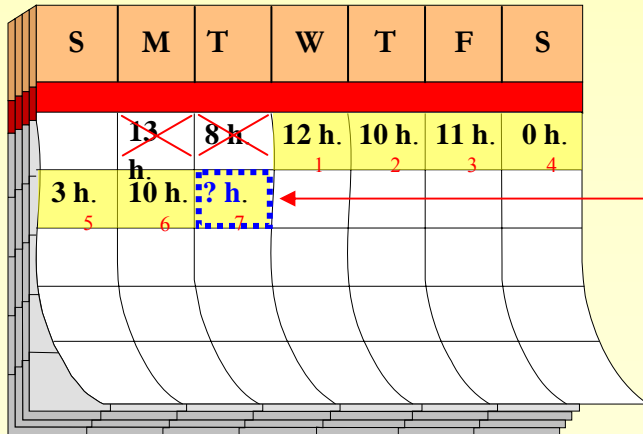
Accumulated
Day 1-6:
54 h

Available:
16 h



Accumulated
Day 1-6:
44 h

Available:
26 h



Accumulated
Day 1-6:
46 h

Available:
24 h

Reset Provision

Driver can reset a cycle at any time by taking:

1. 36 consecutive hours off to reset Cycle 1
2. 72 consecutive hours off to reset Cycle 2

Illustration of Cycle 2 (120 hrs/14 days)

<i>Date</i>	<i>Hours Worked</i>
April 1	12
2	0
3	0
4	0
5	14
6	13
7	10
8	12
9	13
10	0
11	13
12	11
13	11
14	14
15	8

Reset Taken

72 Off-Duty Hours Taken (Reset)

119 Hours On-Duty

The diagram illustrates a 15-day cycle. A bracket on the right side of the table groups the first four days (April 1-4) as the 'Reset Taken' period, which corresponds to 72 off-duty hours. A larger bracket on the right side groups the remaining 11 days (April 5-15) as the 'On-Duty' period, which totals 119 hours. The text 'Reset Taken' is written in red above the first bracket. The text '72 Off-Duty Hours Taken (Reset)' is in a yellow box next to the first bracket. The text '119 Hours On-Duty' is in a green box next to the second bracket.

Illustration of Cycle 2 (Before 70th Hour)

<i>Date</i>	<i>Hours Worked</i>
April 1	10
2	8
3	0
4	9
5	10
6	10
7	10
8	9
9	10
10	10
11	0
12	11
13	6
14	10
15	9

No Reset Taken

24 Hours Off-Duty Hours
Before Reaching 70 On-
Duty Hours (68 Hours)

Apr 01/14 Cycle:
113 Hours
Apr 02/15 Cycle:
112 Hours

Off Duty Split in Sleeper Berth

Current Rule

- ★ Commercial motor vehicle (CMV) drivers using a sleeper berth must take 8 hours off-duty, but may split the sleeper-berth time into two periods provided neither is less than 2 hours.



Rules

- ★ *Single* drivers using a sleeper berth must use two separate periods totalling 10 hours off-duty, provided neither period is less than 2 hours
- ★ *Team* drivers using a sleeper berth must use two separate periods totalling 8 hours off-duty, provided neither is less than 4 hours (10 hours off must still be taken in a day)

Off-Duty Split in Sleeper Berth

Further Conditions All Drivers (Team or Single) Must Follow:

❁ No driving after accumulating (total before and after each sleeper berth period):

➔ 13 hours driving

➔ 14 hours on-duty



No driving time occurs after the 16'th elapsed hour in the work-shift

Off-Duty Split in Sleeper Berth

All Drivers Must Also Comply with 'Daily' Requirements



Maximum 13 driving hours in each 'Day'



No Driving after 14th On-Duty hours in each 'Day', and



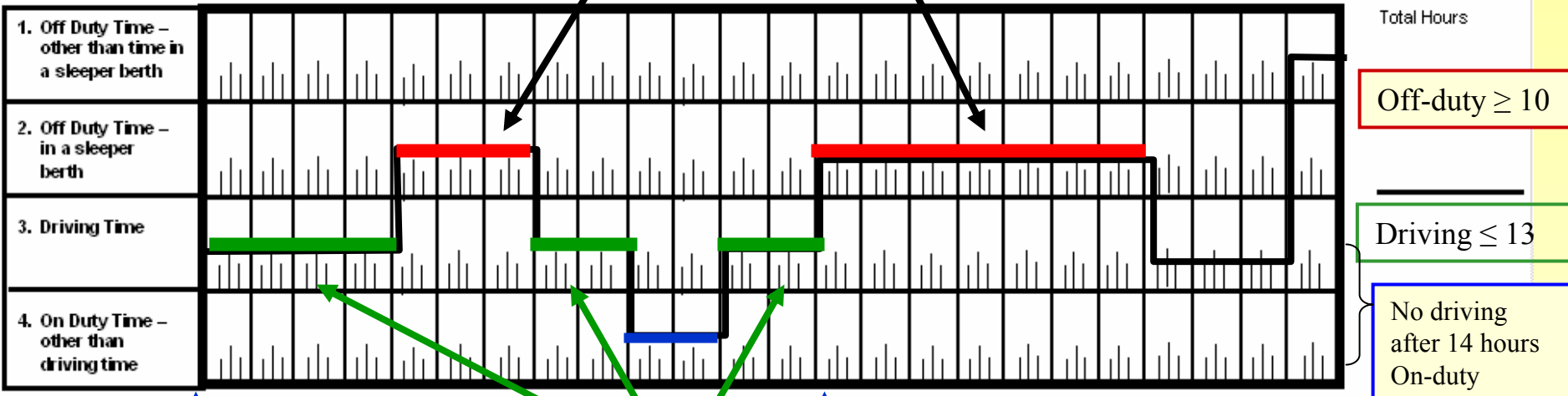
10 Off-Duty hours must be taken by driver in each 'Day'

Sleeper Berth (Single Driver)

3 + 7 = 10 hours (Sleeper Berth)

8 Hours Off-Duty

Midnight 0 1 2 3 4 5 6 7 8 9 10 11 12 Noon 13 14 15 16 17 18 19 20 21 22 23 24 Midnight



• Driving ≤ 13

No Driving after 14 hours **On-Duty**

No Driving after 16th hour since last sleeper period

No driving after 14 hours On-duty

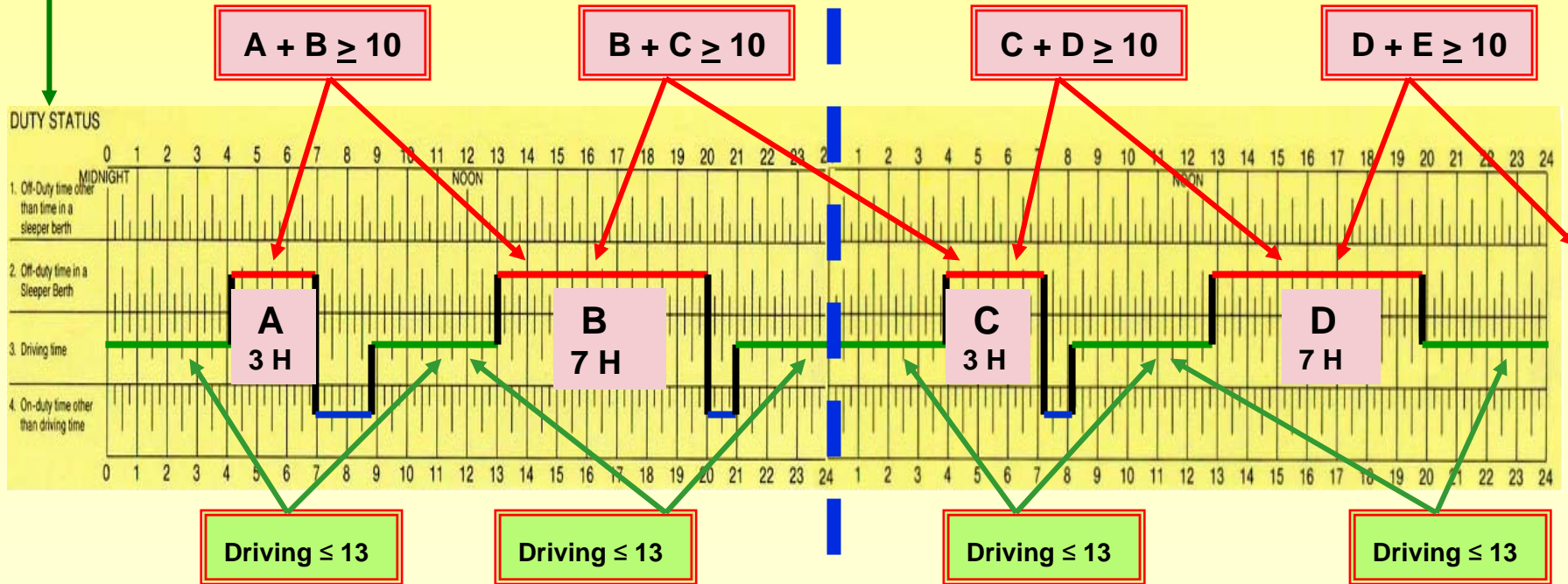
'Daily' Rules

Sleeper Berth Over 2 Days (Single Driver)

8 consecutive hours off-duty

Day #1

Day #2



For ALL periods before and after each sleeper berth:
No Driving After Reaching 14 On-Duty Hours.

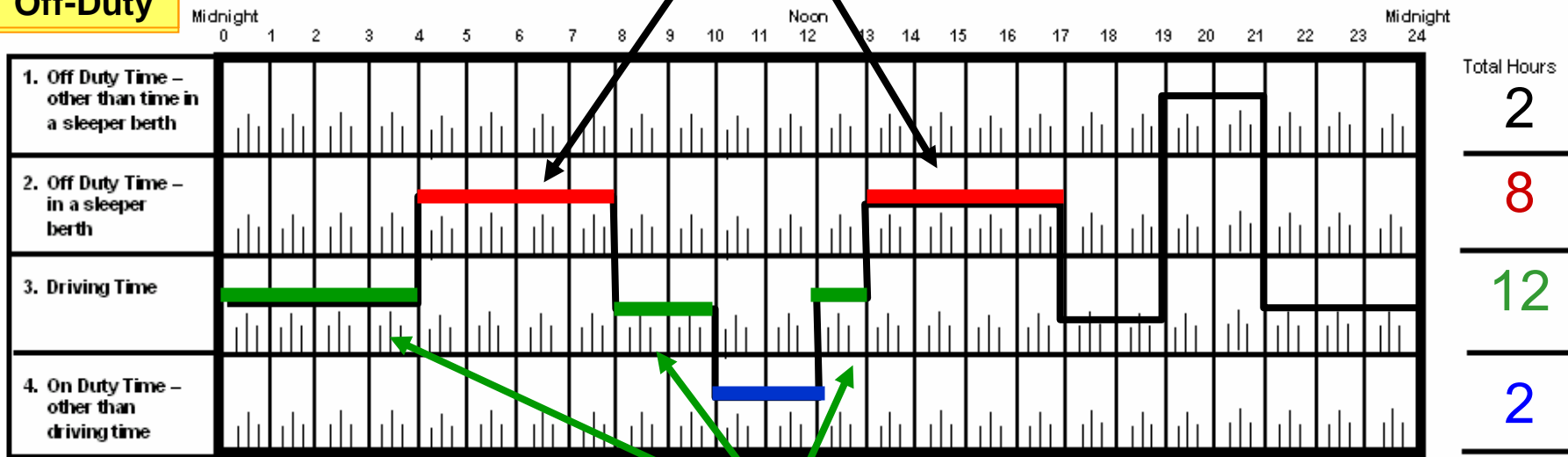
Rules for Both Day #1 & Day #2

- Driving time ≤ 13 hours
- No driving after 14 hours on-duty
- Off Duty ≥ 10 hours

Sleeper Berth (Team Driver)

4 + 4 = 8 hours (Sleeper Berth)

