

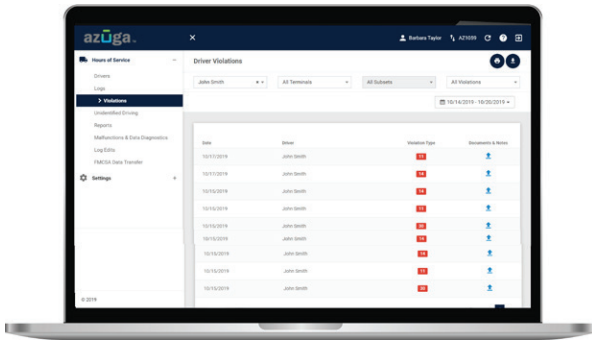
ELD

How E-Logs Ensure ELD
Compliance for your Fleet Business



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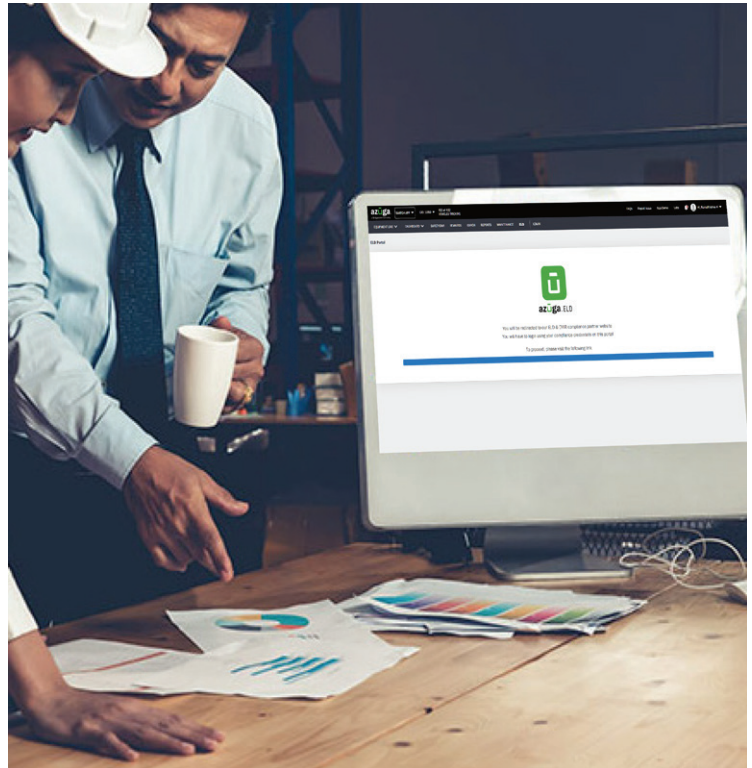
How E-Logs Ensure ELD Compliance for your Fleet Business

Maintaining compliance with the ELD mandate has been a new challenge for fleet managers since its implementation in 2012. ELDs help your fleet track its hours of service and driver vehicle inspection reports so that you're always up to date with the latest rules and regulations. Keeping ELDs is now a requirement by the Federal Motor Carrier Safety Administration (FMCSA), and fleets that do not keep ELDs may face hefty fines. This chapter will discuss the ELD mandate in greater detail so you understand why ELDs are so important. Then, we will discuss how ELDs help your fleet and go over Azuga's ELD solution.

What is the ELD Mandate?

In 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act or MAP-21. Fleets were required to achieve compliance within five years, setting the deadline in 2017. This rule requires that fleets use electronic logging devices, known as ELDs, in commercial vehicles to replace paper logbooks. This mandate was designed to make roads safer.

The ELD connects directly with a vehicle's engine to accurately and easily track hours of service, also known as HoS. Before the ELD mandate, drivers were often overworked, which resulted in drowsy and distracted driving. We mentioned in Chapter 4 how the ELD mandate, combined with dashcams, has



improved driver safety over the past few years. The ELD doesn't only track hours of service. It also tracks vehicle motion status, miles driven, engine hours, identification of the user, and the user's duty status. If you have been in the fleet business for a while, you may recognize some of the ELD's functions as a subset of Automatic On-Board Recording Devices, also known as AOBDRs. These devices accurately record a driver's duty status information. They include ELDs, Electronic On-Board-Recorders, and other onboard devices. However, not all AOBDRs record enough data to comply with the ELD mandate.

