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APRIL 2022

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South Dakota TRUCKING NEWS



APRIL 2022

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APRIL 7TH - 8TH

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Thanks to all who attended the Tri-State Safety Summit in Sioux City, IA.

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CHAIRMAN'S MESSAGE

It has been said, "If you enjoy what you do, you haven't worked a day in your life". Evidently, I've never worked the past 57+ years, because driving a big rig safely has always been my passion and my joy.

Along with other joys during April (except for the unrelenting, excessive head winds) was attending the Tri-State Safety Summit in South Sioux City, Nebraska, hosted by the

South Dakota, Nebraska and Iowa Trucking Associations. The sessions were very much worth the time and effort to attend. There were 18 vendors and almost 120 attendees. SDTA was well-represented at the seminar with the most attendees.

Among the speakers was a panel of safety law enforcement personnel, including Sergeant Matt Koll from SD Highway Patrol Motor Carrier Services. In his remarks, Sergeant Koll stressed that highway law enforcement is not out to harass trucking companies. Rather, law enforcement's main duty is to keep trucking companies safe on the road. They ensure the equipment has proper tire pressure, working lights, sufficient brakes, etc. They also keep unsafe rigs and/or drivers off the road until they are authorized to proceed safely once again. His remarks rang a bell for me as I want all drivers on this nation's roads to be safe, especially around our loved ones.

We learned through COVID-19 that our medical providers came out the heroes of the pandemic. The trucking industry was also highlighted as an asset, but not getting the same hero status. A positive point that was presented by another panel was that some trucking companies are being proactive in advertising with billboards, newspaper and social media ads, touting that big rigs are safer now than ever. The public's perception of big rigs can be improved and enhanced by doing so.

My thanks to Christine and Michelle, our SDTA's President and Executive Assistant, for attending the Tri-State Safety Summit and for representing our Association with great presence while networking with the other state Associations.

I strongly encourage you to register/show up for our Spring Board Meeting, Calcutta, and Cliff Tjaden Fishing Event in Chamberlain on May 5 and 6. Details are included in following pages of this issue.

Until I see you at the Board Meeting, hope for a milder spring season with more favorable winds.

A handwritten signature in cursive script that reads "Jerry Ollerich".

Jerry Ollerich, SDTA Chairman
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Christine's Corner

Happy April! Hoping you all made it through April Fool's Day without too many jokes or pranks played on you. With 3 teenage boys I sailed through without hiccups.

Early April, South Dakota, Iowa and Nebraska Trucking Associations came together to host the Tri-State Safety Summit. It has been a long time since this event has taken place. I enjoyed giving a welcome to the attendees to get the conference started.

We kicked the first full day off with the **Mongoose Method** presented by Bill Kanasky, Courtroom Sciences. He discussed escalated verdicts, often times resulting in major financial strains on businesses. Additional information can be found at courtroomsciences.com. Day two, John Joines, Great West Casualty's VP of Safety presented **Building a Safety Culture**. That was followed by a **Q&A With Carrier Enforcement** with Sgt. Matt Koll, SD Highway Patrol, Sgt. Jay Kirkpatrick, IA Motor Vehicle Enforcement & Sgt. Erick Pfeiffer, NE State Patrol. From there we heard **Critical Updates From FMCSA**, presented by Jennifer Bell, State Program Manager for the FMCSA Nebraska Division. David Heller, Truckload Carriers Association closed the event discussing **Legislative and Regulatory updates from Washington DC**.

Michelle and I were able to collaborate with many others during the conference, which always provides value. We were able to learn some things about how our neighboring associations operate, as well as talk with some of the vendors who provide services to you and your businesses. Many of the carriers were sharing stories and learning from each other's experiences.

South Dakota was well represented with many of you in attendance. Thank you for your commitment to safety. In total, there were 115 people registered. The response amongst the attendees was really good. Our goal is to co-host this annually in the future.

Please be sure to get those registrations in for the upcoming SDTA Cliff Tjaden Fishing Event (registration form on page 11) as well as the Truck Driving Championships (forms available [HERE](#)) www.southdakotatrucking.com. Check out all the other events they are planned for the year (page 24).

As always, do not hesitate to reach out to our office.

Onward,

Christine M. Erickson
President, South Dakota Trucking Association



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APRIL 2022 DRIVER OF THE MONTH



Kevin Smook
Professional Truck Driver

Kevin Smook, T Brothers Trucking, Sioux Falls, SD, was selected as the April 2022 Driver of the Month by the South Dakota Safety Management Council.

Kevin has been a professional truck driver for 20 years and has accumulated over 1.5 million miles.

