Navigating the AOBRD To ELD Transition

Housekeeping Items

- Audio streamed through computer speakers
- Widgets are resizeable and moveable
  - Minimize/maximize
  - Expand/shrink
- Enter questions via the Q&A
- Check out the resources area to download today's slides
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Navigating the AOBRD To ELD Transition
July 17, 2019
Navigating the AOBRD to ELD Transition

This webcast will cover...

• A regulatory overview
• Best practices in compliance
• A case study in implementation
• Question & Answer

Attention Attendees:

» Thank you for attending!
» You will be muted during the event.
» Please use the Q&A feature to send in questions to us. We’ll try to answer them during the Q&A period if they are not covered in the presentation.
» The slides and recording will be posted within 7 days at: www.jkeller.com/nptcinfo

Meet Your Presenters

Gary Petty
President & CEO
National Private Truck Council

Tom Bray
Industry Consultant
J. J. Keller & Associates, Inc.

Tom Moore, CTP
Senior Vice President
National Private Truck Council

Shawn Hyche
National Logistics Safety Manager
Essendant, Inc.

Navigating the AOBRD to ELD Transition
Deadline

• By December 16, 2019, all devices operating as AOBRDs must either
  • Be upgraded to ELDs, or
  • Replaced by an ELD if not updateable

Who Doesn’t Need an ELD?

• Drivers that must log 8 days or fewer in any 30-day period
• Certain driveaway/towaway drivers
• Drivers operating a vehicle older than model year 2000 (based on VIN or engine)
• Rental rented under rental agreement 8 days or less in duration
• Other specialized drivers

AOBRDs

• Older, simpler, less data
• Rules §395.15, date back to 1988
• Data captures only includes date, time, and location of duty changes
• Officers only need to see a text list
ELDs

• Rules §395.20 to §395.38, and Appendix to Part 395, published in 2015
• Much more complex and robust devices and systems
• Requirements, data collected, and display/output more detailed

Changes: ELDs and Drivers

• Drivers
  • Log in/unassigned driving time process at log in
  • 5 mph = driving, period
  • Special driving categories
  • Full edit rights

Different for Back Office Too

• Back office
  • No generic or “ghost” accounts allowed
  • Dedicated unassigned driving time account
  • In-house auditing changes
    • More to audit (unassigned, edits, use of special categories)
ELD: Lots of Data

- Data captured at start up, shutdown, log in, log out, at every duty change, and once per hour during operation
- Data capture includes:
  - Date
  - Time
  - Location (automatically determined)
  - Engine hours
  - Vehicle miles
  - Driver
  - Vehicle identification
  - Operating carrier

- Also captured:
  - Data errors
  - Malfunctions

- Display/printout requirement
  - Complete “header” information
  - Grid graph
  - Details of all data captures

- Roadside inspection
  - Device must be able to transfer log data directly to an officer
  - Device must use either
    - Telematics
    - Local transfer
  - Process
    - Driver specifies telematics or local, officer determines specific method to be used
ELD: Lots of Data

- During an investigation/audit
  - System must be able to transfer log data directly to investigator/auditor
  - System must use either telematics or local transfer
  - Process
    - Carrier specifies telematics or local and investigator/auditor determines specific method to be used

Interpreting the Data

- “Rulesets” audit the data and point out exceptions to the rules
  - Rulesets and exception reports are not required by the rules
  - Common exception reports
    - Missing logs
    - Missing data
    - Over hours
    - Unassigned driving time
    - Edit report
    - Use of special categories
    - Malfunctions

Beyond Compliance
Onboard Technology Dominates

How Fleets Deploy Technology

Primary Benefits of ELDs

- Improve compliance
- Enhance corporate visibility
- Optimize staff support and compliance
- Reduce driver hassle
- Provide more data
Managing “Big” Safety Data

• CSA Indicators
• HOS
• Stability Control
• Use of Cruise Control
• Over Rev
• Idle Time
• PM Performance
• MPG

