



Module 9

Cycles



© Microsoft®.



© Microsoft®.

Things to think about ...

In addition to daily and work shift limits, drivers need to work within cycle limits of cumulative on-duty hours. Cycle limits help to prevent the fatigue that builds over time. When a driver reaches a cycle limit, the driver must stop driving. A driver can start a new cycle at any time if the driver takes an extended period of off-duty time that acts as a cycle reset.

What are the cycle limits?

How many off-duty hours must a driver take to reset the cycle?

What if a driver does not reach a cycle limit?

What if a driver wants to switch to (or start) a different cycle?

What will I learn in this module?

- Cycle limits
- Cycle resets
- Cycle switching

What are the cycle limits and cycle resets?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 1 Interpretation*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Sections 24, 25, 26 and 27 Cycles*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Sections 28 Cycle Reset – Off-Duty Time*

Driver must operate under one of two cycles under the *Federal Commercial Vehicle Drivers Hours of Service Regulations*:

- Cycle 1 – limit of 70 hours on-duty time over a period of 7 consecutive days
- Cycle 2 – limit of 120 hours of on-duty time over a period of 14 consecutive days

The motor carrier must choose whether the driver will follow the rules for Cycle 1 or Cycle 2. The driver must declare the cycle choice on the daily log for every day.

Each cycle limits the number of on-duty hours in either a 7-day (Cycle 1) or 14-day (Cycle 2) period. On-duty time includes both “Driving time” and “On-duty time, other than driving time.” If a driver reaches the cycle limit, the driver must stop driving however, the driver can perform other on-duty work as long as the driver does not exceed the daily and work shift limits.

At any time, a driver can end the current cycle and start a new cycle if the driver takes an extended period of off-duty time that acts as a cycle reset. During the cycle reset, the accumulated on-duty hours are set back to zero hours. After the reset period, the driver starts a new cycle and the driver’s on-duty hours begin to accumulate from zero again.

However, a driver does not have to reset the cycle. A driver can reduce the number of on-duty hours that the driver accumulates each day so as not to exceed the cycle limits (i.e., 70 hours in 7 days for Cycle 1; 120 hours in 14 days for Cycle 2).



Cycle 1

If a driver is operating under Cycle 1:

- No driving after accumulating 70 hours of on-duty time during any period of 7 consecutive days



Example #1:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					Off-Duty	Off-Duty
✓ 12 hours on-duty	✓ 12 hours on-duty	✓ 12 hours on-duty	✓ 12 hours on-duty	✓ 12 hours on-duty	✓ 10 hours on-duty	STOP DRIVING
✓ 12 hours on-duty					STOP DRIVING	

In this example, the driver reaches the Cycle 1 limit (i.e., 70 hours of on-duty time) during the 6th day (Friday). The driver is not eligible to drive on Saturday because the driver still has 70 on-duty hours in 7 days. However, on the next day, Sunday, the driver is eligible for 12 on-duty hours again.



It is important to understand that the cycle is a “sliding window” of any 7 consecutive days. Therefore, the driver must always check that the total on-duty time for the previous 6 days plus the on-duty time for the current day is less than or equal to 70 hours (i.e., Total on-duty hours for previous 6 days + Total on-duty hours for current day ≤ 70 hours).

Example #2:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Off-Duty	Off-Duty	✓ 13 hours on-duty	✓ 8 hours on-duty	✓ 12 hours on-duty	✓ 10 hours on-duty	✓ 11 hours on-duty
✓ 3 hours on-duty	✓ 10 hours on-duty	✓ 10 hours on-duty	✓ 13 hours on-duty	✓ 13 hours on-duty	STOP DRIVING 24 hours off-duty	STOP DRIVING 12 hours off-duty Start a new cycle – resume driving

In this example, there are four different 7-day periods:

- Period 1 (Tuesday – Monday) 67 total on-duty hours
- Period 2 (Wednesday – Tuesday) 64 total on-duty hours
- Period 3 (Thursday – Wednesday) 69 total on-duty hours
- Period 4 (Friday – Thursday) 70 total on-duty hours



The following table illustrates the sliding window for this example:

Day #	Total On-Duty for Day	Total On-Duty for 7 Days
1	13	
2	8	
3	12	
4	10	
5	11	
6	3	
7	10	67
8	10	64
9	13	69
10	13	70

The driver reaches the Cycle 1 limit (i.e., 70 hours of on-duty time in any 7 consecutive days) at the end of the 10th day (second Thursday). The driver decides to take 36 consecutive hours of off-duty time to reset the cycle. During the cycle reset, the accumulated on-duty hours are set back to zero hours. After the reset period, the driver starts a new cycle and resumes driving (i.e., on-duty time starts from zero).



Cycle 2

















If a driver is operating under Cycle 2:

- No driving after 120 hours of on-duty time in any period of 14 consecutive days
- At no point during the cycle can a driver exceed 70 hours of on-duty time without taking at least 24 consecutive hours of off-duty time. This off-duty time can be a combination of off-duty time and time spent in a sleeper berth as long as the time is continuous.





Example #3:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				Off-Duty	Off-Duty	Off-Duty
 14 hours on-duty	 14 hours on-duty	 14 hours on-duty	 14 hours on-duty	 14 hours on-duty	 24 hours off-duty	 14 hours on-duty
 14 hours on-duty	 14 hours on-duty	 8 hours on-duty 				
 14 hours on-duty						

In this example, the driver reaches 70 hours of on-duty time at the end of the 5th day (Thursday). The driver must take 24 consecutive hours of off-duty time before the driver resumes driving.

The driver then continues ensuring that he / she does not drive after accumulating more than 120 hours in any 14-day period. The driver stops driving after 8 hours on-duty on the second Tuesday. The driver is not eligible to drive again until third Sunday because the driver has 120 on-duty hours in 14 days.



It is important to understand that the cycle is a “sliding window” of any 14 consecutive days. Therefore, the driver must always check that the total on-duty time for the previous 13 days plus the on-duty time for the current day is less than or equal to 120 hours (i.e., Total on-duty hours for previous 13 days + Total on-duty hours for current day ≤ 120 hours).

Example #4:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				Off-Duty	Off-Duty	Off-Duty
✓ 13 hours on-duty	✓ 8 hours on-duty	✓ 12 hours on-duty	✓ 10 hours on-duty	✓ 11 hours on-duty	✓ 6 hours on-duty	✓ 10 hours on-duty
STOP DRIVING 24 hours off-duty	✓ 10 hours on-duty	✓ 9 hours on-duty	✓ 8 hours off-duty	✓ 9 hours on-duty	✓ 5 hours on-duty	✓ 8 hours on-duty
✓ 10 hours on-duty	✓ 11 hours on-duty	STOP DRIVING 24 hours off-duty	✓ 14 hours on-duty	✓ 14 hours on-duty	✓ 12 hours on-duty	STOP DRIVING 24 hours off-duty
STOP DRIVING 24 hours off-duty	STOP DRIVING 24 hours off-duty	Start a new cycle – resume driving				



In this example, the driver reaches 70 hours of on-duty time at the end of the 7th day (Saturday) and 16th day (third Monday). The driver must take 24 consecutive hours of off-duty time before the driver resumes driving.

In this example, there are seven different 14-day periods:

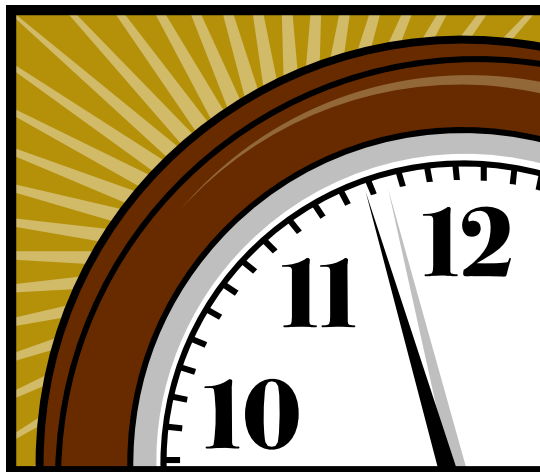
- Period 1 (Sunday – second Saturday) 119 total on-duty hours
- Period 2 (Monday – third Sunday) 116 total on-duty hours
- Period 3 (Tuesday – third Monday) 119 total on-duty hours
- Period 4 (Wednesday – third Tuesday) 107 total on-duty hours
- Period 5 (Thursday – third Wednesday) 111 total on-duty hours
- Period 6 (Friday – third Thursday) 114 total on-duty hours
- Period 7 (Saturday – third Friday) 120 total on-duty hours

The following table illustrates the sliding window for this example:

Day #	Total On-Duty for Day	Total On-Duty for 14 Days
1	13	
2	8	
3	12	
4	10	
5	11	
6	6	
7	10	
8	0	
9	10	
10	9	
11	8	
12	9	
13	5	
14	8	119
15	10	116
16	11	119
17	0	107
18	14	111
19	14	114
20	12	120



The driver reaches the Cycle 2 limit (i.e., 120 hours of on-duty time in any 14 consecutive days) at the end of the 20th day (third Friday). The driver decides to take 72 consecutive hours of off-duty time to reset the cycle. During the cycle reset, the accumulated on-duty hours are set back to zero hours. After the reset period, the driver starts a new cycle and resumes driving (i.e., on-duty time starts from zero).



© Microsoft®.

What is “mandatory 24 hours off-duty”?

Some drivers don't accumulate enough on-duty hours in a 7-day or 14-day period to reach a cycle limit. For example, a driver who works less than 10 hours per day will not reach either a Cycle 1 or a Cycle 2 limit however, the driver still needs a period of off-duty time.

If a driver does not reach a Cycle 1 or Cycle 2 limit:

- No driving after 14 consecutive days (regardless of the number of accumulated on-duty hours in the cycle)
























- After 14 consecutive days on-duty, a driver must take at least 24 consecutive hours of off-duty time before the driver resumes driving. This off-duty time can be a combination of off-duty time and time spent in a sleeper berth as long as the time is continuous.

This, however, does not mean that a driver must work for 14 days before taking at least 24 consecutive hours off-duty. A driver is free to take 24 consecutive hours off-duty at any time. As long as a driver has one 24-hour off-duty period in the preceding 14 days, the driver is complying with the Regulations.



Example #5:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
 24 hours off-duty	 On-duty	 On-duty	 On-duty	 On-duty	 On-duty	 On-duty
 On-duty	 On-duty	 On-duty	 On-duty	 On-duty	 On-duty	 On-duty
 On-duty	 24 hours off-duty	 On-duty	 On-duty	 On-duty	 On-duty	 On-duty

In this example, the driver is on-duty for 14 days (to third Sunday) but does not reach either the Cycle 1 or Cycle 2 limit. The driver must take 24 consecutive hours of off-duty time before the driver resumes driving.

How do drivers switch cycles, restart their current cycle, or change the start time of their day?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Sections 28 Cycle Reset – Off-Duty Time*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 29 Cycle Switching – Off-Duty Time*

There are many reasons why drivers may want to switch to a different cycle, restart their current cycle, or change the start time of their day:

- Motor carrier wants to switch from Cycle 1 to Cycle 2 (or vice versa) based on work schedules. A motor carrier may decide that Cycle 1 works better than Cycle 2 (or vice versa).
- Motor carrier wants to change the start time of the day. In Module 5, we determined that the motor carrier sets the start time for the day. If a motor carrier wants to change the start time, the driver needs to start a new cycle.
- Driver works for more than one motor carrier. If a driver works for more than one carrier during the same day or same cycle, the driver must use the start time of the day and cycle set by the motor carrier that the driver was working for at the time the driver started the cycle. If a driver wants to change the start time and cycle, the driver needs to start a new cycle.



© Microsoft®.



In all of these situations, the driver needs to end the current cycle by taking an extended period of off-duty time (cycle reset):

- To switch from Cycle 1 to Cycle 2, driver needs to take at least 36 consecutive hours of off-duty time
- To switch from Cycle 2 to Cycle 1, driver needs to take at least 72 consecutive hours of off-duty time
- To change the start time of the day when using Cycle 1, driver needs to take at least 36 consecutive hours of off-duty time
- To change the start time of the day when using Cycle 2, driver needs to take at least 72 consecutive hours of off-duty time
- To reset Cycle 1 (i.e., reset the accumulated on-duty hours back to 0), the driver needs to take at least 36 consecutive hours of off-duty time.
- To reset Cycle 2 (i.e., reset the accumulated on-duty hours back to 0), the driver needs to take at least 72 consecutive hours of off-duty time.

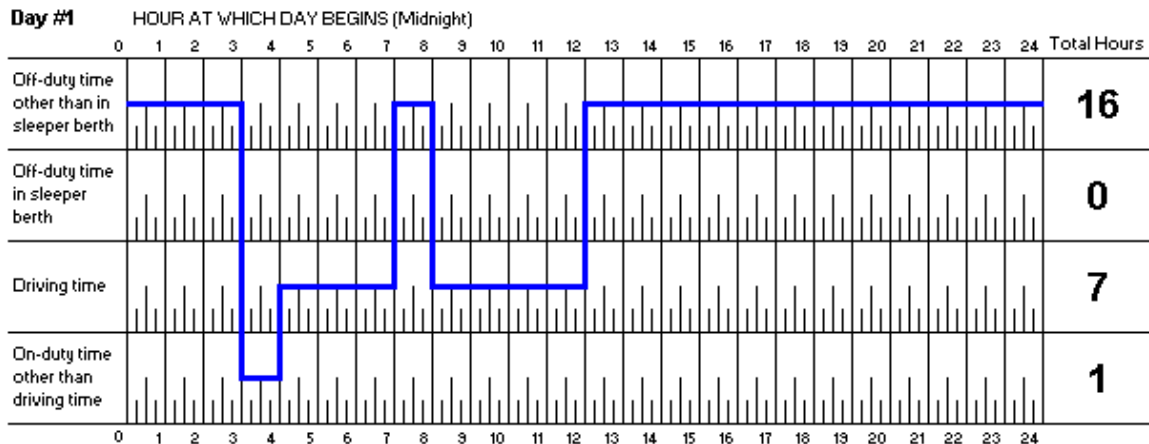
A driver can end and reset the current cycle at any time after accumulating any number of hours in a cycle. A driver does not need to complete the current cycle before taking a cycle reset. The driver must record changes to the start time for the day and cycle in the daily log.

After taking the off-duty time (cycle reset), the driver can start a new cycle and resume driving (i.e., on-duty time starts from zero). During a cycle, the day begins at the same time every day.

