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Overview
This release covers changes related to FMCSA ELD compliance. For more information on the FMCSA ELD mandate and Omnitracs’ plans for compliance, please see our ELD Facts website: http://eldfacts.com/

The ELD changes defined here are available to customers participating in ELD beta on IVG. If you would like to participate in the ELD beta on IVG, please email us at: eldbeta@omnitracs.com.

Hardware Requirements, Software Dependencies
This firmware release supports MCN CV90-JC339-100 and higher and is composed of the following software:

- PAPI 3.6.00
- VIOP 3.4.00

Upgrade Procedures
Most upgrades are done over-the-air. For stick upgrades, refer to the IVG Installation and Troubleshooting Guide for instructions.

Compatibility
Compatibility with Windows WEC2013 Operating System (OS) OT33 or higher.

This firmware release will be available for beta through autumn 2017.

ELD Features Available if Running the IVG ELD Firmware

<table>
<thead>
<tr>
<th>Feature/Function</th>
<th>AOBRD</th>
<th>Running ELD (IVG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unassigned Driving reconciled</td>
<td>Host Only</td>
<td>Mobile; if rejected then host</td>
</tr>
<tr>
<td>Mobile Edits can be disabled</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Driver must approve/decline edits from carrier</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Auto on-duty/off-duty at login/logout</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Events timed to seconds</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Capture VIN from ECM</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Capture Engine Hours from ECM</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Feature/Function</td>
<td>AOBRD</td>
<td>Running ELD (IVG)</td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td>------------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>Complete edit audit history visible on host</td>
<td>No (original and last only)</td>
<td>No</td>
</tr>
</tbody>
</table>

### Features and Enhancements

The features and enhancements listed here are related to the ELD mandate and are viewable when using ELDs. For AOBRDs, the application functions as it did before the upgrade.

Be aware that the driver **may not edit** previously certified logs.

In all instances, when referring to an “authenticated” driver, that is a driver who has successfully logged in to the IVG. A driver can tell if they’re authenticated if their user ID resolves to their full name.

### VIN Management

You can now add a vehicle’s VIN using web services or by directly updating the vehicle in the host application.

### Tab Changes

The Carriers tab should display the carrier information as entered in the hours of service back office application. The carriers tab and carriers set up in hours of service does not identify separate companies the driver may haul for, just divisions of a single company like bulk versus refrigerated or hazmat versus DTTS (defense transportation tracking system). If your company has multiple divisions that are their own carrier entities, you would enter those in the hours of service back office application and the driver would select the carrier here.

If you have an earlier version of the beta ELD firmware, there was a General tab that contained the mandated header file information. As of Phase 2, the header information is now available from Day Log tab.

### Vehicle Distance Details Report

This report was eliminated from the hours of service application.

### ELD Exempt Drivers

In this release, you can identify drivers as ELD exempt, meaning that they’re not subject to the ELD requirements. This difference allows you to create ELD exempt drivers like mechanics who can perform yard moves, short haul drivers using ELD vehicle, or test drive vehicles.
When an ELD exempt driver logs in or out of the IVG, the driver is alerted of their exempt status. While in exempt mode, the IVG records automatic transitions to and from Driving Duty Status.

Exempt driver mode is available when running ELD firmware on ELD-capable devices. If the driver’s exempt status changes while driver is logged, the mobile will notify them of this change.

While in exempt driver mode, the ELD:

- Does not prompt the driver to accept or reject carrier edits or unidentified driving time
- Does not prompt the driver for missing load info or to certify logs
- Does not show or enforce rest break rules
- Does not show the eRODS transfer button
- Displays collected exempt driver data in header for all days in that duty cycle

While in exempt mode, the mobile follows AOBRD personal conveyance and driver edit rules, if configured by the carrier for the driver.

Unassigned Driving Time

If any unassigned driving time is generated by an ELD-equipped vehicle, that time must be assigned to a driver, an ELD-exempt driver like a mechanic, or “no driver.”

Beginning of Trip/End of Trip

For AOBRDs, the beginning of trip (BOT) and end of trip (EOT) thresholds are still set in the hours of service back office application on the Administration > HOS Setup tab.

![ MCP Settings ]

Figure 1 AOBRD beginning of trip threshold settings

For ELDs, BOT is triggered when the vehicle’s speed is equal to or greater than 5 MPH (8 KPH) at any time. There is no distance threshold (how far a vehicle must travel while at speed).
For ELDs, EOT is triggered after five minutes of no movement, the driver sees a popup asking, “Vehicle stopped for five minutes, switch to On Duty?” When stopped for five minutes, the driver is prompted by the ELD to indicate that driving has ended. If the driver responds:

- YES – the driver is put into ON DUTY and the activity is recorded as the time when the wheels stopped moving.
- NO – the driver remains in DRIVE.
- No response – after one additional minute, the driver is transitioned to ON DUTY, and the activity is reported as the time when the wheels stopped moving (6 minutes).

