Reviewing New Hours of Service Logs

Under the new Federal legislation, there are many different ways of reviewing an Hours of Service log to determine if it is in compliance. A 3-step process is offered here. All 3 main steps must be in compliance:

1. Check the Day;
2. Check the Work Shift;
3. Check the Cumulative Cycles.

(Note: In addition, the Reviewer must always check to evaluate if an exemption or Permit is being used by the carrier or driver.)

1. Check the Day (start time of 24-hour period must be specified by the carrier; if other than midnight):
   - 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 the driver can drive, at least 8 hours of this time must be consecutive and there must be 2 additional hours off-duty in no less than 30 minute periods that do not form part of the 8 consecutive hours).
   - Deferred Time:
     - Driver has option of moving 2 hours of required off-duty time to second day;
     - Total driving time in 2 days not more than 26 hours;
     - Total off-duty time in 2 days not less than 20 hours;
     - At least 8 consecutive hours off-duty in Day 1 and 10 consecutive hours plus 2 additional hours off-duty in Day 2.
     (Note: All required off-duty hours for each day must be taken wholly within at day.)
     (Note: This exemption can not be used with split sleeper exemption or an hours permit.)

2. Check the Work Shift (period between end of one period of 8-hours or more off-duty and start of next period of 8 hours or more off-duty):
   - No sleeper berth used:
     - No driving after 13 hours driving;
     - No driving after 14 hours on-duty;
     - No driving after 16 hours elapsed time.
     (Note: Elapsed time includes all time in work shift.)
   - Single driver using sleeper berth:
     - No driving after 13 hours driving on either side of eligible sleeper period;
     - No driving after 14 hours on-duty on either side of eligible sleeper period;
     - No driving after 16 hours elapsed time on either side of eligible sleeper period (excluding eligible time in sleeper).
     (Note: Eligible sleeper period is no less than 2 hours long and 2 consecutive sleeper periods total no less than 10 hours.)
   - Team drivers using sleeper berth:
     - No driving after 13 hours driving on either side of each eligible sleeper period;
     - No driving after 14 hours on-duty on either side of each eligible sleeper period;
     - No driving after 16 hours elapsed time on either side of each eligible sleeper period (excluding eligible time in sleeper time).
     (Note: eligible sleeper period is no less than 4 hours long and 2 consecutive sleeper periods total no less than 8 hours.)

3. Check the Cumulative Cycles (cycle must be specified by carrier):
   - Cycle 1:
     - Verify cumulative on-duty time is not more than 70 hours in 7 consecutive days;
     - Verify cycle properly “reset” by taking at least 36 consecutive hours off-duty (if needed).
   - Cycle 2:
     - Verify cumulative on-duty time is not more than 120 hours in any 14 consecutive days;
     - Verify driver did not accumulate more than 70 hours at any time during the cycle without taking 24 consecutive hours off-duty;
     - Verify cycle properly “reset” by taking at least 72 consecutive hours off-duty (if needed).
   - Day Off:
     - Verify that driver did not drive without taking at least 24 consecutive hours off-duty in the preceding 14 days (regardless of day or cycle they are working).