

# Moving from AOBRDs to ELDs

## What carriers and drivers can expect during the transition

By December 2019, all truck fleets with Automatic OnBoard Recording Devices (AOBRDs) will transition to ELDs (Electronic Logging Devices) to comply with regulations set out by the FMCSA. Here, we look at how the ELD experience differs for drivers and carriers and what to expect as you move from AOBRDs.

	Carrier Experience	Driver Experience	
<b>Technical Differences</b>	<b>Integral Synchronization</b>	ELDs take data directly from the Electronic Control Module (ECM). ELDs automatically record engine power status, vehicle motion status and other data.	
	<b>Location Information</b>	Automatically records location data at each change of duty status, at 60-minute intervals while the vehicle is in motion, at engine on/off, and the start of personal conveyance and yard moves. Records date, time, location, engine hours, vehicle miles and driver identification.	
	<b>Device "Default" Duty Status</b>	ELDs move to "on-duty, not driving" status when the vehicle has been motionless for five consecutive minutes and the driver has not responded to ELD prompts within one minute. Records location with an accuracy of one-mile radius during on-duty driving periods.	
	<b>Clock Time Drift</b>	ELD time must be synchronized to Universal Coordinated Time (UTC).	
	<b>ELD Certification</b>	Carriers are responsible for ensuring the ELD device is registered with the FMCSA.	
	<b>Drive Threshold</b>	ELDs must automatically record drive time once the vehicle is in excess of 5MPH.	
<b>User Experience</b>	<b>Users</b>	Drivers and administration staff (non-drivers) must each have a unique username and password.	
	<b>Log Edits</b>	Log edits by the carrier's back office staff are permitted but must be annotated and accepted by the driver. Back office staff cannot edit or change drive time to non-driving time.	Drivers must be able to edit their duty status records from any day of their current cycle. All edits must include an annotation. On review of back office edits and the original record, drivers must be able to accept or reject the motor carrier's edits. Drivers cannot edit their drive time.
	<b>Logs Certification</b>	Drivers must certify each day's logs after final entries and corrections are made for each 24-hour cycle.	
	<b>Graph Grid Display</b>	Standardized data must be displayed to authorized safety officers on request and include a daily summary, graph grid and detailed daily log data.	Drivers must be able to show inspectors a graph grid display of their daily RODS (Records of Duty Status).

	Carrier Experience	Driver Experience
<b>Data Transfer</b>	Data transfer must be available either via telematics using email or wireless web services or local transfer using USB 2.0 or Bluetooth.	RODS data must be capable of being transferred to inspectors at the roadside via email transfer and web services or local transfer.
<b>Profiles Details</b>		The device must show the Driver CDL information, the CMV's VIN Number, and the carrier's DOT number.
<b>Unassigned Driving Times And Miles</b>	ELD automatically records times when the vehicle is in motion and no driver is logged in. Carriers can suggest these as an edit for a driver. If rejected, back office staff must reconcile and retain.	On login, drivers are presented with potential miles recorded while not logged in. Drivers review, accept or reject unidentified driving time. In Team Driver vehicles, drivers can reassign drive time to their co-drivers (and vice versa) subject to acceptance of both drivers. Logs may need to be re-certified.
<b>Yard Moves</b>	Carriers must explicitly assign Yard Moves to individual drivers via their profiles.	Drivers elected by their carrier to complete Yard Moves must be able to edit this manually as On Duty/ Yard Move status.
<b>Personal Conveyance (PC)</b>	Carriers must explicitly assign PC to individual drivers via their profiles. PC cannot be edited by the driver. No time or distance limits can be automatically applied to PC. Location accuracy must be reduced to a 10-mile radius when vehicle is used for authorized personal use.	Drivers elected by their carrier for authorized personal use of the CMV must be able to manually select this as Off Duty/PC status.
<b>Data Diagnostics and Malfunctions Information</b>		Data diagnostics events and ELD malfunction indicators and explanations must be viewable by drivers and inspectors.
<b>Device Malfunction Actions</b>	Carriers must repair or replace ELDs within eight days.	Drivers must notify the carrier of any malfunction within 24 hours. Drivers must revert to paper logs during a malfunction period and recreate RODS as graph grids for the current 24-hour period and the previous seven consecutive days unless retrievable from the ELD.
<b>User Documentation</b>		Drivers must carry an ELD Information packet in their cab at all times including their ELD's User Guide, Malfunction Instructions and Roadside Inspection sheets and eight days supply of blank driver's RODS graph-grids.
<b>Volume Control</b>		Volume control or mute option for any audio feature.
<b>Tampering Resistance</b>	Tampering must be prevented by not allowing anyone to alter or erase information originally collected for driver ELD records.	

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