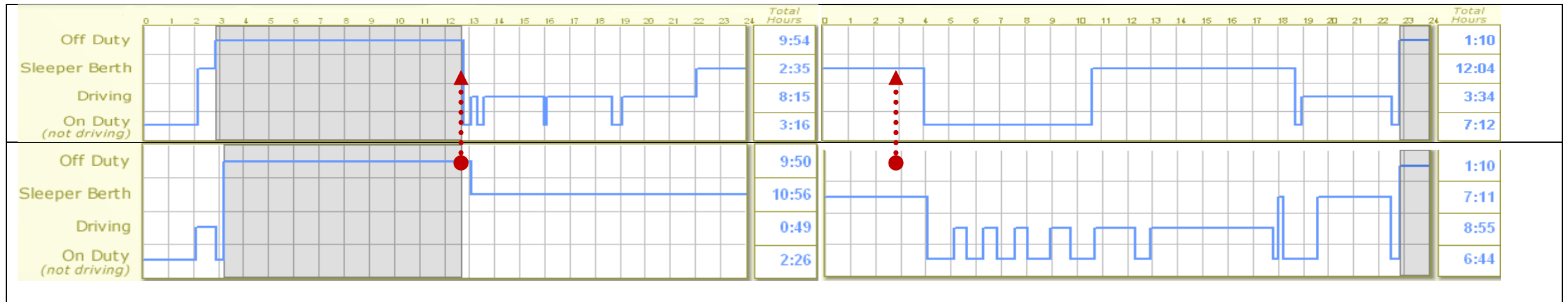


## Typical Scenario Driver A (top log) Driver B (bottom log) 10/30/2011 to 10/31/2011



The above logs are a copy of an actual trip for a delivery team. The times and durations of the trip are representative of the majority of our trips. Delivering product requires both drivers to be on duty at the customer's warehouse. From 04:00 until 10:30 Driver A remains on duty while Driver B Drives between stops and both unload the product.

When Driver A arrived at the warehouse at 22:00 on 10/30, Driver B could have come out of the sleeper and the team would have worked through the night. Driver A chose to take a short sleeper berth during the midnight hours even though it did not qualify for a rest break and continued to count against his 14 hours of on duty time. The red arrows identify the beginning and end of his first 14 hours on duty.

According to the proposed regulations Driver A would not be allowed to come out of the sleeper at 4 am to unload with Driver B, even though he was going immediately back to the sleeper (without driving) for a qualifying eight hours. Remaining in the sleeper until he completed an 8 hour qualifying break would have required Driver B to be in the sleeper continuously for 17 hours.

If the drivers began the unloading process upon arrival at the first warehouse, Driver A would have run out of time after unloading for 4 1/2 hours. Since it took 6 1/2 hours to complete the unloading process, Driver B would have had to shut down and wait until Driver A completed a qualifying 10 hour rest break. This would have resulted in a late delivery to the remaining customers and missing the scheduled backhaul appointment.