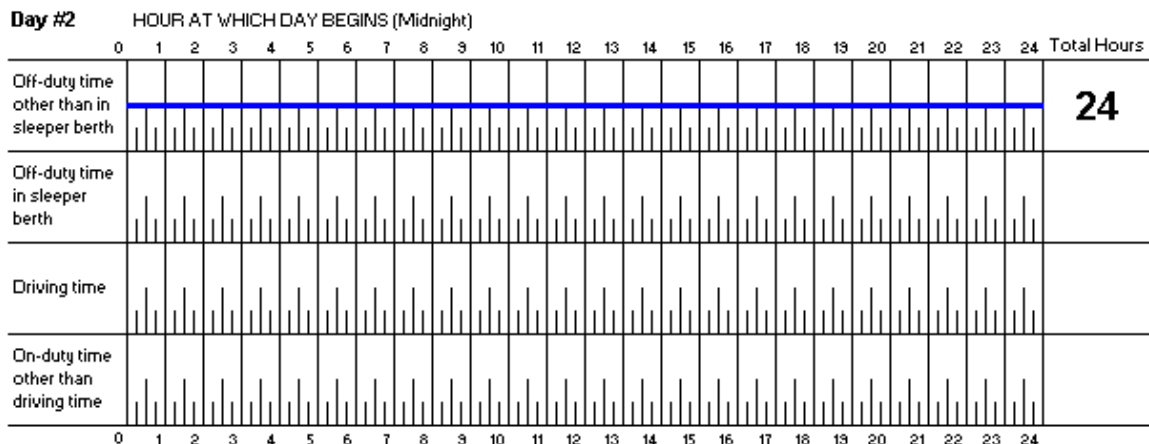


Example #6:

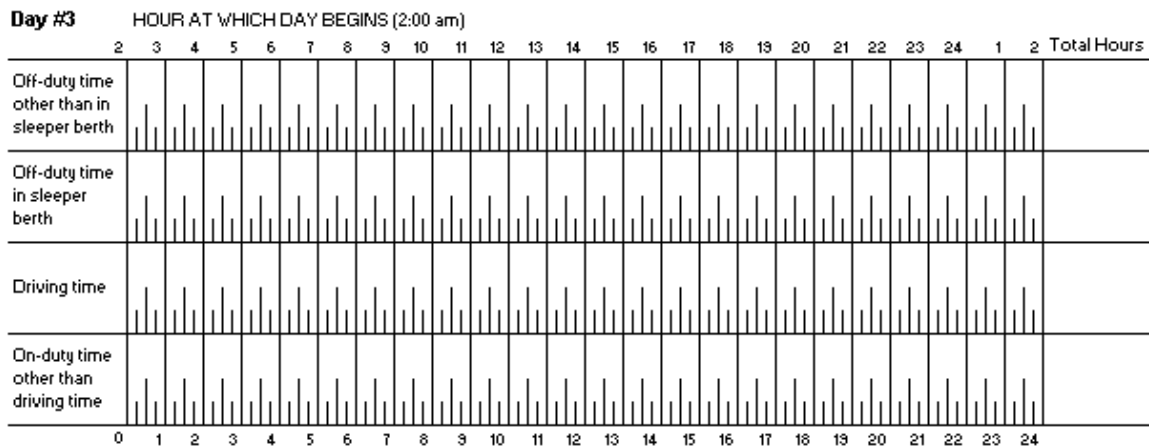
This driver, who is using Cycle 1, changes the start time of the day on Day #3 after taking a cycle reset (i.e., ≥ 36 consecutive hours off-duty time).



Remarks: Cycle 1



Remarks: Cycle 1 - Changed start time for the next day to 2:00 am

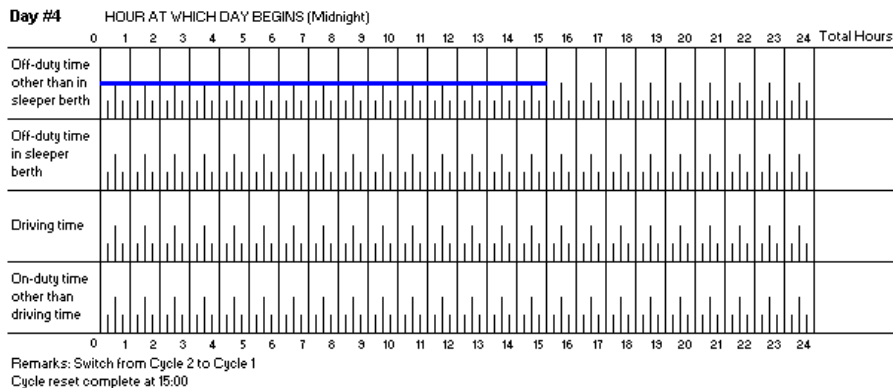
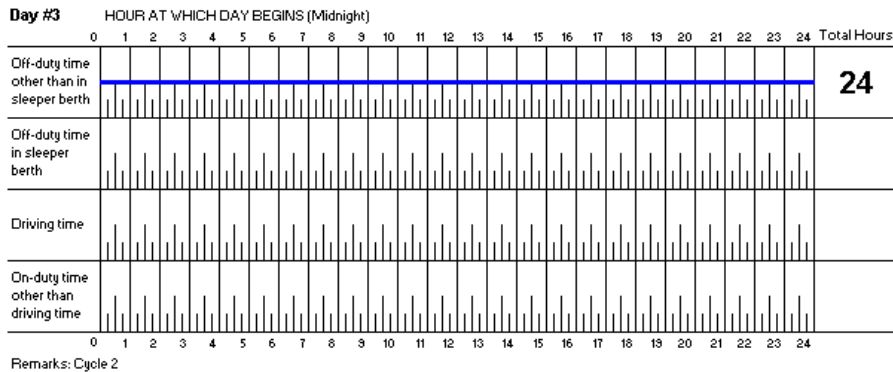
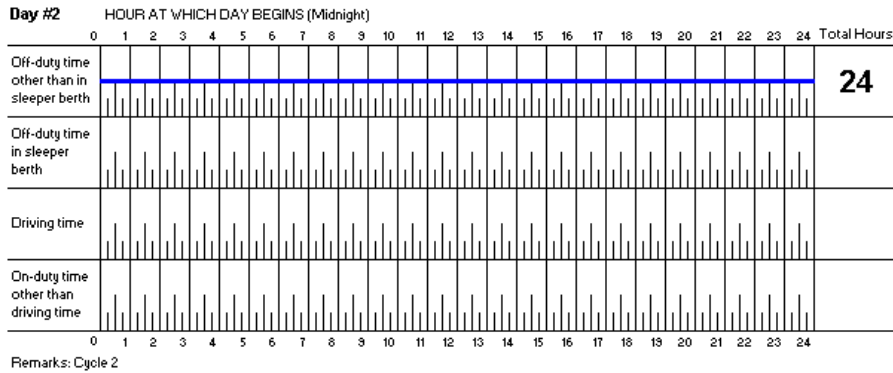
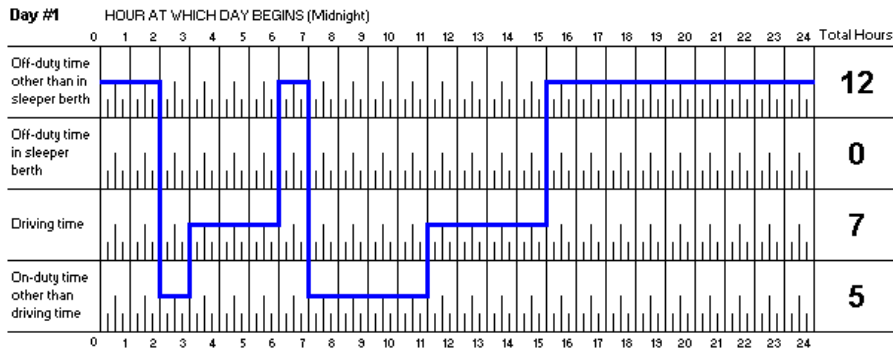


Remarks: Cycle 1 - Start time for the day changed to 2:00 am
Cycle reset complete at 12:00 midnight
Off-duty from midnight to 2:00 am



Example #7

This driver switches from Cycle 2 to Cycle 1 after taking a cycle reset (i.e., ≥ 72 hours off-duty time).





Summary of Cycle Limits

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 70 hours on-duty in any 7 consecutive days
- If applicable, the driver has the option to take at least 36 consecutive hours off-duty to reset Cycle 1 or switch to Cycle 2 (i.e., reset cumulative on-duty hours to zero)

Cycle 2:

- No driving after 120 hours on-duty in any 14 consecutive days
- No driving after 70 hours on-duty at any time in the cycle without taking 24 consecutive hours off-duty
- If applicable, the driver has the option to take at least 72 consecutive hours off-duty to reset Cycle 2 or switch to Cycle 1 (i.e., reset cumulative on-duty hours to zero)

Day Off:

- No driving after 14 consecutive days (regardless of the number of on-duty hours) without taking at least 24 consecutive hours off-duty



Summary of Daily, Work Shift and Cycle Limits

Daily Limits (24-hour period specified by carrier)

Regular Time (including use of sleeper berth):

- 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

Deferred Time (option to move up to 2 hours of off-duty time to second day):

- Total driving time in 2 days \leq 26 hours
- Total off-duty time in 2 days \geq 20 hours
- Off-duty time for Day 1 and Day 2
 - At least 8 consecutive off-duty hours taken in Day 1
 - At least 10 consecutive off-duty hours taken in Day 2
 - 2 additional off-duty hours (blocks \geq 30 minutes) that are not part of 8 consecutive hours in Day 2

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

No Sleeper Berth Used:

- 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)

Single Driver Using Sleeper Berth:

- No driving after 13 hours driving on either side of each eligible sleeper berth period
- No driving after 14 hours on-duty on either side of each eligible sleeper berth period
- No driving after 16 hours elapsed time on either side of each eligible sleeper berth period (excluding time in eligible sleeper berth period)
(Eligible sleeper berth period \geq 2 hours and total for 2 eligible sleeper berth periods \geq 10 hours)

Team Drivers Using Sleeper Berth:

- No driving after 13 hours driving on either side of each eligible sleeper berth period
- No driving after 14 hours on-duty on either side of each eligible sleeper berth period
- No driving after 16 hours elapsed time on either side of each eligible sleeper berth period (excluding time in eligible sleeper berth period)
(Eligible sleeper berth period \geq 4 hours and total for 2 eligible sleeper berth periods \geq 8 hours. Require 2 additional hours of off-duty time.)

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 70 hours on-duty in any 7 consecutive days
- At least 36 consecutive hours off-duty (to reset cycle)

Cycle 2:

- No driving after 120 hours on-duty in any 14 consecutive days
- No driving after 70 hours on-duty at any time in the cycle without taking 24 consecutive hours off-duty
- At least 72 consecutive hours off-duty (to reset cycle)

Day Off:

- No driving after 14 consecutive days (regardless of the number of on-duty hours) without taking at least 24 consecutive hours off-duty



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) Describe the cycle limit and cycle reset for Cycle 1.

- 2) Describe the cycle limit and cycle reset for Cycle 2.

- 3) Describe how drivers can check "sliding windows" within Cycle 1 and Cycle 2.

- 4) Describe the two off-duty time requirements for a driver who does not reach a Cycle 1 or Cycle 2 limit.

- 5) Identify the number of off-duty hours a driver must take for each of the following situations:

Switch from Cycle 1 to Cycle 2 _____

Switch from Cycle 2 to Cycle 1 _____

Change start time of the day when using Cycle 1 _____

Change start time of the day when using Cycle 2 _____



6) A driver works the following hours:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Cycle Reset Off-Duty	Cycle Reset Off-Duty	Cycle Reset Off-Duty	Day #1 10 hours on-duty	Day #2 7 hours on-duty	Day #3 5 hours on-duty	Day #4 13 hours on-duty
Day #5 9 hours on-duty	Day #6 13 hours on-duty	Day #7 8 hours on-duty	Day #8 7 hours on-duty	Day #9 10 hours on-duty	Day #10 10 hours on-duty	Day #11 13 hours on-duty
Day #12 13 hours on-duty	Day #13 13 hours on-duty	Day #14 13 hours on-duty				

*Note: All on-duty hours are driving hours. Every day the driver starts driving at midnight, which is also the start of the day.

Identify any violations if the driver is operating under Cycle 1.

Identify any violations if the driver is operating under Cycle 2.



7) A driver works the following hours:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Cycle Reset Off-Duty	Cycle Reset Off-Duty	Cycle Reset Off-Duty	Day #1 5 hours on-duty	Day #2 7 hours on-duty	Day #3 5 hours on-duty	Day #4 6 hours on-duty
Day #5 3 hours on-duty	Day #6 7 hours on-duty	Day #7 9 hours on-duty	Day #8 6 hours on-duty	Day #9 10 hours on-duty	Day #10 9 hours on-duty	Day #11 8 hours on-duty
Day #12 7 hours on-duty	Day #13 8 hours on-duty	Day #14 5 hours on-duty	Day #15 9 hours on-duty	Day #16 6 hours on-duty		

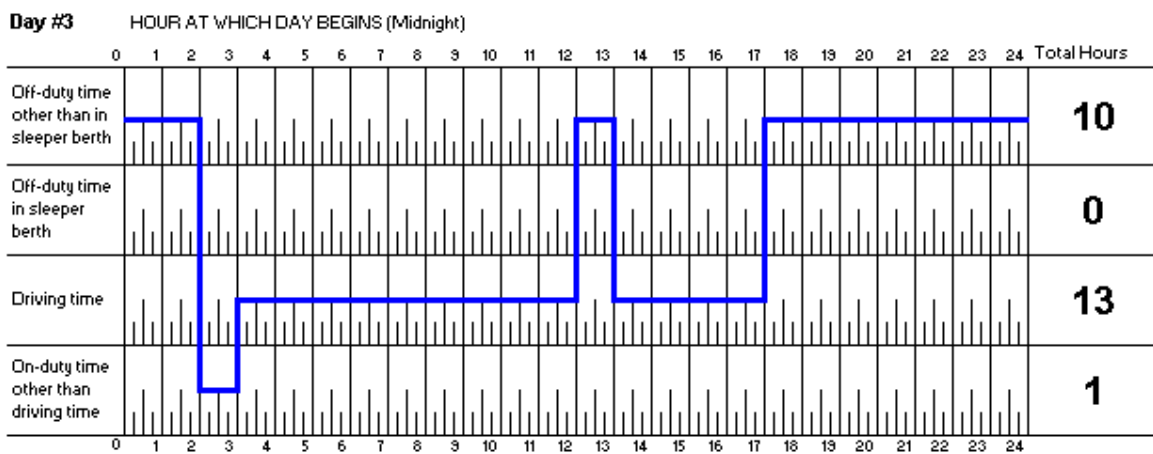
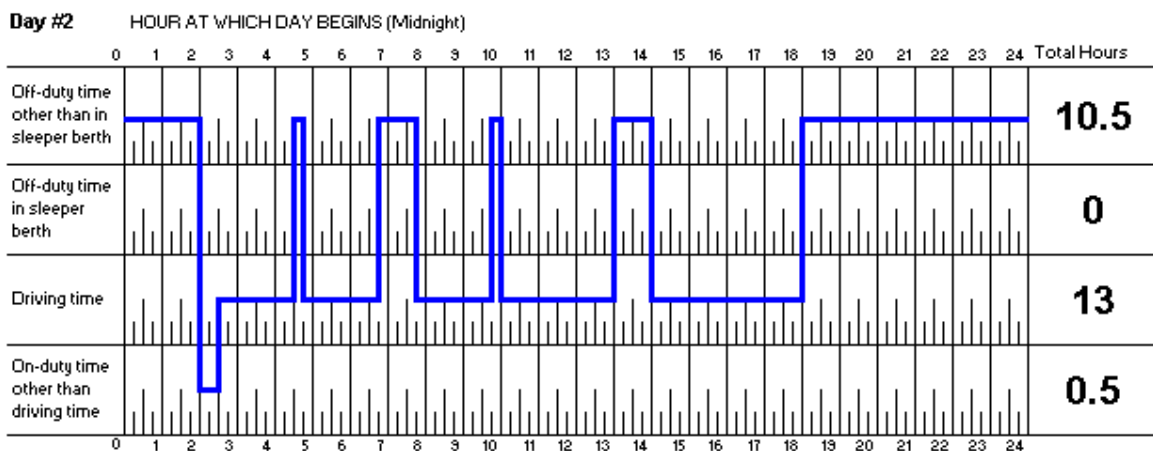
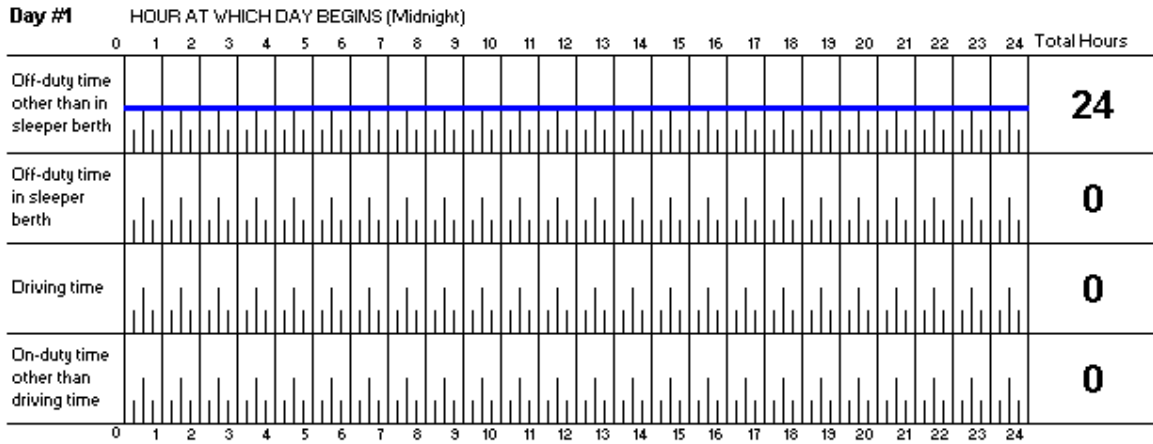
*Note: All on-duty hours are driving hours. Every day the driver starts driving at midnight, which is also the start of the day.