If this driver had to be described in one word, it would be exemplary! From meeting shipping and receiving times, keeping equipment in good working order, or reporting issues, he can be counted on. His paperwork is always neat, complete and on time.

Any communication out to drivers is always met with a very quick response, even if it is just to let us know that he received the message.

Any company would be lucky to have him driving for them, representing them to customers. He meets and exceeds all policies laid out by T Brothers Trucking.

Being an owner-operator, Kevin could sign on anywhere, but he has been with T Brothers Trucking for over 14 years and for that they are very fortunate.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Kevin Smook for being selected as the April 2022 Driver of the Month.

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SD TRUCK DRIVING CHAMPIONSHIPS

MAY 14, 2022 - SOUTHEAST TECHNICAL COLLEGE, SIOUX FALLS, SD

- **SPONSORSHIP** We are accepting contributions to help defray the cost of the 2022 South Dakota Truck Driving Championships. All contributions will be acknowledged in the program, as well as being published in the special Truck Driving Championships edition of the South Dakota Trucking News. Any type of donation will be greatly appreciated.

Count us in as a supporter of the 2022 South Dakota Truck Driving Championships!

SPONSOR LEVEL

Ruby Sponsor \$750 Emerald Sponsor \$500 Sapphire Sponsor \$250 Topaz Sponsor \$100

A \$75 donation will give you the opportunity to display your company banner. **If your company plans to display a banner, you need to get it to the SDTA office prior to THURSDAY, MAY 12th.** Your Banner should not exceed 4' by 8' in size.

COUNT US IN AS A \$75 *BANNER SPONSOR Yes No ***MUST PROVIDE YOUR OWN BANNER**

- **TICKETS** We plan to attend the South Dakota Truck Driving Championships and need the following tickets:

Breakfast Tickets @ \$5 each _____ # needed Banquet Tickets @ \$40 each _____ # needed

EACH DRIVER WILL RECEIVE ONE COMPLIMENTARY BREAKFAST TICKET AND ONE COMPLIMENTARY LUNCH AND TWO COMPLIMENTARY BANQUET TICKETS.

- **AMOUNT DUE** Check Enclosed Charge to Credit Card Listed Below

Company Name: _____

Attendee(s): _____

Address: _____

City: _____ State: _____ Zip Code: _____

Credit Card: Discover Mastercard Visa American Express

Card Number: _____

Expiration Date: _____ CVV# _____

Printed Card Holder Name: _____

Card Holder Signature: _____

TOTAL SPONSORSHIP AND TICKET BALANCE OWED: \$ _____

- **VOLUNTEER SIGN-UP** Please sign up the following person(s) as a volunteer for the TDC's on May 14, 2022:

EACH VOLUNTEER WILL RECEIVE ONE COMPLIMENTARY BREAKFAST TICKET - NO EXPERIENCE NECESSARY TO VOLUNTEER!

RETURN FORM NO LATER THAN MAY 2, 2022 TO:

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MAY 14, 2022



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COURSE WALK THROUGH



Following the walk through, half of the participants will start with a 6-Problem Driving Course and the other half will start with a Pre-Trip Inspection. Once all drivers finish the first portion of their testing they switch spots to complete the competition.

PRE-TRIP INSPECTION (LOOKING FOR 7 MAJOR DEFECTS AND 10 MINOR DEFECTS - SOME ARE SIMULATED)



POSSIBLE SCENARIOS ON COURSE



TEST YOURSELF



Entry Forms Can Be Found Online at:

www.southdakotatrucking.com

COMPLETED ENTRY AND RELEASE FORMS FOR EACH COMPETITOR MUST BE RECEIVED AT THE SDTA OFFICE NO LATER THAN MIDNIGHT MONDAY, MAY 2, 2022, TO COMPETE.

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FRIDAY, MAY 6, 2022

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- Boat Numbers will be handed out at the Calcutta Thursday evening, May 5th
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- Boats launch from Cedar Shore Marina starting at **7:30 am** / Weigh-in **no later than 3:00 pm**
- Fish will be weighed at Cedar Shore cleaning station & available for those who fish
- Cost \$50 per person
- Please check here if you can provide a boat
- Number of people that can be added to fish from your boat _____
- Please check here if you need to be assigned to a fishing boat

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TEAM MEMBERS Team Captain email & cell: _____

1. _____ 3. _____

2. _____ 4. _____

DO YOU PLAN TO ATTEND THE CALCUTTA THURSDAY, MAY 5TH?