**No Minimum Duty Status**
Minimum duty status for AOBRDs is set on the Administration > HOS Setup page in the hours of service back office application. For ELDs, there is no minimum duty status and all time is recorded.

![MCP Settings](image)

**FIGURE 2 AOBRD MINIMUM DUTY STATUS THRESHOLD**

**Yard Move and Personal Conveyance**
Yard move is a driver-initiated event that identifies when an ELD-equipped vehicle is moved in a private yard, without public access. Settings for Yard Move and Personal Conveyance are defined on the Administration > HOS Settings page in the hours of service back office application.

Personal conveyance replaces off duty drive time and can be set to be unlimited, meaning the driver can operate for any length of time in personal conveyance, or limited, meaning you identify how many minutes a driver may be in personal conveyance before receiving an alert on the ELD.
While in personal conveyance, Omnitracs no longer reads the truck’s ECM and no odometer readings are recorded during this driver-initiated event. While in personal conveyance, position accuracy is reduced to 10 miles (16 kilometers). The finer resolution GPS and engine data are captured for duty statuses that precede and follow personal conveyance.

The ELD does not automatically transition the driver to Drive when the customer-defined personal conveyance threshold is met (number of minutes). Instead, the driver is alerted that the Personal Conveyance threshold established by the customer was exceeded, but the driver’s duty status is NOT changed to Drive. The driver must manually terminate the personal conveyance duty status.

Because personal conveyance is triggered when selected by the driver, not when the wheels are in motion, you may see a decrease in the number of personal conveyance events and an increase in the total time in personal conveyance in your logs.

When drive time accumulates as personal conveyance or yard move, it’s indicated on the Graph tab as a different color, not on a separate line. Yard move accumulates on the on-duty line and personal conveyance accumulates on the off-duty line.
Load Information Form and Manner Changes
Load information must be entered for each day or the driver incurs a form and manner violation. If the load/trailer information is missing, drivers are now prompted to enter it for any days in the driver’s current duty cycle.

Duty Status Splits
Internal duty status splits at midnight and at state crossings are no longer recorded on an ELD.

ELD Driver Log Report
A new Driver Log report is available within the hours of service application that shows:

- Time of events and their origins
- Events/Event Codes
- Locations
- Accumulated vehicle miles/Odometer readings
- Engine hours
- Record statuses
- Notes
## ELD Driver Log

**Driver ID:** 45738  
**Driver Name:** Pinto, Matt  
**Depot Location:** Dallas, TX  
**Driver License #:** C47175439  
**Driver License State:** TX  
**Exempt Driver Status:** Not Exempt

<table>
<thead>
<tr>
<th>Date</th>
<th>24 Hr Period Start</th>
<th>24 Hr Period End</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/12/2017</td>
<td>Midnight CDT (-05)</td>
<td>Midnight CDT (-05)</td>
</tr>
</tbody>
</table>

**Current Location:** 3mi WSW TX, Dallas  
**Data Diagnostic Ind:** No  
**Co-Driver ID(s):** 583729, 693827, 893722  
**Unidentified DR Records:** No  
**Co-Driver Name(s):** Dough, Bob; Public, John C; Dough, Jane  
**ELD Malfunction Ind:** No  
**Carrier(s):** Go With the Flo Expedited, Go With the Flo Transport, Go With the Flo Expedited  
**US DOT#(s):** 789023, 789026, 789023  
**Shipping ID(s):** A23459723, DeadHead, BobTail, B2387634  
**Trailer ID(s):** T34561ew, 889023cs; ab234cs35; DF2645ji, W679str

<table>
<thead>
<tr>
<th>ELD ID</th>
<th>Truck Tractor ID</th>
<th>Truck Tractor Plate #</th>
<th>Truck Tractor VIN</th>
<th>Start-End Odometer</th>
<th>Start-End Engine Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>IVG001</td>
<td>P2345</td>
<td>GWF 8906</td>
<td>P352345C57348V29A</td>
<td>23689-23789</td>
<td>567.3-570.0</td>
</tr>
<tr>
<td>MCP200</td>
<td>P9739</td>
<td>GWF 982356</td>
<td>23B879KH870Y5460</td>
<td>89023-89083</td>
<td>20618.3-20619.9</td>
</tr>
<tr>
<td>IVG001</td>
<td>P2345</td>
<td>GWF 8906</td>
<td>P352345C57348V29A</td>
<td>23795-24225</td>
<td>570.3-578.4</td>
</tr>
</tbody>
</table>