8 Hours Off-Duty

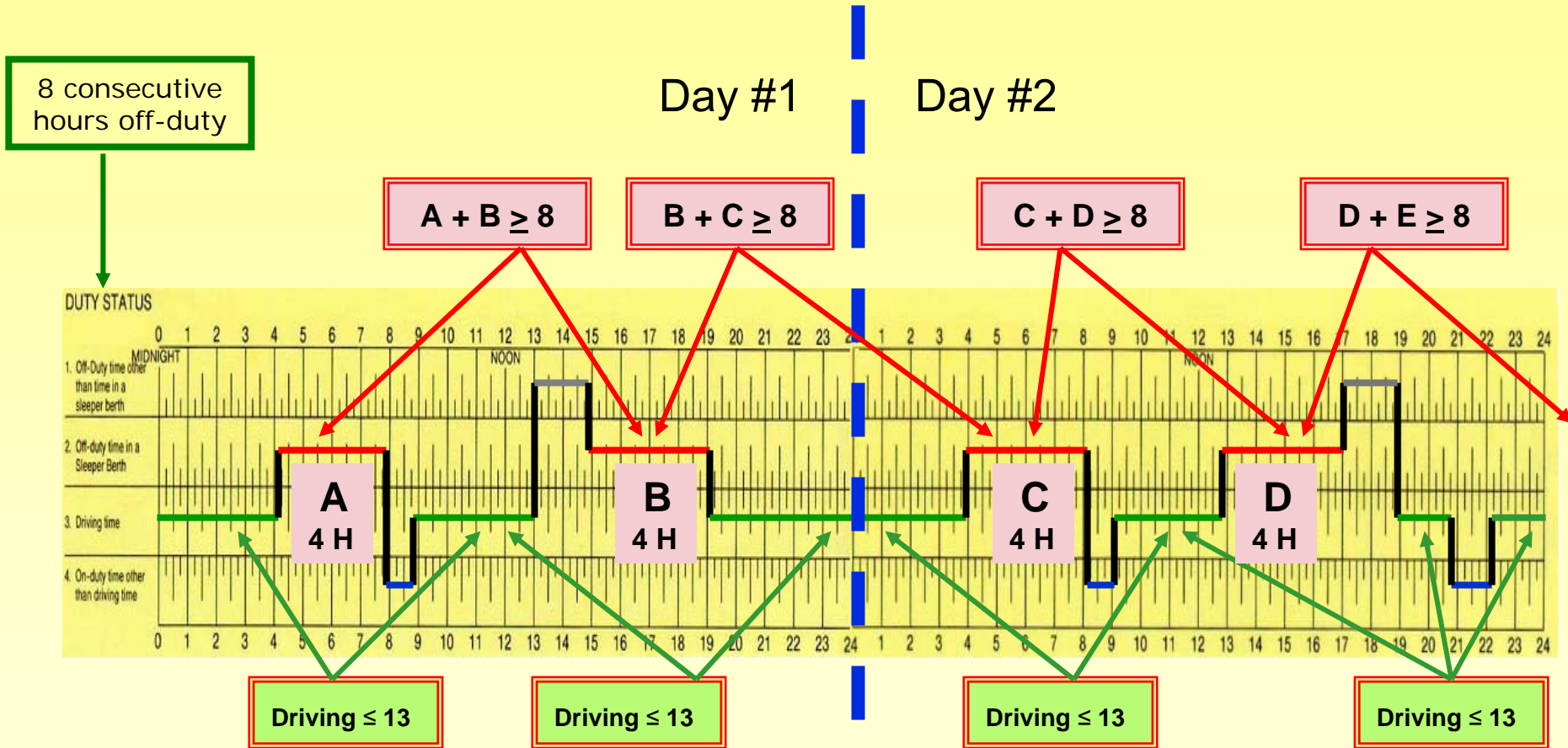


• Driving ≤ 13

No Driving after 14 hours
On-Duty

No Driving after 16th hour
since last sleeper period

Sleeper Berth Over 2 Days (Team Driver)



For ALL periods before and after each sleeper berth:
 No Driving After Reaching
 14 On-Duty Hours.

- Rules for Both Day #1 & Day #2**
- Driving time ≤ 13 hours
 - No driving after 14 hours on-duty
 - Off Duty ≥ 10 hours

Sleeper Berth Specifications

Current Rule

- ◆ Suitable accommodation, constructed and maintained for sleeper



Rule

- ◆ Must meet prescribed standards specified in Schedule 1

14 Day Requirement

Mandatory 24 Hours Off-Duty

Current Rule

Only required for the 14 day cycle



Rule

Mandatory 24 consecutive hours off duty in preceding 14 days (regardless of cycle)

14 Day Requirement

Mandatory 24 hours Off in 14-days (regardless of cycle)

- to address perceived problem of driving every day of the year
- driver must have at least one 24-hour consecutive off-duty period in preceding 14 days
- applies regardless of amount of on-duty time accumulated

The calendar for January 2005 illustrates a 14-day cycle. Days 1, 14, and 28 are marked with a red octagonal 'STOP' sign, indicating mandatory 24-hour off-duty periods. All other days (2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31) are marked with a black checkmark, indicating on-duty days. The cycle repeats every 14 days.

January 2005							
2007				Thursday	Friday	Saturday	Sunday
					STOP	1 ✓	2 ✓
3 ✓	4 ✓	5 ✓	6 ✓	7 ✓	8 ✓	9 ✓	10 ✓
11 ✓	12 ✓	13 ✓	14 ✓	15 ✓	16 ✓	17 ✓	18 ✓
19 ✓	20 ✓	21 ✓	22 ✓	23 ✓	24 ✓	25 ✓	26 ✓
27 ✓	28 ✓	29 ✓	30 ✓	31 ✓	STOP		

Personal Use Exemption



Driving Commercial Vehicle for personal use is not considered to be “On Duty” provided that:

- ⊙ CMV is unloaded
- ⊙ Not towing a trailer
- ⊙ Maximum of 75 km/day
- ⊙ Odometer readings are recorded and
- ⊙ Driver is not subject of an OOS declaration

The Log Page (New Additions)



Additions to the Log Page are:

- ① Odometer Reading End of Day
- ② Statement of Day#1 or Day #2
- ③ When Off-Duty Deferral is being used
- ④ Declaration of Cycle 1 or Cycle 2 (Cumulative)
- ⑤ Start & End Odometer Readings when
- ⑥ Commercial vehicle used for personal use
- ⑦ Principal Place of Business
- ⑧ Report On & Off Duty when Log Page Not Required

Log Page New Additions (con't)



In the 'Remarks' section, the following information is required:

- ⑨ If you extend your driving, on-duty or elapsed time (work shift) because of an emergency or adverse driving conditions, you must record the reason for doing so in the "Remarks" Section
- ⑩ On *any* day during the previous 14-day period when a Log Page is not required, the total number of on duty and off duty hours must be clearly identified in the "Remarks" Section for each day

MOTOR VEHICLE OPERATOR'S DAILY LOG

DATE
 Day Month Year

Vehicle Numbers (Show All Units)

Carrier Name

Odometer Finish

Home Terminal Address

Odometer Start

Principal Place of Business Address (if different from above)



Cycle	
1	2

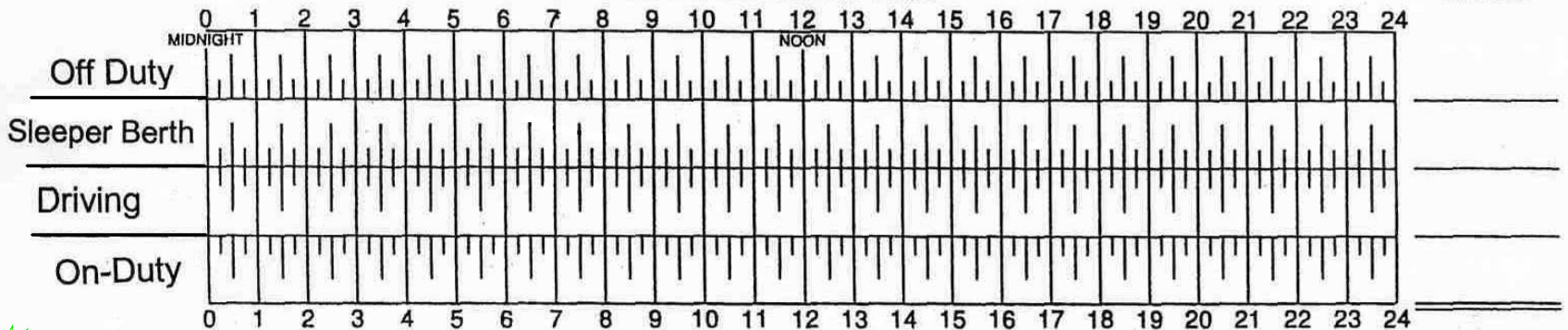
Daily Deferral Day #

Total Distance _____ km/mi

Hour at Which Day Begins

Use Time Standard at Home Terminal

Total Hours



Remarks:

Printed Name of Driver

Other Vehicle Operators

Signature of Driver



Personal Use of Commercial Vehicle

Start Odometer	End Odometer
----------------	--------------

Driving within 160 km - Time Records



Local Driving Records must contain the following details:

- Clearly identify all duty status for each 24 hour period
- State driving & on-duty time separately
- Indicate Cycle that the driver is using
- Note if any Off-Duty deferral is being used
- Record any personal use of CMV with odometer readings

Record Keeping Requirements - Local

RECORD of DUTY STATUS

(For drivers operating within 160 km of home terminal)

Driver's Name: _____

Month: _____ Year: _____

Start time of day: Midnight

Date	Duty Status	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Totals
NEW!	Off-Duty																									NEW!
NEW!	Driving																									NEW!
	On-Duty-Not Driving																									
NEW!	Remarks																					NEW!	Cycle 1 <input checked="" type="checkbox"/> Cycle 2 <input type="checkbox"/>			

Note: You must record in the Remarks Section, the following items:

1. Deferral of off-duty time (48-hour averaging)
2. The driving time when the driving period is extended or off-duty time is reduced because of an unforeseen adverse driving condition or an emergency
3. When a CMV is used for personal use (odometer readings)

Filling out the form:

1. Every hour of the 24-hour day must be accounted for
2. Starting from the left side of the grid (midnight), draw a horizontal line within the appropriate duty status field to account for time spent in that duty status, in 15 minute increments
3. Draw a vertical line where a change of duty status occurs
4. Total the hours spent in each of the three duty status' at the right side of the form. These must add up to 24 hours



On-duty Status Records (Example 2)

Record of Duty Status

Driver's Name: _____

[For drivers operating within 160 km of home terminal]

Month: _____ Year: _____

Start time of day: **Midnight**

Date	Duty Status	Time Block from/to (every hour of the day must be accounted for)												Total hours for each duty status	
		← 24 hour day →													
	Started @														
	Finished @														
	Time Off-duty														Off-duty: NEW!
	Time Driving														Driving: NEW!
	Time On-duty <u>not</u> driving														On-duty <u>not</u> driving
Remarks: NEW!												Cycle 1 <input type="checkbox"/> Cycle 2 <input type="checkbox"/>	Total:		

Note: You must record in the Remarks Section, the following items:

1. Deferral of off-duty time (48-hour averaging)
2. The driving time when the driving period is extended or off-duty time is reduced because of an unforeseen adverse driving condition or an emergency
3. When a CMV is used for personal use (odometer readings)

Filling out the form:

1. Every hour of the 24-hour day must be accounted for
2. For each block of time during the day, indicate the number of hours (or portion thereof) spent "off-duty", "driving", or "on-duty -not driving"
3. Within one time block, time spent in each of the two duty status ("driving" and "on-duty") can be "bundled"
4. 24-hour totals for each of the three duty status' must be recorded at the right side of the form, which must add up to 24 hours
5. Use the remarks column to indicate when the driver utilizes the off-duty deferral provision (48-hour averaging) or extends the 13 hour driving limit and reduces the required daily off-duty time due to adverse driving conditions or in emergencies

Summary

- 13 hours driving
- 14 hours on duty
- 16 hours in a work shift
(begins and ends with minimum of 8 consecutive hours off)
- 10 hours off duty
- 2 cycles
70 hours in 7 days
120 hours in 14 days
(Note: 24 hours taken off prior to any period of 70 hours of on duty time)

Summary (con't)

- Ability to reset cycles
- May defer 2 hours off-duty time from day 1 to day 2
- Sleeper-berth Provisions
 - Each day a minimum of 10 hours must be taken.
 - Single driver – 2 periods neither less than 2 hours to total 10 hours.
 - Team driver – 2 periods neither less than 4 hours to total 8 hours (10 hours must be taken in the day)
- Preceding 14 days of logs must be retained to confirm 24 hours off at least once in every 14 days
- Detailed time records

Conclusion

The new Hours of Service Rules have been enacted at the Federal Level and will be proclaimed January 1, 2007.

These rules will be implemented into BC Regulations in the fall of 2006, and will be in force on January 01, 2007.

Industry Workbook

Test Your HOS Knowledge!

Pre-Requisite:

**Study the 'BC Industry
Presentation (HOS 2006)'
Power-point presentation
for the background
instruction**



Industry Workbook

Table of Contents

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Pages 5 – 15 **10 Problems**

Pages 16 – 26 **The Solutions**

Industry Workbook 'Instructions'

- **There are 10 problems** in this presentation (#1 through #10)
- **Each problem** consists of Graph Grid Log pages for two consecutive days (First Day & Second Day)
- **Each problem** is totally independent of all the others

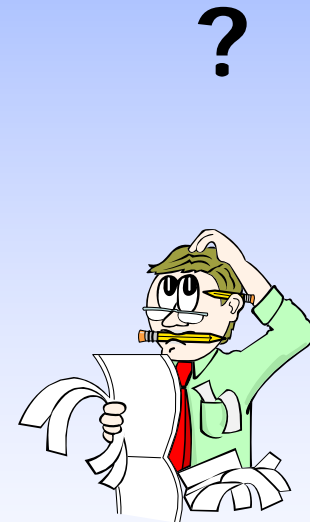


Industry Workbook

'Instructions'

1. The first seven problems deal with a single driver; problems eight and nine deal with single sleeper berth and the 10th is a team driver as part of a co-driving team (sleeper berth)
2. May we suggest:
 - ◆ Print out the 10 problems (pages 5 to 15), because printed copies may be easier to examine and to use for notes
3. Examine each problem separately and identify ALL hours of service violations
 - ◆ *Don't* look at the solution too quickly! (It is far more beneficial to gain understanding if you spend time finding the violations before looking at the solution!)
4. Have Fun!

