

Module 5

Daily Limits



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Things to think about ...

Based on the sleep and fatigue research discussed in Module 1, we know that in order to reduce fatigue-related commercial vehicle collisions, drivers need the opportunity to obtain additional rest. The Federal *Commercial Vehicle Drivers Hours of Service Regulations* set limits on the number of hours a driver can drive in a day and the number of hours a driver must be off-duty in a day.

What is a day?

How many hours can a driver drive in a day?

How many hours does a driver need to be off-duty in a day?

What will I learn in this module?

- Definition of a day
- Daily driving time limit
- Daily off-duty time requirement



What is a day?



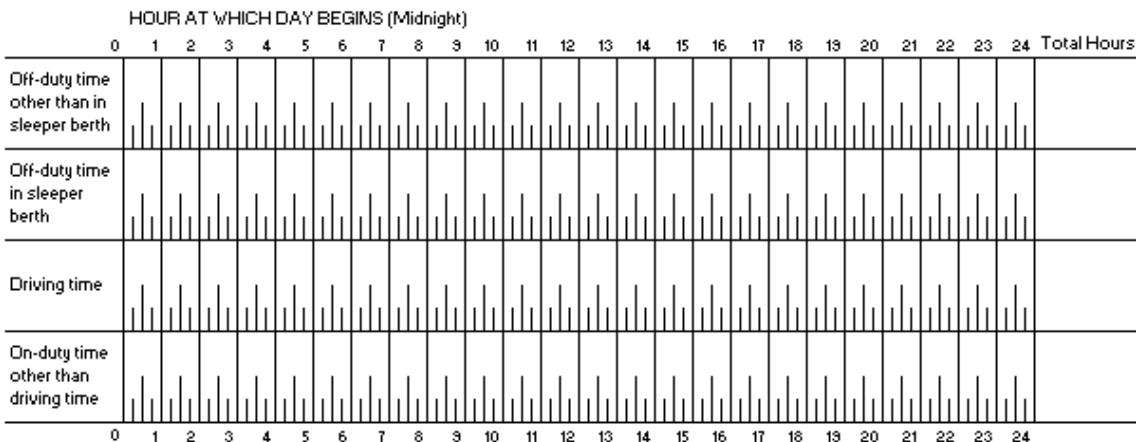
Legislative References:

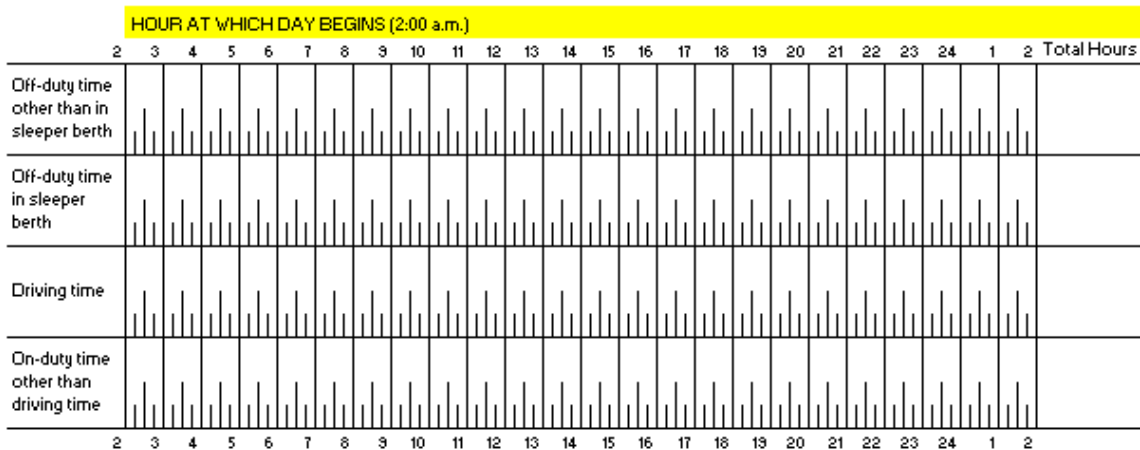
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 1 Interpretation*

A day is a 24-hour period that begins at the hour designated by the motor carrier. The hour at which the day begins remains constant unless the driver takes a cycle reset (discussed in detail in Module 9). The motor carrier can designate a different 24-hour period (“day”) for different drivers.

For example, one driver’s day might start at midnight while another driver’s day might start at 2:00 am. The driver needs to record the hour at which the day begins on the log page (i.e., midnight or 2:00 am). Regardless of the daily start time, a driver records each 24-hour period (day) on one page of a logbook.

