

Technical Standard for Electronic Logging Devices

Summary of amendments – Version 1.3

September 29, 2025

Notice

This document summarizes the main amendments (identified in green for the draft version and blue for the final version) proposed for the next version of the ELD Technical Standard. If this document includes any discrepancy with the requirements proposed in the ELD Technical Standard, the official version of the ELD Technical Standard will take precedence over this document.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
3.1.2	ELD Event	<p>Clarification for login/logout activities.</p> <p>An ELD event refers to a distinct instance in time when the ELD records data with the data elements specified in this Standard. The distinct ELD events relate to the driver's duty status and the ELD's operational integrity. They are either triggered by input from the driver (e.g., driver's duty status changes, driver's ELD authentication activity, etc.) or triggered by the ELD's internal monitoring functions (e.g., ELD malfunction detection, data diagnostic detection, intermediate logs, etc.). ELD events and required data elements for each type of ELD event are described in detail in provision 4.5.1 of this Standard.</p>
3.1.4	Geo-Location	<p>Clarification for geo-location information reported on ELD printout and output document in PDF format.</p> <p>Geo-location is the conversion of a position measurement in latitude/longitude coordinates into a description of the distance and direction to the name of the nearest city, town, village, municipality or the location on a highway or in a legal subdivision. Geo-location information is reported on an ELD's display, printouts, and output documents in PDF format.</p>
3.1.5	Ignition Power Cycle, Ignition Power On Cycle, Ignition Power Off Cycle	<p>Clarification for the engine power status (e.g., for engines with stop-start technology, hybrid and electric vehicles).</p> <ul style="list-style-type: none"> a) An ignition power cycle refers to the engine's power status changing from "on to off" or "off to on", typically with the driver controlling engine power status by switching the ignition key positions. b) An ignition power on cycle refers to the engine power sequence changing from "off to on and then off". This refers to a continuous period when a CMV's engine is powered. c) An ignition power off cycle refers to the engine power sequence changing from "on to off and then on". This refers to a continuous period when a CMV's engine is powered off. d) For purposes of ELD compliance throughout this Standard, a CMV's engine is "powered" when the engine is receiving power and the engine's power status is on, which can also be when the ignition key position is on and the CMV's engine is not running (engine speed is zero RPM). A CMV's engine is "powered off" or "shut down" when the engine is not receiving power and the engine's power status is off.

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3.1.9	Archiving	<p>New definition for the term “archiving” instead of “cataloguing”.</p> <p>“Archiving” means the transfer of driver’s ELD RODS, in chronological order, to a remote record storage system that is not implemented in the ELD system architecture specified in provision 1.3 of this Standard.</p>
3.1.10	Global Positioning Services	<p>New definition for the term “Global Positioning Services”</p> <p>“Global Positioning Services” refers to a satellite-based navigation system providing location and time-related information to the ELD, and including latitude, longitude, speed, and direction of travel.</p>
3.1.11	Cellular Communication Services	<p>New definition for the term “Cellular Communication Services”</p> <p>“Cellular Communication Services” refers to any wireless communication technology implemented in the ELD, and using cellular networks for voice, data and video transmission over long distances. The ELD can implement these communication services in the system architecture specified in provision 1.3 of this Standard and use them for the data transfer process required by some ELD functions (e.g., email transfer of driver’s RODS, driver authentication, transmission of ELD configuration settings and requests for corrective edits to driver’s RODS, etc.).</p>
3.1.12	Satellite Communication Services	<p>New definition for the term “Satellite Communication Services”</p> <p>“Satellite Communication Services” refers to any wireless communication technology implemented in the ELD, and using satellites for voice, data and video transmission over long distances. Satellite Communication Services are not including Global Positioning Services specified in provision 3.1.10 of this Standard. The ELD can implement these communication services in the system architecture specified in provision 1.3 of this Standard and use them for the data transfer process required by some ELD functions (e.g., email transfer of driver’s RODS, driver authentication, transmission of ELD configuration settings and requests for corrective edits to driver’s RODS, etc.).</p>

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3.1.13	Driver notifications	<p>New definition for “Driver notifications”</p> <p>“Driver notifications” refers to a short and clear message for the authenticated driver. Functional specifications and requirements set out in this Standard require the ELD to notify the driver for different instances that require driver’s attention (e.g., before reaching a On-Duty-/Driving-hour limitation prescribed in current HOS regulations, when cellular or satellite communication services are not available, etc.). These driver notifications:</p> <ul style="list-style-type: none"> a) Do not require immediate input or confirmation from the driver; b) Do not require any information entry by the driver; c) Require driver’s confirmation, which is a single-step action performed when the driver is able to; d) Remain visible and continuously communicated to the driver, until driver’s confirmation; e) Do not prevent the driver from using the ELD or any other application implemented in the ELD; f) May also provide a brief audible signal to the driver; and g) When the vehicle is in motion, driver notifications: <ul style="list-style-type: none"> (1) Are visible when the driver is seated in the normal driving position; (2) Can be read without any driver input or interaction with the ELD; (3) Prevent or minimize driver distractions; and (4) Are non-obstructive to primary driving tasks (i.e., not covering critical information or distracting via continuous sound or flashing).
3.1.14	Fully functional	<p>New definition for “Fully functional”</p> <p>“Fully functional” refers to an ELD with all required components and system architecture used in implementing ELD functionalities, compliant with all specifications and requirements set out in this Standard and monitoring its compliance with these requirements, and being ready to automatically record and store ELD events with all required data elements, even without a driver currently authenticated in the ELD.</p>

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3.2	Notations	<p>Paragraph (c) was modified. Now referring to provisions 4.8.2.1.1 to 4.8.2.1.18</p> <p>Throughout this Standard the following notations are used when data elements are referenced.</p> <ul style="list-style-type: none"> a) < . > indicates a parameter an ELD must track. For example, <ELD username> refers to the unique ELD username or identifier specified during the creation of an ELD account with the requirements set forth in provision 7.18 of this Standard. b) { . } indicates which of multiple values of a parameter is being referenced. For example, <ELD username {for the co-driver}> refers to the ELD username for the co-driver. c) <CR> indicates a carriage return or new line or end of the current line. This notation is used in provisions 4.8.2.1.1 to 4.8.2.1.18 of this Standard, which describes the standard ELD output data file.
4.1.2	Account creation	<p>Clarification for the Driver Licence Number using special characters.</p> <ul style="list-style-type: none"> a) Each user of the ELD must have a valid active account on the ELD with a unique identifier assigned by the motor carrier. b) Each driver account must require the entry of the driver's licence number – excluding any separation character (e.g., hyphen), and the jurisdiction that issued the driver's licence into the ELD during the account creation process. The driver account must securely store this information on the ELD. c) An ELD must not allow creation of more than one driver account associated with a driver's licence for a given motor carrier. d) A driver account must not have administrative rights to create, remove or manage user accounts on the ELD, or to configure allowed ELD parameters. e) A support personnel account must not allow recording of ELD data for its account holder. f) An ELD must reserve a unique driver account for recording events during non-authenticated driving of a CMV. This Standard will refer to this account as the “unidentified driver account”.

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4.1.4	Account Management	<p>Paragraphs (a) and (c) were modified, and new paragraph (e). Clarification for concurrent driver authentication and required days of RODS specified in current HOS regulations.</p> <ul style="list-style-type: none"> a) An ELD shall separately record and retain ELD data for each individual driver using the ELD. b) An ELD must provide for and require concurrent authentication for team drivers. c) If more than one ELD unit is used to record a driver's electronic RODS within a motor carrier's operation with the same ELD system architecture specified in provisions 1.3 and 4.7.4 of this Standard, the most recent ELD the driver is using shall retrieve, retain and produce a complete ELD RODS for that driver, on demand, for the current day and all the days specified in subsection 84(a) of the current HOS regulations. d) For purposes of ELD compliance to this provision, there is no requirement for interoperability between ELD providers or different ELD system architectures. e) An ELD is allowed to prevent concurrent user authentication into multiple ELD units for all ELD user accounts within a motor carrier's operation. For purposes of ELD compliance to this paragraph, ELD unit means any user interface providing a secure access to ELD data and implemented in the ELD system architecture specified in provisions 1.3 and 4.7.4 of this Standard.
4.1.5	Non-Authenticated Driving of a CMV	<p>Paragraph (b) was modified. Clarification for references to duty statuses.</p> <ul style="list-style-type: none"> a) An ELD must associate all non-authenticated driving of a CMV with a single ELD account labeled "unidentified driver". b) If a driver has not authenticated into the ELD, as soon as the vehicle is in motion, the ELD must: <ul style="list-style-type: none"> (1) Provide a visual or visual and audible warning reminding the driver to stop and authenticate into the ELD; (2) Record accumulated time for "Driving" and "On-Duty not driving" statuses under the unidentified driver profile, in accordance with the ELD defaults described in provision 4.4.1 of this Standard; and (3) Not allow entry of any information into the ELD other than a response to the driver authentication prompt.

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4.2	ELD-Vehicle Interface	<p>Paragraphs (a) and (b) were modified, and new paragraph (c). Clarification for handheld definition and vehicle distance information.</p> <p>a) An ELD must be integrally synchronized with the engine of the CMV. Engine synchronization for purposes of ELD compliance means the monitoring of the vehicle's engine activity to automatically record the engine's power status, vehicle's motion status, total vehicle distance value, and total engine hours value when the CMV's engine is powered.</p> <p>b) If the CMV's engine has an Electronic Control Module (ECM), the ELD must establish a link to the engine ECM when the CMV's engine is powered on and must receive automatically the engine's power status, vehicle's motion status, total vehicle distance value and total engine hours value through the serial or CAN communication protocols supported by the engine ECM or the vehicle's databus. If the CMV does not have an engine ECM or any required data element cannot be captured from the engine ECM or the vehicle's databus, an ELD must use alternative sources to obtain or estimate these vehicle parameters with the listed accuracy requirements under provision 4.3.1 of this Standard.</p> <p>c) For purposes of ELD compliance to this provision, an ELD can be used without being integrally synchronized with the engine of the CMV during any of the following periods:</p> <ul style="list-style-type: none"> (1) The ELD is used when the CMV's engine is powered off; (2) The ELD is implemented on a handheld device and cannot establish a link to the engine when the ELD is away from the CMV; (3) The driver is using a software application specified in provision 4.7.4 of this Standard.

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4.3.1.2	Vehicle Motion Status	<p>Paragraphs (a), (b) and (c) were modified. Clarification for vehicle speed threshold and alternative source for vehicle speed information.</p> <p>a) An ELD must automatically determine whether a CMV is in motion or stopped by comparing the vehicle speed information with respect to a set speed threshold as follows:</p> <ul style="list-style-type: none"> (1) Once the vehicle speed exceeds the set speed threshold, it must be considered in motion. (2) Once in motion, the vehicle must be considered in motion until its speed falls to 0 km/h and stays at 0 km/h for 3 consecutive seconds. Then, the vehicle will be considered stopped. (3) An ELD's set speed threshold for determination of the in-motion state for the purpose of this provision must not be configurable to greater than 8 km/h. (4) For purposes of ELD compliance to this provision, if the vehicle speed signal cannot fall and stay at 0 km/h for 3 consecutive seconds when the CMV is stationary, the stopped state speed threshold for this vehicle can be set to 4 km/h or less. <p>b) If an ELD is required to have a link to the vehicle's engine ECM and vehicle speed information can be acquired from the engine ECM or the vehicle's databus as specified in provision 4.2 of this Standard, vehicle speed information must be acquired from the engine ECM or the vehicle's databus.</p> <p>c) If the CMV does not have an engine ECM or the vehicle speed information cannot be acquired from the engine ECM or the vehicle's databus as specified in provision 4.2 of this Standard, vehicle speed information must be acquired using an independent source apart from any global positioning services and must be accurate within ± 5 km/h of the CMV's true ground speed for purposes of determining the in-motion state for the CMV.</p>

