



# What you need to know about the Canadian ELD Mandate



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## Timeline

These are the dates that are published with regards to the Canadian ELD Mandate:

# Looking Ahead: Canadian ELD Mandate Timeline



### March 2017

Technical ELD standard published by the CCMTA ELD Working Group

### March 2018

CTA officially filed their comments on the Canadian ELD Mandate

### March 2019

Final comments submitted by the ELD Working Group

### June 12, 2021

Canadian ELD Implementation Date

On June 12, 2021, commercial vehicles transporting in Canada will be required to have an Electronic Logging device installed.

## US vs. Canada; What are the differences?

### **No Grandfather Clause**

Unlike the US ELD mandate, the Canadian ELD mandate does not have a provision for grandfathered log recording devices (e.g. AOBRDs).

### **Third Party Accreditation**

All Canadian ELDs will need to be certified by an accredited third-party that will test it against the Canadian standard.

### **The main functions of a Canadian ELD:**

**Logbook Edits** – Drivers will be able to edit their logs (with required annotations) and will be required to certify their RODS. Carriers will be able to suggest edits to a driver log; however, they will require the driver's approval.

**Data Sharing** – Data will need to be easily—and securely—shared with law enforcement in a standardized format to save time and reduce confusion. There is a requirement for a certified device to have a single-step electronic record of duty status (ERODS) transfer process at roadside.

**Data Collection** – Devices will collect additional data including engine power status, vehicle motion status, vehicle location, engine hours, miles driven, driver CDL#, truck VIN#, and more.

**Driver Alerts** – Devices will be required to prompt the driver(s) logging in to a vehicle with a warning indicating the existence of new unassigned driving time and also alert the driver when a device malfunction is detected.

**Driver Duty Status** – In addition to the various duty statuses already provided for in the HOS regulations, the ELD will provide for the special driving conditions of On-Duty Yard Move and Off-Duty Personal Conveyance. Both of these special driving conditions allow for vehicle movement without counting against allotted drive time. (In Canada, Personal Conveyance will be subject to the current limitations of the Canadian Hours of Service rules).

## Choosing an ELD Provider – Doing your Research

There are many technology providers that are marketed as being compliant with the US and Canadian ELD mandate. What you don't know, is that many of the differences between ELD and technology providers appear when you have used the technology on a trip or two.

Here are a few tips & tricks to help you make a decision:

### **Ask for a free trial of the system**

Many technology solutions look great at first look, but cracks start to show during usage during a trip. You do not want to be stuck on a yearly contract without make sure that the solution you have chosen works for you and your drivers.

What you'll want to watch out for is:

- **Driver ease use** – reduce training and compliance issues by ensuring that your solution is simple and easy-to-us for to your drivers with minimum help.
- **Test cross-border functionality** – if your vehicles travel cross-border, check that your solution can automatically switch between both Canadian and USA rules.
- **Test the support lines** – make sure your provider's support team can handle any issues or concerns that you or your drivers have, day or night.

### **See what features work for you and your staff**

Many providers have extra bells and whistles, such as IFTA automation, document management, and more. Ensure that these features provide value by bringing in various users in your company to evaluate.

### **Evaluate your decisions early**

When the mandate comes into effect, there will be a surge in demand for Electronic Logging Devices from providers. You may experience delays to obtain devices for your fleet, which may ground your fleet for multiple days. When you evaluate, trial, train your fleet on your solutions earlier, you can avoid issues your fleet's transition to electronic logs.

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We will see what we can do get your fleet set up and ready to go.



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