

THE MONTHLY SCOOP

The DOT Doctor Newsletter

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Headaches or Log Aches

What is the purpose of Log Books? Is it to give us Headaches or Log Aches? Is there any good behind them or just another paper issue? As to any item there are pros and cons to our Log Aches. We may not see it at first but as we look back over our Log Aches we can see the good in them.

Log Book Tips:

- ⇒ Write nice and neat not quick and fast.
- ⇒ Learn your company's full name and address.
- ⇒ We are all human when you make a mistake just initial it.
- ⇒ Zero is my friend! Fill in everything on a log book!
- ⇒ $1+2+3=???$ Don't forget to add up your hours make sure they always equal 24.
- ⇒ Where are we going and where have we been? Always log your locations! Remember it goes City, State not State, Country.

*"If YOU WAIT
FOR PERFECT
CONDITIONS YOU
WILL NEVER GET
ANYTHING DONE..."*

*-AUTHOR
UNKNOWN*



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TOP QUESTIONS OF THE MONTH:

Q: Is there a difference between off duty and sleeper berth?

A: Short answer – Yes.

LET’S REVIEW FROM A LEGAL PERSPECTIVE BEGINNING WITH THE REGULATIONS THEMSELVES.

395.2

On duty time means all time from the time a driver begins to work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. On duty time shall include:

- (1) All time at a plant, terminal, facility, or other property of a motor carrier or shipper, or on any public property, waiting to be dispatched, unless the driver has been relieved from duty by the motor carrier;*
- (2) All time inspecting, servicing, or conditioning any commercial motor vehicle at any time;*
- (3) All driving time as defined in the term driving time;*
- (4) All time, other than driving time, in or upon any commercial motor vehicle except time spent resting in a sleeper berth;*

395.8(f)(11) Total hours. *The total hours in each duty status: off duty other than in a sleeper berth; off duty in a sleeper berth; driving, and on duty not driving, shall be entered to the right of the grid, the total of such entries shall equal 24 hours.*

395.8(h)(1) Off duty. *Except for time spent resting in a sleeper berth, a continuous line shall be drawn between the appropriate time markers to record the period(s) of time when the driver is not on duty, is not required to be in readiness to work, or is not under any responsibility for performing work.*

395.8 (h)(2) Sleeper berth. *A continuous line shall be drawn between the appropriate time markers to record the period(s) of time off duty resting in a sleeper berth, as defined in §395.2 (If a non-sleeper berth operation, sleeper berth need not be shown on the grid and may not be used.)*

WHAT DOES ALL THIS MEAN?

Off duty is time when you are relieved from all company responsibilities. You are free to come and go as you choice. You may leave the vehicle and company area to pursue any activity of your choice. This may also be used when you are sitting in the front seat of the truck and have no responsibility to the unit. You may read a newspaper, do crossword puzzles or spend the time as you desire. You are not responsible for the load during this time. It is also time that you spend in a truck stop or similar facility to obtain meals and showers. These are off duty examples and should not be logged as sleeper berth. Hotel time would be off duty time.

Sleeper berth is a place of rest. It may be used while waiting at a facility, to gain the required 10 hour break or in conjunction with off duty. Such as 2 hours off duty for dinner in a truck stop with some TV, then 7 hours in the sleeper berth, then another hour off duty for breakfast and morning shower. Sleeper berth should only be logged when you are actually in the sleeper. Logging sleeper berth at any other time, is a violation.

Oilfield sleeper berth has another definition – it can be any sleeping area such as the bunk house, a sleeping bag under the stars or even a make shift bed in the front seat. These definitions only apply when physically in the oilfield. Use of a company bunk house, outside the oil field (such as a man camp) is off duty.

It is important to understand the difference between the two and use them properly. Improper usage is a violation of DOT regulations and can result in a fine. If an officer comes to your vehicle to perform a surprise log check and you are logged as sleeper berth but sitting in the driver’s seat; you have a false log. It is vital to always be in the correct status on your log; 24/7/365.

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TOP QUESTIONS OF THE MONTH:

Q: Do all supporting documents have to match the log book?

A: A log book is true and correct representation of your time 24/7/365. As a professional driver, you are in one of these statuses at all time. Even when off duty at home; you are still in a representative status on the log book. To prove you are not creating a false log, all supporting documents must match your log. The log auditor is required to match your documentation to the log to prove to the DOT that the logs are accurate. Monetary fines up to incarceration can occur for creation of false logs and failure to document errors. This applies to the driver, dispatcher, safety manager and CEO.

Fuel receipts must match time and date of fueling. Fueling must be shown on the log.

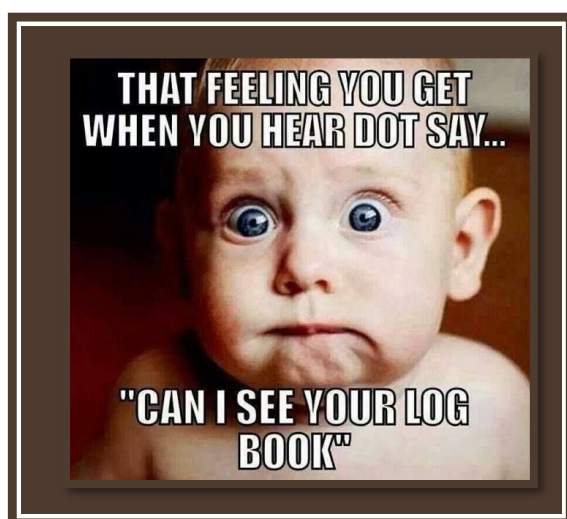
Hotel receipts are required for nights that are shown as off duty and spent in a hotel.

Toll tickets match log times. You should flag your tolls as you drive so they are easy to monitor and audit.

Ticket time on your bill of lading or work tickets must match your logs and dispatch sheet. If an exact time and date are listed; then those times and dates need to match your log exactly. If you just show date or hours; then the date and/or number of hours must match. The dispatch log is what ties this all together when BOL and Work Tickets are generic.

Shop tickets, repair orders and all other documents must match your log.

Roadside Inspections – these are EXACT times listed by DOT agents. Your log must show on duty not driving for the EXACT same times as listed on the inspection reports and/or tickets. You must turn these reports and/or tickets into your company within 24 hours. You need to call your company immediately and report such items. These are the first things that an auditor will check and are vital items to prove log accuracy.



Q: Do we need a shipping number? Is it really important?

A: The shipping number is the number that ties the load together. It is the number that is placed upon all supporting documents and the log to match all items to the dispatch log. This allows an auditor (internal or external) to quickly match all paperwork and verify the log. Without this information on a log, you are subject to form and manner violations with a fine up to \$1000 per log.

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Never Ending Logs

Logs, logs everywhere not a drop to spare. The logs keep on coming every day. They are a never ending cycle of a balancing book. But what is the next step when we get our logs from our drivers? Do we hide them in a drawer? Do we use them as fire starter? Or can we hide them under our wiggly tables to help balance them out? No we must all be good little girls

and boys and move on to the next step. The log auditing process is tedious and time consuming but a necessary part of compliance.

When using [The DOT Doctor log auditing](#) service, you save time and free up valuable in-house resources. The long hard process of scanning our logs can be accomplished quickly and simply. What is the best way to accomplish this task? Should we take all the logs and do a mass upload once a month? Or should we upload twice a month? Do we take the drivers whole log book when we do this? Or do we rip their whole log book up in the process? So much to do and so little time. Here our few great tips on how to scan the Log Books.

Never Ending Scans

- ◆ Make it easy on yourself and scan every 7 to 8 days. Good way to remember this is to do it on the same day your drivers are resetting their hours. Have all paper-work turned in before their break.
- ◆ Never take the drivers whole log book. They must have their monthly log book with them at all times. You only collect the white copy! They must have all the yellow, red or pink copies connected together in their log books!! This is how they can show their last 7 days to the DOT officer when needed.
- ◆ Use a drop scanner or a top loading scanner. That can hold up to 20 scans at a time. This way there is no coping needed before scan time. Just load them up and they do the work for you.
- ◆ Paper everywhere and still more to go. Make sure all your supporting documents are scanned with your logs.



Log Blood

We may not like to admit it but Logs are like our Blood. We must live and breathe logs if we wish to survive in today's compliance age. Yes they give us Log Aches but they also can provide us with Log Relief. We can see how far we have grown as a company by simply looking back over our logs. We can see the strengths and weakness of our drivers and the improvement in our company. With this knowledge we can move forward one step at a time with our company's compliance efforts.