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4.3.1.3	Vehicle Distance	<p>Paragraphs (a) through (f) were modified, and new paragraph (g) for the ferry provision. Clarification for vehicle distance information.</p> <p>a) An ELD must monitor vehicle distance as accumulated by a CMV over the course of an ignition power on cycle (accumulated vehicle distance) and over the course of CMV's activity (total vehicle distance). An ELD must also monitor cumulative distance driven for each driver (including any co-driver and the unidentified driver profile) while driving each vehicle throughout the day (driven vehicle distance). Vehicle distance information must use or must be converted to units of whole kilometers.</p> <p>b) If an ELD is required to have a link to the vehicle's engine ECM and vehicle distance information can be acquired from the engine ECM or the vehicle's databus as specified in provision 4.2 of this Standard:</p> <ol style="list-style-type: none"> (1) The ELD must monitor the odometer message broadcast on the engine ECM or the vehicle's databus and use it to record total vehicle distance information; and (2) The ELD must use the odometer message to determine accumulated vehicle distance since the engine's last power on instance. (3) The ELD must use the odometer message to determine driven vehicle distance throughout the day. <p>c) If the CMV does not have an engine ECM or the vehicle distance information cannot be acquired from the engine ECM or the vehicle's databus as specified in provision 4.2 of this Standard, the accumulated vehicle distance and driven vehicle distance indication must be obtained or estimated from a source that is accurate to within $\pm 10\%$ of distance accumulated by the CMV over a day as indicated on the vehicle's odometer display.</p> <p>d) An ELD must monitor for each driver, the cumulative distance driven for personal use throughout the day.</p> <p>e) Accumulated vehicle distance and driven vehicle distance must exclude the distance driven in respect of the driver's personal use of the vehicle.</p> <p>f) The ELD must automatically record the Total Vehicle Distance value for the beginning and end of each day for each CMV driven by the driver. As specified in provision 4.8.1.3 of this Standard, such value must be reported for each driver (including any authenticated co-driver) as the "End Odometer" of the current day, and the "Start Odometer" of the next day.</p> <p>g) An ELD must monitor for each driver, the cumulative distance driven for each ferry provision period.</p>

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4.3.1.4	Engine Hours	<p>Paragraphs (b) and (c) were modified. Clarification for engine hours and communication protocols supported by the engine ECM or the vehicle's databus.</p> <p>a) An ELD must monitor engine hours of the CMV over the course of an ignition power on cycle (elapsed engine hours) and over the course of the total engine hours of the CMV's activity (total engine hours). Engine hours must use or must be converted to hours in intervals of a tenth of an hour.</p> <p>b) If an ELD is required to have a link to the vehicle's engine ECM and engine hours information can be acquired from the engine ECM or the vehicle's databus as specified in provision 4.2 of this Standard, the ELD must monitor the total engine hours message broadcast on the engine ECM or the vehicle's databus and use it to record elapsed and total engine hours information.</p> <p>c) If the CMV does not have an engine ECM or the engine hours information cannot be acquired from the engine ECM or the vehicle's databus as specified in provision 4.2 of this Standard, engine hours must be obtained or estimated from a source that monitors the ignition power status of the CMV and must be accurate within ± 0.1 hour of the engine's total activity within a given ignition power on cycle.</p>
4.3.1.6	CMV Position	<p>Paragraph (f) was modified.</p> <p>f) An ELD shall acquire a valid position measurement at least once every 8 kilometers of driving; however, the ELD records CMV location information only during ELD events as specified in provision 4.5.1 of this Standard.</p>
4.3.1.7	CMV VIN	<p>Paragraph was modified. Clarification for communication protocols supported by the engine ECM or the vehicle's databus.</p> <p>The VIN for the power unit of a CMV must be automatically obtained and recorded if it is available on the engine ECM or the vehicle's databus.</p>

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4.3.2	Driver's Manual Entries	<p>Paragraphs (a) to (d) were modified. Clarification for vehicle speed threshold and team drivers, and reference to provision 4.4.1.2 was updated.</p> <ul style="list-style-type: none"> a) An ELD must prompt the driver to input information into the ELD only when the CMV is stationary and the driver's duty status is not set to "Driving", except for the conditions specified in provisions 4.1.5 (b), 4.4.1.2 (a) and 4.4.1.4 (a) of this Standard. b) If the driver's duty status is set to "Driving", an ELD must only allow the driver who is driving the CMV to change the driver's duty status to another duty status. c) A stopped vehicle must maintain zero (0) km/h speed to be considered stationary for purposes of information entry into an ELD. For purposes of ELD compliance to this provision, if the vehicle speed signal cannot fall and stay at 0 km/h for 3 consecutive seconds when the CMV is stationary, the vehicle can be considered stationary when the vehicle speed signal stays below the stopped state speed threshold set for this vehicle. d) An ELD must allow an authenticated co-driver who is not currently identified in the driving role, but who has been authenticated into the ELD prior to the vehicle being in motion, to make entries over their own RODS when the vehicle is in motion. The ELD must allow co-drivers to switch driving roles only when the vehicle is stationary.

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4.3.2.1	Driver's Entry of Required Event Data Elements	<p>Paragraphs (a) and (b) were modified, and new paragraph (c). Clarification for edits to event data elements and the header section (driver's RODS).</p> <p>a) An ELD must provide a means for a driver to enter and modify any of the following data elements required at the time of recording ELD events or generating driver's ELD RODS and ELD output file:</p> <ol style="list-style-type: none"> (1) <Carrier Name> as described in provision 7.2; (2) <CMV Power Unit Number> as described in provision 7.4; (3) <CMV VIN> as described in provision 7.5; (4) <Trailer Number(s)> as described in provision 7.42; (5) <{Home Terminal} Address> and <{Principal place of Business} Address> as described in provision 7.48. <p>b) If these data elements are populated automatically, the ELD must provide means for the driver to review such information and make corrections as necessary.</p> <p>c) For purposes of ELD compliance to this provision, these data elements must be entered, populated or updated by the driver before recording ELD events or generating driver's ELD RODS and ELD output file. Otherwise, edits to ELD event record(s) are subject to the requirements specified in provisions 4.3.2.8.1 and 4.3.2.8.2 of this Standard.</p>

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4.3.2.2.2	Driver's Indication of Situations Impacting Driving Time Recording	<p>Paragraphs (a) to (g) were modified, and new paragraphs (h) and (i). Clarification for handheld devices, vehicle distance information and CMV use for the ferry provision, personal use and yard moves.</p> <ul style="list-style-type: none"> a) An ELD must provide the means for a driver to indicate the beginning and end of a period when the driver may use the CMV for resting under the ferry provision, authorized personal use or for performing yard moves. The ELD must acquire this status in a standard format from the category list in Table 2 of this Standard. This list must be supported independent of the duty status categories described in provision 4.3.2.2.1 of this Standard. b) An ELD must allow a driver to select only categories from Table 2 that a motor carrier enables by configuration for that driver, as described in provision 4.3.3.1.1 of this Standard. c) An ELD must only allow one category from Table 2 to be selected at any given time and use the latest selection by the driver. d) The ELD must prompt the driver to enter an annotation upon selection of a category from Table 2 of this Standard and record the driver's entry. e) If the ELD or CMV's engine goes through a power off cycle (ELD or CMV's engine is powered off and then on) during a period when the driver has indicated the use of the CMV for resting under the ferry provision, authorized personal use or yard moves, the ELD must require confirmation of continuation of the condition by the driver. If not confirmed by the driver and the vehicle is in motion, the ELD must default to the category "none". f) If the cumulative distance driven for personal use throughout the day exceeds the maximum distance allowed under current HOS regulations, the ELD must not allow the driver to indicate the beginning of a period for authorized personal use. g) If the ELD has not established a link to the vehicle's engine as described in provision 4.2 (c) of this Standard, the ELD must not allow the driver to indicate the beginning or end of a period when the driver may use the CMV for resting under the ferry provision, authorized personal use or performing yard moves. h) During a period when the driver indicates the use of the CMV for performing yard moves, the ELD must allow the driver to select any event type not listed in Table 1 of this Standard. i) If the driver authenticates out of the ELD during a period when the driver has indicated the use of the CMV for resting under the ferry provision, authorized personal use or yard moves, the ELD must default to the category "none".

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4.3.2.2.3	Driver's Indication of Situations Impacting Off-Duty Time Requirements	<p>Paragraphs (a) and (b) were modified, and new paragraph (c). Clarification for deferral of daily Off-Duty time.</p> <p>a) An ELD must provide the means for a driver to indicate deferral of daily Off-Duty time to the following day.</p> <ol style="list-style-type: none"> (1) This function must be available only if the driver is not splitting Off-Duty time for the current day. (2) When this function is selected, the ELD must prompt the driver to review and confirm the Off-Duty time to be deferred. (3) The Off-Duty time deferred must not exceed the maximum time allowed under current HOS regulations. (4) Upon driver confirmation, the ELD must defer the Off-Duty time to the following day and set the <Off-Duty Time Deferral Status> to "Day 1" for the current day. (5) The ELD must record the driver's confirmation as an event, and include data elements specified in provision 4.5.1.8 of this Standard. (6) Upon driver confirmation, the ELD must also set the new Off-Duty time requirements for the current day, as per prescribed requirements in current HOS regulations. <p>b) When Off-Duty time has been deferred during the previous day</p> <ol style="list-style-type: none"> (1) The ELD must clearly indicate the Off-Duty time deferred for that driver during the previous day. (2) The ELD must prompt the driver to review and confirm the new Off-Duty time requirements for the current day. (3) Upon driver confirmation, the ELD must set the <Off-Duty Time Deferral Status> to "Day 2" for the current day. (4) The ELD must record the driver's confirmation as an event, and include data elements specified in provision 4.5.1.8 of this Standard. (5) Upon driver confirmation, the ELD must set the new Off-Duty time requirements for the current day, as per prescribed requirements in current HOS regulations. <p>c) When Off-Duty time has been deferred during the previous Day 1 and Day 2</p> <ol style="list-style-type: none"> (1) The ELD must automatically set the <Off-Duty Time Deferral Status> to "none" for the current day. (2) The ELD must record a new event and include data elements specified in provision 4.5.1.8 of this Standard. (3) The ELD must set the new Off-Duty time requirements for the current day, as per prescribed requirements in current HOS regulations.

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4.3.2.2.3	Driver's Indication of Situations Impacting Off-Duty Time Requirements	<p>New paragraphs (d) and (e). New requirements for the ferry provision.</p> <p>d) If the driver has indicated a period when the driver may use the CMV for resting under the ferry provision, the ferry provision status must remain until any of the following conditions are met:</p> <ul style="list-style-type: none"> (1) A driver's indication of the ferry condition ends; (2) The ELD has reset to "none" after the ELD or CMV's engine went through a power off cycle (ELD or CMV's engine is powered off and then on), as specified in provision 4.3.2.2.2 (e); (3) The ELD has reset to "none" after the driver authenticated out of the ELD, as specified in provision 4.3.2.2.2 (i); or (4) The cumulative distance driven during the ferry provision period exceeds the maximum distance allowed under the ferry provision of the current HOS regulations. <p>e) When aggregated sleeper berth time cumulated during a ferry provision period reaches the requirements of the ferry provision, the ELD must calculate the Off-Duty time requirements and On-Duty-/Driving-hour limitations as if the sleeper period was a continuous period, as per prescribed requirements in current HOS regulations.</p>

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4.3.2.2.4	Indication of Situations Impacting On-Duty-/Driving-hour limitations	<p>Paragraphs (a) and (b) were modified. Clarification for off-duty time requirements and on-duty-/driving-hour limitations when indicating a change to the cycle or the operating zone.</p> <p>a) An ELD must provide the means to indicate a cycle change:</p> <ol style="list-style-type: none"> (1) This function must be available only if the Off-Duty time requirements specified in the current HOS regulations are met. (2) When this function is selected, the ELD must prompt the driver to review and confirm the new cycle (cycle 1 or cycle 2), new Off-Duty time requirements and On-Duty-/Driving-hour limitations. (3) Upon driver confirmation, the ELD must set the new <Cycle Used> and reset the <{Total} Hours in cycle> and <{Remaining} Hours in cycle> for the new cycle that began at the end of the required Off-Duty time period. (4) The ELD must record the driver's confirmation as an event, and include data elements specified in provision 4.5.1.9 of this Standard. <p>b) An ELD must provide the means to indicate an operating zone change:</p> <ol style="list-style-type: none"> (1) When this function is selected, the ELD must prompt the driver to confirm the new operating zone, Off-Duty time requirements and On-Duty-/Driving-hour limitations for the day, work shift, cycle and operating zone. (2) Upon driver confirmation, the ELD must set the new <Operating zone>, new Off-Duty time requirements and new On-Duty-/Driving-hour limitations prescribed in current HOS regulations. (3) The ELD must also record the driver's confirmation as an event, and include data elements specified in provision 4.5.1.10 of this Standard.

