

October 1, 2005; Hours-of-Service Outline
Cathy Jones 800-873-5059, ext. 134

14 hour work rule:

You may *not drive* after working a total of 14 hours.

Lines 1, 2, 3 and 4 are calculated in the 14-hour rule. From the minute you start your day, the clock starts ticking. After 14 hours, you may be on-duty, but cannot drive until you have had 10 consecutive hours off. What does this mean? Time spent unloading, waiting at a customer, coffee breaks, and un-qualifying sleeper breaks, all count toward the 14 hours. An un-qualifying sleeper break is anything less than 8 hours. However, *lines 1 and 2 will not count toward the 70 hour/8 day (recap),* so do not hesitate to use line-1 as long as you can legally park, and walk away from your truck.

11 hour driving rule:

You may drive up to 11 total hours before taking a legal break.

10 hour break:

You must break for 10 consecutive hours after driving 11 consecutive hours or working a total of 14 consecutive hours.

10 hours may be obtained in the following ways:

- a) 10 consecutive hours on line 1
- b) 10 consecutive hours on line 2
- c) 10 hours *combined* of lines 1 and 2 (with *no* time on lines 3 or 4)

70 hour/8 day rule:

You may *not drive* if you have accumulated 70 hours on-duty (lines 3 and 4 combined) in 8 days. You may remain on-duty but cannot go back to line-3 unless you have taken 10 consecutive hours off. Remember: this is your recap. You will still calculate the recap using only lines 3 and 4.

34-hour restart:

You may *restart* a new week after having 34 consecutive hours off-duty. Therefore, with a 34-hour restart, you will not add the previous days into your recap. Your columns will say "0", "70" and "0" on the inside cover.

Sleeper-berth provision:

The split sleeper as you knew it, no longer exists.

The provision states that you can use the sleeper berth to extend the 11- and 14-hour rules when you are in the berth for 8 consecutive hours. *Please note that this will NOT restart your 11- and 14-hour clock. You need 10 consecutive hours off in order to restart 11- and 14-hour clocks.*

You can legally use 2 hours in the berth to catch a nap, however, those 2 hours will count *against* the 14-hour rule.

Your driving and on-duty hours are calculated the same way as previous split-sleeper rules. That is: a driving/work period before the sleeper, added to the driving/work period after that sleeper cannot total more than 11/14 hours.

16-Hour Exception (Local Drivers)

For those drivers that operate locally, (DO NOT take any regional or overnight runs) you may drive past the 14th and 15th hours once per week IF:

You are released from duty at the normal work reporting location for the previous 5 duty tours,
AND

Return to the normal work reporting location and are released from duty within 16 hours,
AND

Have not used this exception in the previous 7 days, except following a 34-hour restart of an 8 day period.