

# 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.
- **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 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).