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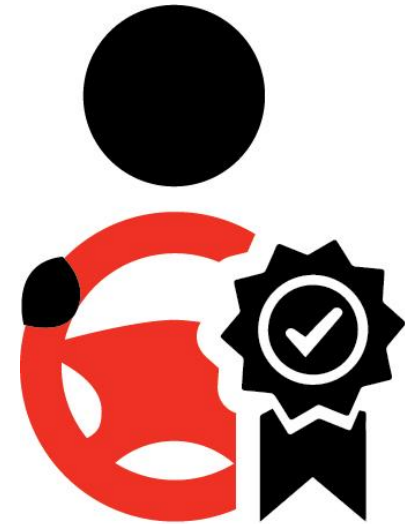
## ELDs Phase 2: *What You Need to Know Now to Stay Compliant and on the Road*

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August, 2018



- April 1<sup>st</sup> - Started OOS enforcement period
- Required in-cab documents
- Roadside Inspections 101
- Back-office compliance
- Training “musts”
- Tips for building your simple compliance strategy





## What if you are placed OOS?

- Drivers will be OOS for full 10 hours
- After 10 hours, drivers allowed to travel to their next scheduled stop
- Drivers will *not* be able to be dispatched again until they are in compliance
  - *How fast can vendor get you an ELD?*
  - *Why is the ELD being used not showing on the ELD registry?*
  - *Does my driver need a printer to show enforcement the logs if **Display** option isn't available and transfer doesn't work?*
  - *How will you get driver the waiver required to be in the truck if the ELD is broken and you have received an extension from FMCSA?*
- If a driver is dispatched without being in compliance, per FMCSA, the carrier "will be subject to further enforcement action."



# In-Cab Required Documents

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- Each CMV with an ELD installed must have on-board an information packet containing:
  - *User manual*
  - *Data transfer and backup display or printout instruction sheet*
  - *Data diagnostic and malfunction instruction sheet*
- The on-board information packet may be in electronic format (including on the ELD) or hard copies
- Minimum 8 day supply of blank driver's RODS graph-grids
- Motor carriers are permitted to use location codes in lieu of the name of the city, town, village or state. When using location codes, the list of codes showing all possible location identifiers must be carried in the CMV and made available to an enforcement official upon request.

*CVSA Inspection Bulletin 2017-05 – Hand-Held and Electronic Logging Devices (ELDs), created: Dec. 6, 2017*

# Roadside Inspections 101

*Why can't we all just get along?*

It takes two to make the thing go right

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COMMUNICATION = CONNECTION



# Roadside Inspections 101

- Make sure drivers have a CLEAN TRUCK
- Have drivers trained on how to transfer their logs
  - *The driver is responsible for initiating the eRODS file transfer upon request*
- Have supporting documents ready and easily accessible
  - <https://www.fmcsa.dot.gov/hours-service/elds/faqs>
- Make sure the ELD is in inspection mode!
- Enforcement is also having to learn about transferring logs using a lot of different ELDs (not just the one you are using). Having a good attitude will benefit everyone.



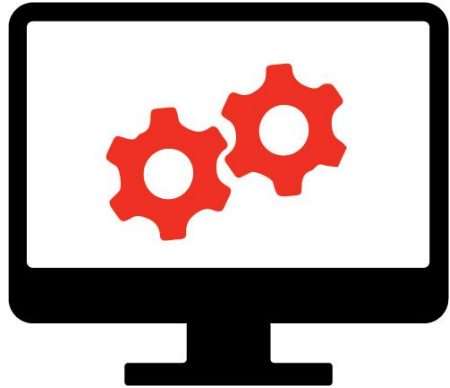
I don't have an attitude problem.

You have a problem with my attitude and that's not my problem.

Transfer Method	Web Services/Email	Bluetooth®	USB 2.0
<b>Driver's Responsibility</b>	Driver invokes email process on the ELD device/system and enters the SI/badge code provided by the safety official. The ELD device attaches the file to an email message and sends the message to the email address provided to the provider during the ELD registration process.	Driver ensures the safety official's device is discoverable on the ELD and enters the Bluetooth® code provided by the safety official. The driver enters the unique code and transfers file from the ELD to web services.	Driver downloads ELD data to self-encrypting USB provided by the safety official.
<b>Safety Official's Responsibility</b>	Safety official provides SI or badge code and retrieves the ELD data transferred by the driver/motor carrier through web services.	Safety official activates Bluetooth® on his/her computer and ensures the ELD device is discoverable. Provides Bluetooth® code and unique code to the driver for the ELD to send data from web services.	Safety official provides self-encrypting USB device to the driver, retrieves data from the USB device through eRODS.



**Back-office compliance**



## Clarify roles and responsibilities

- Identify individuals responsible for managing driver's logs
- Understand the different levels of system access
- Make it clear who's doing what
- Routinely monitor system use

## Protect your information

- Set expectations to protect pin and other personal information
- Develop company policies around privacy and security
- Understand data retention and storage requirements



# Develop procedures for “what ifs”

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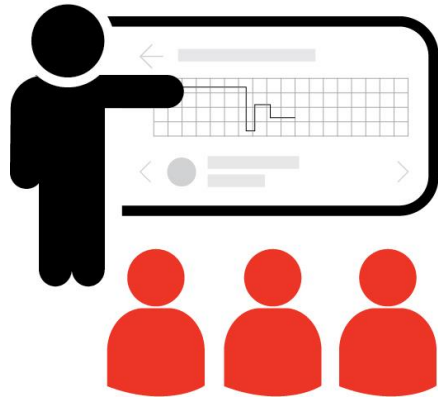
## WHAT IF....

- Driver cannot transfer logs to a roadside enforcement official?
- Driver gets placed OOS for not using the ELD correctly?
- Driver is creating numerous Unidentified Trips?
- ELD has technical issues and driver does not let you know for 3 days?
- Driver has an accident and enforcement wants the data off the ELD?
- Driver keeps using Personal Conveyance incorrectly?
- Driver routinely asks certain dispatcher to suggest edits and falsify logs?
- Dispatchers use location and activity to harass drivers?
- Enforcement writes driver up for something you know is incorrect?

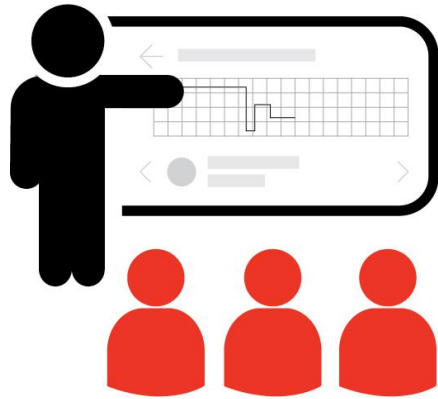
# Training **MUSTS**



# Must train your Drivers on the following



- Logging in and out
- Changing duty status
  - *Review HOS rules*
- Special driving categories
  - *Yard Moves (YM/ON) and Personal Conveyance (PC/OFF)*
- Reviewing, editing and annotating logs
- Certify logs
- Roadside inspection step-by-step log transfer process
  - *If eRODS fails or is not available, driver can use the display or printer as backup option*
- Malfunctions and data diagnostics
  - *In the case of an ELD malfunction, a driver must provide written notice of the malfunction to the motor carrier within 24 hours*



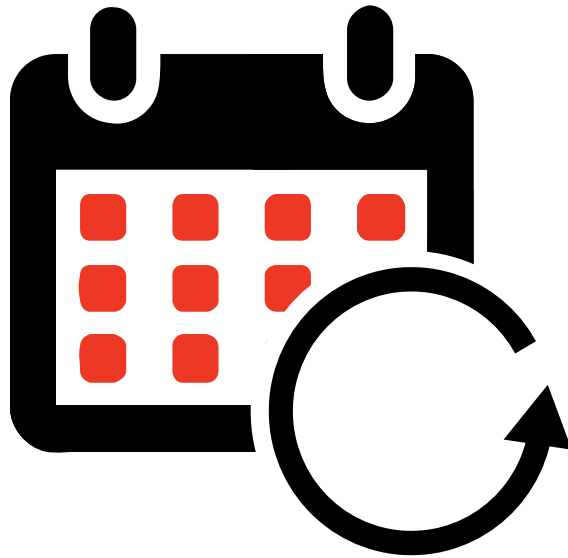
## Fleet and Safety managers / Dispatchers / Mechanics

- Must enter data properly in the back-end platform
  - *USDOT #, DL/State, Time-zone, Exempt Driver, etc.*
- Manage unidentified trips – Assign, re-assign if rejected, close and make appropriate comments
- Reviewing, editing and annotating drivers' logs
  - *Back-office can suggest edits that drivers then need to review and accept/reject while drivers can make edits right from the ELD*
- Must manage HOS violations – proactively if possible
  - *Ensure drivers are operating under proper HOS rulesets and are using the exemptions/exceptions properly*
- How to file a proper DATAQ
  - <https://dataqs.fmcsa.dot.gov/HelpCenter/HelpCenter.aspx>

# Update company policies and practices



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- Define and outline criteria and restrictions for use of special driving categories
  - *Personal Conveyance*
  - *Yard Moves*
- Set expectations for drivers and staff around reviewing, editing and monitoring logs
- Develop and define policy for login and logout for all staff - *assign PIN #'s responsibly*
- Develop a contingency plan for scenarios such as malfunctions
- *Continue to review and update as needed*

Think long term (*there is life after the ELD compliance dates*)



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## How else can an ELD help improve safety and compliance?

- Extra visibility and insights over your fleet
- Proactively manage driver behavior
  - *Improved compliance stats = better bet for insurance*
  - *Faster, easier audits - internal and external*
- IFTA , IRP, RUAF
  - *Filing efficiencies*
  - *Decrease in paperwork burden*
  - *Improved accuracy of records*
- Improve vehicle utilization and efficiency



# THANK YOU

For more information about EROAD :  
visit the website [eroad.com](http://eroad.com) or call 503-305-2255

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