History of the ELD Mandate

The MAP-21 required the FMCSA to institute an ELD mandate. They published the final ELD mandate in December of 2015, giving companies not using ELDs until December 2017 to install them. However, this was considered a "soft enforcement" period until April 1st, 2018, when "full enforcement" began. Companies that were already using ELDs in 2018 had until December 2018 to ensure that their ELDs met the requirements of the ELD mandate.



ELD Requirements

There are a variety of requirements for devices, drivers, fleets, and companies to be compliant with the ELD mandate. If fleets aren't compliant with any of these requirements, they could face fines of up to \$10,000 and an adverse impact on their CSA scores. We will discuss the consequences of not meeting the ELD requirements later in this chapter.

ELD Devices

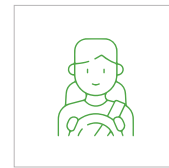
Devices must be FMCSA approved to satisfy the ELD mandate. Cell phones and mobile devices can sometimes work for the mandate if they meet FMCSA requirements. One of these requirements includes connecting with the vehicle's engine for recording purposes. You can view a complete list of the requirements for ELD devices on the [FMCSA equipment registration portal](#). There is also a list of [registered ELDs](#) published by the FMCSA online. Of course, Azuga's ELDs are compliant with the ELD mandate.

Driver Information

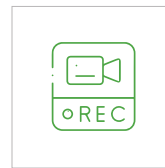
ELD devices also need to record a driver's data. Carriers are responsible for ensuring this data is reported accurately. This data includes the driver's name, a unique ELD username, a valid driver's license number, and the state where the driver's license was issued. However, the driver's social security number cannot be used anywhere in their ELD account for security reasons.



ELD Devices



Driver Information



Record Keeping

Record Keeping

Carriers must keep at least six months' worth of backup copies of their ELD data. This data must be stored on a separate device than initially recorded it. Furthermore, the driver must have access to their ELD records without going through their motor carrier to obtain copies. This is why e-logging is very helpful- because the device transmits its data to a separate database or fleet management system.



Driver Status

Drivers must report their status on the ELD. There are four different status designations for drivers to know:

- OFF – off duty
- SB – sleeper berth
- D – driving
- ON – on duty but not currently driving

Whenever the driver's status changes, the ELD has to record the driver's location, designated by city and state. If the location is not within a city or town, the highway number, service plaza, or nearest milepost must be recorded, followed by the name of the closest city.

Automatic Recording

An ELD must automatically record the following data:

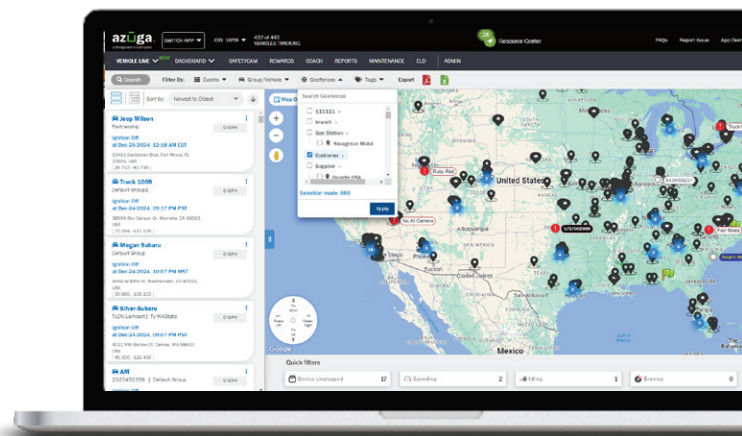
Date | Time | Location | Engine hours | Vehicle miles
User data | Vehicle identification data | Carrier data

ELD Exemptions

There are some exemptions to the ELD rule. You can view a complete list of these exemptions on the FMCSA website, but we will list a few of the most common exemptions here:

- Drivers who use logs no more than eight days in any 30-day period
- Driveaway-towaway drivers where the vehicle driven is the commodity or the vehicle being transported is a motor home or RV
- Vehicles manufactured before the model year 2000, which may not have the ability to connect to compliant devices.

As of right now, the United Parcel Service, the Motion Picture Association of America, and the Truck Renting and Leasing Association are also currently exempt from the ELD rule.



The Impact of Not Complying with the ELD Mandate

Now that the ELD mandate is in full effect, you need to know the ramifications of noncompliance with the regulations. It can affect your business significantly, both financially and in the community, so knowing the risk is critical. The three significant problems you will run into are fines, the impact on your CSA score, and being placed out of service. We will discuss how noncompliance affects your fleet in all three ways below.

CSA Scores

Your fleet's CSA score is critical to its reputation in the community. CSA stands for compliance, safety, and accountability, and scores are calculated on a 100 percentile scale, with 100 being the worst. Customers look at it when considering how safely your fleet operates. Not to mention, potential partners also consider your CSA score when considering whether or not to work with you. That's why it's so important to have a good CSA score, and maintaining compliance with the ELD mandate is a critical part of doing so. After the soft enforcement period for the ELD mandate ended in April 2018, the FMCSA updated the CSA's Safety Measurement System to include 22 new roadside inspections and ELD violations. There were also changes to the severity of weight of each breach. J. J. Keller has created a chart of those violations and their severity.

Citation	Description	Severity value
395.8A-ELD	ELD – No record of duty status (ELD Required)	5
395.8A-NON-ELD	No record of duty status when one is required (ELD Not Required)	5
395.8A1	Not using the appropriate method to record hours of service	5
395.11G	Failing to provide supporting documents in the driver's possession upon request	7
395.20B	The ELD's display screen cannot be viewed outside of the commercial motor vehicle	5
395.22A	Operating with a device that is not registered with FMCSA	5
395.22G	Portable ELD not mounted in a fixed position and visible to driver	1
395.22H1	Driver failing to maintain ELD user's manual	1
395.22H2	Driver failing to maintain ELD instruction sheet	1
395.22H3	Driver failed to maintain instruction sheet for ELD malfunction reporting requirements	1
395.22H4	Driver failed to maintain supply of blank driver's records of duty status graph-grids	1
395.24C1I	Driver failed to make annotations when applicable	1
395.24C1II	Driver failed to manually add location description	1
395.24C1III	Driver failed to add file comment per safety officer's request	1
395.24C2I	Driver failed to manually add CMV power unit number	1
395.24C2II	Driver failed to manually add the trailer number	1
395.24C2III	Driver failed to manually add shipping document number	1
395.28	Driver failed to select/deselect or annotate a special driving category or exempt status	1
395.30B1	Driver failed to certify the accuracy of the information gathered by the ELD	1
395.30C	Failing to follow the prompts from the ELD when editing/adding missing information	1
395.32B	Driver failed to assume or decline unassigned driving time	5
395.34A1	Failing to note malfunction that requires use of paper log	5

ELD Fines

All businesses are looking for ways to save money, and fleet businesses are no exception. Of course, not getting hit with hefty fines should be an easy way to save money. You may be surprised at how much ELD fines can add up. The average cost of ELD fines is \$2,867, while the highest fine ever recorded was \$13,680. Because fleets have dozens or even hundreds of vehicles, these fines can add up quickly. If your vehicle is placed out of service, the costs compound even faster. Below, we will outline the penalties for specific violations.



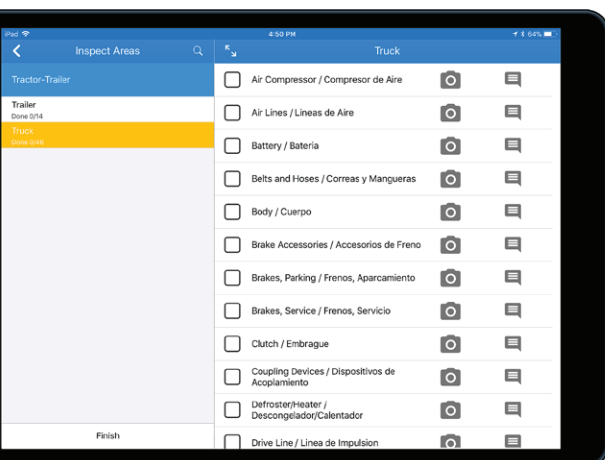
\$12,135 for knowingly falsifying electronic log records (**\$1,214 per day**)

\$1,045 to \$7,864 for reporting and recording fines

\$10,450 per person for commercial regulation violations, including the LTL driver, long-haul truckers, and even freight brokers.

\$182,877 for hazardous material violations

\$26,126 in ELD violation fines for bus drivers, train operators, and passenger carriers



Fleet Drivers Placed Out of Service

If the fines and impact to your CSA score aren't enough to convince you to maintain compliance with the ELD mandate, perhaps being placed out of service will be what deters you. Drivers can be placed out of service for up to ten hours or even longer if violations continue. Each day drivers are out of service, your business loses an estimated \$264. This is not to mention the damage that being out of service does to your customer satisfaction. If your vehicle needs towing services, you may be out even more money, as the average tow costs about \$344 (for a 40-mile tow).

Vehicles are usually placed out of service for not using an authorized ELD. If not for this reason, it is for falsifying records. As long as you have a properly functioning ELD in your vehicle, however, you won't have to worry about any of these consequences, and your fleet can operate as normal.

