

# LOG KEEPING EXERCISES

## Log Keeping Exercise Number 1

You will be prompted by the online lesson to begin this exercise. Ask your instructors if you have any questions. The instructors will explain the procedures in detail. General instructions are provided below.

### General Instructions

#### Part I Solo Driver

In Part I of this log-keeping exercise, you are to complete daily logs and a log recap form for a six-day period based on a diary of activities.

- Use the information in the diary which follows to complete a daily log for each 24-hour period
- Your carrier is the Benson Trucking Company
- Your home terminal is Chicago, Illinois
- Your carrier is using the 7 day, 60-hour rule
- You have written instructions authorizing four breaks, e.g., you do not have to attend to the vehicle and cargo

The instructor will provide you with sufficient copies of logs to complete the exercise.

You may refer to reference materials about the Hours of Service regulation as you complete this exercise.

Starting location: Wayland, Texas

You pulled in the night before last at 9 p.m. and have been on layover since then, staying at a 'local motel. The information below is a recap of your last seven day's activities, use it to fill out the recap sheet and determine how many on-duty hours you have remaining. Keep a running total of remaining on-duty hours. throughout the exercise.

#### Daily Total Duty and Driving Hours

- April 25 - 10 hours
- April 26 - 10 hours
- April 27 - 15 hours
- April 28 - 4 hours
- April 29 - 15 hours
- April 30 - 0 hours

You are off duty today and have to report to the company's terminal in Wayland tomorrow at 8 a.m.

Starting location: Wayland, Texas

You get up at 7 a.m. and eat breakfast at the motel. You report to Operations at 8 a.m. and are assigned Tractor #2311, Trailer #11703. It's a sealed load of miscellaneous dry freight to be hauled to Dallas, Texas.

After a review of the shipping papers and trip instructions and a pretrip, you are ready to be dispatched. The Manifest Number is 12344A and the shipper is Acme Goods.

At 9 a.m., you are dispatched and on the road. You drive four hours straight with just incidental stops to check your tires and stop for lunch at 1 p.m. at a truck stop in Red River, Texas. Company policy says you are off duty during this lunch break that ends at 2 p.m.

You are on the road again at 2 p.m. You arrive at the terminal at 6:45 p.m. By the time you complete your maintenance reports and other paperwork, drop off the trailer, and secure the tractor, it is almost 7:30 p.m. And you are finally off duty. Tonight will be spent at a local motel and tomorrow you will probably pickup another load going north.

A long day's work and 263 miles.

Starting location: Dallas, Texas at 6 a.m., you call Operations and are told to report at 8 a.m. to pick up a load for North Holland, Illinois.

After reporting for duty at 8 a.m., you go through the routine of checking your shipping papers for the sealed cargo. It's a miscellaneous dry freight load, Manifest #2345A, the Smith Shipping Company. You have the same tractor and a different trailer, #1268. After coupling and pre-trip, you are ready for dispatch. You are dispatched and on your way at 8:45 a.m.

At 2 p.m. you stop for lunch in Houston. At 3 p.m. you start driving again on US 59, then US 259. You stop driving at 7:45 p.m. in Marshall, Texas, 456 miles and 80 gallons of fuel purchased in Texas today. You spend the night in a local motel.

Starting Location: Marshall, Texas

You get up at 5 a.m., 30 minutes for breakfast and 15 more for your pretrip. At 6 a.m., you are driving on US-59 to the Arkansas State line. You keep on 59 until you get to I-30. At 11 a.m., you stop in Little Rock for lunch. One hour later, at noon, you are back in the cab and robbing down. When you reach Cape Gardena, Missouri, five hours later, you stop at a trucker's stop for 5 hours off duty. At 10 p.m., you climb in the sleeper berth for the night. 322 miles total today.

Starting Location-Cape Gardena, Missouri

You are up at 7 a.m., and eat a good breakfast. At 7:30 a.m., you do a 15-minute pretrip and spend 15 more minutes fueling and you are on the road at 8 a.m. You stay on I-55 until you get to Illinois and stop for lunch at Springfield, Illinois at noon. At 1 p.m., you are back on the road and push on through to the consignee in North Holland, Illinois. You get there at 3:30 p.m., and help unload the trailer, until 6 p.m.

Now you have to bobtail back to Chicago but will need to rest first. So you climb back into your cab and drive for 1/2 hour to South Holland, Illinois. You spend 2-1/2 hours off duty at the truck stop, then climb into your sleeper berth at 9 p.m., today you drove 135 miles in Missouri and 189 miles in Illinois.

Starting Location: South Holland, Illinois

You are anxious to get home. It's just another 3-hour run. You are up at 7 a.m. to grab a quick breakfast. It takes 15 minutes to pre-trip your tractors from 2:15 to 2:30 a.m. You are on the road. There is no traffic and you arrive home terminal in Chicago at 5 a.m. 129 miles.

By the time you finish your paperwork, it's 5:30 a.m. You are off duty and climb into your car in the employees' parking lot. You're home at 6 a.m. to a family that is just getting up. The rest of the day is rest and relaxation.

## PART 2 CO-DRIVER

In this part of the exercise, you are to fill out your log as a co-driver in a two-man operation. We will give you a list of the activities and the completed log for your co-driver, John Smith. You must fill out your log to make maximum use of rules related to sleeper berth use and off-duty time.

Your total on-duty time for the 24-hour period should not exceed 12-1/2 hours.

### List of Activities for Your Co-driver, John Smith

<b>Time Period</b>	<b>Activity</b>
Midnight to 4 a.m.	Resting in sleeper berth. You drive (162 miles).
4 a.m. to 5 a.m.	Stop to eat. Authorized break. Do not have to attend vehicle.
5 a.m. to 8 a.m.	Driving the vehicle (126 miles)
8 a.m. to 9 a.m.	Repair stop. John Smith attends the vehicle.
9 a.m. to 1 p.m.	Resting in sleeper berth. You drive (170 miles).
1 p.m. to 2 p.m.	Dinner stop. Authorized break. Vehicle does not have to be attended.
2 p.m. to 7 p.m.	Driving the vehicle (216 miles).
7 p.m. to 8 p.m.	Service stop for refuel. John Smith is off-duty.
8 p.m. to 11:30 p.m.	John Smith rides as co-driver (136 miles).

A copy of John Smith's log based on the above activities will be projected on the screen in the classroom. Fill out your log based on the activities you should be performing.

# Log Keeping Exercise Number 2

## DRIVER'S DAILY LOG COMPLETION EXERCISE

This exercise will be completed in class. Brief instructions are provided below for reference. The instructor will answer your questions about the exercise and help you if you have any problems. You may also refer to the reference material which explains how to fill out a Daily Log.

### Instructions

Fill out a Driver's Daily Log form and total your hours.

- Use your name and today's date.
- Your company is Fast Freight Inc., 290 West 44th Street, New York, N.Y.
- Vehicle numbers: Tractor 6244, Trailer 53306. If you change trailers you can indicate by using the notation "C/O".
- Freight document numbers: Manifests #677453-383 and #153457-041.

### Information for Filling in Log Sheet

1. At one minute past midnight, you are home, off-duty. At 8 a.m. you are given an "alert" call, Your home is in Toledo, Ohio.
2. At 10 a.m., you report for work at the terminal in Toledo. You pretrjp your vehicle from 10 to 10:30 a.m.
3. At 10:30, you start driving. You drive for 1 1/2 hours to Willard, Ohio.
4. In Willard, Ohio, you stop to change trailers. The new trailer number is 62470. You are finished by 1 p.m. and driving again.
5. You drive for 6 hours and 30 minutes to Milesburg, Pa., where you stop at 7:30 p.m. for a meal. It is this company's policy that the drivers remain responsible for the vehicle and load at all times.
6. At 8:30 p.m., you start driving again and drive for 1-112 hours, until you reach your home terminal in Red Deer, Pa.
7. At 10 p.m., you are relieved of all responsibility to work or be ready for work. You go home and go to bed.
8. The total miles you drove--450 miles.

## RESULTS OF THE ACCIDENT

The truck driver's only statement regarding the act down the i-71 and I just didn't see them in time". This statement was given to the investigating officer and to the company official to whom he reported the accident by telephone.

As a result of the accident, two children in the Chevrolet, one in the back seat, the other in the right front seat, were killed instantly. The child occupying the rear seat struck the steering column head first. The driver was somehow pushed to the left of the steering column and received only minor injuries. It was not determined whether any of the Chevrolet passengers were wearing seat belts.

Of the 42 children in the school bus (ages 6 to 14), 36 were injured but only 3 required hospitalization. Neither the Ford driver nor the truck drivers were injured. Both were wearing seat belts.

## EVENTS PRECEDING THE ACCIDENT

Comparison of the driver's logs, toll receipts, and plant arrival and departure times for the two days preceding the accident showed conclusively that the driver was falsifying his daily logs. His last eight days of logs indicated a pattern of exactly 8 hours off duty and exactly 10 hours driving, which coincides with Federal Motor Carrier Safety Regulations maximum hours of service limitations,

Reconstruction of the driver's probable activities for 2 days prior to the accident revealed the following:

He reported to the carrier's Greensboro, North Carolina terminal at 12:30 a.m., March 27, and was on duty, not driving until 1 a.m., at which time he departed for Edison, New Jersey. According to his daily log, the driver arrived at Edison, 492 miles away, at 11 a.m., and was off duty until 7 p.m., the evening. The terminal supervisor, however, reported that the driver arrived at plant between 4 p.m., and 5 p.m., where he unhooked one trailer and hooked up another. A notation on the Edison terminal dispatch sheets shows that the driver called from Ashland, Virginia, at 10 a.m. that morning to notify them of his location. In effect the driver claimed a 9-1/2 hour trip, but actually made the 492-mile run in 15 hours.

The driver's route from Greensboro, North Carolina, to Edison, New Jersey, takes him past his home in Reidsville, North Carolina, 25 miles from the terminal. He may very well have stopped in Reidsville, and not entered it on his log for obvious reasons. A stop of 4 or 5 hours at home could have interrupted his schedule enough so that he could not take the required off-duty time in Edison in order to meet his next dispatch.

The phone call from Ashland at 10 a.m., and toll receipts from Perryville, Maryland at 1:30 p.m., and the Delaware Memorial Bridge at 2:16 p.m., reinforce the hypothesis that he stopped several hours during the early portion of his trip.

Dispatch records at carrier's Essington facility, which is 59 miles from Edison, show that the driver was "In" at 7:22 p.m., March 27, and "Out" at 2:27 a.m., March 28. His daily log shows him "Off Duty" at the Essington plant from 8:30 p.m., March 27 until 4:30 a.m., March 28. According to plant records, his actual time at the plant, which would include some "on duty, not driving" time was 7 hours and 49 minutes.

One final toll receipt from the Baltimore Harbor Tunnel at 7:04 a.m., suggests that the driver took 4 hours and 31 minutes to make the 96 mile return trip from Essington to Baltimore. The indication is that the driver either stopped along the way or did not leave Essington for another 2-1/2 hours.

Between 7:04 a.m., when the driver went through the Baltimore Harbor Tunnel, and 3:40 p.m., when the accident occurred, the driver covered 268 miles. At normal driving speeds, this would require no more than 5- 1/2 hours, which suggests that he may have taken a 2-hour break somewhere in this 8- 1/2 hours preceding the accident.

The resultant picture is that while the driver showed two 8-hour breaks in his daily logs, he actually only took one break of approximately 7 hours and several smaller breaks dispersed over the two-day period.

The evidence shows hours of service violations more than 10 hours of service violations of Section 395.3 (a), driving more than 10 hours without 8 consecutive hours off duty, and log falsification.

## **SUMMARY AND CONCLUSIONS**

This accident took the lives of two people and had the potential for much greater severity. It was caused by the driver's inattentiveness which very likely stemmed from general fatigue and road weariness. He was familiar with the area and most probably had knowledge that school buses stopped on the main roadway while discharging passengers.

Analysis of the driver's daily logs reveals that he was falsifying logs in order to show that he was within the hours of service limitations while, in actuality, he was driving beyond prescribed hours of service limits. His logs fall into the pattern of exactly 8 hours off duty and exactly 10 hours driving, which coincides with Federal Motor Carrier Safety Regulation's maximum hours of service limitations. According to the driver's logs, he drove 917 miles in a little over 18 hours, for an average speed of 51 miles per hour.