

EOBR LOG AUDITING

Why audit EOBR logs? Because federal regulations (§395.16) **require** carriers to review their EOBR data for compliance with HOS rules. RAIR offers the most comprehensive HOS solutions for carriers that are using—or considering a transition to—EOBRs. Our services complement those available through EOBR providers.

SUPPLEMENTAL AUDITING The FMCSA's recent notice of proposed rulemaking (NPRM) for EOBRs "would explicitly continue the obligation of motor carriers to use the information contained in supporting documents to ensure that their drivers comply with prescribed HOS limits."

Like the FMCSA, RAIR audits electronic logs for accuracy of **all** duty statuses. Logs are verified using movement data as well as supporting documents, like fuel receipts, roadside inspections, motor carrier profiles, etc.

SUPPORTING DOCUMENT RETENTION RAIR helps carriers comply with the FMCSA's proposed requirements for retention of supporting documents. The appropriate documents are retained for the required time period, made easily accessible for an audit, and then removed from the system after the retention period elapses.

SUPPLEMENTAL REPORTING RAIR offers dozens of HOS reports, including reports that are unique to electronic log audits, such as the Personal Conveyance and Sensor Failure reports.

PAPER LOG INTEGRATION RAIR integrates both paper and electronic logs in the same reports. This feature is useful during the transition to EOBRs, as a contingency plan for system-wide EOBR failure, and for mixed fleets.



AUDITED EOBR LOG: EXAMPLE 1

Carriers can view their electronic logs on RAIR's secure web interface. Our system uses a carrier's EOBR data to create a unique image for each driver log (A), including the graph (B) and the remarks section (C). Our system also generates an electronic record of the log after it has been audited (D), and a list of violations (E), including a detailed description of each event.

RAIR's log auditing program supports team drivers. On the log below, our system identified three HOS violations (E): one driver was driving while the other was off duty, an 11-hour violation, and a 14-hour violation.

A **RAIR Trucking Company, LLC**
 250 Bishops Way, Brookfield, WI 53005
Carrier Name and Address

Larry Robinson 892LR
Driver Name and ID#

Aaron Kolski 982AK
Co-Driver Name and ID#

October 8, 20XX
Month - Day - Year

516
Miles Driven

879
Tractor #s

4982T
Trailer #s

B

C **REMARKS**

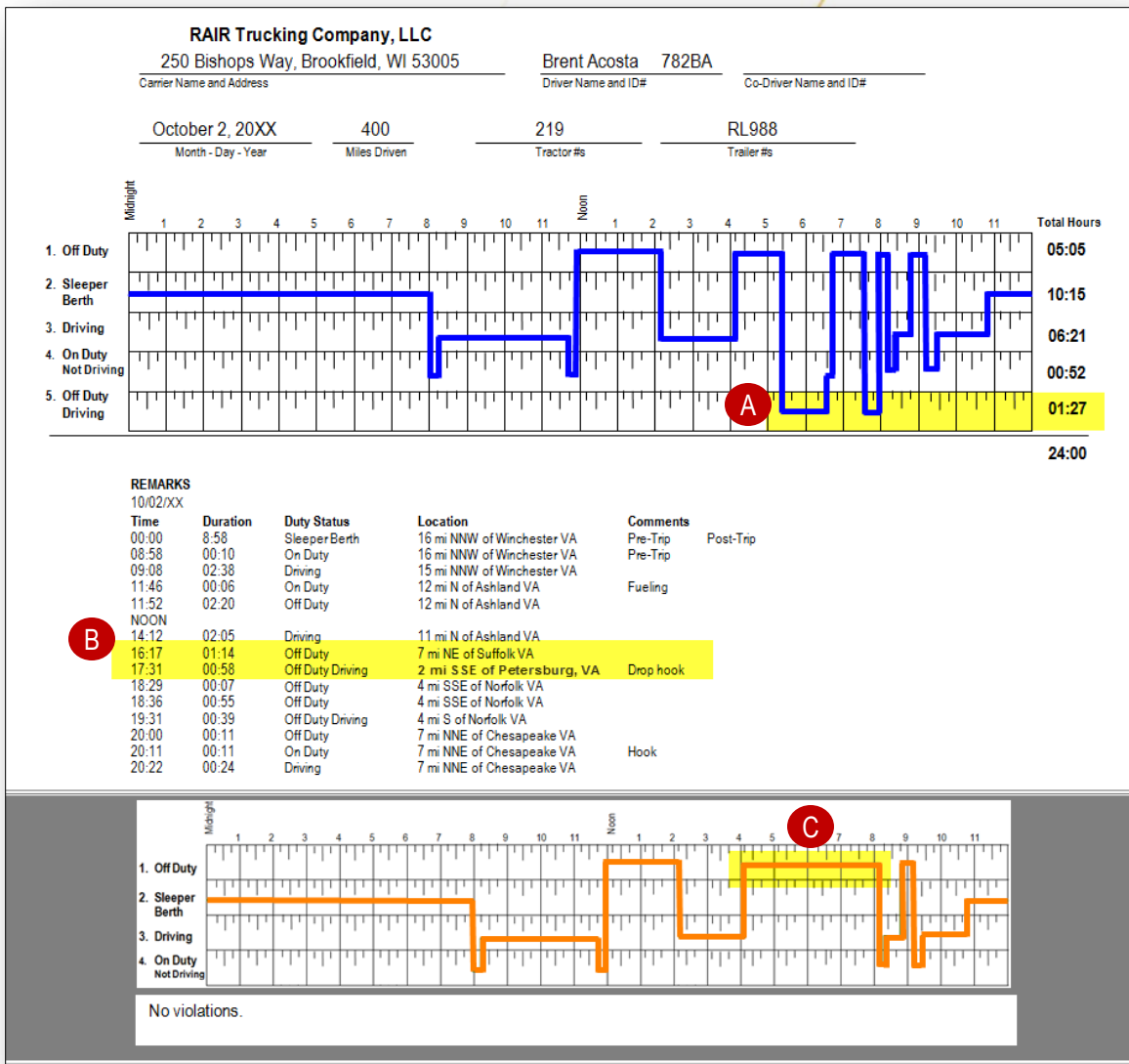
Time	Duration	Duty Status	Location	Comments
10/02/XX				
00:00	04:12	Sleeper Berth	5 mi SSE of Hattiesburg MS	TIV
04:12	02:20	On Duty	4 mi SSE of Hattiesburg MS	
06:32	01:14	Driving	3 mi SSE of Hattiesburg MS	
07:46	01:51	Off Duty	1 mi WNW of Monticello MS	Unload check
09:37	00:42	Driving	3 mi NNW of Monticello MS	
10:19	00:10	Off Duty	2 mi N of Crystal Springs MS	Tire check

D

E One driver was driving while the other was off duty (06:32 AM 3 mi SE of HATTIESBURG, MS).
 11 Hour driving violation registered at 03:12 PM for 3.5 hour(s).
 Driving after reaching the 14th hour on duty at 06:22 PM for 8.5 hour(s).

AUDITED EOBR LOG: EXAMPLE 2

RAIR audits driver logs for all duty statuses. For electronic logs, this includes breaking out a fifth duty status for Off Duty Driving, which is commonly claimed by drivers as personal conveyance. This log shows the driver as Off Duty from 4:17 pm to 8:00 pm (C). RAIR's analysis indicates that 1 hour and 27 minutes of the Off Duty time was spent driving (A), making this log suspect. This log is also suspicious because the driver ends nearly an hour of Off Duty Driving (B) by unhooking his trailer. Driving time that ends in dropping a load or unhooking a trailer should most likely be categorized as On Duty Driving.



AUDITED EOBR LOG: EXAMPLE 3

RAIR's audit of this driver's log shows an 11-hour violation (A) and a 14-hour violation (B). In addition, on two occasions, supporting documents conflict with the log data. The log shows the driver Off Duty at 6:14 AM when a fuel receipt (C) indicates that he was fueling. The log also shows the driver Off Duty at 10:30 AM during a roadside inspection (D).