Yes, I plan to attend the Calcutta. Number attending: _____ No, I will not be at the Calcutta

Cash bar opens at 6:00 p.m. with heavy hors d'oeuvres. Each registered boat will be auctioned off to the highest bidder. 50% of the funds raised in Calcutta are paid out to purchaser(s) of top four teams. The remaining 50% will be used to sponsor CDL and diesel tech training.

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The ABCs of the CSA's Unsafe Driving BASIC

Rick Malchow | Industry Business Advisor, J. J. Keller & Associates, Inc
March 7, 2022 12:00 PM, EST



Unsafe driving behaviors by commercial motor vehicle drivers were cited over 250,000 times last year by law enforcement under the FMCSA's CSA program.¹ And those were the behaviors that were caught, representing a mere fraction of total unsafe driving events that happen every year.

It's critical to consider these staggering numbers because the behaviors listed in the CSA Unsafe Driving BASIC category have a high correlation to crash risk. For example, one study identified that carriers above the intervention threshold on Unsafe Driving experienced a 93-percent increase in their crash rate compared to the national average.² When fleets allow these behaviors, it's a matter of time before an accident happens.

Carriers can, however, improve their scores. But first, let's look at the ABCs of the Unsafe Driving BASIC.

A is for ACCOUNTABILITY

The third letter in CSA is an "A," which stands for accountability. The program is designed to put drivers and carriers figuratively "into the driver's seat."

B is for BEHAVIOR MODIFICATION

The first word in the BASIC acronym is "behavior." Measuring and modifying unsafe behavior is what the CSA program is all about. Improving business processes, organization culture, and profitability requires behavior modification. It's the adage, "keep doing the same things, keep getting the same results." Unfortunately, when it comes to unsafe driving, not improving behavior may mean a greater likelihood of accidents, expensive litigation, lost productivity due to out-of-service orders, fines, and high driver turnover.

C is for COMMON VIOLATIONS

The Unsafe Driving BASIC has over fifty different violations associated with it, and the order of common violations stays nearly the same year-over-year. But all violations are not created equal— some behaviors are more dangerous than others. The more dangerous behaviors (those more likely to result in an accident) have a higher severity rate in the CSA methodology. Severity rates are listed on a scale of 1-10, with the behaviors most likely to lead to crashes having a severity rate of 10.

Top 10 Unsafe Driving Behaviors (cited over 6,000 times per year)

Violation Description	Severity Rate
Speeding 6-10 miles an hour over the speed limit	4
Failure to obey traffic control device	5
Lane restriction violation	3
Speeding 11-14 miles per hour over the speed limit	7
Speeding more than 15 miles per hour over the speed limit	10
Failure to maintain lane	5
Speeding work/construction zone	10
Unlawfully parking and/or leaving vehicle in the roadway	1
Following too close	5
Improper lane change	5

(Continued on page 15)

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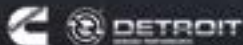
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The ABCs of the CSA's Unsafe Driving BASIC continued...

Top 3 Unsafe Driving Behaviors (cited between 7,000 and 30,000 times per year)

Violation Description	Severity Rate
Speeding 15 miles per hour over the speed limit	10
Speeding work/construction zone	10
Speeding 11-14 miles per hour over the speed limit	7

How Can You Improve Your Unsafe Driving CSA Scores?

The power lies in understanding how to uncover, identify, and use key metrics to improve behaviors.

Leverage Technology

The technology in today's vehicles, like road- and driver-facing cameras, electronic logging devices (ELDs), and [real-time location tracking \(GPS\)](#), were built to help carriers and drivers operate much safer than just a few years ago. They capture a wealth of data related to dangerous driving, including speeding, failure to yield, and hard braking — three of the most significant indicators contributing to the risk of future accidents.

Track & Trend Your Data

While the technology mentioned above spins off a tremendous amount of data, it's critical to know which data is noise and which are your crucial safety levers. Tracking data lives in the space of "winners keep score." Companies that effectively modify behavior "know the score" at the driver, terminal, shop, driver manager, and dispatcher levels. Trending your data answers these questions and helps you to determine if corrective actions are impactful.

Insurance underwriters are keenly interested in knowing your compliance trendlines and whether you use technology. In this area, no news is not good news. Without data to substantiate your safety program, underwriters will assume that either the technology is not in place or that your data paints a high-risk picture. If you use technology to operate safer and can prove your success, consider letting the underwriter know. It could add to your bottom line.

Conduct Training — And More Training

The regulations – sometimes directly, sometimes indirectly – require driver training. Training occurs initially when a driver is on-boarded, when required by law, and should repeatedly occur to keep them sharp and address dangerous driving. But [to correct risky driving requires that you know when it occurs — a perfect opportunity for a dash cam](#). So, again, technology is the best way to uncover, remediate, and record your efforts to keep the motoring public safe.

