



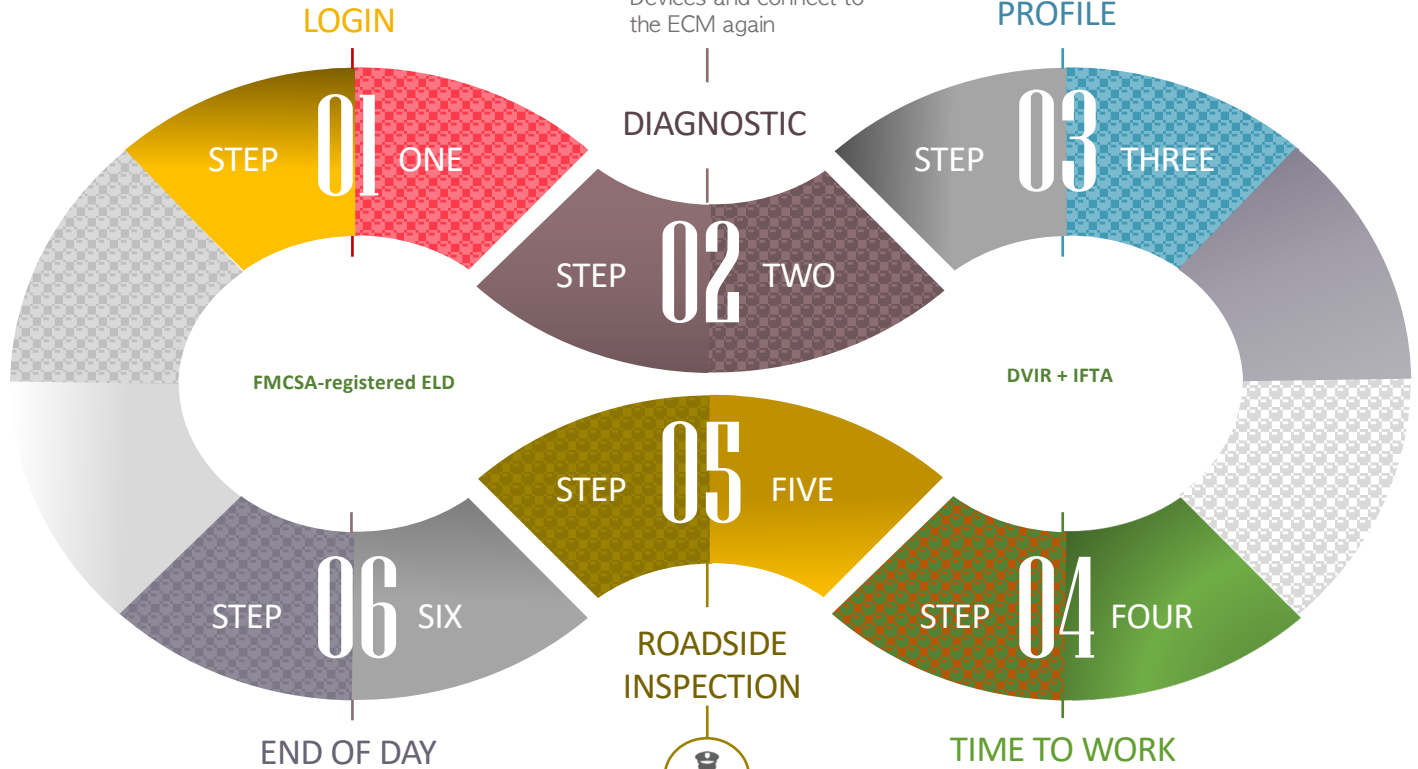
- Turn engine on
- Use credentials & login
- Enter vehicle & trailer Information (\*1)

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

Make sure all diagnosed items passed. If Bluetooth connection or and 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

South of 60 meridian

North of 60 meridian

## 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 last 8 days (70/8). See “Recap” below

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

**Extend** 14 hours by taking 2 consecutive hours OFF-Duty and 8 consecutive hours on the Sleeper Berth. 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

## 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

## 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 hours

**Can not** drive after 14 hours of being ON-Duty

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

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

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

**10 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 consecutive hours of Sleeper Berth, OFF-Duty (or 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 first day

## Canada Cycle 1 & 2

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

**Can not** drive more than 15 hours

**Can not** drive after 18 hours of being ON-Duty

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

**Can not** drive after 80 hours On-Duty time in the last 7 days (cycle 1 & 2)

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

**8 (consecutive) hours OFF-Duty** required per day.

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



**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 apparent on the basis of information known to the person dispatching the run at the time it was begun.” So, while this may include an unexpected snow storm or a traffic delay due to a crash, it doesn’t include time sitting in traffic due to normal, rush hour congestion. If any of the conditions described above exist, you may continue driving until the intended destination is reached or until you are able to 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 next available recap will take place. This information has great value for the driver, so you can plan your weekly cycle and be aware of 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 rule set 60/7 and, on July 1<sup>st</sup> you go On-Duty right after taking 34 consecutive hours OFF-Duty time. That same day, you drive 10 hours and spent 4 hours On-Duty for a total of 14 hours ON-Duty time. Let’s say, as part of this example, at the end of the day on July 7<sup>th</sup> you have accumulated a total of 58 hours ON-Duty. On (beginning of the day) July 8<sup>th</sup>, the 14 hours On-Duty (July 1<sup>st</sup>) are removed from your accumulated ON-Duty time and your new accumulated ON-Duty time will be 44 hours.