



2020 TRUCKING SAFETY & COMPLIANCE CONFERENCE NW

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"PREPARING FOR" A SUCCESSFUL AND COMPLIANT TRUCKING FLEET

Preparing for ELDs in a Full Compliance World



EROAD

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Director, Regulatory Compliance

January 2020

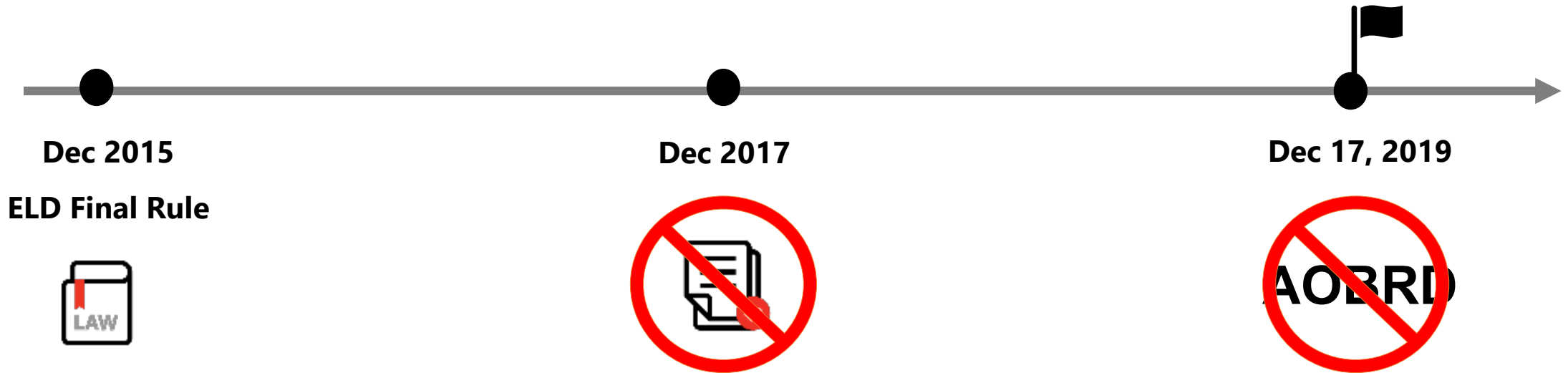
2020 Trucking Safety and Compliance Conference

Today's topics



- What happened on December 17, 2019?
- What's changed?
- What's stayed the same?
- Tips for the road ahead
- Discussion

What happened?



ELD Full compliance from December 17, 2019 means:

- Must use an FMCSA registered ELDs (Penalty = out of service for 10hrs)
- Reaching a milestone of trucking industry adopting electronic records.
- Changes the 'how' but not 'why' on HOS compliance...

Spotlight on HOS rules

- ELD more precise in recording driver's driving and duty times
- Provide more flexibility for drivers
- FMCSA proposed HOS in key areas
- Expecting Final Rule on changes

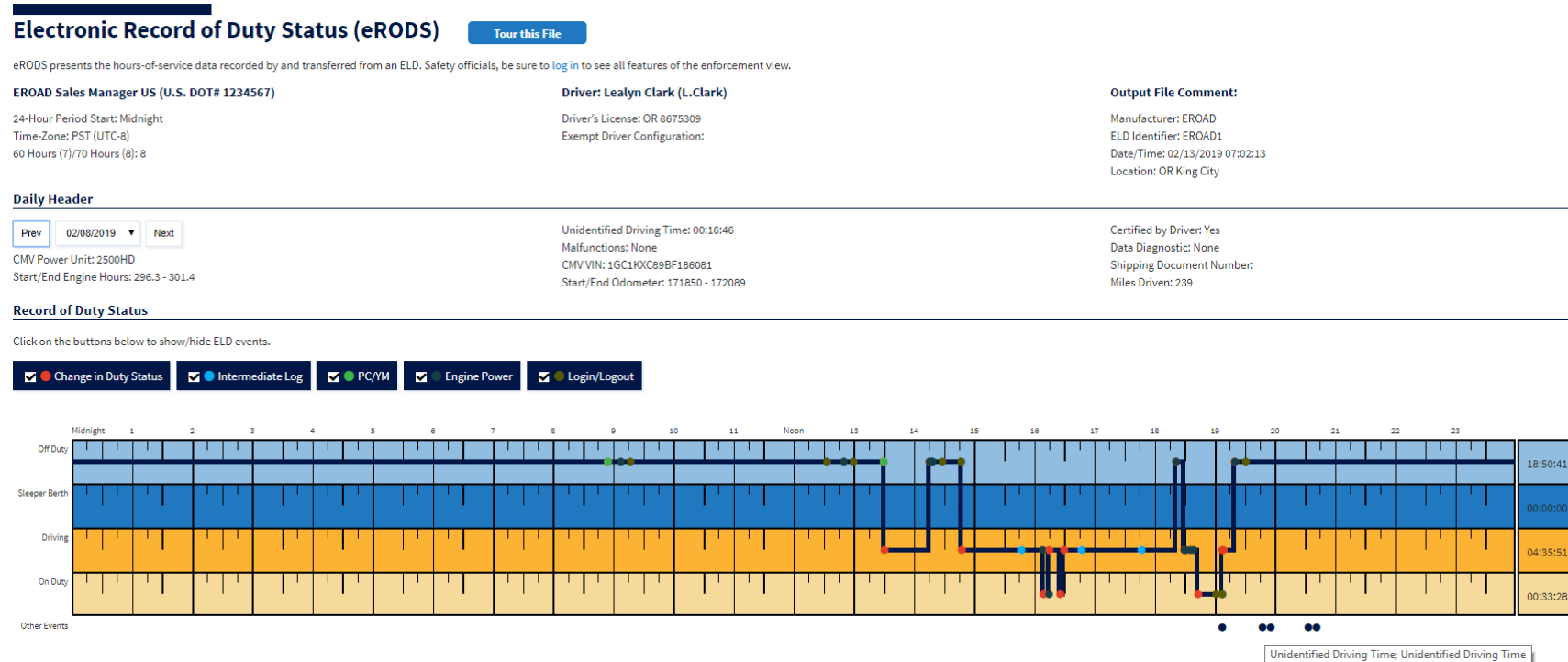


49 CFR 395
Hours of Service

1. Standardized enforcement process



- ELDs must transfer HOS data to safety officials for roadside inspections and audits.
- They can access and view data using eRODS



Enforcement

Four different statuses from an eRODS transfer:

Valid

- No issues with the output file

Warning

- Some missing data fields
e.g. Invalid VIN, missing USDOT

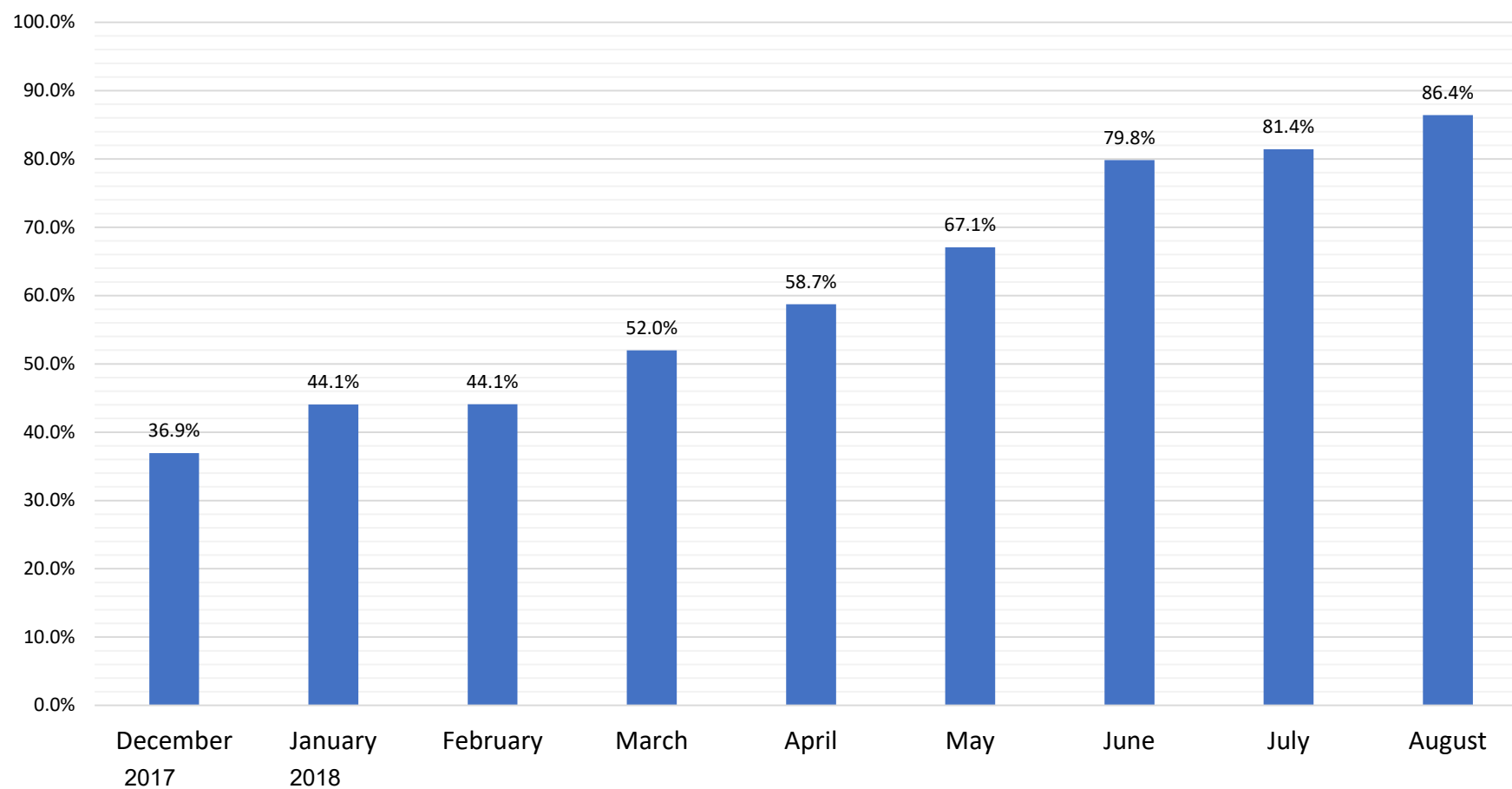
Error

- Technical output file issues
e.g. Incorrect check sum, Invalid values for events

Not showing?

- Incorrect safety official code
- Failed connectivity
e.g. no cell service or eRODS system is down

Successful Data Transfers to eRODS Web Service



2. Off-site safety audits

- FMCSA reported conducting nearly 1,000 off-site audits in FY 2019 and expect an increase
- Off-sites initiated when carrier has elevated scores in 1-2 CSA BASICs
- Electronic records support FMCSA to request and review various records online

Export ELD Logs

1 Driver selected

☐ Download Duty Status Report

☐ Email Output Files

☐ Transfer Output Files to FMCSA via Email

☒ Transfer Output Files to FMCSA via Web Services

Time Period *

1 month view

Export until date (inclusive) *

31 December 2018

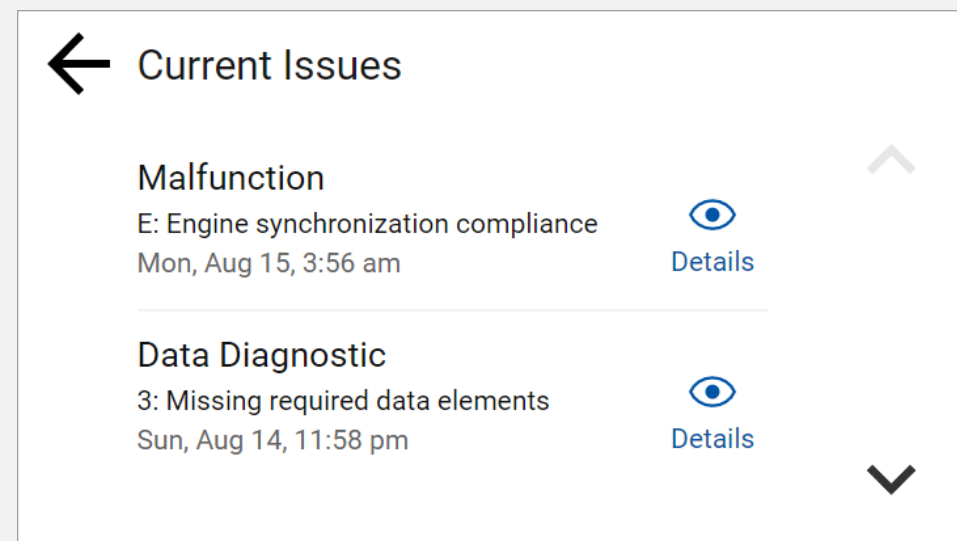
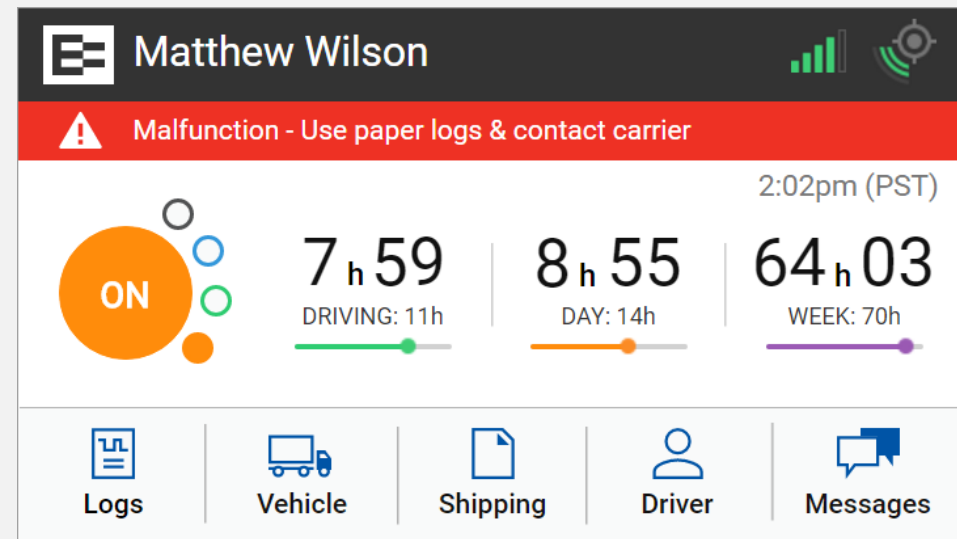
Comment / Safety Official Code

0/60

CANCEL TRANSFER


3. Malfunctions and data diagnostics

- Tampering or device failures are recorded on ELDs
- Drivers must carry must carry instruction cards that explain malfunctions and resolutions
- Carrier must work with the ELD provider to resolve malfunctions within 8 days



4. Extension request to FMCSA

- 8 days to fix or replace ELDs
- **For example:**
A carrier wishes to change ELD providers and need longer than 8 days to replace the existing with the new devices

 **FMCSA**
Federal Motor Carrier Safety Administration

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[Electronic Logging Devices](#) [Implementation Timeline](#) [Frequently Asked Questions](#) [Drivers and Carriers](#) [Manufacturers](#) [Enforcement Partners](#) [Resources](#) [Equipment Registration](#) [Agricultural Commodity](#) [Personal Conveyance](#) [ELD Support](#)

ELD Malfunction Extension Requests

A motor carrier seeking to extend the period of time permitted for repair, replacement, or service of one or more ELDs may request an extension per [49 CFR part 395.34](#).

If you would like to file an ELD malfunction extension request by email, please submit your extension request to ELD-Extension@dot.gov. Include the legal name, principal place of business address and USDOT number of the motor carrier. The extension request must include the following information:

1. The name, address, and telephone number of the motor carrier representative who files the request;
2. The make, model, and serial number of each ELD;
3. The date and location of each ELD malfunction as reported by the driver to the carrier; and
4. A concise statement describing actions taken by the motor carrier to make a good faith effort to repair, replace, or service the ELD units, including why the carrier needs additional time beyond the 8 days provided by 49 CFR part 395.34.

To request an extension from the FMCSA Division Administrator in your state's field office, you may contact the office directly. FMCSA Division Administrator contact information can be found [here](#).

Updated: Thursday, April 26, 2018

5. Managing Unidentified Trips

- All drive time is recorded
- When drivers don't log in, unidentified trips are created
- Both carrier and drivers are responsible for reviewing, assigning and explaining these trips

The screenshot shows a web application interface for managing unidentified trips. The top navigation bar includes 'ACTIVITY', 'RUC', 'SERVICE', 'DRIVER', and 'REPORTS'. The left sidebar has 'Drivers' and 'Unidentified Trips' (selected). The main content area is titled 'Unidentified Trips' and features a filter bar with 'Unassigned', 'Pending', 'Rejected', and 'Closed' buttons. Below the filter is a table with columns: Status, Start Time (PST), Vehicle, From / To, and Distance. The table lists several trips, with the first one highlighted. A right-hand panel shows details for trip 'KPR102 TRU-007', which is 'REJECTED' by Andrew Walkinson on Sat, Sep 16, 8:21 am (PDT). It includes a map, a timeline of the trip, and buttons for 'Assign' and 'Close Trip'.

Status	Start Time (PST)	Vehicle	From / To	Distance
Unassigned	Sat, Sep 16, 8:21 am	TRU-007	1.8mi SW GA Garden City 1.3mi SW GA Port Wentworth	0.5 mi
Unassigned	Sat, Sep 16 8:21 am	TRU-002	1.3mi SW GA Port Wentworth-002 1.8mi SW GA Garden City	0.5 mi
Unassigned	Fri, Sep 15 4:05 pm	TRU-013	1.8mi SW GA Garden City 1.3mi SW GA Port Wentworth	0.5 mi
Pending	Thu, Sep 14 7:02 am	TRU-013	1.3mi SW GA Port Wentworth 1.8mi SW GA Garden City	0.5 mi
Closed	Wed, Sep 13 7:40 am	TRU-002	1.8mi SW GA Garden City 1.3mi SW GA Port Wentworth	0.5 mi
Closed	Wed, Sep 13 2:38 pm	TRU-007	1.3mi SW GA Port Wentworth 1.8mi SW GA Garden City	0.5 mi
Closed	Tue, Sep 12 8:25 am	TRU-007	1.8mi SW GA Garden City 1.3mi SW GA Port Wentworth	0.5 mi

Unidentified Trips Details: KPR102 TRU-007

REJECTED - Andrew Walkinson
Sat, Sep 16, 8:21 am (PDT)
Duration: 1hr 25

From 8:21 am
1.3mi SW GA Port Wentworth
To 9:46 am
1.8 SW GA Westbrooke

Previous Driver Sep 15, 6:04 pm (PDT)
Andrew Walkinson
Next Driver Sep 15, 7:04 pm (PDT)
Andrew Walkinson

Explanation / Note
Rejected: was not me driving, I was off

[Assign](#) [Close Trip](#)

1. Drivers: input required

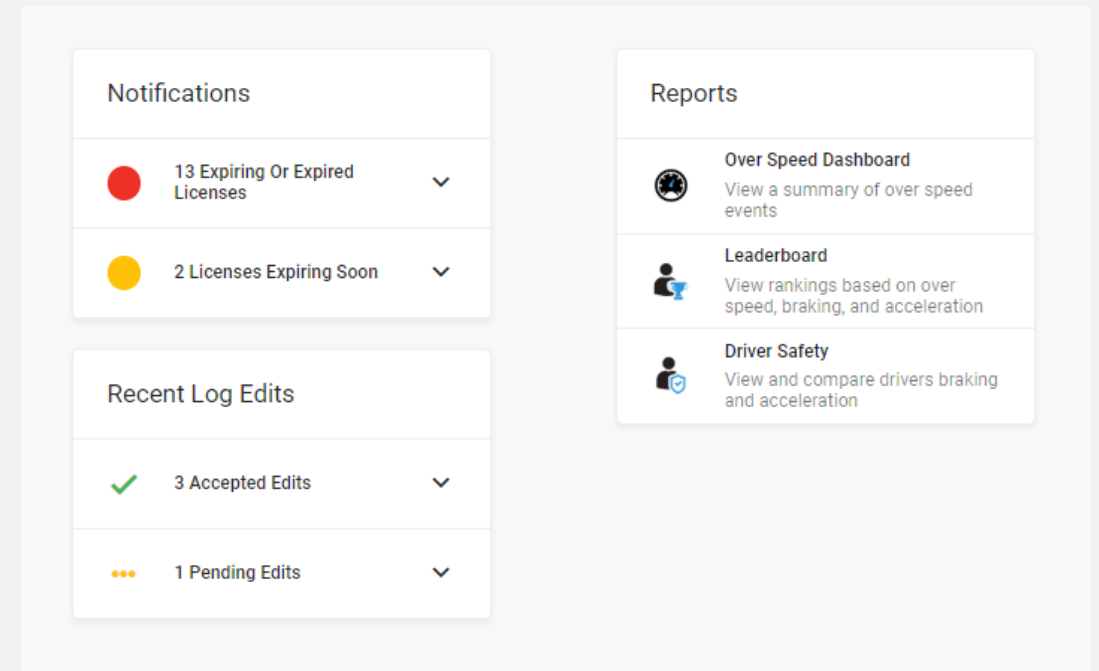


- ELD automatically records driving and vehicle data
- Driver still need to input:
 - ON, OFF, SB duty statuses
 - Remarks: e.g. pre / post trip inspections
 - Shipping documents
 - Trailer numbers
- Review and certify logs daily



2. Carrier: manage & review driver logs

- Ensuring drivers certify their logs
- Check for missing form and manner information such as shipping documents, trailers, etc.
- Check for proper use of YM and PC statuses
- Correcting duty statuses for drivers forgetting to go off-duty at end of shift



3. Importance of Training

Regular and updated training for:

- Drivers
- Dispatchers
- Fleet or safety managers
- Mechanics



FMCSA Resources

ELD FAQs

<https://eld.fmcsa.dot.gov/FAQ>

- New and updated website
- Searchable FAQs by key words

FMCSA training site

<https://eld.fmcsa.dot.gov/Support/NewsAndEvents>

- ELD & eRODS Enforcement Training
- Carrier, Driver, Providers Interactive Training Courses



LEARN MORE ABOUT ELDS

Electronic logging devices increase the accuracy of recording a driver's hours of service. Learn more about how this technology is helping improve highway safety.

- [About ELDs](#)
- [ELDs: Improving Safety Through Technology](#)
- [Motor Carrier Resources](#)

Check your set up



Avoid Errors and issues with your ELD transfers by checking:

- USDOT number
- Vehicle Identification Number (VIN)
- Driver's license number and State
- Driver's home terminal time zone

Home Terminal

Terminal name *:

Western Region

USDOT Number:

1234567

Carrier Name:

XYZ Trucking Company

Timezone *:

America/Los_Angeles(PST) ▼

Work day start *:

Midnight ▼

Geofence:

Choose a geofence ▼

Save

Cancel

Electronic Record of Duty Status (eRODS)

[Tour this File](#)

eRODS presents the hours-of-service data recorded by and transferred from an ELD. Safety officials, be sure to [log in](#) to see all features of the enforcement view.

TEST Example 21 - Passenger Carrier 10/15 Bus w/ Violations (U.S. DOT# 12345)

24-Hour Period Start: Midnight
Time-Zone: CDT (UTC-5)
60 Hours (7)/70 Hours (8): 7

Driver: JOHN SMITH (JSMITH)

Driver's License: MA 123456789
Exempt Driver Configuration:

Output File Comment: TESTER

Manufacturer: TEST
ELD Identifier: TESTXX
Date/Time: 12/18/2017 00:00:00
Location: 5mi WSW MA Suffolk Downs Station

Be proactive



Examples:

Mock DOT audit

- Test your internal processes
- Find areas for improvement
- Opportunity to correct and train on any weaknesses

Mock roadside inspection with drivers

With ELDs:

- Able to explain data transfer process
- Carry user manual and instruction sheets
- Blank paper logs
- Confident about their RODS

Manage by exceptions



- Set up notifications when an event is above a set threshold – e.g. speed, idling
- Look for trends – e.g. HOS violations
- Filter reports to isolate the 'high risk'

According to  **sambasafety**

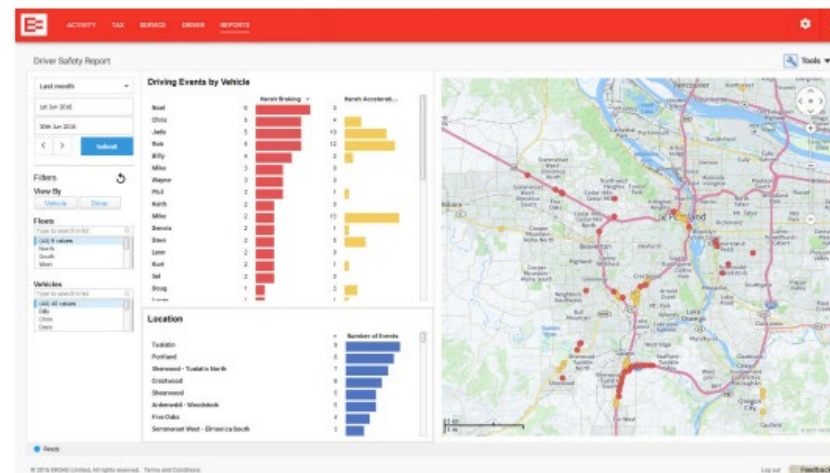
‘One in Ten Drivers is a Serious Risk

Your drivers don’t all present the same risk

Generally speaking, 50 percent of your drivers are considered ‘low risk,’ meaning they have a clean record and valid licenses.

Another 40 percent of drivers are ‘at some risk’—they may not have squeaky clean records, but they’re not a major concern either.

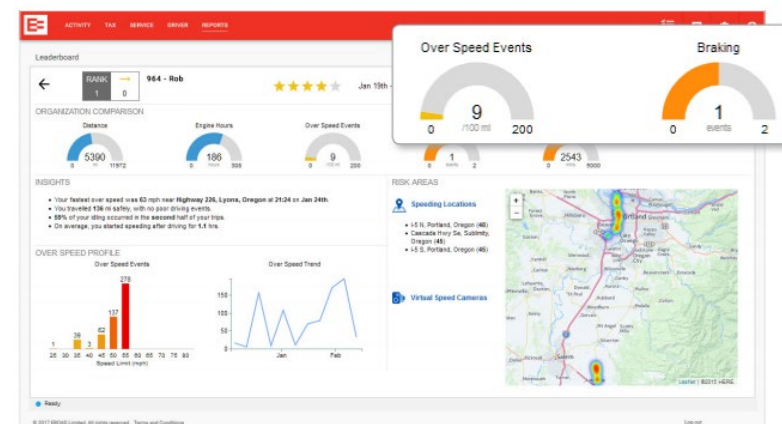
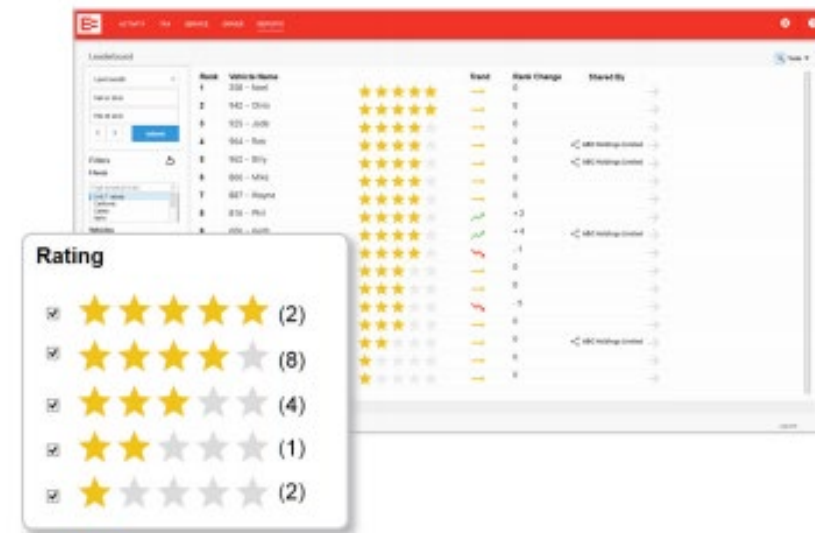
It is the final 10 percent of your drivers that are responsible for 40 percent of your accidents—four times the average risk. That translates to a loss of profit, increased downtime for equipment, and elevated hiring and training costs.”



Leverage more from your ELD



- Driver performance and benchmarking data
- Trip records for tax reporting
- Fuel efficiency
- Fleet management
- DVIR and vehicle maintenance
- and more...





Discussion Time

What are your thoughts on what's changed or stayed the same after ELDs?

Any lessons learnt?

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Thank you



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We're here to help.

The background is a gradient of dark blue and purple, overlaid with a pattern of small white stars. On the right side, there are faint, light blue technical diagrams. These include a large circular scale with degree markings from 0 to 200, concentric circles, and dashed lines with arrows indicating a clockwise direction. In the bottom left corner, there are more faint circular and curved line diagrams.

QUESTIONS?

GEOTAB
management by measurement



ORANGE
COMMERCIAL
CREDIT **40**
YEARS 1979–2019
OF GREAT SERVICE

TBS
FACTORING SERVICE

McKinney
TRAILER RENTALS



PERMIT BOOK



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