**Distance Driven (mi):** 590  
**On Duty + Driving Today:** 12:52:40  
**On Duty + Driving Last 7/8 Days:** 20:02:00  
**Total Hours:** 24:00:00

---

**FIGURE 4 ELD DRIVER LOG REPORT - HEADER**
Figure 5 ELD DRIVER LOG REPORT - DATA

Enhanced Sensor Failure Logic

When an error occurs or is cleared, the driver is notified on the IVG and the hours of service host application is updated with that information. These errors are viewable in the hours of service back office application and on the Sensor Failure report.
**Figure 6** Example of faults as reported in Alert Manager

**Figure 7** Example of an ELD engine synchronization malfunction detail
Odometer Sensor Failure
The odometer sensor validates both that the odometer is working correctly and that the physical connection among the ELD, odometer, and ECM is active. The ELD detects the sensor status by querying the ECM when one of three states is detected:

- Immediately after vehicle movement
- Immediately after stopped (0 MPH/KPH for 3+ consecutive seconds)
- When a driving status is split (when the driver accepts a split or creates an edit to split a status)

An error is recorded when any of the following verification criteria is met:

- When the odometer reading is less than 0
- When the odometer reading is over 10 million
- When the odometer decreases by 1.0 mi (1.6 km) between readings

When the ELD records an error, it uses alert manager to send the driver an odometer sensor failure event and the error is recorded in the Day Log, Driver View, but not in the Day Log, Inspector Mode or the eRODS file transmitted to enforcement.

The error state is cleared when, during the next triggering event, the ELD determines that the trigger is no longer active. When the ELD clears the error, it uses alert manager to send the driver an odometer sensor failure clear event and the “error clear” is recorded in the Day Log, Driver View, but not in the Day Log, Inspector Mode or the eRODS file transmitted to enforcement.

The odometer sensor failure query/recording is suspended during when the driver is in the personal conveyance duty status.

In a later release, there will be a report that can be run from the HOS host app to aggregate these errors.

Road Speed Sensor Failure
The road speed sensor validates the ECM’s speedometer data by comparing it to GPS data. The road speed sensor data is validated every 60 seconds the ELD records an error when any of the following verification criteria is met:

- The ECM reports that road speed is 0 and GPS speed exceeds 10 MPH (16 KPH) for 5 or more minutes
- The ECM reports that road speed is static and the GPS speed exceeds 10 MPH (16 KPH) for 5 or more minutes
- The road speed from the ECM is fixed at 1 MPH (1.6 KPH) or greater and the GPS speed reads 0 for 5 or more minutes
When the ELD records an error, it uses alert manager to send the driver a road speed sensor failure event and the error is recorded in the Day Log, Driver View, but not in the Day Log, Inspector Mode or the eRODS file transmitted to enforcement.

The road speed sensor error is cleared when the verification criteria is no longer met. When the ELD clears the error, it uses alert manager to send the driver an odometer sensor failure clear event and the “error clear” is recorded in the Day Log, Driver View, but not in the Day Log, Inspector Mode or the eRODS file transmitted to enforcement.

The road speed sensor failure query/recording is suspended during when the driver is in the personal conveyance duty status.

**Power Compliance Monitoring**

The ELD mandate requires that the ELD monitors ECM data to ensure that the unit becomes “fully functional” within one minute of CMV engine receiving power.

If the ELD is not fully functional within one minute of engine power up, the ELD triggers a power data diagnostics event, logs it in both the eRODS and driver log detail for the currently authenticated driver, and provides a continuous visual indicator of the diagnostic to the driver.

If the aggregate time that the ELD spends with an active power data diagnostics exceeds 30 minutes within a continuous 24-hour logging period, across all drivers for that vehicle, including unidentified drivers, the ELD triggers a power compliance malfunction event, logs it in both the eRODS and driver log detail for the currently authenticated driver, and provides a continuous visual indicator of the malfunction to the driver.

If there is no authenticated driver logged in when a diagnostic or malfunction event is triggered, the diagnostic or malfunction event is recorded under the unidentified driver profile. When the 24-hour logging day ends, the ELD clears the diagnostic or malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.