One log page per 24-hour period (day)





The “day” remains fixed for the rest of the driver’s cycle however, the driver is free to change the start time for the work shift each day. We will discuss work shifts in detail in Module 6.



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How many hours can a driver drive in a day?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 12 Daily Driving and On-Duty Time*

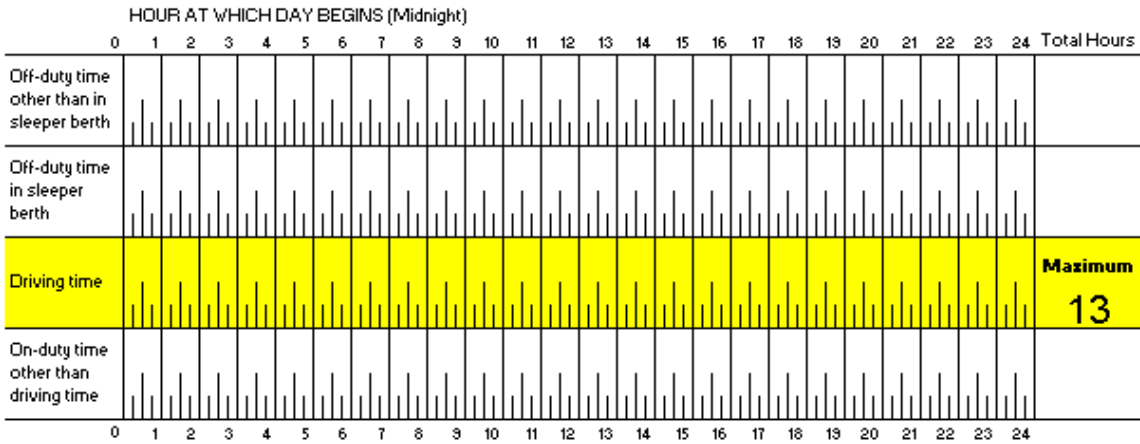
Two daily limits determine when a driver must stop driving:

- 1) Daily Driving Time Limit
- 2) Daily On-Duty Time Limit

Daily Driving Time Limit

A driver cannot drive more than 13 hours in a day (designated 24-hour period). Driving periods may start and stop throughout the day however, the total driving time must be less than or equal to 13 hours (i.e., ≤ 13 hours). In other words, after 13 hours of driving in a day, the driver can perform any other duty status activity, but the driver cannot drive.





Example:

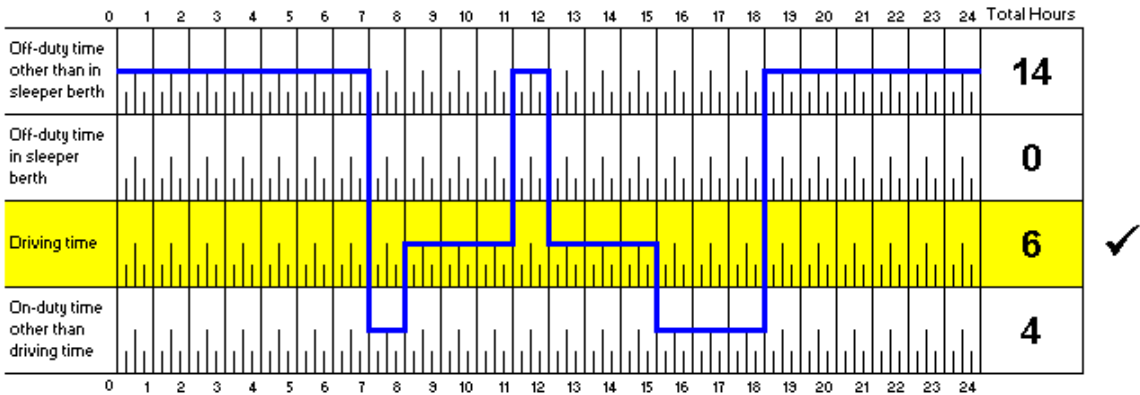
Driving Time

8:00 – 11:00 3 hours

12:00 – 15:00 3 hours

Total 6 hours

✓ Total Driving Time ≤ 13 hours



This driver has not exceeded this day's driving time limit.