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4.3.2.2.4	Indication of Situations Impacting On-Duty-/Driving-hour limitations	<p>Paragraph (c) was modified. Clarification for additional hours.</p> <p>c) An ELD must provide the means for the driver to indicate additional hours that were not recorded in the ELD system architecture for the current motor carrier during the current day or the days specified in subsection 84(a) of the current HOS regulations:</p> <ol style="list-style-type: none"> (1) When this function is selected, the ELD must prompt the driver to select one of the following options: <ol style="list-style-type: none"> i. Option 1: additional hours were already recorded in an ELD implemented in a different ELD system architecture, a different ELD provider or a different motor carrier. ii. Option 2: additional hours were not recorded in an ELD since the driver was not required to keep a RODS immediately before the beginning of the day. (2) When Option 1 is selected, the ELD must prompt the driver to enter the following information for the current day or any day specified in subsection 84(a) of the current HOS regulations: <ol style="list-style-type: none"> i. For the current day: the event time and duty status selected for each change in driver's duty status (event type 1). ii. For any previous day: the date and total On-Duty time for that day. (3) When Option 2 is selected, the ELD must prompt the driver to enter for each day specified in subsection 84(a) of the current HOS regulations, the date, total On-Duty time for that day, and if applicable, the time for the beginning and end of the work shift. (4) Upon completion of data entry for option 1 described in this provision: <ol style="list-style-type: none"> i. For the current day, the ELD must record the driver's confirmation as an event for each change in driver's duty status, set each <Event Record Origin> to "5" (Additional hours recorded for another motor carrier or ELD system) and include data elements (items 1-7, 15 and 17) specified in provision 4.5.1.1 of this Standard. For purposes of ELD compliance to this provision, data elements (items 8-14 and 16) and the <CVM Power Unit Number> must be left blank for each event record. ii. For any previous day, the ELD must also provide means for the driver to review such information and make corrections as necessary. (5) Upon completion of data entry for Option 2 described in this provision: <ol style="list-style-type: none"> i. For each day the driver was not required to keep a RODS, the ELD must use the On-Duty time indicated by the driver to calculate the corresponding Off-Duty time for that day, record the driver's confirmation as an event, and include data elements specified in provision 4.5.1.11 of this Standard. ii. For purposes of ELD compliance to this provision, data elements for the beginning and end of the work shift must be left blank for each event record without On-Duty time for the day. (6) Upon completion of data entry as described in this provision, the ELD must add these additional hours to the ELD calculations specified in provision 4.4.6 of this Standard.

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4.3.2.2.4	Indication of Situations Impacting On-Duty-/Driving-hour limitations	<p>Paragraph (d) was modified and new paragraph (e). Clarification for off-duty time requirements and on-duty-/driving-hour limitations when indicating a change to the day starting time, and new requirements for changes in time standard in effect at driver's home terminal.</p> <p>d) An ELD must provide the means to indicate a change to the Day Starting Time:</p> <ol style="list-style-type: none"> (1) This function must be available only if the minimum Off-Duty time requirements specified in the current HOS regulations are met. (2) When this function is selected, the ELD must prompt the driver to review and confirm the new day starting time. (3) Upon driver confirmation, the ELD must set the new <Day Starting Time>, Off-Duty time requirements and On-Duty-/Driving-hour limitations prescribed in current HOS regulations. <p>e) An ELD must provide the means to indicate a change to the time standard in effect at driver's home terminal:</p> <ol style="list-style-type: none"> (1) When this function is selected, the ELD must prompt the driver to review and confirm the new time standard in effect at driver's home terminal. (2) Upon driver confirmation, the ELD must set the new parameter <Time Zone Offset from UTC> as specified in provision 7.41 of this Standard, the new Off-Duty time requirements and On-Duty-/Driving-hour limitations prescribed in current HOS regulations. (3) The ELD must also record the driver's confirmation as an event, and include data elements specified in provision 4.5.1.12 of this Standard.

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4.3.2.4	Driver's Data Transfer Initiation Input	<p>Paragraph (e) was modified. Clarification for handheld devices and initiation of the data transfer process. Clarification for the data elements specified in provisions 4.8.1.3 (b) and 4.8.2.1.1.</p> <p>e) In addition to the requirements specified in this provision, the following steps are required if the ELD can complete the data transfer process without establishing a link to the vehicle's engine, as described in provision 4.2 (c) of this Standard. Upon receiving the data transfer request from the driver when the ELD has not established a link to the vehicle's engine:</p> <ol style="list-style-type: none"> (1) The ELD must notify the driver that it did not establish a link to the vehicle's engine and cannot capture required data elements for the vehicle's engine activity. (2) The ELD must prompt the driver to select one of the following options: <ol style="list-style-type: none"> i. Option 1: cancel the data transfer request; or ii. Option 2: acknowledge and confirm to proceed with the data transfer process, even if the ELD will generate and transfer an ELD output file that will not include all required data elements. (3) Upon confirmation of Option 2 as described in this provision, the following data elements specified in provisions 4.8.1.3 (b) and 4.8.2.1.1 of this Standard may be left blank in the ELD output file if they are not available or cannot accurately be determined: <ol style="list-style-type: none"> i. <{Current} {Total} Vehicle Distance> as described in provision 7.43; and ii. <{Current} {Total} Engine Hours> as described in provision 7.19.
4.3.2.6	Driver's Annotation of RODS	<p>Paragraph (a) was modified.</p> <ol style="list-style-type: none"> a) An ELD must allow a driver to add annotations in text format to recorded, entered, or edited ELD events. b) The ELD must require annotations to be 4 characters or longer, including embedded spaces if driver annotation is required and driver is prompted by the ELD.

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4.3.2.7	Driver's Entry of Location Information	<p>Paragraphs (b) and (c) were modified. Clarification for driver's location description.</p> <ul style="list-style-type: none"> a) An ELD must allow manual entry of a CMV's location by the driver in text format in support of the driver edit requirements described in provision 4.3.2.8 of this Standard. b) The driver's manual location entry must be available as an option to a driver only when prompted by the ELD under allowed conditions as described in provisions 4.6.1.4 and 4.7.4 of this Standard. c) A manual location entry must report the character "M" for <Latitude> and <Longitude> data elements in ELD RODS.
4.3.2.8.2	Driver Edit Limitations	<p>Paragraph (a) was modified. Clarification for ELD event types and new ELD event for co-driver identification.</p> <ul style="list-style-type: none"> a) An ELD must not allow or require the editing or manual entry of records with the following event types, as described in provision 7.25 of this Standard: <ul style="list-style-type: none"> (1) An intermediate log (event type 2); (2) A driver's ELD authentication activity (event type 5); (3) CMV's engine power up/shut down (event type 6); (4) ELD malfunction and data diagnostic events (event type 7); or (5) Co-Driver Identification (event type 25).
4.3.3.1.1	Configuration of Available Categories Impacting Driving Time Recording	<p>Paragraphs (a) and (b) were modified. Clarification for the ferry provision, personal use of CMV and yard moves, and for driver notifications when the motor carrier is changing the driver account's configuration settings.</p> <ul style="list-style-type: none"> a) An ELD must allow a motor carrier to unilaterally configure the availability of each of the four categories listed on Table 2 of this Standard that the motor carrier chooses to authorize for each of its drivers. By default, the category "none" must be set for a new driver account. b) A motor carrier may change the configuration for the availability of the Ferry Provision (FY), Authorized Personal Use of CMV (PC) and/or Yard Moves (YM) categories for each of its drivers. Changes to the configuration setting must be recorded by the ELD and communicated to the authenticated driver.

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4.3.3.1.2	Configuration of Using ELDs	<p>Paragraph (d) was modified. Clarification for login/logout activities.</p> <p>d) If a motor carrier configures a driver account as exempt:</p> <ol style="list-style-type: none"> (1) The ELD must present the configured indication that is in effect for that driver during the ELD authentication processes. (2) The ELD must continue to record ELD driving time but suspend detection of missing data elements data diagnostic events for the driver described in provision 4.6.1.5 of this Standard and data transfer compliance monitoring function described in provision 4.6.1.7 when such driver is authenticated on the ELD.
4.3.3.1.3	Motor Carrier's Post-Review Electronic Edit Requests	<p>Paragraph (a) was modified and new paragraph (c). Clarification for RODS's edit limitations and format associated to the motor carrier.</p> <p>a) An ELD may allow the motor carrier (via a monitoring algorithm or support personnel) to screen, review, and request corrective edits to the driver's certified (as described in provision 4.3.2.3 of this Standard) and submitted RODS through the ELD system in electronic format specified in provision 4.8.2.1. If this function is implemented by the ELD, the ELD must also support functions for the driver to see and review the requested edits. For purposes of ELD compliance to this provision, the term "edits" is referring to the editing or manual entry of event records suggested over driver's ELD RODS.</p> <p>b) Edits requested by anyone or any system other than the driver must require the driver's electronic confirmation or rejection.</p> <p>c) Edits requested by anyone or any system other than the driver are also subject to requirements specified in provision 4.3.2.8.2 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.4.1.1	Automatic Setting of Duty Status to Driving	<p>Paragraphs (a) and (b) were modified and new paragraph (c). New requirements for team drivers.</p> <p>An ELD must automatically record driving time when the vehicle is in motion by setting the duty status to "Driving" for the driver unless, before the vehicle is in motion, the driver:</p> <p>a) Sets the duty status to "Off-Duty" and indicates personal use of CMV, in which case duty status must remain "Off-Duty" until any of the following conditions are met:</p> <ul style="list-style-type: none"> (1) A driver's indication of the driving condition ends; (2) The ELD has reset to "none" after the ELD or CMV's engine went through a power off cycle (ELD or CMV's engine is powered off and then on), as specified in provision 4.3.2.2.2 (e) of this Standard; (3) The cumulative distance driven for personal use throughout the day exceeds the maximum distance allowed under the personal use provision of the current HOS regulations; or (4) The ELD has reset to "none" after the driver authenticated out of the ELD, as specified in provision 4.3.2.2.2 (i). <p>b) Sets the duty status to "On-Duty not driving" and indicates yard moves, in which case duty status must remain "On-Duty not driving" until any of the following conditions are met:</p> <ul style="list-style-type: none"> (1) A driver's indication of the driving condition ends; (2) The ELD has reset to "none" after the ELD or CMV's engine went through a power off cycle (ELD or CMV's engine is powered off and then on), as specified in provision 4.3.2.2.2 (e) of this Standard; (3) The CMV exceeds a speed of 32 km/h; or (4) The ELD has reset to "none" after the driver authenticated out of the ELD, as specified in provision 4.3.2.2.2 (i). <p>c) For purposes of ELD compliance to this provision for team drivers, the term "driver" refers only to the co-driver currently identified in the driving role, as specified in provision 4.4.4.3 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.4.1.2	Automatic Setting of Duty Status to On-Duty not driving	<p>New paragraphs (b) and (c). Clarification for team drivers and new requirements when the engine is powered off.</p> <ul style="list-style-type: none"> a) When the duty status is set to "Driving", and the CMV has not been in-motion for 5 consecutive minutes, the ELD must prompt the driver to confirm continued driving status or enter the proper duty status. If the driver does not respond to the ELD prompt within 1-minute after receiving the prompt, the ELD must automatically switch the duty status to "On-Duty not driving". The time thresholds for purposes of this provision must not be configurable. b) When the duty status is set to "Driving" and the CMV is stationary, the ELD must automatically switch the duty status to "On-Duty not driving" when the engine is powered off. c) For purposes of ELD compliance to this provision for team drivers, the term "driver" refers only to the co-driver currently identified in the driving role, as specified in provision 4.4.4.3 of this Standard.
4.4.1.3	Other Automatic Duty-Status Setting Actions Prohibited	<p>Paragraph was modified. New requirements for the ferry provision.</p> <p>An ELD must not feature any other automatic RODS setting mechanism than those described in provisions 4.4.1.1, 4.4.1.2 and 4.4.1.4. Duty status changes that are not initiated by the driver, including duty status alteration recommendations by motor carrier support personnel or a software algorithm, are subject to motor carrier edit requirements specified in provision 4.3.3.1.3.</p>
4.4.1.4	Automatic Setting of Duty Status to Sleeper Berth during a Ferry Provision Period	<p>New requirements for the ferry provision.</p> <ul style="list-style-type: none"> a) If the driver has indicated a period when the driver may use the CMV for resting under the ferry provision, when the duty status is set to "Driving" and the CMV has not been in-motion for 5 consecutive minutes, the ELD must prompt the driver to confirm continued driving status or enter the proper duty status. If the driver does not respond to the ELD prompt within 1-minute after receiving the prompt, the ELD must automatically switch the duty status to "Sleeper berth". The time thresholds for purposes of this provision must not be configurable. b) If the driver has indicated a period when the driver may use the CMV for resting under the ferry provision, when the duty status is set to "Driving" and the CMV is stationary, the ELD must automatically switch the duty status to "Sleeper berth" when the engine is powered off. c) For purposes of ELD compliance to this provision for team drivers, the term "driver" refers only to the co-driver currently identified in the driving role, as specified in provision 4.4.4.3.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.4.2	Geo-Location Conversions	<p>Paragraphs (a) and (d) were modified. Clarification for Geo-Location conversions.</p> <ul style="list-style-type: none"> a) For each event and each driver's RODS including vehicle position information as specified in provision 4.8.1.3 of this Standard, the ELD must convert automatically captured vehicle position in latitude/longitude coordinates into geo-location information, indicating approximate distance and direction to the name of the nearest city, town, village, municipality or the location on a highway or in a legal subdivision, and abbreviation of the province, territory or state. b) Geo-location information for all Canadian jurisdictions must be derived from a database that contains all locations (cities, towns, villages, municipalities, etc.) listed in the latest Canadian Geo-Location database available on the CCMTA website and referenced in provision 6 of this Standard. c) An ELD's viewable outputs (such as printouts or display) must feature geo-location information as place names in text format. d) Geo-location conversion for purposes of ELD compliance to this provision means the conversion of the latitude/longitude coordinates without using cellular or satellite communication services at any time.