No matter how safe you think your operation is, there is always room for improvement. During an audit or compliance review, the FMCSA will determine whether or not your operation has sufficient "safety management controls" in place. If you're unsure if you have these controls in place or if your CSA BASIC scores are elevated, request your free copy of J. J. Keller's DOT [Audit eWorkbook \(https://www.jjkeller.com/infoform_10151_-1_10551_62342?PromoCode=213738\)](#). It provides a wealth of information to help you establish sufficient safety management controls and get your CSA BASIC scores below threshold.

1 FMCSA Motor Carrier Management Information System (MCMIS). Roadside Inspections, Driver Violations (2021 - Calendar) Data snapshot as of December 21, 2021 including current year-to-date information for CY 2021. Retrieved from <https://ai.fmcsa.dot.gov/SafetyProgram/spViolation.aspx?rpt=RDDV>.

2 U.S. Department of Transportation, Federal Motor Carrier Safety Administration. The Carrier Safety Measurement System (CSMS) Effectiveness Test by Behavior Analysis and Safety Improvement Categories (BASICS). January 2014. Page 4. Retrieved from https://csa.fmcsa.dot.gov/Documents/CSMS_Effectiveness_Test_Final_Report.pdf.

Condolences



Teresa Love

August 6, 1963 - March 31, 2022

Teresa M. (Rice) Love, 58, of Davis died at the University of Nebraska Buffet Cancer Center in Omaha on Thursday, March 31st, while awaiting a liver transplant. She was born August 6, 1963 in Sioux Falls to Jerry and LeAnn Rice. Education started at Hawthorne School in Sioux Falls, then at Crooks and Tri-Valley, graduating in 1981 from Salem High School. She attended one year at SDSU.

Her love for animals meant there was always a dog or two, cats, and especially horses. Teresa was 6 months old the first time she sat on a horse with her Grandpa Terry. She started riding by herself at a young age of 6 when she was given a Shetland pony "Blinkie." At age 10, Santa brought her a Morgan horse "Brandy." The horse love continued with Raffles, Lady, Star, Dusty, Teazer, Ash, Loser and a couple of others.

Work found her climbing poles and installing cable TV for Sioux Falls Cable. She switched to driving a semi cross country. This led to meeting the love of her life, Jay Love They were married 9/3/94 at Bethel Reformed Church in Davis. For a while, they drove team in a blue semi called the Love Shack. She was active with the S D Trucking Assn, served as treasurer for the S.D. Truck Driving Champions Club, and worked with the SD Truck Driving Championships as a volunteer and participant. Especially dear to her heart was being active with the Convoy for Special Olympics of SD. Up until her death, Teresa had served as Finance Officer for the town of Davis and was employed by US Postal Service for the city of Centerville and other local towns.

She loved crafts of all kinds. She taught herself to macrame and made an 80" curtain for one of her mom's windows. For over 15 years, she has done scrapbooking, ending up as consultant for Close To My Heart, hosting Spring and Fall yearly retreats at Swan Lake Christian Camp. She learned to do leather work and made checkbooks, wallets and repairing same. She was the "go to" person when Joe needed tow ropes repaired, zippers put in coveralls, sweatshirts and jackets, with her love to sew. She loved the challenge in finding the problem and then fixing it.

She played softball with her mom on the KELO TV Women's Softball team, tried her skills with golf, and had recently joined a pool league where she and her teammates won their last tournament. She was not afraid to give most things a try.

Teresa had a condition which caused a need to periodically have blood drained. Her body would make too much iron which eventually attacked her liver. Suffering damage to the liver and a cancerous mass on it, she went to Omaha for a transplant. The high dose diuretics doctors previously prescribed also affected her kidneys. Towards the last two months of her life, she would go in every week to have fluid drained from her torso – 8 plus liters each time. The stress and strain took its toll, but she fought as hard as anyone has ever fought.

Teresa's cremains will be laid to rest at the West Nidaros cemetery north of Crooks at a later date.

Teresa is survived by her husband Jay, mother LeAnn (Joe) Hummel, father Jerry (Luann) Rice, Sister Tiffany (Ron) Vander Wal & nephews, and Jay's sister, Lori (Jack) Pinkerd and sons, and two half sisters, Billy Jo (Kelly) Lindeman and kids and Tracy (Danny) Nelson and son. Her two dogs, Jessie and Bailey, miss her as well. Preceding her in death were her grandparents and a very special uncle, Robert Boy, along with a host of friends and relatives.

