



Module 6

Work Shift Limits



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Things to think about ...

In addition to daily limits, the Federal *Commercial Vehicle Drivers Hours of Service Regulations* set work shift limits.

What is a work shift?

How many hours can a driver drive in a work shift?

Do daily limits have an effect on work shift limits?

What will I learn in this module?

- Definition of work shift
- Core off-duty time requirements
- Work shift limits

What is a work shift?

A work shift is the period of time that a driver is “on the job.” The work shift begins when a driver performs any activity for a motor carrier and ends when the driver stops for an extended period of rest referred to as a “core rest period” or “core off-duty time.”



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What is core off-duty time?

During core off-duty time (i.e., core rest period), drivers have the opportunity to obtain adequate sleep. As discussed in Module 1, most people need 6 - 8 hours of sleep per day. Core rest periods give drivers the opportunity to spend time away from the commercial vehicle. However, core rest periods can be taken in a stationary or moving commercial vehicle if the time is spent in a sleeper berth. We will discuss sleeper berths in detail in Module 8.

During a core rest period, a driver must have off-duty time that is greater than or equal to 8 consecutive hours (i.e., ≥ 8 consecutive hours). Once a driver has 8 or more consecutive hours of off-duty time, a new work shift begins.

**REST FOR 8
CONSECUTIVE
HOURS**

What is the work shift limit?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 13 Mandatory Off-Duty Time*

A driver cannot drive after 16 hours of elapsed time on a work shift. This means that as soon as the work shift equals 16 hours, a driver must stop driving. The work shift must be less than or equal to 16 hours (i.e., ≤ 16 hours).



In a work shift, the following rules apply:

- No driving after 13 hours driving in a work shift
- No driving after 14 hours on-duty in a work shift
- No driving after 16 hours of elapsed time in a work shift

After the work shift, the driver must start a core rest period (at least 8 consecutive hours of off-duty time) before the driver can drive again. Once the driver has taken the core rest period, the driver can start a new work shift.



In other words, every work shift is anchored on either end with a core rest period (i.e., one immediately before and one immediately after the work shift).



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It is important to note that the work shift limits are not the same as the daily limits discussed in Module 5. A driver must comply with both the work shift limits and the daily limits.

The following examples show how both the work shift limit and daily limits affect driving time.



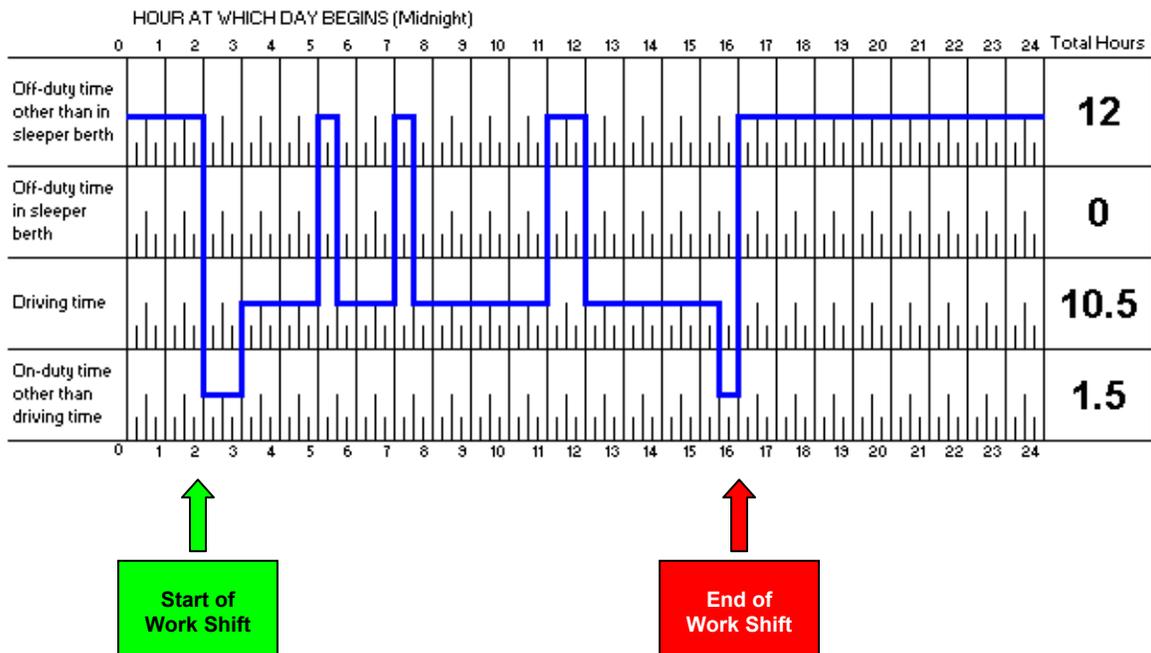
Example #1:

Time	Activity	Duty Status
Midnight – 2:00 am	Sleep (Last 2 hours core off-duty time that started on previous day)	Off-duty time other than time spent in a sleep berth
2:00 am – 3:00 am	Driver reports for work, supervises loading of vehicle, conducts pre-trip inspection	On-duty, other than driving time
3:00 am – 5:00 am	Drive	Driving time
5:00 am – 5:30 am	Rest break	Off-duty time other than time spent in a sleep berth
5:30 am – 7:00 am	Drive	Driving time
7:00 am – 7:30 am	Meal break	Off-duty time other than time spent in a sleep berth
7:30 am – 11:00 am	Drive	Driving time
11:00 am – Noon	Meal break	Off-duty time other than time spent in a sleep berth
Noon – 3:30 pm	Drive	Driving time
3:30 pm – 4:00 pm	Driver conducts post-trip inspection	On-duty, other than driving time
4:00 pm – Midnight	Relax and sleep	Off-duty time other than time spent in a sleep berth



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The driver records the activities on the daily grid as follows:



There are several key points to note in this example:

- The start of the day is not necessarily the same as the start of the work shift. The motor carrier sets the hour at which the day begins (i.e., midnight). The work shift starts when the driver performs any activity for the motor carrier (i.e., 2:00) after having 8 consecutive hours off-duty.
- The end of the day is not the same as the end of the work shift. The end of the day is 24 hours after the start of the day. A work shift ends when the driver begins to take at least 8 consecutive hours of off-duty time (i.e., 16:00).
- The work shift includes both on-duty and off-duty activities. During the work shift, the driver performs on-duty activities such as driving and loading the vehicle, as well as off-duty activities such as meal and rest breaks (i.e., 2:00 – 16:00 = 14 hours).
- Not all 8 consecutive hours of core off-duty time have to fall within one “day.” In the example, the grid shows the final 2 consecutive hours (i.e., 0:00 – 2:00) of the core rest period that started at 18:00 the previous “day.” The exception to this is when the driver is using the deferral option discussed in Module 7.