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4.4.3	Date and Time Conversions	<p>New paragraphs (d) and (e). Clarification for changes in time standard in effect at driver's home terminal and for date and time conversion when event records are reassigned.</p> <ul style="list-style-type: none"> a) An ELD shall convert and track date and time captured in UTC standard to the time standard in effect at driver's home terminal, taking the daylight savings time changes into account by using the parameter <Time Zone Offset from UTC> as specified in provision 7.41 of this Standard. b) An ELD must record the driver's RODS using the time standard in effect at the driver's home terminal for a day beginning with the time designated by the motor carrier for that driver's home terminal. c) The data element <Time Zone Offset from UTC> must be included in the "Driver's Certification of Own RODS" events as specified in provision 4.5.1.4 of this Standard. d) For purposes of ELD compliance to this provision, when the ELD records a change to the time standard in effect at driver's home terminal as specified in provision 4.5.1.12 of this Standard, the new parameter <Time Zone Offset from UTC> for date and time conversion must be accounted for only for new ELD event records and annotations including event date and time information subsequent to that change. e) When the ELD username associated with an ELD event record is edited and reassigned under allowed conditions as described in provision 4.3.2.8.2 (c) of this Standard, the ELD must also convert the date and time captured in UTC standard to the time standard in effect at driver's home terminal.

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4.4.4.1	Event Sequence Identifier (ID) number	<p>New paragraph (c). Clarification for generation of the event sequence ID number.</p> <ul style="list-style-type: none"> a) Each ELD event must feature an <Event Sequence ID Number>. <ul style="list-style-type: none"> (1) The <Event Sequence ID Number> for each ELD event must use continuous numbering across all users of that ELD and across engine and ELD power on and off cycles. (2) An ELD must use the next available <Event Sequence ID Number> (incremented by one) each time a new event is recorded. (3) The <Event Sequence ID Number> must track at least the last 65,536 unique events recorded on the ELD. b) The continuous event sequence ID numbering structure used by the ELD must be mapped into a continuous hexadecimal number between "0000" (Decimal 0) and "FFFF" (Decimal 65535). c) For purposes of ELD compliance to this provision, the <Event Sequence ID Number> must be generated and assigned to each ELD event at the instance of the event record being created.
4.4.4.2	Event Record Status, Event Record Origin, Event Type Setting	<p>Paragraphs (b) and (c) were modified. Clarification for annotations (deleting references to the term "comment").</p> <ul style="list-style-type: none"> a) An ELD must retain the original records even when allowed edits and entries are made over a driver's ELD RODS. b) An ELD must keep track of all event record history, and the process used by the ELD must produce the parameters <Event Record Origin>, <Event Record Status>, and <Event Type> for the ELD RODS in the standard codes specified in provisions 7.22, 7.23, and 7.25 of this Standard, respectively for each record as a standard security measure. c) In addition to the process specified in provision 4.4.4.2 (b) of this Standard, the event record history must also include the date, time and originator for all annotations associated to edits or entries made over a driver's ELD RODS.

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4.4.4.2.5	Motor Carrier Edit Suggestions	<p>Paragraph (b) was modified. Clarification for edits suggested by the motor carrier.</p> <p>If a motor carrier requests an edit for the editing or manual entry of event records to a driver's RODS electronically, the ELD must:</p> <ol style="list-style-type: none"> Identify the ELD record(s) the motor carrier requests to be modified for which the <Event Record Status> is currently set to "1" (active); Acquire motor carrier input for the intended edit and construct the ELD record(s) that will be added or replace the record(s) identified in provision 4.4.4.2.5 (a) of this Standard — if approved by the driver; Set the <Event Record Status> of the ELD record(s) in provision 4.4.4.2.5 (b) of this Standard to "3" (inactive – change requested); and Set the <Event Record Origin> of the ELD record constructed in provision 4.4.4.2.5(b) of this Standard to "3" (edit requested by an authenticated user other than the driver).
4.4.4.2.7	Driver edits for driving time records reassigned between team drivers	<p>New requirements when driving time records are reassigned between team drivers.</p> <p>When ELD driving time record(s) are edited and reassigned between team drivers under allowed conditions as described in provision 4.3.2.8.2 (c) (2) of this Standard, the ELD must:</p> <ol style="list-style-type: none"> Identify the ELD driving time record(s) that will be edited and reassigned between team drivers and for which the <Event Record Status> is currently set to "1" (active); Use data elements of the driving time record(s) from provision 4.4.4.2.7 (a) of this Standard and acquire driver input to reassign the record(s) to the driver account identified in the driver's RODS as a co-driver for that period, and construct the ELD record(s) that will replace the record(s) identified in provision 4.4.4.2.7 (a) of this Standard — if approved by the co-driver; Set the <Event Record Status> of the ELD record(s) constructed in provision 4.4.4.2.7 (b) of this Standard to "3" (inactive – change requested); and Set the <Event Record Origin> of the ELD record(s) constructed in provision 4.4.4.2.7 (b) of this Standard to "3" (edit requested by an authenticated user other than the driver).

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4.4.4.2.8	Driver's actions over driving time records reassigned between team drivers	<p>New requirements when driving time records are reassigned between team drivers.</p> <p>When ELD driving time record(s) are edited and reassigned between team drivers under allowed conditions as described in provision 4.3.2.8.2 (c) (2) of this Standard, the ELD must:</p> <ul style="list-style-type: none"> a) Allow each co-driver to review the requested edit(s) and indicate on the ELD whether the driver confirms or rejects the requested edit(s). b) When the requested edit(s) are approved by both co-drivers, the ELD must: <ul style="list-style-type: none"> (1) Set the <Event Record Status> of the ELD record(s) identified under provisions 4.4.4.2.5 (a) or 4.4.4.2.7 (a) of this Standard to "2" (inactive – changed); and (2) Set the <Event Record Status> of the ELD record(s) constructed in provisions 4.4.4.2.5 (b) or 4.4.4.2.7 (b) of this Standard to "1" (active). c) If the driver disapproves the requested edit(s), the ELD must set the <Event Record Status> of the ELD record(s) identified in provisions 4.4.4.2.5 (b) or 4.4.4.2.7 (b) of this Standard to "4" (inactive – change rejected). d) For purposes of ELD compliance to this provision, edit(s) requested by a driver are deemed approved by that driver.

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4.4.4.2.9	Driver edits for driving time records reassigned to the “Unidentified Driver” profile	<p>New requirements when event records are reassigned to the “Unidentified Driver” profile.</p> <p>When ELD driving time record(s) are edited and reassigned to the unique “Unidentified Driver” profile under allowed conditions as described in provision 4.3.2.8.2 (c) (3) of this Standard, the ELD must:</p> <ul style="list-style-type: none"> a) Identify the ELD driving time record(s) that will be edited and reassigned to the “Unidentified Driver” and for which the <Event Record Status> is currently set to “1” (active); b) Use data elements of the driving time record(s) from provision 4.4.4.2.9 (a) of this Standard and acquire driver input to reassign the record(s) to the “Unidentified Driver” account, and construct the ELD record(s) that will replace the record(s) identified in provision 4.4.4.2.9 (a) of this Standard; c) Set the <Event Record Status> of the ELD record(s) identified in provision 4.4.4.2.9 (a) of this Standard, which is being modified, to “2” (inactive – changed); d) Set the <Event Record Status> of the ELD record(s) constructed in provision 4.4.4.2.9 (b) of this Standard to “1” (active); and e) Set the <Event Record Origin> of the ELD record(s) constructed in provision 4.4.4.2.9 (b) of this Standard to “2” (edited or entered by the driver).

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.4.4.3	Identification of co-drivers	<p>New requirements for the identification of co-drivers.</p> <p>An ELD must provide the means to identify team drivers, including at least one of the options specified in paragraph (a) or (b) hereafter :</p> <p>a) Option 1: If the means are implemented for co-drivers authenticated in the same ELD unit:</p> <p>(1) When an additional driver is authenticating in the ELD, the ELD must prompt the driver to confirm its authentication as a co-driver and identify which co-driver must be currently identified in the driving role.</p> <p>(2) Upon driver confirmation, the ELD must:</p> <ul style="list-style-type: none"> i. Identify the selected co-driver profile in the driving role and identify all team drivers in each other's RODS as a co-driver. ii. Set the new Splitting of daily Off-Duty time requirements for each driver, as per prescribed requirements in current HOS regulations. iii. Notify each driver to be currently identified as a co-driver and subject to the Splitting of daily Off-Duty time requirements for team drivers. iv. Record the driver's confirmation as an event for each driver and include data elements specified in provision 4.5.1.13 of this Standard. <p>(3) When a driver is not concurrently authenticated in the ELD, the ELD must no longer identify the corresponding driver as a co-driver.</p>

