

Hours of service training - Supervisors

Introduction - Hours of service training - Supervisors

Experienced drivers should have a strong understanding of the hours of service regulations. In order for supervisors to understand the many stresses put on drivers on a daily basis, they too need to know and understand the hours of service regulations. Unfortunately, this isn't always the case.

This training program is a review of the basic hours of service requirements found in Part 395 of the Federal Motor Carrier Safety Regulations (FMCSR), as they apply to property-carrying vehicles. This training will help the supervisor gain a reasonable understanding of the hours of service regulations in order to improve scheduling and productivity pertaining to drivers.

Objective - Hours of service training - Supervisors

- Supervisors should understand who must follow the hours-of-service regulations.
- Supervisors should understand the 11-hour driving rule and 14-hour on-duty rule.
- Supervisors should understand the 14-hour on-duty rule.
- Supervisors should understand the 60-hour/7-day limit and 70-hour/8-day limit.
- Supervisors should understand the sleeper-berth option.
- Supervisors should understand the short-haul exceptions.

Post-training documentation

Each person attending this training should sign a statement that they have received this training. You can use the quiz provided with this topic as a vehicle for doing this.

This should be kept in the employee's files as proof of educational materials/training.

Outline - Hours of service training - Supervisors

1. Discuss who must follow the hours-of-service regulations, and when.

Content: All motor carriers, drivers, and commercial motor vehicles that transport property or passengers in interstate commerce must follow the hours-of-service regulations.

A commercial motor vehicle is defined in Part 390 of the Federal Motor Carrier Safety Regulations (FMCSR) as:

- * having a gross vehicle weight rating or gross combination weight rating of 10,001 pounds (4,537 kilograms) or more;
- * designed to transport 16 or more passengers including the driver; or
- * transporting hazardous materials in a type and quantity which require placarding.

Many states also have hours-of-service requirements that apply to intrastate operations (i.e., within that specific state). State requirements may match federal requirements in whole or in part.

The driving and on-duty limits that apply to a given driver depend on whether the driver is hauling property or passengers. This training session will focus on the limits for drivers of property-carrying vehicles.

Notes: Distribute a copy of the latest FMCSR to each of your students. Use the FMCSR throughout your training session to reference certain regulations. Point out that the hours-of-service regulations are contained in Part 395.

Exercises:

2. Discuss the 11-hour driving rule.

Content: The 11-hour driving rule is quite simple. All time spent behind the wheel is considered driving time. After 11 hours of driving time, the driver must have 10 consecutive hours of rest before he/she can drive again.

The following are exceptions to the 11-hour driving rule:

- Adverse conditions - A driver who encounters adverse conditions, on a run that could normally be completed within 11 hours, is allowed an additional 2 hours of driving to complete the run or reach a place offering safety. However, the driver must not drive for more than 13 hours following 10 consecutive hours off duty, or after 14 consecutive hours after coming on duty following 10 consecutive hours off duty.

- Emergencies - In an emergency situation, a driver may complete his/her run without being in violation, if the run could normally be completed within the hours-of-service limitation. An emergency does not include shipper demands, market declines, a shortage of drivers, mechanical failure, or a driver's desire to get home. See §390.5 for a specific definition of "emergency."
- Local Christmas deliveries - The maximum driving time does not apply to a driver of a vehicle engaged solely in making local deliveries from retail stores and/or retail catalog businesses to the ultimate consumer when he/she is driving within the 100 air-mile radius of his/her work-reporting location during the period from December 10 through 25 each year.
- Driver in Alaska - The maximum driving time does not apply to a driver operating a CMV in Alaska. The driver of a CMV in Alaska cannot drive for more than 15 hours following 10 consecutive hours off duty.

Notes: The exceptions listed are for very specific industries and situations. Address only those that pertain to your company and its policies and procedures.

Exercises: Use the Video: BACKING no. in our video library

3. Discuss the 14-hour rule.

Content: A driver cannot drive after the 14th consecutive hour after coming on duty following a 10-consecutive-hour break.

Because the 14 hours is consecutive, it includes all driving time, on-duty time, and off-duty time (such as lunch breaks).

Exceptions include:

- Local Christmas deliveries. The 14-hour rule does not apply to a driver of a vehicle engaged solely in making local deliveries from retail stores and/or retail catalog businesses to the ultimate consumer when he/she is driving within the 100 air-mile radius of his/her work-reporting location during the period from December 10 through 25 each year.
- Driver in Alaska. The 14-hour rule does not apply to a driver operating a CMV in Alaska. The driver of a CMV in Alaska cannot drive after being on duty for 20 hours following 10 consecutive hours off duty.

Notes: Stress to drivers that the only way to extend the 14-hour rule is to use the sleeper berth. See step 5 below.

Exercises: The 14-hour rule.

4. Discuss the 60-hour/7-day limit and 70-hour/8-day limit.

Content: This hours-of-service rule consists of two limits. The number of days per week your company operates will determine which limit your drivers need to follow.

60-hour/7-day limit - A driver cannot drive after having been on duty for 60 hours in any 7 consecutive days. A driver can do non-driving work after reaching the limit and not be in violation, but those hours must be added to the total.

On duty time includes:

- All time at a carrier or shipper plant, terminal, facility, or other property, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by his/her motor carrier
- All time inspecting equipment as required by Sec.392.7 and Sec. 392.8 or otherwise inspecting, servicing, or conditioning any motor vehicle at any time
- All driving time (defined as all time spent at the controls of a commercial motor vehicle in operation)
- All time, other than driving time, in or upon any commercial motor vehicle except time spent resting in a sleeper berth
- All time loading or unloading a commercial motor vehicle, supervising, or assisting in the loading or unloading, attending a commercial motor vehicle being loaded or unloaded, remaining in readiness to operate the commercial motor vehicle, or in giving or receiving receipts for shipments loaded or unloaded
- All time repairing, obtaining assistance, or remaining in attendance upon a disabled commercial motor vehicle
- All time spent providing a breath sample or urine specimen, including travel time to and from the collection site, in order to comply with drug and alcohol testing requirements
- Performing any other work in the capacity of, or in the employ or service of, a common, contract, or private motor carrier
- Performing any compensated work for any non-motor carrier entity

A company that does not operate commercial motor vehicles every day of the week must use the 60-hour/7-day schedule. A company that operates vehicles every day of the week may use the 60-hour/7-day schedule, or assign some or all of its drivers to a 70-hour/8-day schedule.

The 7 consecutive days does not mean a week (Sunday through

Saturday), it means any 7-consecutive-day period. A driver doesn't really "start over" when counting total hours. The oldest day's hours drop out of consideration as each new day's hours are added.

70-hour/8-day limit - A driver cannot drive after having been on duty for 70 hours in any 8 consecutive days. A driver can do non-driving work after reaching the limit and not be in violation, but those hours must be added to the total.

A company that operates commercial motor vehicles every day of the week may assign some or all of its drivers to the 70-hour/8-day schedule. The 70-hour/8-day rule is a permissive provision in that a motor carrier with vehicles operating every day of the week may use either the 70-hour/8-day limit or the 60-hour/7-day limit.

The 8 consecutive days does not mean a "work week," it means any 8-consecutive-day period. A driver doesn't really "start over" counting total hours. The oldest day's hours drop out of consideration as each new day's hours are added.

The following are exceptions to the 60-hour/7-day and 70-hour/8-day limit:

- **34-hour restart** - When the driver of a commercial motor vehicle is off duty for at least 34 consecutive hours, the 60/70-hour clock "restarts" when the driver goes on duty again. In other words, the driver's accumulated hours for the past 6/7 days drop to zero after having 34 hours off. This provision can be used even if the driver has exceeded the 60/70-hour limit. This provision is optional, so it's up to the company and/or driver to decide if and when to take advantage of it.
- **Driver-salesperson** - The 60-hour/7-day and 70-hour/8-day limit do not apply to a driver-salesperson whose total driving time does not exceed 40 hours in any period of 7 consecutive days.
- **Driver in Alaska** - A driver who is operating a CMV in Alaska may not drive after being on duty 70 hours in any period of 7 consecutive days, if the motor carrier does not operate every day of the week, or 80 hours in any period of 8 consecutive days, if the motor carrier operates every day of the week.
- **Ground water well drilling operations** - When the driver of a commercial motor vehicle (who is used primarily in the transportation and operations of a ground water well drilling rig) is off duty for at least 24 consecutive hours, the period of 7 or 8 days ends at the beginning of the off-duty time. The clock "restarts" when the driver goes on duty again.
- **Construction materials and equipment** - The driver of a CMV (who is

used primarily in the transportation of construction materials and equipment) may restart his/her 7- or 8-day clock after an off-duty period of at least 24 consecutive hours. The transportation of construction materials and equipment is defined as the transportation of construction and pavement materials, construction equipment, and construction maintenance vehicles by a driver, to or from an active construction site within a 50-air-mile radius of the normal work reporting location of the driver. This exemption does not apply to drivers transporting placardable amounts of hazardous materials.

Notes: Explaining this rule can be confusing. Use handouts, an overhead projector, or dry erase board to help illustrate this rule. The exercise included in this training program can also help reinforce this portion of the lesson.

Exercises: The 70-hour/8-day rule.

5. Discuss the sleeper-berth option

Content: When done correctly, the sleeper berth can help a driver, or team of drivers, accumulate off-duty time while staying on the road for a maximum amount of time without a layover.

As mentioned earlier in this training program, upon reaching the 11-hour driving limit, a driver must have 10 consecutive hours off duty before he/she may drive again. The sleeper-berth option is one way to accumulate the required hours in one 10-hour period or in two separate periods totaling 10 hours.

If the rest time is being taken in two separate periods, one of the breaks must consist of at least 8 (but less than 10) consecutive hours in a sleeper berth. This break will not count against the 14-hour limit (i.e., it will extend the day). The other break must be at least 2 (but less than 10) consecutive hours either in a sleeper berth, off duty, or any combination of the two. This break will always count against the 14-hour limit, and can be taken either before or after the 8-hour sleeper period.

When accumulating 10 hours of rest in two separate periods, the driver does not have a full 11 and 14 hours available at the conclusion of the two periods. Rather, once the driver has two qualifying rest breaks that add up to 10 hours, then, following the second rest break, hours available under the 11- and 14-hour rules must be recalculated from the end of the first of the two breaks (the time spent before the first break drops out of consideration).

The sleeper berth can also be used in satisfying the 10 consecutive

hours off-duty requirement by combining sleeper-berth time with any legitimate off-duty time. However, the periods must be consecutive and not broken with any on-duty or driving activities.

Only time spent in a sleeper berth may be recorded as sleeper-berth time on a driver's record of duty status (driver's log). Sleeper-berth time may not be recorded as off-duty time.

Sleeper-berth example - The following is an example of an ideal sleeper-berth situation. Of course, real life experiences vary.

Theoretically, after 10 hours off, a driver could drive for 5 hours, spend 8 hours in the sleeper berth, and drive another 6 hours, reaching the 11-hour driving limit and hour 11 out of his/her allowed 14 (because the 8-hour sleeper period is excluded). To do any more driving, the driver has a choice to make: either go off duty and/or in the sleeper for 10 consecutive hours OR go off duty and/or in the sleeper for just 2 hours (because he/she already had an 8-hour sleeper period).

After taking 2 more hours off, the driver has accumulated the necessary 10 hours off duty using two separate, qualifying breaks, so he/she can start driving again. To find available driving time, the driver must subtract from 11 the number of hours driven since the first of the two breaks, leaving 5 hours of driving time. To find available time under the 14-hour rule, the driver must subtract from 14 all time since the end of the first of the two breaks (the 8-hour sleeper period), including the 2-hour break (any break of less than 8 hours in the sleeper will count against the 14-hour limit). The driver has $14 - 6 - 2 = 6$ hours remaining.

The subtraction rule holds true until a driver has a complete block of 10 hours off at one time. When that happens the driver will have a full 11 hours of driving time available within a 14-hour window, provided the driver hasn't exceeded the overall on-duty time boundaries.

Notes: The sleeper-berth option is one of the most misunderstood hours-of-service concepts. If your company uses the sleeper-berth option, make sure you use visuals such as overheads or a dry erase board to help illustrate proper use and recording of sleeper-berth time. Also, use handouts that your drivers can refer to after the training session.

Exercises:

6. Discuss the short-haul exceptions.

Content: 100 air-mile radius exception. A driver is not required to fill out a log if the following criteria are met:

- The driver operates within a 100 air-mile radius of the normal work reporting location
- The driver (except a driver salesperson) returns to the work reporting location and is released from work within 12 consecutive hours
- At least 10 consecutive hours off duty separate each 12 hours on duty
- The driver does not drive more than 11 hours following 10 hours off duty
- The motor carrier maintains the driver's time records for 6 months showing the time the driver reports for duty each day, the time the driver is released from duty each day, the total number of hours the driver is on duty each day, and the total time on duty for the preceding 7 days for drivers used the first time or intermittently

A 100 air-mile radius driver is not exempt from the 60-hour/7-day or 70-hour/8day-limit.

16-hour short-haul exception - A driver can drive after the 14th consecutive hour after coming on duty, but not after the 16th hour, if he or she:

- Was released from duty at the normal work reporting location for the previous 5 duty tours
- Returns to the normal work reporting location and is released from duty within 16 hours
- Has not used this exception in the previous 6 days, except following a 34-hour restart
- Does not drive more than 11 hours after 10 consecutive hours off duty

Short-haul drivers who normally use the 100-air-mile exception and do not complete a standard grid log will have to complete a log on days when they use the 16-hour short-haul exception, because they are working beyond the 12-hour limit.

Non-CDL-driver short-haul exception - The driver of a vehicle for which a CDL is not required under Part 383 is exempt from the log requirements and the 14-hour rule if:

- The driver operates within a 150 air-mile radius of the location where the driver reports to and is released from work (i.e., the normal work reporting location)
- The driver returns to the normal work reporting location at the end of each duty tour
- The driver does not drive after the 14th hour after coming on duty

on 5 days of any period of 7 consecutive days, or after the 16th hour after coming on duty on 2 days of any period of 7 consecutive days (any 7-consecutive-day period may be reset with 34 consecutive hours off duty)

The motor carrier that employs this driver must maintain for 6 months, accurate records showing the time the driver reports for duty each day, the total number of hours the driver is on duty each day, and the time the driver is released from duty each day (and the total time for the preceding 7 days for drivers used for the first time or intermittently).

Drivers using this exception remain subject to the 10-hour off-duty rule, the 11-hour driving rule, and the 60/70-hour limits. Drivers who use this exception are ineligible to use the 100-air-mile radius exception, the sleeper-berth provisions, or the 16-hour short-haul exception.

Notes: If your company uses the 100- or 150-air-mile exceptions, make sure your drivers understand that if they cannot meet all of the criteria specified above, they must fill out a standard log.

Exercises:

Exercise - Hours of service training - Supervisors

1. The 14-hour rule.

Content: The objective of this exercise is to give your students a clearer understanding of the 14-hour rule.

Instructions: Make copies of the Drivers Daily Log exercise and distribute them to your students. The exercise contains two completed log book pages. For each of the logs your students need to make the following determinations:

1. Is there a violation of the 14-hour rule?
2. If yes, when did the violation begin and when did the violation end?

Your students should assume that the driver had 10 consecutive hours off duty prior to the beginning of each log.

Give your students a few minutes to complete the exercise. Then ask for volunteers to share their answers.

2. The 70-hour/8-day rule.

Content: The objective of this exercise is to give your students a clearer understanding of how to calculate the number of hours available when working with a 70-hour/8-day limit.

Instructions: Make copies of the exercise handout and distribute them to your students. Give them a few minutes to complete the exercise. Then ask for volunteers to share their answers.

Quiz - Hours of service training - Supervisors

1. After 11 hours of driving time a driver may not drive again until he/she has _____ consecutive hours off duty.
- a. 8
 - b. 10
 - c. 15
 - d. 24

Answer:

2. A driver may not drive beyond the _____ consecutive hour after coming on duty.
- a. 10th
 - b. 12th
 - c. 14th
 - d. 15th

Answer:

3. The 60- or 70-hour clock can be reset to zero after _____ consecutive hours off duty.
- a. 10
 - b. 15
 - c. 34
 - d. 48

Answer:

4. Time spent off duty, such as eating lunch, will allow you to drive after the 14th consecutive hour after starting a tour of duty.
- a. True.
 - b. False.

Answer:

5. Performing compensated work for a non-motor carrier is considered on-duty time.
- a. True.
 - b. False.

Answer:

6. Time in the sleeper berth on your vehicle is considered on-duty time.
- a. True.
 - b. False.

Answer:

7. When accumulating 10 hours of off-duty time in two separate rest periods, the driver does not have the full 11 hours of driving time available at the conclusion of the two rest periods.
- a. True.
 - b. False.

Answer:

8. When accumulating 10 hours of off-duty time in two separate rest periods, one of the two periods must be at least _____ hours in the sleeper berth.
- a. 2
 - b. 4
 - c. 8
 - d. 10

Answer:

9. A driver is not required to fill out a log if he/she meets the requirements of the 100 air-mile radius exception.
- a. True.
 - b. False.

Answer:

10. Under certain conditions, a short-haul driver who normally returns to the work reporting location each day can drive up to the _____ consecutive hour after coming on duty.
- a. 12th
 - b. 15th
 - c. 16th
 - d. 18th

Answer:

Quiz - Hours of service training - Supervisors

1. After 11 hours of driving time a driver may not drive again until he/she has _____ consecutive hours off duty.
- a. 8
 - b. 10
 - c. 15
 - d. 24

Answer: b. 10

2. A driver may not drive beyond the _____ consecutive hour after coming on duty.
- a. 10th
 - b. 12th
 - c. 14th
 - d. 15th

Answer: c. 14th

3. The 60- or 70-hour clock can be reset to zero after _____ consecutive hours off duty.
- a. 10
 - b. 15
 - c. 34
 - d. 48

Answer: c. 34

4. Time spent off duty, such as eating lunch, will allow you to drive after the 14th consecutive hour after starting a tour of duty.
- a. True.
 - b. False.

Answer: b. False.

5. Performing compensated work for a non-motor carrier is considered on-duty time.
- a. True.
 - b. False.

Answer: a. True.

6. Time in the sleeper berth on your vehicle is considered on-duty time.
- a. True.
 - b. False.

Answer: b. False.

7. When accumulating 10 hours of off-duty time in two separate rest periods, the driver does not have the full 11 hours of driving time available at the conclusion of the two rest periods.
- a. True.
 - b. False.

Answer: a. True.

8. When accumulating 10 hours of off-duty time in two separate rest periods, one of the two periods must be at least _____ hours in the sleeper berth.
- a. 2
 - b. 4
 - c. 8
 - d. 10

Answer: c. 8 hours

9. A driver is not required to fill out a log if he/she meets the requirements of the 100 air-mile radius exception.
- a. True.
 - b. False.

Answer: a. True.

10. Under certain conditions, a short-haul driver who normally returns to the work reporting location each day can drive up to the _____ consecutive hour after coming on duty.
- a. 12th
 - b. 15th
 - c. 16th
 - d. 18th

Answer: c. 16th

Quiz - Hours of service training - Supervisors

1. Después de 11 horas de conducción un chofer no puede conducir de nuevo hasta que él/ella esté _____ horas consecutivas fuera de servicio
- a. 8
 - b. 10
 - c. 15
 - d. 24

Answer:

2. Un chofer no puede conducir más allá de _____ horas consecutivas después de estar en servicio.
- a. 10
 - b. 12
 - c. 14
 - d. 15

Answer:

3. El reloj de 60 ó 70 horas puede refijarse a cero después de _____ horas consecutivas fuera de servicio.
- a. 10
 - b. 15
 - c. 34
 - d. 48

Answer:

4. El tiempo que se pase fuera de servicio, como el de almorzar, le permitirá conducir después de la décimo-cuarta hora consecutiva tras comenzar su gira de servicio.
- a. Verdadero.
 - b. Falso.

Answer:

5. La ejecución de trabajo compensado para un transportista no motorizado se considera tiempo en servicio.
- a. Verdadero.
 - b. Falso.

Answer:

6. El tiempo en la litera para dormir en su vehículo se considera tiempo en servicio.
- a. Verdadero.
 - b. Falso.

Answer:

7. Cuando se acumulen 10 horas de tiempo fuera de servicio en dos períodos de reposo separados, el chofer no tiene las 11 horas completas de conducción disponibles al final de los 2 períodos de descanso.
- a. Verdadero.
 - b. Falso.

Answer:

8. Cuando se acumulen 10 horas de tiempo fuera de servicio en dos períodos separados de descanso, uno de los dos períodos debe ser al menos _____ horas en la litera.
- a. 2
 - b. 4
 - c. 8 horas
 - d. 10

Answer:

9. No se requiere que un chofer llene el libro de registro si reúne los requisitos de la excepción de un radio de 100 millas aéreas.
- a. Verdadero.
 - b. Falso.

Answer:

10. Bajo ciertas condiciones, un chofer de viajes cortos que normalmente vuelve al trabajo dando parte de su ubicación cada día puede conducir hasta _____ horas consecutivas tras volver a estar en servicio.
- a. 12
 - b. 15
 - c. 16
 - d. 18

Answer:

Quiz - Hours of service training - Supervisors

1. Después de 11 horas de conducción un chofer no puede conducir de nuevo hasta que él/ella esté _____ horas consecutivas fuera de servicio
- a. 8
 - b. 10
 - c. 15
 - d. 24

Answer: b. 10

2. Un chofer no puede conducir más allá de _____ horas consecutivas después de estar en servicio.
- a. 10
 - b. 12
 - c. 14
 - d. 15

Answer: c. 14

3. El reloj de 60 ó 70 horas puede refijarse a cero después de _____ horas consecutivas fuera de servicio.
- a. 10
 - b. 15
 - c. 34
 - d. 48

Answer: c. 34

4. El tiempo que se pase fuera de servicio, como el de almorzar, le permitirá conducir después de la décimo-cuarta hora consecutiva tras comenzar su gira de servicio.
- a. Verdadero.
 - b. Falso.

Answer: b. Falso.

5. La ejecución de trabajo compensado para un transportista no motorizado se considera tiempo en servicio.
- a. Verdadero.
 - b. Falso.

Answer: a. Verdadero.

6. El tiempo en la litera para dormir en su vehículo se considera tiempo en servicio.
- a. Verdadero.
 - b. Falso.

Answer: b. Falso.

7. Cuando se acumulen 10 horas de tiempo fuera de servicio en dos períodos de reposo separados, el chofer no tiene las 11 horas completas de conducción disponibles al final de los 2 períodos de descanso.
- a. Verdadero.
 - b. Falso.

Answer: a. Verdadero.

8. Cuando se acumulen 10 horas de tiempo fuera de servicio en dos períodos separados de descanso, uno de los dos períodos debe ser al menos _____ horas en la litera.
- a. 2
 - b. 4
 - c. 8 horas
 - d. 10

Answer: c. 8 horas

9. No se requiere que un chofer llene el libro de registro si reúne los requisitos de la excepción de un radio de 100 millas aéreas.
- a. Verdadero.
 - b. Falso.

Answer: b. Falso.

10. Bajo ciertas condiciones, un chofer de viajes cortos que normalmente vuelve al trabajo dando parte de su ubicación cada día puede conducir hasta _____ horas consecutivas tras volver a estar en servicio.
- a. 12
 - b. 15
 - c. 16
 - d. 18

Answer: c. 16

Handouts - Hours of service training - Supervisors**Calculating Available Hours**

The following tables depict Driver Jones' total on-duty hours (including driving) for the corresponding days. Driver Jones is on a 70-hour/8-day schedule.

For each of the tables determine:

1. If driver Jones is in compliance.
2. If not, the number of hours he is over the limit.
3. The date Driver Jones will have time again available to drive.

Table 1

Date	Time (hours)
4/29	9.5
4/30	8.0
5/1	15.75
5/2	11.0
5/3	12.5
5/4	10.0
5/5	16.0
5/6	8.0

Answer 1. _____

Answer 2. _____

Answer 3. _____

Table 2

Date	Time (hours)
3/10	14.0
3/11	0
3/12	15.0
3/13	0
3/14	15.0
3/15	8.5
3/16	9.75

3/17

16.0

Answer 1. _____

Answer 2. _____

Answer 3. _____

Handouts - Hours of service training - Supervisors**Calculating Available Hours****Calcular las horas disponibles**

Las siguientes tablas presentan el total de horas de servicio del chofer Jones (incluyendo el conducir) para los días correspondientes. El chofer Jones está en un horario de 70 horas/8 días.

Para cada una de las tablas determine:

1. Si el chofer Jones cumple.
2. Si no, el número de horas que él está sobre el límite.
3. La fecha en la que el chofer Jones tendrá tiempo disponible otra vez para conducir.

Tabla 1

Fecha	Tiempo (horas)
29/4	9,5
30/4	8,0
1/5	15,75
2/5	11,0
3/5	12,5
4/5	10,0
5/5	16,0
6/	8,0

Respuesta 1. _____

Respuesta 2. _____

Respuesta 3. _____

Tabla 2

Fecha	Tiempo (horas)
10/3	14,0
11/3	0
12/3	15,0

13/3	0
14/3	15,0
15/3	8,5
16/3	9,75
17/3	16,0

Respuesta 1. _____

Respuesta 2. _____

Respuesta 3. _____