The Problems

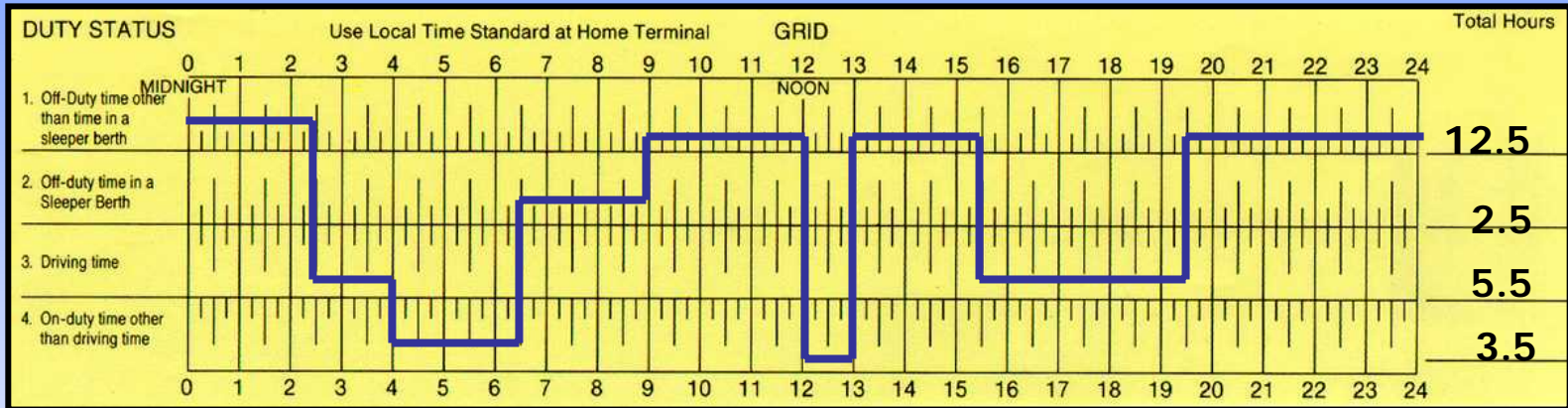


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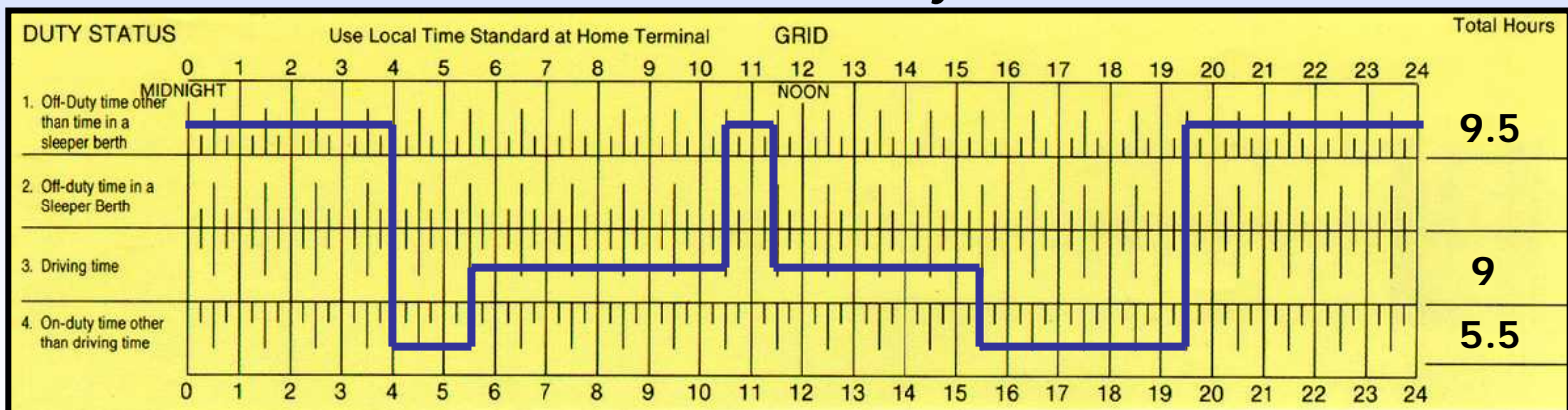
Question # 1: Are there any Violations?

**8 Hours
Off Duty**

First Day



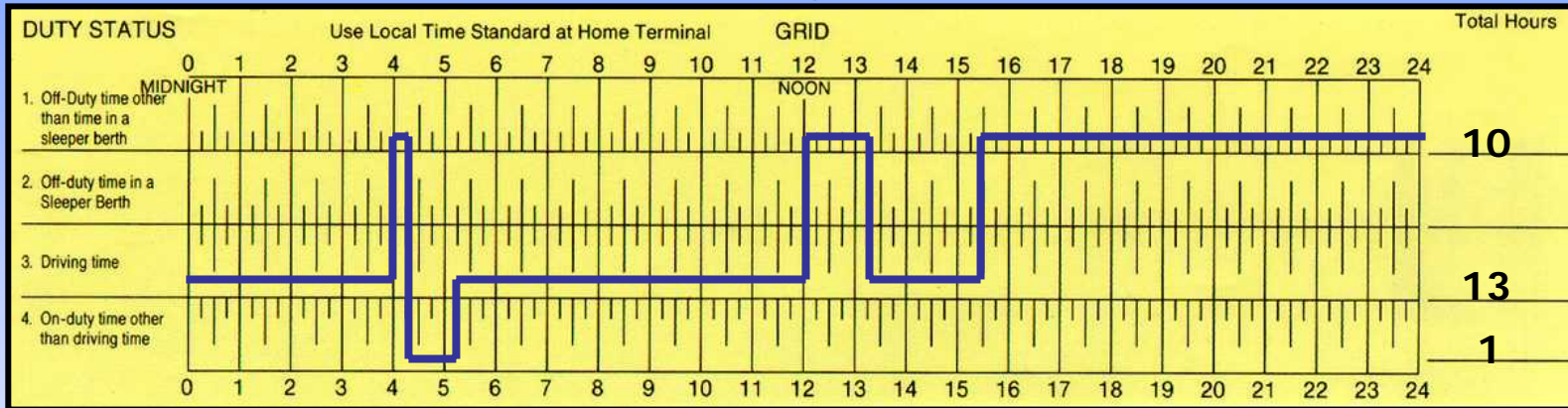
Second Day



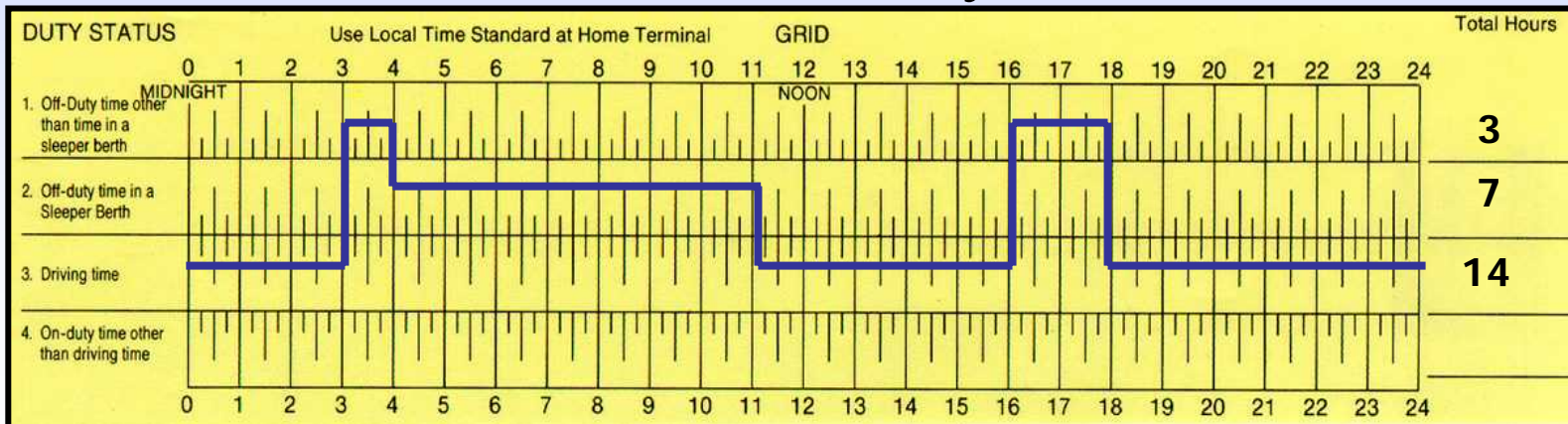
Question # 2: Are there any Violations?

**8 Hours
Off Duty**

First Day



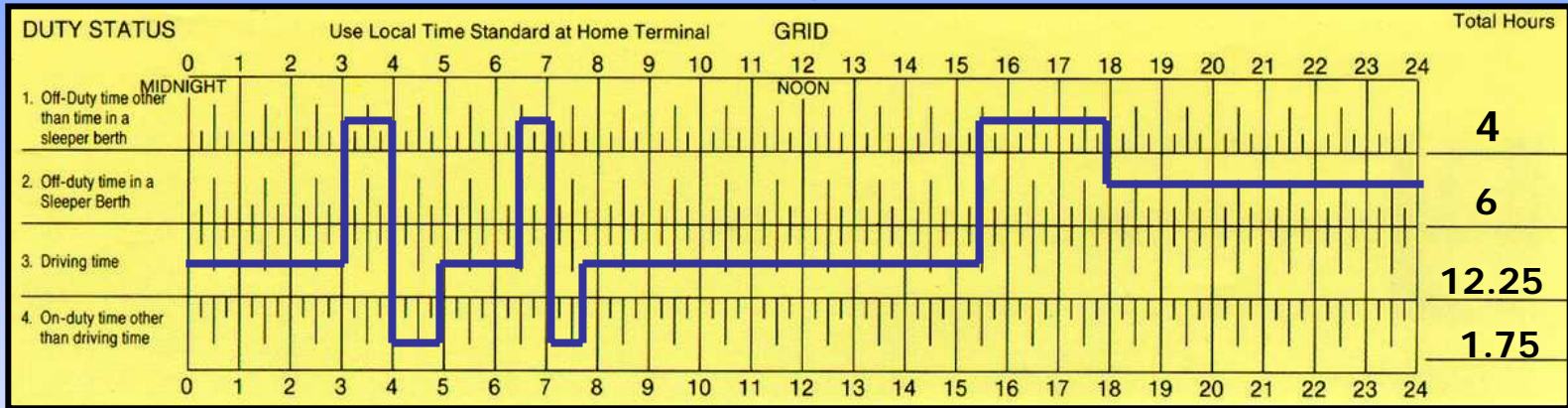
Second Day



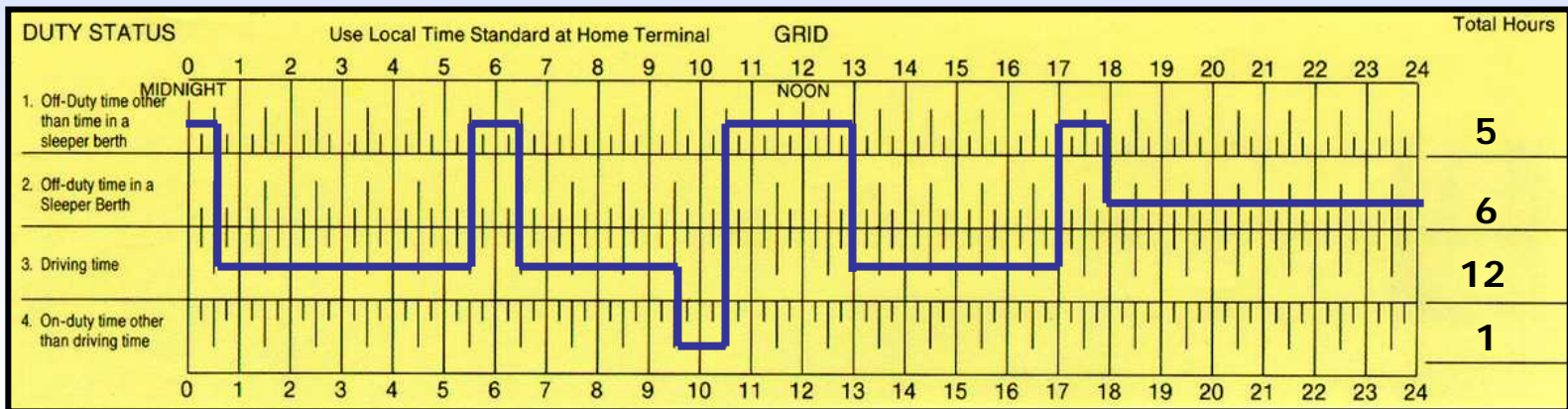
Question # 3: Are there any Violations?

**8 Hours
Off Duty**

First Day

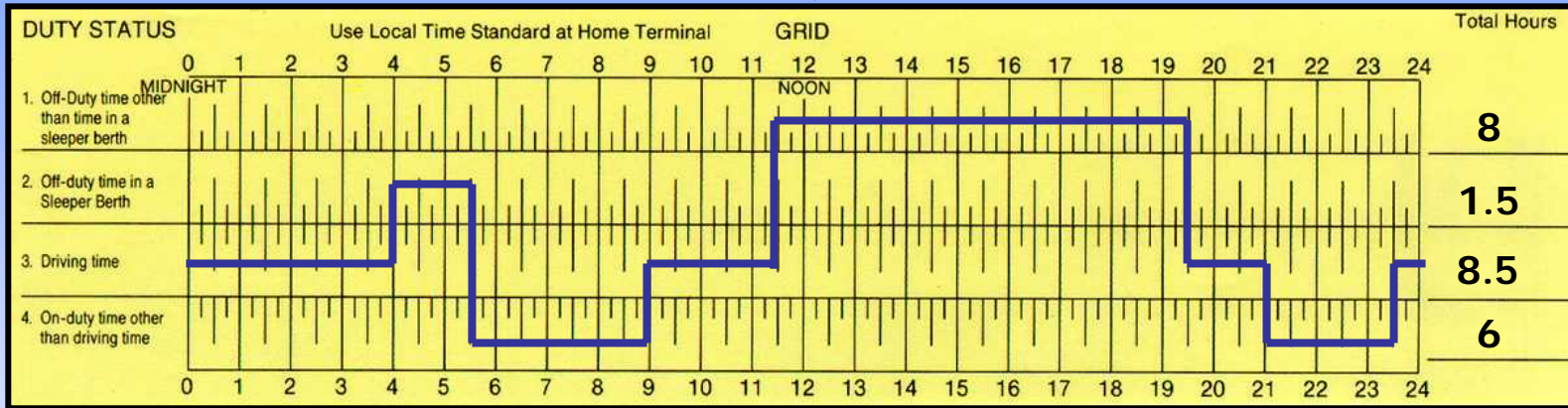


Second Day



Question # 4: Are there any Violations?