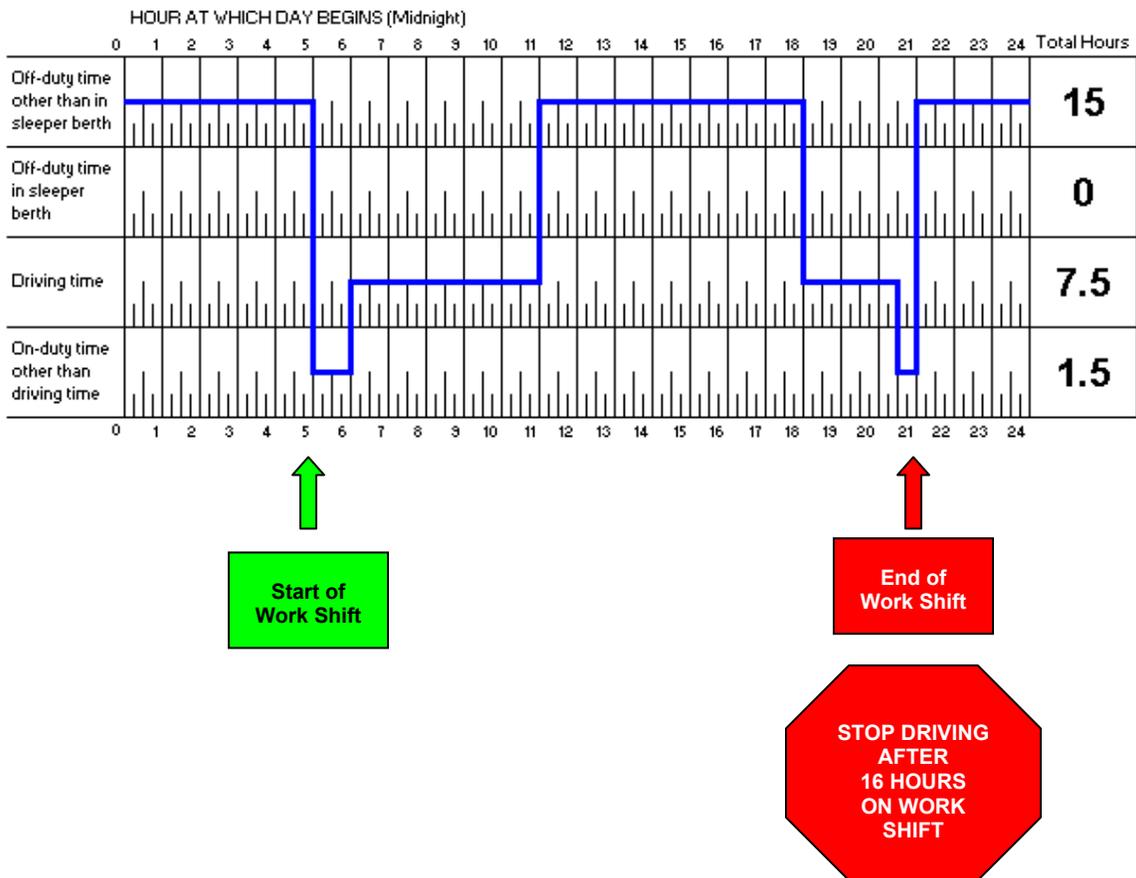


Example #2:

Time	Activity	Duty Status
Midnight – 5:00 am	Sleep (Last 5 hours of core off-duty time that started on previous day)	Off-duty time other than time spent in a sleep berth
5:00 am – 6:00 am	Bus driver reports for work, completes paperwork, and conducts pre-trip inspection	On-duty, other than driving time
6:00 am – 11:00 am	Drive	Driving time
11:00 am – 6:00 pm	Rest stop – waiting for group at attraction	Off-duty time other than time spent in a sleep berth
6:00 pm – 8:30 pm	Drive	Driving time
8:30 pm – 9:00 pm	Bus driver completes paperwork and conducts post-trip inspection	On-duty, other than driving time
9:00 pm – Midnight	Relax and sleep (Core rest period will finish on next day)	Off-duty time other than time spent in a sleep berth



The driver records the activities on the daily grid as follows:



In this example, the driver must stop driving at 21:00 (i.e., 16th hour of work shift) even though the driver has not reached the daily driving or on-duty limits.

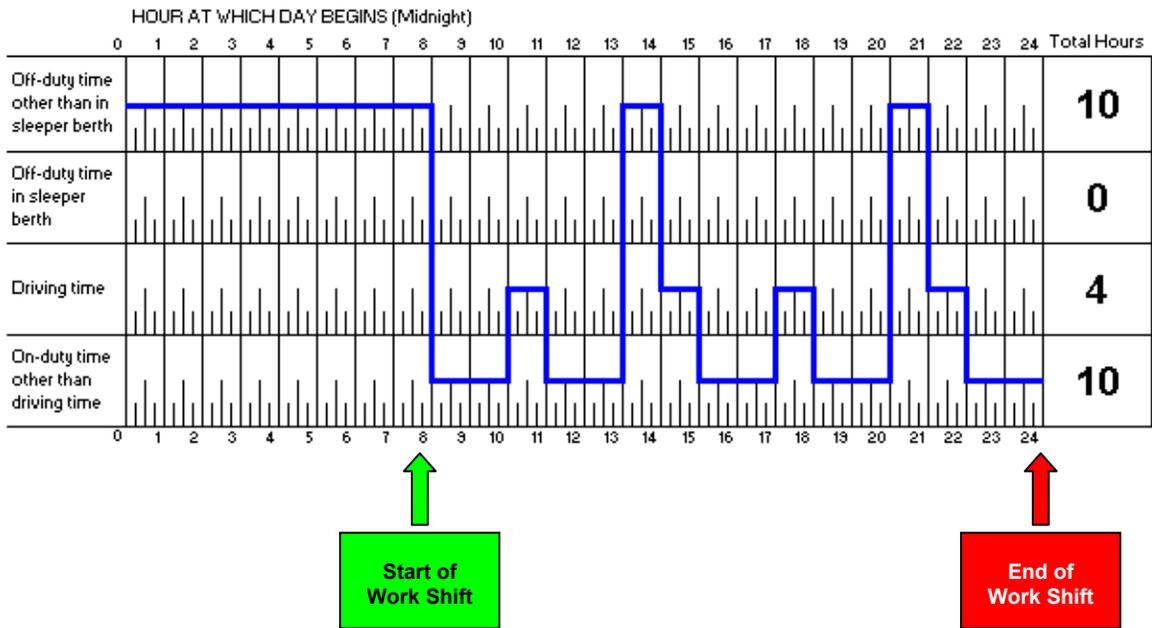


Example #3

Time	Activity	Duty Status
Midnight – 8:00 am	Sleep	Off-duty time other than time spent in a sleep berth
8:00 am – 10:00 am	Driver reports for work, supervises loading of vehicle and conducts pre-trip inspection	On-duty, other than driving time
10:00 am – 11:00 am	Drive (haul load of aggregate to site)	Driving time
11:00 am – 1:00 pm	Driver supervises unloading of vehicle	On-duty, other than driving time
1:00 pm – 2:00 pm	Meal break	Off-duty, other than time spent in sleeper berth
2:00 pm – 3:00 pm	Drive (back to plant)	Driving time
3:00 pm – 5:00 pm	Driver supervises loading of vehicle	On-duty, other than driving time
5:00 pm – 6:00 pm	Drive (haul load of aggregate to site)	Driving time
6:00 pm – 8:00 pm	Driver supervises unloading of vehicle	On-duty, other than driving time
8:00 pm – 9:00 pm	Meal break	Off-duty, other than time spent in sleeper berth
9:00 pm – 10:00 pm	Drive (back to plant)	Driving time
10:00 pm – Midnight	Driver conducts post-trip inspection and performs other duties for motor carrier (Driver starts 8 hours off-duty at midnight)	On-duty, other than driving time



The driver records the activities on the daily grid as follows:





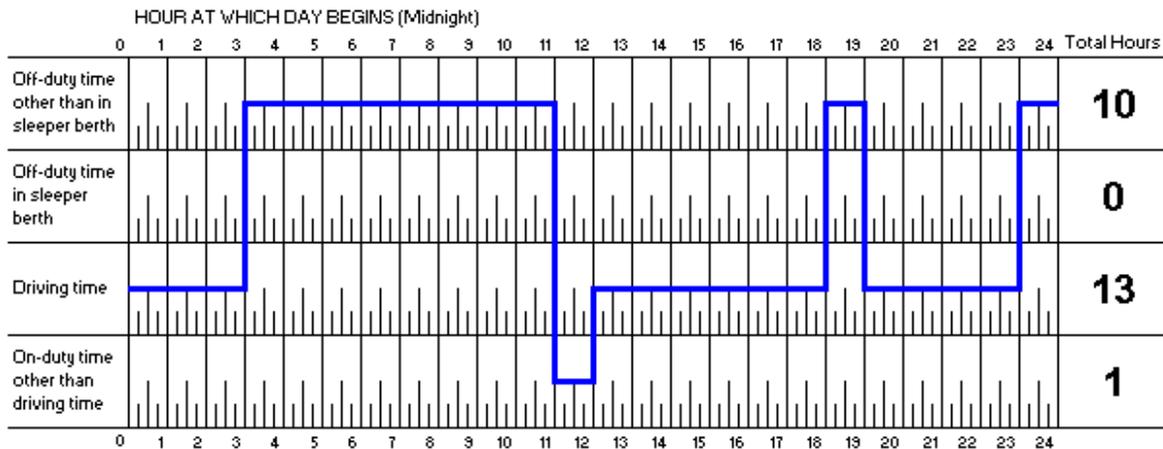
Can a work shift span more than one “day”?

A work shift can span more than one “day” however, all daily limits still apply each day.

