Moving from AOBRD to ELD
A guide for our DriverConnect customers
Moving from AOBRD to ELD
A guide for our DriverConnect customers

INTRODUCTION

By Dec. 16, 2019, all long-haul, electronic logging devices need to be running the ELD ruleset. As a result, all grandfathered AOBRD devices, including Rand McNally devices, will need to be converted to ELD rules.

We recommend that you begin the conversion process well in advance of the Dec. 16, 2019 deadline. Rand McNally will be converting all remaining grandfathered AOBRD devices during the weekend of Dec. 14, 2019.

This guide provides an overview of:

1. FAQs regarding AOBRD and ELD modes;
2. The major differences between AOBRD and ELD rulesets;
FAQs

When do I need to be running ELD vs. AOBRD?

Are there any exceptions?
The same exceptions apply as those exempting current drivers and companies such as:
- Drivers who are required to keep Records of Duty Status (RODS) not more than 8 days within any 30-day period.
- Drivers conducting a drive-away-tow-away option.
- Drivers of vehicles manufactured before the model year 2000.

Realistically, how much time should I allot for moving my system and my drivers to ELD?
What we found with the ELD mandate the first time around, was that it was highly beneficial for fleets to begin the transition at least 3-4 months prior. This was necessary to allow trucking companies to complete driver communication and training, reporting verification, and to ensure a smooth-running process at the point the mandate deadline takes effect.

What issues will I face in the transition?
Waiting could potentially result in a lack of driver training/acceptance and reporting glitches. Also, due to some of the requirements of the mandate, there could be potential hardware or cable shortages if many fleets wait until the last minute.

What will be the biggest obstacle in transitioning?
The training of drivers and the back-office team will be the most common pain point. The best way to work through this potential issue is to give ample time for the transition and proper training.
Moving from AOBRD to ELD
A guide for our DriverConnect customers

1 FAQs, cont.

What will be the biggest obstacle in roadside inspections?
The federal Electronic Logging Device (ELD) rules state that:

“An ELD must be designed so that its display may be reasonably viewed by an authorized safety official without entering the commercial motor vehicle. For example, the display may be untethered from its mount or connected in a manner that would allow it to be passed outside of the vehicle for a reasonable distance.”

Although this may impact some with hard-wired devices that are not portable, you will not have this issue with the DriverConnect devices (DC 200®, DC 200® S, or ELD 50®). These devices are all paired with a smartphone or tablet or requisite Rand McNally device, which are portable, battery powered, and can be handed over to an inspecting officer.

Who needs to be trained on ELDs and how long will that likely take?
The good news is that our ELD solutions are intuitive for drivers and managers alike. Moving from AOBRD to ELD is as simple technologically as “flipping a switch.” As a result, training time is not going to be laborious. To be safe, given that drivers are on the road, we would recommend full fleet training occur over the course of several months.

On what do they need to be trained?
Drivers and the back-office team members need to be trained on changes to the compliance rules, roadside inspection procedures, and associated user interface changes. Training may be accomplished in 1-3 hours and it can be done in person, through webinars or videos, and with printed materials provided in this guide.
Other Rand McNally Devices:
In ELD mode, does this impact the Rand McNally HD 100 device? No. The HD 100 is paired with a smartphone or tablet, which can be handed over to an inspecting officer.

In ELD mode, does this impact the Rand McNally TND™ 760/765? Yes. TND™ 760/765 devices need to be installed with enough slack in the cable to allow the driver to hand the device to the officer outside of the cab. If there is a desire to keep the existing 8-foot cable secured behind the dash in such a way that the device cannot be handed to the inspecting officer, or the cable doesn’t reach outside the cab, Rand McNally is offering a separate 12-foot cable for the driver to temporarily power the TND™ 760/765 device from the cigarette lighter.

Sources: FMCSA; Rand McNally Client Success
## Differences between AOBRD and ELD

<table>
<thead>
<tr>
<th>Feature/Function</th>
<th>1988 AOBRD Rule</th>
<th>ELD Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Integral Synchronization</td>
<td>Integral synchronization required, but term not defined in the Federal Motor Carrier Safety Regulations (FMCSRs).</td>
<td>Integral synchronization interfacing with the CMV engine electronic control module (ECM), to automatically capture engine power status, vehicle motion status, miles driven, engine hours. (CMVs older than model year 2000 exempted)</td>
</tr>
<tr>
<td>Recording Location Information of Commercial Motor Vehicle (CMV)</td>
<td>Required at each change of duty status. Manual or automated.</td>
<td>Requires automated entry at each change of duty status, at 60-minute intervals while CMV is in motion, at engine-on and engine-off instances, and at beginning and end of personal use and yard moves.</td>
</tr>
<tr>
<td>Graph Grid Display</td>
<td>Not required – “time and sequence of duty status changes.”</td>
<td>An ELD must be able to present a graph grid of driver’s daily duty status changes either on a display or on a printout.</td>
</tr>
<tr>
<td>Hours of Service (HOS) Driver Advisory Messages</td>
<td>Not addressed.</td>
<td>HOS limits notification is not required. “Unassigned driving time/miles” warning must be provided upon login.</td>
</tr>
<tr>
<td>Device “Default” Duty Status</td>
<td>Not addressed.</td>
<td>On-duty not driving status, when CMV has not been in-motion for five consecutive minutes, and driver has not responded to an ELD prompt within one minute. No other non-driver-initiated status change is allowed.</td>
</tr>
<tr>
<td>Clock Time Drift</td>
<td>Not addressed.</td>
<td>ELD time must be synchronized to Universal Coordinated Time (UTC); absolute deviation must not exceed 10 minutes at any time.</td>
</tr>
<tr>
<td>Communications Methods</td>
<td>Integral synchronization required, but term not defined in the Federal Motor Carrier Safety Regulations (FMCSRs).</td>
<td>Integral synchronization interfacing with the CMV engine electronic control module (ECM), to automatically capture engine power status, vehicle motion status, miles driven, engine hours. (CMVs older than model year 2000 exempted.)</td>
</tr>
<tr>
<td>Resistance to Tampering</td>
<td>Required at each change of duty status. Manual or automated.</td>
<td>Requires automated entry at each change of duty status, at 60-minute intervals while CMV is in motion, at engine-on and engine-off instances, and at beginning and end of personal use and yard moves.</td>
</tr>
<tr>
<td>Graph Grid Display</td>
<td>Not required – “time and sequence of duty status changes.”</td>
<td>An ELD must be able to present a graph grid of driver’s daily duty status changes either on a display or on a printout.</td>
</tr>
</tbody>
</table>