• Recordable Accident Ratio
• DOT Violations (EOBR)
  • Overall
  • Individual
• Employee Injury Ratio
• Tickets/Violations
• ECM Data

Tom Moore, CTP
Senior Vice President
National Private Truck Council

Gap Analysis

1. Define Goals/Objectives
2. Collect Data
3. Identify root causes of problems
4. Develop appropriate solutions
5. Plan and make changes

Narrow data focus to a manageable level by filtering out or reclassifying what we don’t need...so you allow the right data to bubble to the top

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Data Strategies for Success

• Don’t get overwhelmed
• Narrow your focus
• Work on the meaningful few
• Set goals, and measure performance
• Communicate
• Beware of analysis paralysis
• Utilize your friends at NPTC

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Roadmap Towards Successful Implementation

- Build a relationship
- Educate team members
- Sell the benefits
- Communicate early and often
- Make it their idea
- Target key employees
- Support integration internally
- Be patient

Getting There

- Anticipate a flood of new products
- Train all staff
- Look for integration opportunities
- Develop data management aptitude
- Establish clear expectations
- Don’t wait – start now!

The Fleet Perspective: Essendant Co.

Shawn Hyche
National Logistics Safety Manager
Essendant Co.
About Me

Over 19 years in industry
• 8 years - cargo/personnel movements United States Air Force
• 11 years – food service, wholesale, safety, DOT compliance & training

Currently directs the private fleet logistics safety program
• Driver Qualification files
• Safety Training & Awareness
• DOT Compliance
  • Hours of Service
  • DOT Drug / Alcohol

Essendant Co.

Leading wholesaler through one source
• Janitorial and sanitation supplies
• Foodservice
• Office supplies furniture
• Imaging and technology supplies

6,500+ employees
300+ assets
* Currently transitioning from AOBRD to ELD

Essendant Co. Private Fleet

• 131 - Class A CMV’s
• 183 - Commercial trailers
• 140 - Drivers
• 6M - miles annually
• 9 - US facilities
• Hazmat & For Hire Carrier
Essendant On-Board History

• Our on-board journey
• Driver acceptance
• Lessons learned
• Benefits

Communication Strategy

• Face to face training
• Hard copy guides from ELD provider
• Daily follow up
• Weekly review through summary reports

Comparisons

• Biggest change between AOBRD and ELD
• How to educate your drivers and staff
• Driver’s experience at roadside inspection
Auditing Electronic Logs

- Daily processes
  - Edits
  - Violations
  - Coaching
- Weekly Reports
- File Maintenance

New Areas to Audit With ELD

- Unassigned driving time
- 5 mph = driving, period
- Special driving categories
  - Personal use
  - Yard move
- All unassigned driving time must be:
  - Assigned to a specific driver, or
  - A comment attached explaining why it could not be assigned
- Complete valid edits immediately

Handling Violations

- Violations need to be addressed to avoid further HOS problems.
- Drivers are coached on correcting e-logs issues created by user error; incorrect logging processes
- Summary reports are generated weekly for easy recording and filing.
- Daily logs with edits/violations are filed separately by week.
- Files are maintained accordingly for 6 months
- Prior weeks are removed accordingly
Performance Tracking & Monitoring

- Speeding
- Hard braking
- Idle Time
- Fuel economy
- On-duty status Tracking for
  - Fueling
  - Inspections
  - Dock time
  - Random D&A Testing

Additional Benefits

- Location Tracking
- Liability Reduction
- Automated IFTA Calculation
- Software Integrations
  - HR Systems
  - Asset Management
  - Training
  - Onboard Video Systems

Question & Answer Session

- Gary Petty
  President & CEO
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  Industry Consultant
  Transportation
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- Shawn Hyche
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More Questions?

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Please join us for our next webcasts

Fatigue Management Strategies and Hours-of-Service
Thursday, July 18, 2019
Visit www.jjkeller.com/nptcinfo to register

Thank you for participating in today’s webcast!

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