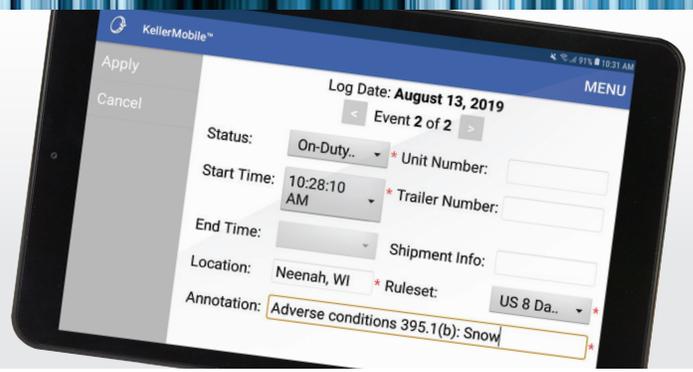


# ELD Annotations: EXEMPTIONS



➤ Regulations governing electronic logging devices (ELDs) require drivers and other motor carrier personnel to enter certain annotations into the ELD record. Annotations — comments added to a driver’s ELD record — are used to explain any special exemptions that apply, any edits that were made, or any other special circumstances that exist.

The trouble is, the hours-of-service regulations offer no guidance on what the annotations should say, and annotations are restricted to just 60 characters. This can make it difficult to decide how to write one.

## Why Annotations are Important

Some annotations are mandatory, like when submitting records during a roadside inspection or editing a record. Others simply offer an explanation. An annotation is “regulation speak” for “entering a comment.”

A well written annotation will explain what was going on during a specific occurrence or a driver’s day. Perhaps a driver hit heavy traffic and used the “adverse conditions” exception or forgot to switch to “personal use” when driving to a local restaurant for lunch. Without an annotation, it may appear to anyone reviewing the record that there is a violation or falsification. This makes a properly written annotation vital to compliance.

The following are suggested annotations that drivers and ELD administrators can use to explain exceptions or exemptions. Keep in mind that annotations should be clear, concise, and refer to a regulation whenever possible.

## Drivers and Annotations

Some ELDs may automatically account for the use of some of these exemptions and may make manual annotations unnecessary. Drivers should check with their safety office for details. When applicable, and as space allows, drivers should also enter a document number for any documentation (e.g., shipment number, BOL number, work order number, etc.) that can support their claim of an exemption.

EXEMPT FROM MOST SAFETY REGULATIONS INCLUDING HOS	
Reason for Exemption	Suggested Annotation
School bus operation (home to school, school to home)	School bus operation 390.3(f)(1)
Non-commercial transportation of personal property	Non-commercial, personal property 390.3(f)(3)
Transporting deceased/sick/injured persons	Transporting corpse/sick person/injured person 390.3(f)(4)
Fire truck or rescue vehicle engaged in emergency operations	Engaged in emergency rescue/fire operations 390.3(f)(5)
9- to 15-passenger CMV, not used for direct compensation	<16 passenger vehicle, no direct compensation 390.3(f)(6)
Propane winter-heating fuel delivery in response to an emergency condition	Emergency propane heating-fuel delivery 390.3(f)(7)
Pipeline emergency response	Pipeline emergency response 390.3(f)(7)

**Additional Exemptions** (see back)

**CONTACT US TODAY** to explore how J. J. Keller® Encompass® Fleet Management System with ELogs can help you comply with the ELD mandate.



### EXEMPT FROM ALL HOS

Exemption	Suggested Annotation
Emergency conditions	Emergency 395.1(b)(2): _____ [enter explanation of the emergency]
Agricultural exemption	Ag commodities/Farm supplies, 150-air mile, 395.1(k)
Utility service vehicle exemption	Utility service vehicle; HOS exempt 395.1(n)
Covered farm vehicle exemption	Covered farm vehicle; HOS exempt 395.1(s)

### EXEMPT FROM CERTAIN HOS PROVISIONS

Exemption	Suggested Annotation
Adverse driving conditions	Adverse conditions 395.1(b): _____ [enter reason for unexpected delay, and location, such as: <ul style="list-style-type: none"> <li>• Snow, sleet, fog, or other adverse weather or road conditions</li> <li>• Unusual traffic, such as caused by a crash]</li> </ul>
Driver-salesperson	Driver-salesperson 395.1(c)
Oilfield equipment 24-hour restart	Oilfield equipment, 24-hr restart 395.1(d)(1)
Oilfield waiting time for specialized equipment	Oilfield waiting time 395.1(d)(2)
100-air mile exception	100 air mile time record 395.1(e)(1)
150-air mile exception for non-CDL drivers	150 air mile time record 395.1(e)(2)
Local retail store deliveries during Christmas season (Dec. 10-25)	Retail store deliveries, 100-air mile radius 395.1(f)
Split sleeper-berth option	Split sleeper berth 395.1(g)
Split rest break using sleeping accommodation at a natural gas or oil well site	Split break, slept at oil/gas well location 395.1(g)(2)
Split break for passenger-carrying vehicle with sleeper berth	Split rest in bus sleeper berth, 395.1(g)(3)
Alaska - property-carrying vehicle	Alaska HOS 395.1(h)(1)
Alaska - passenger-carrying vehicle	Alaska HOS 395.1(h)(2)
Groundwater well drilling 24-hour restart	Groundwater well drilling rig 24-hr restart 395.1(l)
Transportation of construction materials and equipment in a 75-air-mile radius, 24-hour restart	Construction materials/equipment 24-hr restart 395.1(l)
Short-haul 16-hour exception allowed once per week	Short-haul 16-hour limit 395.1(o)
TV/movie production exception	TV/movie HOS 395.1(p)
30-minute break exception for Div. 1.1, 1.2, 1.3 explosives	1.1/1.2/1.3 explosives; break may be on duty 395.1(q)
30-minute break exception for ready-mix concrete	Ready-mix; 30-min break may be on duty 395.1(t)
30-minute break exemption for bee transportation	Transporting bees; exempt from 30-min break 395.1(u)
30-minute break exemption for livestock transportation	Transporting livestock; exempt from 30-min break 395.1(v)
Hi-rail exception for transportation to/from duty assignment	Hi-rail CMV; to/from duty assignment 395.1(w)
Personal conveyance (if "Personal use" driving category is not selected in the ELD)	Personal use: _____ [enter a brief explanation of the personal use, to justify its use]

### EXEMPT FROM ELD USE

Exemption	Suggested Annotation
ELD exempt: driver not required to log more than 8 days in 30 consecutive days	ELD exempt; logs <8 days in 30 - 395.8(a)(1)(iii)
ELD exempt: driven vehicle is being delivered via driveway/towaway operation	ELD exempt: driven unit being delivered 395.8(a)(1)(iii)
ELD exempt: motor home or RV trailer being delivered via driveway/towaway operation	ELD exempt: motor home/RV being delivered 395.8(a)(1)(iii)