First Day



Second Day

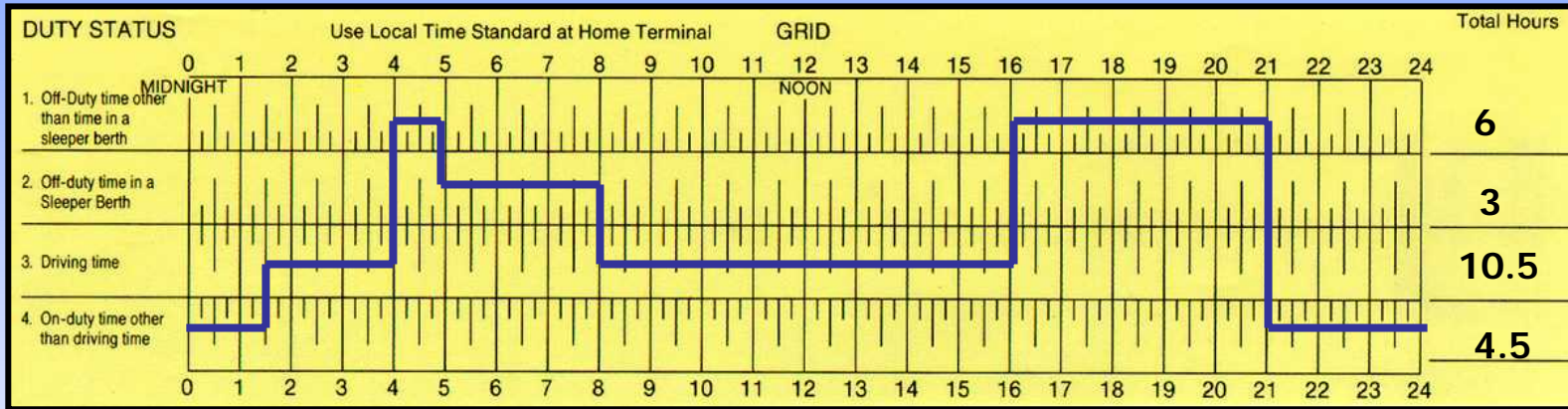


Question # 5: Are there any Violations?

**8 Hours
Off Duty**

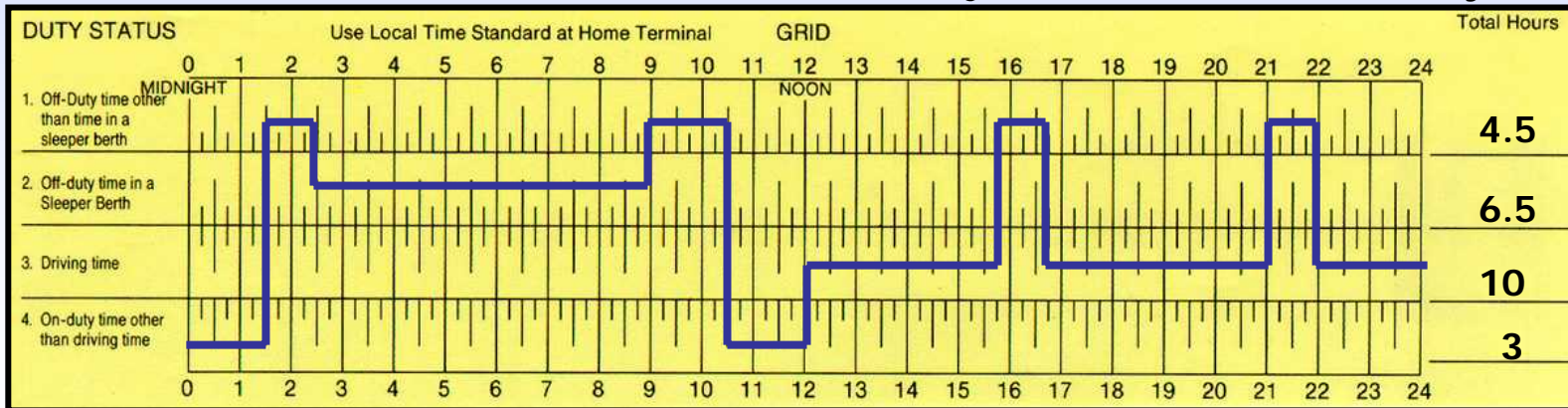
First Day

Day 1



Second Day

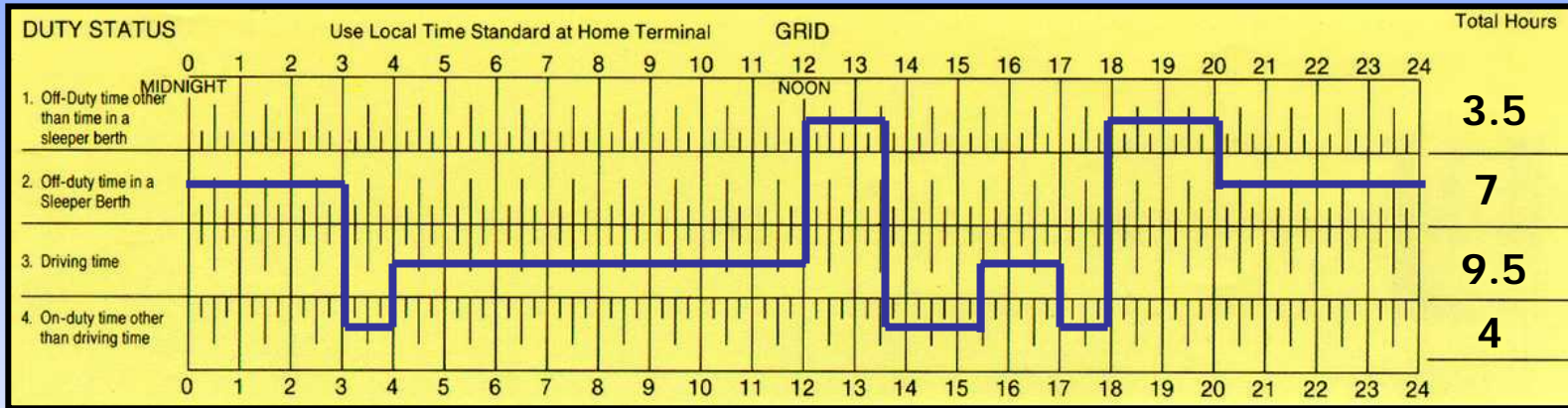
Day 2



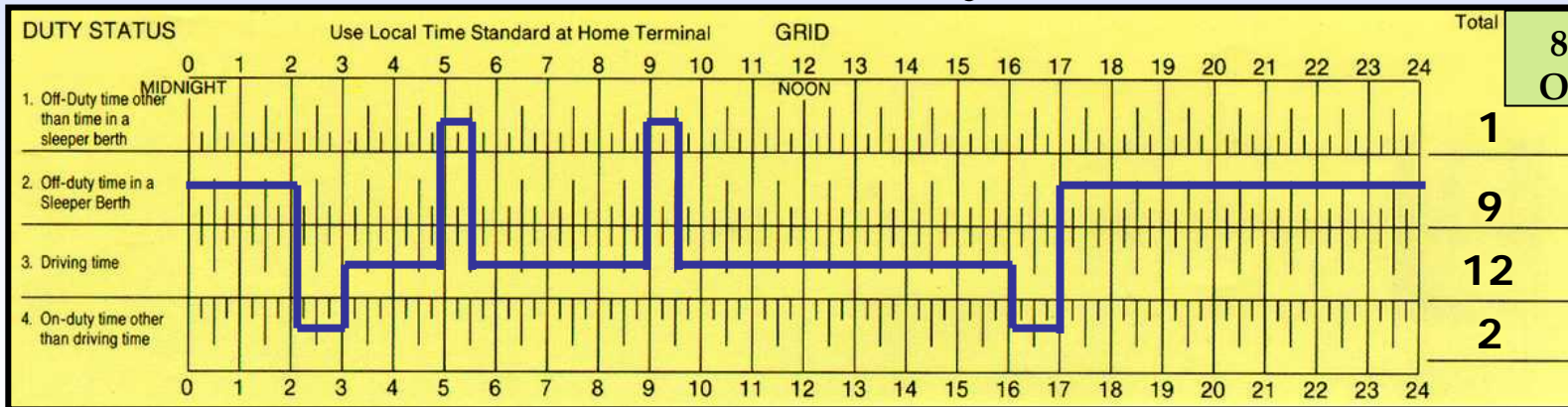
Question # 6: Are there any Violations?

8 Hours
Off Duty

First Day



Second Day



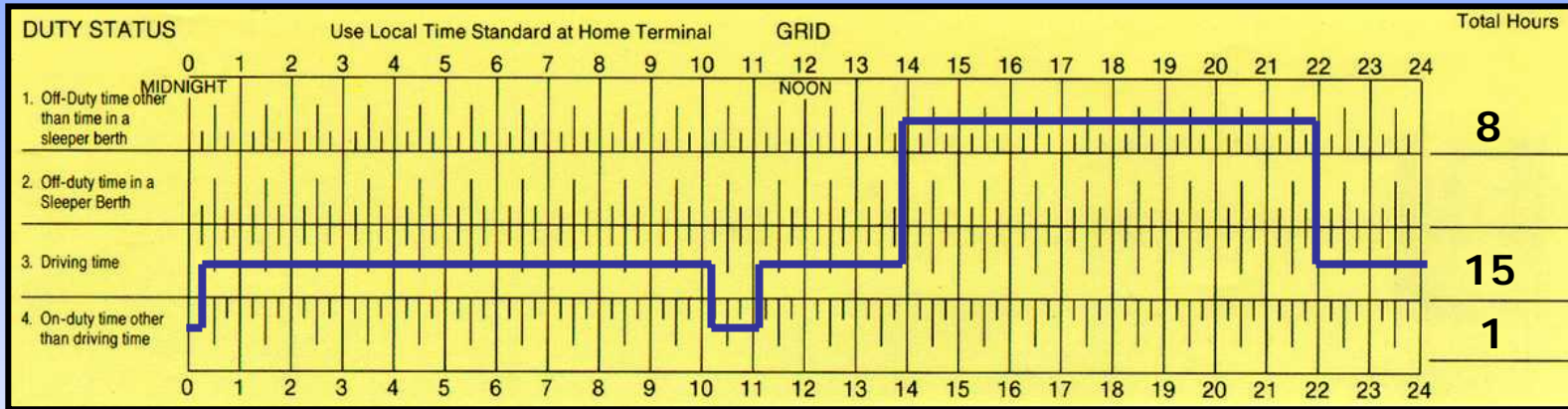
8 Hours
Off Duty

Question # 7: Are there any Violations?

8 Hours
Off Duty

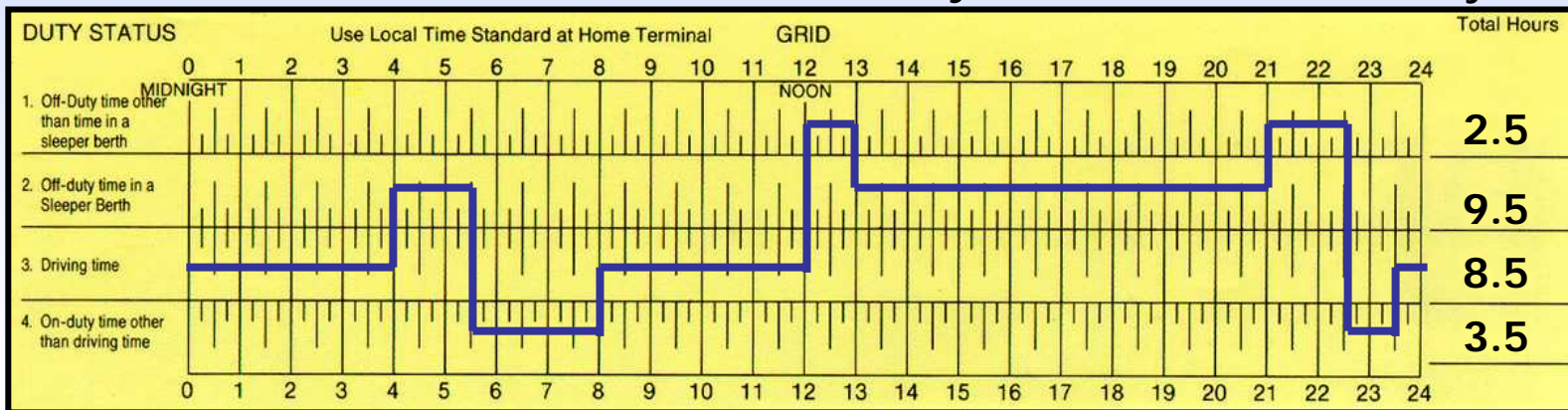
First Day

Day 1



Second Day

Day 2

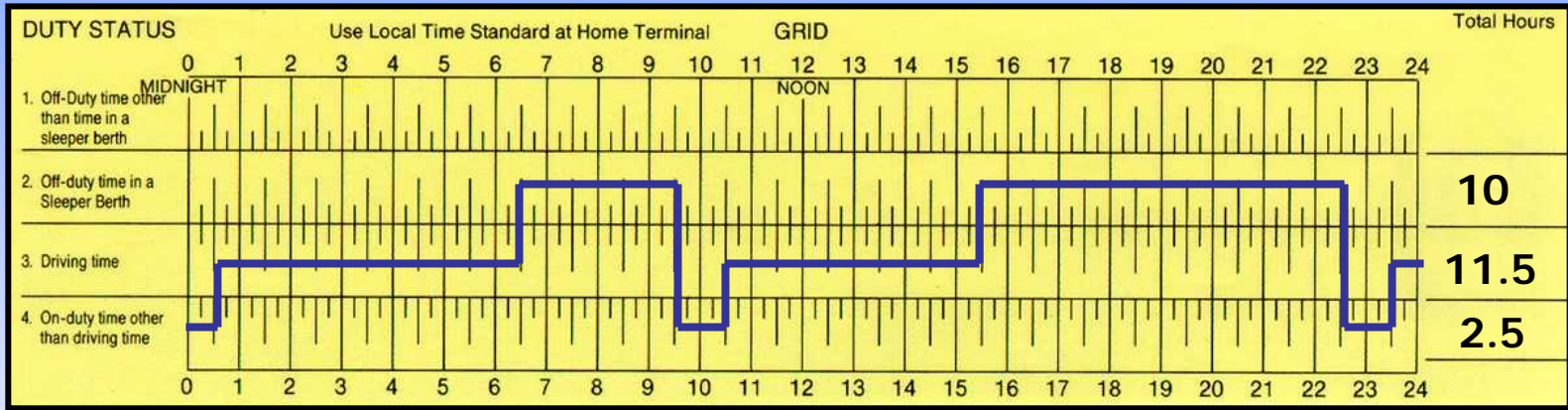


Question # 8: Are there any Violations?