**Engine Synchronization Compliance Monitoring**

The ELD mandate requires that the ELD mobile unit monitor the data it receives from the ECM and other onboard sensors to ensure continued operation of the ELD and to record/monitor Engine hours, odometer, and speed. The following data requirements are monitored and maintained to ensure that the ELD:

- Remains powered on when the commercial motor vehicle (CMV) engine is powered on
- Accurately detects the vehicle motion status
- Accurately logs vehicle miles over the course of an ignition power cycle, and the total operating time of the vehicle
• Accurately logs elapsed engine hours over the course of an ignition power cycle, and the total operating time of the vehicle
• Accurately detects the CMV’s vehicle identification number

If the ELD cannot acquire updated values for the previous parameters within five seconds of the need, the ELD triggers an engine synchronization data diagnostics event, logs it in the eRODS and driver log detail for the currently authenticated driver, and provides a continuous visual indicator of the diagnostic to the driver.

If the aggregate time that the ELD is not connected to any of the required data sources exceeds 30 minutes within a continuous 24-hour logging period, across all drivers for that vehicle, including unidentified drivers, the ELD triggers an engine synchronization compliance malfunction event, logs it in the eRODS and driver log detail for the currently authenticated driver, and provides a continuous visual indicator of the malfunction to the driver.

If there is no authenticated driver logged in when a diagnostic or malfunction event is triggered, the diagnostic or malfunction event will be recorded under the unidentified driver profile.

When the 24-hour logging day ends, the ELD clears the diagnostic or malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.

**Timing Compliance Monitoring**
The ELD mandate requires that the ELD obtain and record date and time information automatically without external input or interference from a motor carrier, driver, or any other person. This test is currently performed when the IVG boots and drift typically never exceeds two seconds.

If the ELD detects a deviation from Coordinated Universal Time (UTC) of more than 10 minutes, it records a timing compliance malfunction, logs it in the eRODS and driver log detail for the current authenticated driver, and provides a continuous visual indicator of the malfunction to the driver.

If there is no authenticated driver logged in when the malfunction event is triggered, the malfunction event is recorded under the unidentified driver profile.

When the deviation from UTC is less than 10 minutes, the ELD clears the malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.
Positioning Compliance Monitoring

The ELD mandate requires that the ELD determine the CMV’s GPS position at least once every 5 miles (8 km) of driving. The following data requirements are monitored to ensure that the ELD:

- Acquires an accurate GPS position at least every 5 miles (8 km) of driving
- Accurately records the position information in standard latitude/longitude coordinates, to a hundredths of a degree precision
- Verifies that the position information is recorded with a maximum of 0.5 miles (0.8 km) deviation from position of the CMV
- Reports the position information to within 1 mile (1.6 km) of the position of the CMV
- Reduces reporting precision to tenths of a degree when in personal conveyance mode
- Includes distance travelled since last location query for any ELD events that require location information

If the ELD is unable to acquire a valid position measurement while the vehicle is in motion for 60 minutes or more within a continuous 24-hour logging period, the ELD sets a positioning compliance malfunction event, logs it in the eRODS and driver log detail for the current authenticated driver, and provides a continuous visual indicator of the malfunction to the driver.

If there is no authenticated driver logged in when the malfunction event is triggered, the malfunction event is recorded under the unidentified driver profile.

When the authenticated driver’s 24-hour logging day ends, the ELD clears the malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.

If a duty status change ELD event requiring position information occurs, and the ELD is unable to collect such data, and the ELD has not set a positioning compliance malfunction, the ELD prompts the driver to manually enter position information via alert manager. The driver is required to enter the missing data as an edit.

If the driver does not enter position information when prompted, the ELD sets a missing required data element diagnostic event, logs it in the eRODS and driver log detail for the current authenticated driver, and provide a continuous visual indicator of the malfunction to the driver. The ELD will remove the missing required data element diagnostic visual indicator when the authenticated drivers logs out.
Data Recording Compliance Monitoring
The ELD mandate requires that the ELD monitor its storage capacity, both integrity of the stored information and to verify that there is sufficient data storage space, and record the appropriate malfunctions if any of those capabilities stop functioning properly.

If the ELD is unable to record or retain required events or retrieve logs that are not available via the host component, the ELD sets a data recording compliance malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.

The ELD does not record power data diagnostic events while a data recording compliance malfunction is active.

If there is no authenticated driver logged in when the malfunction event is triggered, the malfunction event is recorded under the unidentified driver profile.

When the ELD resumes recording or retaining required events or retrieving logs, the ELD clears the malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.

If any required fields are missing from an event record, the ELD sets missing required data elements data diagnostic, log it in the eRODS and driver log detail for the current authenticated driver, and provides a continuous visual indicator of the malfunction to the driver.

If there is no authenticated driver logged in when the diagnostic event is triggered, the diagnostic event is recorded under the unidentified driver profile.

When required fields are no longer missing from the specific event records, the ELD clears the malfunction, updates the eRODS and driver log detail for the currently authenticated driver to indicate that the event is cleared, and clears the visual indicator.

