



Electronic Onboard Recorders

What You Need to Know
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[Initial Challenges]

- Move all drivers to electronic logs
- Rollout complete new onboard system
- Train all drivers on at least one new system
- Coordinate de-install of old system and install of new system.
- Manage compliance with multiple systems during transition.

[Why EOBRs?]

- Compliance

- Remove the temptation to falsify a log.
- Make compliance easy for the driver.
- Improve and expedite your ability to audit for violations/falsifications.
- GPS and ECM inputs determine locations and movement of the vehicle.

[Why EOBRs?]

■ Productivity

- Minute granularity vs quarter hour. No more rounding errors.
- Drivers log actual time in a duty status resulting in less time wasted. I.E. If the inspection of a trailer takes 8 minutes, that is all that is reflected on the log instead of 15 minutes on a paper log.
- Allows better utilization of driving time.

[Transition Issues]

■ Installation

- Large fleets must install in phases. Creates an issue with some drivers being on EOBR, some on paper until rollout is complete.
- May need to secure 3rd party installer to supplement your maintenance team.
- Typical install time was 2.5 hours for 2 man team.

[Transition Issues]

- Multiple systems at same time.
 - We had Fleet Advisor, Logassist, QHOS at the same time.
 - We had about 50% on Fleet Advisor and remainder on paper.
 - We started the QHOS transition by setting a date when every driver had to be electronic (Fleet Advisor or QHOS)

[Transition Issues]

- Multiple Systems cont'd:
 - Once all were on electronic (September 15, 2007, we put a full court press on rollout of the new hardware and QHOS.
 - Install schedule developed and install teams were trained and 3rd party hired.
 - Last install was finished by January 31, 2008.

[System Overview]

- State of the art operating system.
- Multiple use platform including dispatch messaging, QHOS, NAVIGO mapping, alarm clock, and the ability to send voice messages directly to units.
- Over the air downloads for software upgrades.
- Plug and play components.

[System Overview]

- Color screen.
- Minute by minute granularity in logging.
- Automated duty status changes when movement occurs.
- 24/7 customer support.
- User friendly.

[System Overview]

- Faster system, web based.
- The ability to only edit data within the segment. (eliminates creating false data).
- Ability to assign the correct driving segments automatically to the proper driver.
- Identifies drivers close to or in violation at a glance.

[System Overview]

- Identifies sensor failures associated with the equipment.
- Detects driver efficiency or inefficiency.
- Accuracy based on latitude and longitude.
- Multiple reports available to audit and correct driver behavior or measure efficiency.

[Driver Acceptance]

- We encountered most of our driver concerns when we announced the move to electronic logs.
- The more vocal drivers became advocates shortly after the install of the new system in their trucks.
- Once transition to the new system was complete, driver acceptance was excellent.

[On-Going Issues]

- Drivers – Time Management
 - Plan break location in advance
 - Utilization of pre programmed alerts.
- Log Edits
 - Driver fails to log off before going home
 - Driver fails to put himself in “Sleeper Berth” status at end of the day.
 - Misuse of “Off Duty Driving” status
 - Optional –it is available but you do not have to allow it.

[Benefits of EOBR]

- Improvement in HOS compliance.
 - Current Driver OOS rate is 0.2%
 - Falsifications are basically eliminated
- Improvement in productivity
 - We know where they are and how many hours they have available.
 - Minute granularity is more accurate.

Costs Associated with EOBR

- Hardware
 - Domes
 - MDU or MAS
- Installation
- Training
- Messaging—(Air time charges)