Condolences



Terry Viessman March 17, 1958 to March 19, 2022

Terry Viessman, Pickerel Lake, SD died on Saturday, March 19, 2022 at Avera McKennan in Sioux Falls, SD at the age of 64. Funeral services were held on Friday, March 25, 2022 at 11:00AM at Clarkfield Lutheran Church in Clarkfield, MN. Burial was at the Clarkfield City Cemetery.

Terry Lyn Viessman was born in Worthington, MN to Clifford and Rose (Wajer) on March 17, 1958. He moved with his family to Clarkfield in 1970. He attended and graduated from Clarkfield High School in 1977. He was involved in his family's trucking industry his whole life, starting out with maintenance, then driving and finally owner/operator. On July 1, 1978 Terry was united in marriage to Annette Risa at Clarkfield Lutheran Church. Terry and Annette would move to Aberdeen, SD in the fall of 1978 and remain there until 1987. They had two boys together, Trig and Matthew. In 1987 the family moved to Dawson until 2013 when Annette and Terry moved to Pickerel Lake, SD.

When Terry was not working you could find him hunting, fishing, riding Harley and riding horses. He had a special place in his heart for all kinds of animals. He enjoyed his family and friends but he especially cherished the time he could spend with grandchildren.

Terry is survived by his wife, Annette, Pickerel Lake, SD; sons: Trig (Sara), Dawson, MN, Matt (Kayla), Dawson, MN; six grandchildren: Tanner, Kiley, Avery, Zayne, Rylin, Ragan; siblings: Linda (Jerome) Kosbab, Elbow Lake, MN, Wayne (Angela) Viessman, Gary, SD, Douglas (Darlene) Viessman, Mankato, MN, Randy (Cindi) Viessman, Gary, SD, David (Lorrie) Viessman, Gary, SD, Barbara (Mike) Jorgenson, Clarkfield, MN, Sandra (Gary) Nelson, Dawson, MN, Alan Viessman, Milan, MN, Sandra Viessman, Willmar, MN, Rodney Viessman, Gary, SD; as well a numerous nieces, nephews, and friends.

He was preceded in death by his parents: Clifford and Rose Viessman; brother, Micky Viessman, nephew, Timothy Viessman; inlaws: Arlen Risa, Marvin and Doris Koenen. May his memory be blessed.

Memorial contributions can be made to the SDTA Trucking Foundation through the SDTA office in honor of those lost.

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States Use Road Sensors to Improve Safety - written by Jeni Bergal Stateline.org

A growing number of states are hoping to use sensors embedded in the pavement to fight climate change, keep traffic flowing and save lives.

Michigan and Indiana are testing systems that would charge electric vehicles while they're being driven. Some state transportation departments want to use road-based sensors to alert drivers of upcoming detours and closures or to detect crashes and automatically notify emergency responders.

One increasingly popular use for pavement sensor technology takes aim at a significant threat to driver safety: unsafe truck tires, which can suffer blowouts at high speeds that result in serious injuries or deaths.

When a truck crosses the border from Minnesota into South Dakota on Interstate 90, for example, inspectors at the weigh station in South Dakota already know from sensors embedded in the pavement whether the truck has flat, under inflated or mismatched tires that could make it a danger on the road.

"This technology gives you a footprint of every tire," said Dave Huft, a program manager at the South Dakota Department of Transportation. "If tires are flat or really low, the truck won't be allowed to continue down the road unless the driver gets them repaired or replaced."

More than 5,000 people died in large-truck crashes in 2019, and nearly 160,000 people were injured, according to the National Highway Traffic Safety Administration. Nearly three-quarters were occupants of other vehicles. Nearly 360 people died in crashes from 2015 through 2019 involving large trucks that had a tire blowout or flat or a tire-related defect, the federal transportation safety agency's data shows.

In September, a semitruck's tire blew out on Interstate 10 near San Antonio, Texas, causing the driver to lose control and the truck to crash through a guardrail, slide down an embankment and catch fire. The driver was critically injured, and his 40-year-old passenger died at the scene.

Highway safety experts say that if a truck tire is under-inflated, it can build up heat and disassemble, leaving pieces of the tread — dubbed road gators or tire carcasses — strewn along the highway. That debris can be hazardous to other vehicles.

Federal rules require commercial drivers to inspect their vehicle, including the tires, to ensure it is in safe operating condition before they drive it, and document that inspection at the end of that day. But that doesn't mean every truck driver does it or can spot a problem. And sometimes, drivers can have a blowout and not even realize it.