GPS Sensor Failure – Removed
Because new, ELD required sensor validation tests provide more information than the old GPS sensor failure, the IVG no longer checks for GPS sensor errors using the standard GPS Sensor Failure.

Driver Log Edits
When a unit is running ELD, all drivers, regardless of host settings, are permitted to edit logs on the IVG. Please keep in mind that drivers cannot shorten drive time or change personal conveyance or yard move to a non-driving activity.
Driver Login Changes
For ELDs running the beta ELD firmware, there must always be an active driver. When a single driver logs in, that driver is by default the active driver. When a co-driver logs in, that driver can be identified as inactive or the active driver.

Drivers are prompted for their password when attempting to view or update driver logs. To ensure driver security when there’s a co-driver logged in, any time either driver wants to view logs, the driver is prompted to reenter a password.

Web Services Changes
For more information on web services in this and prior releases, go here: https://intinfo.omnitracs.com/display/qhosint/Integrating+with+Omnitracs+Hours+of+Service

Version 5.0
VIN support was added to the vehicle-related web services: Add, AddEx, AddVehicle, Update, UpdateEx, UpdateVehicle. Hours of service HOS enforces the full validation for host-entered VINs as shown below.

- Exactly 17 alpha-numeric characters
- 0-9, A-Z, except I, O, and Q
- 9th-digit checksum validation

These validations are enforced in QTRACS.
Version 4.5

The following web services include the new parameter `TimeResolutionInSeconds` that specifies whether certain values in the response are returned in seconds or minutes (false: minutes; true: seconds).

- CanadaDriverLogReport
- CanadaDriverLogReport2
- DriverLogQueue
- DriverLogQueueByGroup
- DriverLogQueueEx
- DriverLogQueueByGroupEx
- DriverViolations
- DriverViolationsByGroup
- ExportDriver
- ExportDriverByDepotId
- ExportDriverClock
- ExportDriverClockByDepotId
- ExportDriverLog
- GetLogExceptions
- GetLogExceptionsByDepot
- LogEvents
- USDriverLogReport
- USDriverLogReport2

The following chart shows what web services have modified time-related parameters.

<table>
<thead>
<tr>
<th>Web Service</th>
<th>Parameter</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>GetDataRanges</td>
<td>FirstStatusChange</td>
<td>Earliest status change for the driver in GMT (truncated to the minute)</td>
</tr>
<tr>
<td>GetDataRanges</td>
<td>LastStatusChange</td>
<td>Latest status change for the driver in GMT (truncated to the minute)</td>
</tr>
<tr>
<td>GetRestBreakExemptionUsage</td>
<td>RbeUsageStartTime</td>
<td>Time when rest break exemption started (truncated to the minute)</td>
</tr>
<tr>
<td>GetRestBreakExemptionUsage</td>
<td>RbeUsageEndTime</td>
<td>Time when rest break exemption ended (truncated to the minute)</td>
</tr>
</tbody>
</table>
### Version 4.4

The web services *AddVehicle*, *UpdateVehicle*, and *Get* were updated in a prior release to include the parameter *PlateNumber*: the license plate number for the vehicle. This parameter is now required under ELD.

The web services *AddEx*, *AddWithCarrierName*, *UpdateDriverEx*, and *UpdateEx* have the following new fields.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDL</td>
<td>Commercial driver’s license</td>
</tr>
<tr>
<td>CDLState</td>
<td>Issuing state or province</td>
</tr>
<tr>
<td>ELDExempt</td>
<td>Flag indicating driver is exempt from ELD requirements</td>
</tr>
<tr>
<td>ELDExemptReason</td>
<td>Reason for exemption</td>
</tr>
</tbody>
</table>

Other web service changes are as follows.

<table>
<thead>
<tr>
<th>Web Service</th>
<th>Parameter</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Get</td>
<td>ELDExempt</td>
<td>Flag indicating driver is exempt from ELD requirements</td>
</tr>
<tr>
<td></td>
<td>ELDExemptReason</td>
<td>Reason for exemption</td>
</tr>
<tr>
<td>Action</td>
<td>Parameter</td>
<td>Description</td>
</tr>
<tr>
<td>--------</td>
<td>--------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Get</td>
<td>USDotNumber</td>
<td>US DOT Number of the carrier</td>
</tr>
<tr>
<td>Add</td>
<td>USDotNumber</td>
<td>US DOT Number of the carrier</td>
</tr>
<tr>
<td>Update</td>
<td>USDotNumber</td>
<td>US DOT Number of the carrier</td>
</tr>
</tbody>
</table>