

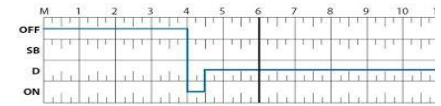
Questions you may want to consider asking when considering prospective Electronic Logging Device vendors.

- Is this specific ELD model on the FMCSA list of registered ELDs?
- Does the vendor verify that its device meets ALL of the ELD specifications contained in the rule?
- Does the device and/or program provide separate accounts for drivers and administrative (non-driver) ELD users?
- Does the device and/or program have “integral synchronization” with the engine control module (ECM) to automatically record engine power status, vehicle motion status, and other data?
- Does the device and/or program automatically record all driving time and at intervals of 60 minutes. Records date, time, location, engine hours, vehicle miles, and driver identification
- Does the device and/or program record location with an accuracy of one-mile radius during on-duty driving periods
- Does the device and/or program reduce location accuracy to a 10-mile radius when vehicle is used for authorized personal use?
- Is the device and/or program time synchronized with UTC (coordinated universal time)?
- Does the device and/or program retain data for the current 24-hour period and the previous 7 consecutive days?
- Does the device and/or program prevent tampering; does not allow anyone to alter

- or erase information originally collected for driver ELD records?
- Does the device and/or program require driver to review unidentified driver records – and either acknowledge assignment of this driving time, or indicate that the records do not belong to the driver?
- Does the device and/or program allow a driver to obtain a copy of his/her ELD records on demand – either through a printout or electronic file?
- Does the device and/or program support one of two options for electronic data transfer:
 - Telematic type: using wireless web services or email?
 - Local transfer type: using USB2.0 or Bluetooth?
- Does the device and/or program display all required standardized data to authorized safety officials on demand – through a screen display or printout that includes three elements: a daily header, graph grid showing driving duty status changes, and detailed daily log data?
- Is the device and/or program printed graph grid at least 6 inches by 1.5 inches
- Does the device and/or program require driver certification and annotation (written explanation) for any edits to records made by the driver or other ELD user?
- Does the device and/or program require certification of driver records at the end of each 24-hour period?
- Does the device and/or program vendor furnish user’s manual, instructions for handling malfunctions, and record-keeping during malfunctions, and instructions for

transferring ELD hours of service records to safety officials?

- Does the device and/or program provide volume control or mute options for any audio feature?



The following questions are not part of the FMCSA rule; however, they may highlight features that would benefit your operation:

- Explain this device's Fleet Management Functionality if any.
- Is the software user friendly, scalable, and configurable and scalable? Please explain.
- Are cameras a choice with your system?
- Is Electronic DVIR an option with your system?
- Does the device and/or program provide two-way messaging?
- Does the device and/or program provide navigation?
- Does the device and/or program provide data for IFTA/IRP Reports?
- Does the device and/or program provide fueling records?
- Does the device and/or program permit multiple drivers to log in simultaneously?
- Does the device and/or program provide a web portal or app for drivers to access their log information?
- Can the device and/or program provide camera functionality?
- Does the device and/or program accommodate driving a non CMV?



Questions & Answers

...to ask ELD vendors.

To assist UMA members prepare to comply with the Electronic Logging Device requirement, the *United Motorcoach Association Technology Committee* has prepared a set of questions you may find helpful when speaking with ELD providers.

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Prepared by the



Technology Committee