Robert Braswell, executive director of the American Trucking Association's Technology and Maintenance Council, said carriers need to be proactive. Some, for example, install technology on trucks that continuously monitors and adjusts tire pressure while on the road.

But it's also a good idea for states to use road sensors near weigh stations, he added. "It can prevent a lot of problems."

Some states, including South Dakota, also are placing an infrared camera at the weigh station off ramp. It takes a heat picture of a truck's brakes and wheels to make sure they're neither too hot nor too cold. If they are, inspectors will examine them.

Donna Bergan, a spokesperson for International Road Dynamics, Inc., a Canadian-based company that makes the tire sensor system installed in South Dakota, said that about half of states now either use or by the year's end will be using that system.

State officials say they're seeing results.

In Virginia, about 25,000 unsafe truck tires have been removed since June 2020, when the state started using the system at a weigh station on I-81 near Winchester, said Jessica Cowardin, a spokesperson for the state Department of Motor Vehicles.

This year, the department, which paid \$82,000 for the first sensor system, plans to install another one at another weigh station on I-81 and one on I-85. "It's a small price for safety," Cowardin said.

In Nebraska, where the transportation department owns the weigh stations but state police operate them, troopers are identifying more than 100 flat truck tires a month at the two sites on Interstate 80 that use road sensors, said Nebraska State Patrol Lt. Mike Maytum. Previously, they were identifying fewer than five a month.



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ELD UPDATE: Frequently Asked Questions

New and Updates ELD FAQs Published

On March 10, 2022, to provide additional guidance on the ELD regulations, FMCSA published the following frequently asked questions. To view any of the FAQs below, along with previously published FAQs, visit <https://eld.fmcsa.dot.gov/faq>.

NEW FAQs

CAN AN ELECTRONIC LOGGING DEVICE (ELD) ALLOW FOR A USER TO SWITCH BETWEEN ELD MODE AND AUTOMATIC ONBOARD RECORDING DEVICE (AOBRD MODE)?

No. A provider may provide an AOBRD for drivers exempt from using an ELD per 49 CFR [395.8\(a\)\(1\)\(iii\)](#), but the AOBRD must be a standalone application on a device, with its own driver account and login, separate from a registered, self-certified ELD operating system.

MAY ELECTRONIC LOGGING DEVICE (ELD) PROVIDERS CONFIGURE THE ELD TO IDENTIFY POTENTIAL HOURS OF SERVICE VIOLATIONS?

The minimum functional specification requirements in the ELD rule do not require ELDs to identify hours of service violations; however, some ELD providers have elected to offer this as an add-on feature. If an ELD provider offers this add-on feature, but does not update their device to reflect the 2020 changes to the new hours of services rules, the ELD may inaccurately identify hours of service violations. Motor carriers should contact their ELD providers with specific questions about what information their ELD displays.

IN SECTION 4.4.2 OF 49 CFR PART 395, SUBPART B, APPENDIX A, THE RULE REQUIRES THAT “GEO-LOCATION INFORMATION MUST BE DERIVED FROM A DATABASE THAT CONTAINS ALL CITIES, TOWNS, AND VILLAGES WITH A POPULATION OF 5,000 OR GREATER AND LISTED IN ANSI INCITS 446-2008 (R2013).” WHAT IS AN EXAMPLE OF A DATABASE THAT MEETS THESE REQUIREMENTS?

[USGS](#) maintains the Federal authoritative source of official geographic feature names, known as the Geographic Names Information System (GNIS). Providers can start with the Populated Places dataset, which includes towns and villages of all populations. Therefore, it meets the minimum requirements (locations with populations of 5,000 or greater and listed in ANSI INCITS 446-2008 (R2013)). Providers may consider cross-referencing this dataset against another dataset to filter out cities, towns, and villages with a population of less than 5,000. To learn more about the GNIS and the Populated Places dataset, visit <https://www.usgs.gov/tools/geographic-names-information-system-gnis>.

UPDATED FAQs

Also on March 10, 2022, FMCSA revised several FAQs. The updated FAQs are below.

WHAT STEPS MUST THE DRIVER AND CARRIER TAKE IF AN ELD MALFUNCTIONS?

1. The driver must inform their carrier of the malfunction within 24 hours.
2. The motor carrier has 8 days to repair, service, or replace the ELD. If the malfunction precludes the device from accurately recording hours of service (HOS) data and presenting that HOS data to a safety official, the driver must use paper logs or another system for recording their HOS during this time.
3. Under 49 CFR [395.34](#), a motor carrier seeking to extend the time permitted for repair, replacement, or service of one or more ELDs may request an extension. ELD malfunction extensions can be requested by email to ELD-Extension@dot.gov. You may also contact the field office directly. For more information, see <https://eld.fmcsa.dot.gov/support>.

