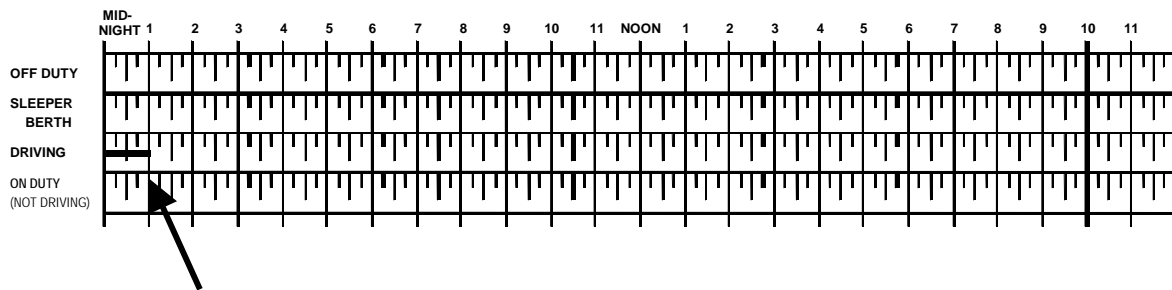
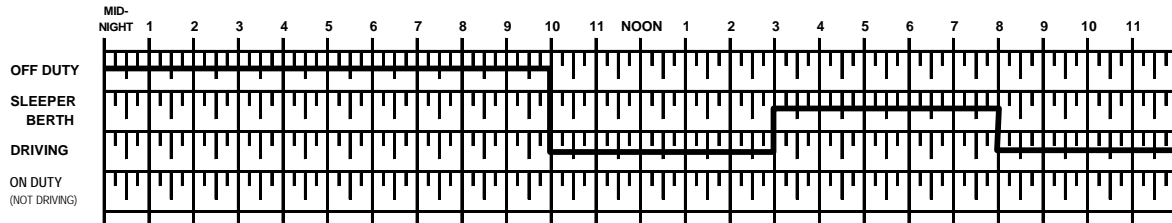


# Hours-of-Service (HOS) Logbook Examples

## 14-Hour Calculation at Roadside:

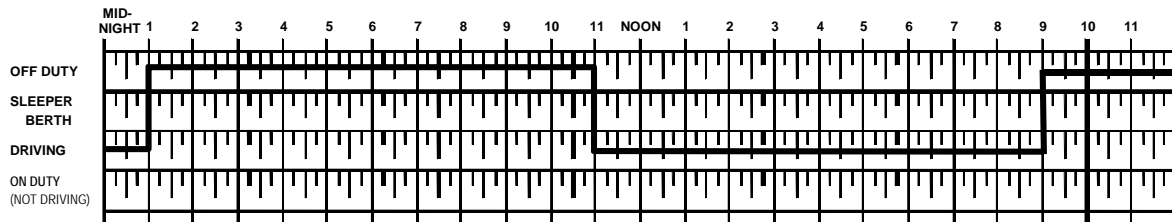
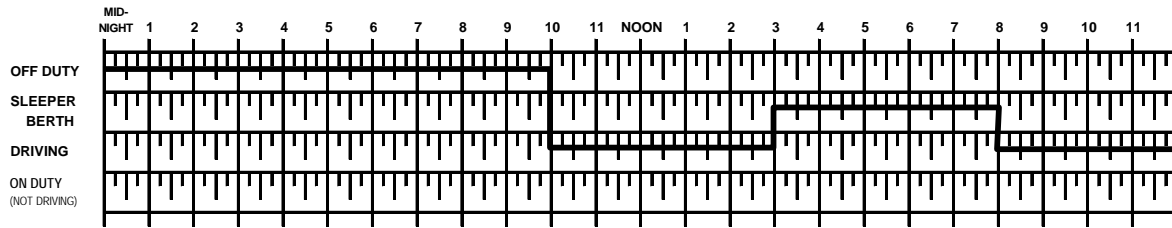


**Stopped for Roadside Inspection**

**Is the driver in compliance at the time of inspection? YES**

During a roadside inspection, a single sleeper berth period, in excess of 2 hours, is excluded from the calculation of the 14-hour rule if it may be combined with a subsequent sleeper berth period to achieve 10 hours off-duty. Therefore, the sleeper berth period from 3:00 p.m. to 8:00 p.m. on Day 1 would not be considered when calculating the 14-hour rule. .

## 14-Hour Calculation With One Sleeper Berth Period:

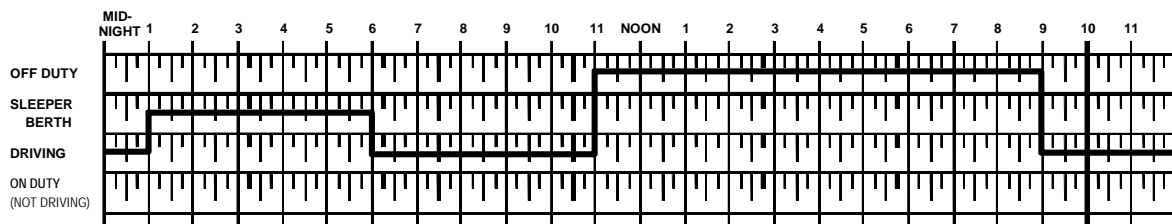
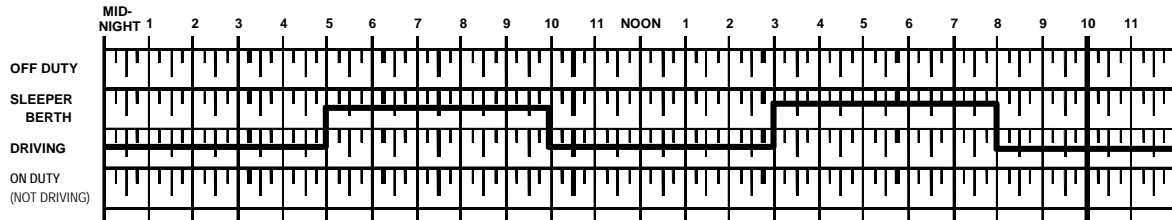


**Is the driver in compliance? NO - The driver has driven 1 hour (midnight – 1:00 a.m.) after 14-hours on duty.**

To exclude sleeper berth time from the 14-hour calculation, a driver must have at least two qualifying sleeper berth periods totaling at least 10 hours immediately prior to taking 10 or more consecutive hours off-duty. If a driver uses only one sleeper berth period, it may not be combined with 10 or more consecutive hours off duty and the sleeper berth is counted toward the calculation of the 14-hour rule.

## Sleeper Berth Combinations:

### Example: 1

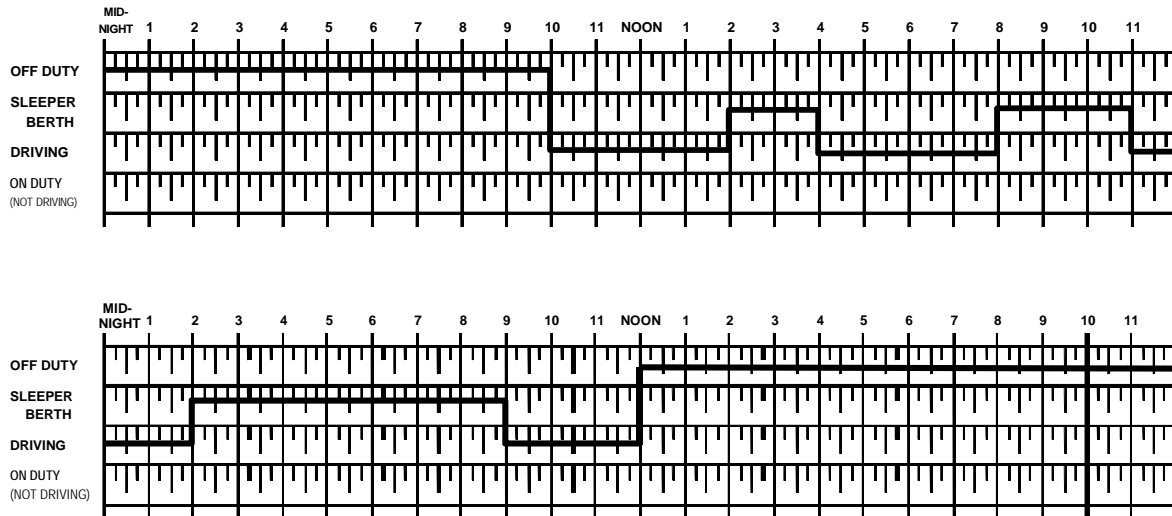


### Is the driver in compliance? YES

A driver may accumulate the equivalent of 10 consecutive hours off-duty by taking two periods of rest in the sleeper berth. If a driver has two qualifying sleeper berth periods totaling at least 10 hours immediately prior to taking 10 or more consecutive hours off duty, the driver may also combine the last sleeper berth period with a 10 consecutive hour off duty period.

In the above scenario, the sleeper berth periods may be combined to accumulate the equivalent of 10 consecutive hours off duty. In addition the last sleeper berth period from 1:00 a.m. to 6:00 a.m. on Day 2 may also be combined with the driver's 10 consecutive hour off duty period on Day 2 and this last sleeper berth period would not be included in the calculation of the 14-hour rule. Therefore, drivers who regularly use sleeper berths may go off duty at the end of a trip without going into a sleeper berth at home or at terminal to satisfy the requirement for two sleeper-berth periods.

## Example: 2



**Is the driver in compliance?            YES**

A driver may accumulate the equivalent of 10 consecutive hours off-duty by taking a combination of at least 10 consecutive hours off-duty and sleeper berth time or by taking two periods of rest in the sleeper berth. In the above scenario, the sleeper berth period from 8:00 p.m. to 11:00 p.m. on Day 1 may be combined with the sleeper berth period on Day 2 to accumulate the equivalent of 10 consecutive hours off-duty. The sleeper berth period from 2:00 p.m. to 4:00 p.m. on Day 1 would be counted toward the calculation of the 14-hour rule.

## 60/70-Hour Calculations and 34-Hour Restart:

### Example: 1

Day	Total Driving and On Duty Hours	Total Hours On Duty 60/7-Day Period
1 – Monday	10	
2 – Tuesday	14	
3 – Wednesday	12	
4 – Thursday	11	
5 – Friday	14	
6 – Saturday	0	
7 – Sunday	13	74
8 – Monday	0	74-10 (Day 1) = 64
9 - Tuesday	0	64-14 (Day 2) = 50 (10 Hours Available to Drive)

Note: In this example, the driver has not been off duty for 34 or more consecutive hours and each day represents a 24-hour period that begins at 12:01 a.m.

### When may the driver begin a 34-hour off duty period to restart the 7-day period?

**Tuesday, Day 9 at 12:01 a.m.**

A driver may restart a 60-hour period by taking 34 or more consecutive hours off duty provided at the beginning of the 34-hour period, the driver has not accumulated more than 60 on-duty hours in the 7-consecutive day period. In the above example, the driver exceeded the 60-hour on duty limit on day 7 (Sunday) with a total of 74 hours on duty. Therefore, the driver must take enough time off duty to regain compliance with this rule prior to using the 34-hour restart provision. Based on the scenario outlined above, the driver does not gain compliance with the 60/7-day rule until 12:01 a.m. on day 9 (Tuesday). At that time, the driver has a total of 50 hours on duty and would be legal to drive a CMV for 10 hours. However, if the driver remained off duty for an additional 34 hours (12:01 a.m. on Tuesday to 10 a.m. on Wednesday), he would be eligible to restart his 7-day period.

**Example: 2**

<b>Day</b>	<b>Total Driving and On Duty Hours</b>	<b>Total Hours On Duty 70/8-Day Period</b>
1 – Sunday	0	
2 – Monday	14	
3 – Tuesday	0	
4 – Wednesday	12	
5 – Thursday	14	
6 – Friday	14	
7 – Saturday	14	
8 – Sunday	12	80
9 – Monday	0	80-0 (Day 1) = 80
10 – Tuesday	0	80-14 (Day 2) = 66 (4 Hours Available to Drive)

Note: In this example, the driver has not been off duty for 34 or more consecutive hours and each day represents a 24-hour period that begins at 12:01 a.m.

**When may the driver begin a 34-hour off duty period to restart the 8-day period?**

**Tuesday, Day 10 at 12:01 a.m.**

A driver may restart a 70-hour period by taking 34 or more consecutive hours off duty provided at the beginning of the 34-hour period, the driver has not accumulated more than 70 on-duty hours in the 8-consecutive day period. In the above example, the driver exceeded the 70-hour on duty limit on day 8 (Sunday) with a total of 80 hours on duty. Therefore, the driver must take enough time off duty to regain compliance with this rule prior to using the 34-hour restart provision. Based on the scenario outlined above, the driver does not gain compliance with the 70/8-day rule until 12:01 a.m. on day 10 (Tuesday). At that time, the driver has a total of 66 hours on duty and would be legal to drive a CMV for 4 hours. However, if the driver remained off duty for an additional 34 hours (12:01 a.m. on Tuesday to 10 a.m. on Wednesday), he would be eligible to restart his 8-day period.