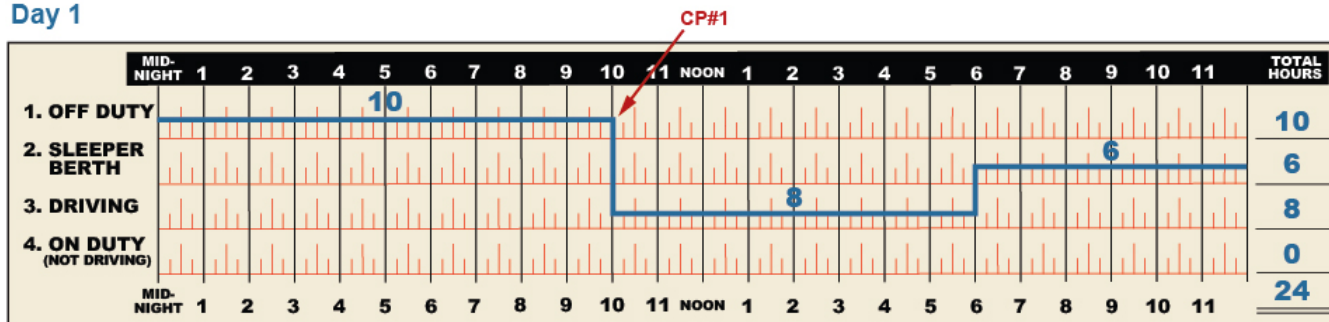
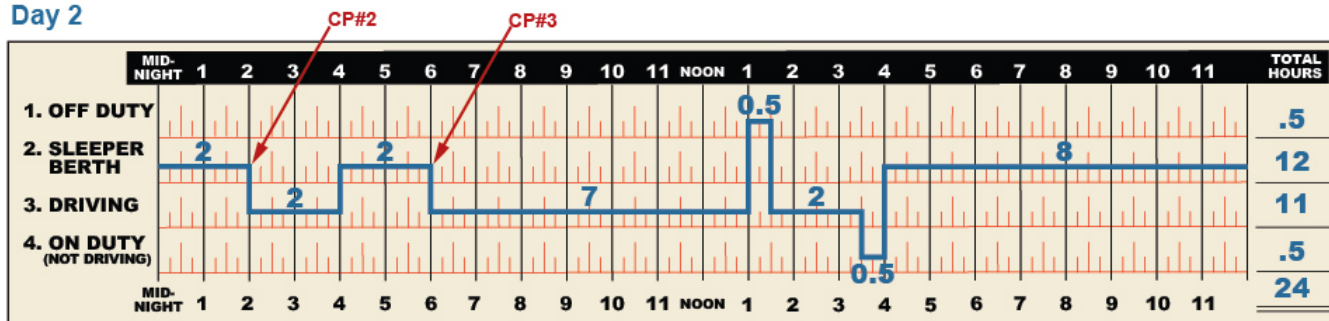


Split S/B Time Including 30-Minute Rest Break Provision

Day 1



Day 2



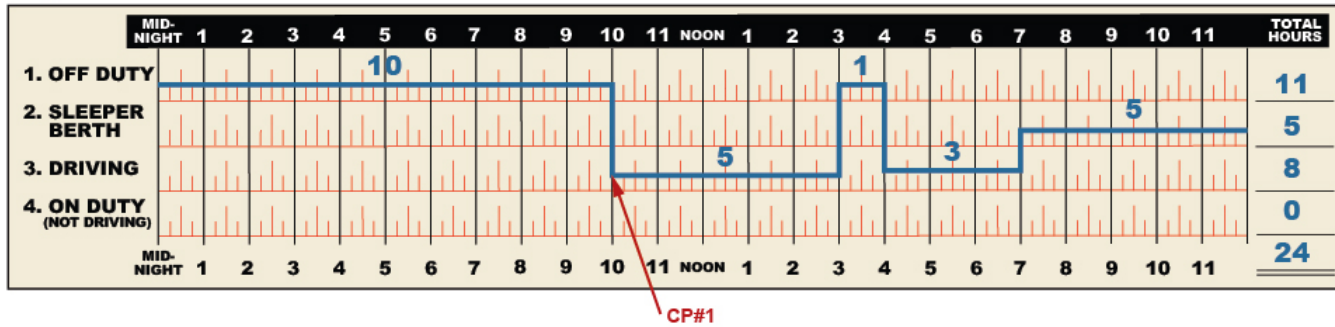
Violations: There are no violations.

Explanation: This is an example of the S/B provisions and the 30-minute rest break provision rule. There are three separate calculation points (CPs) indicated. CP#1 starts after 10 consecutive hours off on Day 1. After CP#3 on Day 2, the driver takes a 1/2-hour off-duty break between 1:00 p.m. and 1:30 p.m. in order to meet the prohibition on driving if 8 hours or more have passed since the end of the driver’s last off-duty period of at least 30 minutes. He/she took the 1/2 hour break to extend driving time availability even though not at the 8 hour on-duty limit yet. The 14 consecutive-hour “driving window” calculation started at 2:00 a.m. on Day 2 (CP#2) and continues until 4:00 p.m., when the driver goes into the S/B for 8 hours.

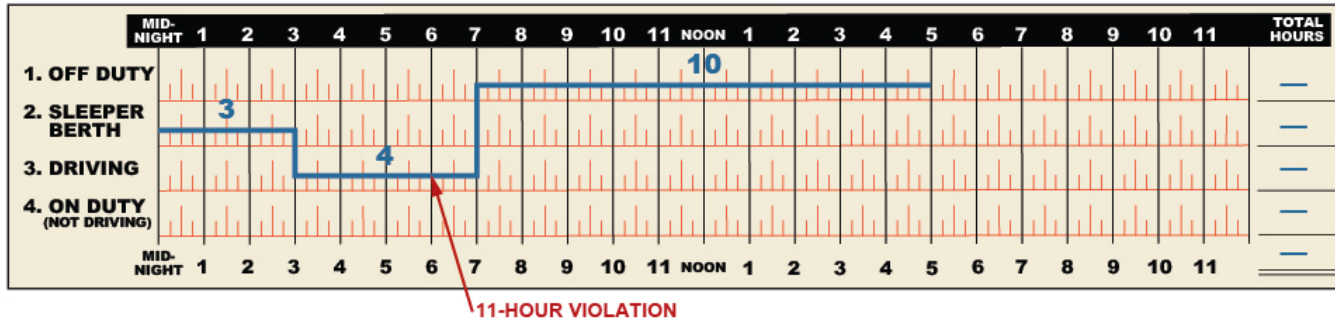
EXAMPLE 18: SLEEPER-BERTH USE

Split S/B Use/No Valid Split Included (With Violation)

Day 1



Day 2



Split S/B Use/No Valid Split Included (With Violation)

Violations: There is an 11-hour rule violation from 6:00 a.m. to 7:00 a.m. on Day 2.

Explanation – 11-Hour Limit: After 10 hours off duty, the driver had 11 hours of driving time available at 10:00 a.m. (CP#1) on Day 1. At the end of Day 1, the driver had 3 hours remaining and, without a valid 10-hour break, the driver violated the 11-hour limit by driving an additional 1 hour at 6:00 a.m. on Day 2.

[NOTE: The driver had 8 consecutive hours in the S/B, but that break does not give the driver any extra driving time (that is, it does not change the calculation point by itself). In addition, the driver cannot use the S/B provision because he/she did not obtain the equivalent of 10 hours of rest by getting a combination of at least 8 (but less than 10) consecutive hours in a S/B and another break of at least 2 (but less than 10) consecutive hours.]

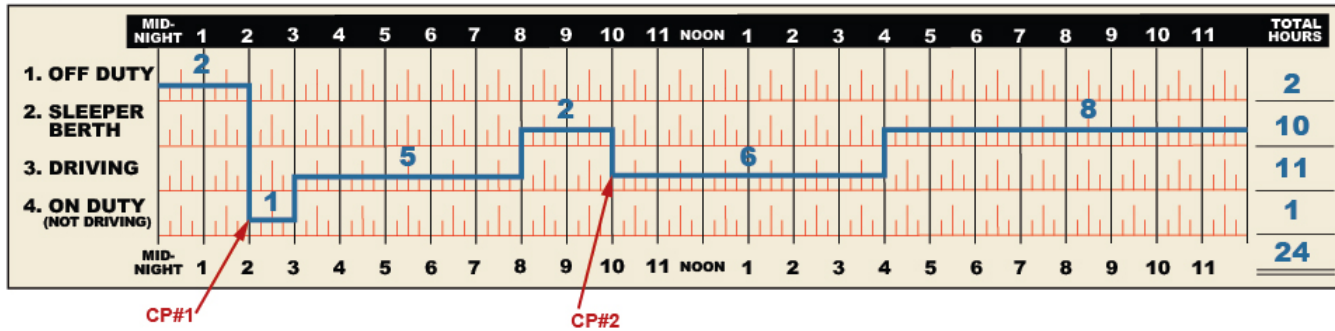
Explanation – 14-Hour Limit: Calculation of the 14-hour limit begins at 10:00 a.m. on Day 1 (CP#1). The driver used 9 of 14 hours on Day 1. Although the driver then got 8 consecutive hours in a S/B, that rest break is not included in the 14-hour calculation. The 14-hour calculation continues into Day 2, and at 7:00 a.m. the driver has accumulated 13 hours and has not driven a CMV past the 14-hour duty limit.

[NOTE: The driver had 8 consecutive hours in the S/B, but that does not change the calculation point because the driver did not obtain a second break of at least 2 (but less than 10) consecutive hours.]

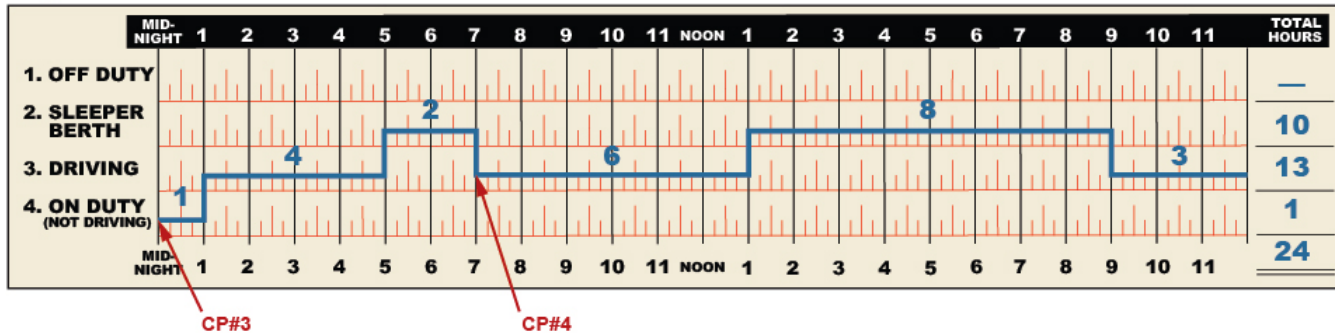
EXAMPLE 19: SLEEPER-BERTH USE

Split S/B Use With Multiple Split S/B "Pairings" Explanation

Day 1



Day 2



Split S/B Use With Multiple Split S/B “Pairings” Explanation

Violations: There are no violations.

Explanation – 11-Hour Limit: After 10 hours off duty which included off-duty time from a prior day not shown in the example, the driver had 11 hours of driving time available at 2:00 a.m. (CP#1) on Day 1. The driver used those 11 hours by 4:00 p.m. on Day 1, when he/she entered the S/B for 8 consecutive hours. Because the driver accumulated at least 10 hours of rest using a combination of at least 8 consecutive hours in a S/B and another break of at least 2 consecutive hours, he/she was eligible for the S/B provision. This moves the calculation point to the end of the first of the two periods of rest, or 10:00 a.m. on Day 1 (CP#2). Starting the calculation from there, the driver accumulated another 10 hours of driving by 5:00 a.m. on Day 2. By 7:00 a.m. on Day 2, the driver accumulated another pair of qualifying breaks totaling at least 10 hours. This moves the calculation point again, to the end of the first of the two breaks, or 12:00 Midnight on Day 2 (CP#3). From there, the driver accumulated another 10 hours of driving by 1:00 p.m. on Day 2. This pattern continued, with no 11-hour violations.

[**NOTE:** When using the S/B split provision, the order of the qualifying breaks does not matter – the break of “at least 2 hours” can fall before or after the S/B period of “at least 8 hours.”]

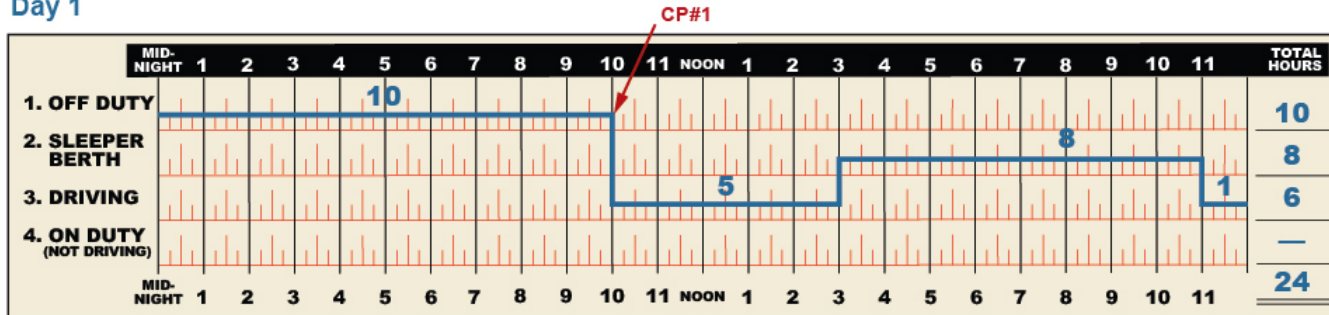
Explanation – 14-Hour Limit: Calculation of the 14-hour limit begins at 2:00 a.m. on Day 1 (CP#1). The driver accumulates 14 hours by 4:00 p.m. before entering the S/B. Because the driver then met the requirements for the S/B provision (see above), the calculation point moves to the end of the first qualifying break, or 10:00 a.m. on Day 1 (CP#2). So at Midnight on Day 2, the driver had accumulated 6 hours (any S/B period of at least 8 but less than 10 consecutive hours is excluded from the 14-hour calculation).

By 7:00 a.m. on Day 2, the driver accumulated another pair of qualifying breaks totaling at least 10 hours and has not exceeded the 14-hour limit. This moves the calculation point again, to the end of the first of the two breaks, or Midnight on Day 2 (CP#3). From there, the driver accumulated 13 of 14 hours by 1:00 p.m. on Day 2 (any S/B period of at least 8 but less than 10 consecutive hours is excluded from the 14-hour calculation). This pattern continued with no violations.

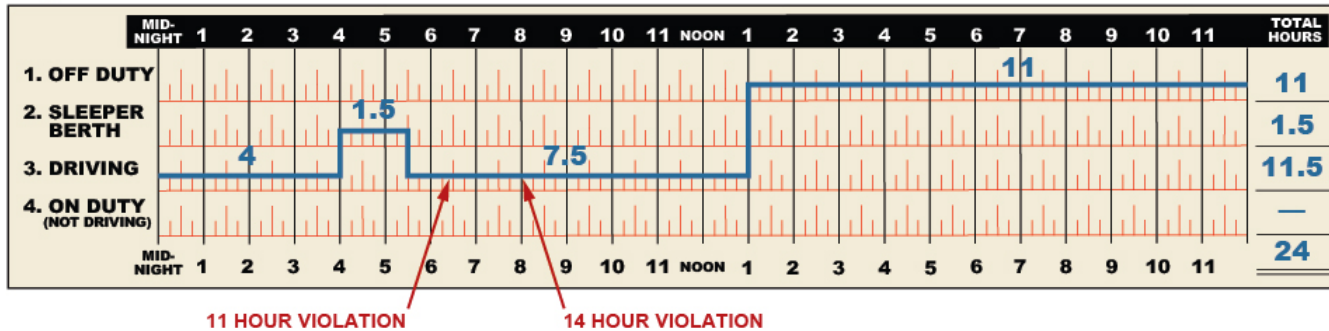
EXAMPLE 20: SLEEPER-BERTH USE

Improper Use of Split S/B Break Time (With Violations)

Day 1



Day 2



Improper Use of Split S/B Break Time (With Violations)

Violations: There is an 11-hour rule violation from 6:30 a.m. – 1:00 p.m., and a 14-hour rule violation from 8:00 a.m. – 1:00 p.m., both on Day 2.

Explanation – 11-Hour Limit: After 10 hours off duty, the driver had 11 hours of driving time available at 10:00 a.m. on Day 1 (CP#1). The driver did not have another 10-hour break (or the equivalent) until 1:00 p.m. on Day 2, so the calculation point never changes. The driver accumulated 6 total hours of driving on Day 1 and reached the 11 hour (driving) limit at 6:30 a.m. on Day 2. The violation begins here when the driver drives the CMV.

Explanation – 14-Hour Limit: Calculation of the 14-hour limit begins at 10:00 a.m. on Day 1 (CP#1). At Midnight on Day 1, the driver still had 8 hours remaining because any S/B period of at least 8 but less than 10 consecutive hours is excluded from the 14 hour calculation. The driver reached the 14-hour limit at 8:00 a.m. on Day 2, where the violation began.

[**NOTE:** The S/B periods in these examples do not establish a second calculation point because the driver did not obtain a combination of at least 8 (but less than 10) consecutive hours in a S/B and another break of at least 2 (but less than 10) consecutive hours. The second S/B period was only 1½ hours in length.]