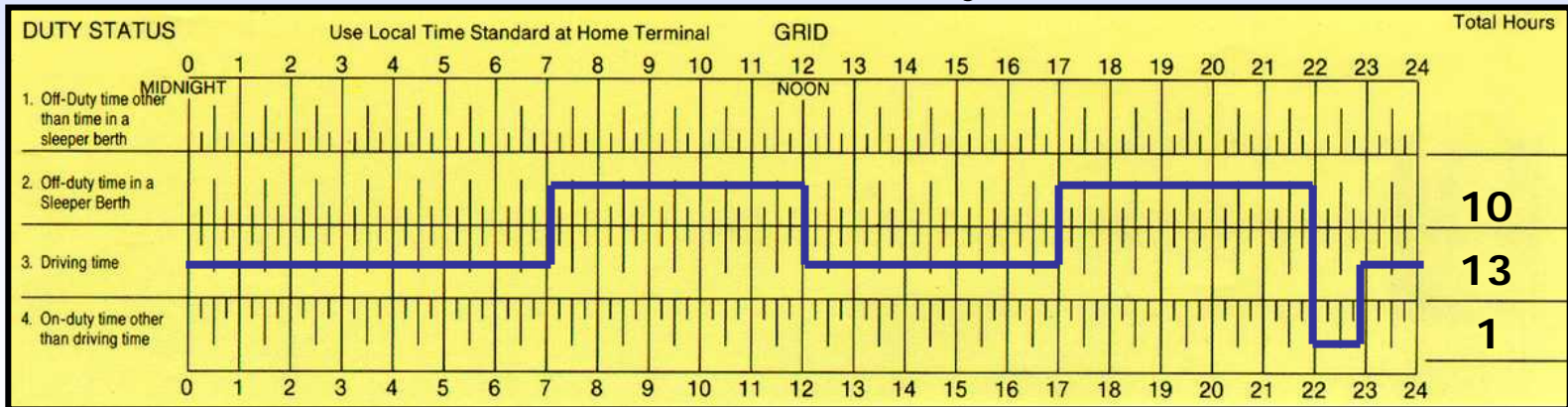
Single Driver

**8 Hours
Off Duty**

First Day



Second Day

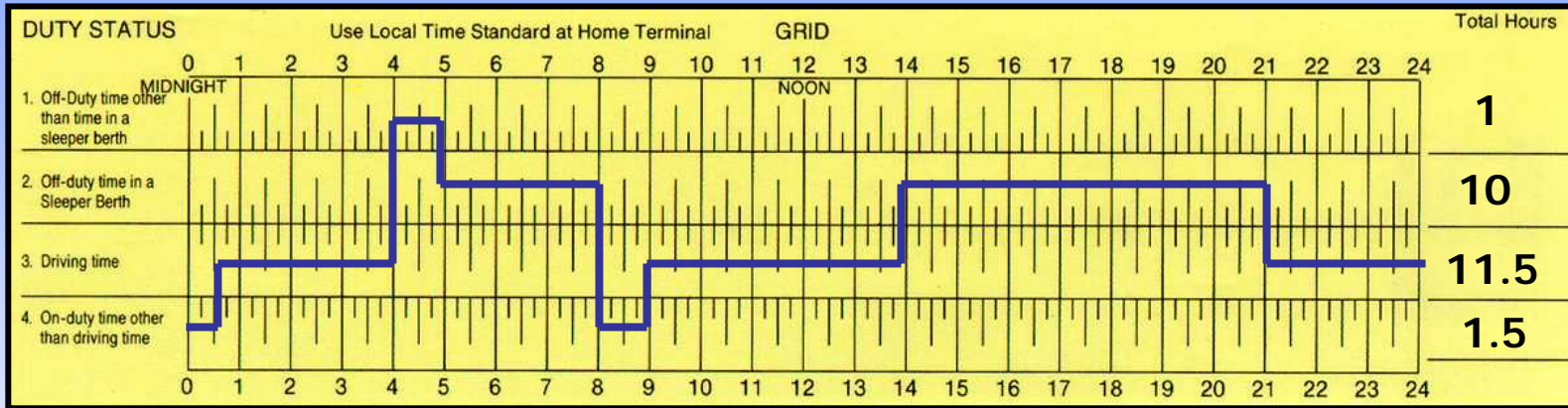


Question # 9: Are there any Violations?

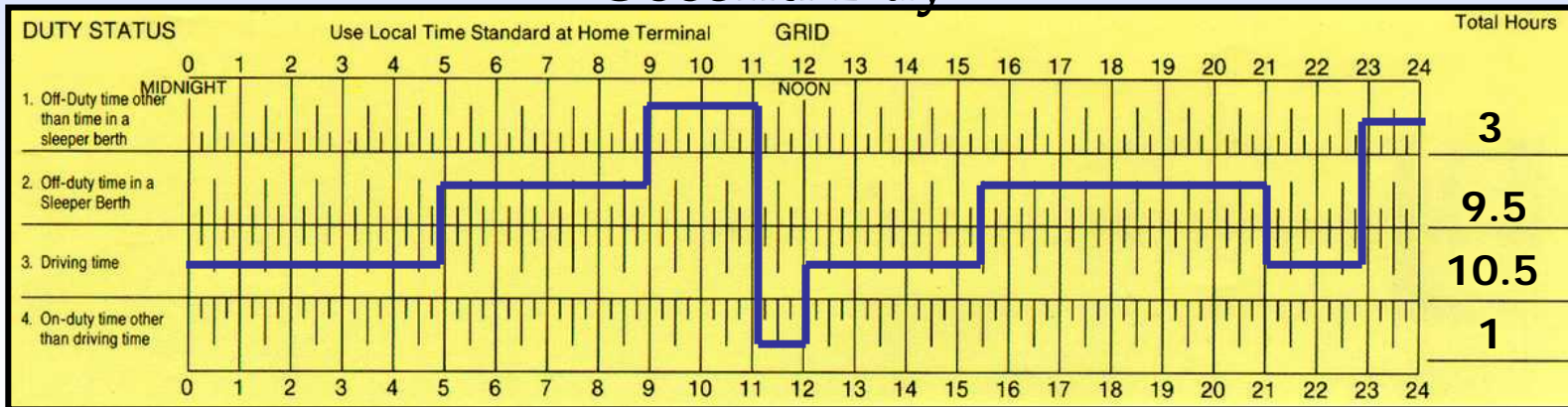
Single Driver

**8 Hours
Off Duty**

First Day



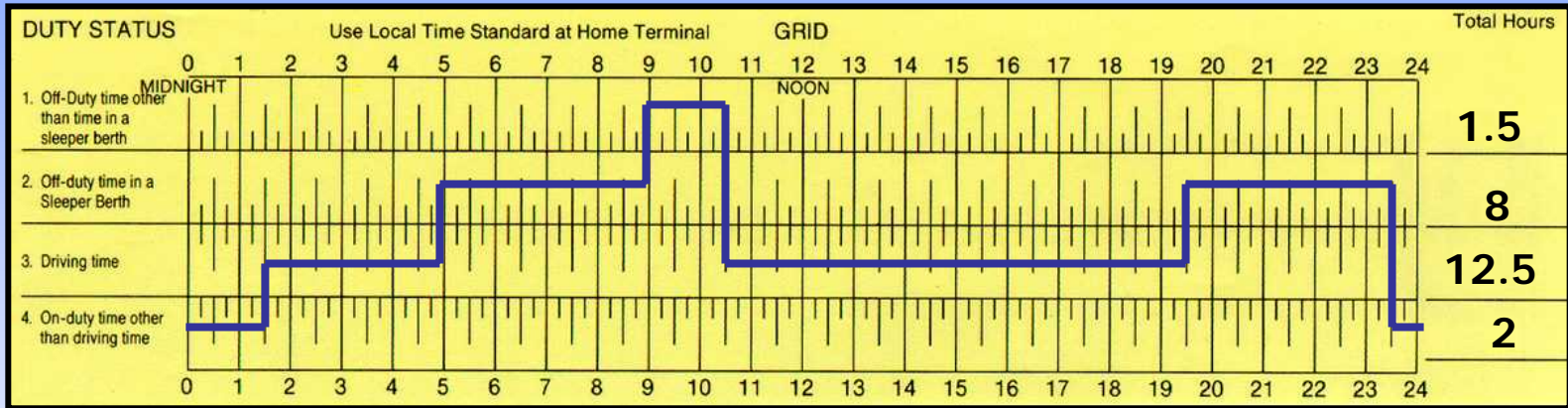
Second Day



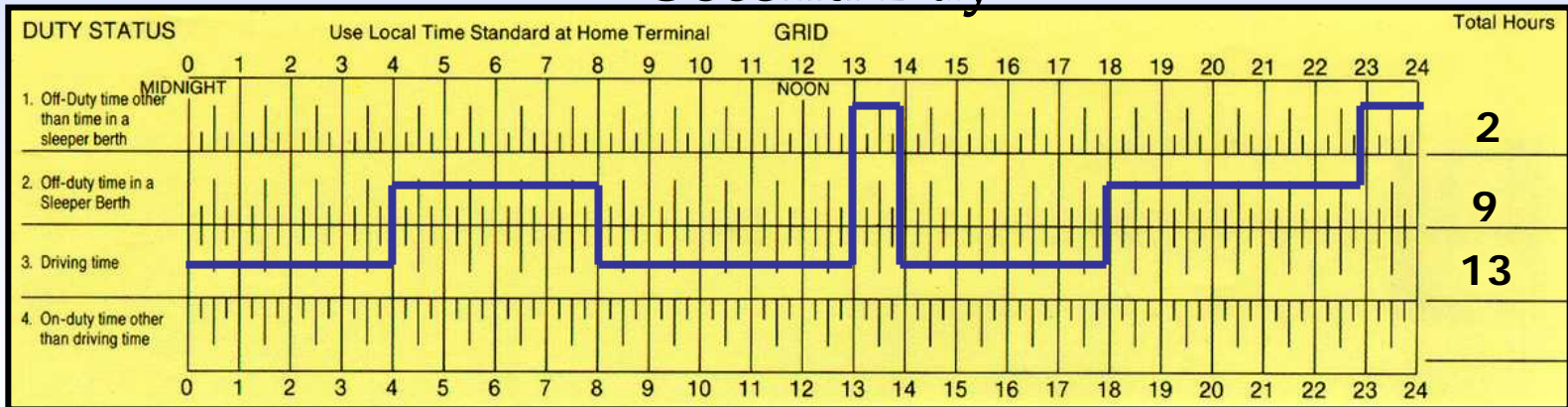
Question # 10: Team Driver - Are there any Violations?