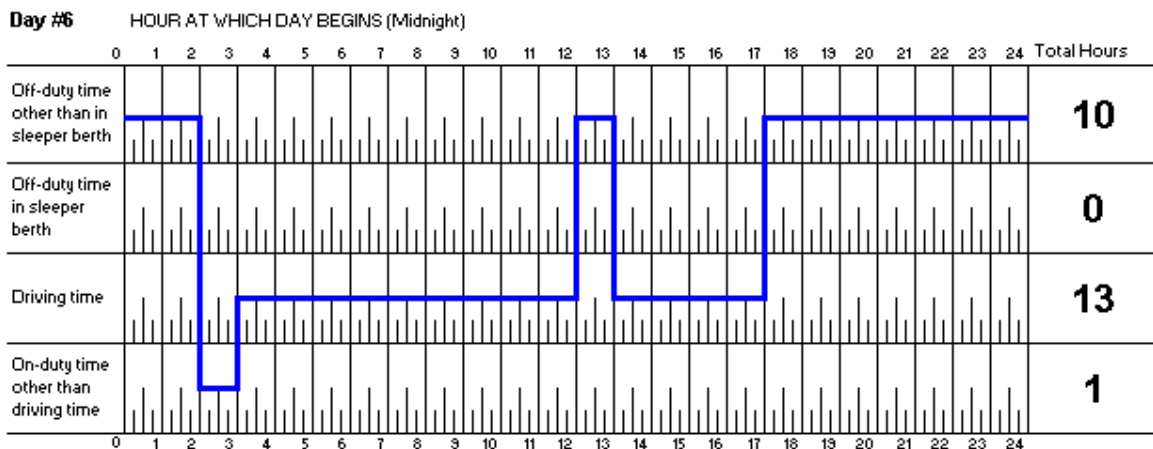
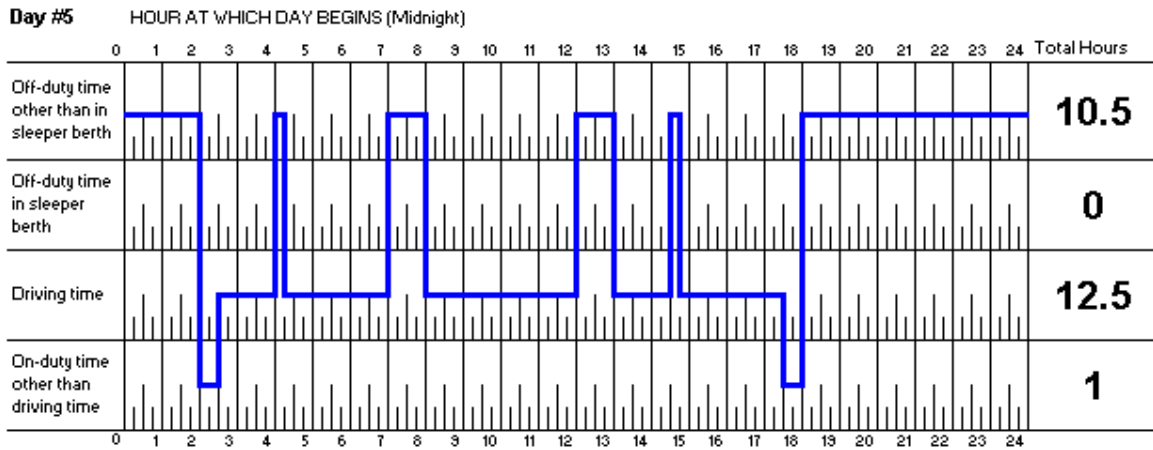
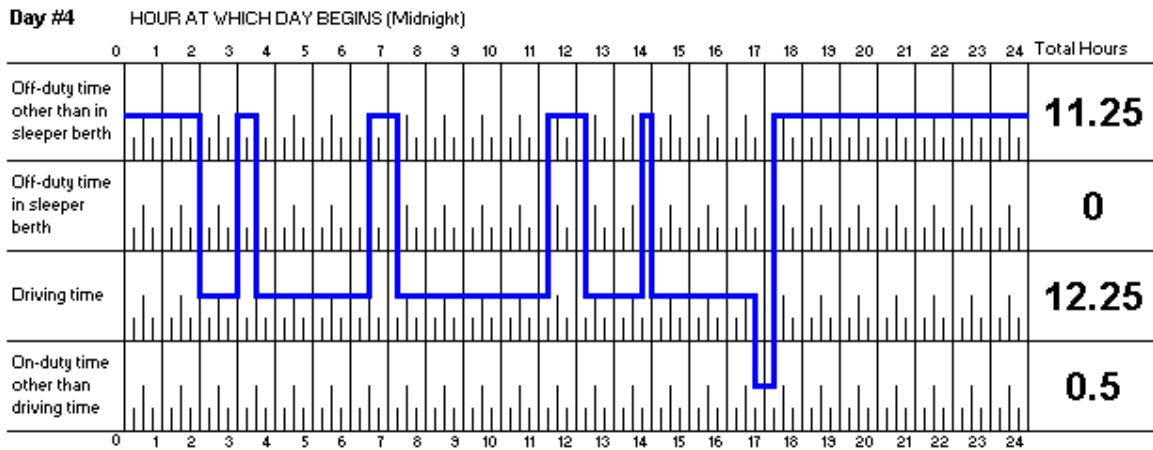
Identify any violations if the driver is operating under Cycle 1.

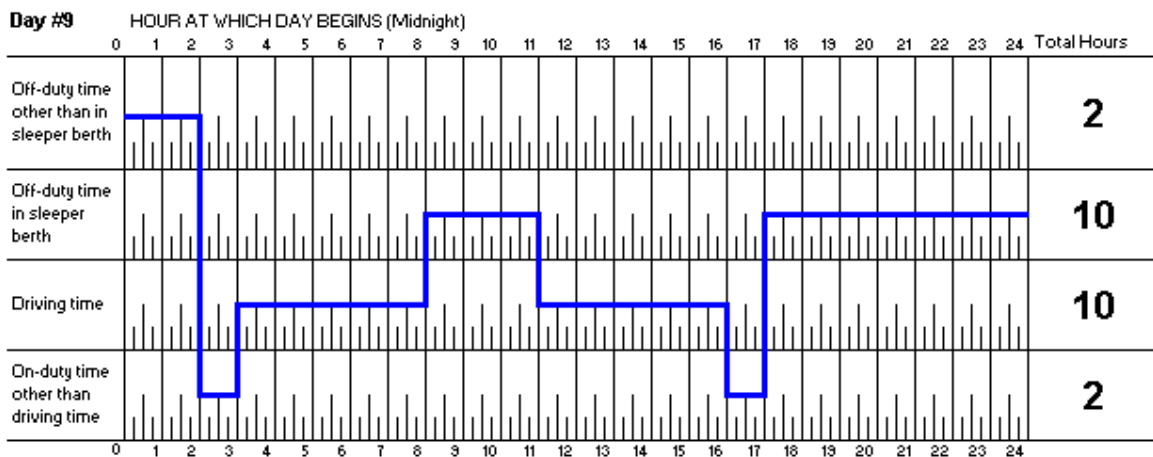
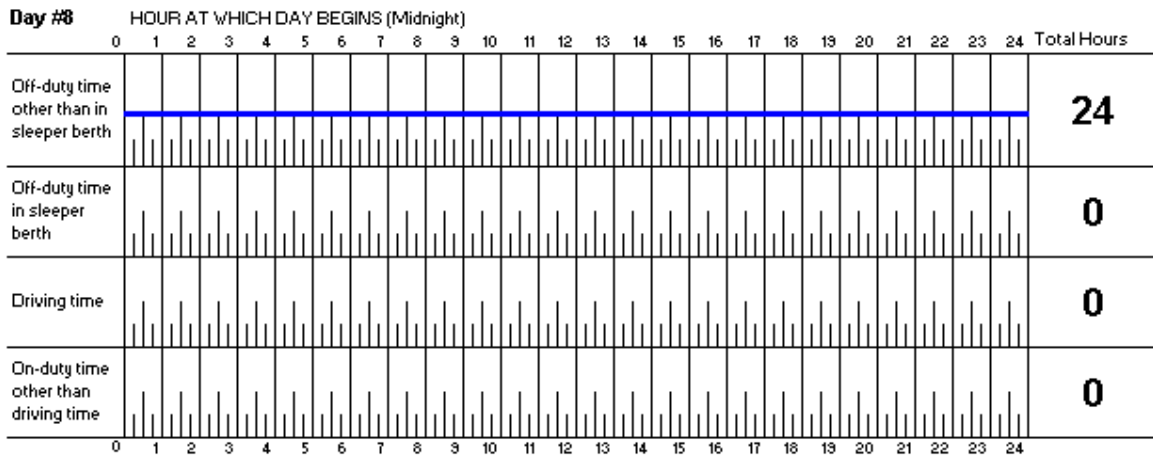
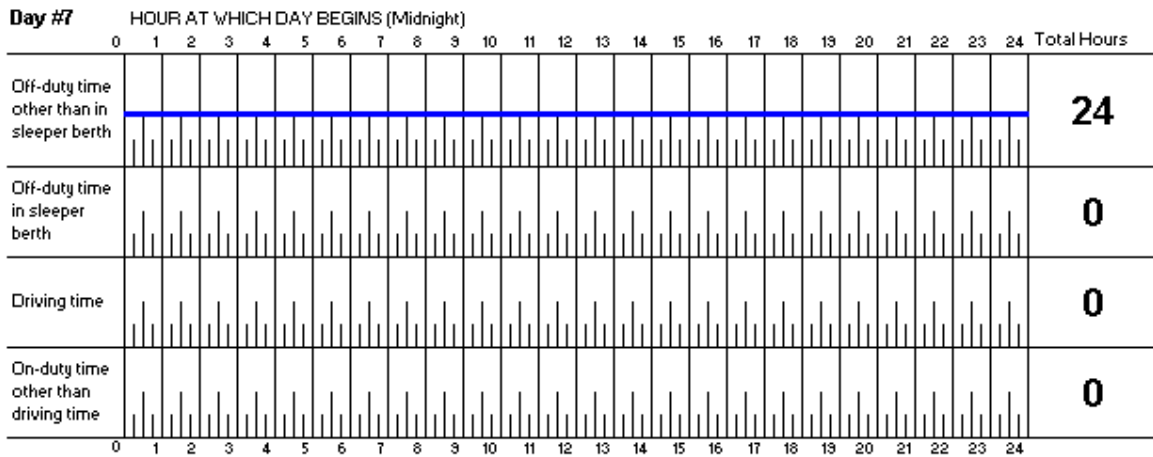
Identify any violations if the driver is operating under Cycle 2.

