



The Impact *of* **ELECTRONIC LOGGING DEVICES** (ELD) Mandates

The Law Office of
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Recent advancements in transportation technology and regulatory changes have made trucking a more challenging career, particularly for long-time truckers. Among the changes in the trucking industry that have had noteworthy effects is the implementation of electronic logging devices, or ELDs. Of all the most recent industry updates, ELD mandates have had perhaps the biggest impact on truck drivers' careers.

An Overview of Electronic Logging Devices

In 2012, Congress enacted the “Moving Ahead for Progress in the 21st Century Act” or [MAP-21 bill](#), which includes provisions that aim to help the Federal Motor Carrier Safety Administration (FMCSA) achieve its mission of reducing crashes, injuries, and fatalities involving large trucks and buses. Among these rules is one which requires the FMCSA to make the use of electronic logging devices mandatory ([Electronic Logging Devices and Hours of Service Supporting Documents](#)).

Electronic logging devices record truck drivers' Record of Duty Status (RODS) electronically, replacing the paper logbooks in which drivers used to record their compliance with the Hours of Service (HOS) requirements. ELDs are meant to record HOS compliance among professional truck drivers and commercial motor carriers with greater accuracy. All commercial drivers who must keep a RODS must use an ELD to document compliance.



Drivers selecting a [compliant ELD](#) must ensure it:

- Connects to the truck's engine to record when the truck is in motion
- Allows the driver to log in and select a mode, such as “On-Duty” or “On-Duty Not Driving”
- Displays a driver's Record of Duty Status so he or she can see his or her daily hours
- Provides data in a format that can be transmitted to law enforcement via USB or Bluetooth 2.0
- Its provider certifies that it meets the proper specifications
- Is listed on the FMCSA's website

The FMCSA estimates that the implementation of ELDs would eliminate [1,844 crashes](#) annually and mounds of paperwork, saving the industry billions of dollars per year; however, many truck drivers have voiced concerns that these new regulations go too far. Not only do ELDs cost hundreds of dollars to install and maintain per truck, but drivers claim they also considerably restrict the freedoms of trucking they hold dear.

How ELD Mandates Changed Trucking

The FMCSA issued the first ELD compliance deadline in December 2017, which affected millions of drivers. Many drivers claim these measures -- while well-intentioned -- are hurting them and the industry at large.

Drivers Have Less Control Over Their Jobs

Per the regulations, drivers may only work 14-hour days, and may not drive for more than eleven hours straight. The regulations also mandate regular breaks, including a 30-minute break every eight hours.

The above regulations are not new; yet, what is new is the fact that these hours are being tracked electronically, making truck driving more inflexible. Strict regulations of drivers' time makes it impossible for them to set their own schedules and maintain their salaries. As drivers are forced to take more breaks, they're covering fewer miles, [resulting in less pay](#).

Could Strict Regulations Make Trucking More Dangerous?

Some truck drivers say that the mandate, which aims to improve safety, backfired. Truck drivers who want to arrive at their destinations before the clock runs out are driving more recklessly to try to drive more miles. When they must stop to take a break, they are finding fewer places to park as they are all being forced to take breaks at the same time. Thus, not all drivers can fulfill their sleep requirements, which may give way to more drowsy drivers on the roads.



How ELD Violations Affect CSA Scores

Today, full enforcement of ELD mandates is underway, meaning that any driver who fails to comply may face a costly violation which will impact his or her Compliance, Safety, and Accountability (CSA) score. At times, these violations also place drivers out-of-service.

[ELD violations](#) have impacted drivers' CSA scores since April 1, 2018. Non-exempt drivers found to lack an ELD when required will be placed out-of-service for at least 10 hours. Fines for ELD violations range from \$1,000 to \$10,000 while each driver placed out-of-service stands to lose an estimated \$264 in revenue per day. A out-of-service driver might need to tow his truck, which places an additional financial burden on the driver. Those who are placed out-of-service may not be dispatched until they comply with the ELD mandate, meaning it could take days to get back to work.

How a Baltimore CDL Traffic Lawyer Can Help You

Often, a [CDL violation](#) is a simple mistake that gets blown out of proportion. Violations relating to your electronic logbook can cost hundreds to thousands of dollars in fines that might be averted with the proper representation. At The Law Office of Hillel Traub, we aim to help CDL drivers preserve their commercial drivers' licenses so they can continue to make an honest living.

These days, even having one CDL violation may keep you out of a job, which is why it's so important to fight the violation against you. [Attorney Hillel Traub](#) is a knowledgeable traffic lawyer who holds over 25 years of experience defending commercial drivers in Baltimore and surrounding areas. Having worked as a former Assistant Attorney General for the Maryland MVA, he can guide you on the next steps to take.

Call (410) 580-1100 for a free case evaluation or [complete our contact form](#).