Example #4:

Time	Activity	Duty Status
Midnight – 3:00 am	Drive	Driving time
3:00 am – 11:00 am	Sleep (core rest period)	Off-duty time other than time spent in a sleep berth
11:00 am – Noon	Supervise loading of vehicle and conduct pre-trip inspection	On-duty, other than driving time
Noon – 6:00 pm	Drive	Driving time
6:00 pm – 7:00 pm	Meal break	Off-duty time other than time spent in a sleep berth
7:00 pm – 11:00 pm	Drive	Driving time
11:00 pm – Midnight	Meal break	Off-duty time other than time spent in a sleep berth

The driver records the activities on the daily grid as follows:



↑

End of Work Shift

↑

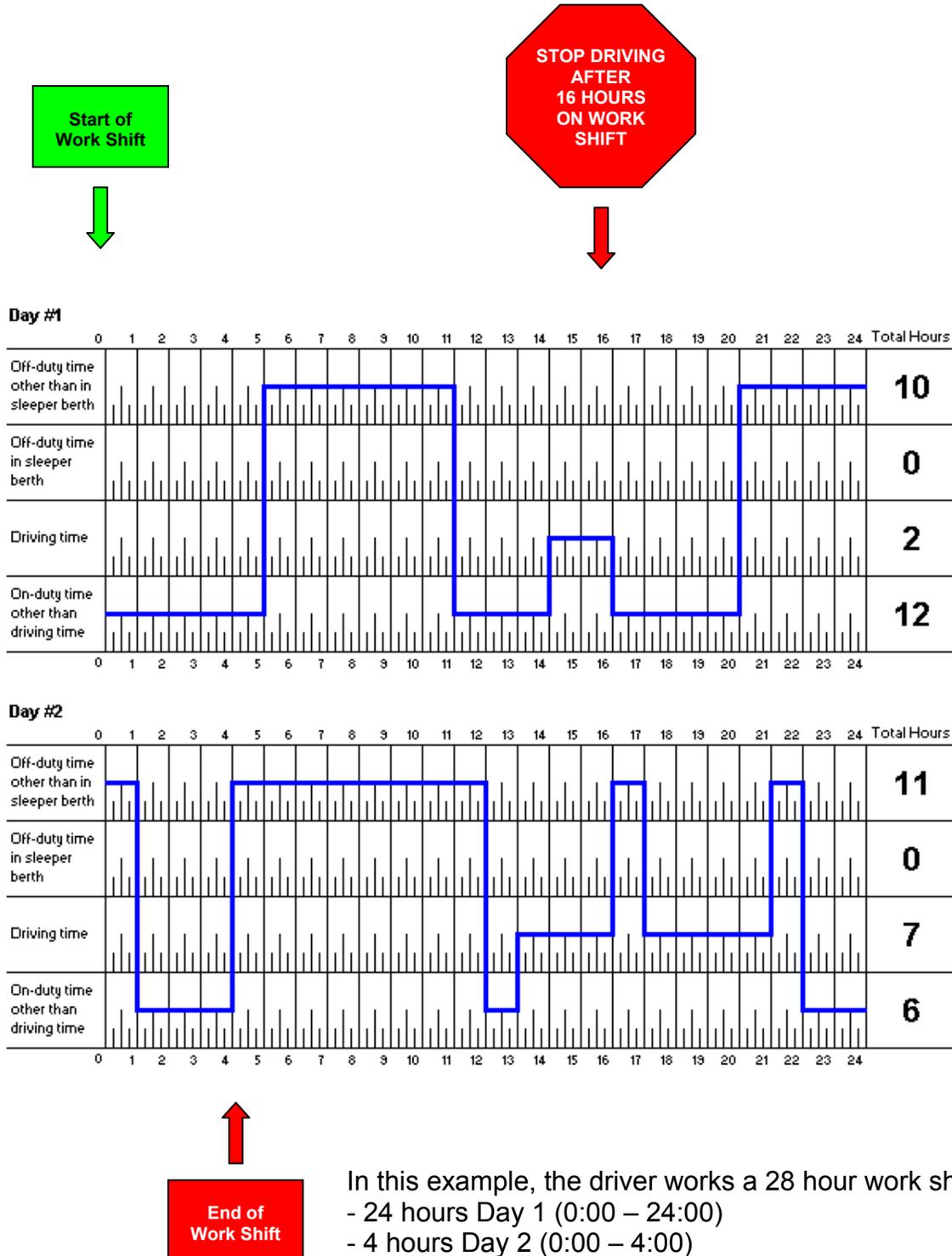
Start of new Work Shift

STOP DRIVING AFTER 13 HOURS DRIVING AND 14 HOURS ON-DUTY IN A DAY

In this example, even though the driver has only worked 13 hours of the work shift (11:00 – 24:00), the driver must stop driving at 23:00 because of the daily driving and on-duty limits.

Example #5

The driver had 8 consecutive hours of core off-duty time (core rest) before starting Day #1.



The work shift limit states that a driver cannot drive after 16 hours on the work shift. Because the driver does not drive after the 16th hour (i.e., 16:00 on Day 1), the driver has not exceeded any limits. The driver also does not drive after 14 hours on-duty in a work shift so does not violate the on-duty limit.

Work Shift Limits (period between end of one core rest period and start of next core rest period)

- No driving after 13 hours driving (driver drove 2 hours and then stopped driving)
- No driving after 14 hours on-duty (driver was on-duty for 10 hours and then stopped driving)
- No driving after 16 hours elapsed time (driver stopped driving after 16 hours on the work shift)

However, in addition to the work shift limits, the driver must ensure that he/she does not exceed the daily limits discussed in Module 5.

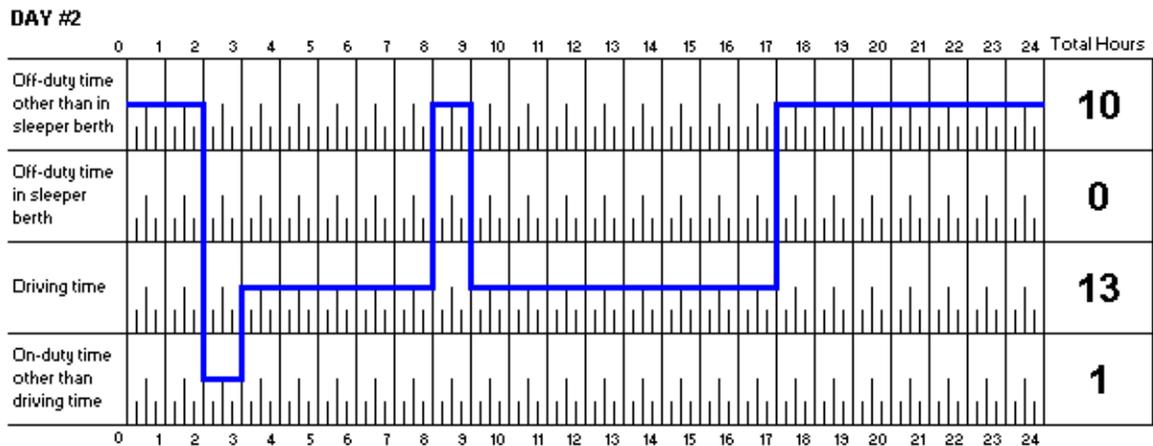
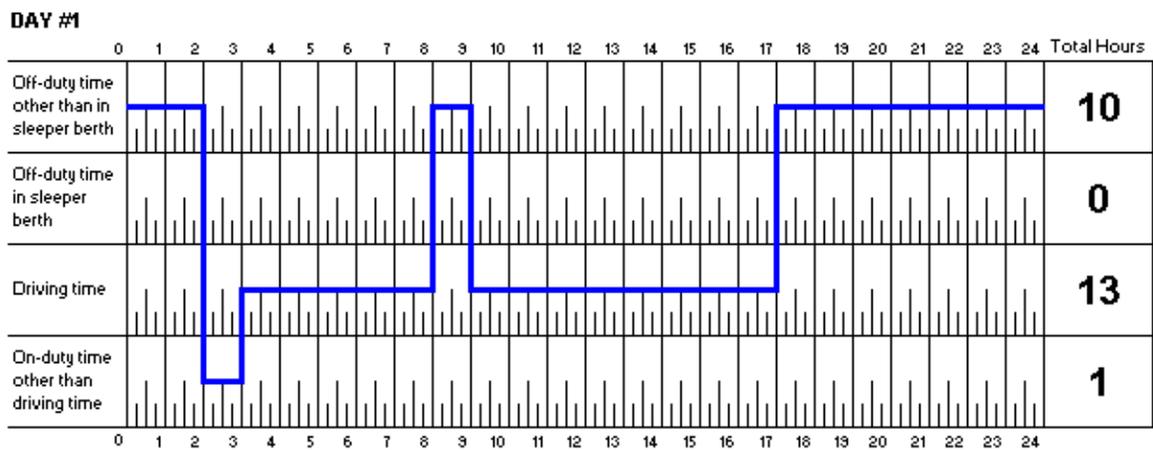


Can a driver combine a core rest period (8 consecutive hours) with the 2-hour daily off-duty time requirement?