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4.4.4.3	Identification of co-drivers	<p>New requirements for the identification of co-drivers (cont'd)</p> <p>b) Option 2: If the means are implemented for co-drivers not authenticated in the same ELD unit:</p> <ol style="list-style-type: none"> (1) When drivers are authenticated in an ELD being integrally synchronized, as specified in provision 4.2 of this Standard, with the engine of the same CMV, the ELD must prompt the driver to confirm its identification as a co-driver and identify which co-driver must be currently identified in the driving role. (2) Upon driver confirmation, the ELD must: <ol style="list-style-type: none"> i. Identify the selected co-driver profile in the driving role and identify all team drivers in each other's RODS as a co-driver. ii. Set the new Splitting of daily Off-Duty time requirements for each driver, as per prescribed requirements in current HOS regulations. iii. Notify each driver to be currently identified as a co-driver and subject to the Splitting of daily Off-Duty time requirements for team drivers. iv. Record the driver's confirmation as an event for each driver and include data elements specified in provision 4.5.1.13 of this Standard. (3) When a driver is not concurrently authenticated in the ELD or an ELD unit is not integrally synchronized with the engine of the same CMV, the ELD must no longer identify the corresponding driver as a co-driver. <p>c) When a driver is no longer identified as a co-driver, the ELD must:</p> <ol style="list-style-type: none"> (1) Set the new Splitting of daily Off-Duty time requirements for each driver, as per prescribed requirements in current HOS regulations. (2) Notify each driver to be no longer identified as a co-driver and subject to the Splitting of daily Off-Duty time requirements for a single driver. (3) Clear the co-driver identification event for each driver and include data elements specified in provision 4.5.1.13 of this Standard. <p>d) The ELD must not feature any other mechanism to identify team drivers in each other's RODS as a co-driver.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.4.5.1.1	Event Checksum Calculation	<p>Paragraph (b) was modified. Clarification for ELD event types and data elements.</p> <p>a) A checksum calculation includes the summation of numeric values or mappings of a specified group of alphanumeric data elements. The ELD must calculate an event checksum value associated with each ELD event at the instance of the event record being created.</p> <p>b) The event record data elements that must be included in the checksum calculation are the following:</p> <ol style="list-style-type: none"> (1) <Event Type> as described in provision 7.25; (2) <Event Code> as described in provision 7.20; (3) <{Event} Date> as described in provision 7.8; (4) <{Event} Time> as described in provision 7.40; (5) <{Accumulated} Vehicle Distance> as described in provision 7.43; (6) <{Elapsed} Engine Hours> as described in provision 7.19; (7) <{Event} Latitude> as described in provision 7.31; (8) <{Event} Longitude> as described in provision 7.33; (9) <CMV Power Unit Number> as described in provision 7.4; and (10) <ELD Username> as described in provision 7.18. <p>c) The ELD must sum the numeric values of all individual characters making up the listed data elements using the character to decimal value coding specified in Table 3 of this Standard, and use the 8-bit lower byte of the hexadecimal representation of the summed total as the event checksum value for that event.</p>
4.4.5.2	Line Data Check	<p>Paragraph was modified. Using the term “archive” instead of “catalogue”.</p> <p>A <Line Data Check Value> must be calculated at the time of the generation of the ELD output file, to transfer data to authorized safety officials or to archive drivers’ ELD records at a motor carrier’s facility. A <Line Data Check Value> must be calculated as specified in provisions 4.4.5.2.1 to 4.4.5.2.3 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.4.6	Hours of service Off-Duty time requirements and On-Duty-/Driving-hour limitations	<p>Paragraphs (a) to (c) were modified, and new paragraph (d). Clarification for HOS limitations and off-duty time requirements, driver notifications and information reported in driver's RODS.</p> <p>a) An ELD must track total hours recorded for each driver, each duty status and for the operating zone, day, work shift and cycle being used. For purposes of ELD compliance to this provision, total hours must be accounted for only for ELD event records with an <Event Record Status> currently set to "1" (active).</p> <p>b) An ELD must automatically set the Off-Duty time requirements and On-Duty-/Driving-hour limitations for the operating zone, day, work shift and cycle being used as per prescribed requirements and limitations in the current HOS regulations.</p> <p>c) [Reserved]</p> <p>d) When allowed edits or entries over ELD RODS are made or approved by the driver, all ELD event records with an <Event Record Status> currently set to "1" (active) must be accounted for to notify the driver prior to reaching any Off-Duty time requirement or On-Duty-/Driving-hour limitation prescribed in the current HOS regulations.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1	Events and Data to Record	<p>Paragraphs (a), (b) and (c) were modified. Clarification for ELD event types, handheld definition and new requirements for changes in time standard at driver's home terminal.</p> <p>a) An ELD must record data for all distinct events specified in provisions 4.5.1.1 to 4.5.1.13 of this Standard.</p> <p>b) If the driver is recording a new event when the ELD has not established a link to the vehicle's engine as described in provision 4.2 (c) of this Standard, data elements for the vehicle's engine activity and the <CMV Power Unit Number> may be omitted in the records for the following event types and conditions:</p> <ol style="list-style-type: none"> (1) A driver's ELD authentication activity (event type 5); (2) A change in Driver's duty status (event type 1), only if the event is triggered by the driver and is not automatically recorded by the ELD, as specified in provisions 4.4.1.1, 4.4.1.2 and 4.4.1.4 of this Standard. (3) Driver's certification/re-certification of RODS (event type 4); (4) Off-Duty Time Deferral (event type 20); (5) Change in Driver's Cycle (event type 21); (6) Additional Hours (event type 23); and (7) Change in Time Standard at Driver's Home Terminal (event type 24). <p>c) When the ELD meets the requirements specified in provision 4.5.1 (b) of this Standard, the following data elements may be left blank in the event records if they are not available or cannot accurately be determined:</p> <ol style="list-style-type: none"> (1) <{Total} Vehicle Distance> and <{Accumulated} Vehicle Distance> as described in provision 7.43; (2) <{Total} Engine Hours> and <{Elapsed} Engine Hours> as described in provision 7.19; (3) <CMV Power Unit Number> associated with the record, as described in provision 7.4; and (4) <CMV VIN> as described in provision 7.5. <p>d) For each event recorded when a subset of the required data elements is omitted in the RODS, the ELD must prompt the driver to acknowledge and confirm that required data elements were omitted in the event record.</p> <p>e) For all data elements specified in provision 4.5.1 (c) of this Standard that are omitted in the event records, the ELD must not permit alteration of the original information recorded, as specified in provision 4.3.2.8 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.1	Event: Change in Driver's Duty Status	<p>Clarification for recording events for changes in driver's duty status and annotations (deleting references to the term "comment").</p> <p>a) When a driver's duty status changes, the ELD must record a new event.</p> <p>b) The ELD must associate the record with the driver or the unidentified driver profile (when no driver is authenticated at the time of recording), the record originator—if created during an edit or entry—the vehicle and the motor carrier, and must include the following data elements:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <{Accumulated} Vehicle Distance> as described in provision 7.43; (9) <{Elapsed} Engine Hours> as described in provision 7.19; (10) <{Event} Latitude> as described in provision 7.31; (11) <{Event} Longitude> as described in provision 7.33; (12) <Distance Since Last Valid Coordinates> as described in provision 7.9; (13) <Malfunction Indicator Status {for the ELD}> as described in provision 7.35; (14) <Data Diagnostic Event Indicator Status {for the Driver}> as described in provision 7.7; (15) <{Event} Annotation> as described in provision 7.6; (16) <Driver's Location Description> as described in provision 7.12; and (17) <Event Data Check Value> as described in provision 7.21.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.2	Event: Intermediate Logs	<p>Paragraph (b) was modified for consistency with amendments to provision 4.5.1.1.</p> <ul style="list-style-type: none"> a) When the driver's duty status is set to "Driving", and there has not been a duty status change event or another intermediate log event recorded in the previous 1-hour period, the ELD must record a new intermediate log event. b) The ELD must associate the record with each driver (including any authenticated co-driver) or the unidentified driver profile (when no driver is authenticated at the time of recording), the vehicle, and the motor carrier, and must include the same data elements outlined in provision 4.5.1.1 (b) of this Standard, except for the <Driver's Location Description> (item 16).

