



Commercial Vehicle Safety Alliance

North American Standard Inspection Program

I N S P E C T I O N B U L L E T I N

2012-05

June 6, 2012

Automatic On-Board Recording Devices (AOBRDs) Hand-Held

Summary

This *Inspection Bulletin* reviews the requirements for devices used to record drivers' hours of service according to 49 CFR 395.15 Automatic On-board Recording Devices. It will identify the minimum requirements for devices to be a compliant AOBRD and information that must be displayed and available to roadside enforcement for hours of service compliance.

Background

On August 26, 2011, the 7th District Court of Appeals vacated 49 CFR 395.16 for Electronic On-board Recording Devices (EOBRs) from the Federal Motor Carrier Safety Regulations. With the regulation vacated, all electronic devices used to record drivers' hours of service must meet the requirements for AOBRDs provided in 49 CFR 395.15.

Definition

As defined in 49 CFR 395.2, an AOBRD means, "an electric, electronic, electromechanical, or mechanical device capable of recording driver's duty status information accurately and automatically as required by 395.15. ***The device must be integrally synchronized with specific operations of the commercial motor vehicle*** in which it is installed. At a minimum, the device must record engine use, road speed, miles driven, the date and time of day.

Provided is a XATA Turnpike Diagram displaying how the AOBRD is integrally synchronized with specific operations of a CMV. Not all AOBRD devices will be integrally synchronized in the same manner as the XATA device.

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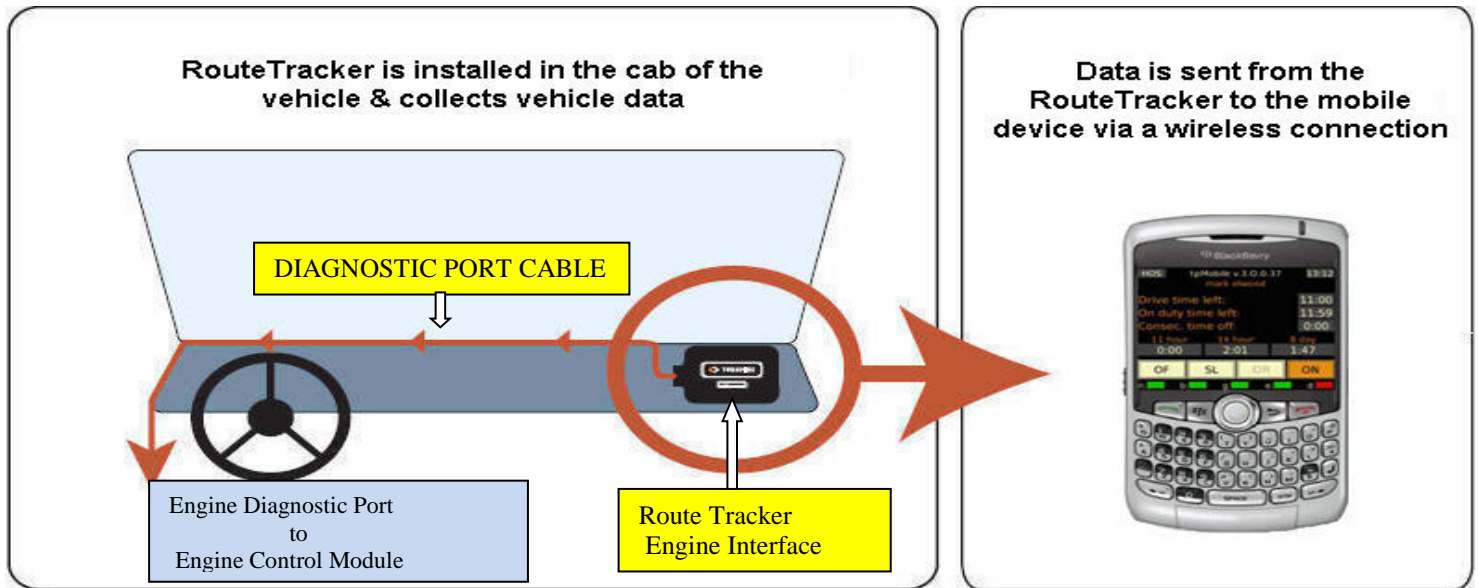


Diagram: Integrally synchronized with specific operations of the commercial motor vehicle.