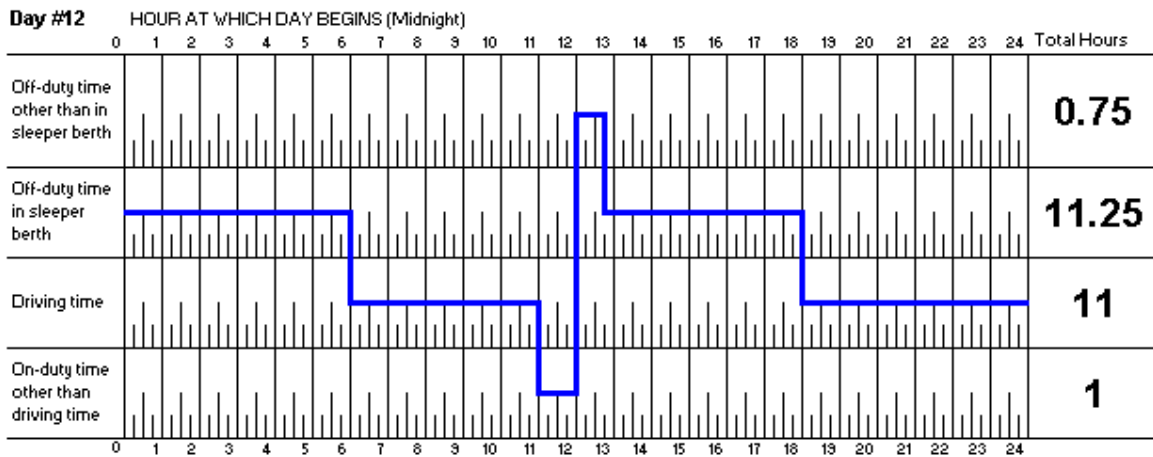
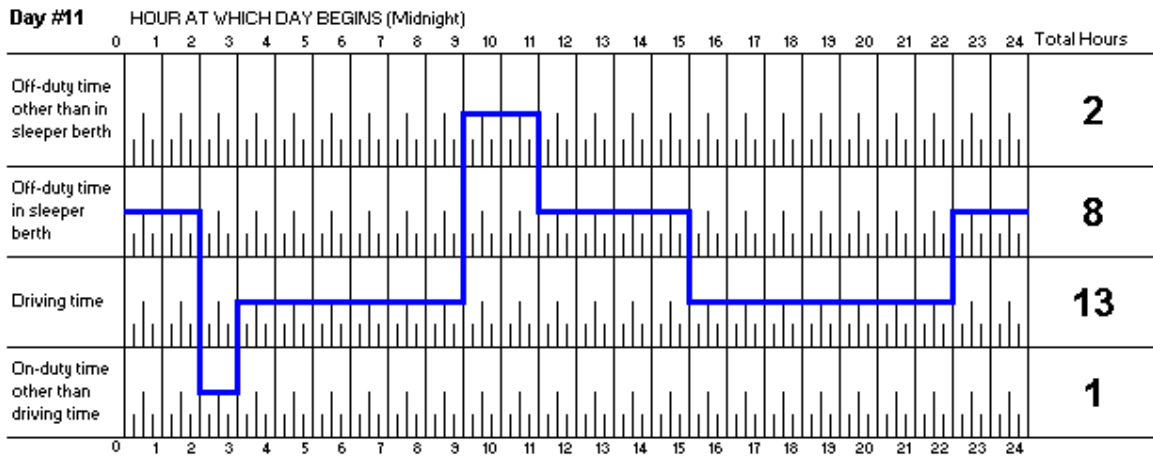
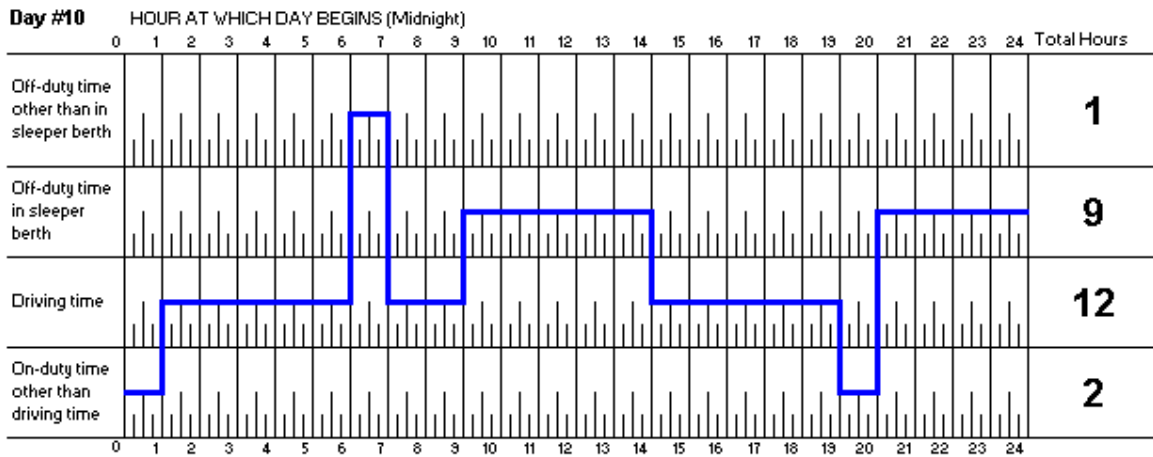


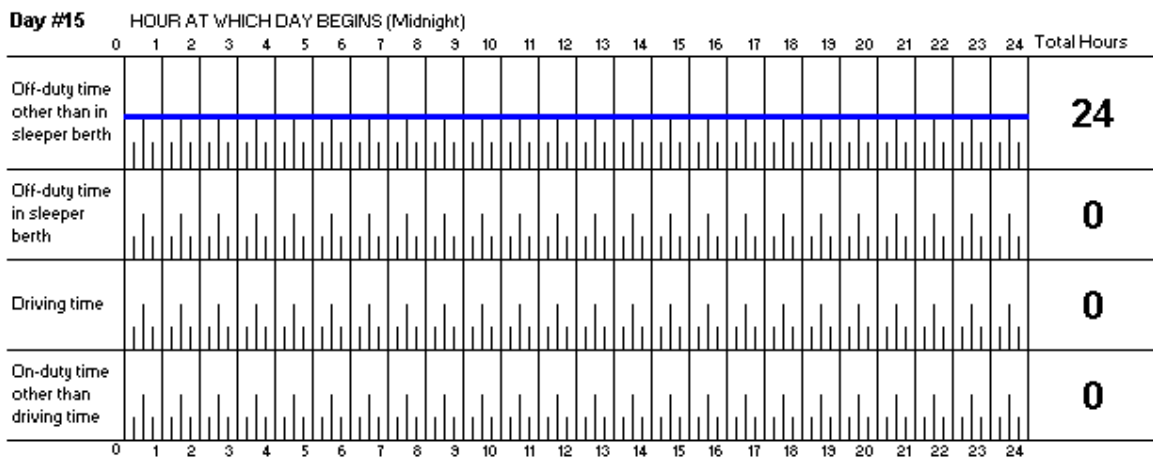
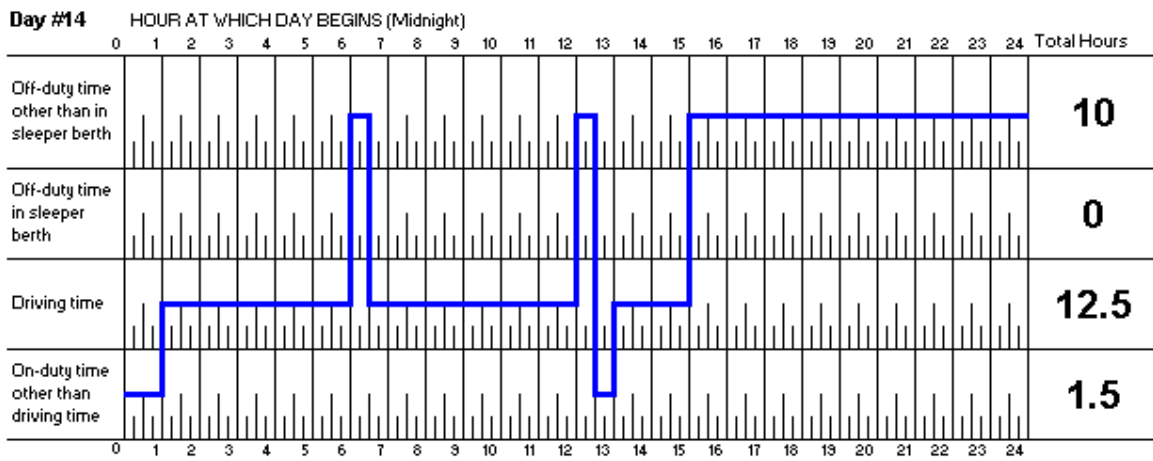
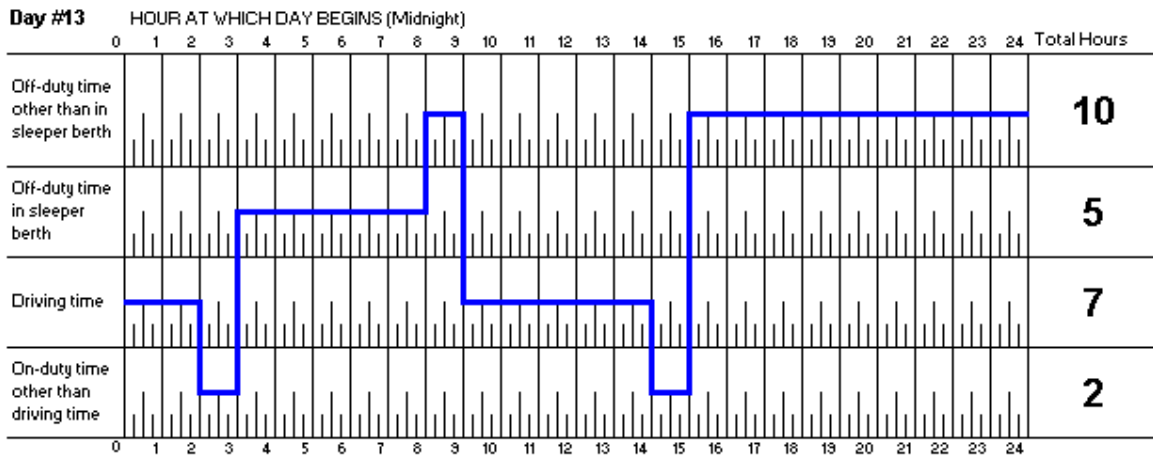
8) Answer the questions below using the daily logs.

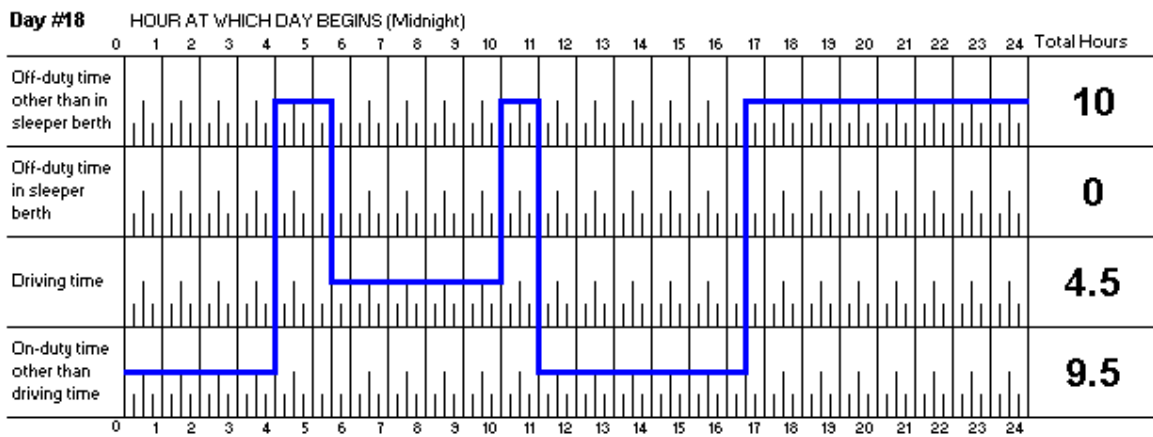
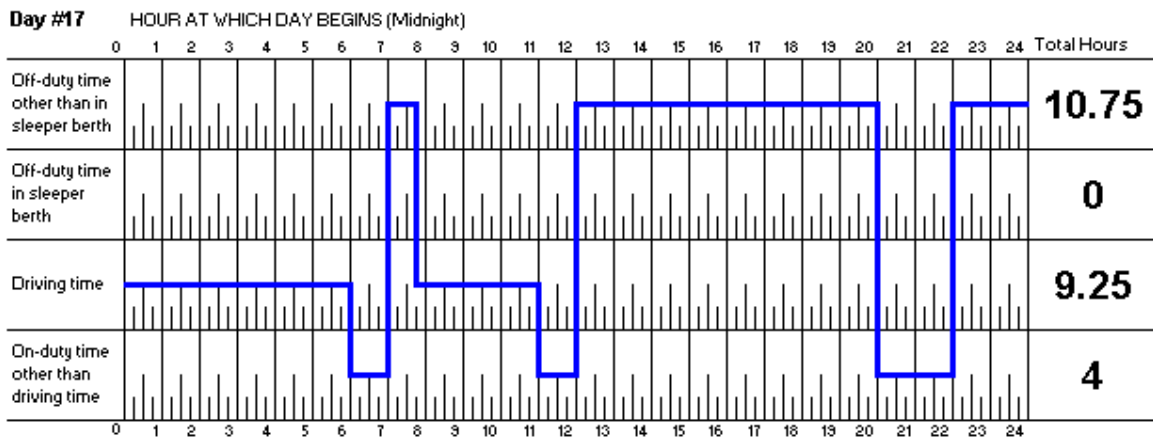
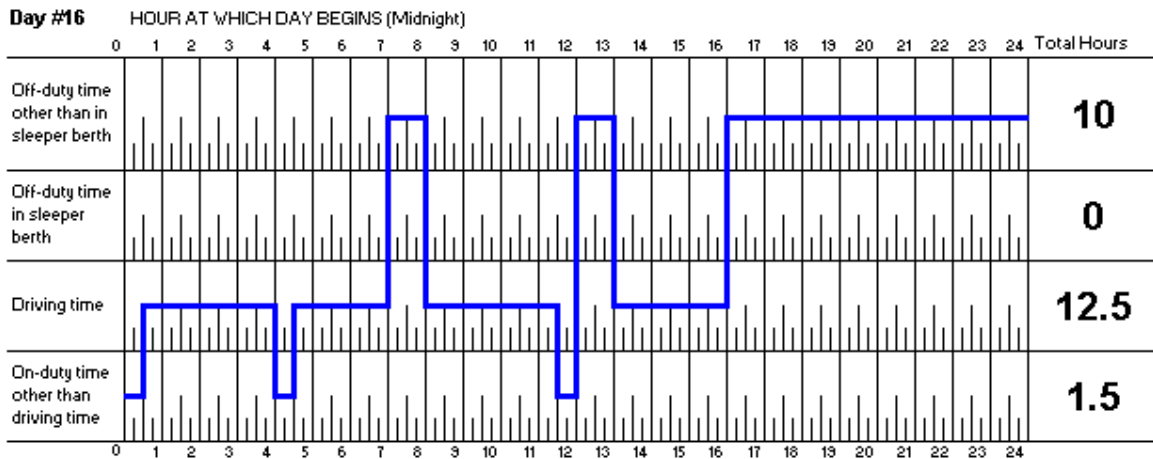












