

HOS & ELD's Advantages and Disadvantages

How have ELD's changed the world?

Presented October 4, 2018
Mulch and Soil Council

Hours of Service (HOS)

- Hours of Service have not changed significantly since 2003 – 11 hours driving and 34 hour restart
- 2013 the 30 minute mandatory rest break was instituted
- FMCSA is now in Advanced Notice of Proposed Rule Making comment period for 4 specific areas.
 - Increasing the short haul hours from 12 to 14.
 - Extend the day to 16 hours if unexpected adverse conditions are present.
 - Elimination of the mandatory 30 minute rest break.
 - Using Split Sleeper Birth

ELD's

- Rule finalized December 17, 2015
- Implementation date 2 years later. December 18, 2017
- Full enforcement delayed until April 1, 2018
- Numerous exemptions for specialized groups
- Other industry sectors have applied for exemptions

What is an ELD

- Electronic Logging Device

An ELD is technology that automatically records a driver's driving time. This allows easier, more accurate hours-of-service recordkeeping. 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). ELD manufacturers must certify that their products meet the technical standards in the ELD rule.

How do I know if a product is certified

- FMCSA only requires Self-Certification
- Some ELD providers have chosen third party certification
- csa.fmcsa.dol.gov/ELD/List
- Carriers are required to check periodically to confirm their ELD has not been De-Certified

Who must comply

- If the driver is required to use a paper log now they are required to use an ELD except under the following conditions.
- They utilize the short haul exemption and work less than 12 hours daily start to finish
- They are not required to use a paper log more than 8 days in a 30 day period
- The vehicle being driven is manufactured before 2000

Advantages

- The driver no longer needs to file paper logs, just pushes buttons on the ELD and at the end of the day the log is filed for them. They are also neat and legible
- Logs are accurate within a minute, in some cases gaining drivers time they were rounding out of their day.
- With GPS tracking we know where the truck is, improving customer service.

Advantage

The screenshot displays a web-based GIS application interface. At the top, there is a red navigation bar with a logo on the left and three icons on the right. Below the navigation bar, the interface is divided into several sections:

- Left Panel:** A sidebar containing a search bar and a list of data layers. Each layer is represented by a colored square icon and a text label. The layers are numbered 1 through 24.
- Map Area:** A central map showing a coastal region with green land, blue water, and various colored markers (green, red, blue) overlaid on the terrain. A network of roads or paths is visible in purple and blue.
- Bottom Panel:** A detailed data table with columns for 'Type', 'Year', 'Cost', 'Spent', 'Status', 'Funding', 'Region', and 'Location'. The table contains 10 rows of data, with the first row highlighted in yellow.

Type	Year	Cost	Spent	Status	Funding	Region	Location
10	2007	1000	0	0.0	1700000		Walla Walla/Traskier Hill
10	2008	1000	0	0.0	1700000		Walla Walla/Traskier Hill
10	2010	1000	1	0.1	1700000		Walla Walla/Traskier Hill
10	2010	1000	0	0.0	1700000		Walla Walla/Traskier Hill
10	2010	1000	0	0.0	1700000	W 001	W 001
10	2010	1000	0	0.0	1700000		W 001
10	2010	1000	0	0.0	1700000		W 001
10	2010	1000	0	0.0	1700000		W 001

The ELD drops a breadcrumb every 15 seconds

E

☰
✉
⚙
?

Event Log Filter:

For: 24 hours

Ending On: 05/10/2018 23:59

All Event Types


Go




Icon	Type	Date/Time	Speed	Dist.	Reading	Stop time	Location	GPS Quality	Cell
📍	Location	05/10/2018 11:43	47	0.2	372133.3		I-5 N, Near Ridgefield, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:42	53	0.2	372133.1		I-5 N, Near Ridgefield, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:42	56	0.2	372133.0		I-5 N, Near Ridgefield, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:42	56	0.2	372132.8		I-5 N, Near Ridgefield, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:42	56	0.2	372132.6		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:42	55	0.2	372132.5		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:41	54	0.2	372132.3		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:41	53	0.2	372132.2		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:41	53	0.2	372132.0		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:41	50	0.2	372131.8		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:41	50	0.2	372131.7		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:40	47	0.2	372131.5		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:40	43	0.2	372131.3		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:40	45	0.2	372131.2		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:40	51	0.2	372131.0		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>
📍	Location	05/10/2018 11:40	59	1.3	372130.9		I-5 N, Near Vancouver, Washington	<div style="width: 100%; height: 10px; background: linear-gradient(to right, green, yellow);"></div>	<div style="width: 100%; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, gray 2px, gray 4px);"></div>

📄 Export
Page 1 of 47


https://depot.eroad.com/Portal/tracking/landing
© 2018 EROAD Limited, All rights reserved. Terms and Conditions
Bryce Lemmons | Log out





View of the log

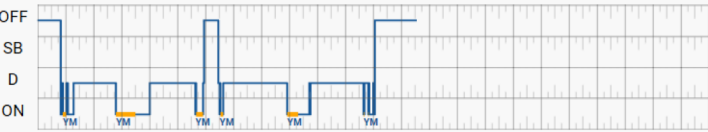
 [ACTIVITY](#) [TAX](#) [SERVICE](#) [INSPECT](#) [DRIVER](#) [REPORTS](#)

← **ALEX TOVAR**
PDT - Pacific Daylight Time


← Thu, May 10, 2018  →
[Export](#)
✓ Certified

 Truck	 Trailers	 Shipping Docs
1	313	122933
	325	122940
 Co-driver		
None		

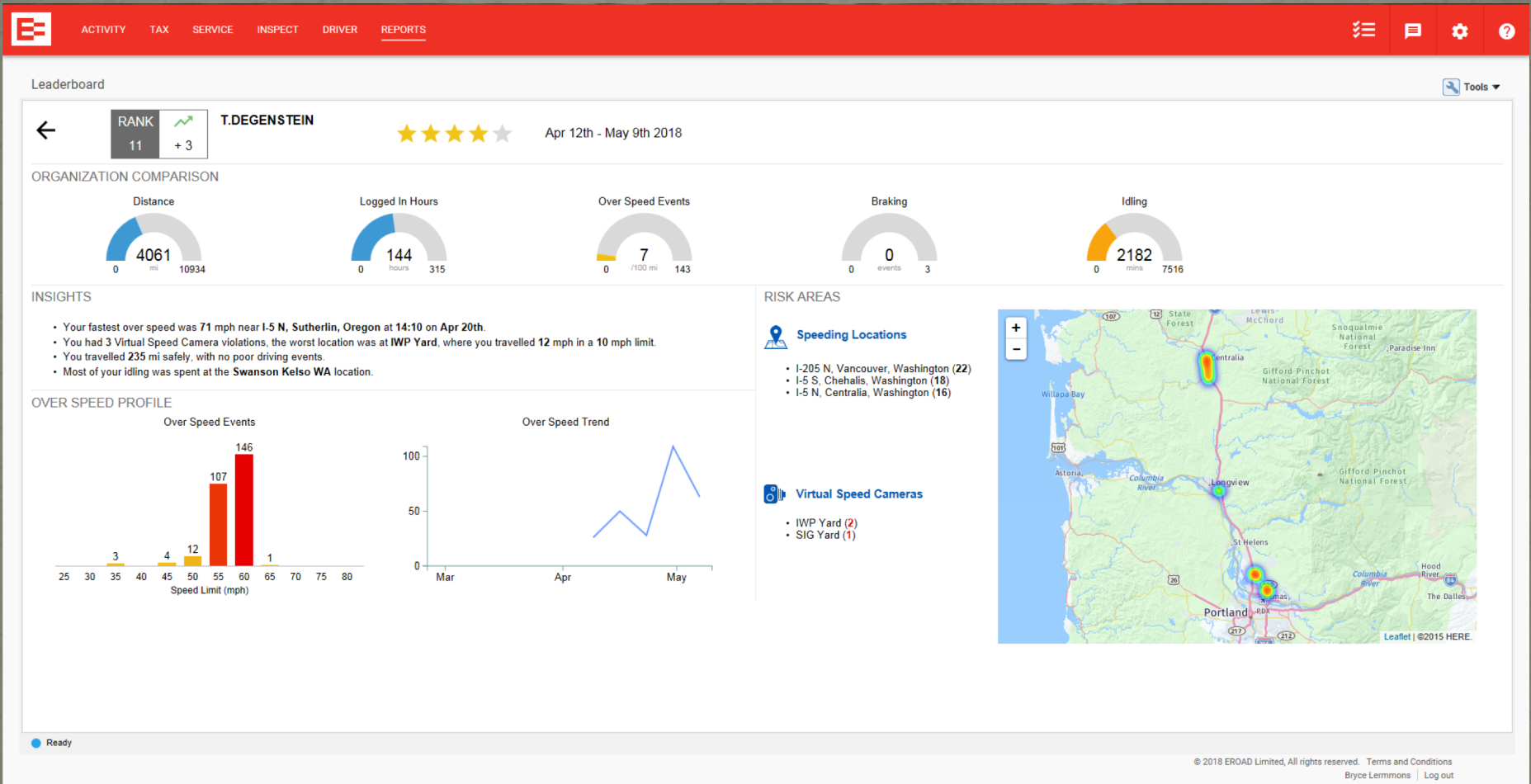
M 1 2 3 4 5 6 7 8 9 10 11 N 1 2 3 4 5 6 7 8 9 10 11 M	
	2h49 0h00 7h49 2h55 13h33
Last updated: May 10, 12:03 PM	

Duty Status View Pending Edits [+ ADD DUTY STATUS](#)

Time	Status	Odo	Eng Hrs	Location	Vehicle	Co-Driver	Origin	Remark
12:00 am	OFF	742009.4	19769.1	2.5mi SSE WA Kelso	1	none	Driver	Off duty



Individual Driver Dashboard



Disadvantages

- As it is an advantage, it is also a disadvantage, the log is accurate to the minute.
- Breaks are tracked to the minute.
 - Mandatory lunch break - the driver is in violation if they cut their lunch just 1 minute short.
 - 10 hours off between shifts must be a full 10 hours.
- If the ELD malfunctions, the driver must begin to use a paper log and the carrier must get them a copy of their last 8 days logs

Additional Disadvantages

- Flexibility has gone out of the drivers control.
- The driver used to absorb many of the industry inefficiencies.
 - Take lunch while in line waiting to load or unload
 - Take an extra break if caught in traffic
 - Unloading time rounded up when needing the extra drive time

Why is this important to you?

- With the driver shortage getting greater, restricting drivers will only decrease capacity further.
 - 50,000 drivers short now, projected to be 175,000 drivers short in the next 8 years
- Have you been using carriers that built their business model around cheating the Hours of Service? What happens now that it's more difficult to cheat.
- Will driver frustration cause some drivers to exit the industry?

Will trucking company decisions restrict capacity further?

- Many companies have equipment sitting with a lack of drivers.
- With a lack of capacity, companies are developing preferred shipper lists.
- How can you become a preferred shipper.
 - It's not all about the money.
 - Eliminate delay time as much as possible.
 - Partner with trucking providers now and prepare for the season.
 - Look at developing a pool of trailers for preloading.

What's Next?

We have introduced technology to the truck, what more will we be able to do to enhance the driver experience and improve our operations?

Questions?

Contact info: Dale Lemmons

dale@sig-trans.com

360-425-8390