Azuga's ELDs

If you're looking for an ELD solution that will ensure your fleet is compliant while offering the best functionality, look no further than Azuga's ELDs. Azuga keeps up with the FMCSA's regulations to ensure that our technology meets or exceeds the ELD mandate, along with HoS and DVIR requirements. Combined with our fleet management software, Azuga Fleet, it's accurate and easy to use. Here are just a few things you can do with Azuga's ELD solution:

- Receive alerts when your drivers are almost at their HoS limits to avoid violations. You also get an alert if a violation occurs.
- You can automatically use conflict detection to resolve discrepancies resulting from inconsistent or incomplete logs.
- Make proactive decisions based on comprehensive back-office reporting to avoid HoS violations
- Harness the advantage of automatic alerts to eradicate log errors and ensure that DVIRs are submitted on time.

How Azuga ELDs Simplifies Compliance Management

Trying to keep up with all of your vehicles' logs and compliance status may seem impossible if you don't have any help. Luckily, Azuga's ELDs are here to help by automating tedious tasks and streamlining the entire process to ease the burden on you as a manager. Our ELD solution simplifies compliance by:

- Automating back-office records with electronic driver logs
- Eliminating paper logs and simplifying reporting. This reduces the load on your administrative staff.
- Streamlining communications with your dispatch team by reducing time-consuming interchanges.
- Optimizing resource allocation and load planning to leverage real-time driver availability
- Ensuring roadside inspections are fast and efficient

References

FMCSA Equipment Registration:

<https://www.fmcsa.dot.gov/hours-service/elds/equipment-registration>

Registered ELDs:

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

ELD Exemptions:

<https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-device-eld-exemptions-and-waivers>

Schedule a Demo:

<https://www.azuga.com/inquiry/ELDs-demo>

Know more about Azuga ELDs:

<https://www.azuga.com/e-logs>



Try a Demo of Azuga's ELD Solution Today!

Of course, you want your fleet to be safe and efficient. Not to mention, you want to avoid those pesky fines and hits to your CSA score. Try a demo of our ELD solution and see how easy it is to maintain compliance with the ELD mandate.

About Bridgestone

Nashville, Tennessee based Bridgestone Americas Tire Operations is the U.S. subsidiary of Bridgestone Corporation, the world's largest tire and rubber company offering a wide range of Bridgestone, Firestone and associate brand tires, BATO maintains wholesale and original equipment sales operations across a broad line of products, including passenger, light truck, commercial truck and bus, agricultural, motorcycle, kart and off-the-road tires.

Additional US subsidiaries include Bridgestone Retail Operations which operates the largest network of company-owned automotive service providers in the world – nearly 2,200 tire and vehicle service centers across the United States – including Firestone Complete Auto Care, Tires Plus, Wheelworks and Hibdon store locations. Bridgestone authorized dealers consist of independent tire retailers that are authorized to sell and service Bridgestone or Firestone products. BATO's Commercial Solutions Group also has an extensive dealer network that also includes Truck, Bus, Radial Division. In summary the Bridgestone network consists of approximately 5,400 service locations for tire, automotive and fleet solutions.

Below is a complete list of links to our products for Commercial, Retreads and Consumer tires.

Bridgestone Brand

Alenza, Blizzak, DriveGuard, Dueler, Ecopia, Potenza, Turanza
Bridgestone Consumer product

website: <https://www.bridgestonetire.com/>

Bridgestone Commercial product

website: <https://commercial.bridgestone.com/en-us/index>

Firestone Brand

All season, Champion, Destination, Firehawk, Transforce, WeatherGrip, Winterforce

Firestone Consumer product

website: <https://www.firestonetire.com/>

Firestone Commercial product

website: <https://commercial.firestone.com/en-us/index>

Bandag Retread

website: <https://www.bandag.com/en-us/index>

About Azuga

Azuga, a Bridgestone company, is a leading global connected vehicle platform, helping our customers turn data about vehicles and their use into intelligence that improves operations and safety while reducing costs and risk. Azuga provides reliable end-to-end solutions for commercial fleets, government agencies, insurance companies and automotive industry suppliers, encompassing hardware, the Azuga One platform, award-winning fleet applications and data analytics. Azuga is headquartered in Fremont, California.

Our award-winning Azuga Fleet solution is used by thousands of customers —from the small fleet of one or a few vehicles up to several thousand—and is lauded by our customers for its ease-of-use, robust features and affordable pricing.