Example:

Driving Time

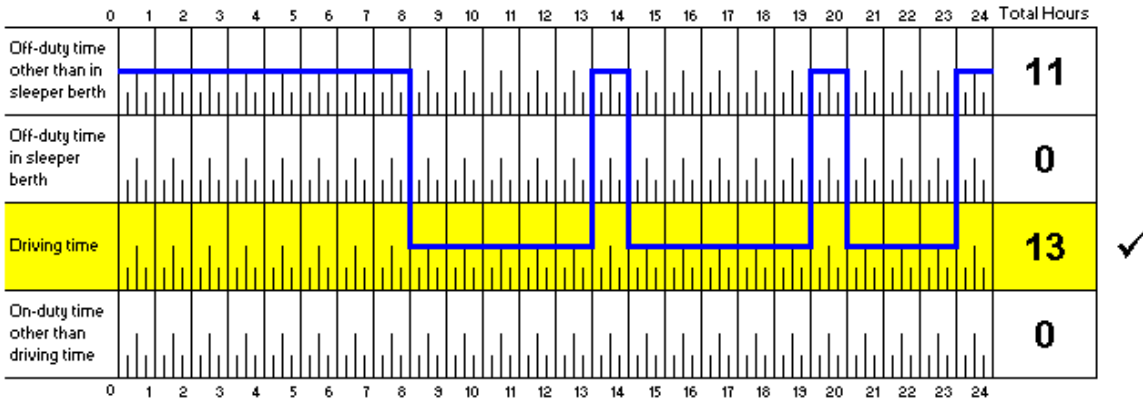
8:00 – 13:00 5 hours

14:00 – 19:00 5 hours

20:00 – 23:00 3 hours

Total 13 hours

✓ Total Driving Time ≤ 13 hours

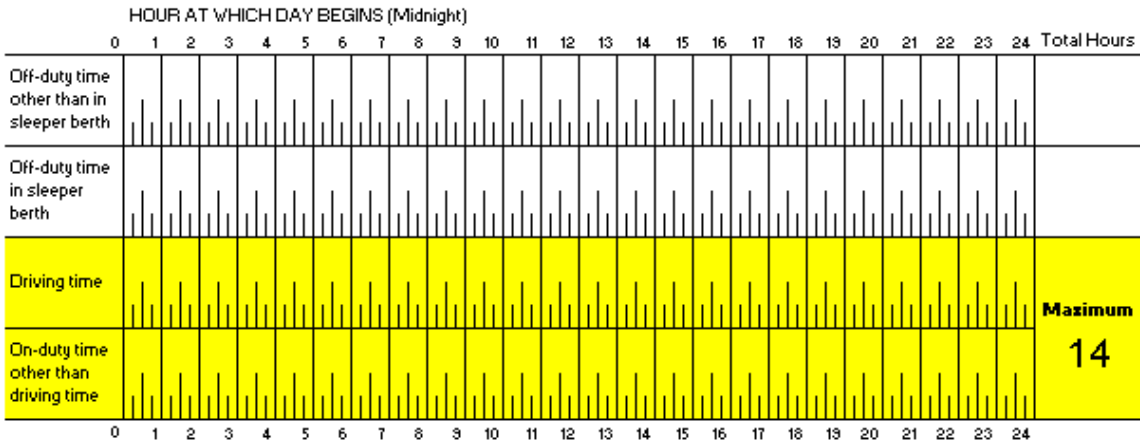


This driver must stop driving at 23:00 because this day’s driving time = 13 hours.

Daily On-Duty Time Limit

A driver also cannot drive after 14 hours of on-duty time in a day (designated 24-hour period). This means that as soon as the total of “driving time” plus “on-duty time other than driving” equals 14 hours, a driver must stop driving. Total on-duty time must be less than or equal to 14 hours (i.e., ≤ 14 hours).





Example:

On-Duty Time

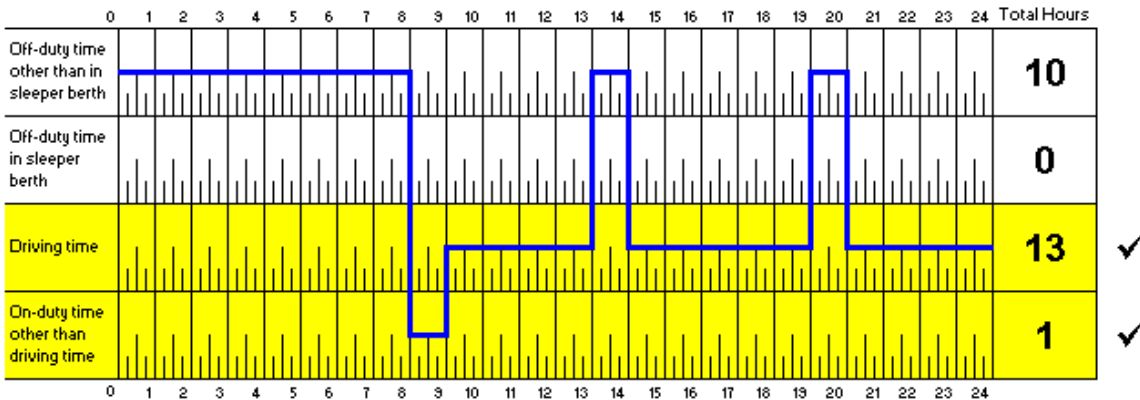
8:00 – 13:00 5 hours

14:00 – 19:00 5 hours

20:00 – 24:00 4 hours

Total 14 hours

✓ Total On-Duty Time ≤ 14 hours



This driver is in compliance with the 14 hour rule, as there is no driving after 14 hours on-duty time.



