



According to Australia's Heavy Vehicle National Law (HVNL), you need to keep a truck driver's logbook. The main goal of the law is to lower the likelihood of accidents by ensuring that those operating heavy vehicles that are subject to fatigued regulations get enough rest. Penalties could be imposed for failing to follow the rules. If you are a truck owner, you must make sure that your drivers are keeping their logbooks up to date. To answer the question, "When do I need a truck logbook? the details outlined in this blog ought to be useful. The National Driver Work Diary (also known as a "logbook") is evidence that a driver's work and rest hours are compliant with the Heavy Vehicle National Law (HVNL) and that their fatigue is being managed. Drivers are not allowed to drive or work more than the maximum work hours or rest less than the minimum rest hours in a certain period set out by law. It's important to complete your diary correctly and in accordance with the Heavy Vehicle National Law (HVNL) and ensure you are counting time correctly.Drivers of fatigue-regulated heavy vehicles must carry and complete a work diary to record their work and rest times if they:operate under standard hours need to be a work diary to record their work and rest times if they:operate under standard hours need to be a work diary to record their work and rest times if they:operate under standard hours need to use a logbook: You need to use a truck log book only if the vehicle you drive falls under the fatigue-regulated heavy vehicle category. As long as you are driving 100km from your logbook with you. Responsibility for managing driver fatigue is shared by parties who have control over the transport task. Each of the vehicle's drivera prime contractor for the vehicle's drivera operator of the vehicle scheduler for the vehicle is shared by parties who have control over the transport task. by the vehiclea consignee of any goods transported by the vehiclea loading manager for any goods transported by the vehiclea loader of any goods transported by the vehiclea nuloader of any goods transported by the vehiclea loader of any goods transported by the vehiclea nuloader of any goods tra an operator who is also a consignor of goods for the vehicle). Penalties may apply if you don't follow certain rules, such as neglecting to carry your truck logbook or keep it up to date. These consist of: An infraction fine of \$630.00 and a maximum court fine of \$630.00 are also possible consequences for failing to retain records of the previous 28 workdays. The same penalties would apply if you failed to retain backup records in the event that your logbook was lost or stolen. You risk incurring a maximum court-imposed fine of \$1,580.00 or a \$158.00 infraction penalty if you fail to record odometer readings correctly or promptly. In case you do fail to comply with the regulations and have the option to pay the infringement penalty and avoid going to court, that would certainly be the wiser choice. As you can see above, the infringement penalties are only 10% of the maximum court-imposed penalties. Paying up sooner rather than dragging the case to the court would save you a lot of time and money. If you are in violation of the rules and have the chance to settle out of court by paying the infringement fine, doing so would be the smarter course of action. The infraction fines, as you can see above, only account for 10% of the maximum penalty the court may impose. You would save a lot of time and money if you settled the dispute sooner rather than dragging it out in court. Disclaimer It is important to note that the information in this document is authentic to the best of our knowledge, and as such, it is prone to errors and the absence of some key information. We can edit or change this appropriately to give the reader of this document updated industry-related information. informative purposes not to be perceived as professional advice with regards to health, finances, or any other field. . The National Driver Work Diary (also known as a log book) is evidence of a driver's work and rest hours. It's important to complete your work diary correctly and in accordance with the Heavy Vehicle National Law (HVNL). To learn more, download the - National Driver Work Diary (PDF 4.7MB) - it has information and examples to guide you, including: definitions of the work diary records how to fill in your daily sheet how to count time work and rest hour options frequently asked questions. Drivers of fatigue-regulated heavy vehicles are not allowed to drive or work more than the minimum work hours or rest less than the minimum rest hours in a certain period set out by law. The National Driver Work Diary assists operators to comply with the law. On this page Types of work diaries Written Work Diary Electronic Work Diary Local area record When must I use a work diary? If you are operating under: Where can I get help with filling in a work diary. Ask for help - contact the NHVR if you need assistance or talk to your written work diary? Check your written work diary. Ask for help - contact the NHVR if you need assistance or talk to your written work diary. engage a Registered Training Organisation (RTO) which offers the Complete a work diary in the road transport industry course (TLIE3028). Download the National Driver Work Diary (PDF 4.7MB) - this guide provides step-by-step instructions and examples. Watch Get Your Diary Right - this video shows in detail how to complete a work diary (produced by TDT Victoria with the assistance of the Federal Department of Industry). What if my work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is filled up, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is filled up, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary is lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been completed, lost, stolen or destroyed fact sheet (PDF, 496KB) If your work diary has been complet record for up to 7 business days until you purchase a replacement work diary records Supplementary records to record your work diary records normally record in your work diary. Locations to purchase a Written Work Diary The written work diary can be purchased for \$30 at many locations throughout Australia. Australia Tasmania Victoria Western Australia Some WA Department of Transport centres Morean South Wales Northern Territory Queensland South Australia. information For more information, see our Fatigue Management FAQs. June 28, 2020 June 28, 2020 Truck driving is a rewarding career for those who can handle the difficulties that come with the job. For a truck driver, it is reasonable to drive 11 hours a day while fighting an uphill battle with deadlines. The Federal Motor Carrier Safety Administration, or FMCSA, did not make things easy either. Every day, the trucker had to fill out their hours accurately worked in a DOT truck driver logbooks. A quick note before we start: Logbooks are just a failsafe method since 2017 - ELDs (electronic logging devices) have completely replaced logbooks in trucking. However, keeping a paper logbook is recommended should the ELD malfunction. The DOT truck driver and provides information for 24 hours. DOT logbook contains information and the time they track of their location and the time they are tracked. It is filled in by the driver and provides information for 24 hours. DOT logbook contains information for 24 hours. DOT logbook contains information and the time they are tracked. It is filled in by the driver and provides information for 24 hours. DOT logbook contains information for 24 hours. DOT logbook contains information and the time they are tracked. It is filled in by the driver and provides information for 24 hours. DOT logbook contains information and the time they are tracked. spend on and off duty. Off duty information is needed to keep track of the rest the trucker has had in between driving. There is no room for false information in a trucker logbook. Any attempt at entering wrong info may result in prosecution. Before ELDs, the Hours of Service (HOS) logbook forms were a guarantee that the driver gets the rest they need before they get back on the road. The logbook is a paper record that keeps track of the duty hours, and time spent in a sleeping berth. Since the end of 2017, it has become mandatory for most CMVs to have an ELD device (or Electronic Logging Device). These devices are attached to the vehicle and keep track of how long the engine has been running and the vehicle moving. Operating without an ELD device is subject to fine, and the driver risks getting the vehicle confiscated. Another illegal thing is tampering with the ELD devices to show false information. However, keeping a logbook alongside ELD devices has been common as a backup should anything go wrong with the device. The truck driver logbook is reasonably easy to fill, and it includes the following information: DateTruck NumberName of CarrierAmount of Miles Driven in a 24hr periodAdditionally, if the driver has used more than one vehicle, this must be logged in the logbook. The above info is just the basics of the information required for a logbook. The trucker should provide additional info for each entry, including: Starting time and point of originationDestinationShipment documents (Carrier name, type of cargo)Names of co-driversA DOT logbook. This means inputting the progress in the graphic grid of the form for each hour of the day. The form also contains extra fields that serve for the driver to indicate their activities, like off-duty hours, sleeping, or loading/unloading cargo. There are slight differences between the Hours of rest, but drivers who transport passengers (like bus drivers) can drive a maximum of 10 hours after 8 hours of rest. The truck driver log book has a graph grid that contains the different types of activities on the columns section, and the hours of the day in the row section. The hours section is divided into quarters for every 15 minutes of an hour. Two types of lines are used in the logbook - a vertical and a horizontal line. The vertical line represents a transition between activity. The graph itself should look like this when correctly filled out. In the above example, the driver has marked with a horizontal line 10 hours off duty, then used a vertical line to jump to the on-duty section. He later marked a one-hour on-duty (not driving) with a horizontal line. The then uses the vertical line to jump to the driving section, then marks 6 hours driving with a horizontal line. The rest of the day shifts between off duty, on-duty (not driving), and driving. An example of a logbook activity section with entries for each hourThe driver had to correctly fill in the logbook to avoid substantial fines. Section 395.8 dictates that drivers must have a record of their activities in the logbook. Any attempt at false reports will hold the driver liable for breaking the regulation, risking prosecution. The logbook itself requires the driver to sign it, so this makes the driver will be held responsible for every incorrect sheet in the logbook by a carrier, the driver will be held responsible. Logbooks were subject to debate and internal trucker jokes for years. The majority of truckers considered them a waste of time and that they added a layer of pressure to already tight deadlines. The system was not perfect, but it fulfilled its purpose - to keep drivers off the road when fatigued. With ELDs coming into the picture, the traditional logbook is everything but relevant. However, there are a few exceptions for ELD use (like driving a truck manufactured before 2000) and, of course, keeping backup logbooks should the ELD malfunction. Below are a few logbook examples: For more examples like the above, visit FMCSA's website. Dec 19, 2023 #1 I have a CDL-B. I drove for years doing local delivery less than 100 miles per day. Company required CDLs. We had a few straight trucks over 26,000# but I mostly drove a small package truck like UPS or Amazon. With new company job now I'm paid to drive only small vehicles: cars, sedans, SUVs, pickup trucks, to deliver those vehicles. Sometimes more than 200 miles each way, sometimes interstate. Most of the company's drivers have only non-CDL licenses and do the same work. Company says a CDL is NOT required. One of the CDL drivers said I need to keep a logbook, and if so, where is the regulation that states this is allowed? I'd like to keep my CDL and do this job without keeping a logbook, can I do that or must I give up the CDL? Every month 400 people find a job with the help of TruckersReport. Dec 19, 2023 #2 Regulations don't allow anything, so there isn't one. They are only restrictions. That said, no there is no regulation that requires a logbook based on license type, it's all about gross vehicle weight rating. Dec 20, 2023 #3 I have a CDL-B. I drove for years doing local delivery less than 100 miles per day. Company required CDLs. We had a few straight trucks over 26,000# but I mostly drove a small package truck like UPS or Amazon. With new company job now I'm paid to drive only small vehicles: cars, sedans, SUVs, pickup trucks, to deliver those vehicles. Sometimes more than 200 miles each way, sometimes interstate. Most of the company's drivers have only non-CDL licenses and do the same work. Company says a CDL is NOT required. One of the CDL drivers said I need to keep a logbook just because I have a CDL, even if we drive only the small vehicles, and if so, where is the regulation that states this is allowed? I'd like to keep my CDL and do this job without keeping a logbook, can I do that or must I give up the CDL? If I were you I would keep one because you are working and getting paid to drive. As you state T]the distance is over 200 miles so you'd need one. Do not give up your CDL a log book is a minor inconvenience in your situation and you can use it to back up and prove your tax deductions Dec 22, 2023 #4 If I were you I would keep one because you are working and getting paid to drive. As you state T]the distance is over 200 miles so you'd need one. Do not give up your CDL a log book is a minor inconvenience in your situation and you can use it to back up and prove your tax deductions I'm a W2 employee paid hourly. Most of us are retirees working part time. have no expenses in this job, everything (tolls, fuel, insurance, etc) is paid by the company, they supply an EZ-Pass and a credit card. There are no tax deductions. The vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), the vehicles are all UNDER 10,000 #. I won there is no product on board, the vehicles ARE the product. The vehicle "registration" is not CMV but is usually an "In-Transit" plate that I attach to whatever vehicle is under 10,000 # ? REMEMBER: A driver without a CDL doing the same job DOES NOT NEED a logbook, it was implied that I would have to maintain a log just because I'm doing it WITH a CDL,. The company wants me to give up my CDL he would ask for a logbook. I need to be very sure that it's either REQUIRED, not just that it MIGHT be a good idea, or that MAYBE it's not needed. Dec 22, 2023 #5 I'm a W2 employee paid hourly. Most of us are retirees working part time. have no expenses in this job, everything (tolls, fuel, insurance, etc) is paid by the company, they supply an EZ-Pass and a credit card. There are no tax deductions. The vehicles are all UNDER 10,000 #. I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, there is no product on board, the vehicle is under 10,000 # ? REMEMBER: A driver without a CDL doing the same job DOES NOT NEED a logbook, it was implied that I would have to maintain a log just because I'm doing it WITH a CDL,. The company wants me to give up my CDL or use a log daily They say that if an officer saw my CDL he would ask for a logbook. I need to be very sure that it's either REQUIRED or NOT REQUIRED, not just that it MIGHT be a good idea, or that MAYBE it's not needed. From my understanding any thing over 150 AIR miles, not actual road miles any driver who is producing or providing a service for pay/revenue has to have a logbook. Under 150 AIR miles, not actual road miles any driver who is producing or providing a service for pay/revenue has to have a logbook. keep my CDL and drive on. AS you say the chances of you getting stopped are slim BUT there is always that one time when we would a should and didn't. I would NOT under any circumstances give up my CDL. Actually Read this and make your decision. Good Luck ROYG and 25(2)+2 Thank this. Dec 25, 2023 #6 You only need a log book in a commercial vehicle, as defined by LAW. In most states, for intra-state commerce, that's 26K and over GVWR for a straight truck used for any business purpose. It's 10K GVW in interstate commerce. I.e. a 1 ton truck or bigger crossing state lines, and you're driving a commercial vehicle. if you are under that, the LAW does not consider you a commercial vehicle, and Hours of Service regulations do NOT apply. Dec 27, 2023 #7 Accidental Trucker said: 1 You only need a log book in a commerce, that's 26K and over GVWR for a straight truck used for any business purpose. It's 10K GVW in interstate commerce. I.e. a 1 ton truck or bigger crossing state lines, and you're driving a commercial vehicle. if you are under that, the LAW does not consider you a commercial vehicle, and Hours of Service DO apply. I run a time sheet not a log book. The ONLY time I need a log book is IF I go over the 150 air mile rule. Those are the fact according to FMCSA regs and my state. Most but not all states have their own regulations with normally are the same as FMCSA regs. Check your state. Last edited: Dec 27, 2023 #8 You don't need to keep a log book. You don't fall under DOT/FMCSA regs and my state. No different than a cardiologist with a medical licence having a part-time gig delivering vehicles. Just because he holds a medical licence doesn't mean the AMA. As well, Just because you have a CDL doesn't mean you fall under DOT/ FMCSA rules. Just because you hold a CDL, has nothing to do with your situation. Just like driving your personal car to grandma's house for Thanksgiving dinner. Just because you have a CDL, doesn't mean your under the FMCSA rules. Weight rating puts you under DOT/FMCSA rules....... which says you have to have a CDL to operate large vehicles. Last edited: Dec 27, 2023 #9 I won't get stopped by Motor Carrier Enforcement (I'm in Ohio), they are not commercial vehicles, there is no product on board, the vehicles ARE the product. The vehicle "registration" is not CMV but is usually an "In-Transit" plate that I attach to whatever vehicles I drive. Well, that's wrong. in-transit plates are commercial operations, hence you can be pulled over by motor carrier enforcement. In-transit plates are not registered to a car, they are registered to a company and that company can not be a not-for-profit operation. Dec 28, 2023 #10 Well, that's wrong. in-transit plates are commercial operations, hence you can be pulled over by motor carrier enforcement. In-transit plates are not registered to a car, they are registered to a company and that company can not be a not-for-profit operation. What he said Share - copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt - remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licenser endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions icense as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. As per the Heavy Vehicle National Law (HVNL) of Australia, you may potentially need to maintain a truck driver's log book The key purpose of the regulation is to reduce the chances of accidents by ensuring that individuals driving fatigue-regulated heavy vehicles are getting adequate rest. Not complying with the regulations may potentially result in penalties. In case you happen to be a truck operator, you need to ensure that your drivers are maintaining their log books properly. In case you are wondering "When do I need a truck log book?", the following information should be helpful. What is a logbook and when do you need it? A log book is essentially a work diary where drivers are to record their work and rest hours. It acts as evidence that your work and rest hours are in compliance with the regulations. The HVNL mandates that drivers of fatigue-regulated heavy vehicles must not work for longer than the maximum permitted rest hours shouldn't be shorter than the minimum permitted rest hours either. Not all truck drivers need to use a truck log book only if the vehicle you drive falls under the fatigue-regulated heavy vehicle category. As long as you are driving 100km from your home base, you do not need to keep records in the log book. If your destination is over 100Km, however, it is mandatory to carry your logbook with you. What falls into the fatigue-regulated heavy vehicles category? As per the Australian regulations, the following motor vehicles gualify as fatigue regulated heavy vehicles: Trucks that have a gross vehicle mass (GVM) of more than 12 tons. Buses that are over 4.5 tons in weight and carry 12 or more people. Exceptions from this category include motor vehicles that have a gross vehicle mass (GVM) of more than 12 tons. for use as off-road equipment. What would be the penalties in case of non-compliance? Not complying with these regulations, i.e., failing to maintain or carry your truck logbook may result in an infringement penalty of \$630 and a maximum court-imposed penalty of \$630. In case you do not keep supplementary records in case of a loss or theft of your logbook, you would face the same penalties as above. Failure to record odometer readings within the set time can cost you an infringement penalty of \$1,580. In case you do fail to comply with the regulations and have the option to pay the infringement penalties are only 10% of the maximum court-imposed penalties. Paying up sooner rather than dragging the case to the court would save you a lot of time and money. Can you avoid penalties for valid reasons? Thankfully, the Heavy Vehicle National Law (HVNL) also provides for certain exceptions in case you finish your diary, lose it or it gets destroyed, you would need to purchase a new work diary for \$25. You would have to maintain your records in a supplementary diary if you cannot purchase a new logbook within two business days, after which you would have to stop working if you cannot purchase a new logbook. 2. Disability or illiteracy You may apply for a special permit if you cannot maintain a workbook due to problems like illiteracy or disabilities. In case the authorities approve it, they would exempt you from the mandate. However, you would have to nominate another person to fill in the logbook entries for you and carry the permit with you at all times. Once you have obtained your MR license and decide to drive fatigue-regulated heavy vehicles, purchase a logbook. It would carry instructions on how to keep your records. The rich text element allows you to create and format headings, paragraphs, blockquotes, images, and video all in one place instead of having to add and format them individually. Just double-click and easily create content. sdfsdrich text element allows you to create and format them individually. Just double-click and easily create content. headings, paragraphs, blockquotes, images, and video all in one place instead of having to add and format them individually. Just double-click and easily cre rich text element allows you to create and format them individually. Just double-click and easily cre rich text element allows you to create and format them individually. Just double-click and easily cre rich text element allows you to create and format them individually. already know that keeping up with log book rules for truck drivers is a big part of the job. By 2025, most of the trucker's logbook rules you can't afford to ignore. Understanding these requirements is crucial for staying compliant and avoiding disruptions on the road. To start, let's break down exactly what information your logbook must include to meet FMCSA standards. What Must the Log Include? While electronic logging devices (ELDs) automate much of this process, manual logs remain an essential backup. If you ever need to rely on them, you'll need to know exactly what's required under DOT logbook regulations. The CDL logbook rules state that you must use a 24-hour graph grid to log your hours of service and include certain details on each page of your logbook. While the overall look and layout of your log can be customized, the required information cannot. Here's what must be recorded:- Date: The month, day, and year that the 24-hour graph grid to log your hours of service and include certain details on each page of your log can be customized. hour period began. If a driver takes multiple consecutive days off duty, they can combine them on one log page with an explanation in the "Remarks" section.- Total miles driving today: The total miles driven during the 24 hours.- Truck or tractor and trailer number and licensing state for each truck and trailer driven during the 24 hours.- Name of carrier: The name of the motor carrier(s) for whom the driver is working. If a driver works for multiple carriers in 24 hours, they must record the start and end times for each carrier.- Main office address: driver's legal name or name of record to certify all entries are true and correct.- Name of co-driver: If applicable.- Time base to be used: The time zones, they should record the time zones, they should record the time as it is at their home terminal. All drivers operating out of the same home terminal must use the same home terminal must use the same home terminal. starting time for the 24 hours as designated by their employer.- Remarks: The city, town, or village and state abbreviation for each duty status must be added and recorded on the right side of the grid. The total of all entries must equal 24 hours unless the log page reflects multiple consecutive days off duty.- Shipping document number, such as the shipping manifest number, or the name of the shipper and the commodity being hauled. Here is what your graph grid must look like. The Unseen Pressure: How Many Hours Can Truckers Drive?*sourceYou must keep the grid on your log current to your last change of duty status. For example, if you are driving and an inspector stops you and asks to see your logbook, the final entry should show the time and place that you last started driving. These DOT logbook rules apply to all truck drivers, regardless of whether they are long-haul or local. The grid will have the starting time and the hours marked above it. You must draw lines on the grid as follows:- Off Duty. Connect the relevant time markers to show the periods you are resting in a sleeper berth.- Driving. Mark the times you are driving a commercial motor vehicle by drawing a solid line between the correct time markers.- On Duty (Not Driving). When you're on the clock but not behind the wheel of a big rig, mark that time on your company. An example of a completed logAfter you have completed your log, the regulations allow you 13 days to get the original copy to your carrier. Your carrier may require you to turn it in sooner. You must keep a copy of your completed log for the next 7 consecutive days. The copies must be available for inspection by law enforcement officers. If you need to make edits to your logs, be sure to include a clear and detailed explanation. Carefully document any additional notes to ensure consistency during inspections. Keep in mind that inspectors are thorough and detail-oriented, so it's essential to maintain the same level of accuracy and diligence in your records. While understanding what must be included in your logbook is critical, knowing how to track your Hours of Service (HOS) effectively is equall important. Whether you're using an ELD, a mobile app, or manual logs, choosing the right method ensures accuracy and compliance. Let's explore the most common tools and techniques for tracking HOS under commercial driver logbook rules. Key Methods to Track a HOSTo ensure compliance with labor laws and regulations and to accurately track employee working hours, there are several common methods for tracking Apps. These tools allow employees to clock in and out, recording their start and end times for each shift.- Time-Tracking Apps. These digital tools, like TimeCamp Toggl Track, or Clockify, enable employees to easily log their start and end times, often with the ability to track specific tasks and projects where employees physically "punch in" and "punch out" to record their work hours are often used in workplaces with high employee turnover or where strict attendance monitoring is necessary. - Biometric Time Clocks. An advanced version of punch clocks utilizing fingerprint or facial recognition for even more accurate employee identification and time tracking. - Mobile Apps. Many time-tracking apps are available on mobile devices, allowing employees to clock in and out conveniently from anywhere. - Manual Timesheets. While less efficient, some companies still rely on paper timesheets where employees manually write down their start and end times. Each of these tracking methods serves a specific purpose and can be tailored to fit your operational needs. Whether you're using an ELD a mobile app, or manual logs, the key is to ensure accuracy and consistency. Mistakes in recording your Hours of Service can lead to violations, fines, and even out-of-service orders, so it's crucial to choose a method that works best for you and aligns with FMCSA requirements. For example, if your ELD malfunctions or is revoked, having a backup plan, such as familiarity with manual logs or mobile apps, can save you from costly penalties. You May Also Like: What Canadian Drivers Need to Know About HOS Rules in 2025? Given the importance of accurate tracking, it's worth addressing a pressing issue affecting many drivers: the revocation of certain ELDs. If you're currently using one of these devices, it's critical to act quickly to avoid penalties and ensure compliance. What You Need to Know About Revoked ELDs? Speaking of staying on top of things, the FMCSA has removed several ELDs from its list of registered devices due to non-compliance with minimum requirements. Affected devices include BLUE STAR ELD, ROAD STAR SOLUTIONS, United Eld, Speed ELD, and two TrackEnsure ELD devices. *sourcelf you are currently using one of these devices, you must replace it with a compliant ELD by March 9, 2025. Failing to maintain a proper record of duty status is a violation of 395.8(a)(1). This violation could result in you being placed out-of-service during inspections. Motor carriers have up to 60 days to switch to a compliant device, but don't wait until the last minute. If the manufacturers fix the issues, the FMCSA might add these ELDs back to the approved list, but that's not guaranteed. Even if your ELD remains FMCSA-approved list, but that's not guaranteed. (HOS) becomes mandatory. These written logs must be retained for a minimum of 8 days. This highlights the importance of understanding trucker logbook rules both electronically and manually, as drivers must always be prepared for any situation. Failing to comply with DOT logbook rules doesn't just mean paperwork issues. It can lead to serious consequences. Penalties for Non-ComplianceAfter all, even small mistakes can lead to big problems. Failing to meet these expectations doesn't just mean paperwork issues. Here's what happens if you fail to follow DOT logbook rules:- Fines: Violations can cost you anywhere from \$1,000 to \$10,000 per offense, depending on the severity. Falsifying logs or failing to maintain accurate records is taken very seriously.- Out-of-Service Orders: If you're caught using an unapproved ELD or failing to maintain a proper record of duty status, you could be placed out of service. This means no driving until the issue is resolved, which could leave you stranded and cost you valuable work time.- CSA Score Penalties: Non-compliance impacts your carrier's Compliance, and even lost contracts.- Employment Risks: Carriers may hesitate to hire drivers with a history of violations, as it reflects poorly on their safety record. To avoid these consequences, always ensure your logs are accurate, your ELD is compliant, and you're familiar with the latest regulations. As we move through 2025, DOT logbook requirements will continue to shape the trucking industry. For semi-truck drivers, staying informed and using tools like ELDs is the best way to navigate these rules successfully. 2024-02-26 18:33:00 DOT Regulations Share this article As a trucking professional, you keep up with a seemingly endless amount of paperwork day in and day out. Logging your Hours of Service (HOS) comes with the territory, so what happens when you forget to log those hours after a 30-minute break? Are there logging exemptions? How many miles can you drive without a logbook? With many years behind Federal Motor Carrier Authority Filings, these questions are part and parcel of helping companies and truckers adhere to the FMCSA compliance checklist and other regulations. The team shares more about HOS, log books, and exemptions below. The Purpose of Your LogbookLogbooks are there to help truckers track their driving and off hours during long routes. Modern rigs feature an electronic logging device (ELD), which automatically logs when the truck starts to move or stops throughout a route. paperwork. It's important to still maintain a physical logbook to record the following information: The carrier number of miles driven that dayYour license or carrier number of hours on duty over 24 hoursYour work reporting location (when you change your duty status) Shipment information Important Hours of Service Regulations You must also adhere to the Hours of Service rules specified by the Federal Motor Carrier Safety Administration. These regulations protect you from overworking yourself, which also protect so the regulations of the same highway as you. Some examples of the Hours of Service regulations include the following: 30-minute breaks: An eight-hour shift must include a 30-minute break. 14-hour shifts: A shift that's 14 hours of driving (8-day weeks max out at 70 hours). While you should aim to keep your logbook nearby at all times, some exceptions do apply depending on your shift length and how far you drive. In short, you might not need a logbook if you stay within a predetermined radius of your base during a single shift. mind, how many miles can you drive without a logbook? Your shift, logistics, and record-keeping compliance make a difference.100 Air-Mile Exception Allows you to travel within a "100-air-mile radius of your base" without logging your duty status or your comings and goings. In other words, you could work a 12-hour shift within 100 air miles (or 115.08 regular miles) of your reporting location. If you leave and return to the same base, you may not have to log your HOS throughout the shift. Non-CDL Short-Haul ExceptionDo you drive a vehicle that doesn't require a commercial driver's license for an employer? You could have a similar logging exemption. The non-CDL short-haul exception allows you to travel within a 12-hour shift. By that measure, you may be able to drive 172 regular miles away from your reporting base without logging anything. 30-Minute Break exemption works with the non-CDL short-haul exception. For example, if you operate a fleet vehicle that doesn't require commercial licensing within 150 air miles of the reporting base, you may not have to take a mandated 30-minute break in that 8-hour shift. Use caution when applying this exemption. If you unexpectedly work for more than eight hours, you must immediately take your 30-minute break (even within a 150-air-mile radius of your base). This might happen if:Your vehicle has a mechanical issue that delays your shift. A detour adds miles and time to your route. What If You Drive or Work for Too Long? The above-listed exemptions are just examples, and all of them have strict time and mileage constraints. If you jeopardize your own and your carrier's compliance, CSA-point deductions will follow. So, if you suspect you might go over the hour or mileage exemption allowance, do the following: Find a safe place to take your break. Prepare to log your Hours of Service. Communicate with your carrier accordingly.FMCA Filings Helps Truckers Understand Their RegulationsHow many miles can you drive without a logbook? Adherence to HOS rules protects your reputation as a competent, knowledgeable driver. While you might be able to drive between 100 and 150 air miles from your base, it heavily depends on your CDL requirements and shift length. If you'd like to know more, you can learn about DOT regulations for dump trucks and other vehicles. As per the Heavy Vehicle National Law (HVNL) of Australia, you may potentially need to maintain a truck driver's log book. The key purpose of the regulation is to reduce the chances of accidents by ensuring that individuals driving fatigue-regulated heavy vehicles are getting adequate rest. Not complying with the regulations may potentially result in penalties. In case you are wondering "When do I need a truck log book?", the following information should be helpful. What is a logbook and when do you need it? A log book is essentially a work diary where drivers are to record their work and rest hours. It acts as evidence that your work and rest hours are in compliance with the regulations. than the maximum permitted work hours. Similarly, your rest hours shouldn't be shorter than the minimum permitted rest hours either. Not all truck drivers need to use a truck log book only if the vehicle you drive falls under the fatigue-regulated heavy vehicle category. As long as you are driving 100km from your home base, you do not need to keep records in the log book. If your destination is over 100Km, however, it is mandatory to carry your logbook with you. What falls into the fatigue-regulated heavy vehicles category? As per the Australian regulations, the following motor vehicles gualify as fatigue regulated heavy vehicles: Trucks that have a gross vehicle mass (GVM) of more than 12 tons. Buses that are over 4.5 tons in weight and carry 12 or more people. Exceptions from this category include motor homes or other vehicles that have a gross vehicle mass (GVM) of more than 12 tons. Buses that are over 4.5 tons in weight and carry 12 or more people. Exceptions from this category include motor homes or other vehicles that have a gross vehicle mass (GVM) of more than 12 tons. Buses that are over 4.5 tons in weight and carry 12 or more people. complying with these regulations, i.e., failing to maintain or carry your truck logbook may result in penalties. These include: Not keeping records of the last 28 workdays can result in an infringement penalty of \$630 and a maximum court-imposed penalty of \$630. In case you do not keep supplementary records in case of a loss or theft of your logbook, you would face the same penalties as above. Failure to record odometer readings accurately or record the readings within the set time can cost you an infringement penalty of \$1,580. In case you do fail to comply with the regulations and have the option to pay the infringement penalty and avoid going to court, that would certainly be the wiser choice. As you can see above, the infringement penalties are only 10% of the maximum court-imposed penalties. Paying up sooner rather than dragging the case to the court would save you a lot of time and money. Can you avoid penalties for valid reasons? Thankfully, the Heavy Vehicle National Law (HVNL) also provides for certain exceptions in case you cannot maintain the logbook for valid reasons: 1. You need a new diary for \$25. You would have to maintain your records in a supplementary diary if you cannot purchase a new logbook within two business days. You may apply for the supplementary work diary on the NVHR website. However, you can use the supplementary work diary only for 7 business days, after which you would have to stop working if you cannot maintain a workbook due to problems like illiteracy or disabilities. In case the authorities approve it, they would exempt you from the mandate. However, you would have to nominate another person to fill in the logbook entries for you and carry the permit with you at all times. Once you have obtained your MR license and decide to drive fatigue-regulated heavy vehicles, purchase a logbook. It would carry instructions on how to measure time work and rest times and how to keep your records. Dive into the ultimate resource hub for vehicle guides, expert reviews, and invaluable insights, all designed to steer you clear of the lemons and towards your perfect ride. From the latest models hitting the streets to the classic gems that have defined generations, we cover the spectrum to ensure you have the information you need to make informed decisions. Expert Reviews: Get the inside scoop from industry experts who know what to look for in quality vehicles Comprehensive Guides: From buying tips to maintenance advice, our guides are tailored to help you at every stage of your vehicle journey. Community Insights: Join a passionate community of vehicle enthusiasts. Share your experiences, ask questions, and connect with fellow aficionados. The Latest Trends: Stay updated with the latest trends, ask questions, and connect with fellow aficionados. technological advancements, and innovations in the automotive world. At Lemon Bin, we believe in empowering our users with knowledge and insights that matter. Whether you're a first-time buyer or a seasoned collector, we're here to illuminate your path to the perfect vehicle choice. Our content is meticulously curated to ensure you have access to the most reliable, up-to-date information in the industry. Vehicle Reviews: Discover our unbiased, in-depth reviews of the latest vehicles on the market. Buying Guides: Navigate the buying guides. Maintenance tips and advice Community Forum: Engage with our community forum, where knowledge and passions intersect. Embark on your vehicle discovery journey with Lemon Bin. Explore, learn, and connect with a community that shares your passion. Your next vehicle discovery journey with Lemon Bin. Explore, learn, and connect with a community that shares your passion. season for car owners. The harsh weather conditions can make it difficult to keep your vehicle clean and well-maintained. Snow, ice, and salt ... How to Dry a Car After WashingDrying a car after washing is essential to prevent water spots, streaks, and other unsightly marks on your car, ... How Long Will it Take To Charge a Dead Car Battery? A dead car battery can be frustrating, especially when you are in a hurry to get somewhere. If you find yourself in this situation, you may be wondering ... Types of DronesDrones have become increasingly popular in recent years, offering a wide range of uses including aerial photography, surveillance, and even as a fun recreational hobby. With an ever-growing ... Types of Golf CartsGolf carts are an essential part of any golf course. They are used to transport golfers and their equipment, as well as maintenance staff and supplies. With the ... How to Clean Tinted Car WindowsCleaning tinted car windows can be a bit tricky, but it's essential to keep them clean to maintain their appearance and functionality. Tinted windows help to reduce heat ... How Long Does it Take to Change a Windshield? If you're wondering how long it takes to change a windshield, the answer is that it depends on several factors. Generally, replacing a windshield can take anywhere from ... How Long Can a Car Idle? Cars are an essential part of our daily lives. They help us get to work, school, and everywhere else we need to go. However, have you ever wondered ... Types of Car WaxCar wax is an essential part of car maintenance that helps protect the vehicle's exterior from harmful elements. It is a protective layer that shields the paint from ... Types of Oil FiltersOil filters play a crucial role in maintaining the health of a car's engine. GearboxGearboxes are an essential component in many machines and vehicles, as they are responsible for controlling the speed and torque of the engine. There are different types of ignition CoilsUnderstanding the different types of ignition coils is essential to keep your vehicle running smoothly. These components play a critical role in providing spark for the combustion process ... Types of Amphibious Vehicles Amphibious vehicles are unique vehicles that can operate both on land and water. These vehicles are designed to take on the toughest terrains and environments. These vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are built to withstand the most extreme conditions, and they are used for ... Types of Marsh Buggies are vehicles are buggies are vehicles are buggies are vehicles are buggies are buggies are buggies. characterized ... Bad Brake Pads: Your Guide to Signs, Symptoms, and Replacement CostBad brake pads can be a serious safety concern for any driver. They can cause your vehicle to take longer to stop, make strange noises, and even cause ... Bad Radiator: Signs, Symptoms, and Replacement CostBad brake pads can be a serious safety concern for any driver. components of the engine cooling system. It helps to regulate the temperature of the engine by removing excess heat ... Bad Car Battery: Signs, Symptoms, and Replacement CostCar batteries are an essential component of any vehicle, providing the necessary power to start the engine and run various electrical systems. However, like any other part of ... Bad Turbocharger: Signs, Symptoms, and Replacement CostTurbochargers are an important component of modern engines. They help to increase engine efficiency and power to make it run. ... Bad EGR Valve: Signs, Symptoms, and Replacement CostAn EGR valve is an important component of a vehicle's engine that helps to reduce emissions. However, when it goes bad, it can cause a number of problems. ... Driving trucks requires numerous skills and presents many challenges depending on the type of trucking. Many modern trucks require specialized skills and licensing for the drivers tasked with driving these machines. We will look at some of the types of truck drivers performing key roles in our modern society. Truck drivers have a varied and sometimes interesting profession. The job is integral to the smooth functioning of commerce, industry, and survival of the general public. From food to building materials, oversize loads, and other important freight, truckers need to have a wide range of skills. 1. Flatbed trucks are usually used to transport oddly shaped freight that will not fit in other trucks. Drivers of flatbed trucks require expert knowledge for balancing loads such as pipes, large machinery, and other unusual freight. Flatbed truck drivers often must drive mechanical loads onto their flatbeds to achieve the right balance and positioning of the load. In some cases, loading the truck requires a winch to haul the load onto their flatbed trucks have adjustable suspensions, and the flatbed can be lowered or raised to accommodate certain loads. Consequently, many flatbed trucks do not have large ground clearance. This requires careful route-planning by the truck driver to avoid roads where obstacles such as speed humps, pavements, or uneven road surfaces can pose a problem for the load. The wide range of skills required for drivers of flatbed trucks results in these truckers being paid more highly than many other truck drivers. 2. Long-Haul Truck drivers. 2. Long-Haul truck drivers are known by a variety of names in different regions. Descriptions such as Over-The-Road or OTR truckers, or interstate truckers refer to long-haul truck drivers. These truck drivers handle long-distance freight deliveries and spend many hours, days, or even weeks on the road while they head towards their freight destination. Long-haul truck drivers usually drive trucks that have a compartment in the cab with a place for the driver to sleep. Many such trucks have services such as built-in propane gas cooking facilities and sometimes toilet facilities similar to RV's to accommodate driver's needs on the road. These self-contained trucks are almost a home-away-from-home for the drivers and allow them to pull over on the side of the road to sleep, have a meal, or a bathroom break whenever they need it. Long-haul truck drivers require a special type of person with the mental fortitude and stamina for long hours driving day after day. 3. Military Truck Drivers The military has scope for many truck driving opportunities. From transport to highly specialized freight transport, the military has scope for many truck driving opportunities. explosives, and munitions to transporting heavy vehicles such as tanks and aircraft, a wide range of skills is required for the military provides the training necessary for the truck drivers working in this capacity. 4. Tanker Truck Drivers Tanker trucks are designed to carry very specific loads, from inert materials to volatile fuels or hazardous chemicals and gasses. Tanker trucks are engineered with special containers, with each compartment intended for a different destination. This requires the tanker trucks have pump systems to take on or deliver their loads. Some have metered pumps to deliver different destinations. The tanker truck driver must have knowledge of the operation of this specialized equipment. Driving a tanker truck drivers can easily roll a tanker truck drivers drivers can easily roll a tanker truck drivers drive trucks are designed for the transport of very heavy loads. They have specialized suspensions and are often loaded with a crane at the pickup and delivery point. Heavy load truck drivers need skills to manage the loading of the freight and adapt their driving style to accommodate the specific load. Route planning is a key skill required for heavy-load truckers. Some road surfaces are not capable of supporting heavy loads. Driving on these roads could damage the truck itself. Planning routes for the heavy load. 6. Oversize Load Truck Drivers An oversize load trucking, but with the added component of a load trucks are closely associated with heavy load trucks are management skills, problem-solving skills, and communication skills, in addition to exceptional driving skills. Planning the transport of oversize loads often requires weeks or months of planning. Traffic authorities, municipal road officials, and electricity departments are often included in the planning the second officials. truck driver needs to have good communication skills to coordinate with these authorities, and the entourage of vehicles requires to accommodate the passage of the load, which requires to accommodate the passage of the load and coordinate the road closures. Some oversize loads are only allowed to be transported at night to minimize the traffic impact for other road users. 7. Dry Van Truck Drivers Dry van truckers are often the first trucking job for many truckers. These trucks are used to transport dry goods such as boxed foods, tinned food, animal feed, fertilizers, and similar products. With the transport of these loads there is not much special attention that the driver needs to give to the load. Dry goods are most commonly transported in closed box trucks or truck trailers. The driver is not usually responsible for the loading or offloading of the cargo. This function is normally performed by the sender and the freight recipient. Many truck drivers use a dry van trucking job as an entry point into the trucking industry and gain the initial knowledge needed to drive large trucks. 8. Hazardous Material Truck Drivers Hazardous forms, requiring the use of specialized trucks and skilled truck drivers to transport these loads. Some hazardous freight requires tankers for transport, while others require sealed trucks to prevent gas leakage, radiation leakage, or other spills of dangerous cargo. The truck drivers tasked with transport of the hazardous material, correct loading procedures, and the steps to take in the event of a spill. In some cases, the truck drivers must be familiar with the use of hazmat suits and need to have this equipment on the truck to attend to the cargo should there be problems during licenses to transport this type of freight. 9. Overland Truck Drivers Overland truck drivers are truck drivers that deliver freight to outlying, remote locations. This type of trucking requires a special kind of trucker. It is not the type of trucking job suitable for many people. Overland truckers need high problem-solving skills and planning skills and pl faults on their trucks on their own. Mechanical skill and ingenuity and proper preparation of the truck, and carrying of additional spares, equipment, and troiler tires are often all part of a day's work for these hardy truckers. Handling adverse weather, such as snowstorms, heavy rain, crossing swollen rivers, or extricating a truck stuck in thick mud is part of the service provided to the public by local fire departments. Similar to the military, fire departments use specialized vehicles that are not generally in common use publically. This requires fire truck drivers to receive additional training for driving fire trucks, positioning the vehicles safely and effectively at a fire scene, and operating all the specialized equipment on the truck. Fire truck drivers receive special training to drive large emergency vehicles in tight spaces. 11. Local Truck drivers driters drivers drivers drivers drivers dri each day to different locations. Since these truck drivers deliver freight to businesses locally, it is often seen as a normal nine-to-five job, working normal office hours. This is because the senders and receivers of the freight keep normal business hours, limiting the times at which the driver can collect or deliver freight. Local truck drivers will spend all day on the road, but they will only travel short distances for each delivery trip. Thus this type of trucking leads to fewer problems such as driver fatigue. 12. Regional truck drivers generally perform mid-distance freight delivery. These are normally inter-city deliveries, where the driver may be on the road for a couple of days at a time. The driving time for regional truck drivers is seldom more than a day and an overnight haul. Regional truck drivers to deliver goods overnight from city to city. 13. Owner-Operator Truck Drivers Owner-operator truck drivers are truck drivers that own the truck they are driving and work from contract to contract for hauling freight. These truckers drive their own rigs, they often take greater care with the trucks and the cargo, minimizing transport damage of the goods. Owner-operator truck drivers will often take on trucking jobs that other transport companies decline due to the difficulty of the journey and the delivery leg of the haul. 14. Company Truck Drivers Company truck drivers do not own their own trucks but drivers may specialize in various types of truck drivers may be long-haul or local truck drivers may specialize in various types of truck drivers may be long-haul or local truck drivers may be long-ha companies to gain experience across a wide range of trucks and types of freight hauling. 15. Auto Truck Driver Auto hauling trucks are specialized for transport of and unload cars from the double-decker trailers. These cars can be high-value loads, especially in the transport of sports cars or executive cars. The truck drivers employed to transport these cars will not be novice drivers since the consequences of damaging the load can be costly. Auto truck drivers to distribute their stock across their country-wide dealer network. 16. Refrigerated Truck Driver Perishable goods are often transported in refrigerated trucks. These trucks have specialized cooling equipment to maintain the correct temperature for the goods being transported. Refrigerated truck drivers require the relevant knowledge for managing the refrigerated system on these trucks. Monitoring, repairs, and maintenance of the refrigeration system may be required on long-haul trips to prevent cargo loss. Many of these trips may require non-stop driving to cover the required distance and ensure fresh goods delivery. In this case, two drivers may be used to tag-team the drive. The drivers will drive in shifts, with one person driving while the other rests or sleeps. ConclusionTruck drivers are an integral link in the supply chain that many companies and the general public rely on to bring raw materials, food, and important products to where they are needed. In the past, truck drivers were considered to be low-skilled labor, but modern trucks require a high level of skill and management to operate. The realization of their value to trade, commerce, and society in general. This has resulted in the improvement of the compensation offered to experienced and skilled truck drivers.