

DRIVERS DAILY LOG SUMMARY OF CHECKS THAT MUST BE DONE ON EACH LOG WHEN AUDITED BY DOT, THE DRIVER, OR THE MOTOR CARRIER.

13-November-2006

The following items must be checked against each log day. Depending on if the driver is deferring, a split sleeper driver, or running as team there are more items that must be checked. To help you, this check list has been developed. This list only covers the new Hours of Service rules that take effect on January 1, 2007. There are many more items that must be checked. To help you, all you need to do is classify what type of driver you wish to check. Then place a \surd in the \square box if the driver meets the requirement and a X if the driver is in violation of this section. DDL will display all violations in the remarks box, and display red in the grid for violations. DDL displays violations in this format:

VIOLATION: 2.00 Hrs – Rule: 16.0 Elapsed Time – Section 13(3) Canada 2007

Broken down into the following parts:

VIOLATION: This alerts the driver or inspector that a violation is going to occur and at what time, or that a violation has occurred.

2.00 Hrs – The time is displaying how long the violation occurred. I.e. 2:00 hrs in this violation. Many officers use this in deciding how bad the violation is. I.e. A .25 hrs violation is not nearly as bad as a 2 hrs violation.

Rule: 16.0 Elapsed Time – Rule that is in violation

Section 13(3) Canada 2007 – Section that is violated, this helps the drivers know what section to look at for the rule.

DDL will show the following violations:

1. Section 12(1) - grid marker 13d
2. Section 12(2) - grid marker 14d
3. Section 13(1) - grid marker 13
4. Section 13(2) - grid marker 14
5. Section 13(3) - grid marker 16
6. Section 14(1) - Violation occurs at the end of the day (2359) - No grid marker
7. Section 14(3) - Violation occurs at the end of the day (2359) - No grid marker
8. Section 16(b) - Violation occurs at the end of the day (2359) - No grid marker
9. Section 16(c) - Violation occurs at the end of the day (2359) - No grid marker
10. Section 16(d) - Violation occurs at the end of the day (2359) - No grid marker
11. Section 18 - Violation occurs at the original time if this section and section 18c is not followed. -If you elect to exclude a sleeper from the 16 hour rule, then we will move the 16 hr grid marker out the excluded amount time.
12. Section 25 - Violation occurs at the end of the day (2359) - No grid marker
13. Section 26 - grid marker 70
14. Section 27(b) - grid marker 120
15. Section 27(a) - Violation occurs at the end of the day (2359) - No grid marker

Other Grid markers used:

1. 36 hour reset of 70 hour clock
2. 72 hour reset of 120 hour clock
3. S1 for Sleeper berth that is 1st qualifying sleeper of a pair that equals 10 hours
4. S2 for Sleeper berth that is 2nd qualifying sleeper of a pair that equals 10 hours
5. 8 hours grid marker showing when 8 consecutive hours are. (This resets the 16 hour clock)
6. 10d hours grid marker showing when 10 consecutive hours are.
7. 16 hour grid marker
8. 24 hours – grid marker showing when you have reached your 24 continuous break.
9. 0 – grid marker show a reset of the 13 and 14 hour clocks.

Single (Solo) Driver

Daily Driving and On-Duty Time: Section 12

- 1. No driving after accumulating: 13 hours of driving time. **Section 12(1)**
- 2. No driving after accumulating: 14 hours of on-duty time. **Section 12(2)**

Mandatory Off-duty Time: Section 13

- 3. No driving after accumulating: 13 hours of driving time. **Unless the driver takes at least 8 consecutive of off-duty time before driving again. Section 13(1)**
- 4. No driving after accumulating: 14 hours of on-duty time. **Unless the driver takes at least 8 consecutive of off-duty time before driving again. Section 13(2)**
- 5. No driving after accumulating: 16 hours of elapsed time. Between the conclusion of the most recent period of 8 or more consecutive hours of off-duty time and the beginning of the period of 8 or more consecutive hours of off-duty time. **Section 13(3)**

Daily Off-Duty Time: Section 14

- 6. Driver has taken at least 10 hours Off-Duty **within the Day. Section 14(1)**
- 7. Off-duty time can **not be less than 30 minute blocks** that add up to the 10 hours required in a day. **Section 14(2)**
- 8. The total amount of off-duty time taken by a driver **shall include at least 2 hours** of off-duty time that **does not form part of a period of 8 consecutive hours** of off-duty time required by section 13. **Section 14(3)**
- 9. No driving after accumulating: 70 hrs/7 days (Cycle1) **Section 26**
 - 120 hrs/14 days (Cycle 2). **Section 27(a)**
- 10. Driver has at least 24 hours off-duty within the last 14 days? (Cycle 1) **Section 25**
 - Driver has at least 24 hours off-duty before reach 70 hours (Cycle 2). **Section 27(b)**
- 11. Driver has which Cycle they are running clearly written on their Log sheet?
- 12. Driver has what time the log date starts clearly written on their Log Sheet?
- 13. Driver has the last 14 days of Logs printed, or handwritten in their possession.

Single (Solo) Driver deferring off duty time: Section 16

NOTE: Section 12 and 14 do not apply

Mandatory Off-duty Time: Section 13

- 1. No driving after accumulating: 13 hours of driving time. **Unless the driver takes at least 8 consecutive of off-duty time before driving again. Section 13(1)**
- 2. No driving after accumulating: 14 hours of on-duty time. **Unless the driver takes at least 8 consecutive of off-duty time before driving again. Section 13(2)**
- 3. No driving after accumulating: 16 hours of elapsed time. Between the conclusion of the most recent period of 8 or more consecutive hours of off-duty time and the beginning of the period of 8 or more consecutive hours of off-duty time. **Section 13(3)**
- 4. No driving after accumulating: 70 hrs/7 days (Cycle1) **Section 26**
 - 120 hrs/14 days (Cycle 2). **Section 27(a)**
- 5. Driver has at least 24 hours off-duty within the last 14 days? (Cycle 1) **Section 25**
 - Driver has at least 24 hours off-duty before reach 70 hours (Cycle 2). **Section 27(b)**
- 6. Driver has which Cycle they are running clearly written on their Log sheet?
- 7. Driver has what time the log date starts clearly written on their Log Sheet?
- 8. Driver has Day 1 and Day 2 clearly written on their Log Sheet? **Section 16(e)**
- 9. Driver has the last 14 days of Logs printed, or handwritten in their possession.
- 10. The off-duty time deferred is not part of the mandatory 8 consecutive hours of off-duty time. **Section 16(a)**
- 11. The total off-duty time taken in the 2 days is at least 20 hours. **Section 16(b)**
- 12. The off-duty time deferred is added to the 8 consecutive hours of off-duty time taken in the second day. **Section 16(c)**
- 13. The total driving time in the 2 days does not exceed 26 hours. **Section 16(d)**
- 14. Driver **can not be using the Split Sleeper rule** in Section 18 or 19. **Section 16**

Single (Solo) Driver Splitting Daily Off-Duty time. (Also Called Split Sleeper Driver)

NOTE: A driver who is driving a commercial vehicle fitted with a sleeper berth may meet the mandatory off-duty time and daily off-duty time requirements of Section 13 and 14 by accumulating off-duty time in no more than 2 periods.

Daily Driving and On-Duty Time: Section 12

- 1. No driving after accumulating: 13 hours of driving time. **Section 12(1)**
- 2. No driving after accumulating: 14 hours of on-duty time. **Section 12(2)**
- 3. No driving after accumulating: 16 hours of elapsed. **Section 18(3)**
- 4. No driving after accumulating: 70 hrs/7 days (Cycle1) **Section 26** or,
 - 120 hrs/14 days (Cycle 2). **Section 27(a)**
- 5. Driver has **at least 24 hours** off-duty within the last 14 days? (Cycle 1) **Section 25**
 - Driver has **at least 24 hours** off-duty before reach 70 hours (Cycle 2). **Section 7(b)**
- 6. Driver has which Cycle they are running clearly written on their Log sheet?
- 7. Driver has what time the log date starts clearly written on their Log Sheet?
- 8. Driver has the last 14 days of Logs printed, or handwritten in their possession.
- 9. Neither period of off-duty time **is shorter** than 2 hours. Section 18(a)
- 10. The total of the 2 periods of off-duty time is **at least** 10 hours. Section 18(b)
- 11. The off-duty time is **spent resting in the sleeper berth**. Section 18(c)
- 12. The total driving time in the periods immediately before and after each of the periods of off-duty time **does not exceed** 13 hours. Section 18(d)
- 13. The elapsed time in the periods immediately before and after each of the periods of off-duty time **does not include any driving time** after the 16th hour after driver comes on-duty. Section 18(e)
- 14. **None** of the daily off-duty time is deferred to the next day. Section 18(f)
- 15. The total of the on-duty time in the period **immediately before and after each of the periods of off-duty time** referred to in paragraph (b) **does not include any driving time after the 14th hour.**

Team Drivers Splitting of Daily Off-Duty Time

NOTE: A team of drivers driving a commercial vehicle fitted with a sleeper berth may meet the mandatory off-duty time and daily off-duty time requirements of Section 13 and 14 by accumulating off-duty time in no more than 2 period.

- 1. No driving after accumulating: 13 hours of driving time. **Section 12(1)**
- 2. No driving after accumulating: 14 hours of on-duty time. **Section 12(2)**
- 3. No driving after accumulating: 16 hours of elapsed. **Section 19(3)**
- 4. Neither period of off-duty time is shorter than 4 hours. **Section 19. (a)**
- 5. The total of 2 periods of off-duty time is **at least 8 hours**. **Section 19(b)**
- 6. Drivers **must still have total of 10 hours** off during the day. **Section 14(1)**
- 7. The off-duty time must be logged in the sleeper berth as resting time. **Section 19(c)**
- 8. The total of the driving time in the periods **immediately before and after each of the periods of off-duty time does not exceed 13 hours**. **Section 19(a)**
- 9. The elapsed time in the periods **immediately before and after each of the periods of off-duty time does not include any driving time after the 16th hour after the driver comes on duty**. **Section 19(e)**
- 10. **None** of the daily off duty **time is deferred** to the next day. **Section (19f)**
- 11. The total of the on-duty time in the periods immediately before and after each of the periods of off-duty time referred to in paragraph 5 **does not** include any driving time after the 14th hour. **Section 19(g)**
- 12. No driving after accumulating: 70 hrs/7 days (Cycle1) **Section 26**
 - 120 hrs/14 days (Cycle 2). **Section 27(a)**
- 13. Driver has at least 24 hours off-duty within the last 14 days? (Cycle 1) **Section 25**
 - Driver has at least 24 hours off-duty before reach 70 hours (Cycle 2). **Section 27(b)**
- 14. Driver has which Cycle they are running clearly written on their Log sheet?
- 15. Driver has what time the log date starts clearly written on their Log Sheet?
- 16. Driver has the last 14 days of Logs printed, or handwritten in their possession.

Canada 2007 HOS Checklist for Drivers Logs