How many hours does a driver need to be off-duty in a day?



Legislative References:

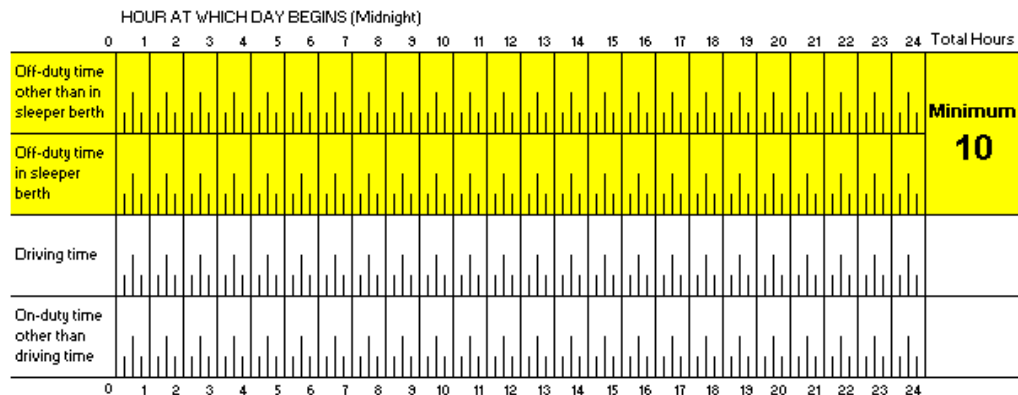
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 14 Daily Off-Duty Time*

A driver must:

- Have at least 10 hours off-duty time in a day. This means that the total of “Off-Duty Time Other Than Time Spent in a Sleeper Berth” plus “Off-Duty Time in a Sleeper Berth” must be at least 10 hours. Total Off-Duty Time must be greater than or equal to 10 hours (i.e., ≥ 10 hours).
 - If the driver wants to stay eligible to drive, the driver must include at least 2 hours of Off-Duty Time that doesn’t form part of the 8 consecutive hours of core off-duty time although the 8 hours and 2 hours can be consecutive (core off-duty time will be discussed in detail in Module 6).

These 2 hours of Off-Duty Time must be in blocks greater than or equal to 30 minutes (i.e., ≥ 30 minutes) in order for it to count towards the required 10 hours off-duty time.

- If the driver does not want to stay eligible to drive, the driver can take all 10 hours off-duty time in blocks greater than or equal to 30 minutes (i.e., ≥ 30 minutes). In other words, a driver could take 20 blocks x 30 minutes/block = 10 hours off-duty time but the driver would not be eligible to drive.



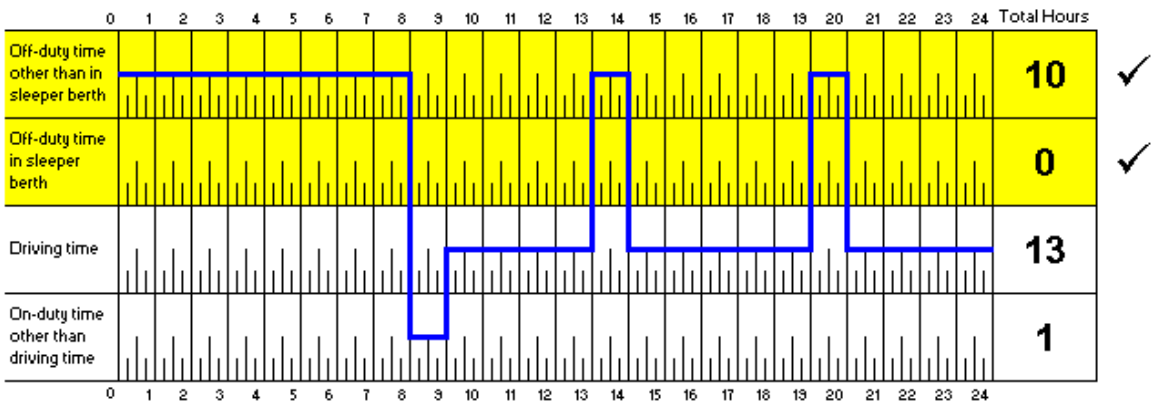


Example:

Off-Duty Time

0:00 – 8:00	8 hours
13:00 – 14:00	1 hour
19:00 – 20:00	<u>1 hours</u>
Total	10 hours

- ✓ Total Off-Duty Time ≥ 10 hours
- ✓ Includes 2 hours that aren't part of 8 consecutive hours core off-duty time (each block ≥ 30 minutes)



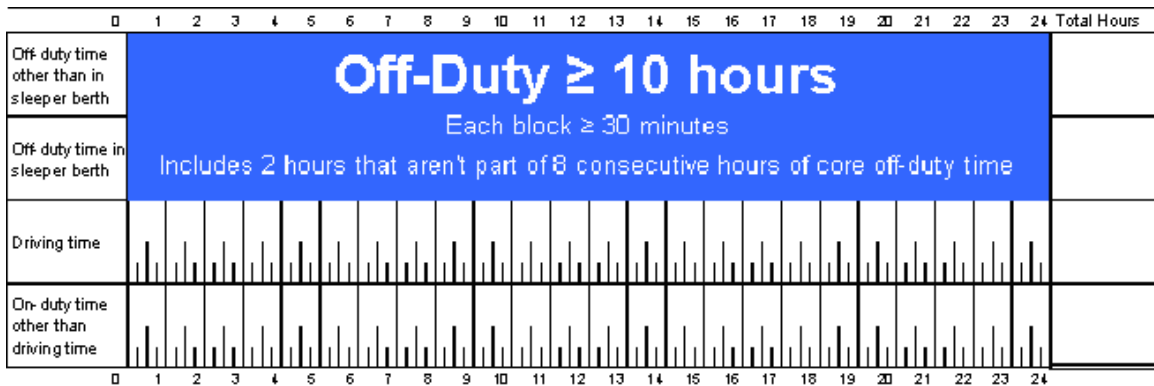
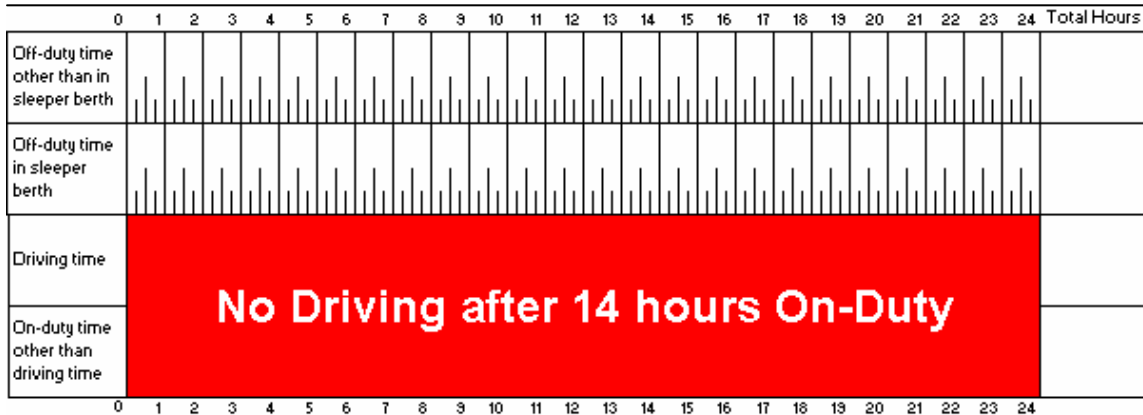
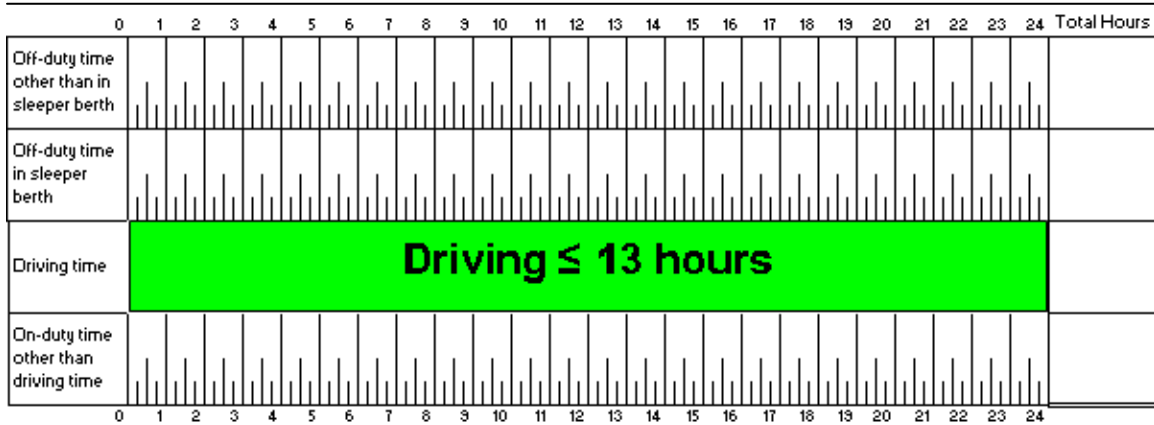
This driver has met the daily off-duty time requirement.