The Regulations do not allow for “double dipping.” None of the 8 consecutive hours of off-duty time (core rest period) can count towards the 2-hour daily off-duty requirement. However, the 2 hours off-duty time (or a portion of the 2 hours) can occur immediately before or after the core rest period.

Example #6

The driver had 7 consecutive hours of off-duty time before starting Day #1.





The driver meets the daily and core off-duty requirements as follows:

- Daily Off-Duty Time Requirement \geq 10 hours ✓
 - 2 hours not part of 8 consecutive hours core off-duty time and each block \geq 30 minutes ✓
 - (Block 1: 1 hour 8:00 – 9:00)
 - (Block 2: 1 hour 17:00 – 18:00)
- Core Off-Duty Requirement \geq 8 consecutive hours ✓
 - (Day 1: 6 hours 18:00 – 24:00)
 - (Day 2: 2 hours 0:00 – 2:00)



Summary of Daily and Work Shift Limits

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 \geq 30 minutes) that are not part of 8 consecutive hours

Work Shift Limits (period between end of one core rest period and start of next core rest period)

- No driving after 13 hours driving
- No driving after 14 hours on-duty
- No driving after 16 hours elapsed time (includes all time in work shift)



Module Self-Check Questions

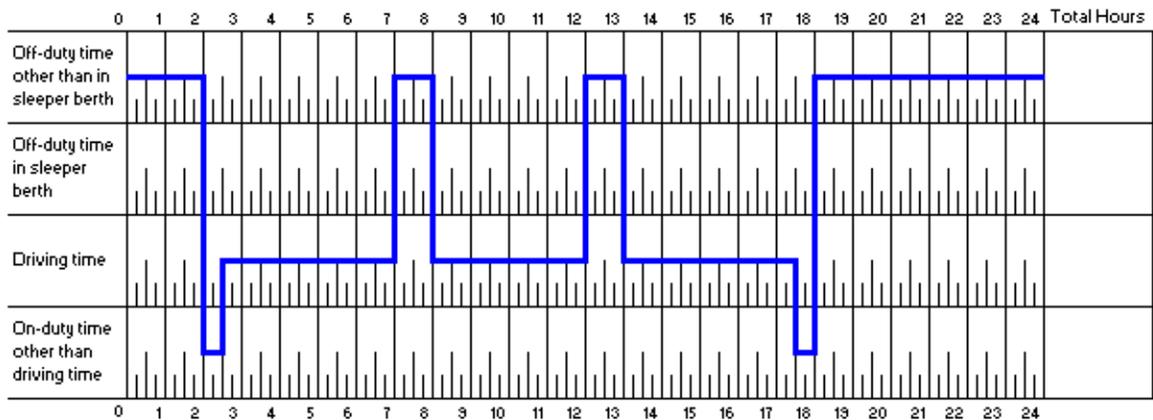
If you can answer the following questions, you are ready to move to the next module. If you can't answer the questions, please review the module again before continuing.

- 1) Dispatch tells a driver to report at 16:00. The driver shows up on time however, at the terminal, the shipper tells the driver that the load will not be ready for another 5 hours. How does the driver record the waiting time on the daily log? How does the waiting time impact the driver's 16 hour work shift?

- 2) Review the following daily logs and identify any work shift or daily limit violations.

Driver #1

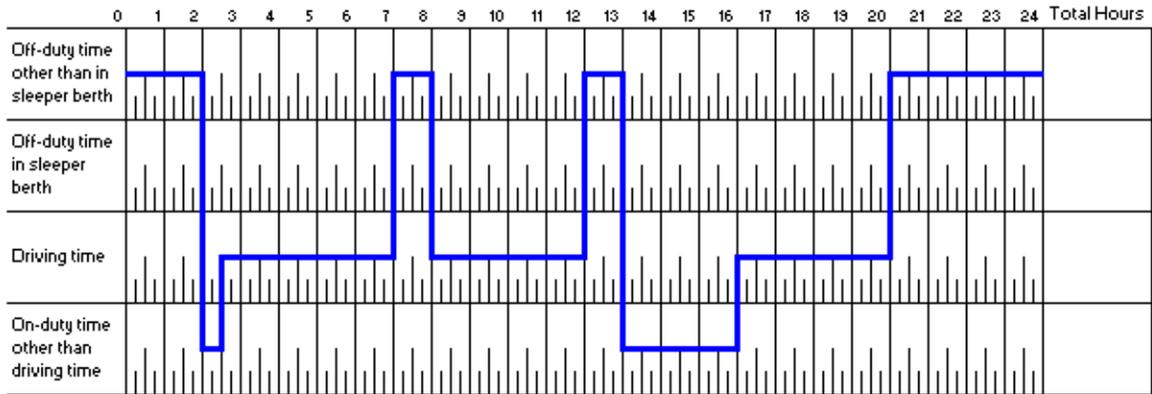
Note: Off-duty time from 0:00 – 2:00 and 18:00 – 24:00 are part of core rest periods (i.e., 8 consecutive hours off-duty time).





Driver #2

Note: Off-duty time from 0:00 – 2:00 and 20:00 – 24:00 are part of core rest periods (i.e., 8 consecutive hours off-duty time).

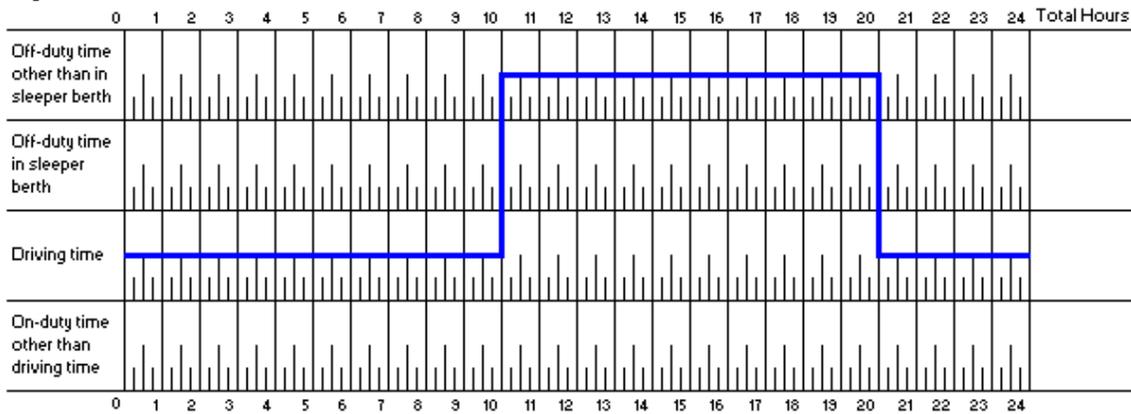




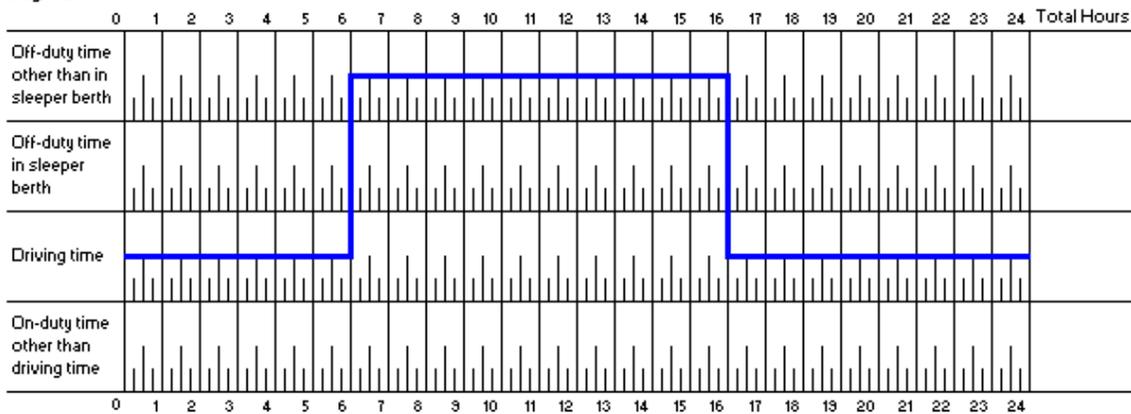
Driver #3

Note: The driver had 8 consecutive hours of off-duty time (core rest period) before starting Day #1 and took 8 consecutive hours of off-duty time following Day #2.

Day #1



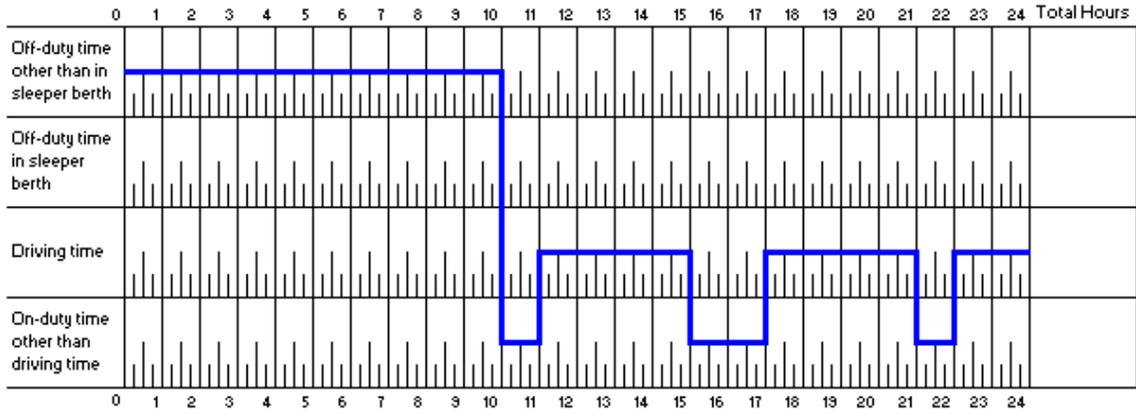
Day #2



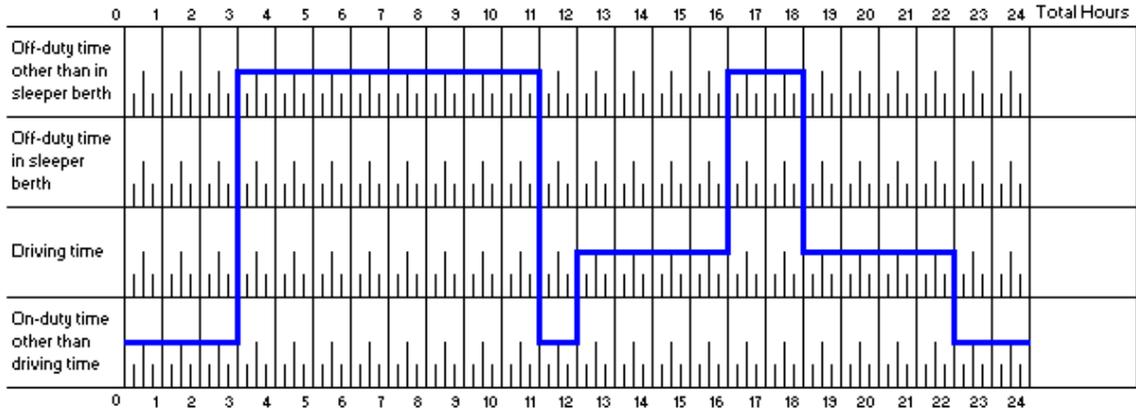


Driver #4

Day #1



Day #2

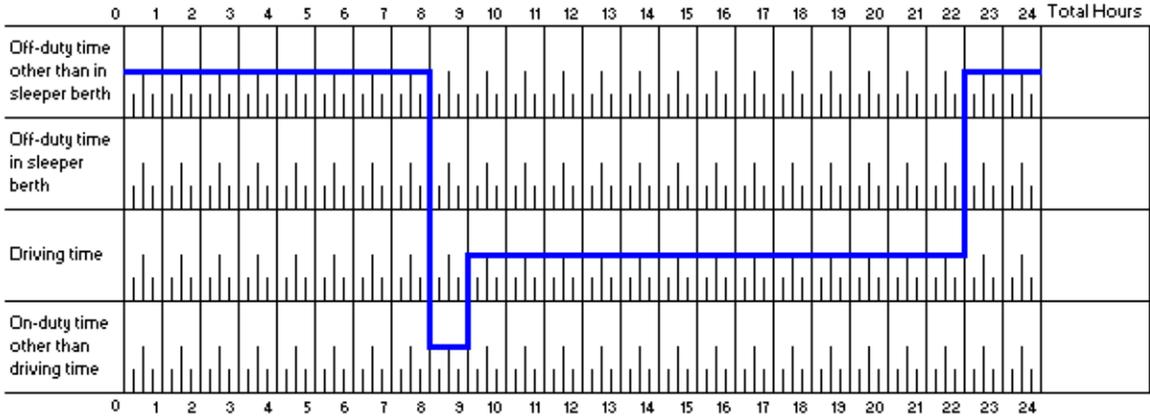




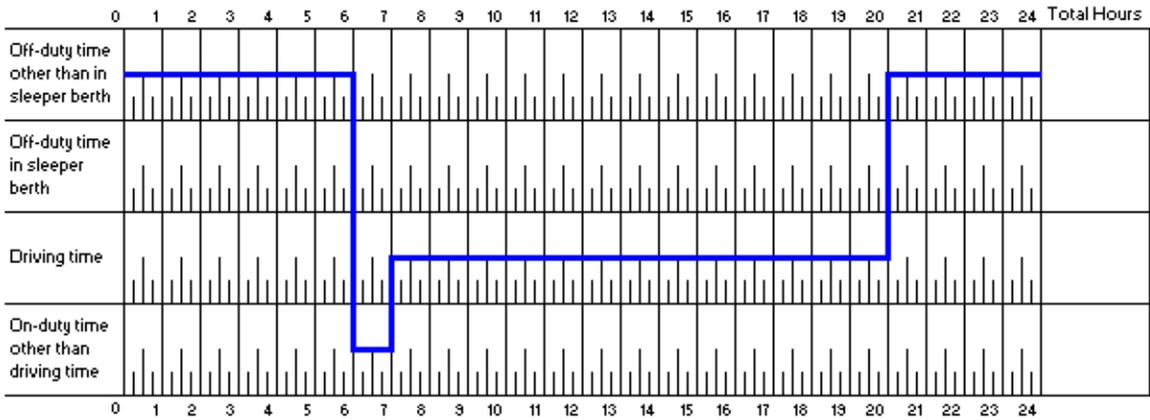
Driver #5

Note: Off-duty time from 20:00 – 24:00 on Day #2 is part of core rest period (i.e., 8 consecutive hours off-duty time).

Day #1



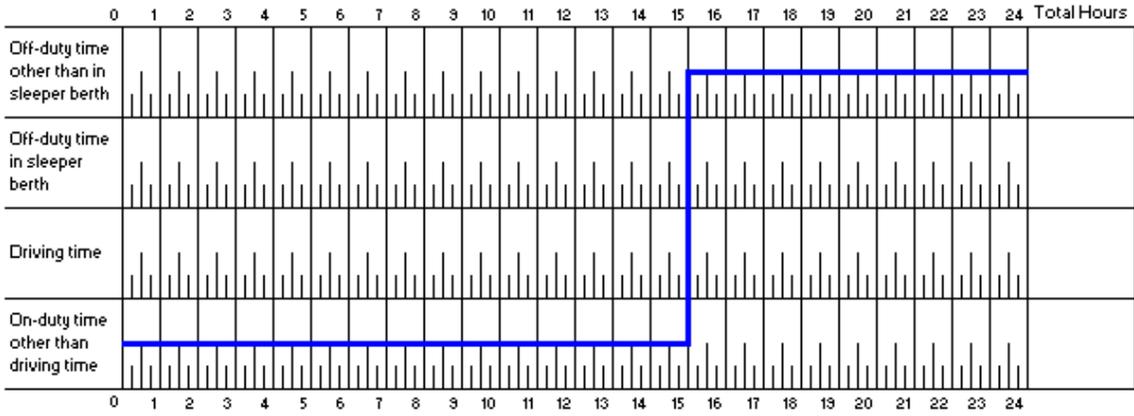
Day #2



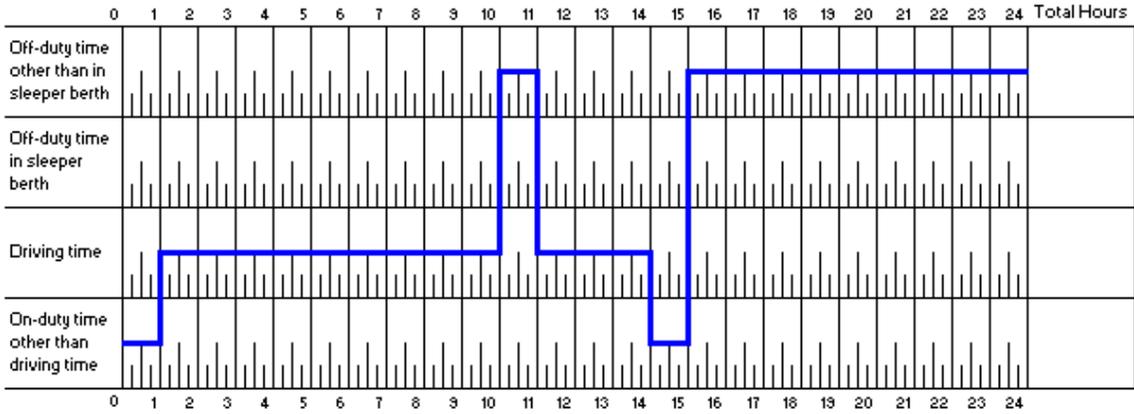


Driver #6

Day #1



Day #2





Answers to Module Self-Check Questions

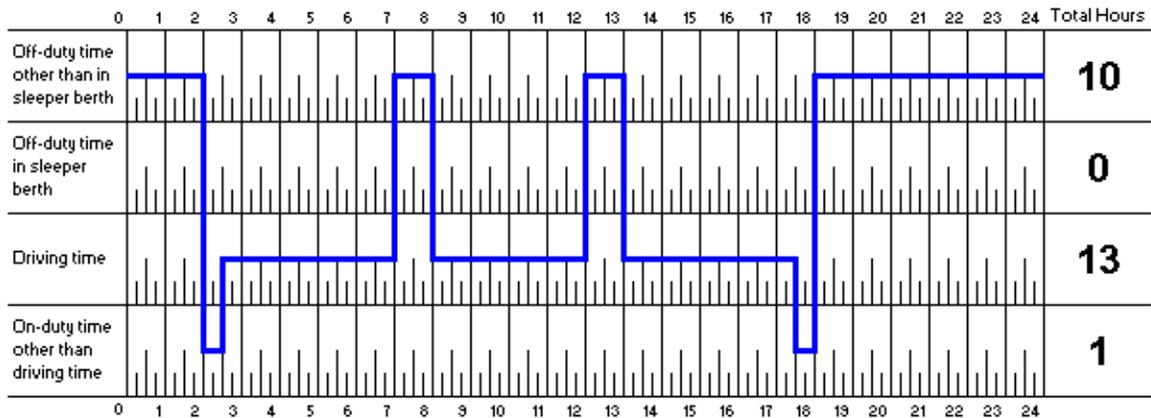
1) Dispatch tells a driver to report at 16:00. The driver shows up on time however, at the terminal, the shipper tells the driver that the load will not be ready for another 5 hours. How does the driver record the waiting time on the daily log? How does the waiting time impact the driver's 16 hour work shift?

- Waiting time is recorded as on-duty time, other than driving
- Driver's shift has started so waiting time is considered part of 16 hour work shift (elapsed time)
- If motor carrier relieves driver from responsibility and driver can do whatever the driver wants to do, waiting time can be recorded as off-duty time but this time is also considered part of the 16 hour work shift (elapsed time)

2) Review the following daily logs and identify any work shift or daily limit violations.

Driver #1

Note: Off-duty time from 0:00 – 2:00 and 18:00 – 24:00 are part of core rest periods (i.e., 8 consecutive hours off-duty time).





Driver #1

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

- No driving after 13 hours driving (13 hours)
- No driving after 14 hours on-duty (13 + 1 = 14 hours)
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours (2 + 6 = 8 hours)
 - 2 additional off-duty hours (blocks \geq 30 minutes) that are not part of 8 consecutive hours (1 + 1 = 2 hours)

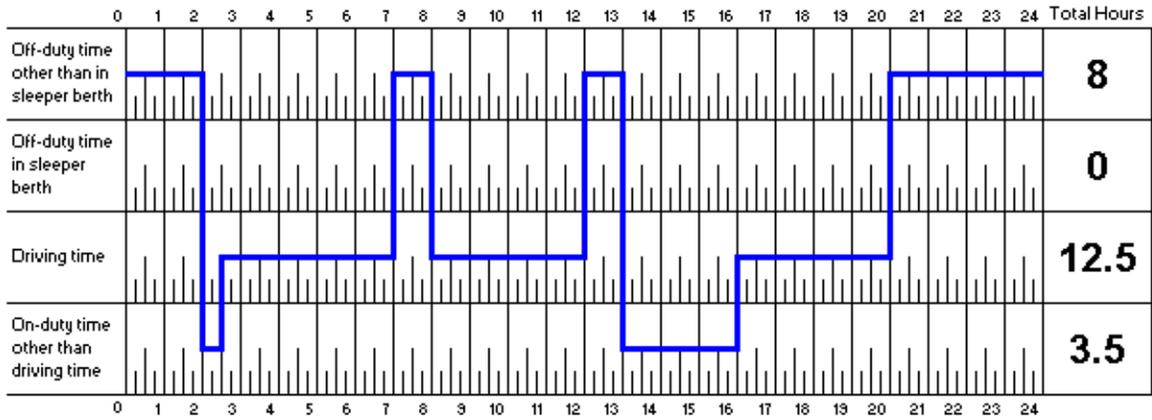
Work Shift Limits (period between end of one core rest period and start of next core rest period)

- No driving after 13 hours driving (13 hours)
- No driving after 14 hours on-duty (13 + 1 = 14 hours)
- No driving after 16 hours elapsed time (includes all time in work shift)
(2:00 – 18:00 = 16 hours)



Driver #2

Note: Off-duty time from 0:00 – 2:00 and 20:00 – 24:00 are part of core rest periods (i.e., 8 consecutive hours off-duty time).





Driver #2

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

- No driving after 13 hours driving (12.5 hours)
- No driving after 14 hours on-duty
 - **Drive after 14 hours on-duty**
 - **The 14th hour was reached at 18:00**
 - **Driver drove in violation from 18:00 – 20:00 for a total of 2 hours in violation**
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks \geq 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 8 hours)**

Work Shift Limits (period between end of one core rest period and start of next core rest period)

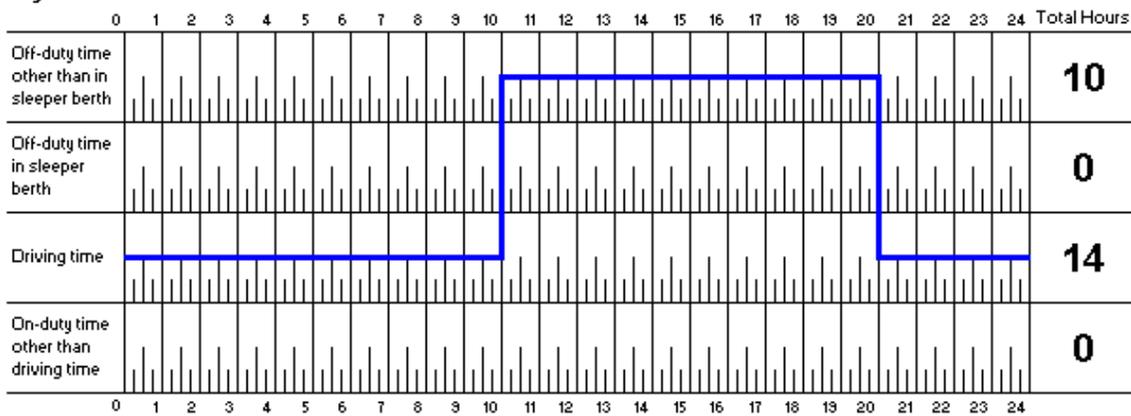
- No driving after 13 hours driving (12.5 hours)
- No driving after 14 hours on-duty
 - **Drive after 14 hours on-duty**
 - **The 14th hour was reached at 18:00**
 - **Driver drove in violation from 18:00 – 20:00 for a total of 2 hours in violation**
- No driving after 16 hours elapsed time (includes all time in work shift)
 - **Drive after 16 hours elapsed time**
 - **The 16th hour was reached at 18:00**
 - **Driver drove in violation from 18:00 – 20:00 for a total of 2 hours in violation**



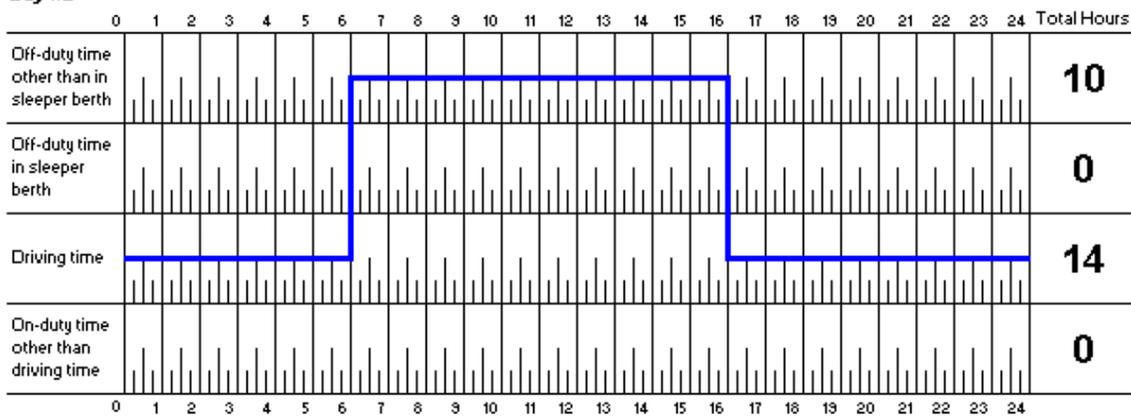
Driver #3

Note: The driver had 8 consecutive hours of off-duty time (core rest period) before starting Day #1 and took 8 consecutive hours of off-duty time following Day #2.

Day #1



Day #2





Driver #3

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

No driving after 13 hours driving

Day 1

- Drive after 13 hours driving time
- The 13th hour was reached at 23:00
- Driver drove in violation from 23:00 – 24:00 for a total of 1 hour in violation

Day 2

- Drive after 13 hours driving time
- The 13th hour was reached at 23:00
- Driver drove in violation from 23:00 – 24:00 for a total of 1 hour in violation

No driving after 14 hours on-duty (14 hours Day 1, 14 hours Day 2)

At least 10 hours off-duty before driver can drive again

- 8 consecutive off-duty hours
(Day 1: 12:00 – 20:00) (Day 2: 8:00 – 16:00)
- 2 additional off-duty hours (blocks ≥ 30 minutes) that are not part of 8 consecutive hours
(Day 1: 10:00 – 12:00) (Day 2: 6:00 – 8:00)

Work Shift Limits (period between end of one core rest period and start of next core rest period)

No driving after 13 hours driving
(10 hours Work Shift 1, 10 hours Work Shift 2, 8 hours Work Shift 3)

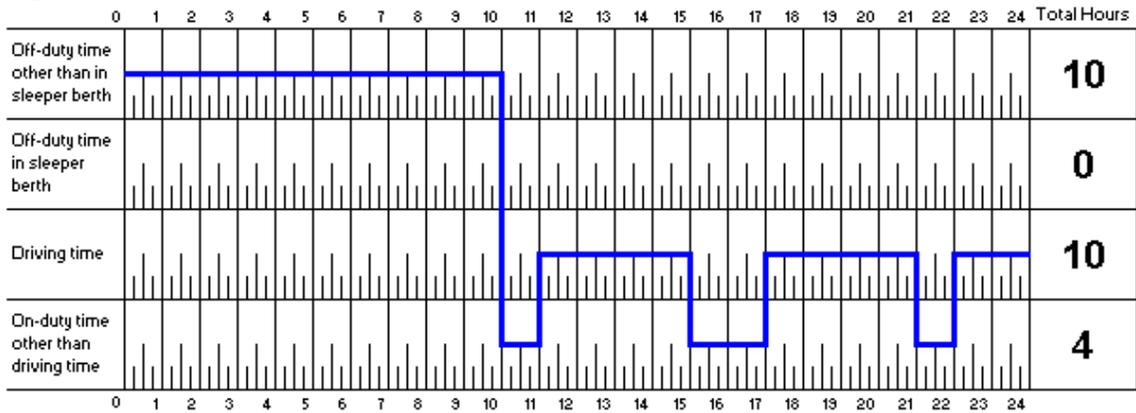
No driving after 14 hours on-duty
(10 hours Work Shift 1, 10 hours Work Shift 2, 8 hours Work Shift 3)

No driving after 16 hours elapsed time (includes all time in work shift)
(10 hours Work Shift 1, 10 hours Work Shift 2, 8 hours Work Shift 3)

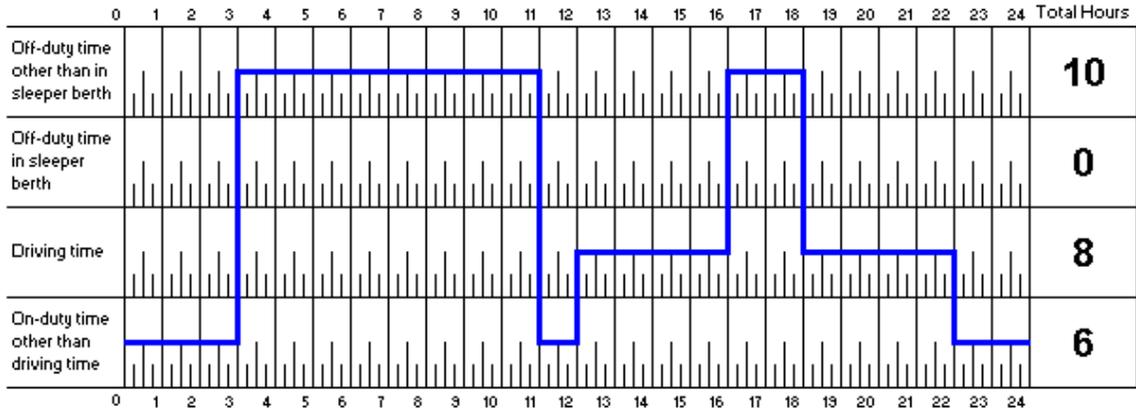


Driver #4

Day #1



Day #2





Driver #4

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

- No driving after 13 hours driving (10 hours Day 1, 10 hours Day 2)
- No driving after 14 hours on-duty (14 hours Day 1, 14 hours Day 2)
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks \geq 30minutes) that are not part of 8 consecutive hours
 - (2 hours on Day 1: 8:00 – 10:00)
 - (2 hours on Day 2: 16:00 – 18:00)

Work Shift Limits (period between end of one core rest period and start of next core rest period)