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.3	Event: Change in Driver's Indication of Allowed Conditions that Impact Driving Time Recording	<p>Paragraphs (a) and (b) were modified. New requirements for the ferry provision, and clarification for annotations (deleting references to the term “comment”).</p> <p>a) At each instance when the status of a driver's indication of ferry provision, personal use of CMV or yard moves changes, the ELD must record a new event.</p> <p>b) The ELD must associate the record with the driver, the vehicle and the motor carrier, and must include the following data elements:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <{Accumulated} Vehicle Distance> as described in provision 7.43; (9) <{Elapsed} Engine Hours> as described in provision 7.19; (10) <{Event} Latitude> as described in provision 7.31; (11) <{Event} Longitude> as described in provision 7.33; (12) <Distance Since Last Valid Coordinates> as described in provision 7.9; (13) <Malfunction Indicator Status {for the ELD}> as described in provision 7.35; (14) <Data Diagnostic Event Indicator Status {for the Driver}> as described in provision 7.7; (15) <{Event} Annotation> as described in provision 7.6; (16) <Driver's Location Description> as described in provision 7.12; (17) <{Total} Vehicle Distance> as described in provision 7.43; and (18) <Event Data Check Value> as described in provision 7.21.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.5	Event: Driver's ELD Authentication Activity	<p>Provision title was changed. Clarification for login/logout activities.</p> <p>a) At each instance when an authorized user authenticates in and out of the ELD, the ELD must record the event.</p> <p>b) The ELD must associate the record with the driver, the vehicle and the motor carrier, and must include the following data elements:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Type> as described in provision 7.25; (3) <Event Code> as described in provision 7.20; (4) <{Event} Date> as described in provision 7.8; (5) <{Event} Time> as described in provision 7.40; (6) <{Total} Vehicle Distance> as described in provision 7.43; and (7) <{Total} Engine Hours> as described in provision 7.19.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.6	Event: CMV's Engine Power Up and Shut Down Activity	<p>Paragraph (b) was modified. Clarification for team drivers and the unidentified driver profile.</p> <p>a) When a CMV's engine is powered up or shut down, an ELD must record the event within 1 minute of occurrence.</p> <p>b) The ELD must associate the record with each driver (including any authenticated co-driver) or the unidentified driver profile (when no driver is authenticated at the time of recording), the vehicle, and the motor carrier, and must include the following data elements:</p> <ul style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Type> as described in provision 7.25; (3) <Event Code> as described in provision 7.20; (4) <{Event} Date> as described in provision 7.8; (5) <{Event} Time> as described in provision 7.40; (6) <{Total} Vehicle Distance> as described in provision 7.43; (7) <{Total} Engine Hours> as described in provision 7.19; (8) <{Event} Latitude> as described in provision 7.31; (9) <{Event} Longitude> as described in provision 7.33; and (10) <Distance Since Last Valid Coordinates> as described in provision 7.9.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.7	Event: ELD Malfunction and Data Diagnostic Occurrence	<p>Paragraph (b) was modified. Clarification for team drivers and the unidentified driver profile.</p> <p>a) At each instance when an ELD malfunction or data diagnostic event is set or cleared by the ELD, the ELD must record the event.</p> <p>b) The ELD must associate the record with each driver (including any authenticated co-driver) or the unidentified driver profile (when no driver is authenticated at the time of recording), the vehicle and the motor carrier, and must include the following data elements:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Type> as described in provision 7.25; (3) <Event Code> as described in provision 7.20; (4) <Malfunction or Diagnostic Code> as described in provision 7.34; (5) <{Event} Date> as described in provision 7.8; (6) <{Event} Time> as described in provision 7.40; (7) <{Total} Vehicle Distance> as described in provision 7.43; and (8) <{Total} Engine Hours> as described in provision 7.19.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.8	Event: Off-Duty Time Deferral	<p>Paragraph (b) was modified. Clarification for annotations (deleting references to the term “comment”).</p> <ul style="list-style-type: none"> a) At each instance when the <Off-Duty Time Deferral Status> changes, the ELD must record a new event. b) The ELD must associate the record with the driver, the record originator, the vehicle and the motor carrier, and must include the following data elements: <ul style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <{Event} Annotation> as described in provision 7.6; (9) <Off-Duty Time Deferral Status> as described in provision 7.44; (10) <Off-Duty Time Deferred> as described in provision 7.45.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.9	Event: Change in Driver's Cycle	<p>Paragraph (b) was modified. Clarification for annotations (deleting references to the term "comment").</p> <p>a) At each instance when the <Cycle Used> by the driver changes to either "Cycle 1" or "Cycle 2", the ELD must record a new event.</p> <p>b) The ELD must associate the record with the driver, the record originator, the vehicle and the motor carrier, and must include the following data elements:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <{Event} Annotation> as described in provision 7.6; (9) <{New} Cycle Used> as described in provision 7.36.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.10	Event: Change in Operating Zone	<p>Paragraph (b) was modified. Clarification for annotations (deleting references to the term “comment”).</p> <p>a) At each instance when the <Operating Zone> changes, the ELD must record a new event.</p> <p>b) The ELD must associate the record with the driver, the record originator, the vehicle and the motor carrier, and must include the following data elements:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <{Event} Latitude> as described in provision 7.31; (9) <{Event} Longitude> as described in provision 7.33; (10) <Distance Since Last Valid Coordinates> as described in provision 7.9; (11) <{Event} Annotation> as described in provision 7.6; (12) <Driver’s Location Description> as described in provision 7.12; (13) <{New} Operating Zone> as described in provision 7.46.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.11	Event: Additional Hours	<p>Paragraphs (a) and (b) were modified. Clarification for additional hours.</p> <p>a) At each instance when the driver is indicating additional hours as described in provision 4.3.2.2.4 (c) (Option 2) of this Standard, the ELD must record a new event.</p> <p>b) The ELD must associate the record with the driver and the motor carrier, and must include the following data elements for each day specified in subsection 84(a) of the current HOS regulations:</p> <ol style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <Date {of the day}> as described in provision 7.8; (9) <{Beginning of work shift} Time> as described in provision 7.40; (10) <{End of work shift} Time> as described in provision 7.40; (11) <Total Hours {logged in “Off-Duty”}> as described in provision 7.50; (12) <Total Hours {logged in “On-Duty”}> as described in provision 7.50; and (13) <{Event} Annotation> as described in provision 7.6.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.12	Event: Change in Time Standard at Driver's Home Terminal	<p>New requirements for changes in time standard in effect at driver's home terminal.</p> <ul style="list-style-type: none"> a) At each instance when the parameter <Time Zone Offset from UTC> specified in provision 7.41 of this Standard is changed, the ELD must record a new event. b) The ELD must associate the record with each driver (including any authenticated co-driver) or the unidentified driver profile (when no driver is authenticated at the time of recording), the record originator – if created during an edit or entry, the vehicle and the motor carrier, and must include the following data elements: <ul style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Record Status> as described in provision 7.23; (3) <Event Record Origin> as described in provision 7.22; (4) <Event Type> as described in provision 7.25; (5) <Event Code> as described in provision 7.20; (6) <{Event} Date> as described in provision 7.8; (7) <{Event} Time> as described in provision 7.40; (8) <{Event} Annotation> as described in provision 7.6; (9) <{New} Time Zone Offset from UTC> as described in provision 7.41.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.5.1.13	Event: Co-Driver Identification	<p>New requirements for co-driver identification.</p> <ul style="list-style-type: none"> a) At each instance when the status of an ELD's identification of co-drivers changes, the ELD must record the event. b) The ELD must associate the record with each driver (including any authenticated co-driver), the vehicle and the motor carrier, and must include the following data elements: <ul style="list-style-type: none"> (1) <Event Sequence ID Number> as described in provision 7.24 of this Standard; (2) <Event Type> as described in provision 7.25; (3) <Event Code> as described in provision 7.20; (4) <{Event} Date> as described in provision 7.8; (5) <{Event} Time> as described in provision 7.40; (6) <ELD Username {for the co-driver}> as described in provision 7.18; (7) <First name {for the co-driver}> as described in provision 7.28; (8) <Last name {for the co-driver}> as described in provision 7.30; (9) <{Total} Vehicle Distance> as described in provision 7.43; and (10) <{Total} Engine Hours> as described in provision 7.19.
4.6	ELD's Self-Monitoring of Required Functions	<p>Paragraph was modified. Clarification for ELD requirements.</p> <p>An ELD shall monitor its compliance with the technical requirements of this provision for the detectable malfunctions and data inconsistencies listed in Table 4 of this Standard and must keep records of its malfunction and data diagnostic event detection.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.1	Power Compliance Monitoring	<p>Paragraphs (a) and (b) were modified, and new paragraphs (c) and (d). Clarification for setting and clearing ELD data diagnostic and malfunction events.</p> <p>a) An ELD must monitor data it receives from the engine ECM or alternative sources as allowed in provisions 4.3.1.1 to 4.3.1.4 of this Standard, its onboard sensors, and data record history to identify instances when it may not have complied with the power requirements specified in provision 4.3.1.1, in which case, the ELD must set a power data diagnostic event for the corresponding driver(s).</p> <p>b) An ELD must set a power compliance malfunction if the power data diagnostic event described in provision 4.6.1.1 (a) of this Standard indicates an aggregated driving time understatement of 30 minutes or more on the ELD over a 24-hour period across all driver profiles, including the unidentified driver profile. For purposes of ELD compliance to this provision, a malfunction must be set only if the aggregated driving time understatement includes at least a new period beginning after the last power compliance malfunction event was cleared by the ELD.</p> <p>c) A power data diagnostic event must be cleared by the ELD when the ELD meets the power requirements specified in provision 4.3.1.1 of this Standard.</p> <p>d) A power compliance malfunction event must be cleared by the ELD when the ELD meets the power requirements specified in provision 4.3.1.1 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.2	Engine Synchronization Compliance Monitoring	<p>Paragraphs (a) through (d) were modified, and new paragraphs (e) and (f). Clarification for handheld definition, and for setting and clearing ELD data diagnostic and malfunction events.</p> <p>a) An ELD must monitor the data it receives from the engine ECM or alternative sources as allowed in provisions 4.3.1.1 to 4.3.1.4 of this Standard, its onboard sensors, and data record history to identify instances and durations of its non-compliance with the ELD engine synchronization requirement specified in provision 4.2, in which case, the ELD must set an engine synchronization data diagnostic event for the corresponding driver(s).</p> <p>b) An ELD required to establish a link to the engine ECM as described in provision 4.2 must monitor its connectivity to the engine ECM and its ability to retrieve the vehicle parameters described under provisions 4.3.1.1 to 4.3.1.4 of this Standard and must set an engine synchronization data diagnostic event for the corresponding driver(s) when it no longer can acquire updated values for any ELD parameter required for records within 60 seconds of the need.</p> <p>c) An ELD must set an engine synchronization compliance malfunction if connectivity to any of the required data sources specified in provisions 4.3.1.1 to 4.3.1.4 of this Standard is lost for more than 30 minutes during a 24-hour period aggregated across all driver profiles, including the unidentified driver profile. For purposes of ELD compliance to this provision, a malfunction must be set only if the aggregated time includes at least a new period beginning after the last engine synchronization compliance malfunction event was cleared by the ELD.</p> <p>d) If the ELD has not established a link to the vehicle's engine as specified in provision 4.2 (c) of this Standard:</p> <ol style="list-style-type: none"> (1) The ELD must notify the driver that it cannot capture required data elements for the vehicle's engine activity and monitor the engine's power status and vehicle's motion status as specified in provisions 4.3.1.1 and 4.3.1.2 of this Standard. (2) At the beginning of a new period when the ELD is operated without a link to the vehicle's engine, the ELD must prompt the driver to acknowledge and confirm that no link to the vehicle's engine may have an impact on data recording and compliance to current HOS regulations. (3) The connectivity status with the vehicle's engine must be indicated to all drivers using that ELD. The ELD must provide a recognizable visual indicator, and may provide an audible signal, to the driver as to its limited connectivity status. (4) The vehicle's engine connectivity status must be continuously communicated to the driver when the ELD is powered.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.2	Engine Synchronization Compliance Monitoring	<p>New paragraphs (e) and (f) for clearing ELD data diagnostic and malfunction events.</p> <p>e) An engine synchronization data diagnostic event must be cleared by the ELD when the ELD meets the engine synchronization requirements specified in provision 4.2 of this Standard and can acquire updated values for all ELD parameters required for records within 60 seconds of the need.</p> <p>f) An engine synchronization compliance malfunction event must be cleared by the ELD when the ELD meets the engine synchronization requirements specified in provision 4.2 of this Standard and can acquire updated values for all ELD parameters required for records within 60 seconds of the need.</p>
4.6.1.3	Timing Compliance Monitoring	<p>New paragraph (b) for clearing ELD malfunction events.</p> <p>a) The ELD must periodically cross-check its compliance with the requirement specified in provision 4.3.1.5 of this Standard with respect to an accurate external UTC source and must set a timing compliance malfunction when it can no longer meet the underlying compliance requirement.</p> <p>b) A timing compliance malfunction event must be cleared by the ELD when the ELD meets the timing compliance requirements specified in provision 4.3.1.5 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.4	Positioning Compliance Monitoring	<p>Paragraphs (b) through (e) were modified, and new paragraph (g). Clarification for driver's location description, and for setting and clearing ELD malfunction events.</p> <ul style="list-style-type: none"> a) An ELD must continually monitor the availability of valid position measurements meeting the listed accuracy requirements specified in provision 4.3.1.6 of this Standard and must track the distance and elapsed time from the last valid measurement point. b) ELD records and driver's RODS requiring location information must use the last valid position measurement and include the latitude/longitude coordinates and distance traveled, in kilometers, since the last valid position measurement. c) An ELD must monitor elapsed time during periods when the ELD fails to acquire a valid position measurement within 8 kilometers of the CMV's movement. When such elapsed time exceeds a cumulative 60 minutes over a 24-hour period, the ELD must set a positioning compliance malfunction. For purposes of ELD compliance to this provision, a malfunction must be set only if the elapsed time includes at least a new period beginning after the last positioning compliance malfunction event was cleared by the ELD. d) If location information must be recorded at an instance when the ELD had failed to acquire a valid position measurement within the most recent elapsed 8 kilometers of driving, but the ELD has not yet set a positioning compliance malfunction, the ELD must record the character "X" for <Latitude> and <Longitude> data elements, unless location is entered manually by the driver, in which case it must record the character "M" instead. e) Under the circumstances listed in provision 4.6.1.4 (d) of this Standard, if the driver is recording any ELD event type listed hereafter or the ELD is recording location information when producing driver's RODS or ELD output file(s) as specified in provisions 4.8.1 and 4.9.1 of this Standard, the ELD must prompt the driver to enter location information in accordance with provision 4.3.2.7 of this Standard. If the driver does not enter the location information and the vehicle is in motion, the ELD must record a missing required data element data diagnostic event for the driver. <ul style="list-style-type: none"> (1) A change in Driver's duty status (event type 1); (2) An indication (beginning or end) of using the ferry provision, personal use of CMV or yard moves (event type 3); (3) A change in operating zone (event type 20). f) If location information must be recorded at an instance when the ELD has set a positioning compliance malfunction, the ELD must record the character "E" for <Latitude> and <Longitude> data elements, regardless of whether the driver is prompted and manually enters location information. g) A positioning compliance malfunction event must be cleared by the ELD when the ELD meets the CMV position requirements specified in provision 4.3.1.6 of this Standard.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.5	Data Recording Compliance Monitoring	<p>New paragraphs (c) and (d) for clearing ELD data diagnostic and malfunction events.</p> <p>a) An ELD must monitor its storage capacity and integrity and must set a data recording compliance malfunction if it can no longer record or retain required events or retrieve records that are not otherwise archived remotely by the motor carrier.</p> <p>b) An ELD must monitor the completeness of the ELD event record information in relation to the required data elements for each event type and must set a missing data elements data diagnostic event for the corresponding driver(s) if any required data element is missing at the time of recording.</p> <p>c) A data recording compliance malfunction event must be cleared by the ELD when the ELD meets the data recording requirements specified in provision 4.6.1.5 (a) of this Standard.</p> <p>d) A data diagnostic event for missing data elements must be cleared by the ELD when the ELD meets the data recording requirements specified in provision 4.6.1.5 (b) of this Standard and there is no data element missing from any active event record reported in the driver's RODS for the current Day. For purposes of ELD compliance to this provision, an active event record refers to an ELD event record with an <Event Record Status> currently set to "1" (active).</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.6	Monitoring Records Recorded under the Unidentified Driver Profile	<p>Paragraph (d) was modified. Clarification for required days of RODS specified in current HOS regulations.</p> <ul style="list-style-type: none"> a) When there are ELD records involving driving time recorded on an ELD under the unidentified driver profile, the ELD must prompt the driver(s) authenticating in with a warning indicating the existence of new unassigned driving time. b) The ELD must provide a mechanism for the driver to review and either acknowledge the assignment of one or more of the unidentified driver's records attributable to the driver under the authenticated driver's profile as described in provision 4.3.2.8.2 (c)(1) of this Standard or indicate that these records are not attributable to the driver. c) If more than 30 minutes of driving in a 24-hour period show unidentified driver on the ELD, the ELD must set an unidentified driving records data diagnostic event and the data diagnostic indicator must be turned on for all drivers authenticated into that ELD for the current day and the following 14 days. d) An unidentified driving records data diagnostic event must be cleared by the ELD when driving time recorded under the unidentified driver profile for the current day and all the days specified in subsection 84(a) of the current HOS regulations drops to 15 minutes or less.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.1.7	Data Transfer Compliance Monitoring	<p>Paragraph (b) was modified and new paragraphs (d) and (e). Clarification for setting and clearing ELD data diagnostic and malfunction events.</p> <ul style="list-style-type: none"> a) An ELD must implement in-service monitoring functions to verify that the data transfer mechanism(s) described in provision 4.9.1 of this Standard are continuing to function properly. An ELD must verify this functionality at least once every 7 days. These monitoring functions may be automatic or may involve manual steps for a driver. b) If the monitoring mechanism fails to confirm proper in-service operation of the data transfer mechanism(s), an ELD must set a data transfer data diagnostic event for the corresponding driver(s) and enter an unconfirmed data transfer mode. c) After an ELD sets a data transfer data diagnostic event, the ELD must increase the frequency of the monitoring function to check at least once every 24-hour period. If the ELD stays in the unconfirmed data transfer mode following the next three consecutive monitoring checks, the ELD must set a data transfer compliance malfunction. d) A data transfer data diagnostic event must be cleared by the ELD when the ELD can confirm proper in-service operation of the data transfer mechanism(s) implemented by the ELD. e) A data transfer compliance malfunction event must be cleared by the ELD when the ELD can confirm proper in-service operation of the data transfer mechanism(s) implemented by the ELD.