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Summary of Daily Driving Limits and Off-Duty Requirement



Daily Limits (start time of 24-hour period specified by carrier)

- No driving after 13 hours driving
- No driving after 14 hours on-duty
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks ≥ 30 minutes) that are not part of 8 consecutive hours



Module Self-Check Questions

If you can answer the following questions, you are ready to move to the next module. If you can't answer the questions, please review the module again before continuing.

1) Explain the term "day."

2) Explain the daily driving time limit.

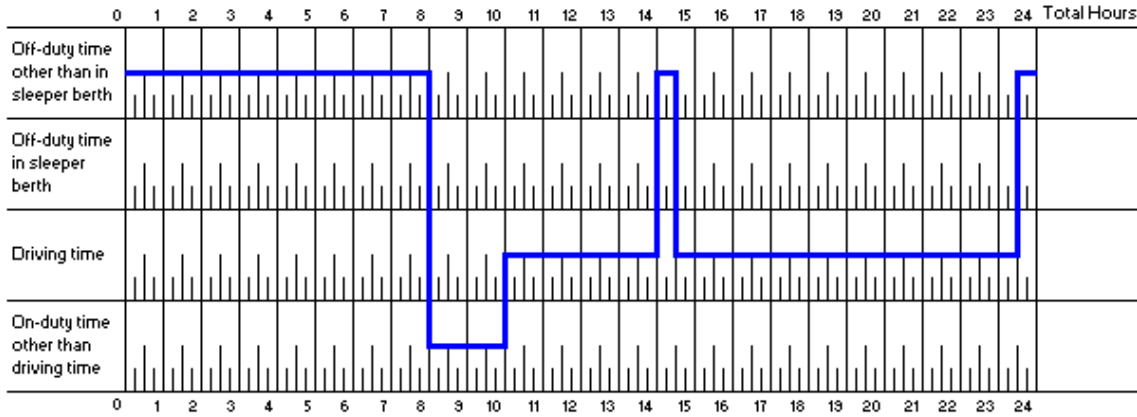
3) Explain the daily on-duty time limit.

4) Explain the daily off-duty time requirement.

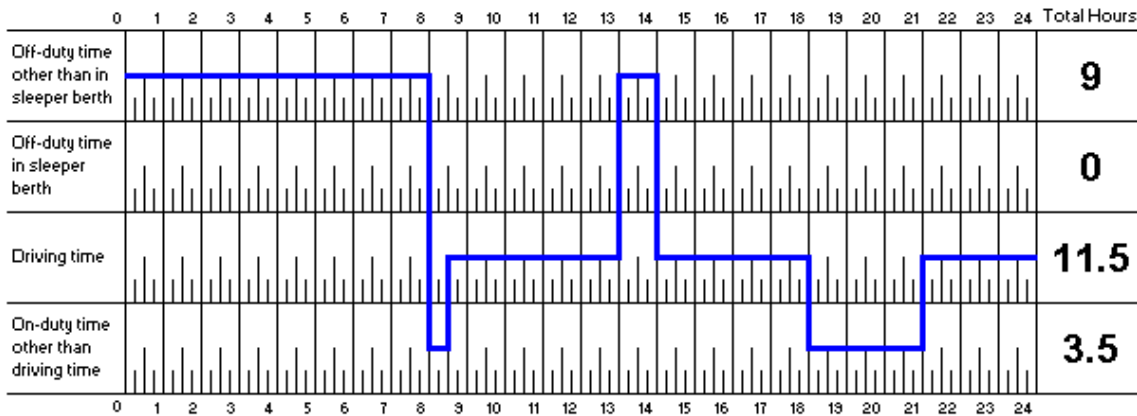


5) Review the following daily logs and identify any daily limit violations.

