

ELD Regulations, learn about ELD Regulations

Fatigue is a problem which commercial vehicle drivers often suffer from. Studies launched by the Federal Motor Carrier Safety Administration, show that near 20% of large truck and passenger bus crashes throughout the United States involve fatigue drivers.

In order to increase safety on the roads, federal law strictly limits Hours of Service a driver can drive during his working time. To improve the compliance to HOS standards, Congress mandated the equipping trucks and passenger buses with Electronic Logging Devices. These are hardware devices connected to the vehicle engine to count HOS of the driver. One of the most innovative ELD designers is a company Ezlogz, whose hardware and software are very helpful and cozy to use.

The HOS rules are the one side of safety standards managed by FMCSA. These standards also address vehicle operation and maintenance, and an ELD is also a great way to cope with this task.

So, the ELD regulations, known as ELD Final Rule, is an American federal government regulation specifying that commercial vehicle companies must use electronic logging devices and follow determined rules.

Picture 1 of ELD Regulations, learn about ELD Regulations

What are the main ELD regulations?

The main purpose of the ELD rules is to create safe conditions for commercial vehicle drivers, reduce fatigue and crashes on the roads and enforce the HOS rules which were often violated both by the drivers and operators. It should minimize road accidents and improve drivers' health.

The ELD mandate applies to most commercial vehicles operators and drivers who must maintain records of duty status (RODS).

There are only some exceptions to the mandate:

1. drivers of vehicles with pre-2000 motors;
2. insect and livestock vehicles;
3. drivers which aren't mandated to fill in RODS;
4. drivers which use paper logs for less than 8 days out of 30-day working shift;
5. drivers making drive-away-tow-away operations.

Other passenger and freight vehicle drivers must follow the regulation stated by law.

1. 11-Hour driving limit for property-carrying vehicles: max 11 working hours after 1- consecutive hours off duty. Passenger-carrying bus drivers have 10 hours to drive after 8 hours of rest. Some weather exceptions may occur.

2. 14- Hour limit. Truck drivers may not drive after having been on duty for 14 hours. Bus drivers have 15-hours limit.
3. 30-minutes breaks after 8 hours on duty.
4. 60/70 hour limit: both truck and bus drivers may not drive after 60/70 hours in 7/8 consecutive days.

These rules are obligatory. Motor carriers as well as drivers must follow them, otherwise they will be fined by federal, local and state officials. In some cases drivers can be forbidden to drive for some time. Drivers violating the rules regularly, have poor safety scores and may face difficulties with finding work. And the operator with less safety score may not be attractive to prospective customers. They also may be subject to closer attention from the FMCSA.

Both drivers and operators are interested in following ELD regulations, so the law does work.

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