



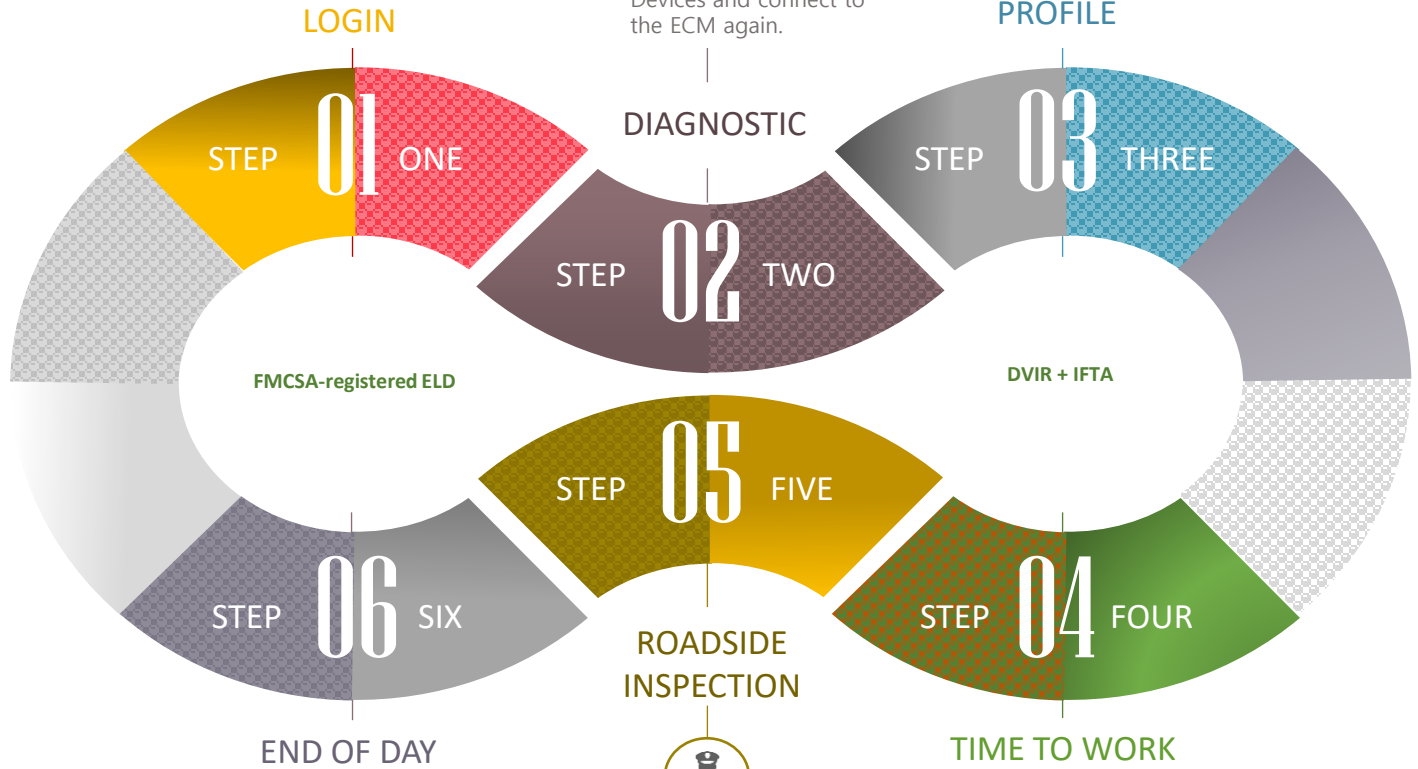
- Turn engine on
- Use credentials & login
- Enter vehicle & trailer Information (*1)

Scan for your vehicle's ECM device and connect to it

Make sure all diagnosed items pass. If Bluetooth connection or engine value fails, go to Scan Devices and connect to the ECM again.

Confirm your vehicle profile. Enter the dash odometer, which is used as a reference

Apollo ELD Quick Start Guide



- Do your post-trip inspection (if needed)
- Certify your records at the end of the day

Enter DOT Inspection mode during a roadside inspection. Everything an agent could legally ask for is included on this screen.

You can email, save or send your records directly to the FMCSA servers

- Make sure you remain connected to the vehicle's ECU (always green)
- Don't forget your pre-trip vehicle inspection
- Create shipment
- Continue as always! Don't forget to take your 30 minutes break and 10 hours OFF-Duty to restart your day. You will be automatically switched to Driving as soon as the vehicle moves.

(*1) VIN number and odometer must be acquired from the vehicle's engine. If missing, please make sure your vehicle is equipped with an ECM device and it's properly connected

Rulesets

US 60/7 and 70/8

Can not drive if 8 hours of ON-Duty have passed since your last 30-minute break

Can not drive more than 11 hours

Can not drive after 14 hours of being ON-Duty

Can not drive after 60 hours On-Duty time in the last 7 days (60/7) or 70 hours in the previous 8 days (70/8). See "Recap" below

Most take 10 consecutive hours of Sleeper Berth, OFF-Duty (or a combination of both) to restart the day.

Extend 14 hours by taking 2 consecutive hours OFF-Duty and 8 straight hours on the Sleeper Berth. The beginning of 14 hours moved to the end of the 2 rest periods.

Cycle restarts after taking 34 consecutive hours OFF-Duty

Personal Use is considered OFF-Duty time when driving to/from home (not working for a carrier) or driving from shipper/receiver to the nearest break area

Canada Cycle 1 & 2

Can not drive unless 24 hours OFF-Duty time taken in the last 14 days

Can not drive more than 13 (15) hours

Can not drive after 14 (18) hours of being ON-Duty

Can not drive after 16 (20) hours On-Duty after the last period of 8 consecutive hours OFF-Duty

Can not drive after 70 (80) hours On-Duty time in the last 7 days (cycle 1) or 120 hours in the previous 14 days (cycle 2)

Cycle restarts after taking 36 consecutive hours OFF-Duty (cycle 1) or 72 hours (cycle 2)

10 (8) hours OFF-Duty required per day. Can be taken with a period of 8 consecutive hours OFF-Duty and another period of 2 hours OFF-Duty made up with several breaks of at least 30 minutes each

Most take 8 straight hours of Sleeper Berth, OFF-Duty (or a combination of both) to restart the shift

Deferral can be done by leaving the 2-hour OFF-Duty period for the next day, as long as the next day a 12-hour OFF-Duty time is taken. Can drive 15 hours on the first day

Instructions for ELD Malfunction

What must a driver do if there is an ELD malfunction?

Note the malfunction of the ELD and provide written notice of the malfunction to the motor carrier within 24 hours.

Reconstruct the record of duty status (RODS) for the current 24-hour period and the previous 7 consecutive days, and record the records of duty status on graph-grid paper logs that comply with 49 CFR 395.8 unless the driver already has the records or retrieves them from the ELD; and

Continue to manually prepare RODS by 49 CFR 395.8 until the ELD is serviced and back in compliance. The recording of the driver's hours of service on a paper log cannot continue for more than 8 days after the malfunction; a driver that continues to record their hours of service on a paper log beyond 8 days risks being placed out of service.

What must a motor carrier do if an electronic logging device (ELD) malfunctions?

If an ELD malfunctions, a motor carrier must:

Correct, repair, replace, or service the malfunctioning ELD within eight days of discovering the condition or a driver's notification to the motor carrier, whichever occurs first; and
Require the driver to maintain a paper record of duty status (RODS) until the ELD is back in service

Mexico NOM-087



Can not drive more than 5 hours unless a 30-minute break is taken

There is no cycle, daily OFF-Duty time, shift, etc. required under NOM-087



Adverse Conditions: The FMCSA defines adverse driving conditions as: "snow, sleet, fog, other adverse weather conditions, a highway covered with snow or ice, or unusual road and traffic conditions, none of which were based on information known to the person dispatching the run at the time it was begun." So, while this may include an unexpected snowstorm or a traffic delay due to a crash, it doesn't have time sitting in traffic due to regular rush-hour congestion. Suppose any of the conditions described above exist. In that case, you may continue driving until the intended destination is reached or until you can safely reach a secure location, but for no more than two extra hours.



Hours Recap: ON-Duty time will be removed once the 7th or 8th day is reached (depending on your current rule set). The recap summary message also tells you the day and time when the following available recap will occur. This information is excellent for the driver, so you can plan your weekly cycle and know how much time you will get back each day after the 7th or 8th day (according to the currently selected ruleset).

Example: You are working under the rule set 60/7, and, on July 1st, you go On-Duty right after taking 34 consecutive hours OFF-Duty time. That same day, you drove 10 hours and spent 4 hours On-Duty for a total of 14 hours ON-Duty time. As part of this example, at the end of the day on July 7th, you have accumulated a total of 58 hours ON-Duty. On (beginning of the day) July 8th, the 14 hours ON-Duty (July 1st) are removed from your accumulated ON-Duty time, and your new accumulated ON-Duty time will be 44 hours.