Electronic Logging Devices: Deadlines Looming

The goal of the Federal Motor Carrier Safety Administration (FMCSA) Electronic Logging Device (ELD) mandate is to streamline the data logging process for commercial motor vehicle (CMV) drivers. An ELD, at certain pre-set intervals, automatically records the date, time, location data, engine hours, vehicle miles, driver identification information, and data on the authenticated user, vehicle, and motor carrier. ELD technology improves the quality and organization of a driver’s Record of Duty Status (RODS) data and ensures compliance with Hours of Service (HOS) requirements. The final deadline (of the original three phases) to meet this ELD mandate is right around the corner, set for December 16, 2019.

**AT A GLANCE:**

The final deadline to meet the ELD mandate is set for December 16, 2019. In addition to meeting mandate requirements, ELDs provide additional data points that help make fleet operations and maintenance easier, safer, and faster.
What the ELD Mandate Requires

The basis for the FMCSA’s ELD mandate is to ensure CMVs involved in interstate commerce keep accurate and easily accessible RODS. These ELDs must be certified and registered with FMCSA and the motor carrier is responsible for checking that its devices are registered. Drivers need to keep the last six months of data and store a backup copy on a separate device. These devices can be built into the CMV, be portable, and even be integrated as an app installed on smartphones. Though data can be stored on a portable device, the mandate makes clear that all portable devices need to be mounted into a fixed position so that the driver can see it while the CMV is in use.

Additionally, an ELD must monitor its compliance with the ELD technical requirements and detect malfunctions and data inconsistencies related to power, data synchronization, missing data, timing, positioning, data recording, data transfer, or unidentified driver records requirements.

In addition to meeting these data and device requirements, FMCSA has set up specific technical requirements of the software to ensure that newly manufactured devices are procuring the data appropriately.

These technical requirements include:

- Certified ELDs must be hard-wired with a truck’s engine to automatically capture engine power status, vehicle motion status, miles driven, and engine hours.
- The ELD must begin recording drive time at a threshold of five miles per hour.
- Location must be recorded at 60-minute intervals while the CMV is in motion; at engine-on and engine-off instances; at the beginning and end of personal use and yard moves; and must automatically record entry into each change of duty status.
- The ELD must be capable of generating a graph or grid of each driver’s daily duty status.
- ELD time must be synchronized to Universal Coordinated Time (UTC).
- With team drivers, the ELD must display the data for all co-drivers.

Aside from the technical requirements, ELDs must have additional functionality to edit logbooks; share data in a standardized format; collect data for a wide variety of vehicle and driver functions; and provide alerts in case of unassigned usage or when an ELD device malfunctions.

The mandate, however, does not restrict ELDs use in collecting additional information, such as real-time tracking data, data on vehicle speed, braking action, steering function, or other vehicle performance parameters. In addition to meeting mandate requirements, these additional data points help make fleet operations and maintenance easier, safer, and faster.

For Every Rule, Exceptions Exist

All commercial buses and trucks, as well as all Canada- and Mexico-domiciled drivers, are required to follow the 2019 mandate, though there are a few exceptions:

- Drivers using paper RODS for less than eight days out of every 30-day period.
- Drivers using CMVs manufactured before 2000.
- Drivers who operate under the short-haul exception rule.
- Drivers conducting drive-away/tow-away operations, where the driven vehicle is the commodity.
The process of moving from a paper trail system to an ELD system doesn’t have to be a daunting overhaul of your fleet management’s record keeping process.

Companies that are backed by Aeris IoT networks can help you streamline this transfer process in a way best suited for your fleet company’s specific needs. Aeris can help integrate ELDs so as to ensure that fleet delivery or distribution enterprises can reach compliance seamlessly with the FMCSA’s ELD mandate.

Fleet vehicle administrators and coordinators who currently are using grandfathered AOBRDs have just over a year to secure an ELD solution that fully complies with the ELD mandate requirements. A clear understanding of these requirements can help fleet vehicle coordinators and administrators decide on and implement the best ELD solution.

With Aeris, fleet managers have one view of ELD devices and data. No need to maintain multiple platforms as Aeris is carrier and technology agnostic, providing single pane-of-glass access to all ELD devices, regardless of location or number of devices. And, with Aeris’ advanced analytics capabilities, fleet managers have granular visibility into scheduling, maintenance, and compliance.

To reach compliance by the 2019 deadline, contact Aeris today.

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