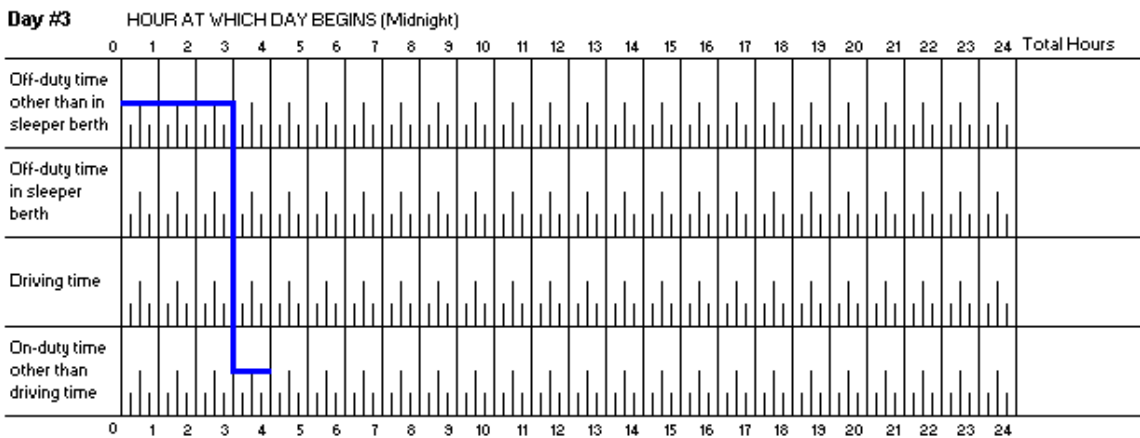
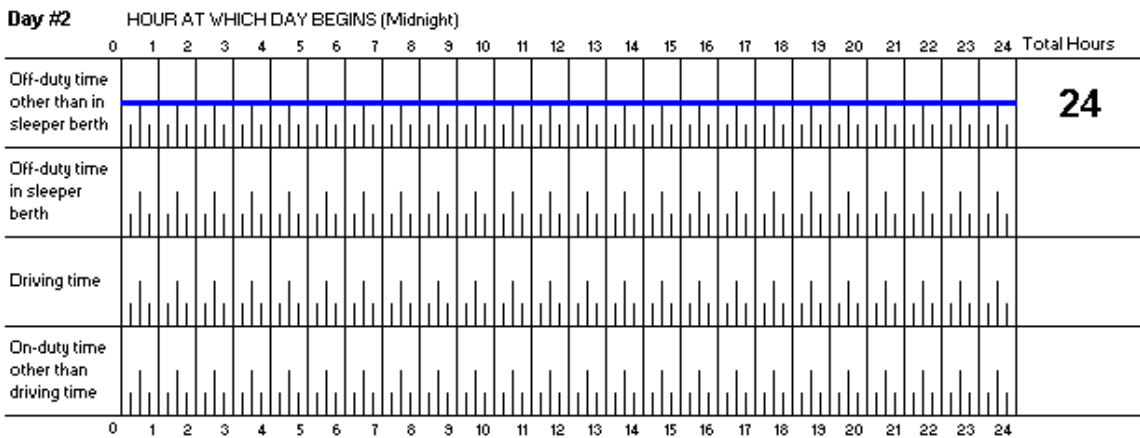
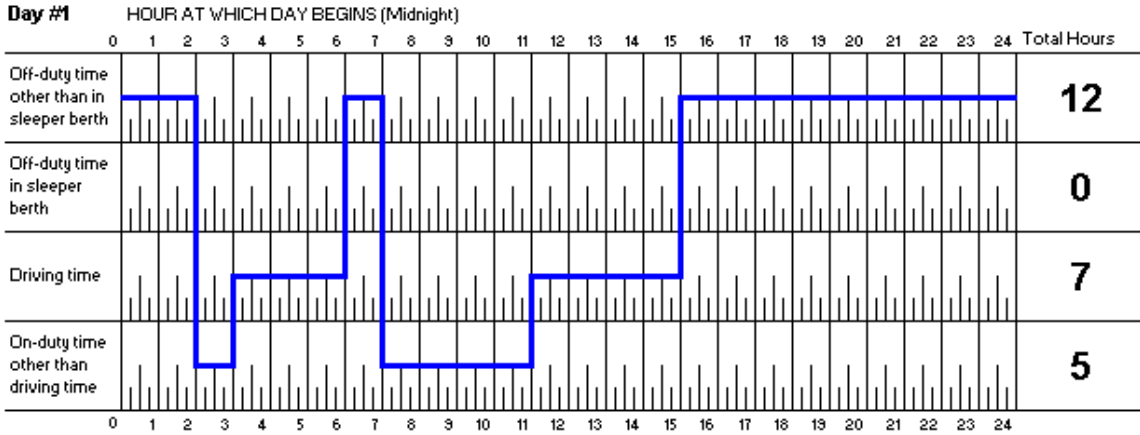
Identify any violations if the driver is operating under Cycle 1.

Identify any violations if the driver is operating under Cycle 2.



9) Answer the questions below using the daily logs.

Driver #1





Driver #1 finishes a work shift at 15:00 on Day 1, and the next work shift starts at 3:00 on Day 3. The driver has taken a proper cycle reset in between the work shifts.

What cycle is this driver using?

Where should the driver record this cycle information?

At what time is the cycle reset complete?

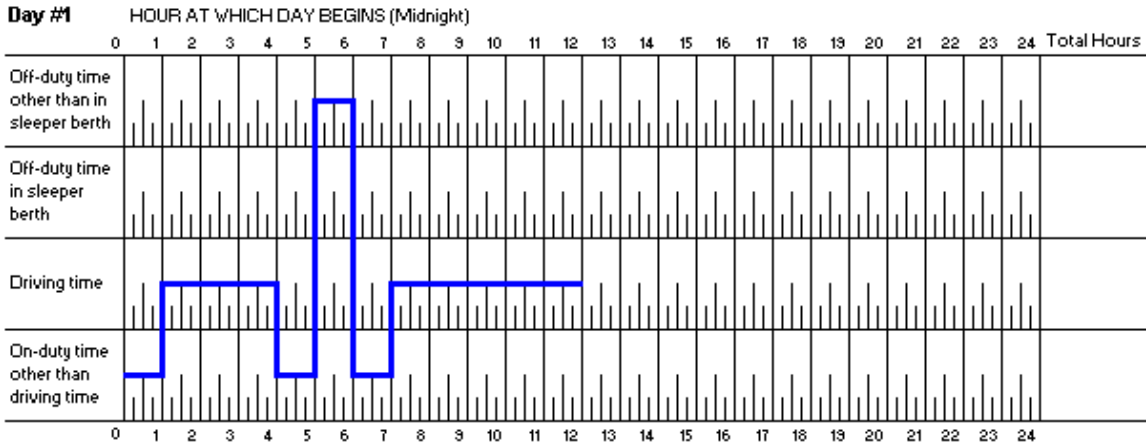
What is the start time for each day in the cycle?

Who determines the start time for the day?

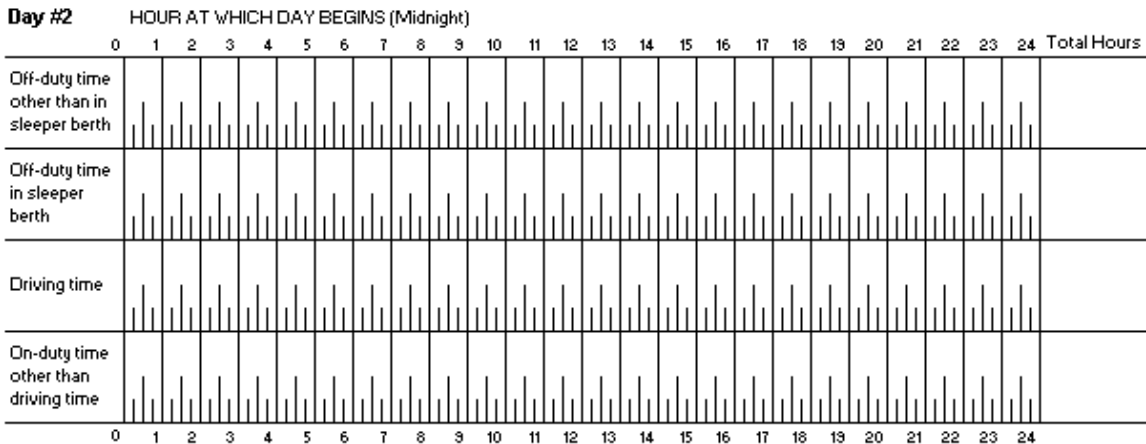


Driver #2

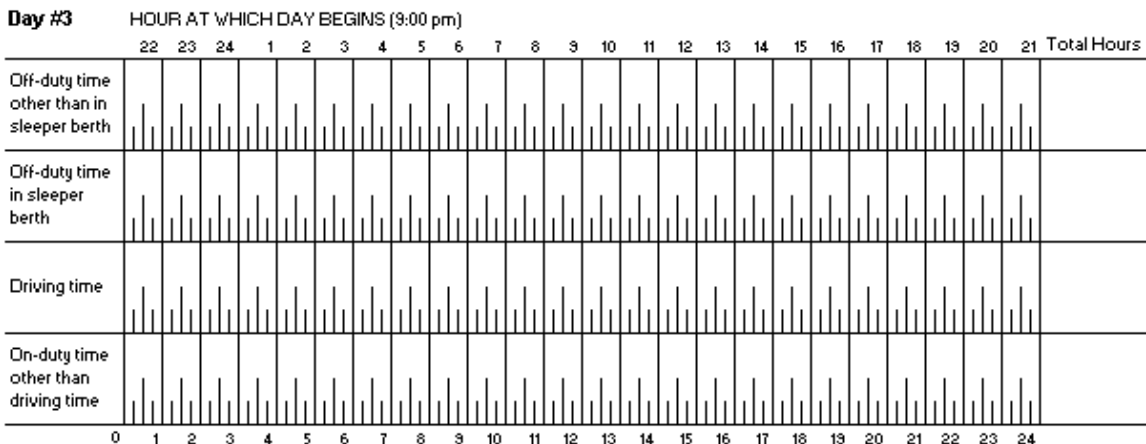
A motor carrier notifies Driver #2 that he/she will no longer be working days but will be working evenings starting on Day #3. The driver will still be using Cycle 1 but, starting on Day #3, the driver's day will begin at 9:00 pm.



Remarks:



Remarks:



Remarks:



How many off-duty hours does the driver need to complete a Cycle 1 reset?

Complete the daily log for Day #1, Day #2 and Day #3 by adding the cycle reset and applicable remarks.

On what day and at what hour does the driver complete the Cycle 1 reset?



Answers to Module Self-Check Questions

- 1) Describe the cycle limit and cycle reset for Cycle 1.
 - Cycle limit - No driving after 70 hours of on-duty time during any period of 7 consecutive days
 - Cycle reset - Driver may take at least 36 consecutive hours of off-duty time to reset the cycle

- 2) Describe the cycle limit and cycle reset for Cycle 2.
 - Cycle limit
 - No driving after 120 hours of on-duty time in any period of 14 consecutive days
 - At no point within the cycle can a driver exceed 70 hours of on-duty time without taking at least 24 consecutive hours of off-duty time
 - Cycle reset - Driver may take at least 72 consecutive hours of off-duty time to reset the cycle

- 3) Describe how drivers can check “sliding windows” within Cycle 1 and Cycle 2.
 - Cycle 1 limit is for ANY 7 days (Total on-duty hours for previous 6 days + Total on-duty hours for current day \leq 70 hours)
 - Cycle 2 limit is for ANY 14 days (Total on-duty hours for previous 13 days + Total on-duty hours for current day \leq 120 hours)

- 4) Describe the two off-duty time requirements for a driver who does not reach a Cycle 1 or Cycle 2 limit.
 - No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle)
 - After 14 consecutive days on-duty, a driver must take at least 24 consecutive hours of off-duty time before the driver resumes driving

- 5) Identify the number of off-duty hours a driver must take for each of the following situations:

Switch from Cycle 1 to Cycle 2	36 consecutive hours off-duty
Switch from Cycle 2 to Cycle 1	72 consecutive hours off-duty
Change start time of day when using Cycle 1	36 consecutive hours off-duty
Change start time of day using when Cycle 2	72 consecutive hours off-duty



6) A driver works the following hours:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Cycle Reset Off-Duty	Cycle Reset Off-Duty	Cycle Reset Off-Duty	Day #1 10 hours on-duty	Day #2 7 hours on-duty	Day #3 5 hours on-duty	Day #4 13 hours on-duty
Day #5 9 hours on-duty	Day #6 13 hours on-duty	Day #7 8 hours on-duty	Day #8 7 hours on-duty	Day #9 10 hours on-duty	Day #10 10 hours on-duty	Day #11 13 hours on-duty
Day #12 13 hours on-duty	Day #13 13 hours on-duty	Day #14 13 hours on-duty				

*Note: All on-duty hours are driving hours. Every day the driver starts driving at midnight, which is also the start of the day.



Identify any violations if the driver is operating under Cycle 1.

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 70 hours on-duty in any 7 consecutive days

Day #	Total On-Duty for Day	Total On-Duty for 7 Days
1	10	
2	7	
3	5	
4	13	
5	9	
6	13	
7	8	65 ✓
8	7	62 ✓
9	10	65 ✓
10	10	70 ✓
11	13	70 ✓
12	13	74 ✗
13	13	74 ✗
14	13	79 ✗

Driver reached 70 hours on-duty in 7 consecutive days during Day #12, Day #13 and Day #14
Driver needed to stop driving after reaching 70 hours on-duty
Driver drove in violation on Day #12 (4 hours), Day #13 (4 hours), and Day #14 (9 hours) for a total of 17 hours

- At least 36 consecutive hours off-duty (to reset cycle)
– Not applicable in this example

Day Off:

- No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle) without taking at least 24 consecutive hours off-duty



Identify any violations if the driver is operating under Cycle 2.

Cycle Limits (cycle specified by carrier)

Cycle 2:

- No driving after 120 hours on-duty in any 14 consecutive days

Day #	Total On-Duty for Day	Total On-Duty for 14 Days
1	10	
2	7	
3	5	
4	13	
5	9	
6	13	
7	8	
8	7	
9	10	
10	10	
11	13	
12	13	
13	13	
14	13	144 x

**Driver reached 120 hours in 14 consecutive days during Day #13
 Driver needed to stop driving after reaching 120 on-duty hours
 Driver drove in violation on Day #13 (11 hours) and Day #14 (13 hours) for a total of 24 hours**

- No driving after 70 hours on-duty at any time in the cycle without taking 24 consecutive hours off-duty
**Driver reached 70 hours on-duty after 5 hours on-duty on the Day #8
 Driver needed to take 24 hours off-duty before resuming driving
 Driver drove in violation the Day #8, Day #9, Day #10, Day #11, Day #12, Day #13 and Day #14 for a total of 74 hours**

- At least 72 consecutive hours off-duty (to reset cycle)
 - Not applicable in this example



Day Off:



No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle) without taking at least 24 consecutive hours off-duty



7) A driver works the following hours:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Cycle Reset Off-Duty	Cycle Reset Off-Duty	Cycle Reset Off-Duty	Day #1 5 hours on-duty	Day #2 7 hours on-duty	Day #3 5 hours on-duty	Day #4 6 hours on-duty
Day #5 3 hours on-duty	Day #6 7 hours on-duty	Day #7 9 hours on-duty	Day #8 6 hours on-duty	Day #9 10 hours on-duty	Day #10 9 hours on-duty	Day #11 8 hours on-duty
Day #12 7 hours on-duty	Day #13 8 hours on-duty	Day #14 5 hours on-duty	Day #15 9 hours on-duty	Day #16 6 hours on-duty		

*Note: All on-duty hours are driving hours. Every day the driver starts driving at midnight, which is also the start of the day.



Identify any violations if the driver is operating under Cycle 1.

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 70 hours on-duty in any 7 consecutive days

Day #	Total On-Duty for Day	Total On-Duty for 7 Days
1	5	
2	7	
3	5	
4	6	
5	3	
6	7	
7	9	42 ✓
8	6	43 ✓
9	10	46 ✓
10	9	50 ✓
11	8	52 ✓
12	7	56 ✓
13	8	57 ✓
14	5	53 ✓
15	9	56 ✓
16	6	52 ✓

- At least 36 consecutive hours off-duty (to reset cycle)
- Not applicable in this example

Day Off:

- No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle) without taking at least 24 consecutive hours off-duty
Driver reached 14 consecutive days driving at the end of Day #14
Driver needed to take 24 consecutive hours off-duty before resuming driving
Driver drove in violation on Day #15 and Day #16 for a total of 15 hours



Identify any violations if the driver is operating under Cycle 2.

