

#ELDmandate



# Electronic Logging Device (ELD) Mandate Guide

Regulation effective  
December 18, 2017





# ELD Mandate takes effect...

The DB Schenker team has compiled this guide to provide you with a complete understanding of the ELD Mandate and its impact to Shippers. For more information on the requirement, contact your local DB Schenker office or sales representative.

## What is the ELD mandate?

The electronic logging device (ELD) – is a requirement for commercial motor vehicles involved in interstate commerce, when operated by drivers who are required to keep records of duty status (RODS). An ELD synchronizes with a vehicle engine to automatically record driving time, for easier, more accurate hours of service (HOS) recording. HOS are regulations put into effect by the DOT to ensure safe driving conditions for all vehicles. Drivers are allowed a maximum of 14 hours ON DUTY and are allowed a maximum of 11 DRIVING hours.

The rule is intended to help create a safer work environment for drivers, and make it easier and faster to accurately track, manage, and share RODS data. As part of the MAP-21 Act, Congress required adoption of the ELD rule.

## How is the ELD Rule being carried out?

All carriers and drivers subject to the ELD rule must use either an ELD or an AOBDR (automatic on-board recording devices compliant with existing regulations) by December 18, 2017.

## What does the ELD timeline look like?



AOBRDs may be used until December 16, 2019, if the devices were put into use before December 18, 2017. Starting December 16, 2019, all carriers and drivers subject to the rule must use ELDs.

The ELD Rule applies to most motor carriers and drivers who are currently required to maintain records of duty status (RODS). The rule applies to commercial buses as well as trucks. Canada- and Mexico-domiciled drivers are included, unless they qualify for one of the exceptions to the ELD rule.

## What are the Exceptions to the ELD Rule?

Drivers who use the timecard exception are not required to keep records of duty status (RODS) or use ELDs. Additionally, the following drivers are not required to use ELDs; however, they are still bound by the RODS requirements:

- Drivers who use paper RODS for not more than 8 days out of every 30-day period.
- Drivers of vehicles manufactured before 2000.
- Drivers who are required to keep RODS not more than 8 days within any 30-day period.
- Drivers who conduct drive-away-tow-away operations, where the vehicle being driven is the commodity being delivered, or the vehicle being transported is a motor home or a recreation vehicle trailer with one or more sets of wheels on the surface of the roadway.



### Example of Hours of Service - from point of Pick-up

Driver arrives at shipper at 21:00  
Driver parks in nearby lot and takes their full 10 hour break  
Driver comes on duty at 07:00  
Shipper takes 5 hours to load the cargo  
Driver departs shipper at 12:00  
Driver must stop driving at 21:00  
Driver is **only allowed to drive 9 hours in this situation** because of loading time

### What is the impact to Shippers?

This mandate will most likely have a direct effect on shippers. In order to prepare a call to action plan should be considered in arrangement for the effects of the mandate. Time is of the essence in today's world and plans should be put in place to accommodate increased transit time for single driver runs since drivers will have higher accountability to operate within the legal **Hours of Service**. There is also a risk for increased application of detention and layover, and increased stop-off charges.

Based on the above mentioned carriers will need to increase compensation for drivers since they will be unable to operate as many trips/miles as previously. In turn there will most likely be higher premiums for team transit and supply and demand will be influenced by the **Hours of Service reducing experienced transit times**. In short the ELD mandate can have the following impacts:

- Capacity shortages
- Higher freight charges
- Increased cost of ELD per truck
- Increased driver recruitment/retention costs

### Recommendations for working with the new Mandate

As you would expect from an industry leading logistics company, DB Schenker takes the extra step to prepare and action for new mandates. Here are some suggestions from our experts:

- Create and activate spot sourcing contingency plan to battle supply chain disruptions
- Explore other modes of transportation: LTL, IMD
- Set favorable payment terms
- Establish clear communication channels with your trucking vendors
- Introduce more flexible shipping/receiving hours to accommodate drivers
- Reduce loading/unloading time per truck to reduce truck idling
- Add overnight parking availability

### Frequently Asked Questions about the Mandate

Please visit <https://www.fmcsa.dot.gov/hours-service/elds/faqs>

---

**For more information please contact:**

DB Schenker Land Transport  
Darren Dodson  
Director, Ground Distribution, USA  
Schenker, Inc.  
3 Gateway Center  
100 Mulberry St, Floor 12  
Newark, NJ 07102  
Cell: 347-610-8378  
Office: 973-681-6870  
Email: [darren.dodson@dbschenker.com](mailto:darren.dodson@dbschenker.com)

**Need a quote?** Email us at  
[groundquotes@dbschenker.com](mailto:groundquotes@dbschenker.com)

[www.dbschenkerusa.com](http://www.dbschenkerusa.com)

Follow us on Facebook @[DBSchenkerAmericas](https://www.facebook.com/DBSchenkerAmericas)  
Follow us on Twitter @[DBSchenkerUSA](https://twitter.com/DBSchenkerUSA)