**8 Hours
Off Duty**

First Day



Second Day



The Solutions



Answer #1: There are 2 Violations

1. Driving after 16 elapsed hours (1830 – 1930) on Day 1

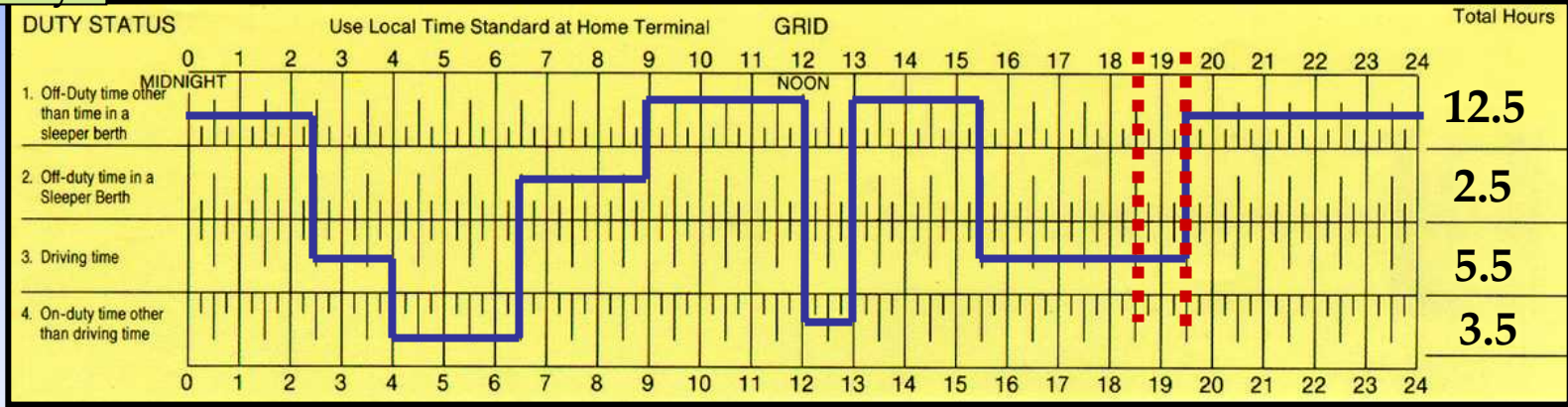
Rule: May not drive after 16 hours of elapsed time

2. Day 2 – only 9.5 hours off-duty

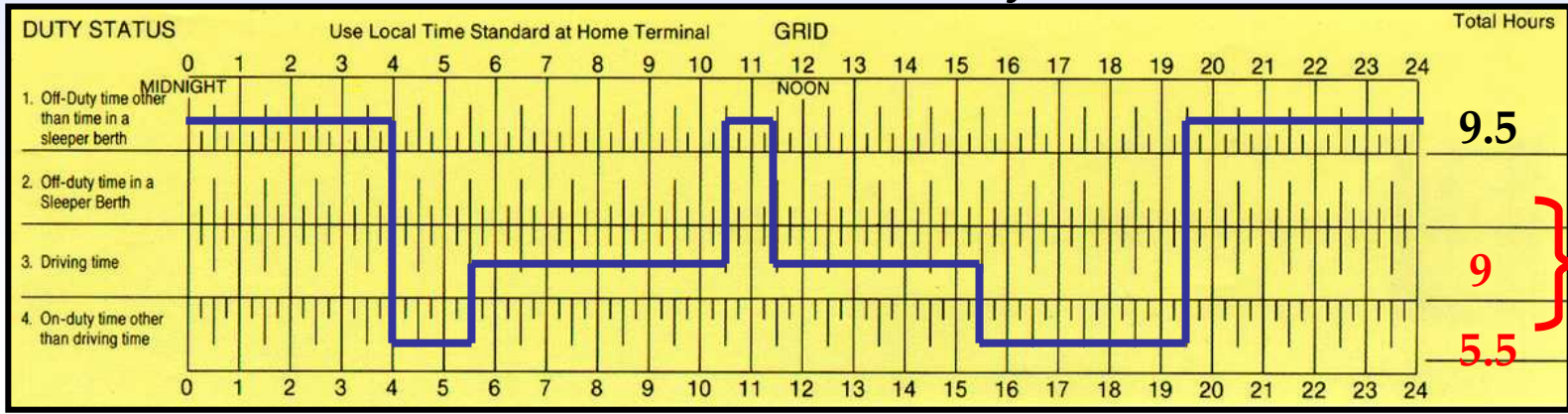
Rule: Minimum 10 hours off-duty required or not identifying second day as day 1 of deferral (1/2 hour)

8 Hours Off Duty

First Day



Second Day



Maximum 14 Hours
68

Answer #2: There are 2 Violations

1. There are not 10 'countable' off-duty hours in Day 2 (0400 – 0415)

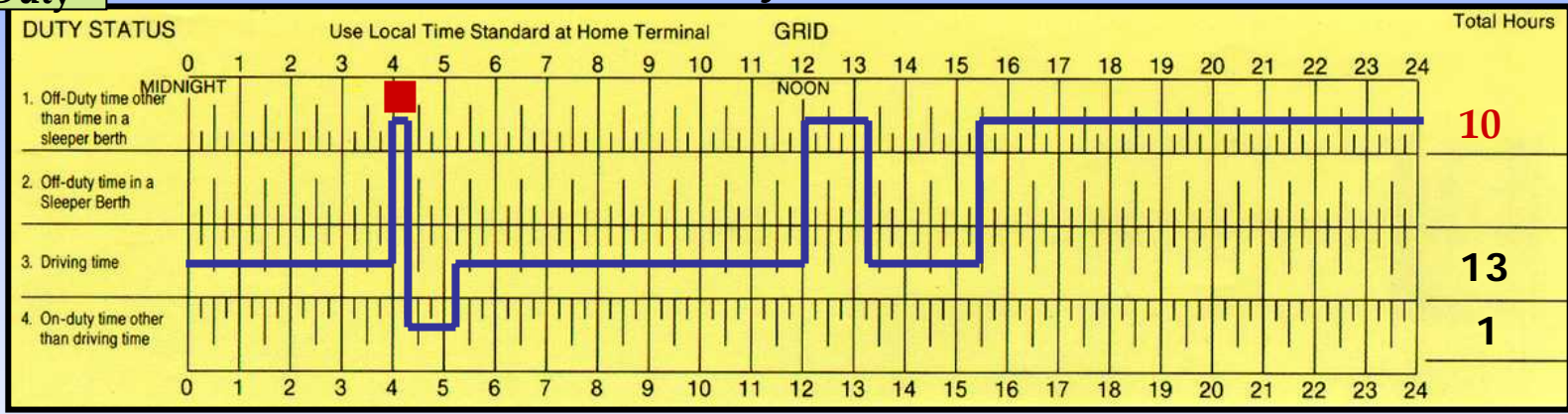
Rule: To be considered off-duty time must be in blocks of at least 30 minutes each

2. There are 14 driving hours in Day 2 (14th hour = 2300 -2400)

Rule: Maximum 13 driving hours

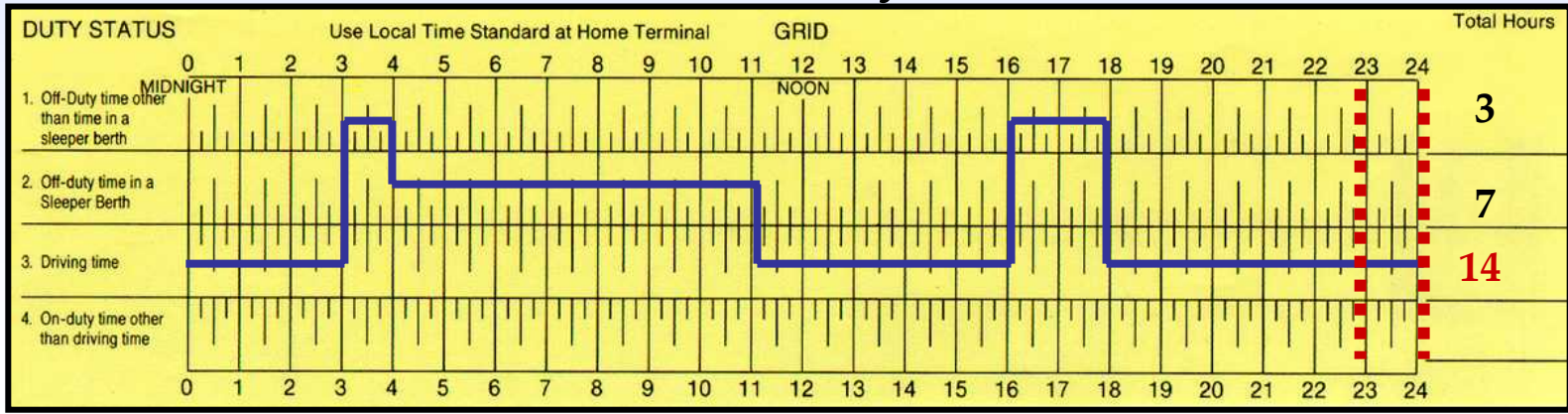
**8 Hours
Off Duty**

First Day



**Only 9.75
'Countable'
Off-Duty
Hours**

Second Day



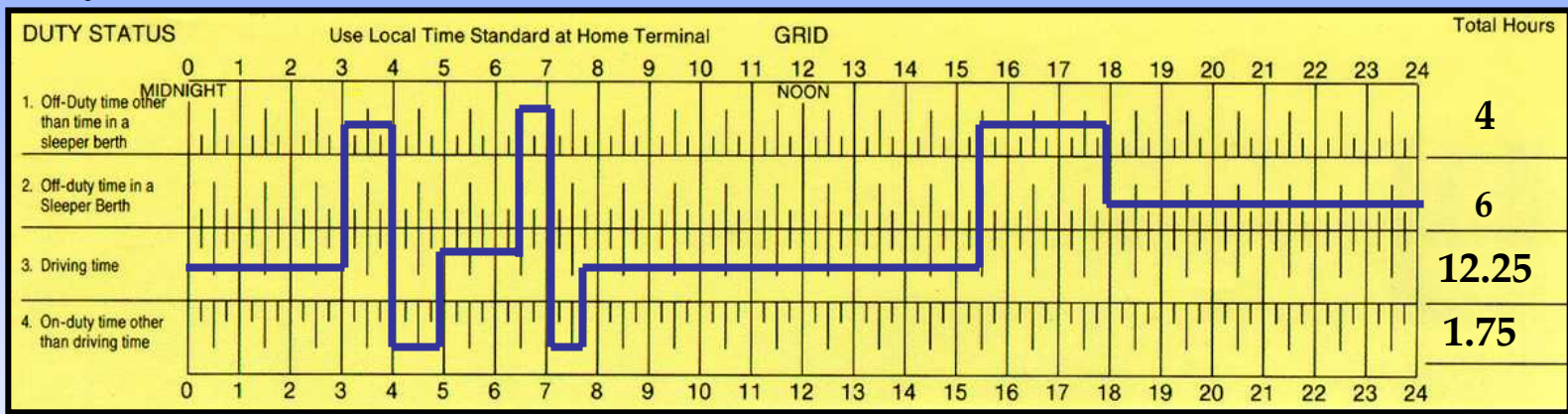
Answer # 3: There is 1 Violation

- Drive ½ hour after 16 hours elapsed on Day 2 (1630 – 1700)

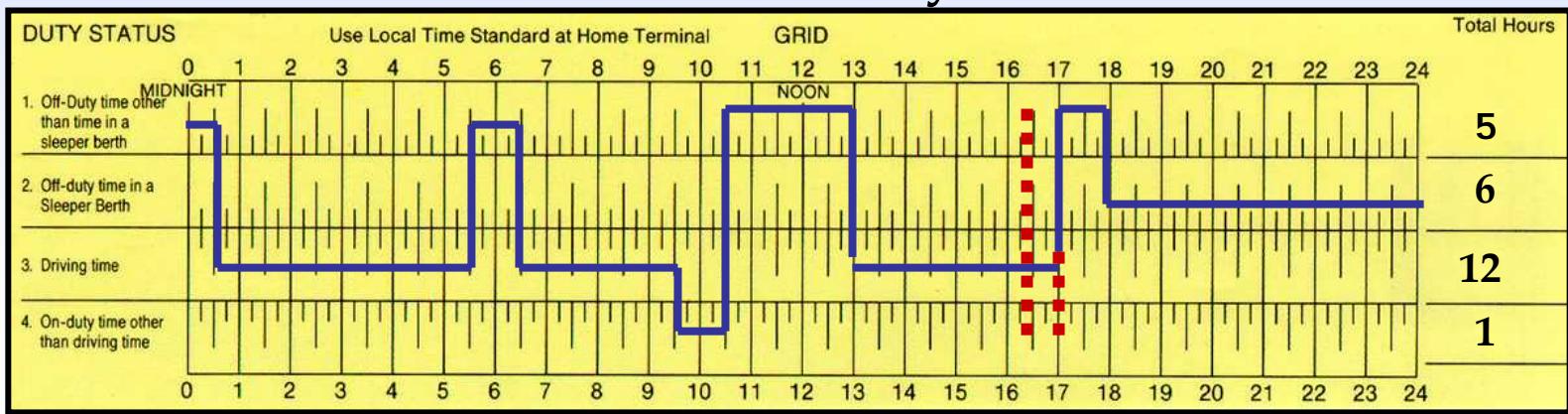
Rule: After minimum of 8 consecutive hours off-duty, no driving after 16th elapsed hour

