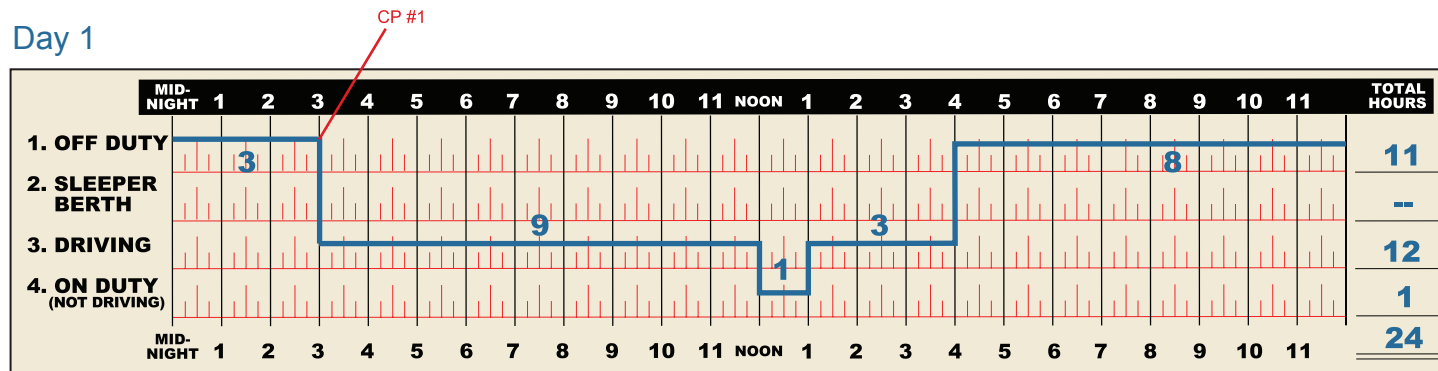
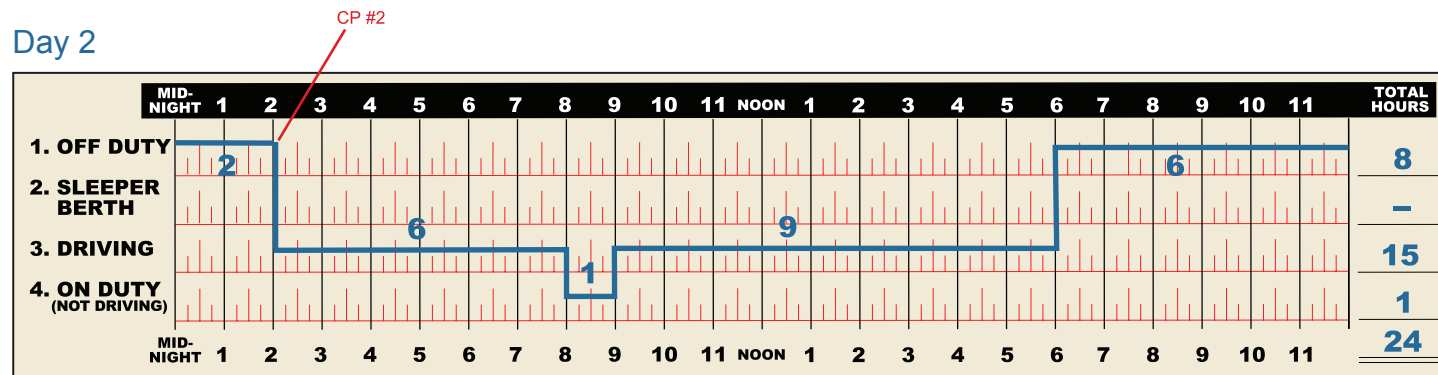


Day 1



Day 2



Violations: There are no violations.

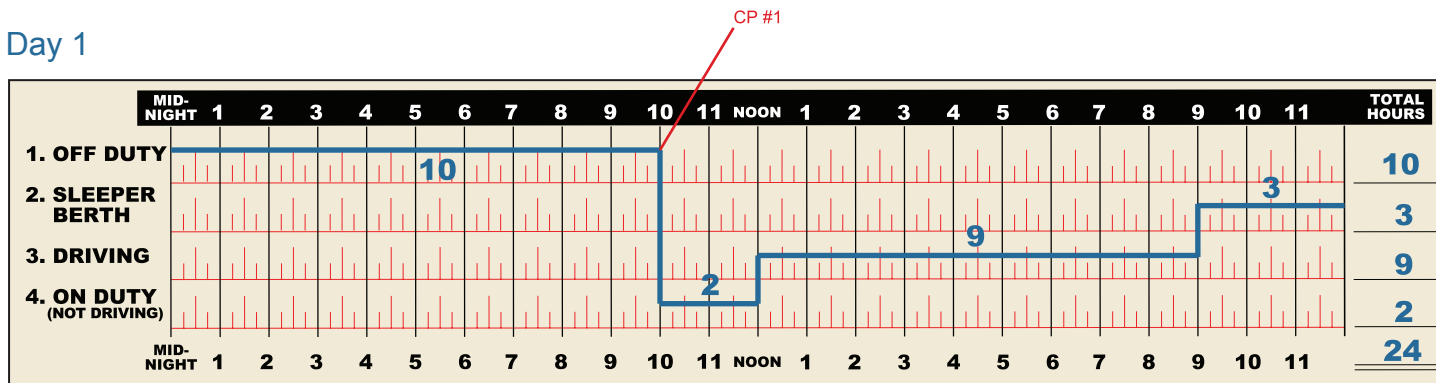
Explanation: “After 10 consecutive hours off duty, with 7 hours off duty on the prior day, the driver begins Day 1 at 3:00 a.m. and has 15 hours available (CP #1). The driver started driving at 3:00 a.m. on Day 1, driving for 12 hours, with one hour on duty. At 4:00 p.m., the driver took 10 consecutive hours off duty and then began driving again at 2:00 a.m. on Day 2 (CP #2). The driver had 15 hours of driving time and one hour on duty time before going off duty again at 6:00 p.m. on Day 2.



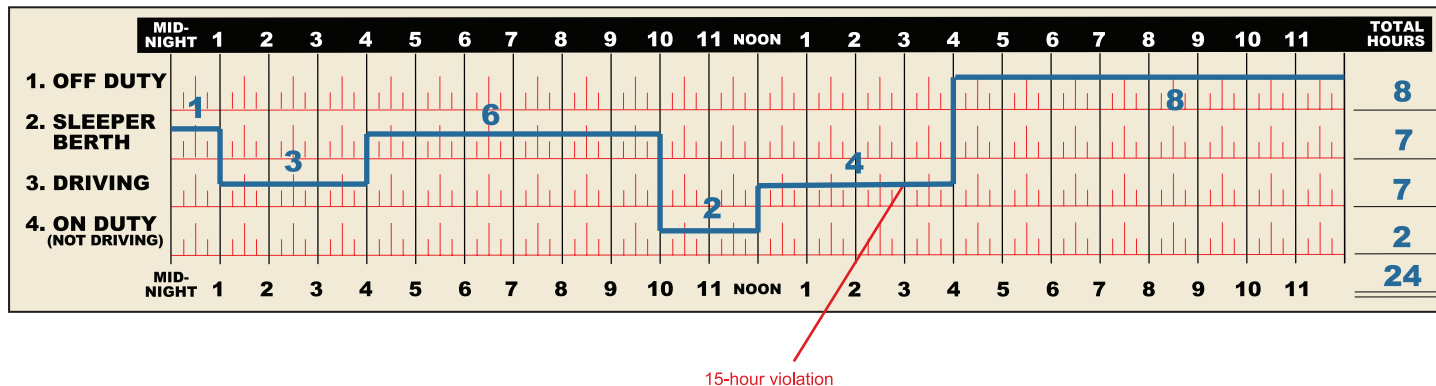
EXAMPLE 2: ALASKA 15-HOUR RULE (With Violation)

Hours of Service Logbook Examples

Day 1



Day 2

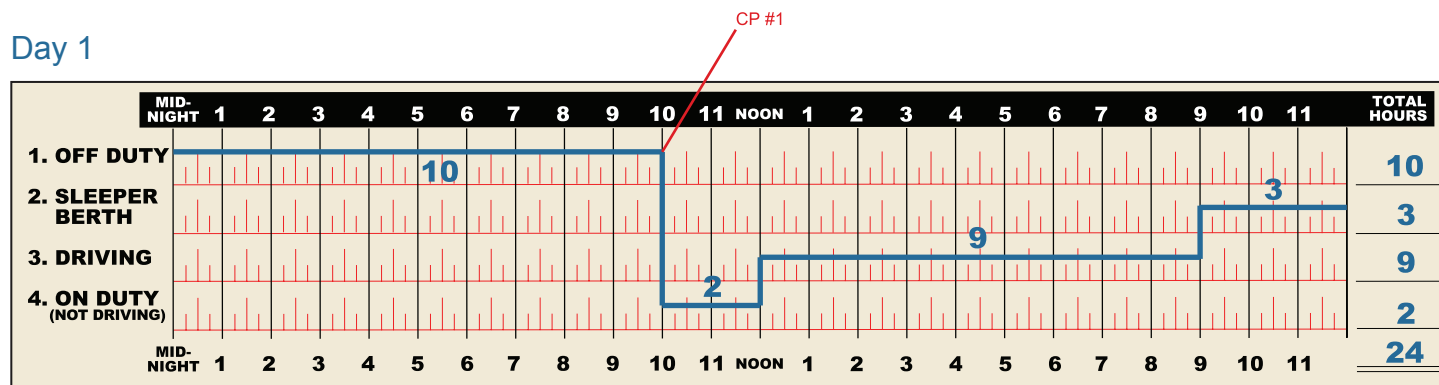


Violations: There is a violation.

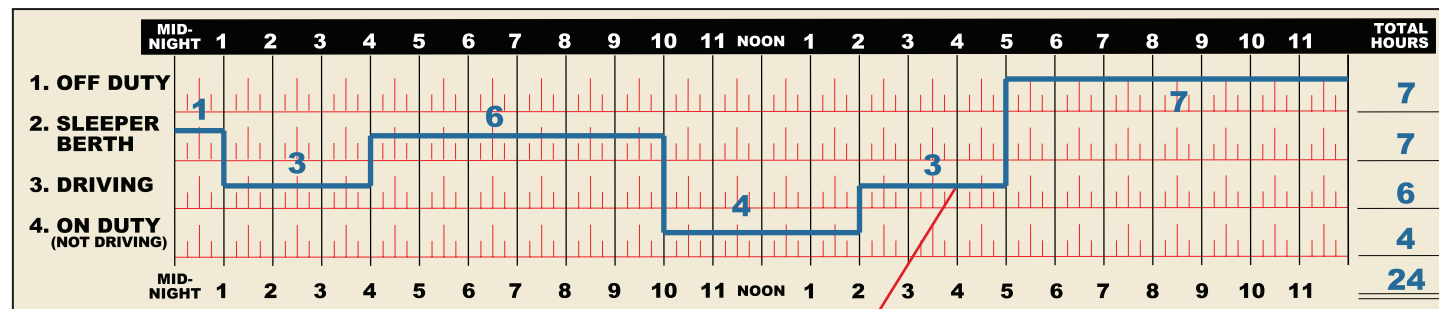
Explanation: “After 10 consecutive hours off duty (CP#1), this driver drove for 9 hours, from 12:00 Noon until 9:00 p.m. on Day 1, three hours from 1:00 a.m. to 4:00 p.m. on Day 2, and then again from 12:00 Noon until 4:00 p.m. on Day 2. All driving time is included in this calculation, which totals 16 hours. The time spent driving from 3:00 p.m. to 4:00 p.m. on Day 2 is in violation of the 15 hour driving limit.



Day 1



Day 2



Violations: There is a violation.

Explanation: “Unlike the hours-of-service rules for the lower 48 States, Alaskans utilize only the driving time and on-duty time in this calculation. The driver came on duty at 10:00 am on Day 1 after 10 consecutive hours off duty (CP#1), started driving at 12:00 noon, accumulating 11 hours toward the 20, drove another 3 hours from 1:00 a.m. to 4:00 a.m. on Day 2, and at 10:00 a.m. went on duty, driving at 2:00 p.m., reaching the 20th hour at 4:00 p.m. on Day 2. This driver’s combined on duty and driving time is 21 hours without having 10 consecutive hours off duty. Therefore, the time spent driving from 4:00 p.m. to 5:00 p.m. on Day 2 is in violation of the 20 hour rule.”