Information Requirements

AOBRDs must produce, upon demand, a driver's **hours of service chart, electronic display, or printout** showing the time and sequence of duty status changes including the driver's starting time at the beginning of each day. A device unable to print a copy of the driver's record of duty status is not a violation if the device displays an hours of service chart or electronic display of each duty status change for the current day and the previous seven days.

Support systems used in conjunction with AOBRDs at a driver's home terminal or a motor carrier's principal place of business must be capable of providing Federal, State or local officials with summaries of a driver's hours of service records.

Minimum Electronic Display Requirements

AOBRDs with electronic displays shall have the capability of displaying:

- i. Driver's total hours of driving today;
- ii. The total hours on duty today;

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- iii. Total miles driving today;
- iv. Total hours on duty for the 7 consecutive day period, including today;
- v. Total hours on duty for the prior 8 consecutive day period, including the present day; and,
- vi. The sequential changes in duty status and the times the changes occurred for each driver using the device.

The AOBRD must also be capable of recording separately each driver's duty status when there is a multiple-driver operation.

There are location record requirements for each duty status change that need to be noted. For each change of duty status (e.g. the place and time of reporting for work, starting to drive, on-duty not driving and where released from work), the name of the city, town, or village, with state abbreviation shall be recorded. Motor carriers are permitted to use location codes in lieu of the name of the city, town, village or state. When using location codes, the list of codes showing all possible location identifiers must be carried in the CMV and made available to an enforcement official upon request.

On-Board Information

Each CMV with an AOBRD installed must have on-board an information packet containing an instruction sheet describing in detail how data may be stored and retrieved from the recording system. Each CMV must also have a supply of blank driver's record of duty status graph-grids sufficient to record the driver's duty status and other related information for the duration of the current trip.

Guidance

Federal, state and local officials need to check for the following when conducting roadside inspections when an AOBRD is being used:

- ◆ Verify the device is integrally synchronized with the CMV;
- ◆ Ensure the device is capable of displaying the record of duty status for the last 7 days, plus the current day;
- ◆ An instruction sheet describing how data is stored and retrieved from the system is on-board the CMV;
- ◆ A supply of blank record of duty status sheets (graph-grid) in case the AOBRD device fails to function is on-board the CMV;

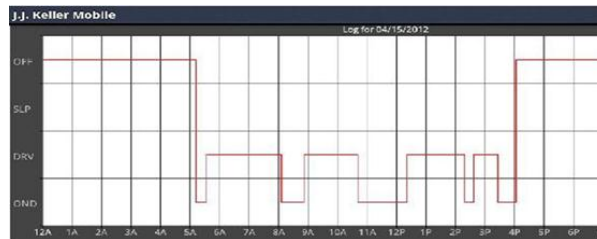
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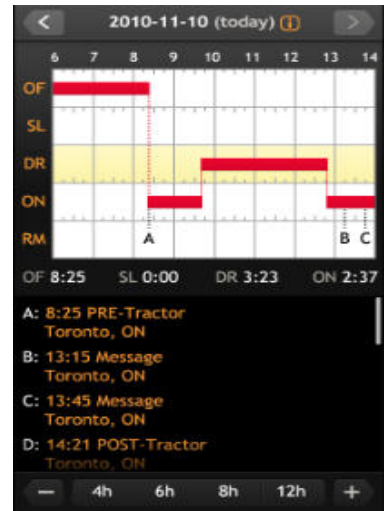
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- ◆ The driver can demonstrate the use of the device; and,
- ◆ The AOBRD is **not required** to produce a printed copy of the driver's record of duty status at the time of the inspection.



JJ Keller



XATA Turnpike

XATA Turnpike and JJ Keller vendor screen shots of various displays samples.