Cycle Limits (cycle specified by carrier)

Cycle 2:

- No driving after 120 hours on-duty in any 14 consecutive days

Day #	Total On-Duty for Day	Total On-Duty for 14 Days
1	5	
2	7	
3	5	
4	6	
5	3	
6	7	
7	9	
8	6	
9	10	
10	9	
11	8	
12	7	
13	8	
14	5	95 ✓
15	9	99 ✓
16	6	98 ✓

- No driving after 70 hours on-duty at any time in the cycle without taking 24 consecutive hours off-duty
Driver reached 70 hours on-duty after 3 hours on-duty on Day #11
Driver needed to take 24 hours off-duty before resuming driving
Driver drove in violation on Day #11 (part day), Day #12, Day #13, Day #14, Day #15 and Day #16 for a total of 40 hours

- At least 72 consecutive hours off-duty (to reset cycle)
 - Not applicable in this example



Day Off:



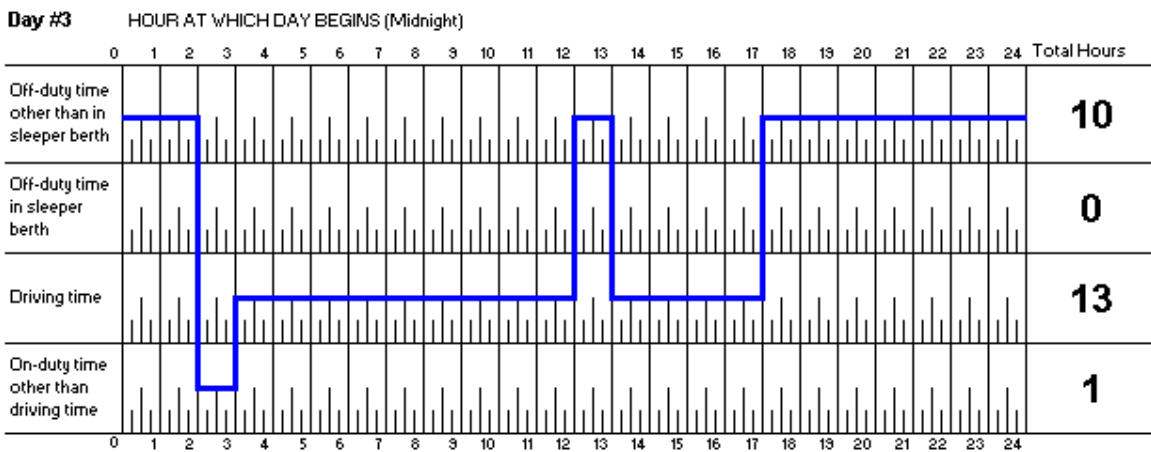
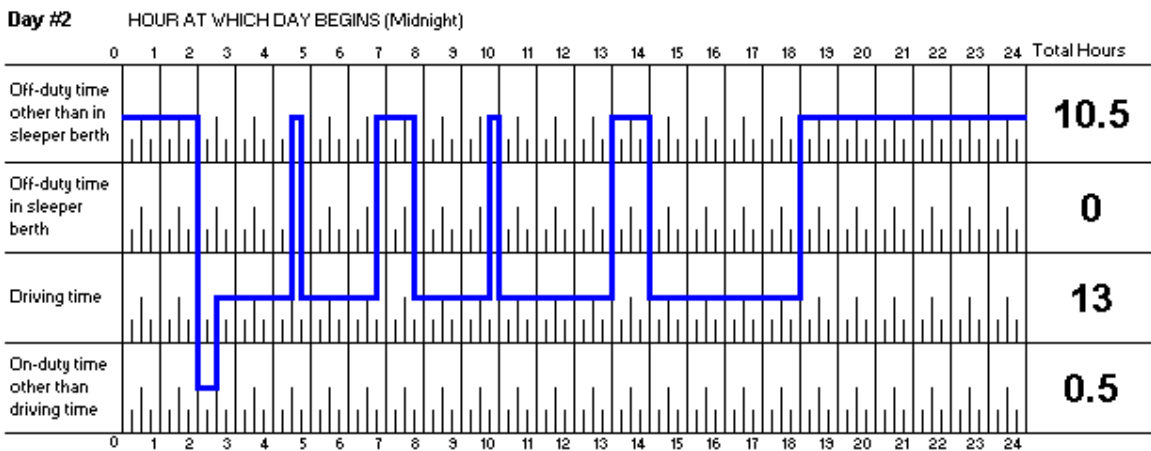
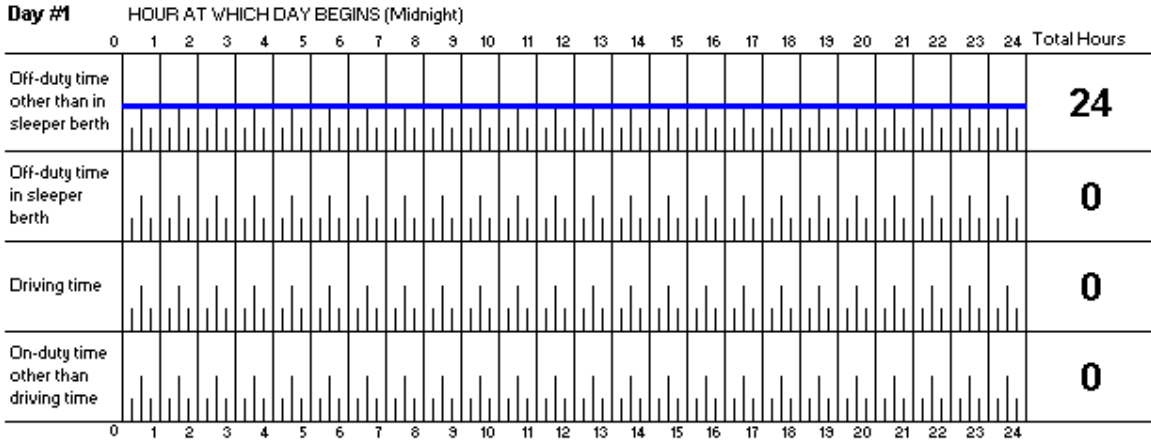
No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle) without taking at least 24 consecutive hours off-duty

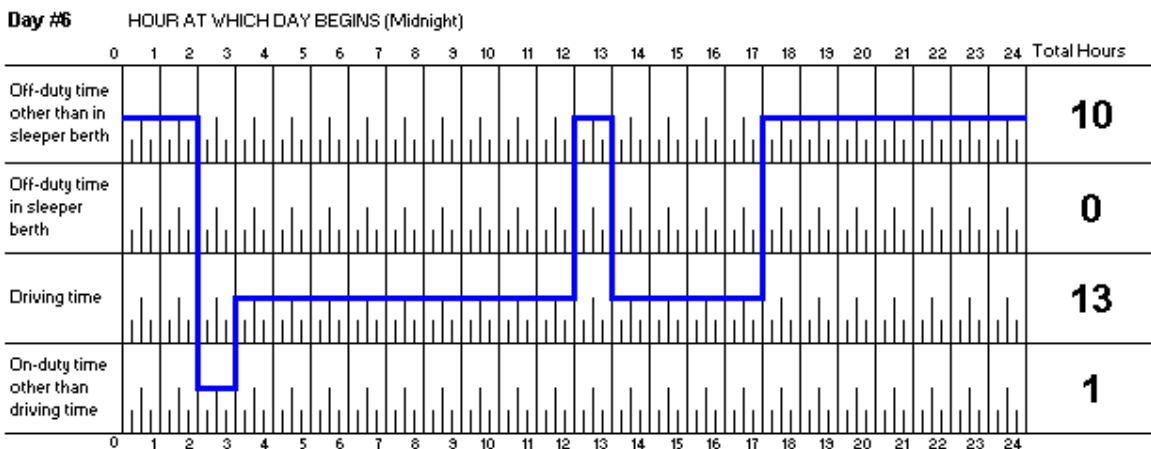
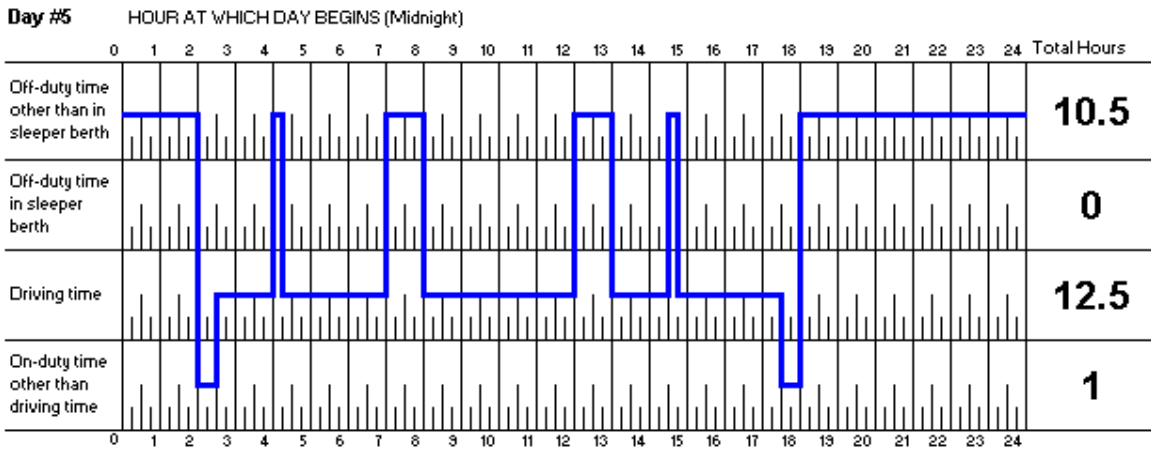
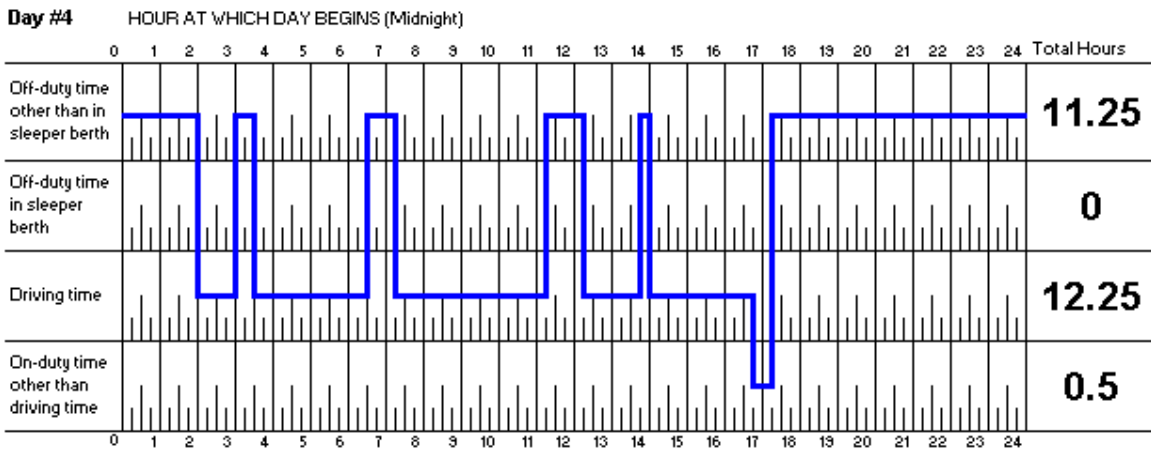
**Driver reached 14 consecutive days driving at the end of Day #14
Driver needed to take 24 consecutive hours off-duty before
resuming driving**

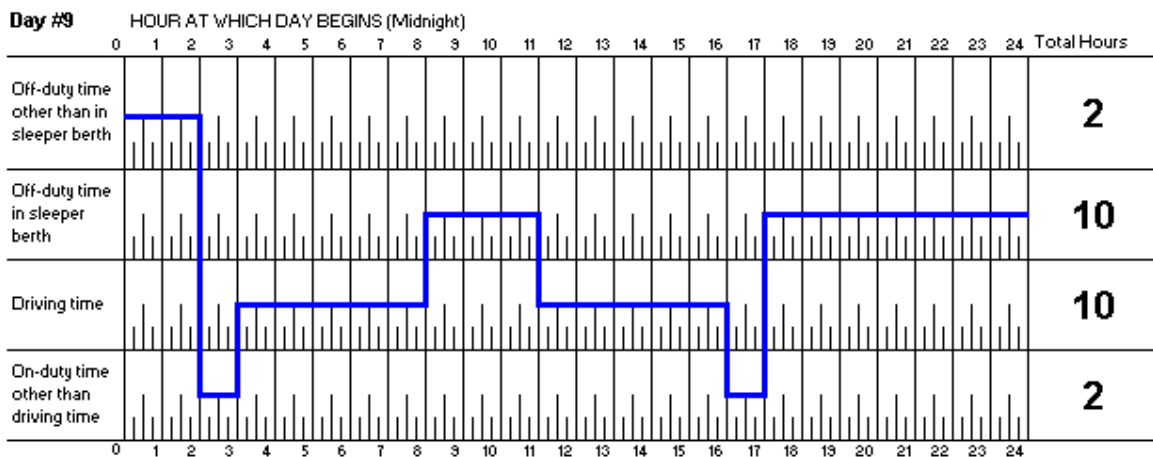
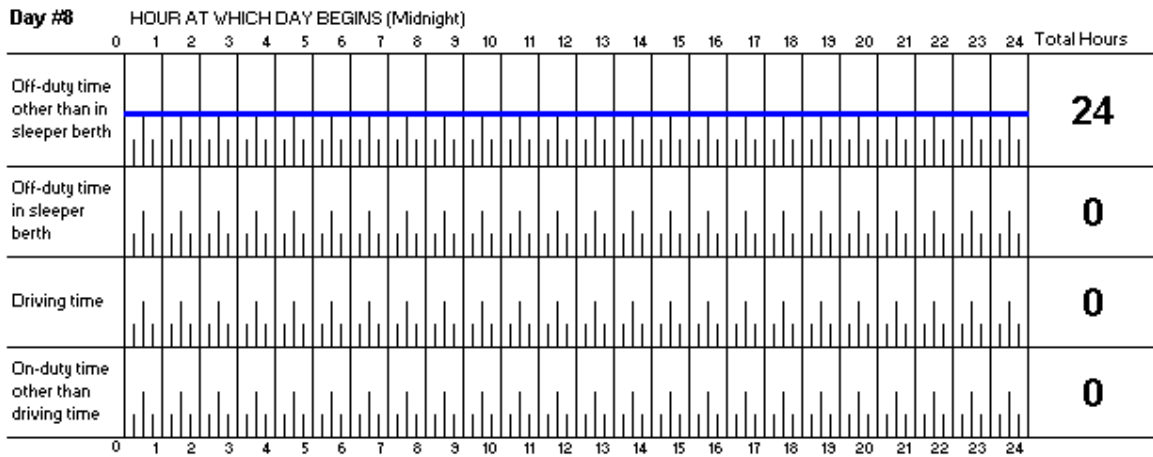
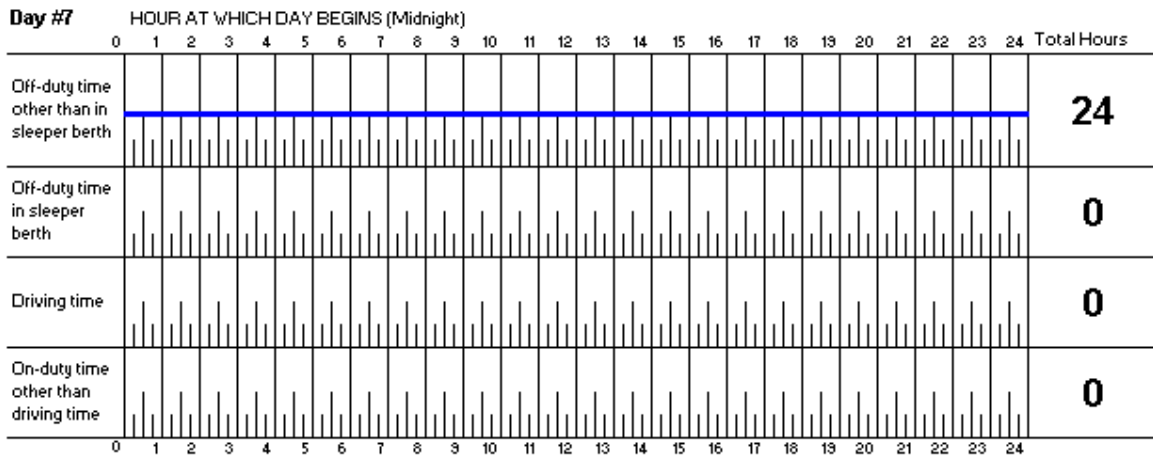
**Driver drove in violation on Day #15 and Day #16 for a total of 15
hours**

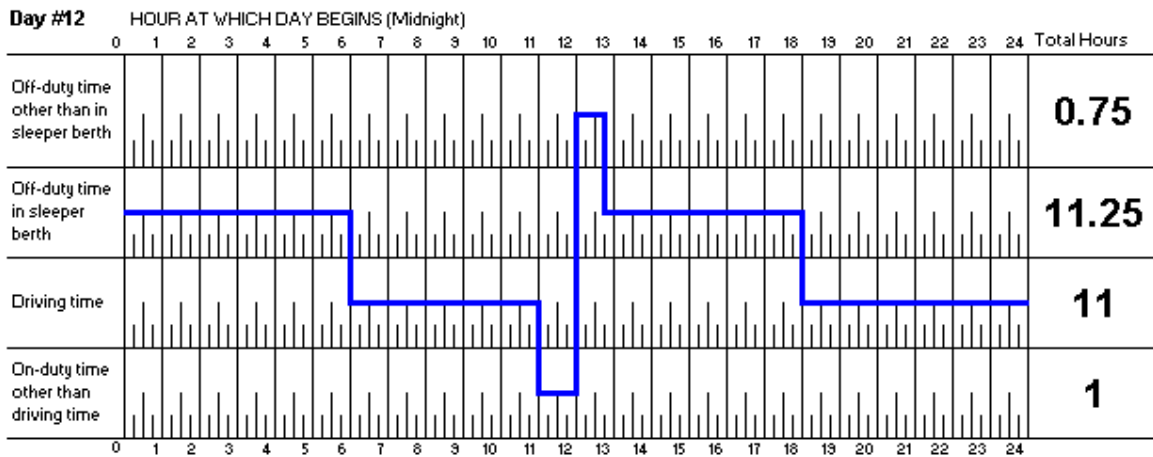
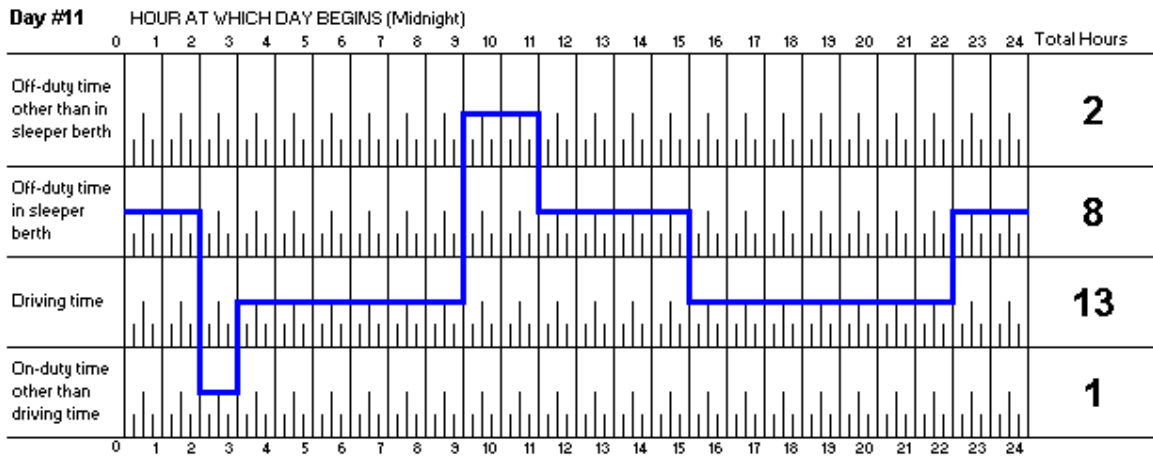
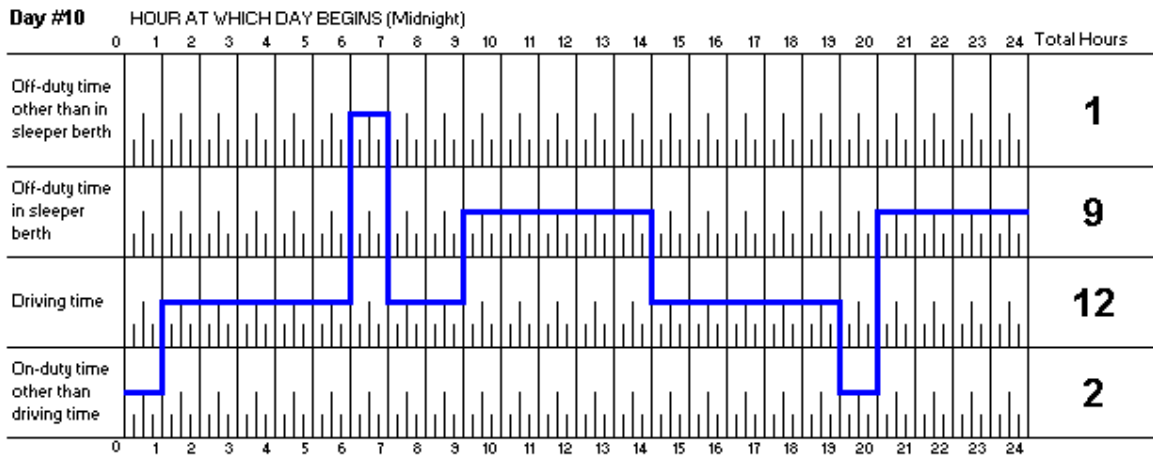


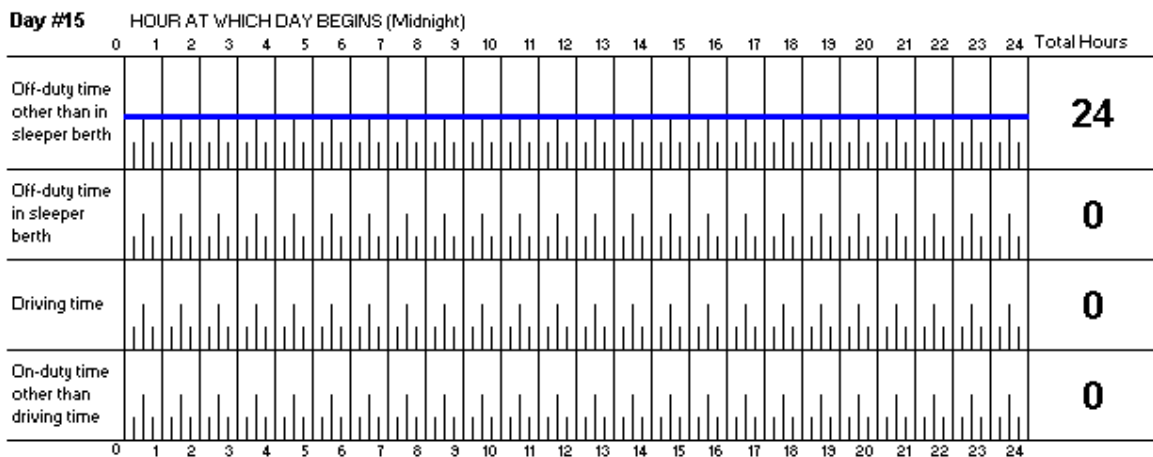
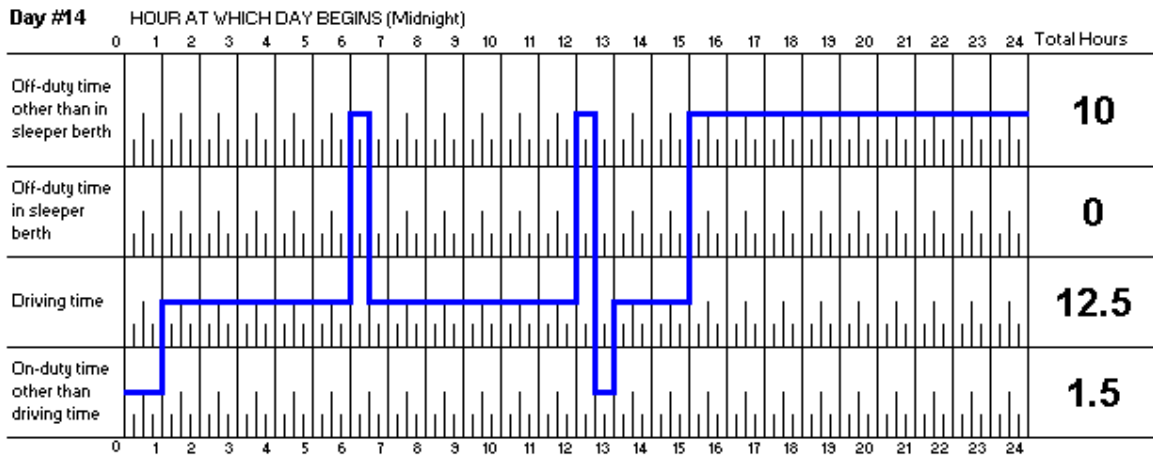
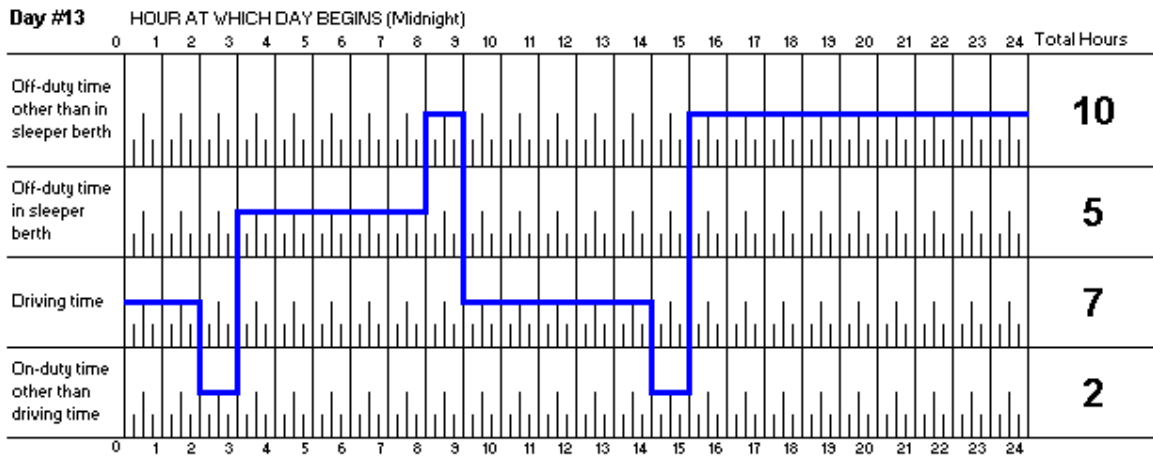
8) Answer the questions below using the daily logs.

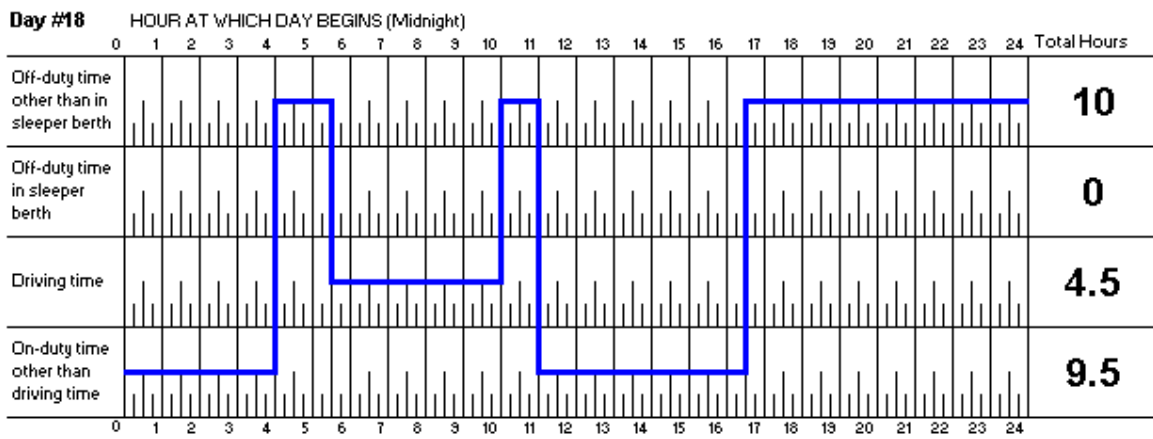
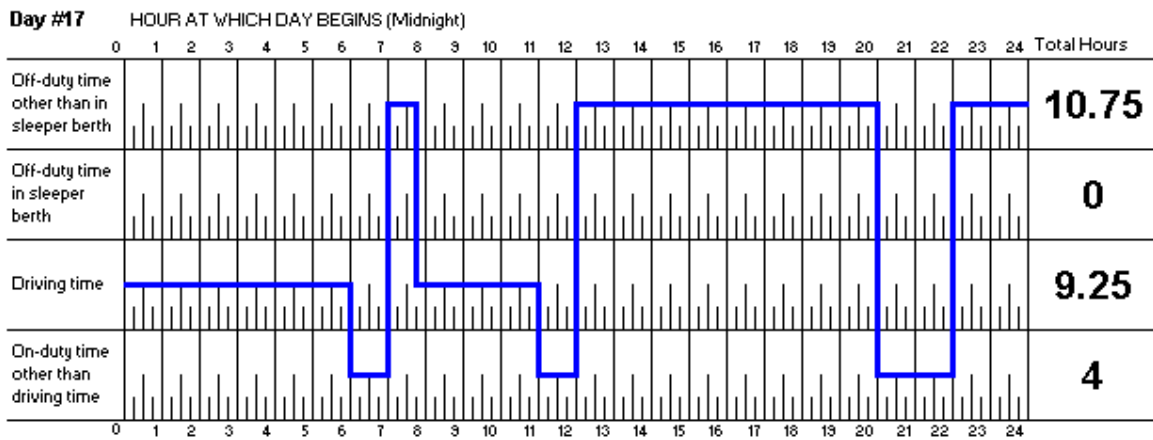
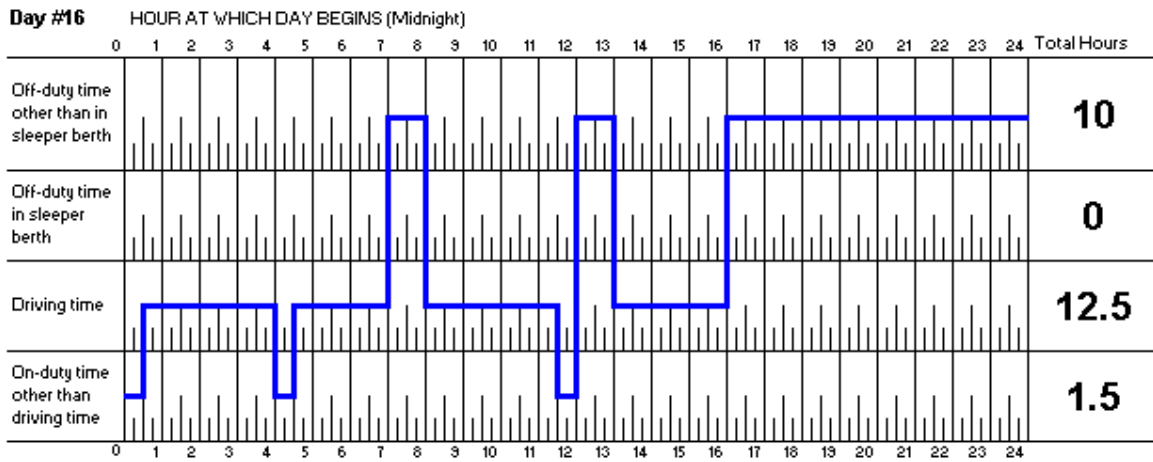














Identify any violations if the driver is operating under Cycle 1.

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 70 hours on-duty in any 7 consecutive days

Day #	Total On-Duty for Day	Total On-Duty for 7 Days
1	0	
2	13.5	
3	14	
4	12.75	
5	13.5	
6	14	
7	0 (Cycle reset)	67.75 ✓
8	0 (Cycle reset)	
9	12	
10	14	
11	14	
12	12	
13	9	
14	14	
15	0	75 ✗
16	14	77 ✗
17	13.25	76.25 ✗
18	14	76.25 ✗

Driver reached 70 hours on-duty in 7 consecutive days during Day #14, Day #15, Day #16, Day #17 and Day #18
Driver needed to stop driving after reaching 70 hours on-duty
Driver drove in violation on Day #14 (4.5 hours), Day #16 (6.5 hours), Day #17 (3.25 hours) and Day #18 (0.75 hours) for a total of 15 hours

- At least 36 consecutive hours off-duty (to reset cycle)
Day #6 17:00 – Day #9 2:00 = 57 hours

Day Off:

- No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle) without taking at least 24 consecutive hours off-duty



Identify any violations if the driver is operating under Cycle 2.

Cycle Limits (cycle specified by carrier)

Cycle 2:

- No driving after 120 hours on-duty in any 14 consecutive days

Day #	Total On-Duty for Day	Total On-Duty for 14 Days
1	0	
2	13.5	
3	14	
4	12.75	
5	13.5	
6	14	
7	0	
8	0	
9	12	
10	14	
11	14	
12	12	
13	9	
14	14	142.75 *
15	0	142.75 *
16	14	143.25 *
17	13.25	142.5 *
18	14	143.75 *

**Driver reached 120 hours in 14 consecutive days during Day #13
 Driver needed to stop driving after reaching 120 on-duty hours
 Driver drove in violation on Day #13 (6.75 hours), Day #14 (12.5 hours), Day #16 (12.5 hours), Day #17 (9.25 hours) and Day #18 (4.5 hours) for a total of 45.5 hours**

- No driving after 70 hours on-duty at any time in the cycle without taking 24 consecutive hours off-duty
**Driver reached 70 hours on-duty after 9 hours on-duty on Day #14
 Driver needed to take 24 hours off-duty before resuming driving
 Driver drove in violation Day #14 (part day), Day #15, Day #16, Day #17, and Day #18 for a total of 30.75 hours**



- At least 72 consecutive hours off-duty (to reset cycle)
- Not applicable in this example

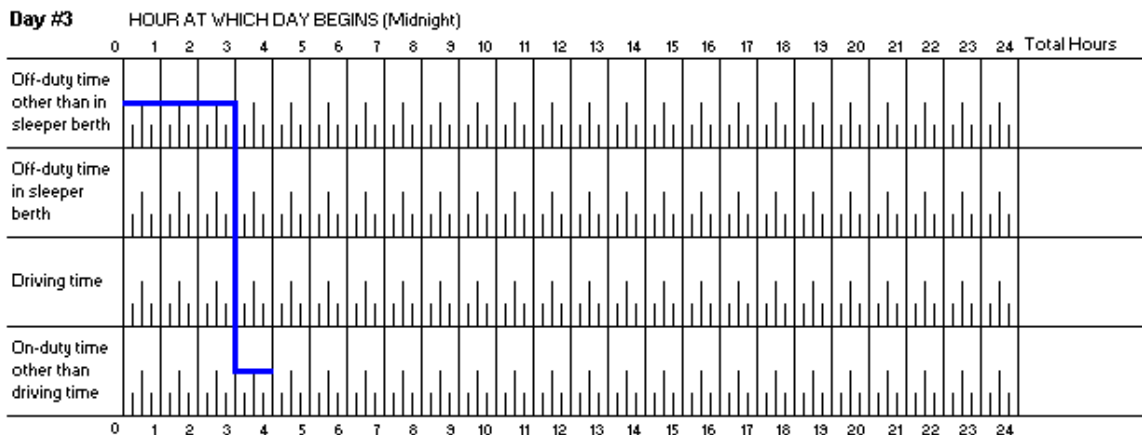
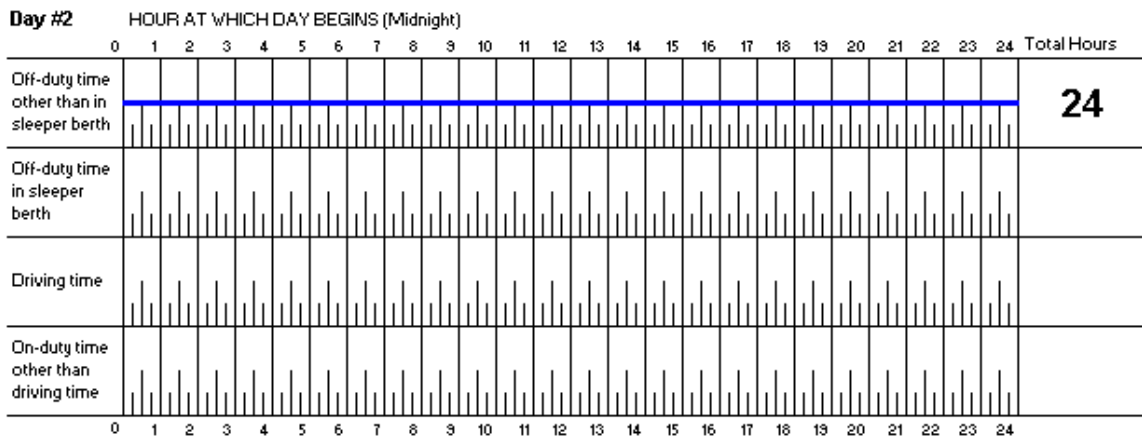
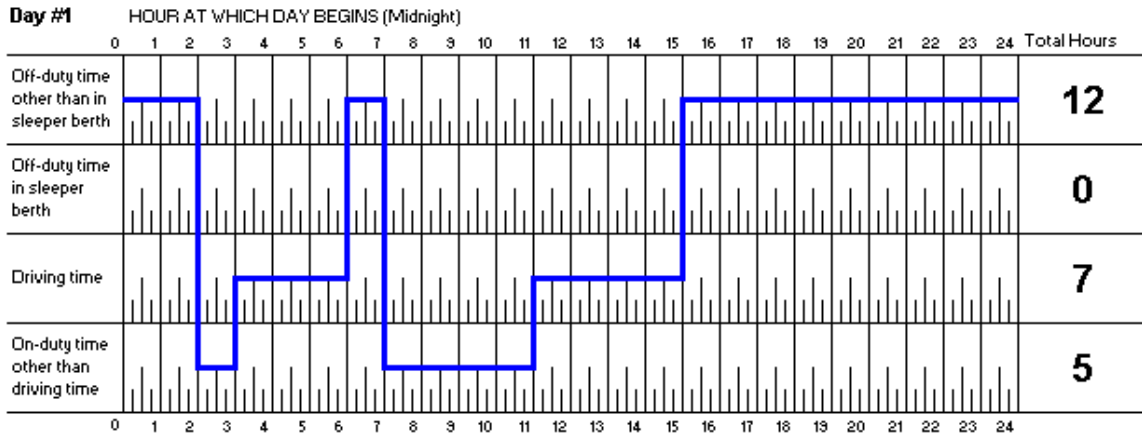
Day Off:

- No driving after 14 consecutive days (regardless of the number of on-duty hours accumulated in the cycle) without taking at least 24 consecutive hours off-duty



9) Answer the questions below using the daily logs.

Driver #1





Driver #1 finishes a work shift at 15:00 on Day 1, and the next work shift starts at 3:00 on Day 3. The driver has taken a proper cycle reset in between the work shifts.

What cycle is this driver using?

Where should the driver record this cycle information?

- Cycle 1
- In the daily log

At what time is the cycle reset complete?

- 3:00 on Day #3

What is the start time for each day in the cycle?

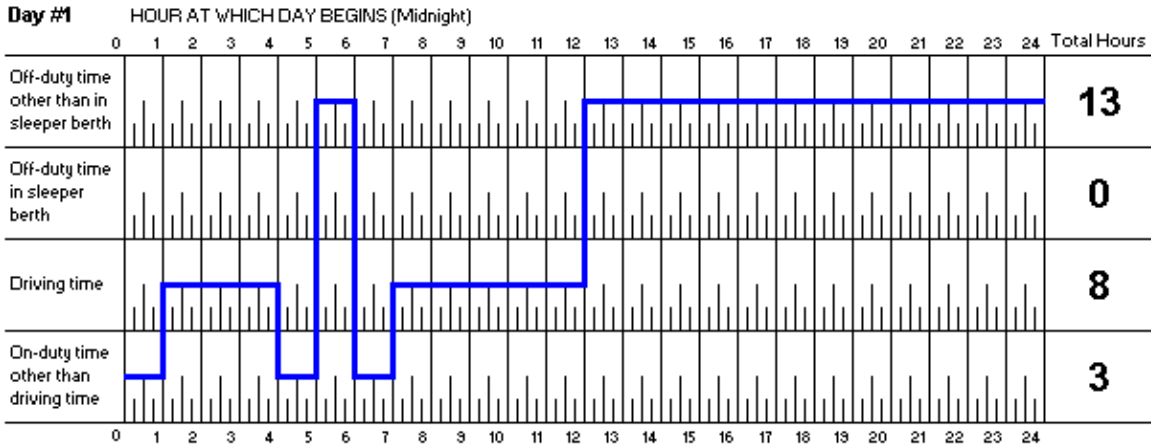
Who determines the start time for the day?

- Start time is Midnight for each day in the cycle
- Motor carrier determines start time for the day

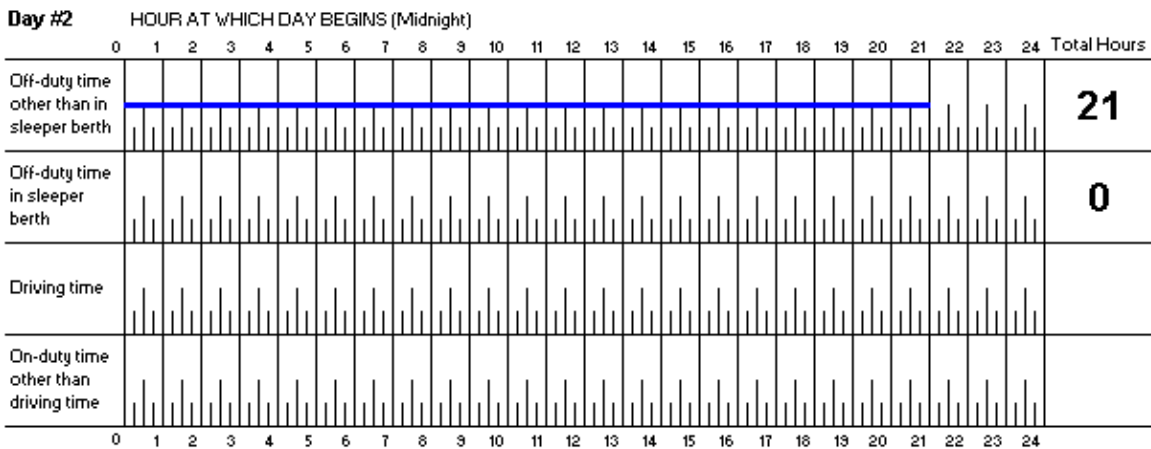


Driver #2

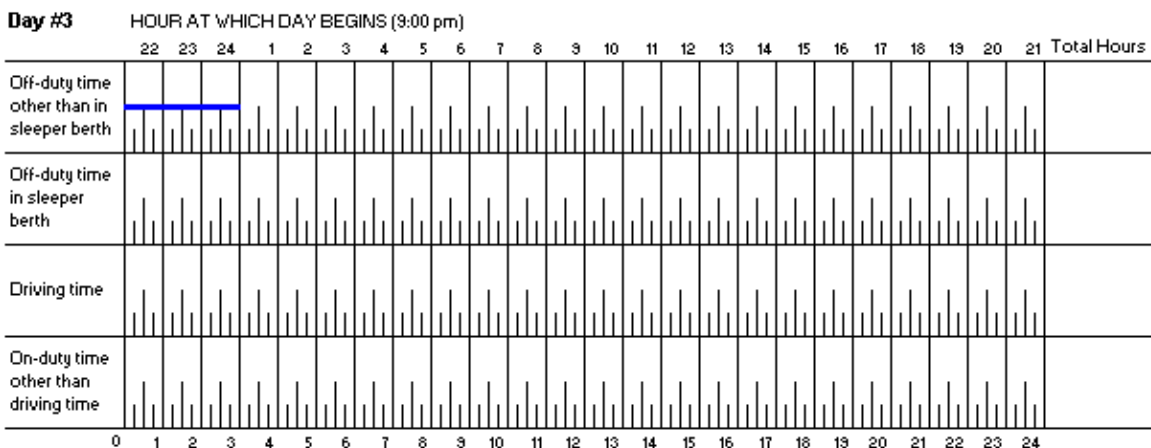
A motor carrier notifies Driver #2 that he/she will no longer be working days but will be working evenings starting on Day #3. The driver will still be using Cycle 1 but, starting on Day #3, the driver's day will begin at 9:00 pm.



Remarks:



Remarks: Changed start time for next day to 9:00 pm



Remarks: Start time for day changed to 9:00 pm
Cycle reset completed at midnight



How many off-duty hours does the driver need to complete a Cycle 1 reset?

- 36 hours consecutive hours off-duty

Complete the daily log for Day #1, Day #2 and Day #3 by adding the cycle reset and applicable remarks.

- See daily logs on previous page

On what day and at what hour does the driver complete the Cycle 1 reset?

- 24:00 on Day #3