4.6.2	ELD Malfunction Status Indicator	<p>Clarification for the malfunction status indicator.</p> <p>ELD malfunctions affect the integrity of the device and its compliance; therefore, active malfunctions must be indicated to all drivers using that ELD. An ELD must provide a recognizable visual indicator, and may provide an audible signal, to the driver as to its malfunction status.</p>
4.6.3	ELD Data Diagnostic Status Indicator	<p>Paragraphs (a) and (b) were modified. Clarification for team drivers.</p> <ul style="list-style-type: none"> a) ELD data diagnostic status affects only the authenticated user; therefore, an ELD must only indicate the active data diagnostic status applicable to each driver (including any authenticated co-driver) authenticated into the ELD. b) An ELD must provide a recognizable visual indicator, and may provide an audible signal, to the authenticated driver (including any authenticated co-driver) as to its data diagnostic status.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.3.1	Visual Data Diagnostic Indicator	<p>Paragraph (a) was modified and new paragraphs (c) and (d). Clarification for driver notifications.</p> <p>a) An ELD must display a single visual data diagnostic indicator, apart from the visual malfunction indicator described in provision 4.6.2.1 of this Standard, to communicate visually the existence of active data diagnostic events for the authenticated driver.</p> <p>b) The visual signal must be visible to the driver when the driver is seated in the normal driving position.</p> <p>c) The data diagnostic indicator must be clearly illuminated when there is an active data diagnostic event related to the authenticated driver.</p> <p>d) The data diagnostic status must be continuously communicated to the driver when the ELD is powered.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.6.4	Driver notifications for Off-Duty time requirements and On-Duty-/Driving-hour limitations	<p>Paragraphs (b) and (c) were modified, and new paragraphs (d), (e), (f) and (g). Clarification for driver notifications, and new requirements for the ferry provision and changes in time standard in effect at driver's home terminal.</p> <ul style="list-style-type: none"> a) If the driver has indicated authorized personal use of the CMV, the ELD must notify the driver when the cumulative distance driven for personal use throughout the day exceeds the maximum distance allowed under current HOS regulations. b) An ELD shall notify the driver at least 30 minutes in advance of reaching any Off-Duty time requirement or On-Duty-/Driving-hour limitation prescribed in the current HOS regulations. c) An ELD must also clearly indicate which requirement or limit the driver is about to reach for the day, work shift, cycle and operating zone being used. d) If the driver has indicated using the ferry provision, the ELD must notify the driver when the cumulative distance driven during the ferry provision period exceeds the maximum distance allowed under current HOS regulations. e) For purposes of ELD compliance to this provision, driver notifications must be immediately communicated to the driver when the driver's duty status is set to "Driving" or "On-Duty not driving" even if other software applications are implemented in the ELD. f) The ELD must notify the driver when the parameter <Time Zone Offset from UTC> specified in provision 7.41 of this Standard is automatically adjusted for Daylight Savings Time changes in effect at driver's home terminal. g) For purposes of ELD compliance to provision 4.6.4 (b), an ELD may provide the means for a driver to suspend an active driver notification until the end of the day.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.7.1	Driver's ELD Volume Control	<p>Paragraph (a) was modified. Clarification for team drivers.</p> <p>a) If a driver selects the "Sleeper berth" duty status when no co-driver is currently identified in the driving role, and if the ELD outputs audible signals, the ELD must either:</p> <ol style="list-style-type: none"> (1) Allow the driver to mute the ELD's volume or turn off the ELD's audible output, or (2) Automatically mute the ELD's volume or turn off the ELD's audible output. <p>b) For purposes of this provision, if an ELD operates in combination with another device or other hardware or software technology that is not separate from the ELD, the volume controls required herein apply to the combined device or technology.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.7.2	Driver's Access to Own ELD RODS	<p>Paragraph (a) was modified and new paragraph (d). Clarification for vehicle and location information when reporting driver's RODS. Clarification for ELD printout and output document in PDF format.</p> <p>a) An ELD must provide a mechanism for a driver to obtain a copy of the driver's own ELD RODS on demand, and must be either on a printout format as specified in provision 4.8.1.3 of this Standard or in electronic format as specified in provision 4.8.2.1 of this Standard.</p> <p>b) The process must not require a driver to go through the motor carrier to obtain copies of the driver's own ELD RODS if driver's RODS reside on or are accessible directly by the ELD unit used by the driver.</p> <p>c) If an ELD meets the requirements of this provision by making output files available to the driver, it must also provide a utility function for the driver to display these output files on a computer.</p> <p>d) When the ELD is producing ELD RODS as specified in this provision:</p> <p>(1) The following data elements specified in provision 4.8.1.3 (b) of this Standard may be left blank if they are not available or cannot accurately be determined:</p> <ul style="list-style-type: none"> i. <{Current} {Total} Vehicle Distance> as described in provision 7.43; ii. <{Current} {Total} Engine Hours> as described in provision 7.19; and iii. <{Current} Geo-location> as described in provision 7.29. <p>(2) The following data elements specified in provision 4.8.1.3 (b) of this Standard must be replaced with the character "X" if they are not available or cannot accurately be determined:</p> <ul style="list-style-type: none"> i. <{Current} Latitude> and <{Current} Longitude> as described in provisions 7.31 and 7.33.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.7.3	Privacy Preserving Provision for Use During Personal Uses of a CMV	<p>Paragraph (a) was modified. Clarification for personal use of CMV.</p> <p>a) During a period when a driver indicates authorized personal use of CMV, the ELD must:</p> <ul style="list-style-type: none"> (1) Monitor the cumulative distance driven for personal use as specified in provision 4.3.1.3 of this Standard. (2) Prevent the driver from selecting any event type, except to indicate the end of authorized personal use described in provision 4.3.2.2.2 of this Standard. (3) Only record authorized personal use events, ELD malfunction and data diagnostic events, as specified in provisions 4.5.1.3 and 4.5.1.7 of this Standard. <p>b) A driver's indication that the CMV is being driven for authorized personal purposes may span more than one CMV ignition power on cycle if the driver proactively confirms continuation of the personal use condition prior to placing the vehicle in motion when the ELD prompts the driver at the beginning of the new ignition power on cycle.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.7.4	ELD Events Recorded in a Software Application	<p>Paragraphs (c) and (e) were modified. Clarification for driver's location description and ELD event types, and new requirements for changes in time standard in effect at driver's home terminal.</p> <ul style="list-style-type: none"> a) An ELD may provide a means for a driver to record ELD events in a software application that is not integrally synchronized with the engine of the CMV, as specified in provision 4.2 (c) of this Standard. Furthermore, such application may not include any sensing functionality described in provision 4.3.1 of this Standard, but it is compliant with the date and time requirements specified in provision 4.3.1.5 of this Standard. b) If this function is implemented by the ELD, the software application specified in provision 4.7.4 (a) of this Standard must also meet the requirements of this provision. c) When using this function, the ELD must allow the driver to select only among the following event types, as described in provision 7.25 of this Standard: <ul style="list-style-type: none"> (1) Change in driver's duty status - only "On-Duty not driving" or "Off-Duty" (event type 1); (2) Driver's certification/re-certification of RODS (event type 4); (3) Driver's ELD authentication activity (event type 5); (4) Off-Duty time deferral (event type 20); (5) Driver's cycle change (event type 21); (6) Additional hours (event type 23); and (7) Change in Time Standard at Driver's Home Terminal (event type 24). d) The ELD must only allow one event type to be selected at any given time and use the latest selection by the driver. e) When using this function and for each event type listed in provision 4.7.4 (c) of this Standard, the ELD must record the same data elements outlined in provision 4.5.1 of this Standard. However, a subset of the required data elements must be omitted in the records, as described in further detail below. When a driver selects a change in driver's duty status (event type 1), the ELD must: <ul style="list-style-type: none"> (1) Record the character "X" for <Latitude> and <Longitude> data elements, unless location information is entered by the driver, in which case it must record the character "M" instead. (2) Prompt the driver to enter the location information in accordance with provision 4.3.2.7 of this Standard. (3) If the driver does not enter the location information, the ELD must record a missing required data element data diagnostic event for the driver.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1	Printout or Display	<p>Paragraph was modified. Clarification for ELD requirements.</p> <p>The ELD shall generate a compliant report as specified in this provision, either as a printout or on a display</p>
4.8.1.1	Printout Requirements	<p>Paragraph was modified. Clarification for ELD requirements.</p> <p>Printout shall accommodate the graph grid specifications as listed in provision 4.8.1.3 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraphs (a) and (b) were modified. Clarification for information reported in driver's RODS.</p> <p>a) The printout and display must show RODS for the inspected driver's profile and the unidentified driver profile separately. If there are no unidentified driver records existing on the ELD for the current day and for any of the days specified in subsection 84(a) of the current HOS regulations, an ELD does not need to print or display unidentified driver records for the authorized safety official. Otherwise, information for the inspected driver's profile and the unidentified driver profile must be printed or displayed and provided to the authorized safety official.</p> <p>b) The printout and display must show the following information for the current day and all the days specified in subsection 84(a) of the current HOS regulations: (Items in < . > are data elements described in provisions 7.1 to 7.50 of this Standard)</p> <ol style="list-style-type: none"> (1) Date: <Date {of RODS}> (2) Day Starting Time, Time Zone Offset from UTC: <Day Starting Time>, <Time Zone Offset from UTC> (3) Start Odometer: <{Beginning of the Day for the driver} {Total} Vehicle Distance {for each CMV driven by the driver}> (4) End Odometer: <{End of the Day for the driver} {Total} Vehicle Distance {for each CMV driven by the driver}> (5) Carrier: <Carrier Name {for the carrier}> (6) Home Terminal Address, Principal Place of Business Address: <{Home terminal} Address {for the carrier}>, <{Principal place of Business} Address {for the carrier}> (7) Driver Name: <{Driver} Last Name>, <{Driver} First Name> (8) Driver ID: <ELD Username {for the driver}> (9) Driver Licence Jurisdiction: <{Driver} Driver's Licence Issuing Jurisdiction> (10) Driver Licence Number: <{Driver} Driver's Licence Number> (11) Co-Driver Name: <{Co-Driver's} Last Name {for each driver currently identified as a co-driver}>, <{Co-Driver's} First Name {for each driver currently identified as a co-driver}> (12) Co-Driver ID: <ELD Username {for each driver currently identified as a co-driver}> (13) Cycle: <Cycle Used {for the driver}> (14) Operating zone: <Operating Zone> (15) Total hours in work shift: <{Driver's} {Total} Hours in Work shift {for the most recent Work shift}> (16) Total hours in cycle: <{Driver's} {Total} Hours in Cycle {logged in "On-Duty not driving" and "Driving" statuses}> (17) Remaining hours in cycle: <{Driver's} {Remaining} Hours in Cycle>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified. Clarification for information reported in driver's RODS.</p> <ul style="list-style-type: none"> (18) Distance Today: <{Driven} Vehicle Distance {accumulated for each CMV}> (19) Current Total Distance: <{Current} {Total} Vehicle Distance> (20) Current Engine Hours: <{Current} {Total} Engine Hours> (21) ELD Provider: <ELD Provider> (22) ELD ID: <ELD Identifier {for each ELD used by the Driver}> (23) [Reserved] (24) ELD Certification: <ELD Certification Number {for each ELD used by the Driver}> (25) Truck Tractor ID: <CMV Power Unit Number {for each CMV driven by the Driver}> (26) Truck Tractor VIN: <CMV VIN {for each CMV driven by the Driver}> (27) Trailer ID: <Trailer Number{s} {for each trailer}> (28) Current Location: <{Current} Geo-location>, <{Current} Latitude>, <{Current} Longitude> (29) Unidentified Driving Records: <Data Diagnostic Event Indicator Status {for "Unidentified driving records data diagnostic" event {for the ELD used by the driver}}> (30) Exempt Driver Status: <Exempt Driver Configuration {for the Driver}> (31) Off-Duty Time Deferral: <Off-Duty Time Deferral Status { Description} {for the Driver}> (32) Time Deferred: <Off-Duty Time Deferred {for the Driver}> (33) ELD Malfunction Status: <Malfunction Indicator Status {for the ELD used by the driver}> and <Malfunction or Diagnostic Code {for each active Malfunction for the ELD used by the driver}> (34) Driver's Data Diagnostic Status: <Data Diagnostic Event Indicator Status {for the Driver}> and <Malfunction or Diagnostic Code {for each active Data Diagnostic for the Driver}> (35) Current Date and Time: <{Current} Date {of Printout or Display}>, <{Current} Time {of Printout or Display}> (36) Comment: <Output File Comment> (37) Day [Graph Grid] <ul style="list-style-type: none"> - Total hours <Total Hours {in working day so far}>; - Off-Duty <Total Hours {logged in "Off-Duty" status}>; - Sleeper Berth <Total Hours {logged in "Sleeper berth" status}>; - Driving <Total Hours {logged in "Driving" status}>; and - On-Duty not driving <Total Hours {logged in "On-Duty not driving" status}>.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified. Clarification for information reported in driver's RODS.</p> <p>(38) [For each Change of Duty Status (event type 1) and Intermediate Logs Events (event type 2) specified in provisions 4.5.1.1 and 4.5.1.2 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <CMV Power Unit Number>; - <{Accumulated} Vehicle Distance>; - <{Elapsed} Engine Hours>; - <{Event} Geo-Location>; - <{Event} Latitude>; - <{Event} Longitude>; - <Distance Since Last Valid Coordinates>; - <Malfunction Indicator Status {for the ELD}>; and - <Data Diagnostic Event Indicator Status {for the Driver}>. <p>(39) [For Each Change in Driver's Indication of Special Driving Conditions Events (event type 3) specified in provision 4.5.1.3 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <CMV Power Unit Number>; - <{Accumulated} Vehicle Distance>; - <{Elapsed} Engine Hours>; - <{Total } Vehicle Distance>; - <{Event} Geo-Location>; - <{Event} Latitude>; - <{Event} Longitude>; and - <Distance Since Last Valid Coordinates>; - <Malfunction Indicator Status {for the ELD}>; and - <Data Diagnostic Event Indicator Status {for the Driver}>.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified. Clarification for information reported in driver's RODS.</p> <p>(40) [For Each Driver's Certification of RODS Events (event type 4) specified in provision 4.5.1.4 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <Time Zone Offset from UTC>; and - <CMV Power Unit Number>. <p>(41) [For Each Malfunction and Data Diagnostic Events (event type 7) specified in provision 4.5.1.7 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Code {Abbreviation from Table 6}>; - <Malfunction or Diagnostic Code {Abbreviation from Table 4}>; - <{Event} Date>; - <{Event} Time>; - <{Total} Vehicle Distance>; - <{Total} Engine Hours>; and - <CMV Power Unit Number>. <p>(42) [For Each ELD Authentication Events (event type 5) specified in provision 4.5.1.5 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <{Total} Vehicle Distance>; - <{Total} Engine Hours>; and - <CMV Power Unit Number>.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified. Clarification for information reported in driver's RODS.</p> <p>(43) [For Each CMV Engine Power up / Shut Down Events (event type 6) specified in provision 4.5.1.6 of this Standard]</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <{Total } Vehicle Distance>; - <{Total} Engine Hours>; - <{Event} Geo-Location>; - <{Event} Latitude>; - <{Event} Longitude>; - <Distance Since Last Valid Coordinates>; - <CMV Power Unit Number>; and - <Trailer Number(s)>. <p>(44) [For Each Off-Duty Time Deferral Events (event type 20) specified in provision 4.5.1.8 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <Off-Duty Time Deferred>; and - <CMV Power Unit Number>. <p>(45) [For Each Change in Driver's Cycle Events (event type 21) specified in provision 4.5.1.9 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; and - <CMV Power Unit Number>.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified. Clarification for information reported in driver's RODS.</p> <p>(46) [For Each Change in Operating Zone Events event type 22 specified in provision 4.5.1.10 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <{Event} Geo-Location>; - <{Event} Latitude>; - <{Event} Longitude>; - <Distance Since Last Valid Coordinates>; and - <CMV Power Unit Number>. <p>(47) [For each Additional Hours Events (event type 23) specified in provision 4.5.1.11 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Date {of the day}>; - <{Beginning of work shift} Time>; - <{End of work shift} Time>; - <Total Hours {logged in "Off-Duty"}>; and - <Total Hours {logged in "On-Duty"}>. <p>(48) [For each Annotation to driver's ELD records]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <{Event} Date>; - <{Event} Time>; - <ELD Username {of the Record Edit Originator}>; - <{Record Edit} Date>; - <{Record Edit} Time>; and - <{Event} Annotation>.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified. New requirements for team drivers and changes in time standard in effect at driver's home terminal.</p> <p>(49) [For each Change in Time Standard at Driver's Home Terminal Events (event type 24) specified in provision 4.5.1.12 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Record Status>; - <Event Record Origin>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <{Event} Annotation>; - <{New} Time Zone Offset from UTC>; and - <CMV Power Unit Number>. <p>(50) [For each Change in Co-Driver Identification Events (event type 25) specified in provision 4.5.1.13 of this Standard]:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>; - <Event Code {Abbreviation from Table 6}>; - <{Event} Date>; - <{Event} Time>; - <ELD Username {for the co-driver}>; - <First name {for the co-driver}>; - <Last name {for the co-driver}>; - <{Total} Vehicle Distance>; - <{Total} Engine Hours>; and - <CMV Power Unit Number>.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraphs (c) and (e) were modified. Clarification for the graph-grid and information reported on the ELD display.</p> <p>c) For the inspected driver's profile, the printout and display must show a graph-grid consistent with current HOS regulations showing each change of duty status with an <Event Record Status> currently set to "1" (active) and using the day starting time and time standard in effect at driver's home terminal for the day.</p> <ol style="list-style-type: none"> (1) On the printout, the graph-grid for each day's RODS must be at least 15 centimeters by 4 centimeters in size when printed on a "letter" paper size format. (2) On the printout, the Geo-location information for each duty status change can be omitted on the graph-grid. <p>d) If the ELD records units of distance in miles, it must provide a means to display the equivalent distance in kilometers.</p> <p>e) The display must meet the requirements specified in this provision under all circumstances. However, the display may also provide an option to simplify the review process. When this option is selected by the driver, a subset of the required data elements and ELD event records can be omitted on the display, as described in further detail below. When a driver selects this option, the ELD must:</p> <ol style="list-style-type: none"> (1) show the graph-grid specified in provision 4.8.1.3 (c) of this Standard; (2) show all data elements specified in provision 4.8.1.3 (b) of this Standard, except the following data elements: <ol style="list-style-type: none"> i. <Event Sequence ID Number> as described in provision 7.24; ii. <Event Record Origin> as described in provision 7.22; iii. <{Event} Latitude> as described in provision 7.31; iv. <{Event} Longitude> as described in provision 7.33; and v. <Distance Since Last Valid Coordinates> as described in provision 7.9. (3) show only ELD event records with an <Event Record Status> currently set to "1" (active).

