



Module 16

North of 60



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Things to think about ...

Some commercial vehicle drivers transport loads of goods or passengers beyond Alberta's northern border that is at latitude 60°N.

Because drivers face harsh driving conditions and long stretches between communities north of latitude 60°N, the Federal *Commercial Vehicle Drivers Hours of Service Regulations* include a modified set of rules for these drivers.

What are the requirements when traveling north of 60?

What will I learn in this module?

- Driving, on-duty, and work shift limits
- Off-duty requirements
- Sleeper berth rules for a single driver and team drivers
- Cycle limits, cycle resets, and cycle switching



What are the driving, on-duty, and work shift limits when traveling north of latitude 60°N?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 37 Application*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 38 Driving and On-Duty Time*

The northern border between Alberta and the Northwest Territories is at latitude 60°North. When a driver crosses latitude 60°North, the driving time limit increases by 2 hours, so a driver must stop driving after 15 hours driving.

Driving Limit

13 hours
+ 2 hours
= 15 hours



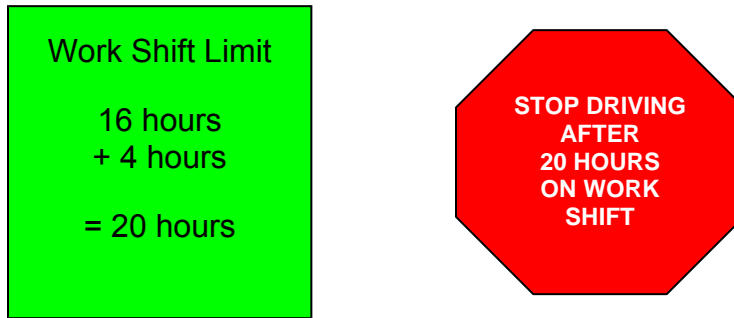
Similarly, when a driver crosses the latitude 60°North, the on-duty time increases by 4 hours, so a driver must stop driving after 18 hours on-duty.

On-Duty Limit

14 hours
+ 4 hours
= 18 hours



The work shift limit also changes when a driver crosses the latitude 60°North. The work shift limit increases by 4 hours, so a driver must stop driving after 20 hours in a work shift.



The driver is eligible to apply these new limits as soon as a driver crosses the latitude 60°North and the driver does not have to record this change in limits on the daily log.

A driver can travel freely between north of latitude 60° and south of latitude 60°:

- When a driver is north of latitude 60°, the driver applies the north of 60° driving, on-duty, and work shift limits
- When the driver is south of latitude 60°, the driver applies the south of 60° driving, on-duty, and work shift limits



What are the off-duty requirements when traveling north of latitude 60°N?

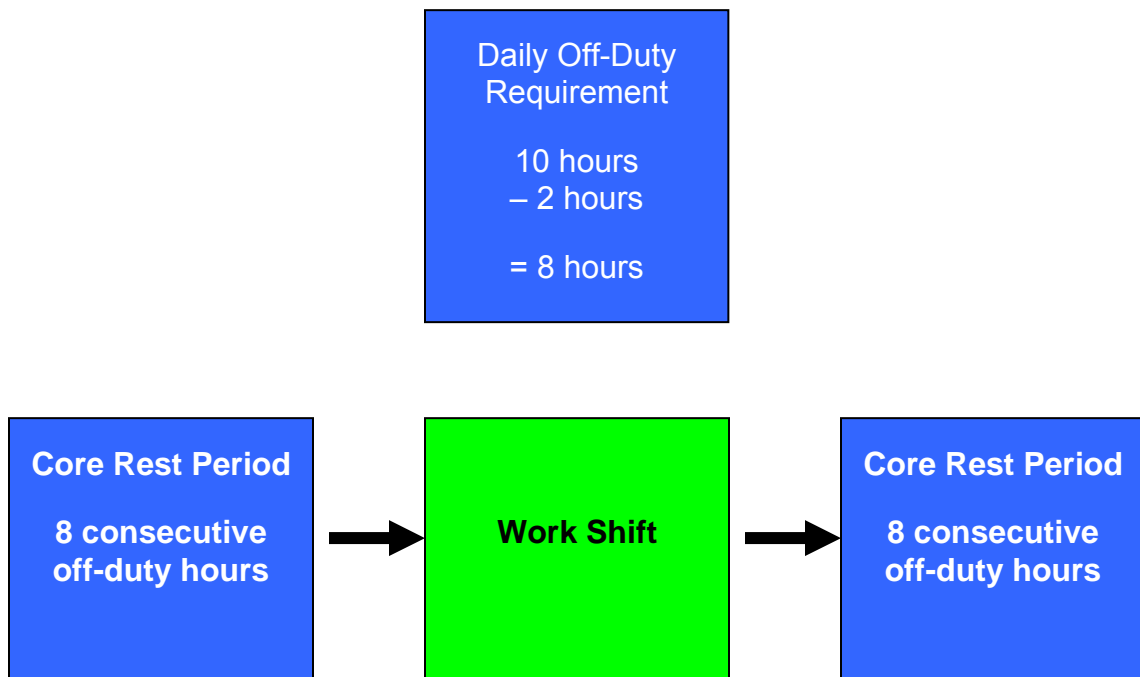


Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 39 Mandatory Off-Duty Time*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 40 Daily Off-Duty Time*

When a driver crosses the latitude 60°North, daily off-duty time decreases by 2 hours so a driver needs to take 8 hours off-duty.

This off-duty time is a core rest period. At the end of every work shift, the driver must start a core rest period (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).





What are the sleeper berth rules when traveling north of latitude 60°N?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 41 Splitting of Daily Off-Duty Time – Single Driver*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 42 Splitting of Daily Off-Duty Time – Team of Drivers*

Sleeper Berth – Single Driver

A sleeper berth does not change the daily off-duty requirement for a single driver but it does give the driver more flexibility with the daily off-duty requirement.

If a commercial vehicle has a sleeper berth, the driver can split the 8 hours of daily off-duty time into sleeper berth periods. The off-duty time must meet the following requirements to qualify as eligible sleeper berth periods:

- Driver must rest in the sleeper berth during the off-duty times. Only time spent in the sleeper berth counts towards the sleeper berth period (i.e., any other off-duty time does not count towards the sleeper berth period).
- Each sleeper berth period must be greater than or equal to 2 hours (i.e., each period \geq 2 hours). If a driver spends more than 30 minutes but less than 2 hours in a sleeper berth, the time counts toward the daily off-duty requirement, but it does not count towards an eligible sleeper berth period.
- Total for 2 eligible sleeper berth periods (rest periods) must be greater than or equal to 8 hours

| Off-Duty Requirement | Hours |
|--------------------------|---------|
| Minimum rest period | 2 hours |
| Total for 2 rest periods | 8 hours |



In other words, a driver has the freedom to split the 8 hours of daily off-duty time any way that the driver wants as long as each sleeper berth period is at least 2 hours and the total for any 2 eligible sleeper berth periods equals at least 8 hours.

The main advantage of the sleeper berth is that instead of having to stop for a core rest period (8 consecutive hours off-duty), a driver can split the core rest period between 2 sleeper berth periods (rest periods) and drive in between the periods. None of the off-duty time is eligible for deferral to the next day.

Eligible Sleeper Berth Periods

In order to count as an eligible sleeper berth period, a sleeper berth period for a single driver must meet all of the following criteria:

- Sleeper berth period \geq 2 hours
- This sleeper berth period + another sleeper berth period \geq 8 hours
- Driving time accumulated before and after the sleeper berth period \leq 15 hours
- No driving after 18 hours on-duty accumulated before and after the sleeper berth period

If a sleeper berth period fails to meet any of these criteria, the sleeper berth period is ineligible and the driver must follow the regular off-duty requirements for North of 60 (i.e., 8 consecutive hours of off-duty time).



Work Shift Limits When Using Sleeper Berth

However, even though the driver has increased flexibility with the sleeper berth, the driver must continue to follow the limits:

- Stop driving after 15 hours of driving time (before and after each eligible sleeper berth period)
- Stop driving after 18 hours of on-duty time (before and after each eligible sleeper berth period). On-duty time includes the periods surrounding a sleeper berth period. It includes all activities since the previous eligible sleeper berth period until the next eligible sleeper berth period but excludes the current sleeper berth period.

To calculate the 18th hour on-duty:

- Exclude the hours spent in the current sleeper berth period
- Include all activities from the previous sleeper berth to the next sleeper berth period:
 - On-duty time
 - Off-duty time not spent in a sleeper berth
 - All periods of less than 2 hours spent in a sleeper berth
 - Any other period spent in a sleeper berth that does not qualify as an eligible sleeper berth period





Sleeper Berth – Team Drivers

In some situations, motor carriers may decide to use team drivers in a commercial vehicle that has a sleeper berth. If more than one driver intends to drive the commercial vehicle, the sleeper berth rules for team drivers apply.

A sleeper berth does not change the daily off-duty requirement for team drivers but it does give the drivers more flexibility with the daily off-duty requirement. If a commercial vehicle has a sleeper berth, team drivers can split the 8 hours of daily off-duty time into sleeper berth periods. The off-duty time must meet the following requirements to qualify as eligible sleeper berth periods:

- The off-duty driver must rest in the sleeper berth during off-duty times. Only time spent in the sleeper berth counts towards the sleeper berth period (i.e., any other off-duty time does not count towards the sleeper berth period).
- Each sleeper berth period must be greater than or equal to 4 hours (i.e., each period \geq 4 hours). If a driver spends more than 30 minutes but less than 4 hours in a sleeper berth, the time counts toward the daily off-duty requirement, but it does not count towards an eligible sleeper berth period.
- Total for 2 eligible sleeper berth periods (rest periods) must be greater than or equal to 8 hours

| Off-Duty Requirement | Hours |
|--------------------------|---------|
| Minimum rest period | 4 hours |
| Total for 2 rest periods | 8 hours |

The main advantage of team drivers using a sleeper berth is that instead of having to stop for a core rest period (8 consecutive hours off-duty), the drivers can split the core rest period between 2 sleeper berth periods (rest periods) and drive in between the periods. None of the off-duty time is eligible for deferral to the next day.

Eligible Sleeper Berth Periods

In order to count as an eligible sleeper berth period, a sleeper berth period for a team driver must meet all of the following criteria:

- Sleeper berth period \geq 4 hours
- This sleeper berth period + another sleeper berth period \geq 8 hours
- Driving time accumulated before and after the sleeper berth period \leq 15 hours
- No driving after 18 hours on-duty accumulated before and after the sleeper berth period

If a sleeper berth period fails to meet any of these criteria, the sleeper berth period is ineligible and the driver must follow the regular off-duty requirements for North of 60 (i.e., 8 consecutive hours of off-duty time).

Work Shift Limits When Using Sleeper Berth

However, even though the drivers have increased flexibility with the sleeper berth, the drivers must continue to follow the limits:

- Stop driving after 15 hours of driving time (before and after each eligible sleeper berth period)
- Stop driving after 18 hours of on-duty time (before and after each eligible sleeper berth period). On-duty time includes the periods surrounding a sleeper berth period. It includes all activities since the previous eligible sleeper berth period until the next eligible sleeper berth period but excludes the current sleeper berth period.



To calculate the 18th hour on-duty:

- Exclude the hours spent in the current sleeper berth period
- Include all activities from the previous sleeper berth to the next sleeper berth period:
 - On-duty time
 - Off-duty time not spent in a sleeper berth
 - All periods of less than 4 hours spent in a sleeper berth
 - Any other period spent in a sleeper berth that does not qualify as an eligible sleeper berth period

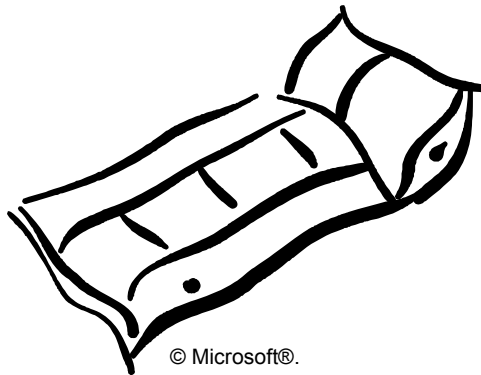




Switch to a Regular Work Shift

At some point, a driver may decide to switch to a regular work shift (i.e., no sleeper berth) and regular off-duty time (i.e., no splitting of off-duty time). In these situations, the driver must take 8 consecutive hours of off-duty time to make the switch. The 8 consecutive off-duty hours can be a combination of off-duty time and time spent in the sleeper berth as long as the time is continuous.

**REST FOR 8
CONSECUTIVE
HOURS**



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What are the cycle limits and cycle resets when traveling north of latitude 60°N?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Sections 49 - 52 Cycles*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 53 Cycle Reset – Off-Duty Time*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 54 Cycle Switching – Off-Duty Time*

There are two cycles under the *Federal Commercial Vehicle Drivers Hours of Service Regulations* for north of latitude 60°North:

- Cycle 1 – limit of 80 hours of 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 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., 80 hours in 7 days for Cycle 1; 120 hours in 14 days for Cycle 2).

Drivers can travel freely between north of latitude 60° and south of latitude 60°. When a driver is north of latitude 60°, the driver applies the north of 60° cycle limits and when the driver is south of latitude 60°, the driver applies the south of 60° cycle limits. The driver does not have to record this change of cycle limits on the daily log. In addition, if a driver drives from the Northwest Territories into Alberta, the driver does not have to take a cycle reset before entering Alberta.



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Cycle 1

If a driver chooses to follow Cycle 1:

- No driving after accumulating 80 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 |
| ✓ 10 hours on-duty | ✓ 16 hours on-duty | ✓ 18 hours on-duty | ✓ 18 hours on-duty | ✓ 18 hours on-duty |  |  |
| ✓ 10 hours on-duty | | | | | | |

In this example, the driver reaches the Cycle 1 limit (i.e., 80 hours of on-duty time) at the end of the 5th day (Thursday). The driver is not eligible to drive on Friday or Saturday because the driver still has 80 on-duty hours in 7 days. However, on Sunday, the driver is eligible for 10 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 80 hours (i.e., Total on-duty hours for previous 6 days + Total on-duty hours for current day ≤ 80 hours).

Example #2:

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------------------|---|
| Off-Duty | Off-Duty | ✓ 11 hours on-duty | ✓ 12 hours on-duty | ✓ 14 hours on-duty | ✓ 11 hours on-duty | ✓ 11 hours on-duty |
| ✓ 10 hours on-duty | ✓ 10 hours on-duty | ✓ 10 hours on-duty | ✓ 13 hours on-duty | ✓ 15 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) 79 total on-duty hours
- Period 2 (Wednesday – Tuesday) 78 total on-duty hours
- Period 3 (Thursday – Wednesday) 79 total on-duty hours
- Period 4 (Friday – Thursday) 80 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 | 11 | |
| 2 | 12 | |
| 3 | 14 | |
| 4 | 11 | |
| 5 | 11 | |
| 6 | 10 | |
| 7 | 10 | 79 |
| 8 | 10 | 78 |
| 9 | 13 | 79 |
| 10 | 15 | 80 |

The driver reaches the Cycle 1 limit (i.e., 80 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 chooses to follow Cycle 2:

- 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 80 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 |
|  12 hours on-duty |  18 hours on-duty |  18 hours on-duty |  18 hours on-duty |  14 hours on-duty |  24 hours off-duty |  10 hours on-duty |
|  10 hours on-duty |  12 hours on-duty |  8 hours on-duty  |  |  |  |  |
|  12 hours on-duty | | | | | | |

In this example, the driver reaches 80 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:

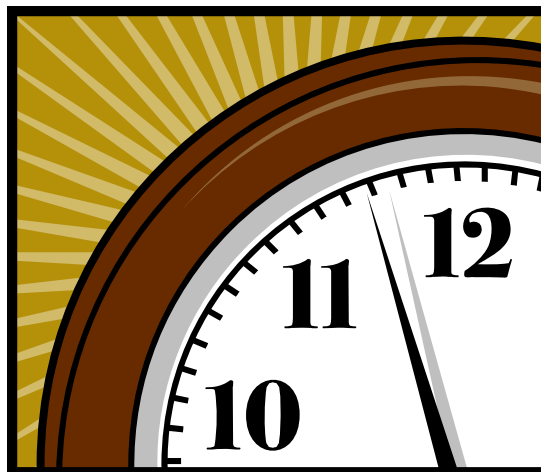
| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--|--|--|--|---|-----------------------|-----------------------|
| | | | | Off-Duty | Off-Duty | Off-Duty |
| ✓ 14 hours on-duty | ✓ 16 hours on-duty | ✓ 8 hours on-duty | ✓ 7 hours on-duty | ✓ 7 hours on-duty | ✓ 10 hours on-duty | ✓ 18 hours on-duty |
|  24 hours off-duty | ✓ 9 hours on-duty | ✓ 7 hours on-duty | ✓ 9 hours on-duty | ✓ 4 hours on-duty | ✓ 4 hours on-duty | ✓ 4 hours on-duty |
| ✓ 10 hours on-duty | ✓ 11 hours on-duty | ✓ 7 hours on-duty | ✓ 15 hours on-duty |  24 hours off-duty | ✓ 18 hours on-duty | ✓ 4 hours on-duty |
| ✓ 18 hours on-duty |  24 hours off-duty |  24 hours off-duty |  24 hours off-duty | Start a new cycle – resume driving | | |



In this example, the driver reaches 80 hours of on-duty time at the end of the 7th day (Saturday) and 18th day (third Wednesday). The driver must take 24 consecutive hours of off-duty time before the driver resumes driving.

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

- Period 1 (Sunday – second Saturday) 117 total on-duty hours
- Period 2 (Monday – third Sunday) 113 total on-duty hours
- Period 3 (Tuesday – third Monday) 108 total on-duty hours
- Period 4 (Wednesday – third Tuesday) 107 total on-duty hours
- Period 5 (Thursday – third Wednesday) 115 total on-duty hours
- Period 6 (Friday – third Thursday) 108 total on-duty hours
- Period 7 (Saturday – third Friday) 116 total on-duty hours
- Period 8 (second Sunday – third Saturday) 102 total on-duty hours
- Period 9 (second Monday – fourth Sunday) 120 total on-duty hours



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The following table illustrates the sliding window for this example:

| Day # | Total On-Duty for Day | Total On-Duty for 14 Days |
|-------|-----------------------|---------------------------|
| 1 | 14 | |
| 2 | 16 | |
| 3 | 8 | |
| 4 | 7 | |
| 5 | 7 | |
| 6 | 10 | |
| 7 | 18 | |
| 8 | 0 | |
| 9 | 9 | |
| 10 | 7 | |
| 11 | 9 | |
| 12 | 4 | |
| 13 | 4 | |
| 14 | 4 | 117 |
| 15 | 10 | 113 |
| 16 | 11 | 108 |
| 17 | 7 | 107 |
| 18 | 15 | 115 |
| 19 | 0 | 108 |
| 20 | 18 | 116 |
| 21 | 4 | 102 |
| 22 | 18 | 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 22nd day (fourth Sunday). 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).

Off-Duty Time

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 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.

Cycle Switching

Based on work schedules, a motor carrier may decide that Cycle 1 works better than Cycle 2 (or vice versa). In 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

A driver can end 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 the cycle change 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).



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Summary of Limits for North of 60

Daily Off-Duty Requirement

- At least 8 hours off-duty before driver can drive again
- 8 consecutive off-duty hours

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 15 hours driving
- No driving after 18 hours on-duty
- No driving after 20 hours elapsed time (includes all time in work shift)

Single Driver Using Sleeper Berth:

- No driving after 15 hours driving on either side of each eligible sleeper berth period
- No driving after 18 hours on-duty on either side of each eligible sleeper berth period (excluding time in sleeper berth)
(Eligible sleeper berth period \geq 2 hours and total for 2 eligible sleeper berth periods \geq 8 hours)

Team Drivers Using Sleeper Berth:

- No driving after 15 hours driving on either side of each eligible sleeper berth period
- No driving after 18 hours on-duty on either side of each eligible sleeper berth period (excluding time in sleeper berth)
(Eligible sleeper berth period \geq 4 hours and total for 2 eligible sleeper berth periods \geq 8 hours)

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 80 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 80 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

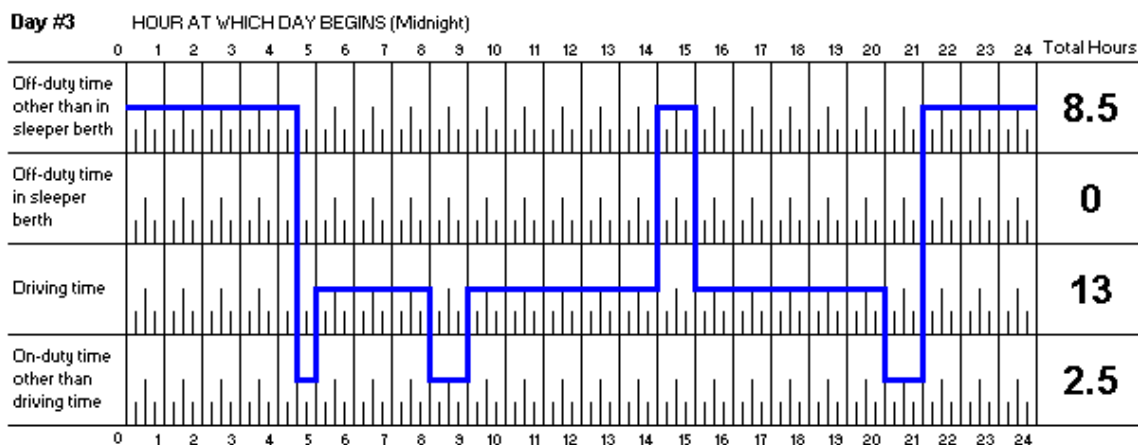
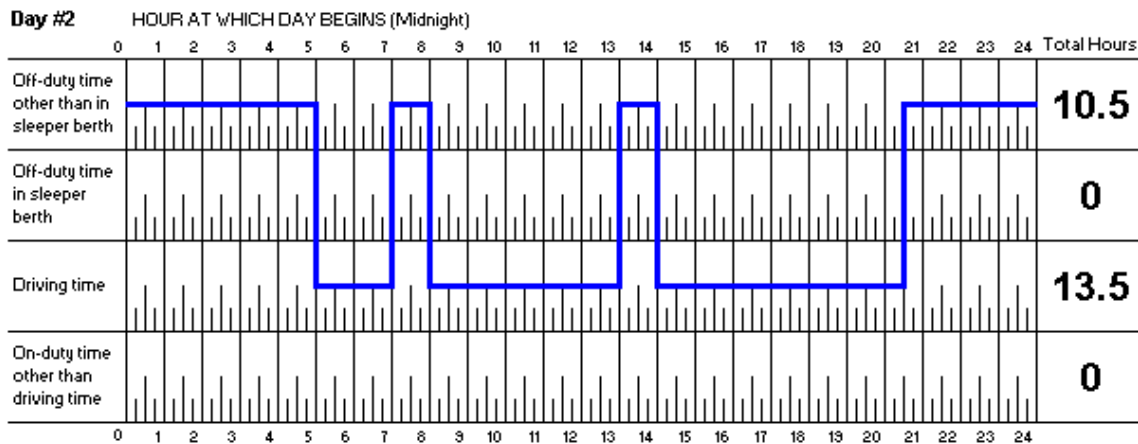
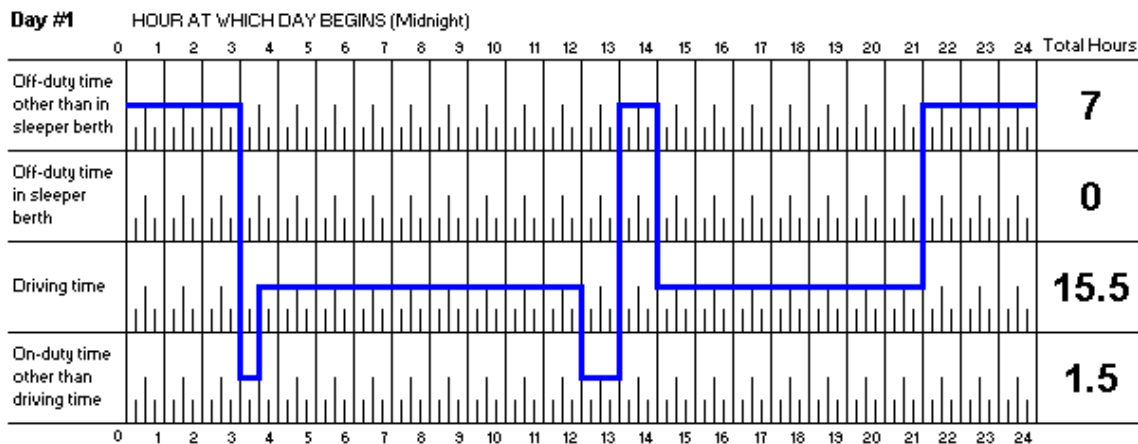


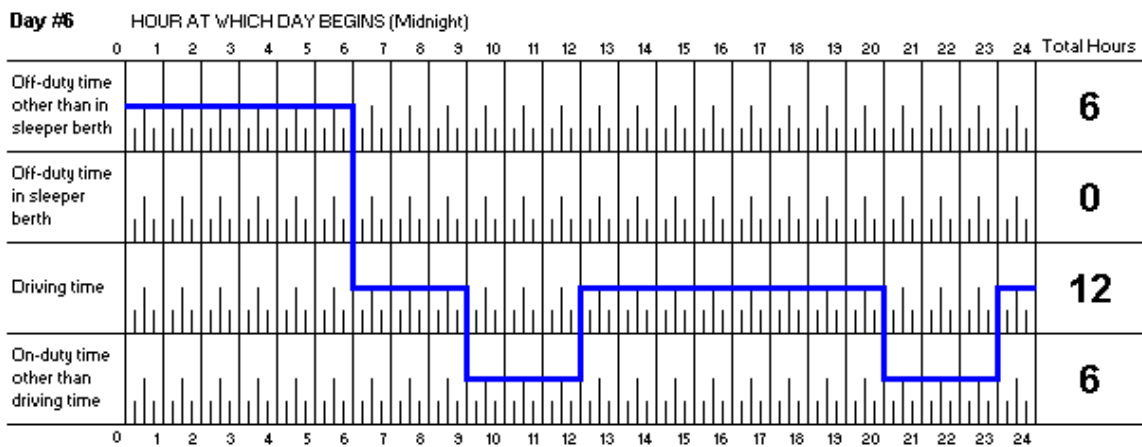
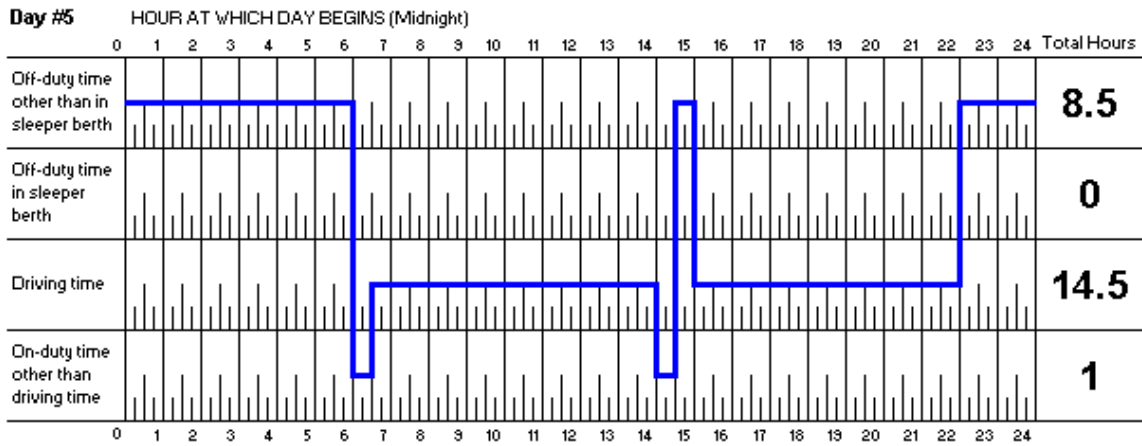
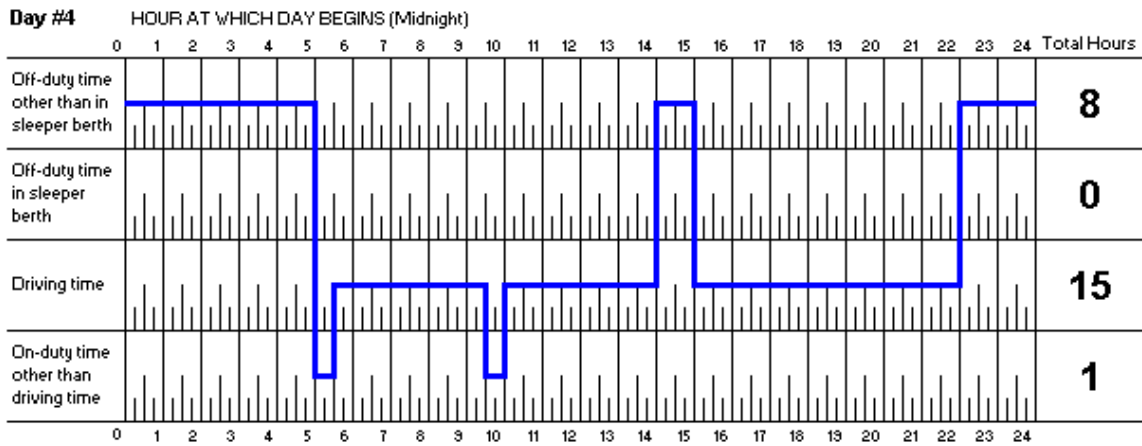
Module Self-Check Questions

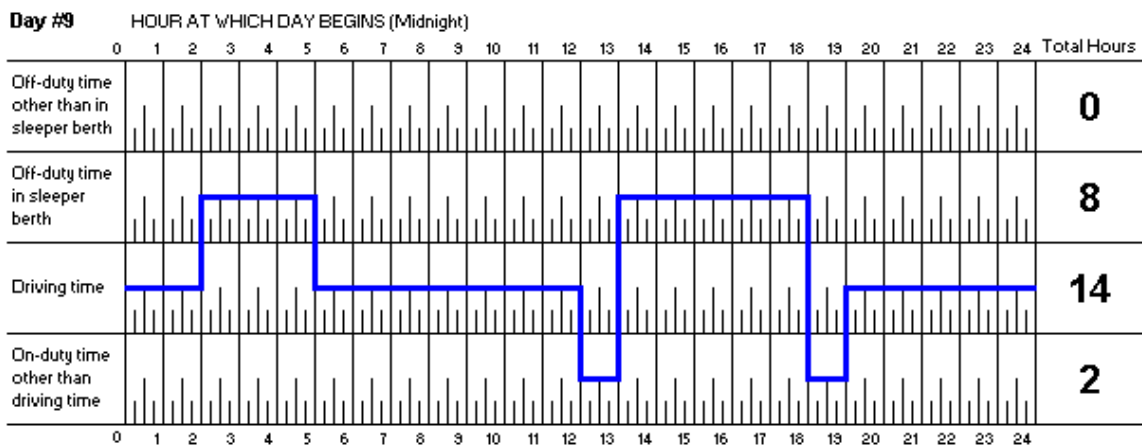
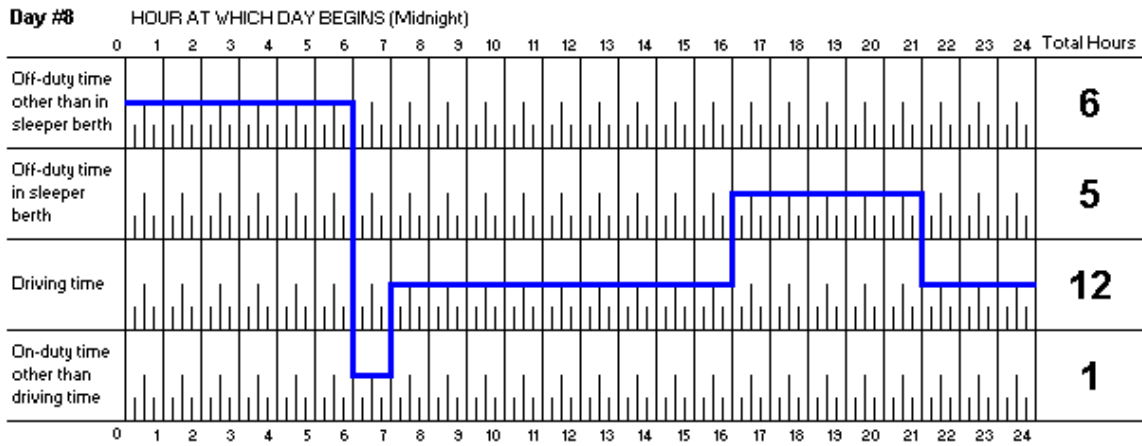
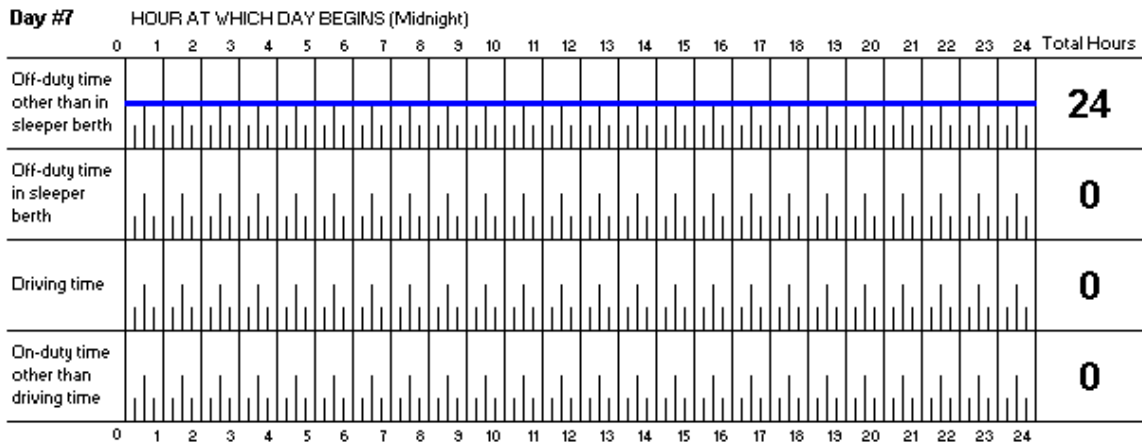
If you can answer the following questions, you are ready to move to the next module. If you can't answer the questions, please review the module again before continuing.

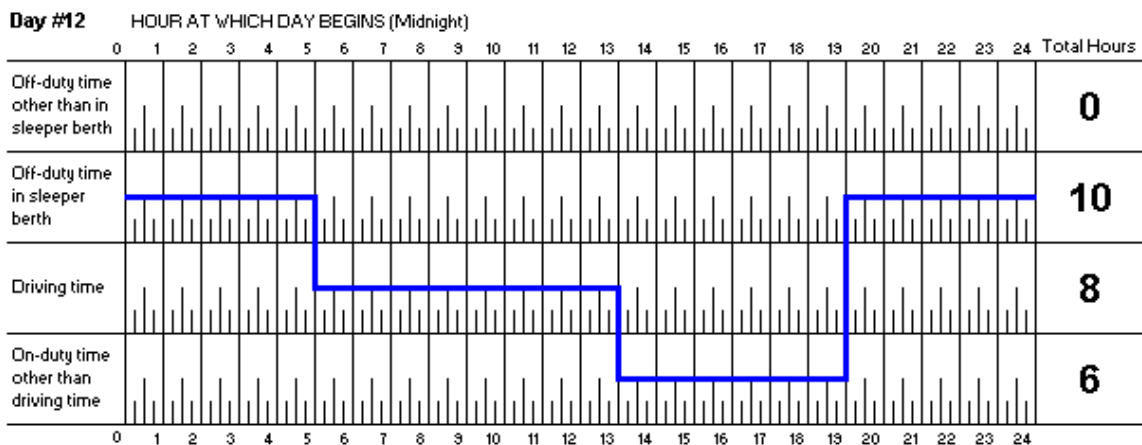
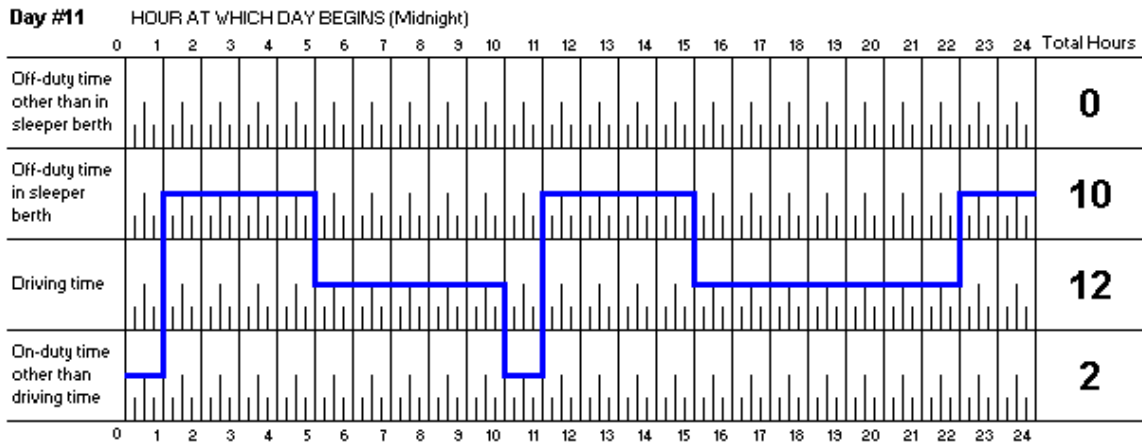
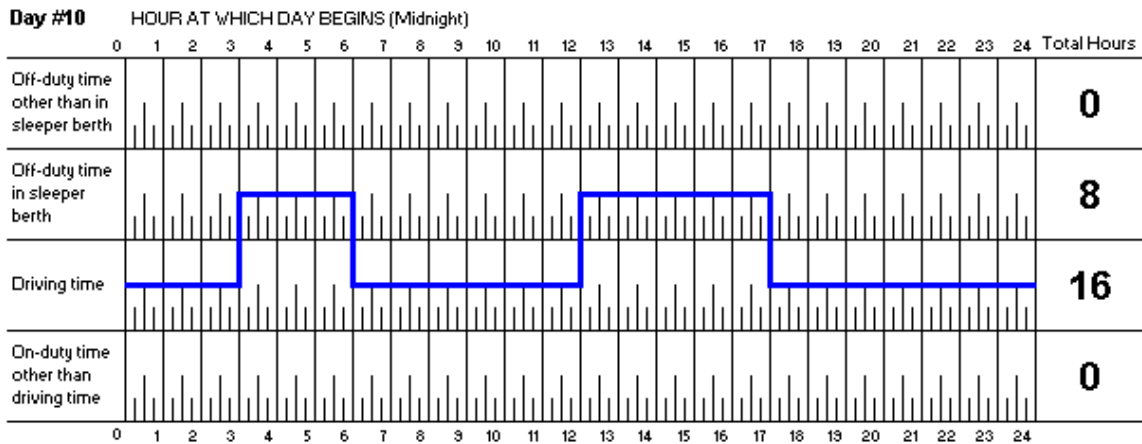
1) Answer the questions below using the daily logs.

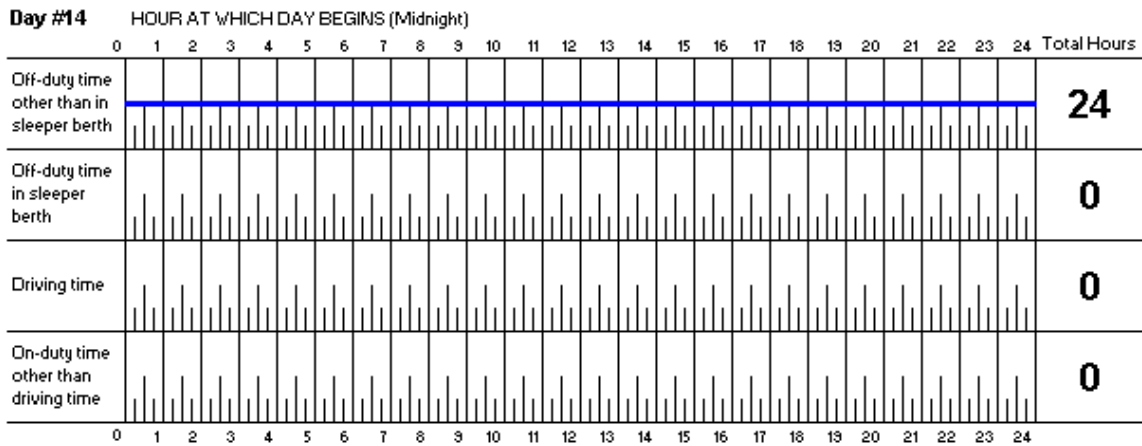
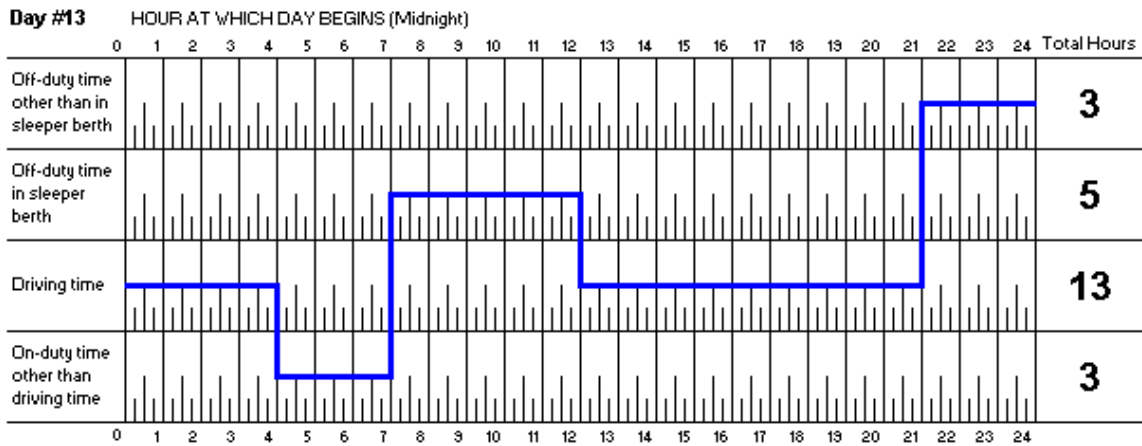
Note: The hours 0:00 – 3:00 on Day #1 are part of 8 consecutive hours off-duty.











Identify any daily off-duty violations.

Identify any work shift violations (i.e., driving, on-duty or elapsed time).



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

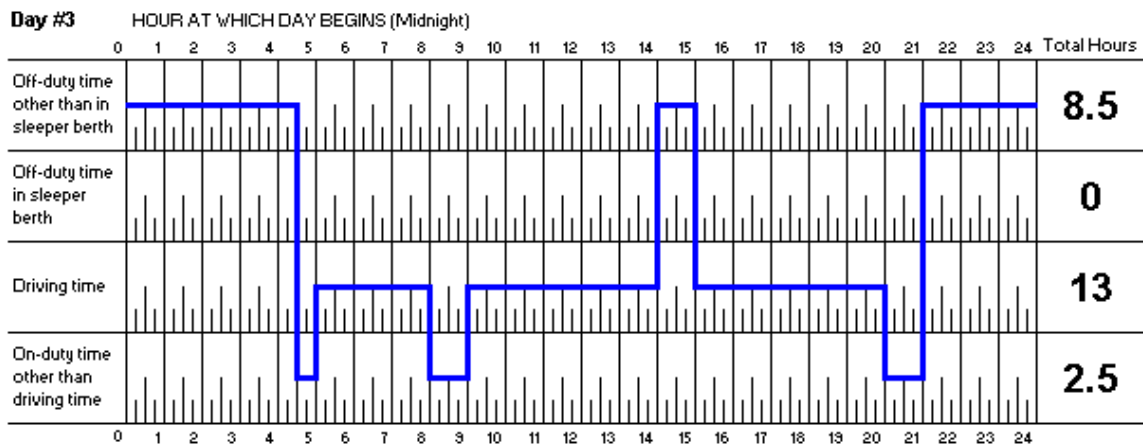
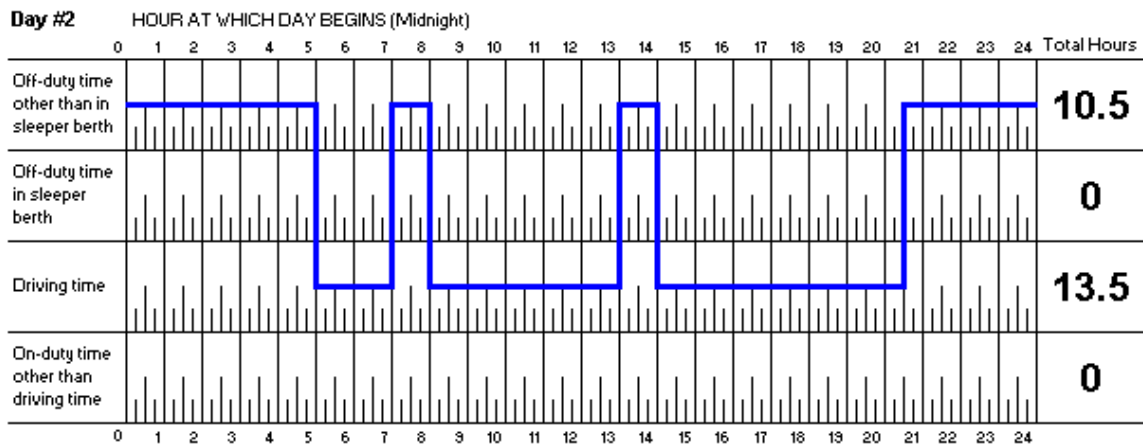
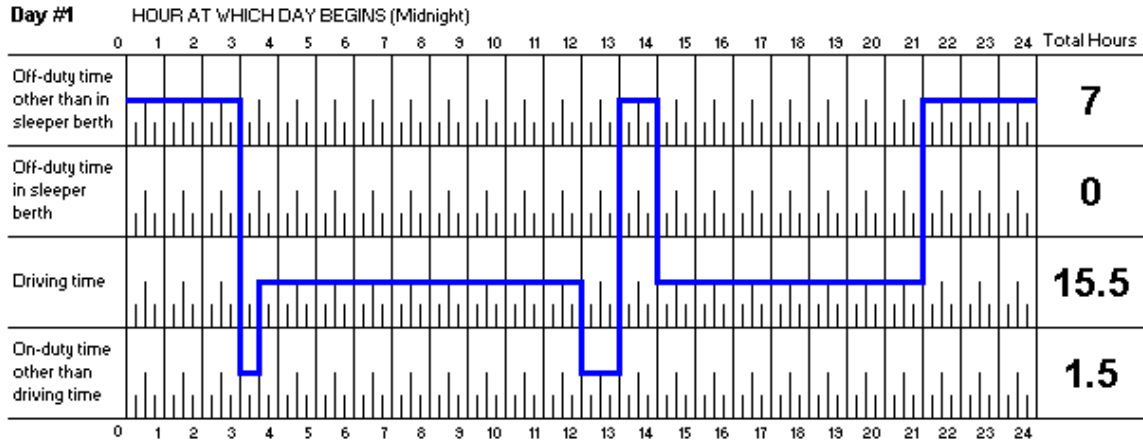
Identify any cycle violations if the driver is operating under Cycle 2.

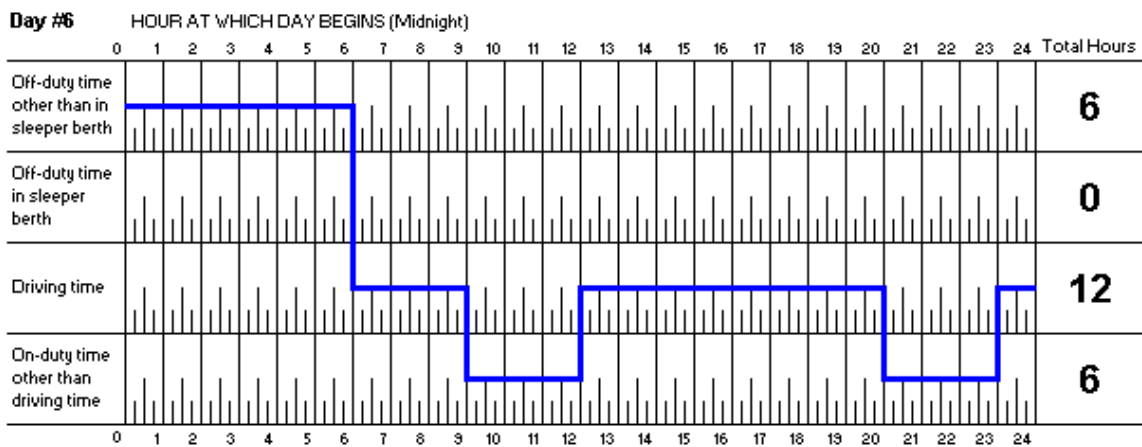
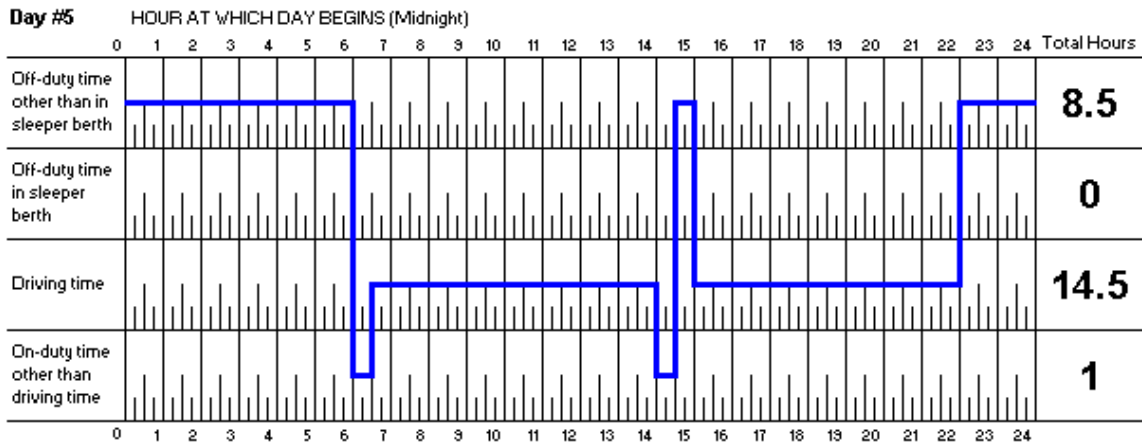
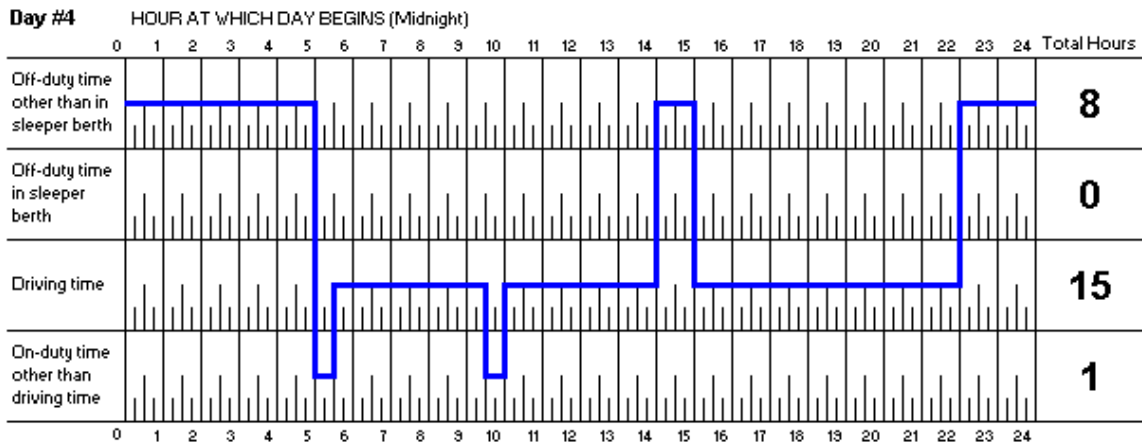


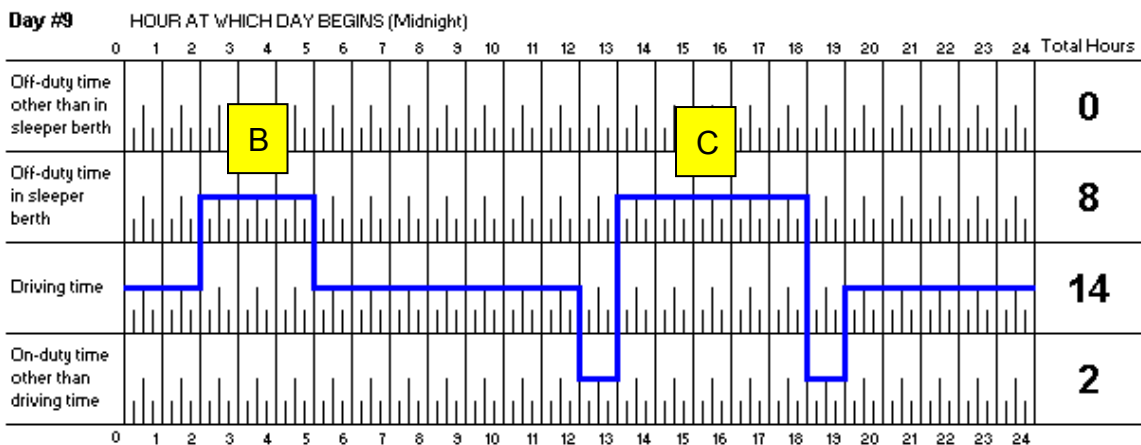
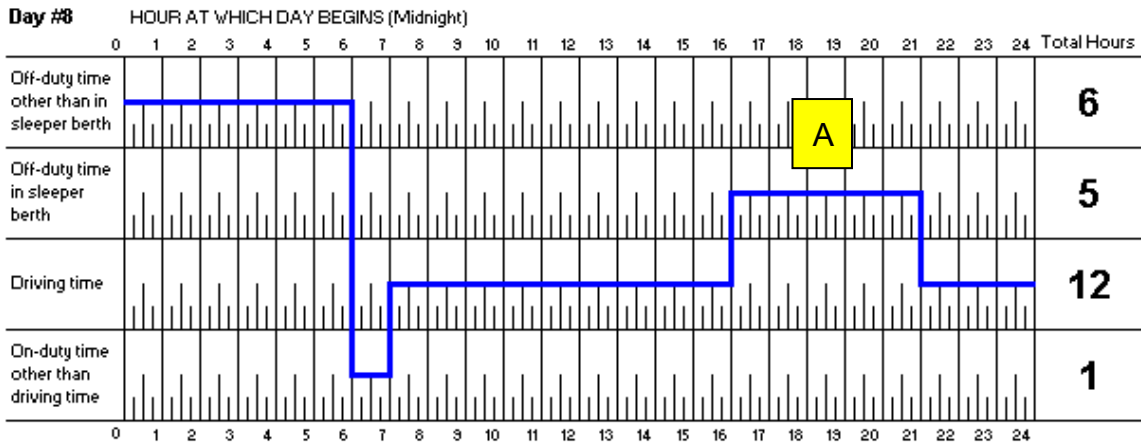
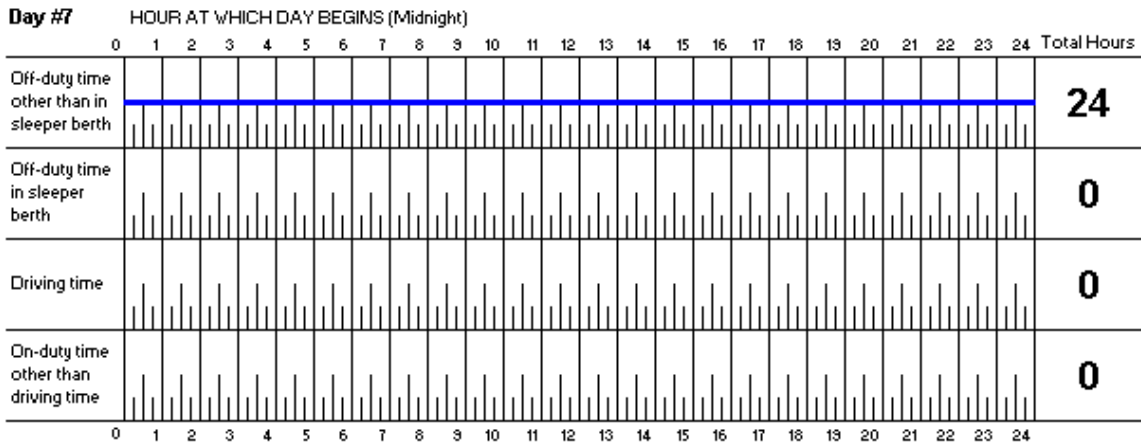
Answers to Module Self-Check Questions

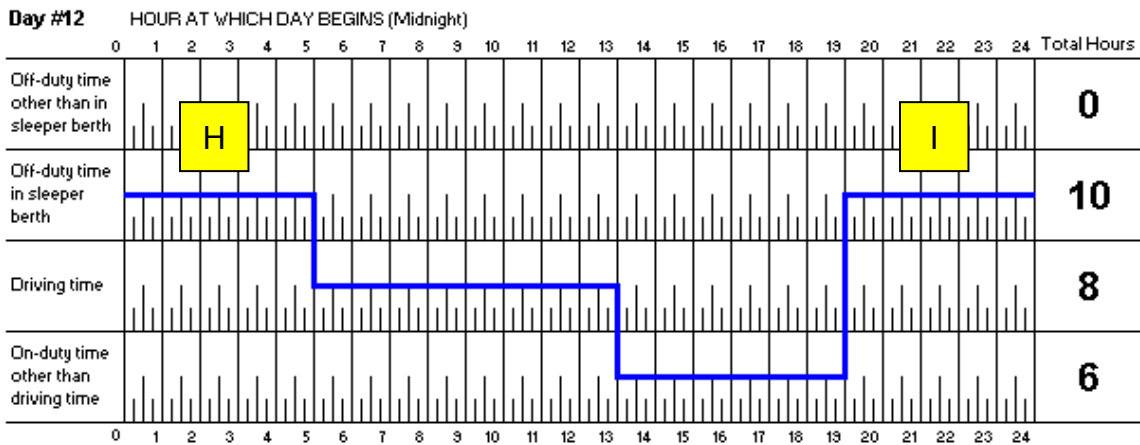
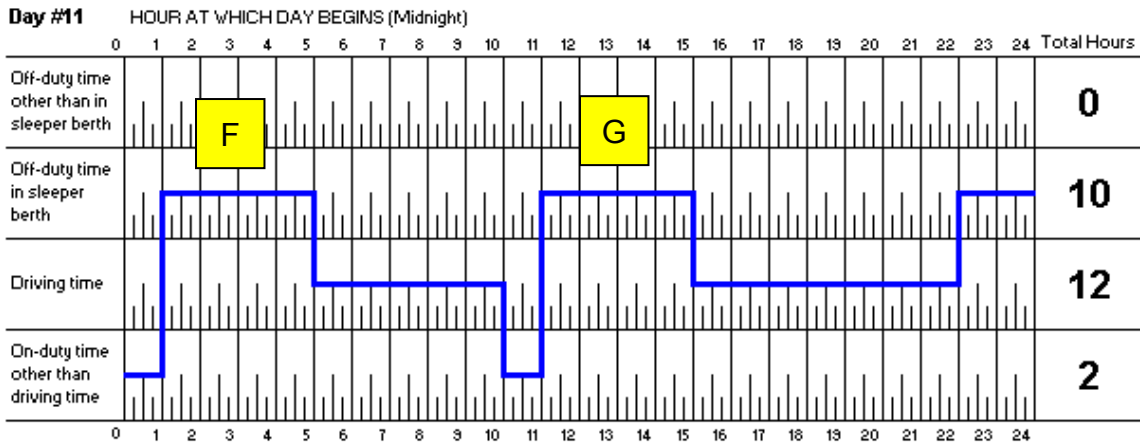
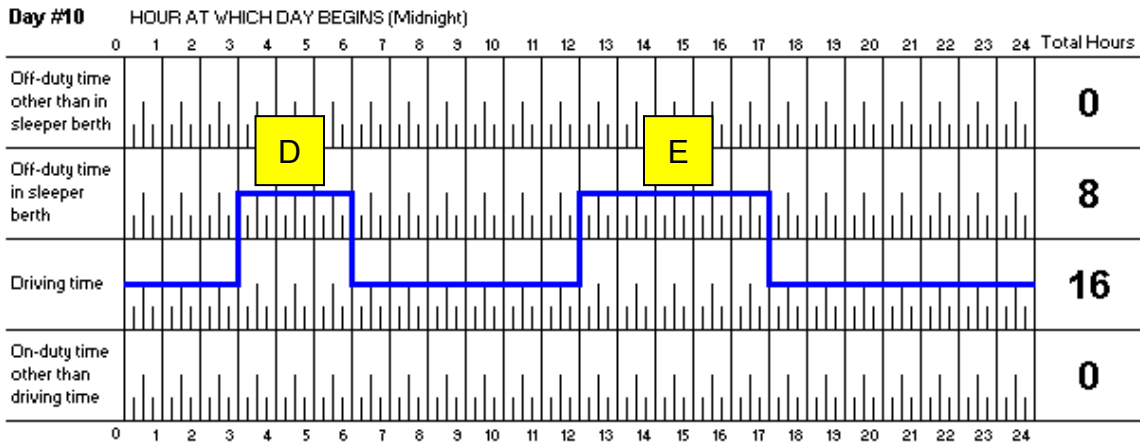
1) Answer the questions below using the daily logs.

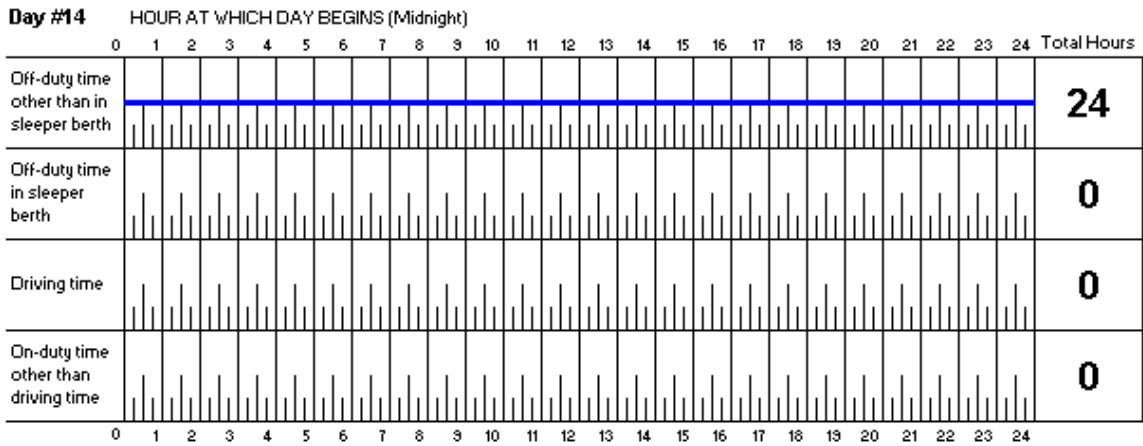
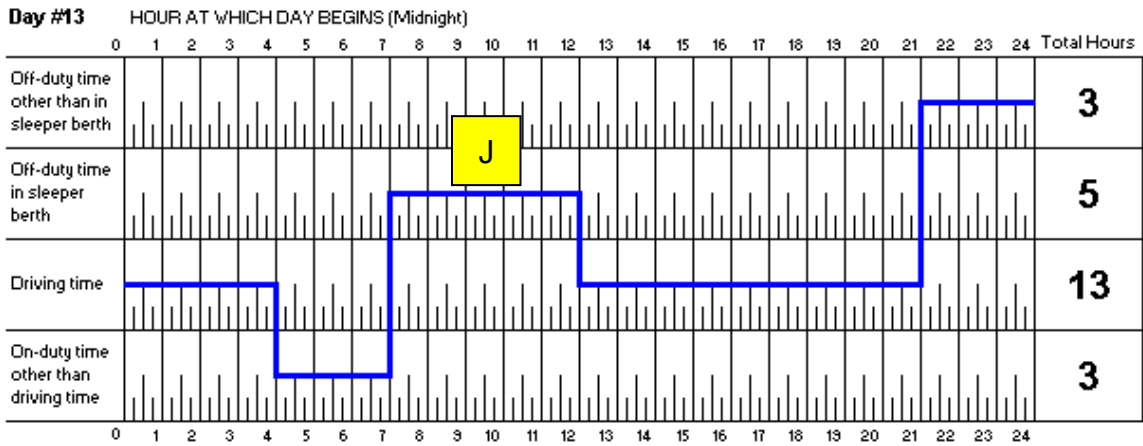
Note: The hours 0:00 – 3:00 on Day #1 are part of 8 consecutive hours off-duty.













Identify any daily off-duty violations.

Daily Off-Duty Requirement

At least 8 hours off-duty

| | |
|----------------|-------------------------|
| Day #1 | 7 hours |
| Day #2 | 10.5 hours |
| Day #3 | 8.5 hours |
| Day #4 | 8 hours |
| Day #5 | 8.5 hours |
| Day #6 | 6 hours |
| Day #7 | 24 hours |
| Day #8 | 11 hours (6 + 5) |
| Day #9 | 8 hours |
| Day #10 | 8 hours |
| Day #11 | 10 hours (1 + 9) |
| Day #12 | 10 hours |
| Day #13 | 8 hours (3 + 5) |
| Day #14 | 24 hours |

- **Driver in violation of off-duty requirement**
- **Driver did not take 8 hours off-duty on Day #1 and Day #6**



Identify any work shift violations (i.e., driving, on-duty or elapsed time).

| Sleeper Berth Period | >= 2 hours | This period + another period >= 8 hours | <= 15 hours driving before and after sleeper berth period | No driving after 18 hours on-duty before and after sleeper berth period | Eligible Sleeper Berth Period |
|----------------------|------------|---|---|---|-------------------------------|
| A | Yes (5) | Yes (A + B = 8) | Yes (9 + 5) | Yes (10 + 5) | Yes |
| B | Yes (3) | Yes (B + C = 8) | Yes (5 + 7) | Yes (5 + 8) | Yes |
| C | Yes (5) | Yes (C + D = 8) | Yes (7 + 8) | Yes (8 + 9) | Yes |
| D | Yes (3) | Yes (D + E = 8) | Yes (8 + 6) | Yes (9 + 6) | Yes |
| E | Yes (5) | Yes (E + F = 9) | Yes (6 + 7) | Yes (6 + 8) | Yes |
| F | Yes (4) | Yes (F + G = 8) | Yes (7 + 5) | Yes (8 + 6) | Yes |
| G | Yes (4) | Yes (G + H = 11) | Yes (5 + 7) | Yes (6 + 7) | Yes |
| H | Yes (7) | Yes (H + I = 12) | Yes (7 + 8) | Yes (7 + 14*) *No driving after 18 th hour | Yes |
| I | Yes (5) | Yes (I + J = 10) | Yes (8 + 4) | Yes (14 + 7*) *No driving after 18 th hour | Yes |
| J | Yes (5) | Yes (I + J = 10) | Yes (4 + 9) | Yes (7 + 9) | Yes |



| Work Shift | No driving after 15 hours driving in a work shift | No driving after 18 hours on-duty in a work shift | No driving after 20 hours elapsed time |
|---|---|---|--|
| 1 (Day #1 3:00 – 21:00) | ✗ 15.5 hours - Drove in violation 20:50 – 21:00 (0.5 hour) | ✓ (17 hours) | ✓ (18 hours) |
| 2 (Day #2 5:00 – 20:50) | ✓ (13.5 hours) | ✓ (13.5 hours) | ✓ (15.5 hours) |
| 3 (Day #3 4:30 – 21:00) | ✓ (13 hours) | ✓ (15.5 hours) | ✓ (16.5 hours) |
| 4 (Day #4 5:00 – 22:00) | ✓ (15 hours) | ✓ (16 hours) | ✓ (17 hours) |
| 5 (Day #5 6:00 – 22:00) | ✓ (14.5 hours) | ✓ (15.5 hours) | ✓ (16 hours) |
| 6 (Day #6 6:00 – 24:00) | ✓ (12 hours) | ✓ (18 hours) | ✓ (18 hours) |
| 7 (Day #8 6:00 – Day #9 2:00) | ✓ (14 hours) (9 + 5) | ✓ (15 hours) (10 + 5) | Not applicable |



| Work Shift | No driving after 15 hours driving in a work shift | No driving after 18 hours on-duty in a work shift | No driving after 20 hours elapsed time |
|--|---|---|--|
| 8 (Day #8 21:00 – Day #9 13:00) | ✓ (12 hours) (5 + 7) | ✓ (13 hours) (5 + 8) | Not applicable |
| 9 (Day #9 5:00 – Day #10 3:00) | ✓ (15 hours) (7 + 8) | ✓ (17 hours) (8 + 9) | Not applicable |
| 10 (Day #9 18:00 – Day #10 12:00) | ✓ (14 hours) (8 + 6) | ✓ (15 hours) (9 + 6) | Not applicable |
| 11 (Day #10 6:00 – Day #11 1:00) | ✓ (13 hours) (6 + 7) | ✓ (14 hours) (6 + 8) | Not applicable |
| 12 (Day #10 17:00 – Day #11 11:00) | ✓ (12 hours) (7 + 5) | ✓ (14 hours) (8 + 6) | Not applicable |
| 13 (Day #11 5:00 – 22:00) | ✓ (12 hours) (5 + 7) | ✓ (13 hours) (6 + 7) | Not applicable |



| Work Shift | No driving after 15 hours driving in a work shift | No driving after 18 hours on-duty in a work shift | No driving after 20 hours elapsed time |
|--|---|---|--|
| 14 (Day #11 15:00 – Day #12 19:00) | ✓ (15 hours) (7 + 8) | ✓ (21 hours*) (7 + 14) *No driving after 18 th hour | Not applicable |
| 15 (Day #12 5:00 – Day #13 7:00) | ✓ (12 hours) (8 + 4) | ✓ (21 hours*) (14 + 7) *No driving after 18 th hour | Not applicable |
| 16 (Day #13 0:00 – 21:00) | ✓ (13 hours) (4 + 9) | ✓ (16 hours) (7 + 9) | Not applicable |



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

Cycle Limits (cycle specified by carrier)

Cycle 1:

- No driving after 80 hours on-duty in any 7 consecutive days

| Day # | Total On-Duty for Day | Total On-Duty for 7 Days |
|-------|-----------------------|--------------------------|
| 1 | 17 | |
| 2 | 13.5 | |
| 3 | 15.5 | |
| 4 | 16 | |
| 5 | 15.5 | |
| 6 | 18 | |
| 7 | 0 | 95.5 * |
| 8 | 13 | 91.5 * |
| 9 | 16 | 94 * |
| 10 | 16 | 94.5 * |
| 11 | 14 | 92.5 * |
| 12 | 14 | 91 * |
| 13 | 16 | 89 * |
| 14 | 0 | 86 * |

Driver reached 80 hours on-duty in 7 consecutive days during Day #6, Day #7, Day #8, Day #9, Day #10, Day #11, Day #12, Day #13 and Day #14

**Driver needed to stop driving after reaching 70 hours on-duty
Driver drove in violation on Day #6 (9.5 hours), Day #8 (12 hours), Day #9 (14 hours), Day #10 (16 hours), Day #11 (12 hours), Day #12 (8 hours) and Day #13 (13 hours) for a total of 84.5 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 cycle 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 | 17 | |
| 2 | 13.5 | |
| 3 | 15.5 | |
| 4 | 16 | |
| 5 | 15.5 | |
| 6 | 18 | |
| 7 | 0 | |
| 8 | 13 | |
| 9 | 16 | |
| 10 | 16 | |
| 11 | 14 | |
| 12 | 14 | |
| 13 | 16 | |
| 14 | 0 | 184.5 * |

**Driver reached 120 hours in 14 consecutive days during Day #11
 Driver needed to stop driving after reaching 120 on-duty hours
 Driver drove in violation on Day #11 (2.5 hours), Day #12 (8 hours)
 and Day #13 (13 hours) for a total of 23.5 hours**

- No driving after 70 hours on-duty at any time in the cycle without taking 24 consecutive hours off-duty
**Driver reached 80 hours on-duty after 2.5 hours on-duty on the Day #6
 Driver needed to take 24 hours off-duty before resuming driving
 Driver drove in violation the Day #6 (part day), Day #8, Day #9, Day #10, Day #11, Day #12 and Day #13 for a total of 84.5 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



Notes: