

Hours-of-Service Solutions

RAIR offers customizable hours-of-service (HOS) solutions that meet the evolving needs of each motor carrier. Our web-based log auditing system requires no hardware or software and is automatically updated as hours-of-service regulations change.

FOR ALL CARRIERS

Motor carriers can submit paper logs, log images, or electronic log data. Carriers with paper logs can continue using their existing log forms, which RAIR scans at no additional expense. Audited logs and reports are available within 24-48 hours, and reports are updated in real time. Additional log accuracy checks compare logs' data to any form of downloadable electronic data that includes dates and times, such as motor carrier profiles, fuel events, and toll receipts. For no additional fees, HOS clients have access to RAIR's driver counseling tools, which include automated violation summary reports, automated violations letters, electronic records of counseling sessions, and reports for repeat violations after counseling.

FOR CARRIERS WITH GPS

RAIR verifies log accuracy by comparing the latitudes and longitudes of GPS data to drivers' log data. Our cost-effective, patent-pending system audits 100% of a fleet's logs within minutes and requires no manual data entry

FOR CARRIERS WITH EOBRs

According to §395.16, motor carriers are *required* to review their EOBR data for HOS compliance. RAIR assists carriers by verifying log accuracy, comparing log data to supporting documents. RAIR also retains supporting documents for the required time period and then removes the documents from our system. RAIR's contingency plans for EOBR failures combine paper and electronic logs without interrupting HOS compliance history.

FOR CARRIERS IN TRANSITION

RAIR's HOS reports integrate both paper and electronic logs in the same reports. A single log-in allows motor carriers to track drivers' consecutive hours-of-service, as well as complete HOS history, while combining paper and electronic logs. This capability facilitates EOBR driver training and eases the transition to EOBRs.



Log Verification with Supporting Documents and GPS

Motor carriers have the option of using supporting documents and/or GPS data to further verify log accuracy. These added accuracy checks may find inconsistencies that would go undetected with traditional audits.

Grid A was audited by comparing fuel data and inspection report data to the driver's log. The audit identified two inconsistencies. Fuel data shows the driver fueling at 8:31 AM in Valdosta, GA, and an inspection report places him in Thomasville, GA at 9:32 AM. The driver should have logged On Duty (Not Driving) at these times instead of claiming to be in the Sleeper Berth. The audit also identified 11-hour and 14-hour violations.

Grid B was audited with GPS data, and the blue lines indicate GPS pings. Beginning at 2:30 PM, the driver is in the sleeper berth, but GPS data indicates vehicle movement. The driver continued driving until after 11 PM, while his log indicates that he was in the sleeper berth. This is the easiest falsification for a DOT auditor to find and could cost a motor carrier millions of dollars if the driver is involved in a serious crash.

