Driver Split Duty

Work-flow to Use Driver Duty Work Time

The Driver Split Duty preference is accessed through **Load Template** and only one instance of it is permitted.

Preference Overview

This preference sets basic driver split duty parameters for the schedule. It includes the minimum break eligible to be defined as a split, the minimum required work time at either end of a split and the largest distance a driver may travel during a split break to the start point of his next trip.
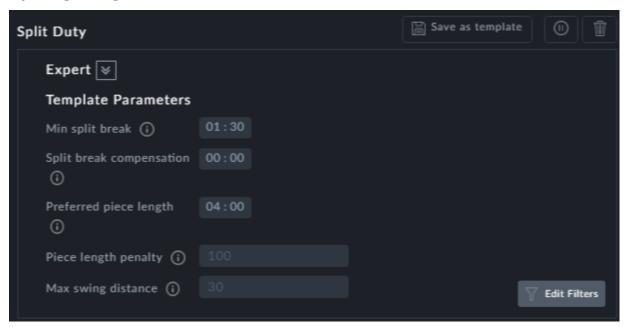
Templates Available from Optibus

Split Duty

Purpose:

As stated in the Overview

Prerequisites: None.

Opening Dialog:

Points to note:

- **Min split break**: The minimum break length that can be considered a split break
- **Split break compensation**: Driver compensation as an hourly wage for split break time for which he is otherwise, not fully paid
- **Preferred piece length**: A piece is the preferred (minimum) work time at either end of the split break
- **Piece length penalty**: This is the maximum penalty that is incurred if either piece length is too small. The actual penalty is proportional to the violation subject to this maximum. For example, for a **Preferred piece length** of four hours, and an actual piec length of 3 hours, the penalty is (4 - 3) / 4 * 50 = 12.5. It increases proportionally as the actual piece lengthdecreases.
- **Max swing distance**: This is the maximum allowable distance a driver may travel between a split start and split end. For example, a driver completes the first part of his duty before a split break. During the split break he is required to travel to a different location to commence the second part of his duty. The distance he travels may not exceed the **Max swing distance**.

> **Caution**
>
> **Edit Filters** should not be used with this template.