8 Hours Off Duty

First Day



Second Day

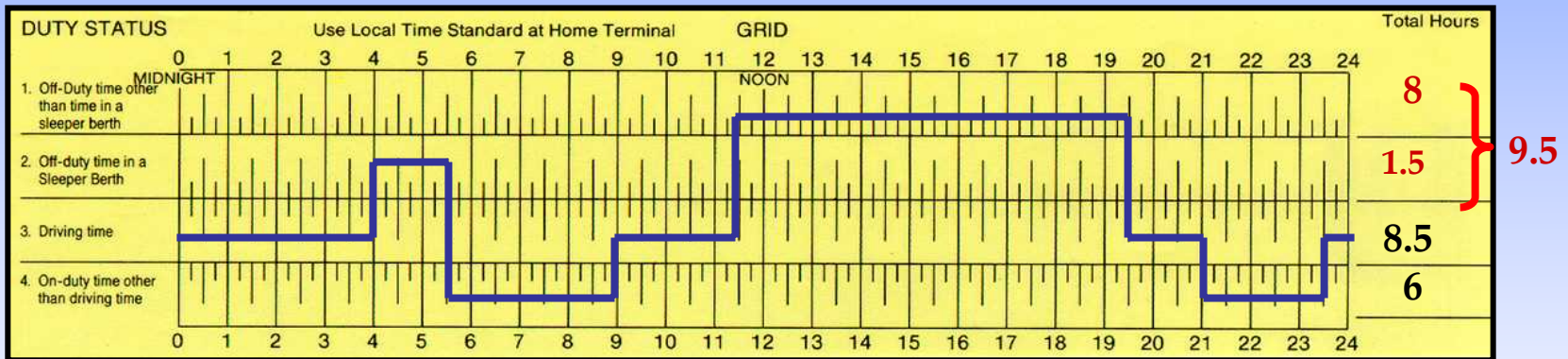


Answer # 4: There are 2 Violations

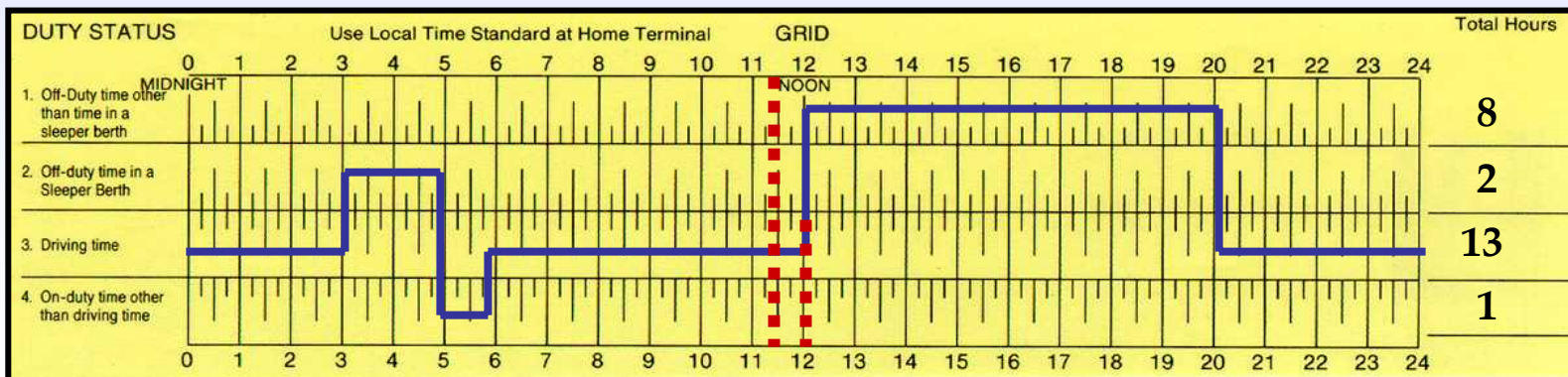
- 1) 9.5 Hours Off-Duty in Day 1
Rule: Minimum 10 Hours Off-Duty in each 'Day'
- 2) Drive After 14th On-Duty Hour (1130 Day 2)
Rule: Must not drive after 14th On-Duty Hour

8 Hours
Off Duty

First Day



Second Day



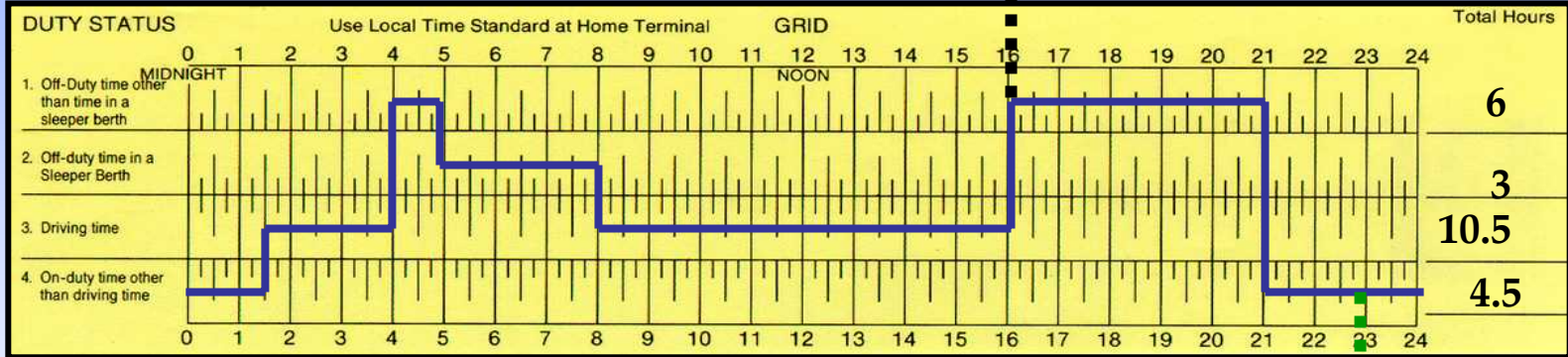
Answer # 5: There are no Violation

Rule: Day 1 no driving occurs after the 14th on-duty hour in the work-shift (Note: no driving occurs after the 16th elapsed hour in Day 1)

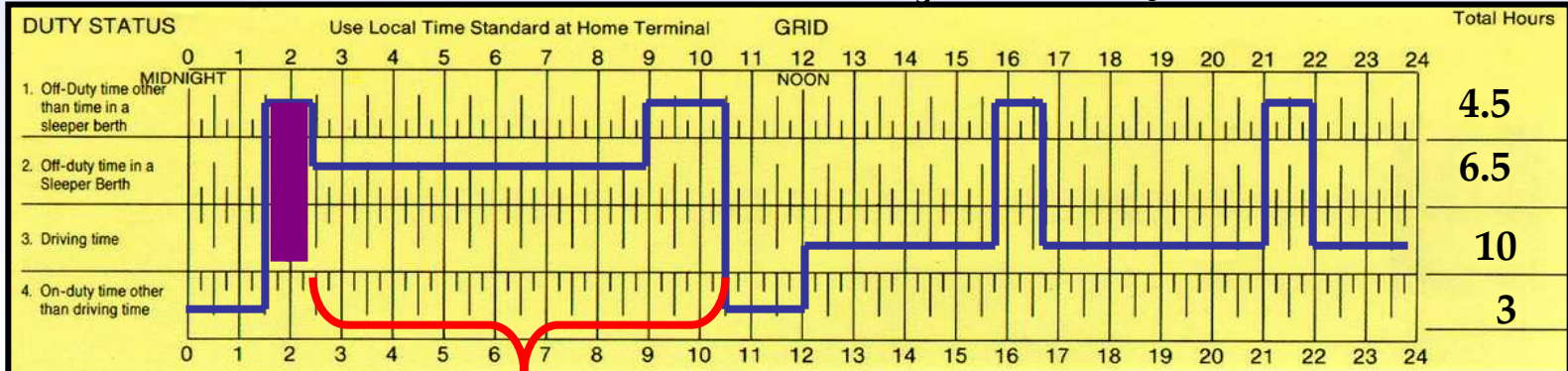
Rule: There is 1 'off-duty' hour deferred from Day 1 to the 8-hour off-duty block in Day 2 – the hour is deferred to (0130 – 0230) in Day 2

8 Hours Off Duty

First Day End of 16 Hour Work-Shift **Day 1**



Second Day **Day 2** End 14th On-Duty Hour



8 hour off-duty Block (0230-1030)

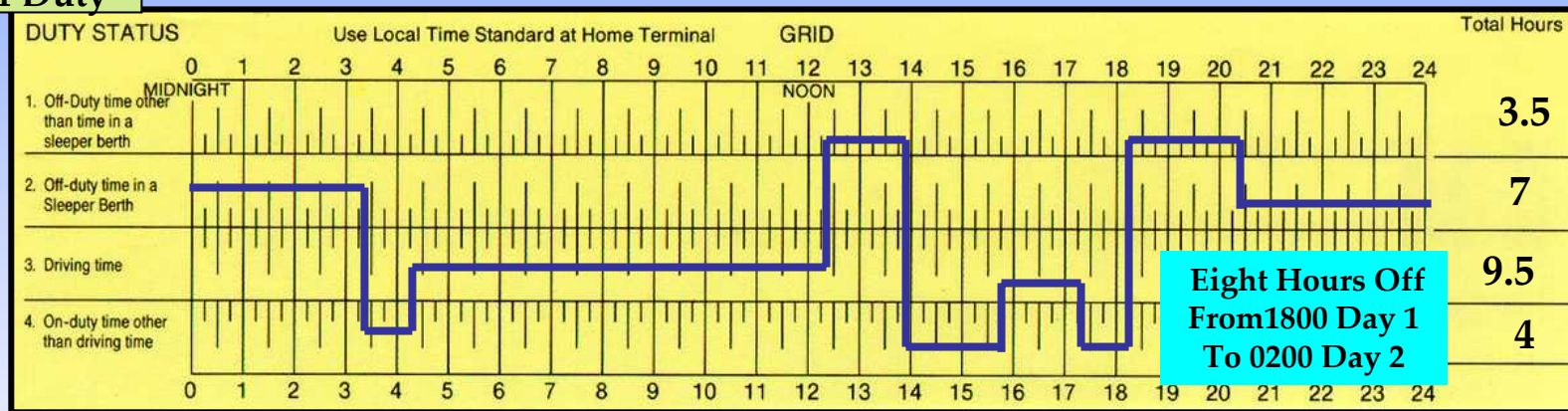
Answer #6: There is 1 Violation

- On Day 2, there is only (1) hour that is not part of the 8 hour time off block

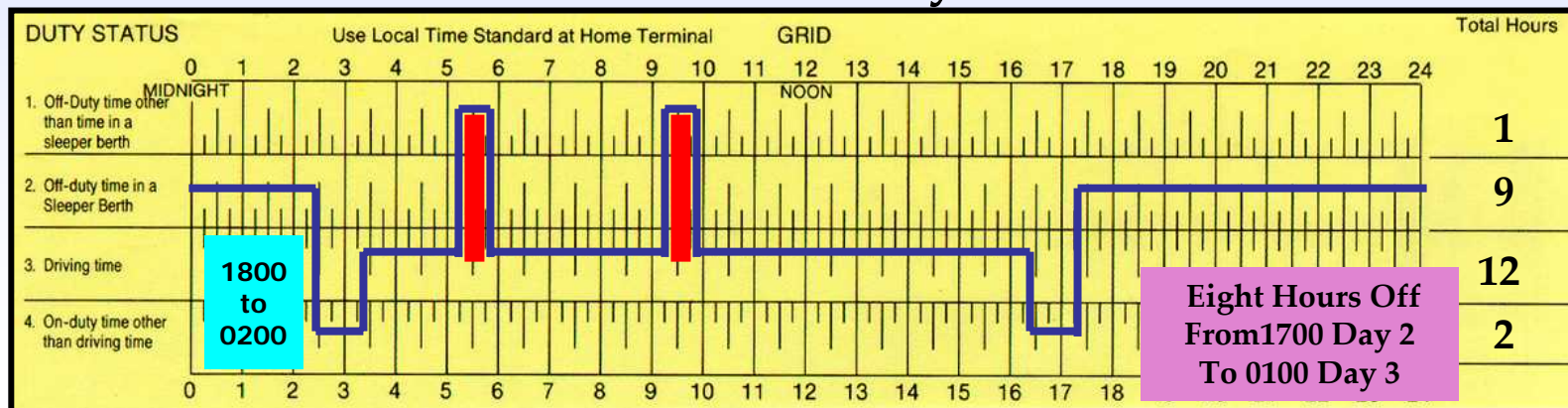
Rule: Minimum (2) hours each 'Day' may not be part of the required 8 hours off-duty or not identified as Day 1 of deferral

8 Hours Off Duty

First Day



Second Day



Off-Duty (0500-0530) and (0900-0930) Are the ONLY Times Not part of 8 hour block

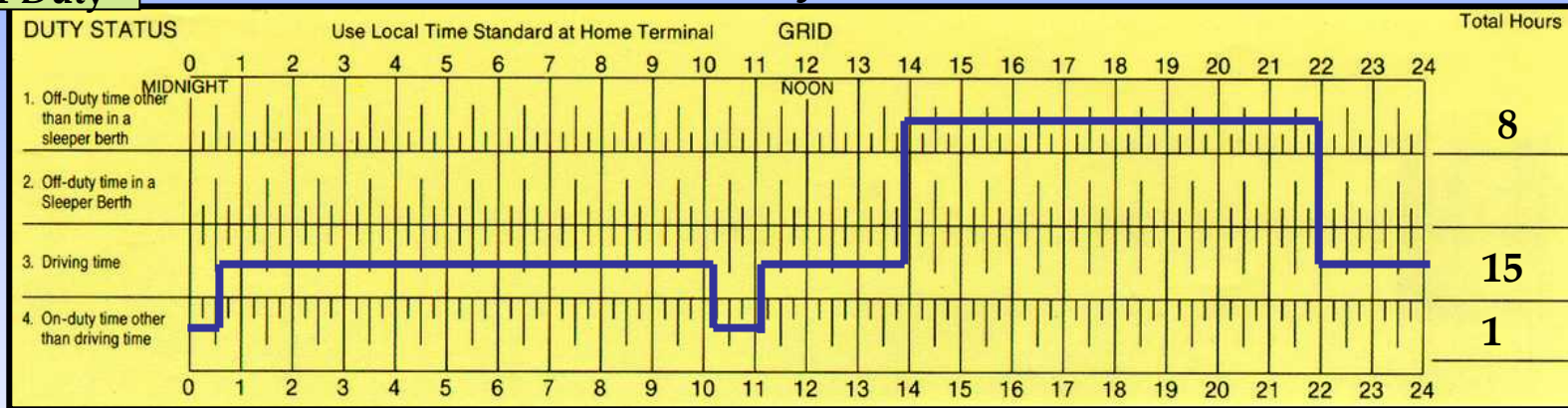
Answer #7: There is no violation

Rule: 2 hours deferred from Day 1 (No driving after 14th on-duty hour) to be added to 8 hour block in Day 2

