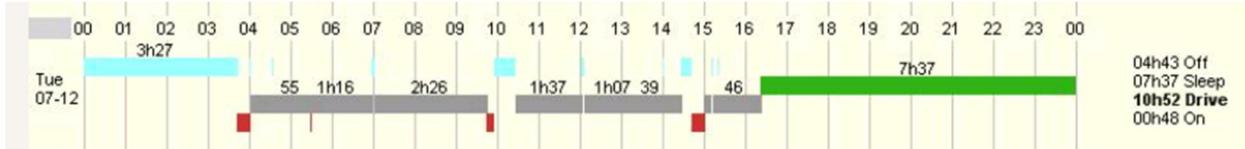


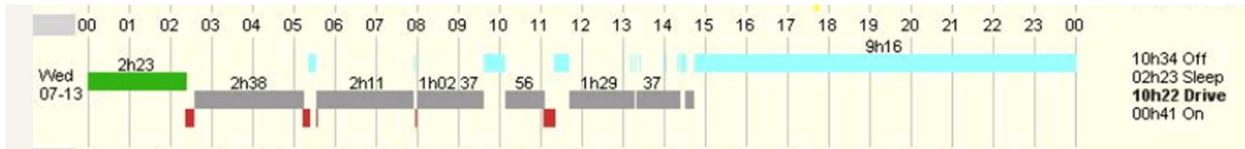
14-HOUR ON DUTY TIME

After 10 or more consecutive hours off duty, a driver can be on duty for a total of 14 hours. This 14-hour clock will not reset until another 10-hour break is taken. See below:

Day 1:



Day 2:



After taking 10 or more consecutive hours off duty on Day 1, the driver goes on duty at 3:43. This means that the driver's 14-hour clock will end at 17:43 on Day 1, 14-hours later. The driver will then have to take a 10-hour break to reset his 14 hour clock. In this example the driver's 10 hour break starts at 14:44 on Day 1 and ends at 2:23 on Day 2. After completing a 10-hour break on Day 2 the driver will have 14 more hours to run before needing to take a 10-hour break.

**10-hour breaks can consist of off-duty time, sleeper-berth time, or a combination of both off-duty and sleeper-berth. Just make sure it totals 10 or more hours!

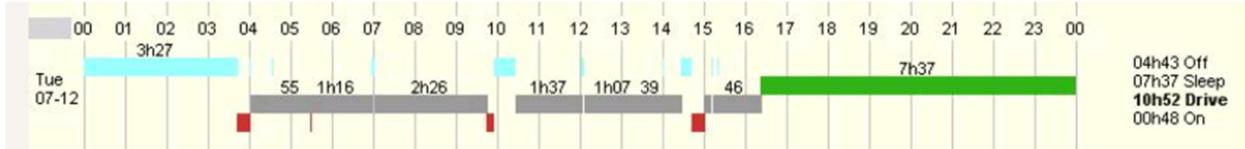
14-Hour Rule Breakdown:

- You will only have 14-hours to run after a full 10-hour or more break
- 14-hour clock begins once you go on duty
- 14-hour clock includes on-duty, drive time, off-duty, and sleeper
- 14-hour ends 14 hours after you go on duty (pay attention to the time you begin your day!)
- Your 14-hour clock will include 11-hours drive time (See next page)

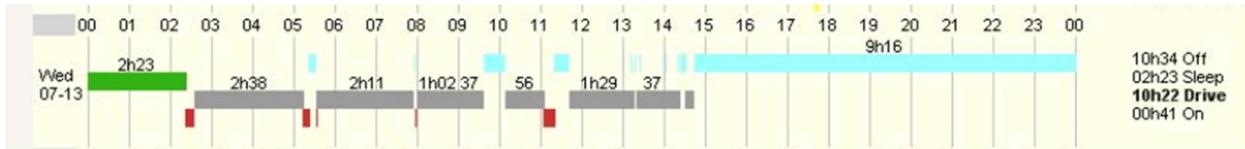
11-HOUR DRIVE TIME

After 10 or more consecutive hours off duty, a driver can drive for a max total of 11 hours. This 11-hour allowable drive time will not reset until another 10-hour break is taken. See below:

Day 1:



Day 2:



After taking 10 or more consecutive hours off duty on Day 1, the driver goes on duty at 3:43. At this point in time the driver will have 11-hours of drive time available. The driver will be allowed to drive 11-hours within his 14-hour clock, meaning that from 3:43 on Day 1 to 17:43 on Day 1, he can only show drive time of 11 hours. Once the driver has driven the max of 11 hours, the driver must stop and take a 10-hour break. After completing this 10-hour break beginning at 14:44 on Day 1 and ending at 2:23 on Day 2, the driver will have 11 more hours of drive time, before needing to take another 10-hour break.

**10-hour breaks can consist of off-duty time, sleeper-berth time, or a combination of both off-duty and sleeper-berth. Just make sure it totals 10 or more hours!

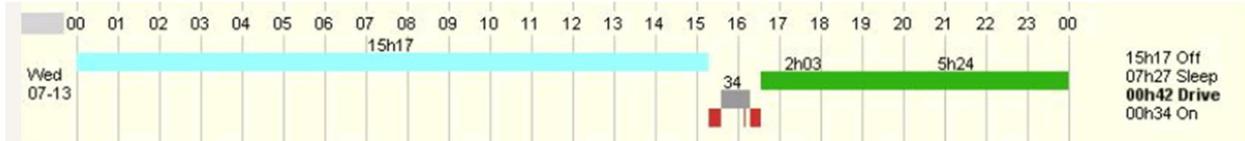
11-Hour Rule Breakdown

- You only have 11 hour to drive after a 10-hour break

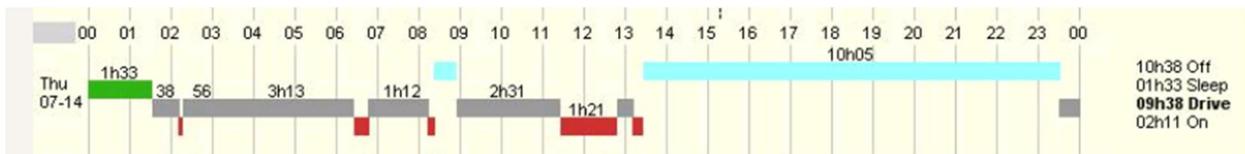
8-Hour Sleeper Berth

8-hours in the sleeper berth will not go against your 14-hour clock. After taking an 8-hour sleeper berth break, you will have the remainder of your 11-hour and 14-hour clock to use.

Day 1



Day 2



After taking 10 or more consecutive hours off duty on Day 1, the driver goes on duty at 15:18, starting the 14-hour clock. The driver uses 42 min of drive time and 1h16 of on duty time before taking an 8-hour sleeper berth break, beginning at 16:33 and ending at 1:32. When the driver goes on duty at 1:33, he will have the remaining time left on his 11 and 14-clock before needing to take a break.

Remaining drive time : 11 hours – 42 min = 10h18 left to drive

Remaining on duty time: 14 hours – 1h16 = 12h44 of on duty time

The driver uses 9h38 hours left of his drive time on Day 2 and 12h37 of his remaining on duty time before he must stop to complete a 10-hour break.

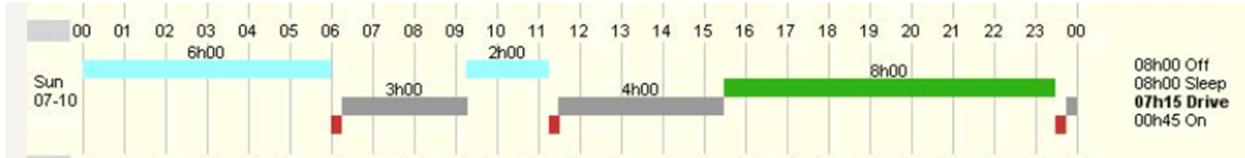
8-Hour Sleeper Berth Rule Breakdown:

- **8-hour break must be in the sleeper berth, not off duty or any other status**
- **Do not move the truck at all during the 8-hour sleeper berth break**
- **If it is necessary for you to move to safe place, you will have to take 10 hour break or if necessary restart your break**
- **Taking an 8-hour sleeper berth break will NEVER give you your full 14-hour and 11-hour clock, only the remaining time left**

8/2 Splits

Using 8-hour sleeper berth breaks combined with a 2 hour or more off duty or sleeper berth break can sometimes be beneficial for on time delivery. Using 8/2 splits still allow the driver 14-hours on duty time and 11-hours of drive time.

Day 1



Day 2



A split break consists of a combination of an 8-hour SLEEPER BERTH break and a minimum of 2 hours in sleeper berth, off-duty, or a combination of both. An 8-hour sleeper berth break will extend the 14-hour rule by 8 hours. When combined with a 2-hour or more break, this allows the driver to gain back driving time after the 2-hour break is completed. For instance, on Day 1 a driver has a full 10-hour break ending at 6:00, drives for 3 hours and shows 2 hours either off-duty or in the sleeper berth and drives for another 4 hours and takes an 8-hour SLEEPER BERTH break. This combination will allow the driver to extend his 14-hour clock from ending at 20:00 to 4:00 on Day 2. After the second break, the driver will gain back his driving time used before the first break.

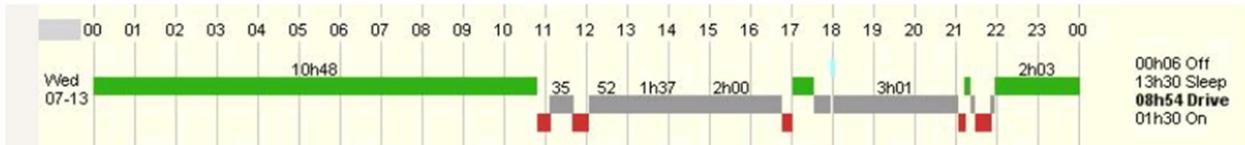
8/2 Split Break Rule Breakdown

- A split break can be taken in either combination of an 8-hour sleeper berth break first or the 2-hour break first
- The 8-hour break **MUST** be taken in the sleeper
- If it is necessary for you to move to safe place, you will have to take 10 hour break or if necessary restart your break

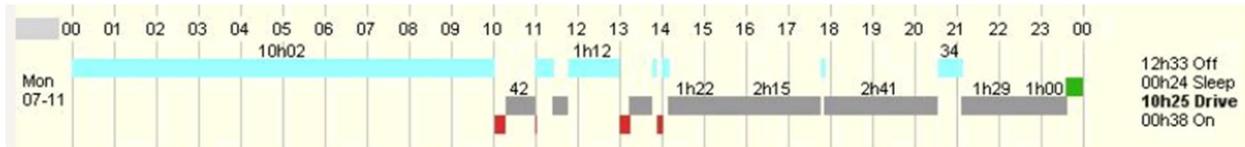
30-Minute Rest Break

You can not be on duty for more than 8 hours without taking a mandatory 30 minute break. This break must be logged off-duty or sleeper berth.

Example 1: After taking 10 or more consecutive hours off duty the driver went on duty at 10:48. The driver has until 18:48 before he has to take a 1/2 hour break. Once the driver has taken his 1/2 hour break he may complete the rest of his 11-hour drive and 14-hour on duty time clock.



Example 2: After taking 10 or more consecutive hours off duty, the driver begins his 14-hour clock at 10:02. The driver then takes a 1/2 hour break from 11:47-12:59. The driver then works another 8 hours and is required to take another 1/2 hour break to fulfill the 30-minute rest break rule.



30-Min Break Rule Breakdown:

- You can not be on duty more than 8 hours without taking a mandatory 30-minute break
- The 30-minute break must be logged as off-duty or sleeper berth
- Once your break is complete, you will have what is left of your 11 & 14
- You do not “gain” hours after you take your 1/2 hour break
 - Subtract what you have already used of your 11 & 14 and that is what you will have left
- You will not have to take two 1/2 hour breaks if you take your 30-minute break between the 6th and 8th hour on duty
- Remember the 30-minute break must be at a complete stop, do not move your truck at all