IF A DRIVER IS PERMITTED TO USE A COMMERCIAL MOTOR VEHICLE (CMV) FOR PERSONAL REASONS, HOW MUST THE DRIVING TIME BE RECORDED?

There are two ways authorized personal use (personal conveyance, or “PC”) can be recorded using an electronic logging device (ELD):

1. If the motor carrier has configured the driver user account to authorize personal use in accordance with 49 CFR [395.28\(a\)](#), then the driver may use the personal conveyance special driving category to record that time.
2. If the motor carrier has not configured the device to authorize personal conveyance, the driver may switch to Off Duty and annotate the beginning of personal conveyance period. Once the personal conveyance period has ended, the driver annotates the end event, as well as any events that occurred during that time period.

CAN A USER EDIT OR CHANGE AUTOMATICALLY RECORDED DRIVING TIME THAT HAS BEEN RECORDED BY AN ELECTRONIC LOGGING DEVICE (ELD) TO NON-DRIVING TIME?

Under sections 4.3.2.8.2(b) of [49 CFR part 395, subpart B, Appendix A](#), automatically recorded drive time when the commercial motor vehicle (CMV) is in motion cannot be edited or changed to non-driving time.

A photograph of a man and a woman shaking hands in a professional setting. The man is on the left, wearing a light blue shirt, and the woman is on the right, wearing a light-colored button-down shirt. They are both smiling and looking at each other. The background is a bright, out-of-focus office environment with large windows.

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Edits to automatically recorded driving time are acceptable in the following instances:

1. For team drivers, a driver may edit and reassign driving time records erroneously recorded to their account (see section 4.3.2.8.2(b)(2) of [Appendix A](#)). The drivers must have indicated each other as co-drivers in their record of duty status (RODS). Each co-driver must confirm the change for the edit to take effect.
2. A driver may edit or correct driving time erroneously recorded due to failing to change his or her duty status before powering off the CMV, but only if the driving time was recorded by the ELD while the vehicle was powered off and the vehicle was not in motion during the period that is being edited or corrected. The driver edit limitation found in section 4.3.2.8.2(b) prohibits the editing of automatically recorded driving time. The intent of the specification that requires automatic recording of driving time is to ensure all movement of the CMV is captured. A CMV cannot be driven while powered off. The driving time following the power off cycle of a CMV not in motion, is not recorded to the specifications required by 4.3.1.2 and 4.4.1.1 and therefore may be edited to the correct duty status.
3. Driving time assumed from the unidentified driver profile in error may be returned to the unidentified driver profile so that it can be assumed by the correct driver (see section 4.2.3.8.2(b)(1) of Appendix A).
4. Drivers may assume a subset of driving time from the unidentified driver profile. The amount of automatically recorded drive time may not change, but can be split between the driver and the unidentified driver profile so that the remaining time can be assumed by the correct driver.
5. Drivers may assume driving time from the unidentified driving profile and convert it to Off-Duty (PC) or On-Duty Not Driving (YM) if this is that status that should have been in effect (see section 4.3.2.2.2 of Appendix A).

AS A MOTOR CARRIER, HOW CAN I BE SURE AN ELECTRONIC LOGGING DEVICE (ELD) IS COMPLIANT?

The motor carrier is responsible for checking that their device is registered, as established in 49 CFR 395.22. Motor carriers should only purchase an ELD that is self-certified by the manufacturer to be compliant and that is registered and listed on the FMCSA website. The list of registered ELDs can be found at <https://eld.fmcsa.dot.gov/List>. Motor carriers should also familiarize themselves with the ELD checklist and the ELD rule.

In the event that an ELD is removed from the registration list, FMCSA will place the removed device on FMCSA's Revoked ELDs List.

WHAT PROCEDURE SHOULD BE FOLLOWED IF AN ELECTRONIC LOGGING DEVICE (ELD) IS REPLACED OR RESET?

For a reset or replaced ELD, under 49 CFR 395.8(k), data or documents showing the driver's record of duty status (RODS) for the current 24-hour period and the previous 7 days must still be retained. These can either be uploaded into the "new" ELD or retained in paper format.

DURING AN INVESTIGATION, HOW SHOULD THE HEADER SECTION REFLECT ELECTRONIC LOGGING DEVICE (ELD) DATA?

The header should be populated with the commercial motor vehicle (CMV) data and co-driver data (if applicable) at the end of the report period. The actual date and location information must be reflected as required in the ELD data.

