



Asset**WORKS**

QUICK GUIDE

Your Ultimate Guide to the Electronic
Logging Device (ELD) Mandate

The Electronic Logging Device (ELD) Mandate

On December 10, 2015, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced the Final Rule that aims to improve traffic safety by using modern technology to strengthen commercial truck and bus drivers' compliance with hours-of-service regulations that prevent fatigue.

Since the mandate is over 500 pages long, this guide will identify key information that you need to know to comply with the new regulations.



Fact: Approximately three million drivers will be impacted by this legislation.

The Problem

According to the National Highway Traffic Safety Administration (NHTSA), 100,000 police-reported crashes are the direct result of driver fatigue. Commercial vehicle drivers are responsible for tracking their hours-of-service as part of legislative requirements to reduce fatigued driving and improve safety for all drivers on the road.

Not complying with HOS regulations is not only illegal and dangerous, but it can also be costly. In 2015, Hours-of-Service fines in the U.S. reached over \$250 million annually.

While there have been regulations regarding these issues and the need for paper logs for years, the real problem has been that there has not been any consistent format for tracking the records. It has varied from error prone paper logs to various forms of electronic logs that essentially encapsulate the information that the paper log was intended to provide.

An electronic on-board recorder (EOBR)-style log improves the accuracy of the data that was logged, but the lack of a consistent data format meant that the logs essentially needed to be regenerated to an equivalent “paper” format for review and enforcement. The Record of Duty Status (RODS) definition within the ELD legislation defines a consistent format for enforcement personnel to review.



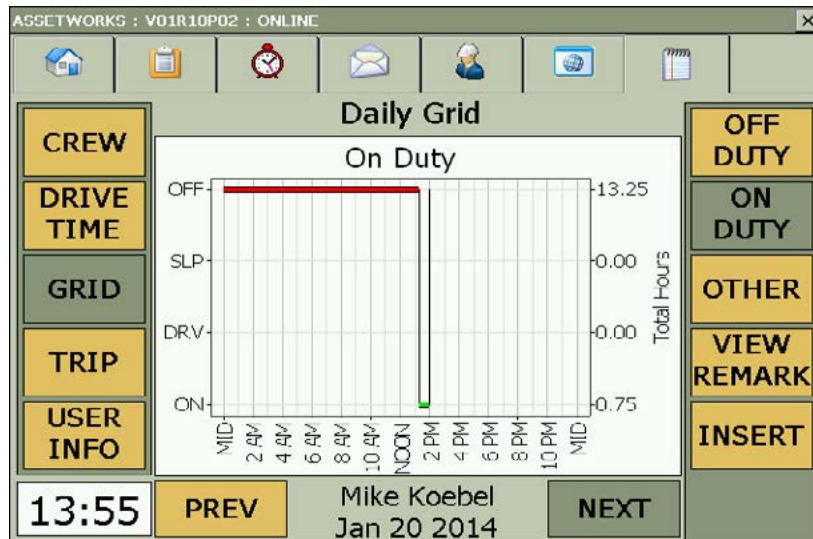
Did you know?

The National Highway Traffic Safety Administration estimates that drowsy driving was responsible for 72,000 crashes, 44,000 injuries, and 800 deaths in 2013.

The solution

So how does a fleet ensure accurate driver logs?

The answer is simple: Electronic logging devices (ELDs). An ELD is an electronic solution for professional truck drivers and commercial motor carriers to keep track of their Hours-of-Service compliance.



The four main components of the new ELD Mandate are:

Commercial truck and bus drivers who are now using paper log books to record hours-of-service records must **switch over to ELDs within two years.**

The ELD Mandate strictly **prohibits commercial driver harassment**, which is meant to prevent drivers from being coerced into violating federal safety regulations by tampering with ELD data.

There will be **strict technology specifications** released so that ELD manufacturers are able to produce compliant devices and systems across the board.

The FMCSA will establish **new hours-of-service supporting document requirements**, such as shipping documents and fuel purchase receipts that will help to further reductions in paperwork.

What does my ELD have to do to comply with the mandate?

The ELD mandate requires that an ELD meets the following criteria:

Connect to the vehicle's engine

— An ELD monitors a vehicle's engine to capture data on whether the engine is running, whether the vehicle is moving, miles driven, and duration of engine operation (engine hours)

Record On-Duty, Off-Duty or On-Duty Not Driving and automatically select drive segments

— If the vehicle is in motion, the device must automatically select drive segments

Graphically display a Record of Duty Status

— A graphic display can allow the driver can quickly assess his or her hours

Provide data in a standardized format

— The ELD data must be able to be sent to law enforcement in a digital format, such as web services, USB or Bluetooth

Be certified by the provider

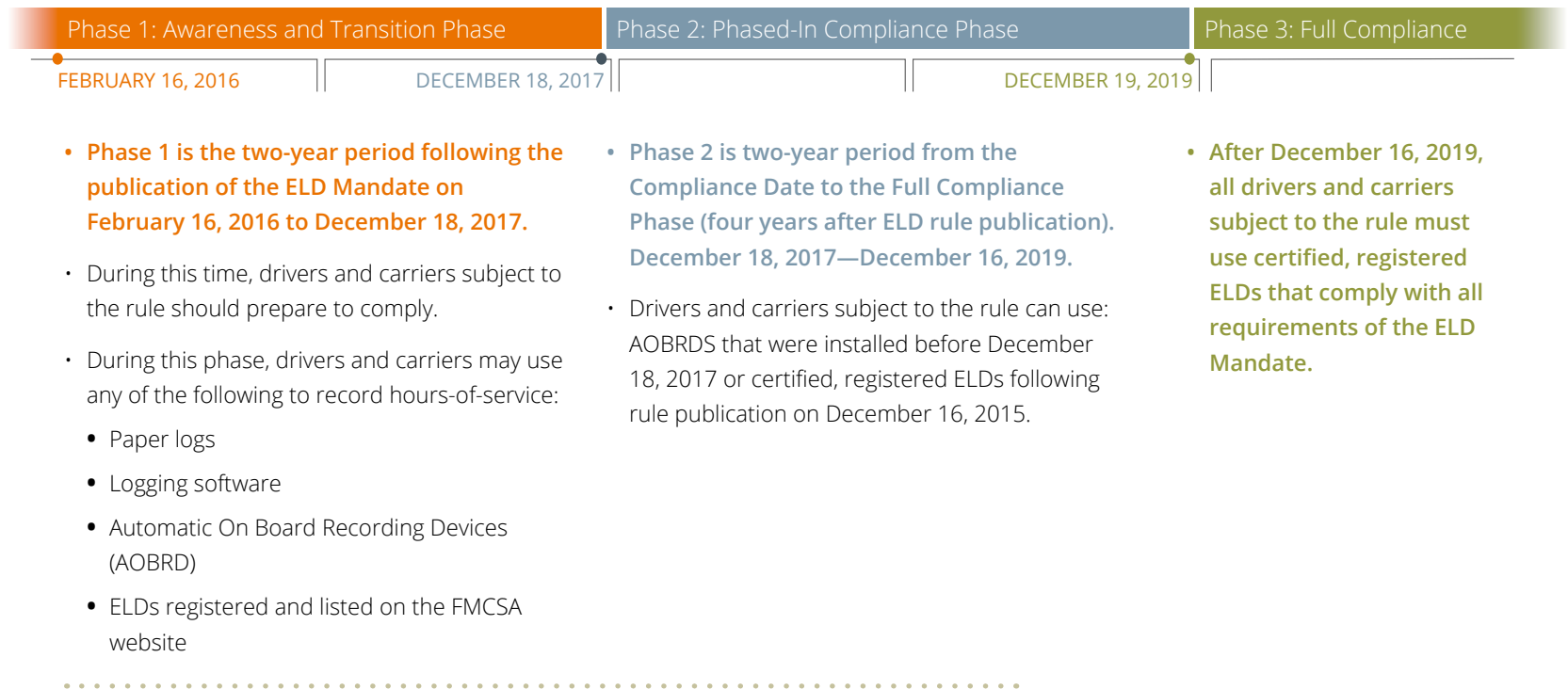
— In order for the device listed on the FMCSA website , the provider must fully test the ELD to

Be listed on the FMCSA website as authorized

the published specifications.

Timeline

For many fleets, the start-up costs of ELD systems are intimidating, which is why the FMCSA will allow for the use of smartphones, tablets or rugged handheld devices as ELDs as long as they meet all requirements, including a hardwired connection to the vehicle's engine.



So how much money are we talking?

When electronic logging devices were first introduced, devices could cost over \$3,000 each. Even with that steep price, many fleets still found it cost effective to adopt the latest technology that could help reduce paperwork and improve communication between office staff and drivers.

Today, the price for an ELD has dropped considerably from 20 years ago, when ELDs were first introduced. The FMCSA estimates the average annual cost of an ELD will be \$495 per vehicle which makes it much easier to gain a positive return on an ELD investment.

Smart organizations recognize that ELDs can do more than just meet the minimum legal requirements. More sophisticated ELDs can actually improve their businesses through better driver behavior



\$495

Estimated Annual Cost
of a basic ELD
per the FMCSA

Benefits of ELDs

It might be easy to focus strictly on the additional cost that you'll be required to spend in order to be compliant, but it may help to reframe the discussion. How can an investment in the right ELD improve your business?

- **Simplify regulatory requirements which can reduce violations**
- **Lower crash rates**
- **Streamline audits**
- **Eliminate paperwork and handling costs (Driver logs are 2nd only to tax filing for paper management costs)**

With the right ELD provider, you can also use the same technology platform for:

- Vehicle inspections
 - GPS and telematics
 - Accident notification and reconstruction
 - Driver behavior (speeding, idling, aggressive behavior, unauthorized vehicle use)
 - Management of light duty vehicles
 - Trailer tracking
 - Dispatching and field ticketing
-



What's the rush?

Fleets have two years before they will be required to implement ELDs, so why should they implement them any earlier than they have to?

By implementing ELDs sooner rather than later, fleets can expect to see benefits almost immediately.

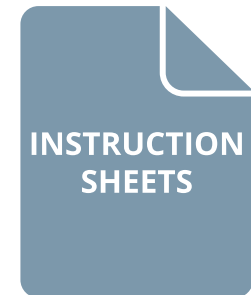
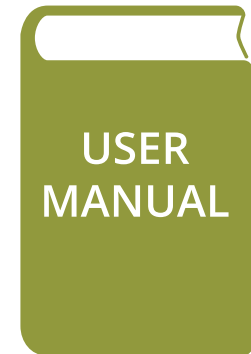
- The sooner you start, **the sooner you can see ROI**. Using ELDs can reduce fuel costs, increase communication between drivers and office staff, reduce paperwork and violation costs.
- When drivers don't need to continuously update their physical driver logs, **they can better focus on driving**, which makes your job, their job and achieving the safest working environment possible easier.
- Adding ELD devices now instead of waiting until 2017 gives you the chance to **gradually learn and use the technology at a more comfortable pace**, instead of rushing to follow the government's orders.



What ELD user documentation do I need to keep onboard my vehicle?

According To the ELD mandate, a driver must keep the following items onboard his or her vehicle:

- A user's manual for operating the ELD
- An instruction sheet with steps for transferring HOS records to an authorized safety official
- An instruction sheet for reporting ELD malfunctions and recordkeeping procedures during said malfunctions
- A minimum eight-day supply of paper grid graphs to record driver duty status and related information in case of ELD malfunction.



What about driver harassment?

Driver harassment is any action taken by a motor carrier that the carrier knew (or should have known) would result in the driver violating his or her hours-of-service rules or a situation where the driver is operating while fatigued or ill.

The ELD mandate contains four parts specifically targeting driver harassment:

- **It specifically prohibits carriers from harassing drivers**
- **It provides a step-by-step process for drivers to file written complaints when they're being harassed**
- **It mandates a 'mute' function so drivers aren't interrupted while in the sleeper berth**
- **It includes several anti-tampering provisions, so drivers or carriers can't edit the ELD to record only the hours they want recorded**

Any carrier who is found guilty of driver harassment is subject to a civil penalty in addition to the penalty for the HOS violation.



Conclusion

By 2019, every fleet vehicle in America will be equipped with a FMCSA-certified electronic logging device.

The FMCSA predicts that the ELD mandate will save about 26 lives and prevent about 562 injuries per year from accidents involving commercial vehicles.

For more information on the ELD mandate, visit www.fmcsa.dot.gov/elds.

“ This is a win for all motorists on our nation’s roadways. Employing technology to ensure that commercial drivers comply with federal hours-of-service rules will prevent crashes and save lives.”

– FMCSA Acting Administrator
Scott Darling

Hours-of-Service with AssetWorks



AssetWorks Field Service Solution provides Hours-of-Service (HOS) and Daily Vehicle Inspection (DVI) functionality to help make it easier to comply with regulations while providing a single technology platform to address a wide range of fleet management needs beyond ELD.

www.assetworks.com/fss/hours-of-service

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