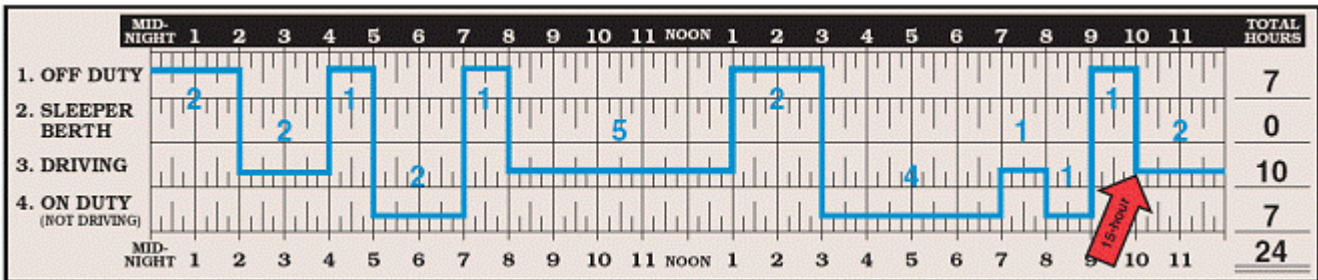


Appendix I

Logging Example #24 (Passenger-Carrying Vehicles)



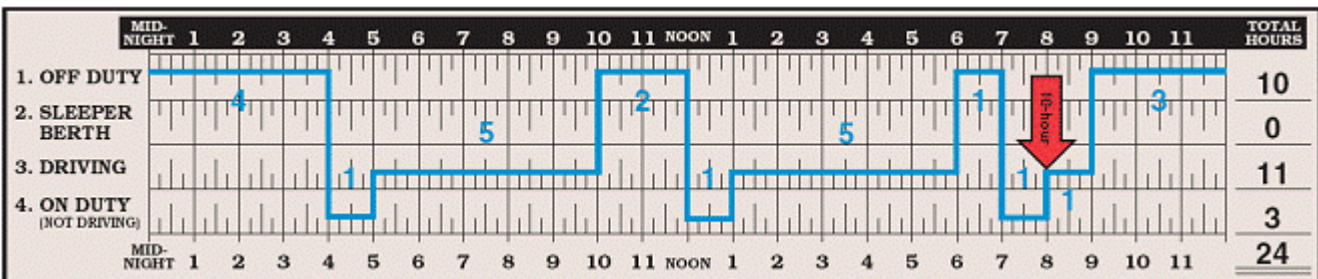
Violations: There is a 15-hour rule violation from 10:00 p.m. – midnight.

Explanation — 10-Hour Limit: After 8 consecutive hours off-duty, the driver was eligible to drive for up to 10 hours beginning at 2:00 a.m. The driver reached the 10-hour driving limit at midnight, so there are no 10-hour rule violations on this log.

Explanation — 15-Hour Limit: After 8 consecutive hours off-duty, the driver, at 2:00 a.m., had 15 on-duty hours available during which to drive a CMV. The driver accumulated 15 on-duty hours (including on-duty and driving time) by 9:00 p.m. The 15-hour rule was violated when the driver drove a CMV at 10:00 p.m. without first having another 8 consecutive hours off-duty.

NOTE: Off-duty and sleeper-berth periods, no matter how short, are not included in the 15-hour calculation.

Logging Example #25 (Passenger-Carrying Vehicles)



Violations: There is a 10-hour rule violation from 8:00 p.m. – 9:00 p.m.

Explanation — 10-Hour Limit: After 8 consecutive hours off-duty, the driver was eligible to drive for up to 10 hours beginning at 4:00 a.m. The driver reached the 10-hour driving limit at 8:00 p.m. and violated the rule by continuing to drive for another hour.

NOTE: The 2-hour off-duty period does not provide the driver with additional driving time.

Explanation — 15-Hour Limit: After 8 consecutive hours off-duty, the driver, at 4:00 a.m., had 15 on-duty hours available during which to drive a CMV. The driver accumulated just 14 on-duty hours (including on-duty and driving time) by 9:00 p.m., so there were no violations.

NOTE: Off-duty and sleeper-berth periods, no matter how short, are not included in the 15-hour calculation