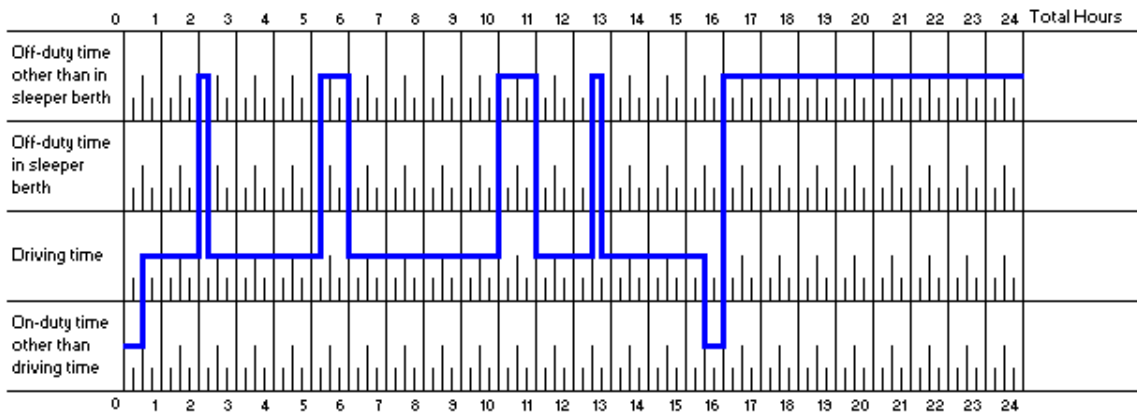
Driver #1



Driver #2



Driver #3



Answers to Module Self-Check Questions

1) Explain the term “day.”

- 24-hour period that begins at the hour designated by the motor carrier
- Hour at which day begins remains constant unless driver takes a cycle reset
- Motor carrier can designate different daily start times for different drivers

2) Explain the daily driving time limit.

- Driver cannot drive more than 13 hours in a day (designated 24-hour period)
- Driving periods may start and stop throughout the day however, total Driving Time must be less than or equal to 13 hours (≤ 13 hours)

3) Explain the daily on-duty time limit.

- Driver cannot drive after 14 hours of on-duty time in a day (designated 24-hour period)
- If total of “Driving Time” plus “On-Duty Time Other Than Driving” equals 14 hours, then the driver must stop driving

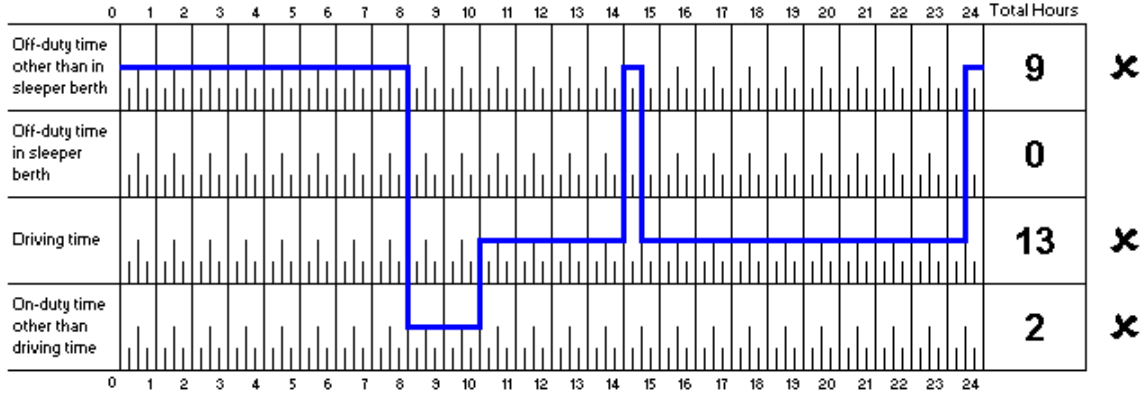
4) Explain the daily off-duty time requirement.

- Driver must be off-duty for at least 10 hours in a day
- Total of “Off-Duty Time Other Than in Sleeper Berth” plus “Off-Duty Time Spent in Sleeper Berth” must be greater than or equal to 10 hours (≥ 10 hours)
- Must include at least 2 hours of Off-Duty Time that doesn’t form part of the 8 consecutive hours of core off-duty time (each block must be equal to or greater than 30 minutes (≥ 30 minutes))



5) Review the following daily logs and identify any daily limit violations.