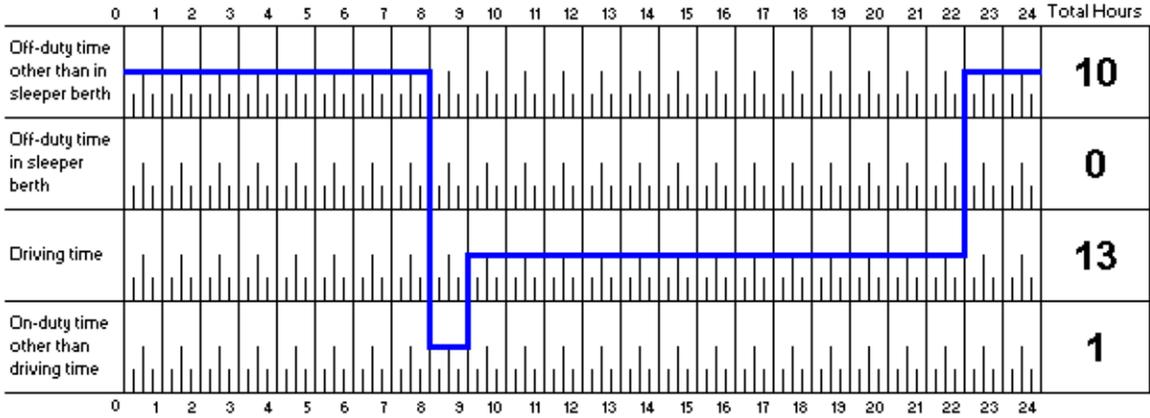
- No driving after 13 hours driving (10 hours)
- No driving after 14 hours on-duty (14 hours)
- No driving after 16 hours elapsed time (includes all time in work shift)
 - (14 hours on Day 1: 10:00 – 24:00)
 - (3 hours on Day 2: 0:00 – 3:00)
 - * Work shift is 17 hours but driver does not drive after the 16th hour (i.e., 2:00 on Day 2)



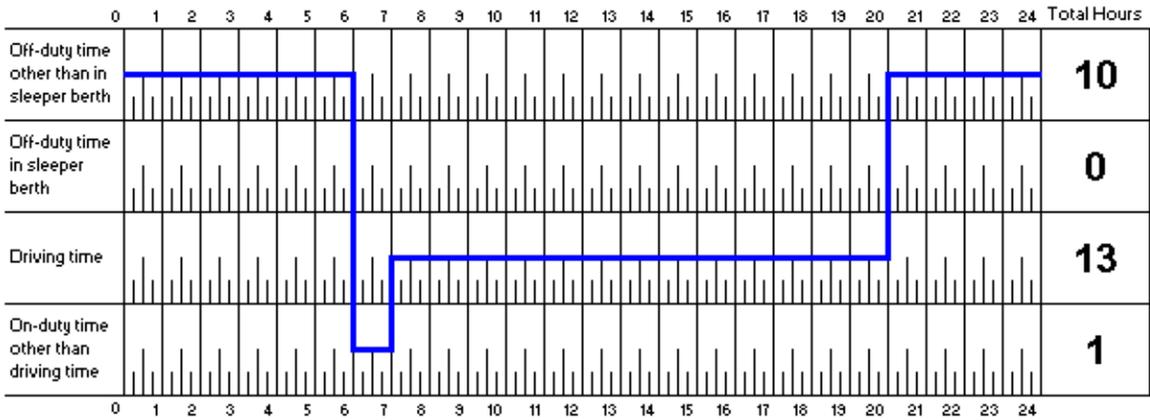
Driver #5

Note: Off-duty time from 20:00 – 24:00 on Day #2 is part of core rest period (i.e., 8 consecutive hours off-duty time).

Day #1



Day #2





Driver #5

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

- No driving after 13 hours driving (13 hours Day 1, 13 hours Day 2)
- No driving after 14 hours on-duty (14 hours Day 1, 14 hours Day 2)
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks \geq 30minutes) that are not part of 8 consecutive hours
 - **Driver in violation of off-duty requirement**
 - **Driver did not take 2 hours off-duty that weren't part of 8 consecutive hours on Day 1 or Day 2**

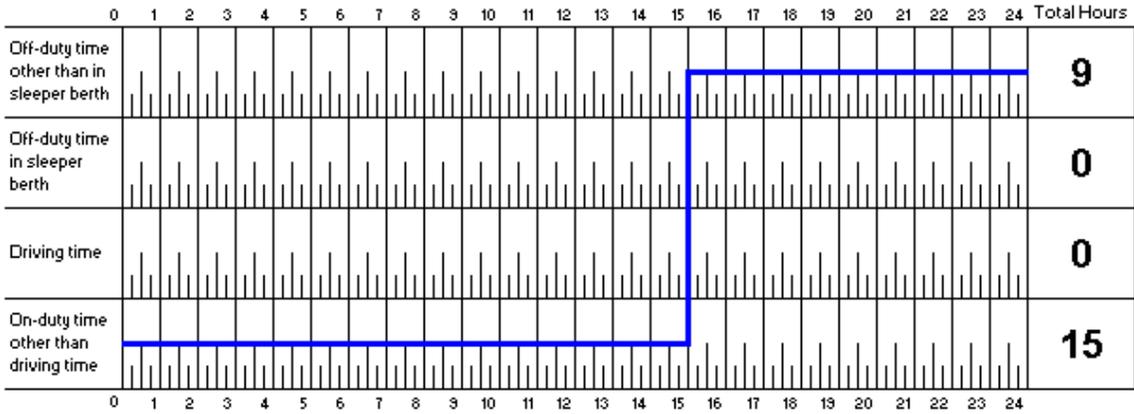
Work Shift Limits (period between end of one core rest period and start of next core rest period)

- No driving after 13 hours driving (13 hours Work Shift 1, 13 hours Work Shift 2)
- No driving after 14 hours on-duty (14 hours Work Shift 1, 14 hours Work Shift 2)
- No driving after 16 hours elapsed time (includes all time in work shift)
 - Work Shift 1: 8:00 – 22:00 = 14 hours
 - Work Shift 2: 6:00 – 20:00 = 14 hours

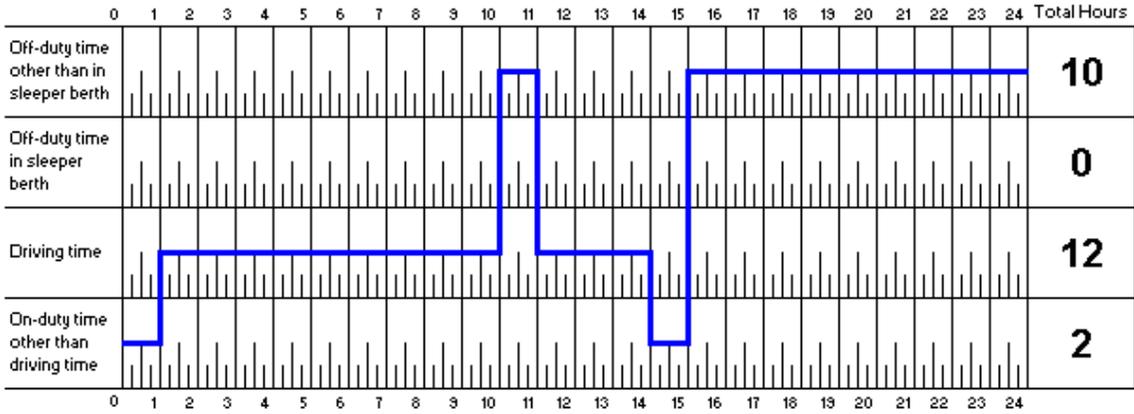


Driver #6

Day #1



Day #2





Driver #6

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

- No driving after 13 hours driving (0 hours Day 1, 12 hours Day 2)
- No driving after 14 hours on-duty
(Driver is on-duty but not driving after 14 hours on-duty on Day 1:
14:00 – 15:00)
(14 hours Day 2)
- At least 10 hours off-duty before driver can drive again
 - 8 consecutive off-duty hours
 - 2 additional off-duty hours (blocks \geq 30minutes) that are not part of 8 consecutive hours
 - **Driver in violation of off-duty requirement**
 - **Driver did not take 10 hours off-duty on Day 1 (only took 9 hours)**
 - **Driver did not take 2 hours off-duty that weren't part of 8 consecutive hours on Day 1 (only took 1 hour)**

Work Shift Limits (period between end of one core rest period and start of next core rest period)

- No driving after 13 hours driving (12 hours)
- No driving after 14 hours on-duty
(Work Shift 1: Driver is on-duty but not driving from 14 hours on-duty
14:00 – 15:00 on Day 1)
(Work Shift 2: 14 hours)
- No driving after 16 hours elapsed time (includes all time in work shift)
(Work Shift 1: 15 hours)
(Work Shift 2: 15 hours)



Notes: