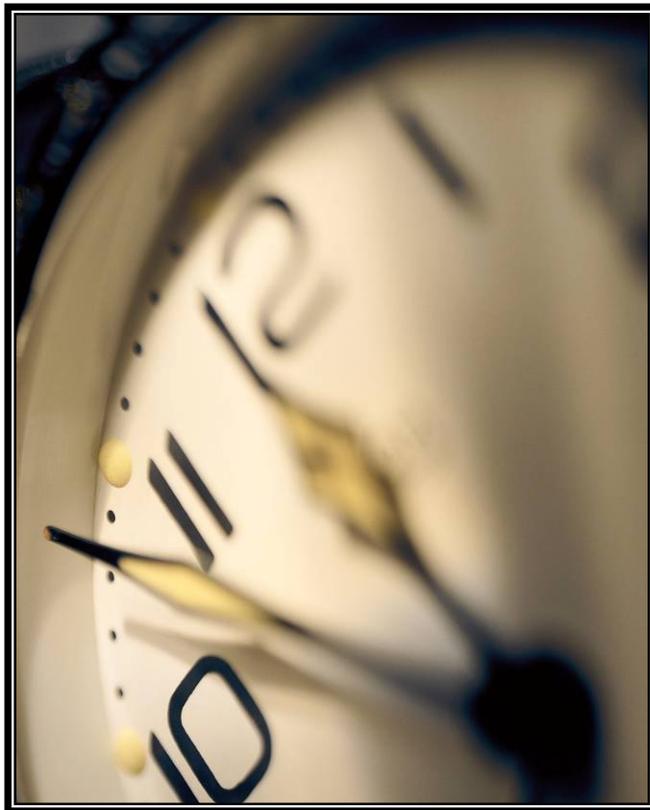


Module 8

Splitting of Daily Off-Duty Time / Sleeper Berths



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Things to think about ...

In order to increase daily off-duty time flexibility, the Federal *Commercial Vehicle Drivers Hours of Service Regulations* allow drivers to use two different strategies. One strategy is to use a sleeper berth and the other is to use team drivers instead of a single driver.

What is a sleeper berth?

How can a single driver use a sleeper berth to increase off-duty time flexibility?

What are team drivers?

How can team drivers use a sleeper berth to increase off-duty time flexibility?

What will I learn in this module?

- Sleeper berth criteria
- Sleeper berth rules for a single driver
- Sleeper berth rules for team drivers

What is a sleeper berth?



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) Schedule 1 Sleeper Berths*

A sleeper berth is an area of a commercial vehicle used for sleeping accommodation. If a commercial vehicle has a sleeper berth, a driver can stop and rest in the sleeper berth whenever the driver is tired or during any extended period of waiting. A driver records any time spent resting in the sleeper berth as “Off-Duty Time in a Sleeper Berth” on the daily log.

Sleeper berths must meet specific construction requirements. A driver cannot “make” a sleeper berth using the driver, passenger or back seat area. In order to claim sleeper berth time, commercial vehicles and buses must have a separate area that meets specific dimensions and environmental criteria.

Sleeper Berths in Commercial Vehicles

In a commercial vehicle, the sleeper berth:

- Can be in the cab or securely attached to the cab
- Can be in the cargo space if separated from the rest of the cargo space
- Cannot be in sleeping facilities being transported as cargo (example: boats, campers, travel trailers)
- Cannot be in or on a semi-trailer or full trailer

Sleeper berths in commercial vehicles must also meet the following criteria:

- Minimum dimensions: 1.9 metres (6.23 feet) in length x 60 centimetres (23.4 inches) in width x 60 centimetres (23.4 inches) in height (measured from the sleeping mattress to the highest point in the area)
- Allow for easy access into and out of the sleeper berth area from the driver’s seat or compartment

- Adequate heating, cooling, ventilation and protection from exhaust, leaks, dust and rain
- Mattress is a minimum of 10 centimetres (3.9 inches) thick and has adequate sheets and blankets. A sleeping bag is adequate in a sleeper berth.
- Have a means of preventing the ejection of the occupant in situations where a total force of 2,700 kilograms (5940 pounds) is applied to the front or side of the vehicle (i.e., sudden braking or impact situations)

Sleeper Berths in Buses

Sleeper berths in buses can be in the passenger compartment.

Sleeper berths in buses must meet the following criteria:

- Minimum dimensions: 1.9 metres (6.23 feet) in length x 60 centimetres (23.4 inches) in width x 60 centimetres (23.4 inches) in height
- Area must provide privacy (i.e., be separated from the passenger area by a solid wall) and have a locking door
- Area must have window shades to control lighting levels
- Adequate heating, cooling, ventilation and protection from exhaust, leaks, dust and rain
- Mattress is a minimum of 10 centimetres (3.9 inches) thick and has adequate sheets and blankets. A sleeping bag is adequate in a sleeper berth.
- Have a means of preventing the ejection of the occupant in situations where a total force of 2,700 kilograms (5940 pounds) is applied to the front or side of the vehicle (i.e., sudden braking or impact situations)



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What are the sleeper berth rules for a single driver?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 18 Splitting of Daily Off-Duty Time – 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.

Splitting Off-Duty Time into Sleeper Berth Periods

If a commercial vehicle has a sleeper berth, the driver can split the 10 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) to be eligible for this exemption
 - 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. The driver must record this ineligible sleeper berth period as “off-duty time in a sleeper berth.” In addition, the driver must include this ineligible sleeper berth time as part of elapsed time (work shift).
- Total for 2 eligible sleeper berth periods (rest periods) must be greater than or equal to 10 hours (i.e., total for 2 rest periods \geq 10 hours)

Off-Duty Requirement	Hours
Minimum rest period	2 hours
Total for 2 rest periods	10 hours



In other words, a driver has the freedom to split the 10 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 2 sleeper berth periods equals at least 10 hours. This means that there are many possible combinations of sleeper berth periods available to the single driver:

Option	Sleeper Berth Period	Sleeper Berth Period	Total Sleeper Berth Time
1	3 hours	7 hours	10 hours
2	4 hours	6 hours	10 hours
3	5 hours	5 hours	10 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) plus 2 additional hours off-duty time, a driver can split the core rest period between 2 sleeper berth periods (rest periods) and drive in between the periods.



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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 10 hours
- Driving time accumulated before and after the sleeper berth period \leq 13 hours
- No driving after 14 hours on-duty accumulated before and after the sleeper berth period
- No driving after 16 hours elapsed time 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.

Daily Limits When Using Sleeper Berth

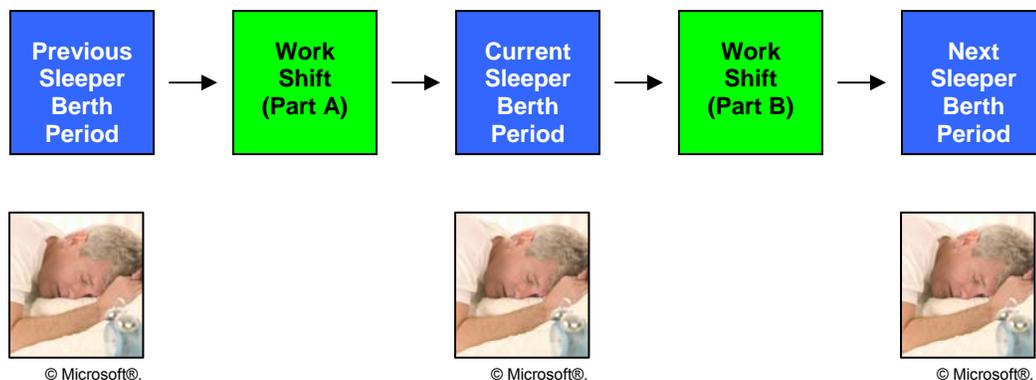
Even though the driver has increased flexibility with the sleeper berth, the driver must continue to follow the daily limits:

- Stop driving after 13 hours driving time in a “day”
- Stop driving after 14 hours on-duty time in a “day”
- At least 10 hours off-duty in a “day” and none of the off-duty time can be deferred to the next day

Work Shift Limits When Using Sleeper Berth

In addition to the daily limits, a driver must comply with the work shift limits:

- Stop driving after 13 hours driving time (before and after each eligible sleeper berth period)
- Stop driving after 14 hours on-duty time (before and after each eligible sleeper berth period)
- Stop driving after 16 hours of elapsed time in a work shift. A sleeper berth work shift includes the periods surrounding a sleeper berth period. It includes all activities since the previous sleeper berth period until the next sleeper berth period but excludes the current sleeper berth period.





To calculate the 16th hour of elapsed time in a work shift:

- Exclude the hours spent in the current eligible sleeper berth period
- Include all work shift activities from the end of the previous sleeper berth to the beginning of 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



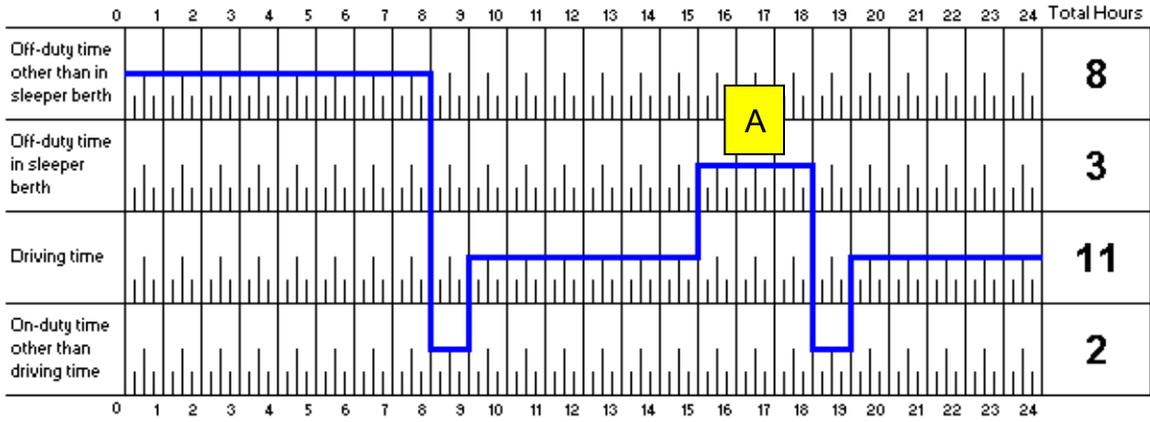
Therefore, a driver needs to check the following when using a sleeper berth:

- 1) Check each sleeper berth period to see if it is an eligible sleeper berth period
- 2) Check the daily limits
- 3) Check the work shift limits

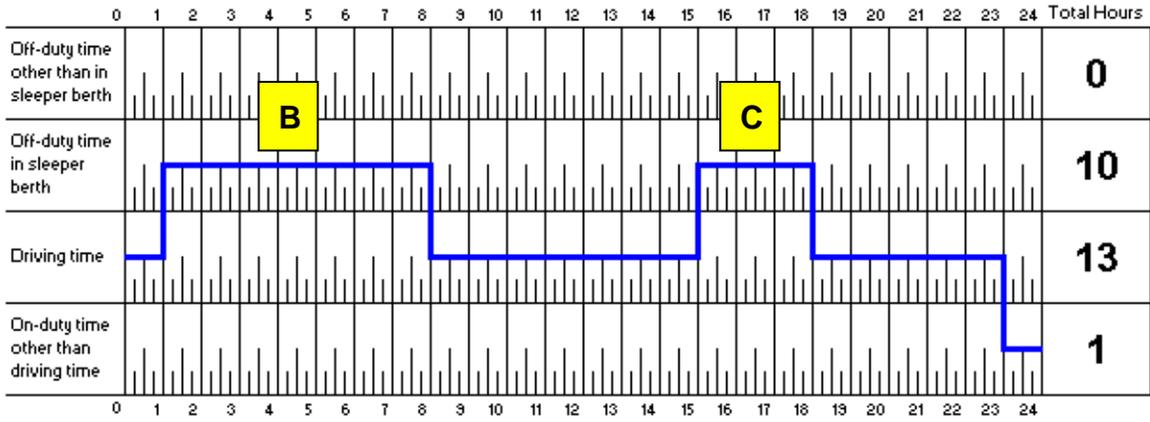


Example #1:

Day #1



Day #2





Check each sleeper berth period to see if it is an eligible sleeper berth period

In this example, the driver takes 3 sleeper berth periods:

Sleeper Berth Period	≥ 2 hours	This period + another period ≥ 10 hours	≤ 13 hours driving before and after sleeper berth period	No driving after 14 hours on-duty before and after sleeper berth period	No driving after 16 hours elapsed time before and after the sleeper berth period	Eligible Sleeper Berth Period
A Day #1 15:00 – 18:00	Yes (3)	Yes (A + B = 10)	Yes (6 + 6)	Yes (7 + 7)	Yes (7 + 7)	Yes
B Day #2 1:00 – 8:00	Yes (7)	Yes (B + C = 10)	Yes (6 + 7)	Yes (7 + 7)	Yes (7 + 7)	Yes
C Day #2 15:00 – 18:00	Yes (3)	Yes (B + C = 10)	Yes (7 + 5)	Yes (7 + 6)	Yes (7 + 6)	Yes

All three sleeper berth periods are eligible sleeper berth periods (rest periods) because they meet all the criteria. Note, however, that over the long term, there can never be an odd number of eligible sleeper berth periods (i.e., driver must split the daily off-duty time into 2 sleeper berth periods).



Check the daily limits

In this example, the driver is within all daily limits on Day 1 and Day 2:

- No driving after 13 hours driving in a “day”
(Day 1: 11 hours)
(Day 2: 13 hours)
- No driving after 14 hours on-duty in a “day”
(Day 1: 13 hours)
(Day 2: 14 hours)
- At least 10 hours off-duty in a “day”
(Day 1: 8 + 3 = 11 hours)
(Day 2: 10 hours)

Check the work shift limits

The driver is also within the work shift limits for the 3 work shifts (a diagram of the start / end of each work shift start is on page 14):

Work Shift #1

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

6 hours	9:00 (Day 1) – 15:00 (Day 1)
<u>6 hours</u>	19:00 (Day 1) – 1:00 (Day 2)
12 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

7 hours	8:00 (Day 1) – 15:00 (Day 1)
<u>7 hours</u>	18:00 (Day 1) – 1:00 (Day 2)
14 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #1	17 hours	8:00 (Day 1) – 1:00 (Day 2)
Less: Sleeper Berth A	<u>(3 hours)</u>	15:00 (Day 1) – 18:00 (Day 1)
	14 hours ✓	(No driving after 16 th hour)



Work Shift #2

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

6 hours	19:00 (Day 1) – 1:00 (Day 2)
<u>7 hours</u>	8:00 (Day 2) – 15:00 (Day 2)
13 hours ✓	(No driving after 13th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

7 hours	18:00 (Day 1) – 1:00 (Day 2)
<u>7 hours</u>	8:00 (Day 2) – 15:00 (Day 2)
14 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #2	21 hours	18:00 (Day 1) – 15:00 (Day 2)
Less: Sleeper Berth B	<u>(7 hours)</u>	1:00 (Day 2) – 8:00 (Day 2)
	14 hours ✓	(No driving after 16 th hour)

Work Shift #3

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

7 hours	8:00 (Day 2) – 15:00 (Day 2)
<u>5 hours</u>	18:00 (Day 2) – 23:00 (Day 2)
12 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

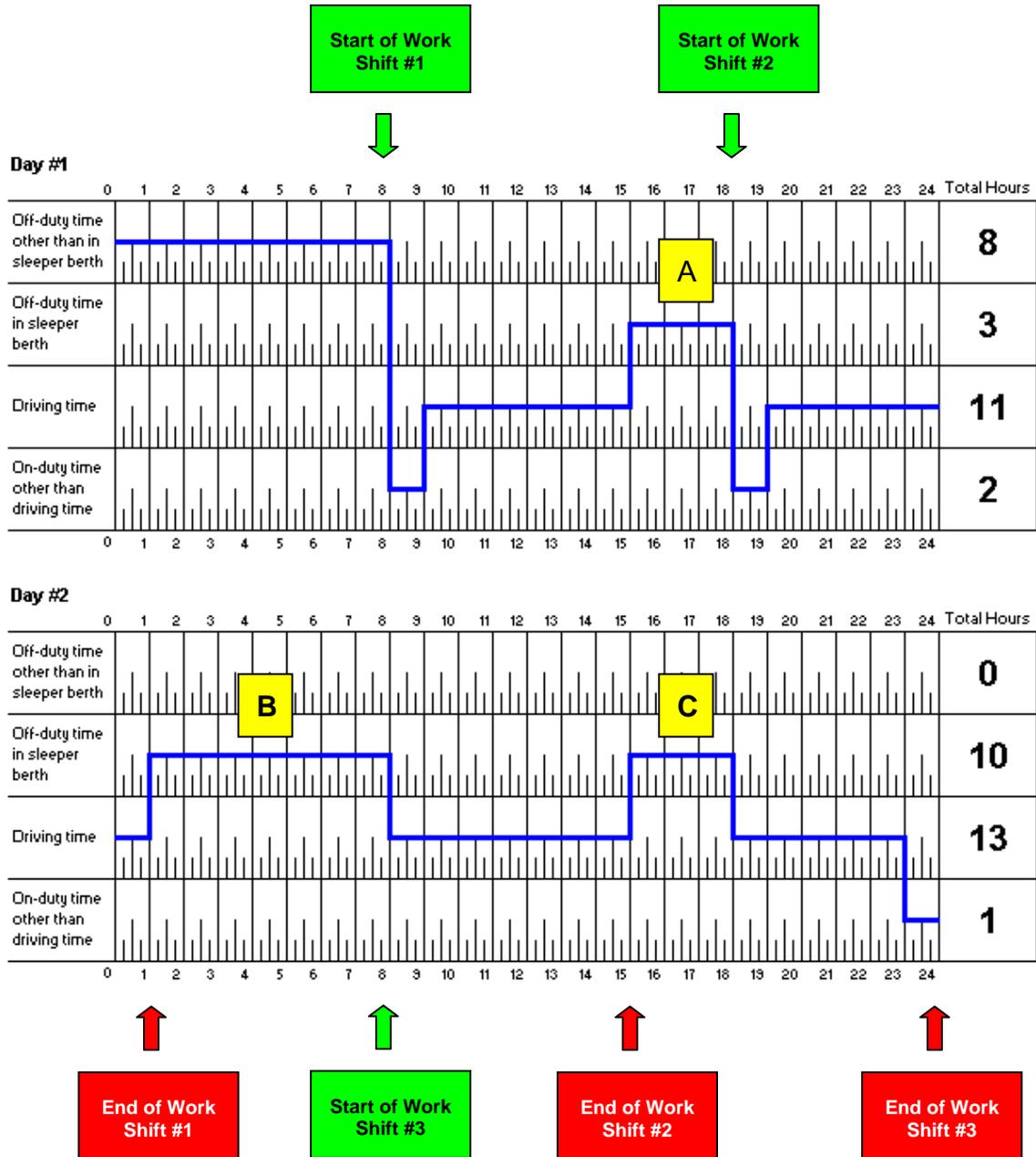
7 hours	8:00 (Day 2) – 15:00 (Day 2)
<u>6 hours</u>	18:00 (Day 2) – 24:00 (Day 2)
13 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #3	16 hours	8:00 (Day 2) – 24:00 (Day 2)
Less: Sleeper Berth C	<u>(3 hours)</u>	15:00 (Day 2) – 18:00 (Day 2)
	13 hours ✓	(No driving after 16 th hour)



Example #1 (continued):



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**

In situations where a driver takes one 2-hour sleeper berth period and one 8-hour sleeper berth period, the 8-hour period qualifies as 8 consecutive hours of off-duty time so the driver can switch to a regular work shift.

Over the long term, a driver needs to ensure that the driver has taken an even number of sleeper berth periods before switching to a regular work shift. If the driver has taken an odd number of sleeper berth periods, then the last sleeper berth period is considered to be a regular period of off-duty time. This off-duty time must meet the regular off-duty requirements (i.e., 8 consecutive off-duty hours or off-duty hours that are in blocks \geq 30 minutes).

What are the sleeper berth rules for team drivers?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 19 Splitting of Daily Off-Duty Time – Team of Drivers*

In some situations, motor carriers may decide to use team drivers (co-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. The driver must record the names of co-drivers on the daily log (refer to Module 17).

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.

Splitting Off-Duty Time into Sleeper Berth Periods

If a commercial vehicle has a sleeper berth, team drivers can split the 10 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, such as sitting in the passenger seat, 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) to be eligible for this exemption
 - 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. The driver must record this ineligible sleeper berth period as “off-duty time in a sleeper berth.” In addition, the driver must include this ineligible sleeper berth time as part of elapsed time (work shift).
- Total for 2 eligible sleeper berth periods (rest periods) must be greater than or equal to 8 hours (i.e., total for 2 rest periods \geq 8 hours)



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

Because the eligible sleeper berth periods only require a total of 8 hours of off-duty time, each of the team drivers must take an additional 2 hours of off-duty time to meet the daily 10-hour requirement.

In other words, co-drivers have the freedom to split the 10 hours of daily off-duty time any way that the drivers want as long as each sleeper berth period is at least 4 hours and the total for 2 sleeper berth periods equals at least 8 hours. This means that there are many possible combinations of sleeper berth periods available to co-drivers:

Option	Sleeper Berth Period	Sleeper Berth Period	Additional Off-Duty Time	Total Off-Duty Time
1	4 hours	4 hours	2 hours	10 hours
2	4 hours	5 hours	1 hour	10 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. Each co-driver, however, still needs to take additional off-duty time so that each driver has at least 10 off-duty hours each 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 13 hours
- No driving after 14 hours on-duty accumulated before and after the sleeper berth period
- No driving after 16 hours elapsed time 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.

Daily Limits When Using Sleeper Berth

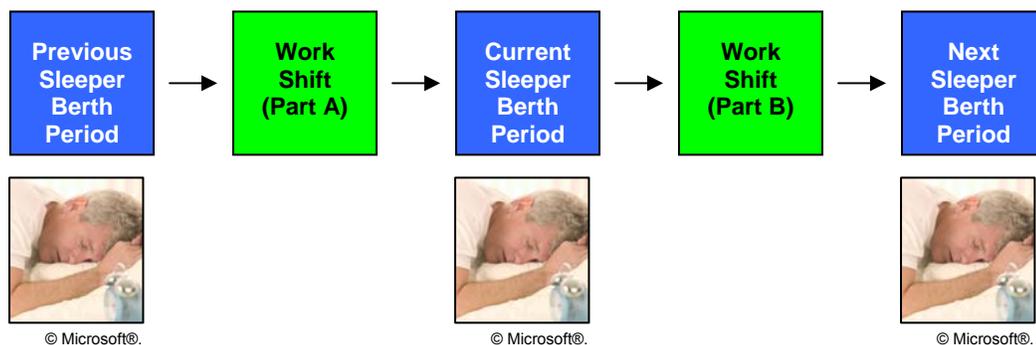
Even though the driver has increased flexibility with the sleeper berth, the co-driver must continue to follow the daily limits:

- Stop driving after 13 hours driving time in a “day”
- Stop driving after 14 hours on-duty time in a “day”
- At least 10 hours off-duty in a “day” and none of the off-duty time can be deferred to the next day

Work Shift Limits When Using Sleeper Berth

In addition to the daily limits, each co-driver must comply with the work shift limits.

- Stop driving after 13 hours driving time (before and after each eligible sleeper berth period)
- Stop driving after 14 hours on-duty time (before and after each eligible sleeper berth period)
- Stop driving after 16 hours of elapsed time in a work shift. A sleeper berth work shift includes the periods surrounding a sleeper berth period. It includes all activities since the end of the previous sleeper berth period until the start of the next sleeper berth period but excludes the current eligible sleeper berth period.





To calculate the 16th hour of elapsed time in a work shift:

- Exclude the hours spent in the current eligible sleeper berth period
- Include all work shift activities from the end of the previous sleeper berth to the beginning of 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



Therefore, a team driver needs to check the following when using a sleeper berth:

- 1) Check each sleeper berth period to see if it is an eligible sleeper berth period
- 2) Check the daily limits
- 3) Check the work shift limits

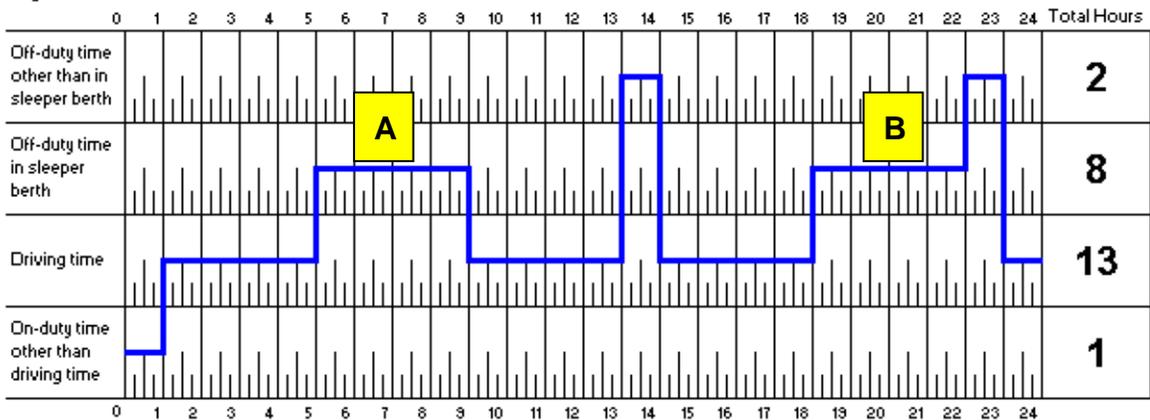


Example #2:

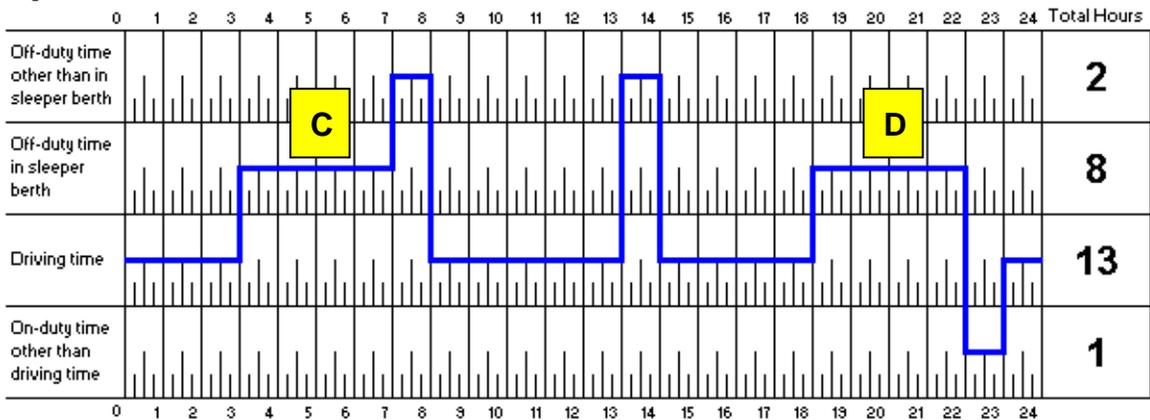
Note: The team drivers had 8 consecutive hours of off-duty time before starting Day #1. These daily logs are for Driver #1 of the team drivers.

Driver #1

Day #1



Day #2





Check each sleeper berth period to see if it is an eligible sleeper berth period

In this example, the driver takes 3 sleeper berth periods:

Sleeper Berth Period	>= 4 hours	This period + another period >= 8 hours	<= 13 hours driving before and after sleeper berth period	No driving after 14 hours on-duty before and after sleeper berth period	No driving after 16 hours elapsed time before and after the sleeper berth period	Eligible Sleeper Berth Period
A Day #1 5:00 – 9:00	Yes (4)	Yes (A + B = 8)	Yes (4 + 8)	Yes (5 + 8)	Yes (5 + 9)	Yes
B Day #1 18:00 – 22:00	Yes (4)	Yes (B + C = 8)	Yes (8 + 4)	Yes (8 + 4)	Yes (9 + 5)	Yes
C Day #2 3:00 – 7:00	Yes (4)	Yes (C + D = 8)	Yes (4 + 9)	Yes (4 + 9)	Yes (5 + 11)	Yes

All three sleeper berth periods are eligible sleeper berth periods (rest periods) because they meet all of the criteria.

As the eligible sleeper berth periods only require a total of 8 hours of off-duty time, each of the team drivers must take an additional 2 hours of off-duty time to meet the daily requirement.



Check the daily limits

In this example, the team driver is within all daily limits:

- No driving after 13 hours driving in a “day”
- No driving after 14 hours on-duty in a “day”
- At least 10 hours off-duty in a “day”
(Day 1: 4 + 1 + 4 + 1 = 10 hours)
(Day 2: 4 + 1 + 1 + 4 = 10 hours)

Check the work shift limits

The driver is also within the work shift limits for the 3 work shifts (a diagram of the start / end of each work shift start is on page 26):

Work Shift #1

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

4 hours	1:00 (Day 1) – 5:00 (Day 1)
4 hours	9:00 (Day 1) – 13:00 (Day 1)
<u>4 hours</u>	14:00 (Day 1) – 18:00 (Day 1)
12 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

5 hours	0:00 (Day 1) – 5:00 (Day 1)
4 hours	9:00 (Day 1) – 13:00 (Day 1)
<u>4 hours</u>	14:00 (Day 1) – 18:00 (Day 1)
13 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #1	18 hours	0:00 (Day 1) – 18:00 (Day 1)
Less: Sleeper Berth A	<u>(4 hours)</u>	5:00 (Day 1) – 9:00 (Day 1)
	14 hours ✓	(No driving after 16 th hour)



Work Shift #2

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

4 hours	9:00 (Day 1) – 13:00 (Day 1)
4 hours	14:00 (Day 1) – 18:00 (Day 1)
<u>4 hours</u>	23:00 (Day 2) – 3:00 (Day 2)
12 hours ✓	(No driving after 13th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

4 hours	9:00 (Day 1) – 13:00 (Day 1)
4 hours	14:00 (Day 1) – 18:00 (Day 1)
<u>4 hours</u>	23:00 (Day 1) – 3:00 (Day 2)
12 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #2	18 hours	9:00 (Day 1) – 3:00 (Day 2)
Less: Sleeper Berth B	<u>(4 hours)</u>	18:00 (Day 1) – 22:00 (Day 1)
	14 hours ✓	(No driving after 16 th hour)

Work Shift #3

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

4 hours	23:00 (Day 1) – 3:00 (Day 2)
5 hours	8:00 (Day 2) – 13:00 (Day 2)
<u>4 hours</u>	14:00 (Day 2) – 18:00 (Day 2)
13 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

4 hours	23:00 (Day 1) – 3:00 (Day 2)
5 hours	8:00 (Day 2) – 13:00 (Day 2)
<u>4 hours</u>	14:00 (Day 2) – 18:00 (Day 2)
13 hours ✓	(No driving after 14 th hour)



- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #3	20 hours	22:00 (Day 1) – 18:00 (Day 2)
Less: Sleeper Berth C	<u>4 hours</u>	3:00 (Day 2) – 7:00 (Day 2)
	16 hours ✓	(No driving after 16 th hour)

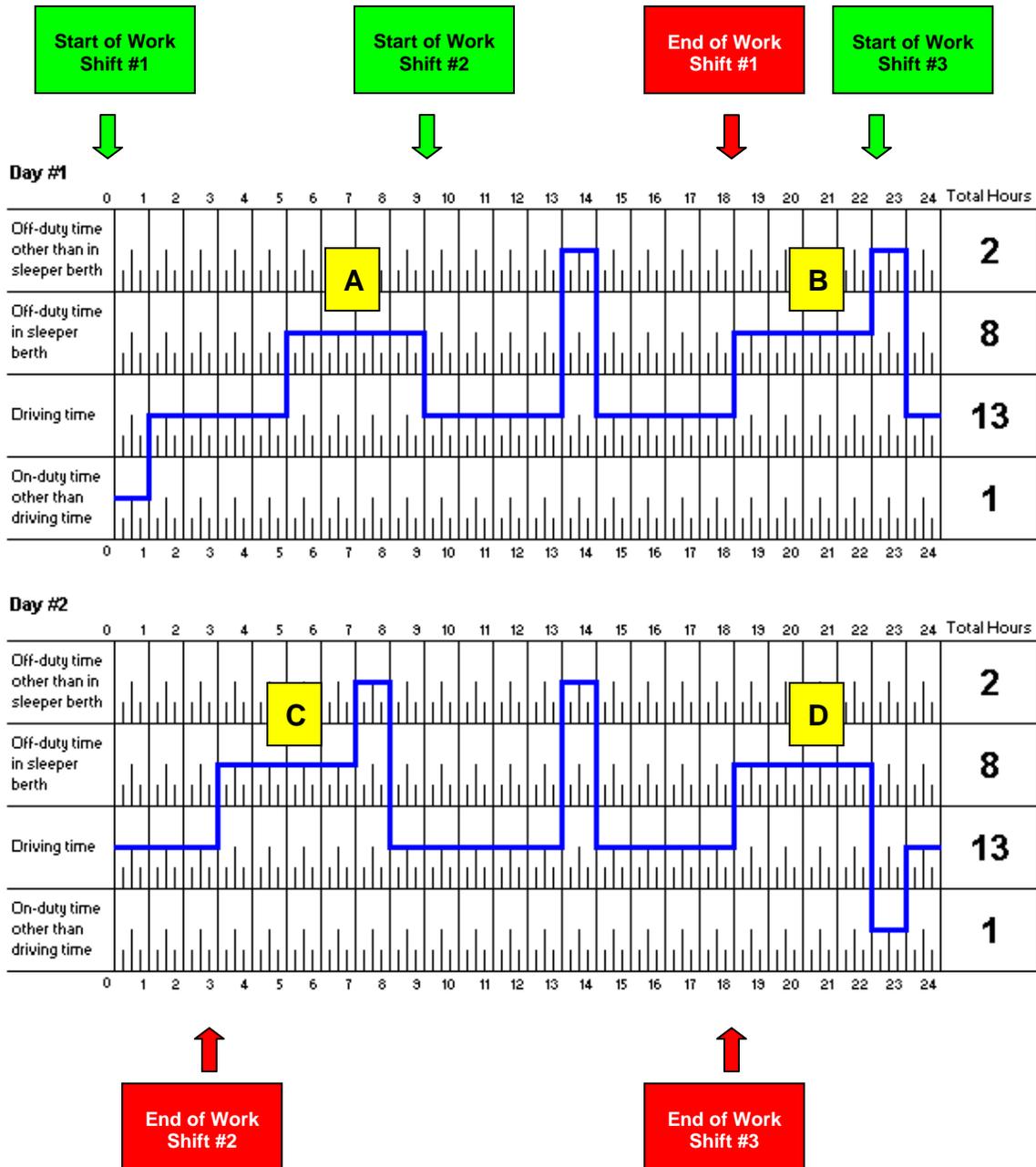


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Example #2 (continued):

Driver #1



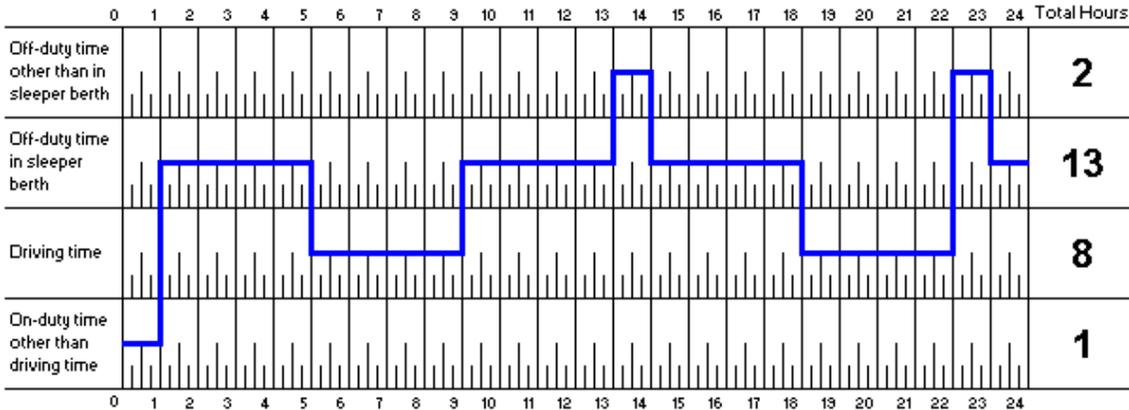


Example #2 (continued):

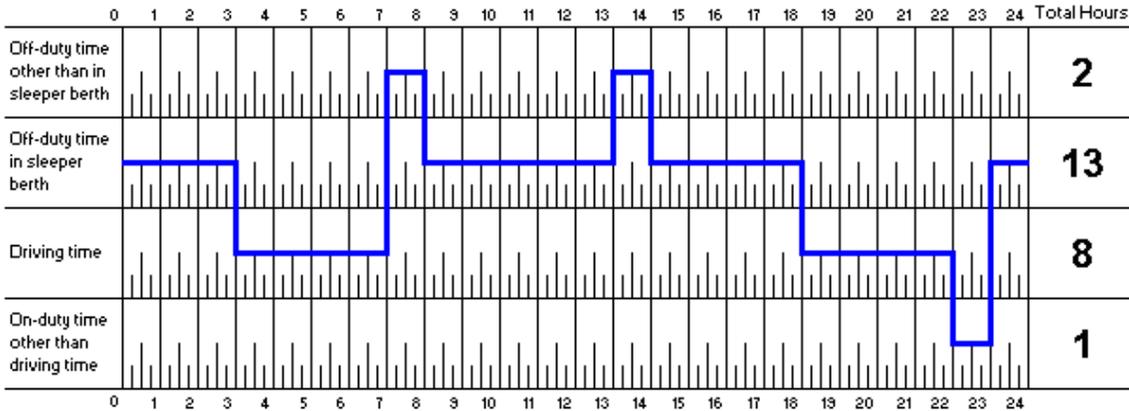
Team drivers must maintain their own daily logs and must meet the daily and work shift limits on their own. The daily logs for Driver #2 illustrate how this co-driver's daily logs match those of Driver #1 (refer to page 10). When Driver #1 is driving, Driver #2 is resting in the sleeper berth. When Driver #2 is driving, Driver #1 is resting in the sleeper berth. Both drivers take the same on-duty, other than driving time and off-duty time, other than in a sleeper berth.

Driver #2

Day #1



Day #2



Switch to a Regular Work Shift

At some point, a co-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 co-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**

In situations where a co-driver takes one 2-hour sleeper berth period and one 8-hour sleeper berth period, the 8-hour period qualifies as 8 consecutive hours of off-duty time so the driver can switch to a regular work shift.

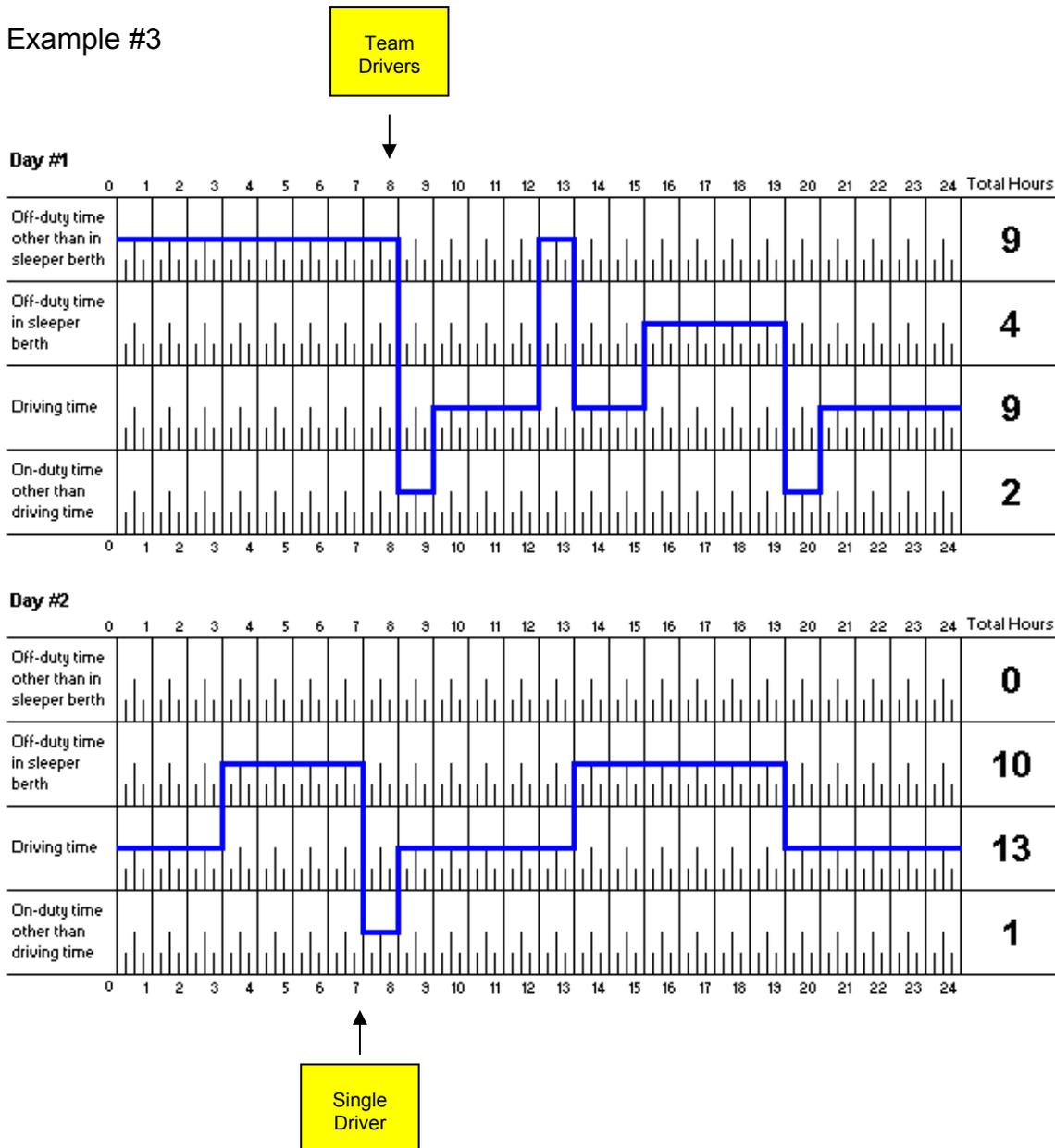
The driver should ensure that, over the long term, the driver has had an even number of sleeper berth periods before switching to a regular work shift. If the driver has an odd number of sleeper berth periods, then the last sleeper berth period is considered to be a regular period of off-duty time. This off-duty time must meet the regular off-duty requirements (i.e., 8 consecutive off-duty hours or off-duty hours that are in blocks ≥ 30 minutes).



Switch from Team Drivers to a Single Driver

If team drivers want to switch to a single driver (or vice versa), the driver needs to record in the daily log when the change occurs and follow the rules for the new driving situation (i.e., single driver or team drivers) from that point forward.

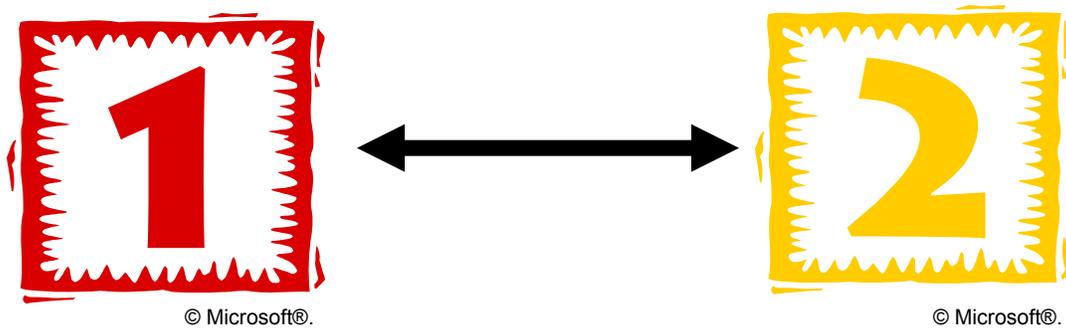
Example #3





In this example, the team drivers follow the team sleeper berth rules (i.e., total for 2 sleeper berth periods \geq 8 hours; each period \geq 4 hours). The single driver follows the single driver sleeper berth rules (i.e., total for 2 sleeper berth periods \geq 10 hours; each period \geq 2 hours).

The 4-hour sleeper berth period on Day #2 is not used by the single driver. The 6-hour sleeper berth period on Day #2 is the first of two sleeper berth periods for the single driver.





Summary of Daily and Work Shift Limits (Using Sleeper Berth)

Daily Limits (24-hour period specified by carrier)

Regular Time and Sleeper Berth Time:

- No driving after 13 hours driving
- No driving after 14 hours on-duty
- At least 10 hours off-duty

Work Shift Limits

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.)



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 an eligible sleeper berth period for a single driver.

- 2) Describe an eligible sleeper berth period for team drivers.

- 3) Identify the sleeper berth daily limits.

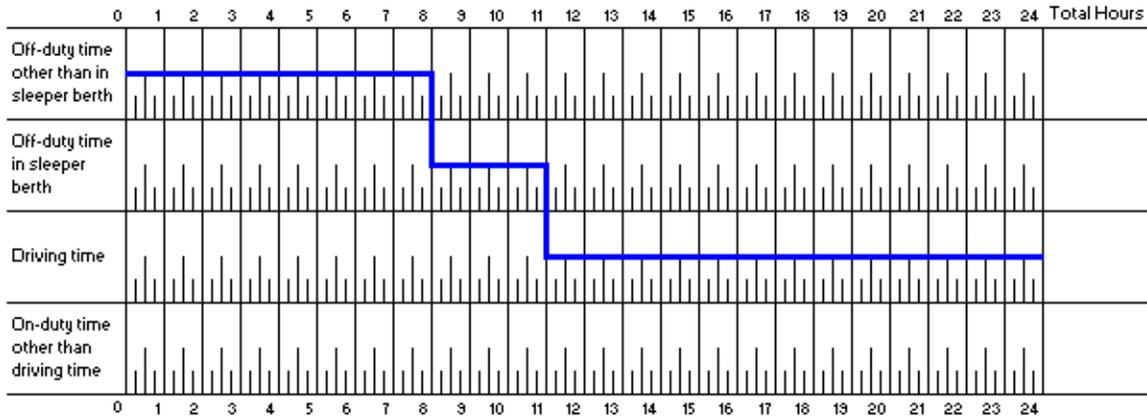
- 4) Identify the sleeper berth work shift limits.



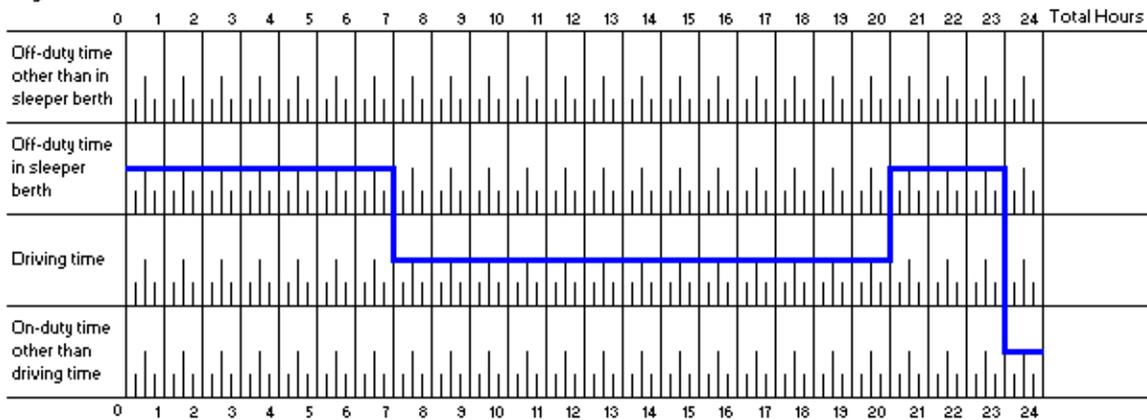
5) Review the following daily logs and identify any daily limit, work shift or sleeper berth violations.

Single Driver

Day #1



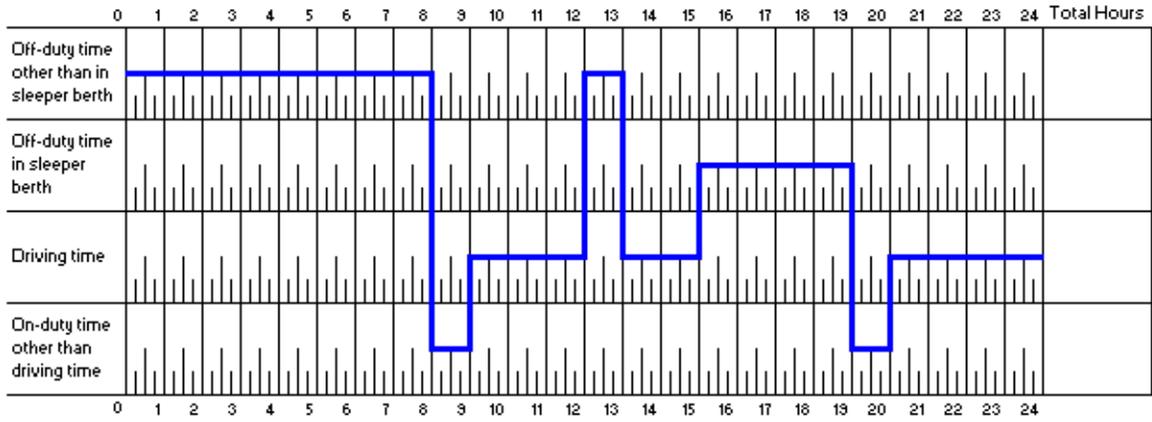
Day #2



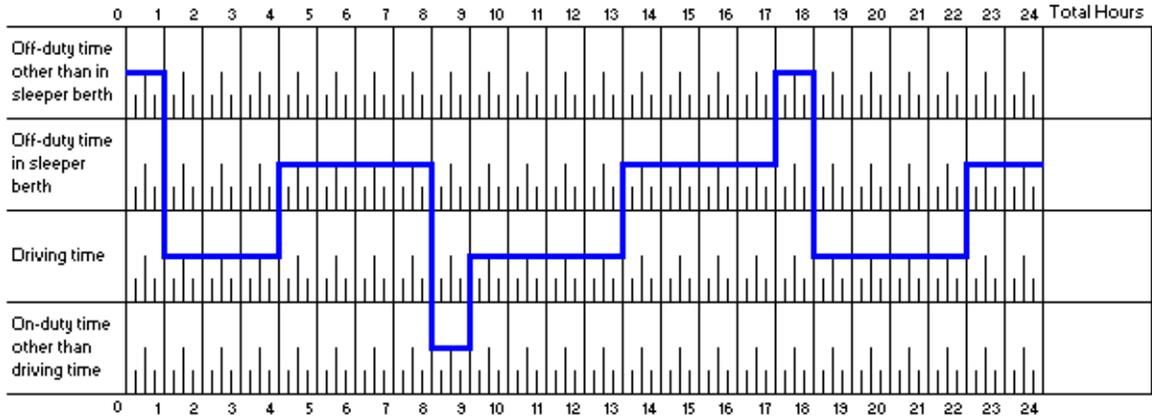


Team Drivers

Day #1



Day #2



Answers to Module Self-Check Questions

- 1) Describe an eligible sleeper berth period for a single driver.
 - Each sleeper berth period \geq 2 hours
 - Total for 2 sleeper berth periods \geq 10 hours
- 2) Describe an eligible sleeper berth period for team drivers.
 - Each sleeper berth period \geq 4 hours
 - Total for 2 sleeper berth periods \geq 8 hours
- 3) Identify the sleeper berth daily limits.
 - Stop driving after 13 hours driving time in a “day”
 - Stop driving after 14 hours on-duty time in a “day”
 - At least 10 hours off-duty in a “day” and none of the off-duty time can be deferred to the next day
- 4) Identify the sleeper berth work shift limits.
 - Stop driving after 13 hours driving time (from the end of previous eligible sleeper berth period to the start of the next eligible sleeper berth period)
 - Stop driving after 14 hours on-duty time (from the end of previous eligible sleeper berth period to the start of the next eligible sleeper berth period)
 - Stop driving after 16 hours of elapsed time. A sleeper berth work shift includes the periods surrounding a sleeper berth period. It includes all activities since the previous sleeper berth period until the next sleeper berth period but excludes the current sleeper berth period.



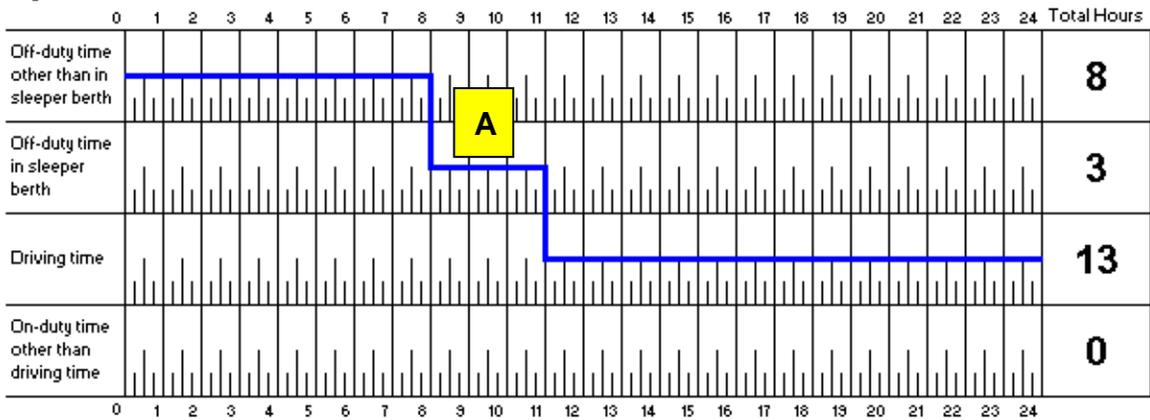
5) Review the following daily logs and identify any daily limit, work shift or sleeper berth violations.

Single Driver

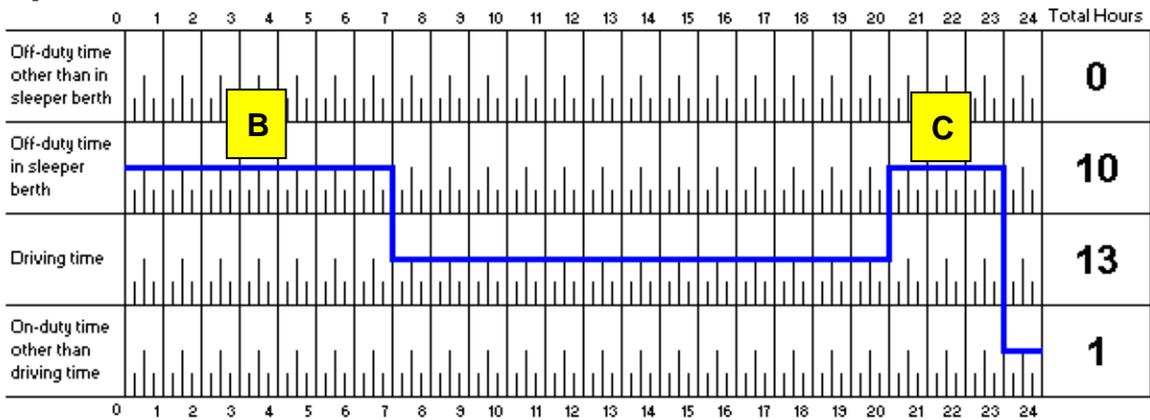
Start of Work Shift #1



Day #1



Day #2





Single Driver

Sleeper Berth Period	>= 2 hours	This period + another period >= 10 hours	<= 13 hours driving before and after sleeper berth period	No driving after 14 hours on-duty before and after sleeper berth period	No driving after 16 hours elapsed time before and after the sleeper berth period	Eligible Sleeper Berth Period
A Day #1 8:00 – 11:00	Yes (3)	Yes (A + B = 10)	Yes (0 + 13)	Yes (0 + 13)	Yes (0 + 13)	Yes
B Day #2 0:00 – 7:00	Yes (7)	Yes (A + B = 10)	No (13 + 13)			No
<p>Period B is <u>not</u> an eligible sleeper berth period therefore, the driver must follow regular work shift rules (instead of sleeper berth work shift rules).</p>						

Daily Limits (24-hour period specified by carrier)

Regular Time and Sleeper Berth Time:

- No driving after 13 hours driving
- No driving after 14 hours on-duty
- At least 10 hours off-duty



Work Shift Limits

- ✘** No driving after 13 hours driving
 - **Drive after 13 hours driving**
 - **The 13th hour was reached at 24:00 on Day 1**
 - **Driver drove in violation from 7:00 – 20:00 on Day 2 for a total of 13 hours in violation**

- ✘** No driving after 14 hours on-duty
 - **Drive after 14 hours on-duty**
 - **The 14th hour was reached at 8:00 on Day 2**
 - **Driver drove in violation from 8:00 – 20:00 on Day 2 for a total of 12 hours in violation**

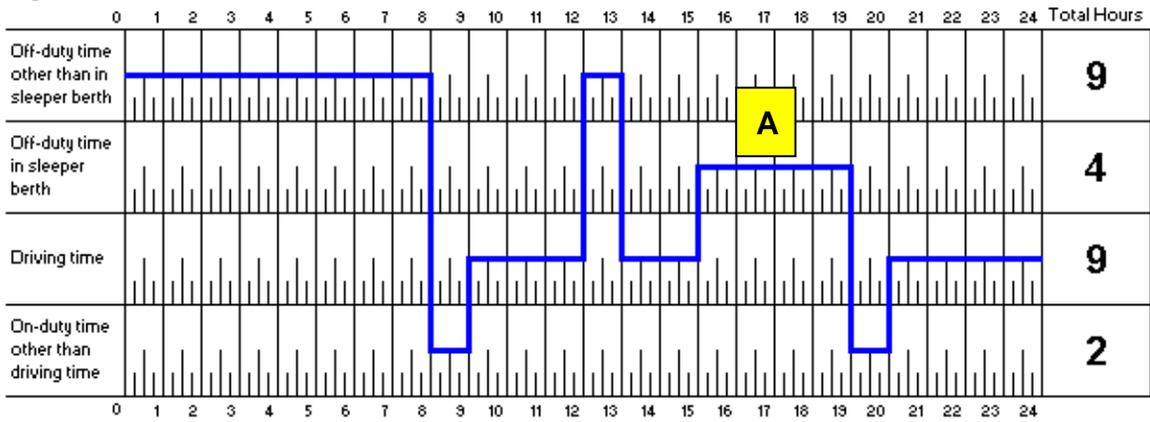
- ✘** No driving after 16 hours elapsed time
 - **Drive after 16 hours elapsed time**
 - **The 16th hour was reached at 3:00 on Day 2**
 - **Driver drove in violation from 7:00 – 20:00 on Day 2 for a total of 13 hours in violation**

*Note: This driver needs to take 8 consecutive hours off-duty to bring the driver back into compliance.

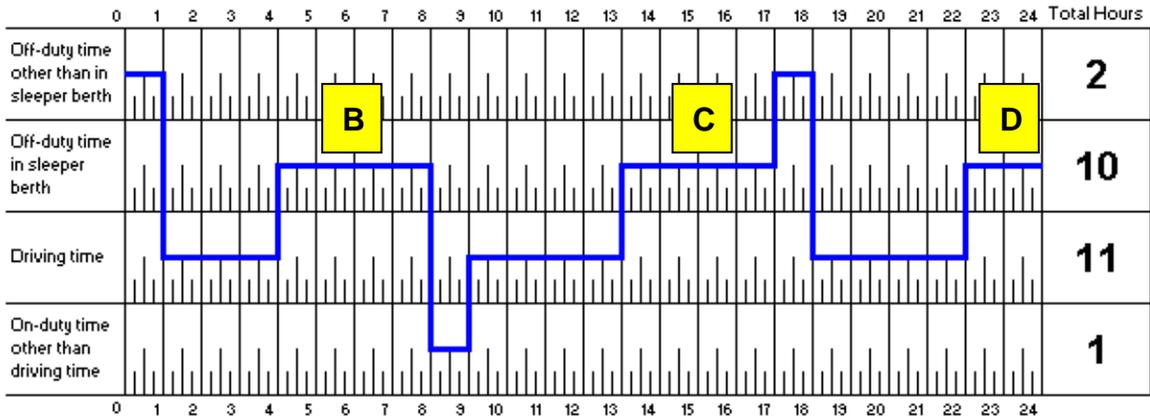


Team Drivers

Day #1



Day #2





Team Drivers:

Sleeper Berth Period	>= 4 hours	This period + another period >= 8 hours	<= 13 hours driving before and after sleeper berth period	No driving after 14 hours on-duty before and after sleeper berth period	No driving after 16 hours elapsed time before and after the sleeper berth period	Eligible Sleeper Berth Period
A Day #1 15:00 – 19:00	Yes (4)	Yes (A + B = 8)	Yes (5 + 7)	Yes (6 + 8)	Yes (7 + 9)	Yes
B Day #2 4:00 – 8:00	Yes (4)	Yes (B + C = 8)	Yes (7 + 4)	Yes (8 + 5)	Yes (9 + 5)	Yes
C Day #2 13:00 – 17:00	Yes (4)	Yes (B + C = 8)	Yes (4 + 4)	Yes (5 + 4)	Yes (5 + 5)	Yes

Daily Limits (24-hour period specified by carrier)

Regular Time and Sleeper Berth Time:

- No driving after 13 hours driving
- No driving after 14 hours on-duty
- At least 10 hours off-duty



Work Shift Limits

Team Drivers Using Sleeper Berth:

Work Shift #1

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

3 hours	9:00 (Day 1) – 12:00 (Day 1)
2 hours	13:00 (Day 1) – 15:00 (Day 1)
4 hours	20:00 (Day 1) – 24:00 (Day 1)
<u>3 hours</u>	1:00 (Day 2) – 4:00 (Day 2)
12 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

4 hours	8:00 (Day 1) – 12:00 (Day 1)
2 hours	13:00 (Day 1) – 15:00 (Day 1)
5 hours	19:00 (Day 1) – 24:00 (Day 1)
<u>3 hours</u>	1:00 (Day 2) – 4:00 (Day 2)
14 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #1	20 hours	8:00 (Day 1) – 4:00 (Day 2)
Less: Sleeper Berth A	<u>(4 hours)</u>	15:00 (Day 1) – 19:00 (Day 1)
	16 hours ✓	(No driving after 16 th hour)



Work Shift #2

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

4 hours	20:00 (Day 1) – 24:00 (Day 1)
3 hours	1:00 (Day 2) – 4:00 (Day 2)
<u>4 hours</u>	9:00 (Day 2) – 13:00 (Day 2)
11 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

5 hours	19:00 (Day 1) – 24:00 (Day 1)
3 hours	1:00 (Day 2) – 4:00 (Day 2)
<u>5 hours</u>	8:00 (Day 2) – 13:00 (Day 2)
13 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #2	18 hours	19:00 (Day 1) – 13:00 (Day 2)
Less: Sleeper Berth B	<u>(4 hours)</u>	4:00 (Day 2) – 8:00 (Day 2)
	14 hours ✓	(No driving after 16 th hour)

Work Shift #3

- No driving after 13 hours driving time in the work shift (before and after each eligible sleeper berth period)

4 hours	9:00 (Day 2) – 13:00 (Day 2)
<u>4 hours</u>	18:00 (Day 2) – 22:00 (Day 2)
8 hours ✓	(No driving after 13 th hour)

- No driving after 14 hours on-duty time in the work shift (before and after each eligible sleeper berth period)

5 hours	8:00 (Day 2) – 13:00 (Day 2)
<u>4 hours</u>	18:00 (Day 2) – 22:00 (Day 2)
9 hours ✓	(No driving after 14 th hour)

- No driving after 16 hours of elapsed time in the work shift (eligible sleeper berth periods are not included in elapsed time)

Work Shift #3	14 hours	8:00 (Day 2) – 22:00 (Day 2)
Less: Sleeper Berth C	<u>(4 hours)</u>	13:00 (Day 2) – 17:00 (Day 2)
	10 hours ✓	(No driving after 16 th hour)