Step-by-Step Guide to Run ELD

Driver
There are a few changes that drivers will see when moving to the ELD ruleset:

1. **Drive Line**: In AOBRD, driving was specified by a distance trigger – 3 miles traveled (minimum drive miles setting); this changes to a speed trigger of 5 mph in ELD mode.

2. **Yard Moves**: To accommodate for short moves, ELD mode enables the use of Yard Moves, which records driving in the On Duty line.

3. **Inspection**: Drivers should understand they will be subject to a higher standard of review if stopped by an officer. There are three ways to comply with a request to review logs:
   1. Handing the device over so the officer may review the logs on the device
   2. Emailing the logs to an officer-supplied email
   3. Sending HOS logs electronically to FMCSA

A guide for drivers explaining how to undertake the three types of reviews by an officer, follows.
• In ELD mode, there will be a flag on the upper right of the dashboard in the DriverConnect app.
What to do in an inspection – Handing the device over

- On the app, select *Inspection Mode*…
What to do in an inspection – Handing the device over

• …Select *Start Inspection*. This will initiate the inspection mode, which limits the inspection officer to the last 8 days of logs and no other content on the device.
• Please note: You will need to enter your log-in password to exit the inspection mode.

![Inspection Mode](image)

- **Inspect Logs**: Hand off this device to the officer for inspection after tapping the *Start Inspection Button.*
  - Opens your log report for today and last 7 days. Needs a password to exit.
- **ELD Output File**: Send ELD output file for today and past 7 days to FMCSA.
  - Applies to ELD Mandate compliant fleets
What to do in an inspection – Handing the device over

- Hand the device with the app to the inspection officer, who will be able to see the last cycle of logs (7 or 8 days).
• To exit *Inspection Mode*, tap the back arrow.

• A pop-up window will appear asking for a password. Enter the password used to log-in to the device.

# # #
What to do in an inspection – Emailing the logs

- In the event an inspecting officer requests that the logs be emailed, there are several ways to do this:
  - You can contact your fleet manager, who can email the logs via the DriverConnect portal,
  - You can email the logs from the app to a manager, who then can send them to the officer,
  - Or, you can email the logs directly from the app.

- To email the logs directly from the app, select *Logbook* in the navigation or tap on the Logbook on the *Dashboard*...
What to do in an inspection – Emailing the logs

• …tap the Send Logs icon…
What to do in an inspection – Emailing the logs

• …Check the boxes of the logs you wish to email and then tap Send.
A window will pop up requesting the email address. Enter the email, adding a comment if needed.

- Tap *Send* to email the logs.
What to do in an inspection – Sending the logs to FMCSA

• If the inspecting officer requests that logs be sent to the FMCSA, follow this procedure:

• On the app, select *Inspection Mode.*
What to do in an inspection –
Sending the logs to FMCSA

• Select *Send Logs to FMCSA*.
What to do in an inspection – Sending the logs to FMCSA

- A widow will pop-up on the screen.
- If the inspecting officer requests that the logs be emailed to the FMCSA, follow this procedure:
- Select *Email* to send current day and prior 7 days of logs in the proper format to the FMCSA.

![Image of Telematics Transfer]

- Add the code or phrase supplied by the officer in the *Comment* box, then tap *Send*. 
• If the inspecting officer requests that the logs be transferred directly to the FMCSA’s database, Web eRODS, follow this procedure:
• Select *Web Service* to send current day and prior 7 days of logs in the proper format to the FMCSA.

• Add the code or phrase supplied by the officer in the *Comment* box, then tap *Send*. 
What to do in an inspection – Sending the logs to FMCSA

- A window will pop up once the transfer of the logs have been initiated. The transfer should be quick but is dependent upon receipt by the FMCSA database, Web eRODs.
What to do in an inspection – Sending the logs to FMCSA

- To ensure that the logs were received by the FMCSA, tap the *Check Status Of Previous Logs.*

* Please note: This feature is not available via the iOS app
What to do in an inspection – Sending the logs to FMCSA

• The screen will indicate whether or not the transfer was a success…

  Transfer Mode: Email
  Status: Sent
  Time: 07/13/2018 10:02:15 AM
  Data transfer has been initiated

• …or a failure.

  Transfer Mode: Web Services
  Status: Failure
  Time: 07/13/2018 10:04:38 AM
  Data transfer failure

• Note that your manager also can transfer the logs to Web eRODS as well.

# # #
Rand McNally gathered this information to provide customers with an overview of changes and instructions for moving the DriverConnect devices, the ELD 50®, DC 200®, and DC 200® S, to the ELD ruleset. Changes can and do occur, however, and we cannot be responsible for any such changes, omissions, or errors.

©2019 RM Acquisition, LLC d/b/a Rand McNally. All rights reserved.

Rand McNally, the globe logo, TND, DC 200, and ELD 50 are trademarks of RM Acquisition, LLC d/b/a Rand McNally.