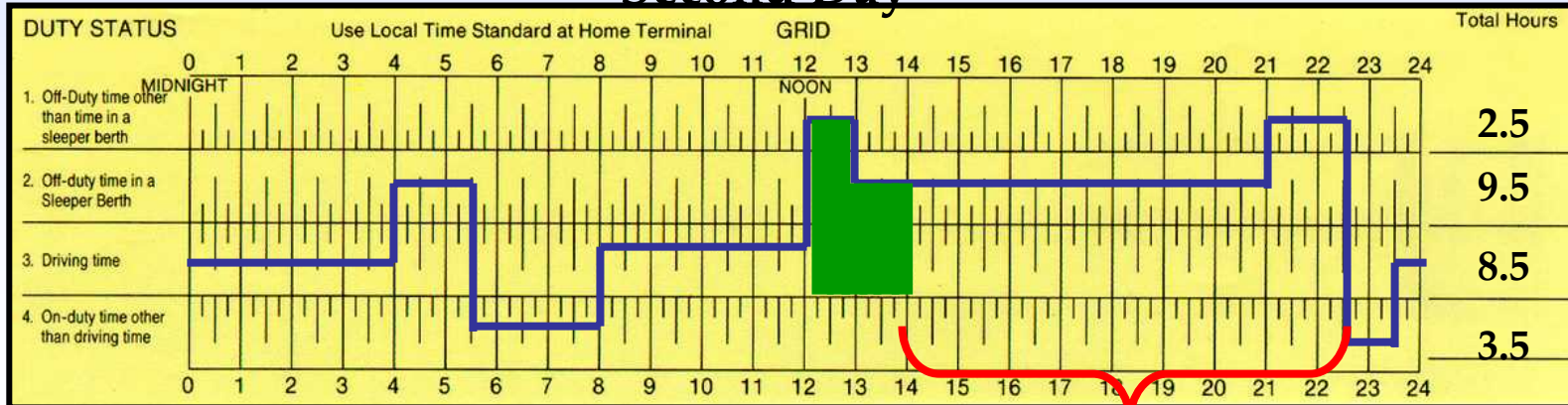
Rule: 2 off-duty hours deferred from Day 1 added to 8 hour block (1200 - 1400) on Day 2

8 Hours
Off Duty

First Day



Second Day



8 hour off-duty Block (1430-2230)

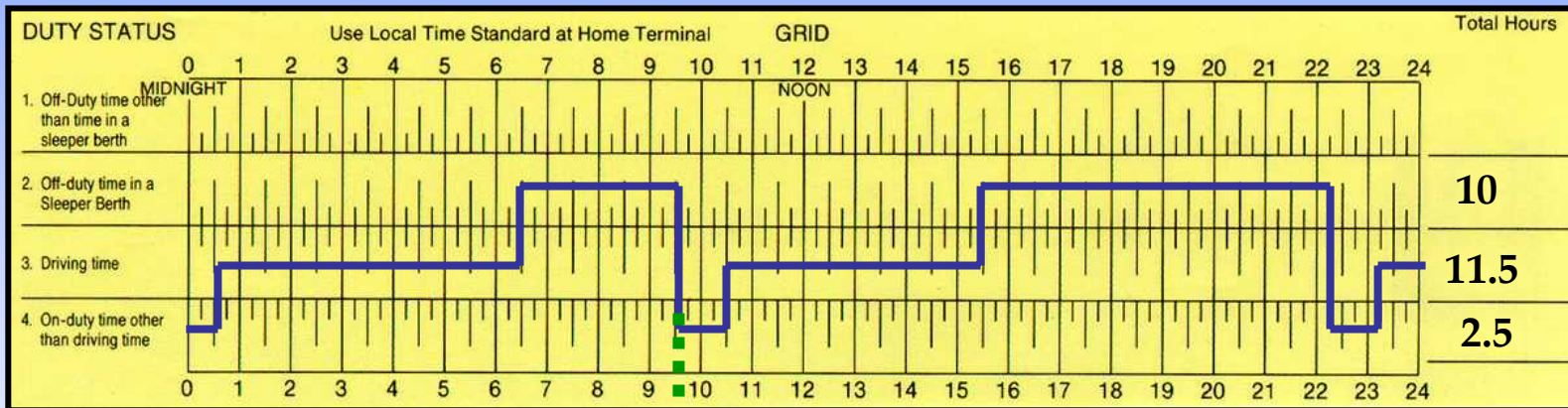
Answer #8: There is 1 Violation

- Drive ½ hour after 14th on-duty hour on Day 2 (0630 – 0700)

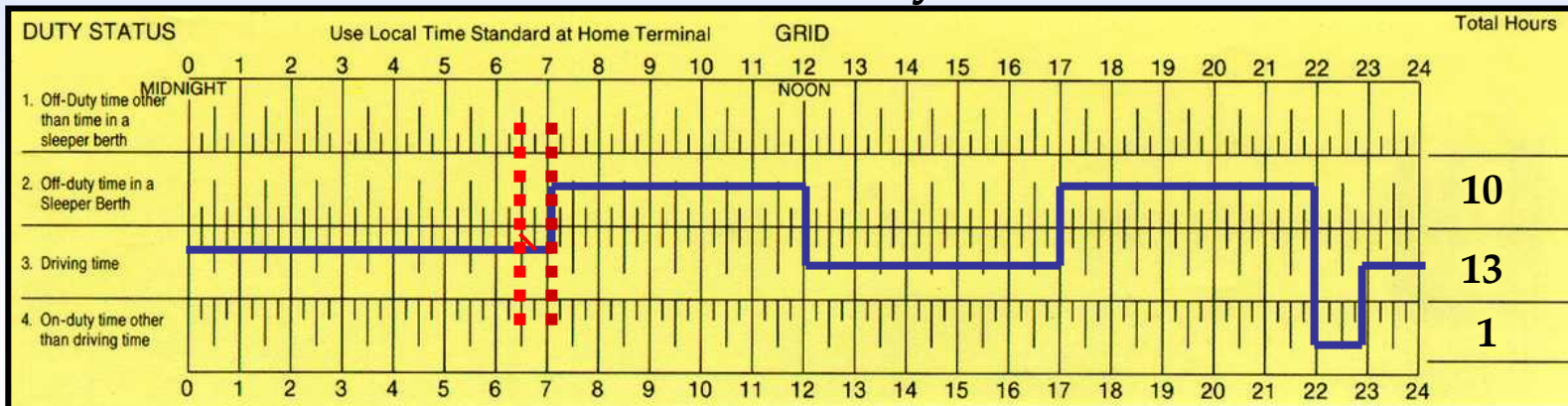
Rule: Sleeper berth splits, may not drive after 14th on-duty hour

8 Hours
Off Duty

First Day



Second Day **Start counting driving/on-duty from 0930, Day 1**



Answer # 9 – There is 1 Violation

- Day 2 Sleeper (1530 – 2100) is 5.5 hours (must be at least 6 hours). Off-duty time cannot be added to sleeper berth time unless it is consecutive 8 or more hours

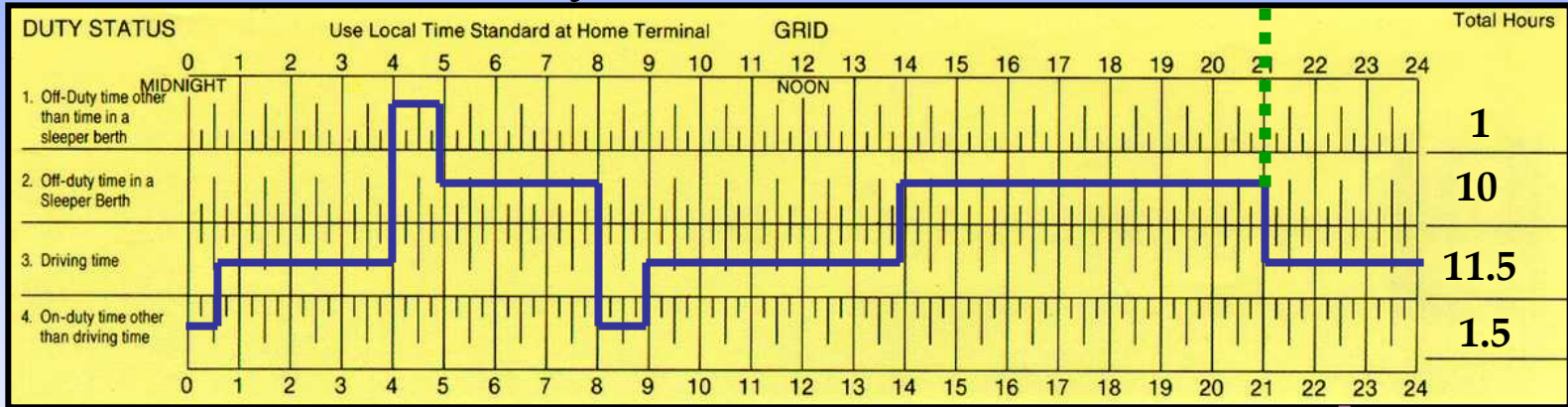
Rule: Two subsequent 'counting' berths must total at least 10 hours

Result = violation of 16th elapsed, 13 driving & 14 on-duty hour rules

8 Hours Off Duty

First Day

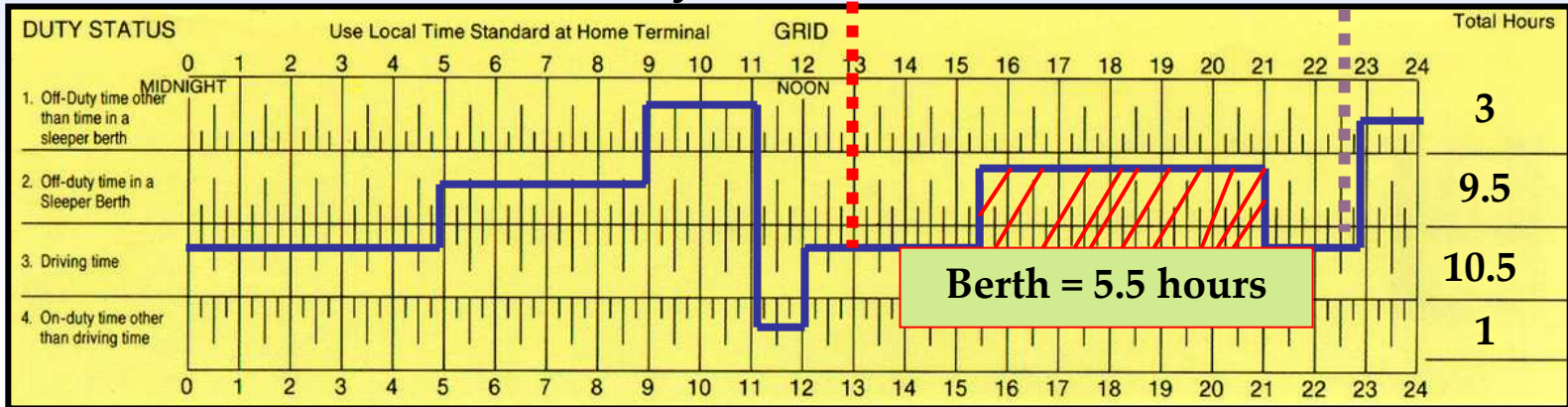
Start Count (2100) Hours



Second Day

16th Elapsed Hour

13 Driving & 14th Duty HR.



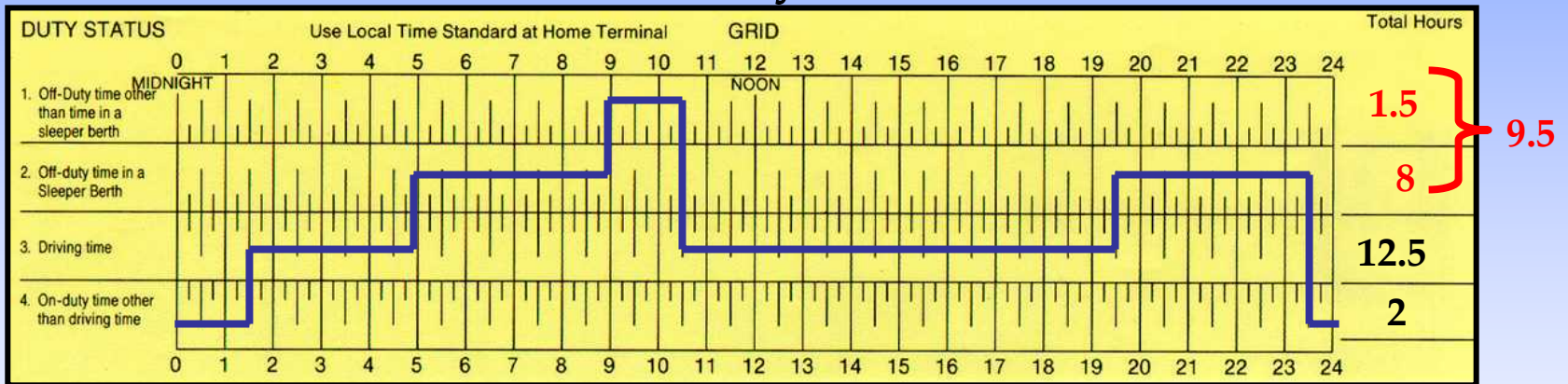
Answer #10: There is 1 Violation

- 9.5 off-duty hours in Day 1

Rule: Requirement for minimum 10 hours off-duty each Day applies whenever single/team drivers utilize Sleeper Split provision

**8 Hours
Off Duty**

First Day



Second Day

