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Heading:

AOBRD v ELD: what's the difference?

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Is the hardware you're using for your AOBRD capable of meeting the more stringent requirements of an ELD?

Take automated driving status, for example. Does it have the ability to be able to pick up speeds as low as 5mph?

FMCSA requirements specify that an ELD must automatically record driving status once a vehicle reaches 5mph, unless the driver selects a special driving category of Yard Move or Personal Conveyance. Is your AOBRD waiting until the vehicle has reached 12mph before it picks it up? If so, it's not going to be compliant.

What about location records? Are your drivers being forced to manually record location, much as they need to do with a paper logbook?

A compliant ELD must accurately record location at duty status changes, and while in driving status, every 60 minutes to two decimal place accuracy, unless the driver is operating under personal conveyance, when accuracy demands are reduced to one decimal place.

The roadside inspections have changed since December 18 for ELDs. So has your device been upgraded in order to be able to transfer data via telematics or local options? Does your device support a backup option of displaying or printing out your driver's records?

These are very real problem for your drivers, who may be having to spend time dealing with technology that clearly isn't working.

For your business, waiting until December 16, 2019 to transition to ELDs may impact in ways significantly more severe than a reduction in productivity. There is a very real risk that your trucks could be taken off the road because they're not compliant.

AOBRDs weren't designed to meet FMCSA ELD requirements. Trying to retrofit old technology to turn an AOBRD into something it wasn't built for in order to meet complex regulatory specs is more risk than it's worth.

[EROAD's ELD](#) was built from the ground up to meet all the functional requirements of the ELD mandate. It accurately records location and distance at a tax audit level and has been independently verified by a [third party](#) to meet all FMCSA requirements.

EROAD has spent 17 years developing and delivering world-leading technology to the transportation industry. Our ELD was the first tethered in-cab hardware to be registered with the FMCSA, and the first to undergo third party verification.

With a truly compliant ELD, you and your drivers can rest assured that your data is accurate and your records up to date and secure. You won't need a waiver from FMCSA to keep your trucks on the road.