If a Canada/Mexico-domiciled company with a terminal in the United States dispatches a driver from one of its Canada/Mexico locations to move a vehicle to its U.S. terminal for use in the U.S., is the vehicle move considered a drive-away/tow-away operation?

No, because the movement does not meet the definition of "drive-away/tow-away operation" in 49 CFR 390.5T.

ADDITIONAL UPDATES

The following questions and answers have received minor wording updates. These changes did not alter the substance of the information. Click the links below to read the full revised questions and answers.

Are Canada- and Mexico-domiciled drivers required to use electronic logging devices (ELDs) when they are operating in the United States (U.S)? [Read the answer](#)

What is the process for transferring data via email? [Read the answer](#)

How do electronic logging device (ELD) providers register their ELDs with FMCSA? [Read the answer](#)

Does the size requirement for print display listed in section 4.8.1.3(c)(1) of 49 CFR part 395 subpart B Appendix A also apply to the on-screen display? [Read the answer](#)

Is the display required to be handed to the inspector outside of the vehicle? [Read the answer](#)

Section 4.9.1 of 49 CFR part 395, subpart B, Appendix A states that an electronic logging device (ELD) must support either telematics or local transfer for data transfer. Can an ELD offer web services and USB transfer? [Read the answer](#)

What is the resolution process if the FMCSA data transfer mechanism incorrectly rejects a data file during an electronic data transfer? [Read the answer](#)

To ensure that the list of self-certified electronic logging devices (ELDs) is current, ELD providers must notify FMCSA of any major changes to their device. What constitutes a major change to an ELD? [Read the answer](#)

These FAQs and more are on the ELD website at: <https://eld.fmcsa.dot.gov/FAQ>.



- Spring/Summer Board of Directors Meeting and the Cliff Tjaden Fishing Event at the AmericInn, Chamberlain. The Executive Committee will meet at 10:00 a.m. on Thursday, May 5, 2022 followed by a full board meeting starting at 1:00 p.m. on the same day. The fishing Calcutta will be held after a social and hosted dinner. The Cliff Tjaden Fishing Event is scheduled for 7:30 a.m. to 3:30 p.m. on Friday, May 6, 2022.
- South Dakota Truck Driving Championships, Southeast Technical College, Sioux Falls, SD at 7:00 a.m. Saturday, May 14, 2022.
- Wheel Jam, State Fairgrounds, Huron, SD - June 2-5, 2022
- SDTA West River Poker Run June 25, 2022
- SDTA West River Golf outing June 26, 2022 Tomahawk Golf Course
- East River Golf Event - 9:00 a.m. shotgun start on Thursday, July 21, 2022 at the Brandon Golf Course.
- SDTA Call on Washington - 2022 Tentatively July 25-29, 2022.
- Annual SDTA Convention - Deadwood Mountain Grand September 14-16, 2022
- Annual guided pheasant hunt Thursday, November 10, 2022 - Meet @ Hutch's Cafe in Presho 9:00 a.m.
- SDTA Fall Board of Directors Meeting - Executive Committee will meet at 8:00 a.m. with the full board to convene at 10:00 a.m. all at RedRossa, Pierre, SD on Friday, November 11, 2022.
- West River Legislative Reception - 5:30 to 7:00 p.m. at Minerva's in Rapid City - Monday, November 29, 2022.
- East River Legislative Reception (NextGen Group meeting at 4:30) - Minerva's in Sioux Falls Thursday, December 1, 2022, from 5:30 to 7:00 p.m.
- Winter Executive Committee Meeting - 10:00 a.m. on Monday, February 13, 2023 at the Ramkota Hotel & Conference Center, Pierre. Followed by the Winter Board of Directors Meeting at 12:30 p.m. The Winter Reception with Legislators will follow at 6:00 p.m. All events of the day are scheduled at the Ramkota Hotel & Conference Center in Pierre.



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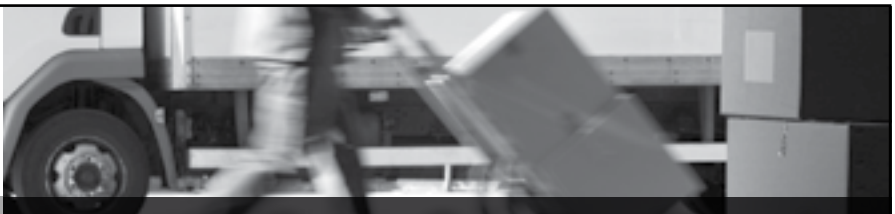
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