Driver #1

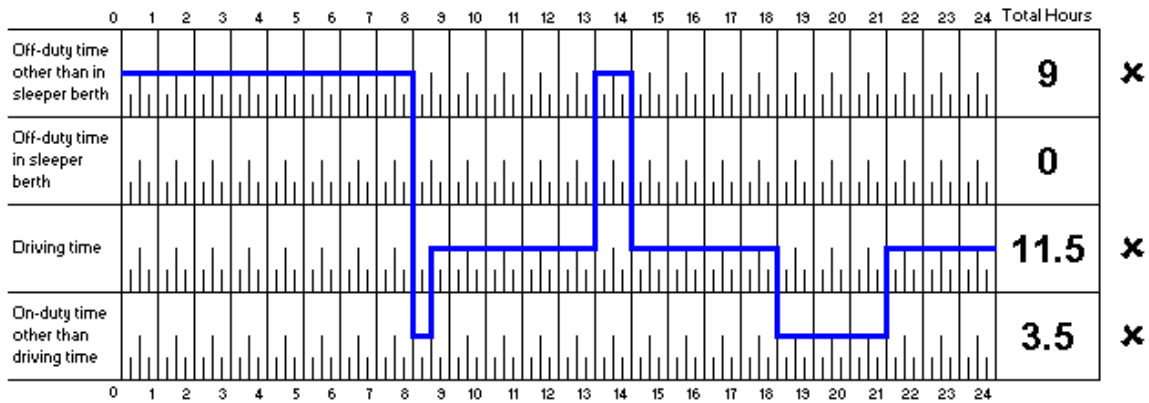


Daily Limits (start time of 24-hour period specified by carrier)

- No driving after 13 hours driving (drove 13 hours)
- No driving after 14 hours on-duty
 - Drive after 14 hours on-duty
 - The 14th hour was reached at 22:30
 - Driver drove in violation from 22:30 – 23:30 for a total of 1 hour in violation
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks ≥ 30 minutes) that are not part of 8 consecutive hours
 - Driver in violation of off-duty requirement
 - Driver did not take 10 hours off-duty (off-duty for only 9 hours)
 - Driver did not take 2 hours that weren't part of the 8 hours of core off-duty time (only took 1 hour)



Driver #2

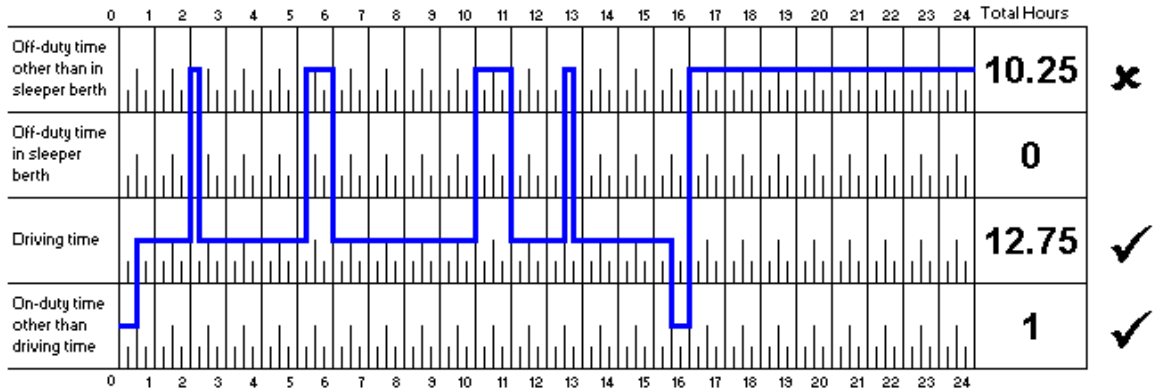


Daily Limits (start time of 24-hour period specified by carrier)

- No driving after 13 hours driving (drove 11.5 hours)
- No driving after 14 hours on-duty
 - Drive after 14 hours on-duty
 - The 14th hour was reached at 23:00
 - Driver drove in violation from 23:00 – 24:00 for a total of 1 hour in violation on this day
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks ≥ 30 minutes) that are not part of the 8 consecutive hours
 - Driver in violation of off-duty requirement
 - Driver did not take 10 hours off-duty (off-duty for only 9 hours)
 - Driver did not take 2 hours that weren't part of the 8 hours of core off-duty time (only took 1 hour)



Driver #3



Daily Limits (start time of 24-hour period specified by carrier)

- No driving after 13 hours driving (drove 12.75 hours)
- No driving after 14 hours on-duty (had 12.75 + 1 = 13.75 hours on-duty)
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks ≥ 30 minutes) that are not part of 8 consecutive hours

- Driver in violation of off-duty requirement even though the driver had a total of 10.25 hours off-duty
- Driver did not only take 30-minute blocks (driver took two 15-minute blocks)
- Driver did not take 2 hours that weren't part of 8 hours of core off-duty time (only took 1.75 eligible hours off-duty)

2:00 – 2:15	X (Not included in calculation)
5:15 – 6:00	0.75 hour
10:00 – 11:00	1.00 hour
12:30 – 12:45	X (Not included in calculation)



Notes: