

Lesson 8

Trip Planning and Hours of Service

Exercise Book



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Table of Contents

Introduction	4
Purpose	4
Approach	4
Tips for End Users	4
Exercise 1: Trip Planning	5
Exercise 2: Log Books and Documents to Complete	7
Exercise 3: Trip Planning Scenario	10
Additional Notes / Exercise Area	14



Introduction

Purpose

This Exercise Book contains exercises related to MANDATORY ENTRY-LEVEL TRAINING MANITOBA CLASS 1 (MELT) PROGRAM Lesson 8.

Approach

This lesson covers paperwork/documentation, route, schedule and other trip planning considerations and best practices for hours of service tracking:

- Course textbook
- In-class instruction
- Videos

Tips for End Users

Use all the reference materials provided to complete the exercises.



Exercise 1: Trip Planning

Instructions

- Answer the questions below
- Use the resources listed to assist you (if required)

Resources:

- Course textbook
- In-class instruction

Questions:

1. List the key points that you need to understand about planning for vehicle height, width and length restrictions.
2. List the key points when planning for road restrictions and bans.
3. What are the 3 main tasks involved in trip planning?
4. What kinds of tools and resources are available for trip planning?



5. Provide the formula for distance, average speed and trip time.

6. In the table below, list 5 things to consider when planning your trip.

Considerations
1.
2.
3.
4.
5.



Exercise 2: Log Books and Documents to Complete

Instructions

- Answer the questions below
- Use the resources listed to assist you (if required)

Resources:

- Course textbook
- In-class instruction

Questions:

1. What information must be captured in a daily log?
2. What are the key points to remember about filling in the log grid?
3. List the hours of service cycles that you can operate under, including the hours and days incorporated into each cycle.



4. How many hours are required to reset each cycle back to zero?

5. List the reasons a driver would be able to defer 2 hours of daily off-duty time to the following day.

6. What are the requirements of an electronic recording device? An electronic recording device must be capable of displaying:

7. What conditions must be met to qualify for a 160 km Radius Rule?

8. What are some examples of tampering with daily logs?



9. Fill in the Table, listing the details of the duties performed for each term:

Terms	Details of the Duties Performed
On-duty	
On-duty, not driving	
Off-duty	
Sleeper berth	

10. Fill in the table below indicating the documents you may be required to carry. Include the purpose of the document, when and how often it needs to be completed and when applicable.

Document	Details
Insurance certificate	
Vehicle registration	
Daily trip inspection report and schedule	
Safety fitness certificates	
Log book	



Exercise 3: Trip Planning Scenario

Instructions

The following is a driver's journal entry from a recent trip. The journal does have errors in it based on what we know about Manitoba regulations and best practices for road safety.

Considerations:

- **Was the hours of service recorded at the appropriate points?**

Resources:

- Course textbook
- Grid Sample Log
- Guide to Transportation Safety
- In-class instruction

Journal Entry

I just delivered a load of pipe that only went about 300 kilometres and it is now Friday afternoon. I am sitting in a truck stop in Winnipeg just off the perimeter. To be exact I am parked at Deacon's Corner just off Hwy #1. I am relaxing in the sleeper of my truck waiting for word from dispatch telling me that I have a load to pick up.

I drive a T-600 Kenworth truck and pull a 48' flatbed trailer behind me. It is a newer truck and I enjoy the challenging work that is associated with a flat bed. Oh there's dispatch now. I take a look at it and the load assignment is great. We will be picking up a load in Regina, SK and then delivering in Mississauga, ON. I am amazed at the length of the trip, 2500 km. Most loads I get are only about 1200 -1500 km long.

My appointment time is for 7:00AM in Regina which is 638 km away. It will take me some time to get there so I get headed out of the truck stop and start out on Hwy #1.

I arrive in Regina, SK at the Petro Canada stop on the Service Road. It is a fairly nice truck stop, clean and quiet for the most part but since it is starting to get later in the day the parking lot is very full. I have a hard time finding a parking spot that is open but finally another driver pulls out of a spot and I go for it. It is a tight spot to back into. I get lined up on my spot and wiggle my way in very carefully.

Settled into my parking spot I finish up my log book for the night and make a bowl of beef stew in my microwave. I am trying to save money and eat a bit healthier so I'm making my own meals. I pop in a DVD and watch a movie.



I was just about asleep so I head back into the sleeper and drift off to sleep. Beep... Beep... Beep my alarm is sounding. I think to myself “OMG, is it that time already?” I grab my shower bag and head into the Petro Canada. I go to the fuel desk and ask for a shower, the attendant gives me the key and I head to the driver's area to get a shower.

After that refreshing shower I grab a breakfast sandwich and head out to my truck. I arrive at the shipper along with 5 other trucks. I walk up to the office and give them my pick up number and information. The guy informs me it will be a little while before they can load me. I head out to my truck as it could take a while. An hour passes by and they wave me up to the loading area.

I pull up and they tell me to stay in the truck. After about 20 minutes a huge forklift starts loading a stack of pipe on my flatbed trailer (it takes him about 30 minutes to stack all the pipe on my trailer.) After he finishes I use three chains to hold the load of pipe down and then pull into the load securement and tarping area.

I use 10 nylon straps to finish tying the pipe down, next I have to tarp the load. I spread the tarps over the load of pipe and tie the tarp down with bungee cords.

I walk in and wait 10 minutes for my paperwork to be printed, I sign it and I am free to go.

I have been awake several hours and waited two hours for loading to be completed.

Back on the road...Well almost... I have to catch up my log book and then plan my trip.

So, I have planned to drive quite a few kilometres each day as I need to arrive in Mississauga, ON in a few days.

I'm now departing the shipper, I drive for a while then stop to tighten down all the straps and chains that are holding the pipe down. As you drive down the road all the bumps and vibrations cause the load to settle.

At the next cargo securement check, I noticed that I have a low trailer tire, so I head to the nearest truck stop to have the trailer tire repaired.

I arrive at the truck stop, walk in and they tell me it will be about two hours. So, I wait in the truck until they are done, I also need to weigh my truck and trailer on a truck scale. I pull onto the scale and get weighed. I walk into the truck stop and use the restroom and get my weigh ticket. Now I am ready to get back on the road again.



I tune in to the satellite radio station and tune in to The Dave Nemo show. I plan to drive a few hours then stop for a rest and load check then I'll be back on the road.

I drive for quite a few hours, arriving at the truck stop in Melita. There is no shower at this truck stop so I will need to wait for that opportunity.

I am passing through to the US through Coulter so I will stop at a weigh station across the border.

After a short sleep in the sleeper, I am ready to get on the road for the last leg of the trip.

I arrive at the destination at around supper time. Upon arrival and parking at the loading dock, I remove the tarps and then I am instructed to wait until they have someone to unload the stack. I go in and get my paperwork signed. I will head to the Shell station outside of Barrie, ON to rest and wait for the next call.



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