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>New paragraphs (f) to (i). Clarification for information reported for the inspected driver and the unidentified driver profile, the HOS graph-grid, ELD malfunction and data diagnostic events, and driver's location description.</p> <p>f) For each day, the printout and display must also meet the following requirements for reporting data elements specified in provision 4.8.1.3 (b) of this Standard:</p> <ul style="list-style-type: none"> (1) Data elements for the header section (items 1 to 36) must be reported only for the inspected driver's profile. (2) ELD event records for all event types (items 38 to 50) must be reported in chronological order, with all event record status types, grouped by for each section and reported with the same sequence and format as specified in Schedule 1 of this Standard. (3) ELD event records for the unidentified driver profile must be reported after all information for the inspected driver's profile, and using the same <Day Starting Time> and <Time Zone Offset from UTC> parameters as the inspected driver's profile. (4) If there is no event record to report in a section, the ELD must include the following note in this section "This section is empty – no event record to report". <p>g) The graph-grid specified in this provision must show a vertical line using a different style line (such as dashed or dotted line) and indicating the event time for each change in time standard at driver's home terminal event specified in provision 4.5.1.12 of this Standard.</p> <p>h) For each day, the printout and display must list all ELD malfunction and data diagnostic events for each driver profile.</p> <p>i) For all ELD event records and driver's RODS including location information, the required data element <Geo-location> must be substituted with the <Driver's Location Description> for manual entries of location information, as specified in provision 4.3.2.7 of this Standard.</p>
4.8.2	ELD Output File	<p>Paragraph was modified. Clarification for ELD requirements.</p> <p>An ELD shall generate a consistent and secure electronic file output including an electronic document and data file compliant with the format described herein to facilitate the transfer, processing, and standardized display of ELD data sets on the authorized safety officials' computing environments.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1	ELD Output File Standard	<p>Paragraph (a) and (b) were modified, and new paragraph (c). Clarification for the output document in PDF format, the output data file in CSV format (UTF-8 encoding), and new requirements for co-drivers.</p> <p>The electronic document and data file included in the ELD output file must be compliant with the format and data elements specified thereafter:</p> <ul style="list-style-type: none"> a) The output document refers to an electronic document in PDF format being compliant with the printout format and data elements specified in provision 4.8.1.3 of this Standard and presented as per Schedule 1. b) The output data file refers to a data file in CSV format (UTF-8 encoding) as described in RFC 5198 (incorporated by reference in provision 6 of this Standard) and meeting the standards of ISO/IEC 10646:2020 (incorporated by reference in provision 6 of this Standard), and being compliant with the format and data elements specified in provisions 4.8.2.1.1 to 4.8.2.1.18 of this Standard. c) Any data element that may contain a comma (“,”) or a carriage return (<CR>) must be replaced with a semicolon (“;”) before generating the compliant CSV output data file.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.1	Header Segment	<p>Provision was modified. The data element “ELD Certification ID” was changed to “ELD Certification Number”.</p> <p>This segment must include the following data elements and format:</p> <ul style="list-style-type: none"> - ELD File Header Segment: <CR> - <{Driver’s} Last Name>, <{Driver’s} First Name>, <ELD username {for the driver}>, <{Driver’s} Driver’s Licence Issuing Jurisdiction>, <{Driver’s} Driver’s Licence Number>, <Line Data Check Value> <CR> - <{Co-Driver’s} Last Name>, <{Co-Driver’s} First Name>, <ELD username {for the co-driver}>, <Line Data Check Value> <CR> - <CMV Power Unit Number>, <CMV VIN>, <Trailer Number(s)>, <Line Data Check Value> <CR> - <Carrier Name>, <{Home Terminal} Address>, <{Principal place of Business} Address>, <Cycle Used>, <Day Starting Time>, <Time Zone Offset from UTC>, <Line Data Check Value> <CR> - <Exempt Driver Configuration>, <Line Data Check Value> <CR> - <{Current} Date>, <{Current} Time>, <{Current} Latitude>, <{Current} Longitude>, <{Current} {Total} Vehicle Distance>, <{Current} {Total} Engine Hours>, <Line Data Check Value> <CR> - <ELD Certification Number>, <ELD Identifier>, <ELD Authentication Value>, <Output File Comment>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.2	User List	<p>Provision was modified. Adding driver's licence number to the ELD User List (CSV format).</p> <p>This segment must list all drivers and co-drivers with driving time records on the most recent CMV driven by the inspected driver and motor carrier's support personnel who requested edits within the time period for which this file is generated. The list must be in chronological order with the most recent user of the ELD on top, and include the driver being inspected, the co-driver, and the unidentified driver profile. This segment has a variable number of rows depending on the number of profiles with activity over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - User List: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <{Assigned User} Order Number>, <{User's} ELD Account Type>, <{User's} Last Name>, <{User's} First Name>, <{User's} Driver's Licence Number>, <Line Data Check Value> <CR>
4.8.2.1.3	CMV List	<p>Provision was modified. Clarification for chronological order (date and time).</p> <p>This segment must list each CMV that the current driver drove and that has been recorded on the driver's ELD records within the time period for which this file is generated. The list must be rank ordered in accordance with the date and time of CMV use with the most recent CMV being on top. This segment has a variable number of rows depending on the number of CMVs driven by the driver over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - CMV List: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <{Assigned CMV} Order Number>, <CMV Power Unit Number>, <CMV VIN>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.4	ELD Event List for Driver's RODS	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list ELD event records tagged with event types 1 (a change in duty status as described in provision 4.5.1.1 of this Standard), 2 (an intermediate log as described in provision 4.5.1.2), and 3 (a change in driver's indication of conditions impacting driving time recording as described in provision 4.5.1.3). The segment must list all event record status types and all event record origins for the driver, rank ordered with the most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of ELD events recorded for the driver over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - ELD Event List: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Accumulated} Vehicle Distance>, <{Elapsed} Engine Hours>, <{Total} Vehicle Distance>, <{Event} Latitude>, <{Event} Longitude>, <Distance Since Last Valid Coordinates>, <{Corresponding CMV} Order Number>, <{User} Order Number {for Record Originator}>, <Malfunction Indicator Status {for the ELD}>, <Data Diagnostic Event Indicator Status {for the Driver}>, <Event Data Check Value>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.5	ELD Event List for Annotations, Comments , and Driver's Location Description	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time) and annotations (deleting references to the term "comment").</p> <p>This segment must list all ELD event records that have an annotation or a manual entry of location description by the driver. This segment has a variable number of rows depending on the number of ELD event records that feature an annotation or manual location entry by the driver, rank ordered with the most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment must start with the following title:</p> <ul style="list-style-type: none"> - ELD Event Annotations: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <ELD Username {of the Record Originator} >, <{Event} Annotation>, <{Event} Date>, <{Event} Time>, <Driver's Location Description>, <{Record Edit} Date>, <{Record Edit} Time>, <Line Data Check Value> <CR>
4.8.2.1.6	ELD Event List for Driver's Certification of Own RODS	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time) and adding missing data element for Time Zone Offset.</p> <p>This segment must list ELD event records with event type 4 (driver's certification of own RODS as described in provision 4.5.1.4 of this Standard) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of certification and re-certification actions the authenticated driver may have executed on the ELD over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Driver's Certification/Recertification Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Code>, <Time Zone Offset from UTC>, <{Event} Date>, <{Event} Time>, <Date {of the certified RODS}>, <{Corresponding CMV} Order Number>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.7	ELD Event List for Malfunction and Data Diagnostic	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list all malfunctions that have occurred on this ELD during the time period for which this file is generated. It must list diagnostic event records related to the driver being inspected, rank ordered with the most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of ELD malfunction and ELD diagnostic event records recorded and relevant to the inspected driver over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Malfunction and Data Diagnostic Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Code>, <Malfunction or Diagnostic Code>, <{Event} Date>, <{Event} Time>, <{Total} Vehicle Distance>, <{Total} Engine Hours>, <{Corresponding CMV} Order Number>, <Line Data Check Value> <CR>
4.8.2.1.8	ELD Event List for ELD Authentication Activity	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list the ELD authentication activity on the ELD (ELD events with event type 5 (A driver's ELD authentication activity)) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment must start with the following title:</p> <ul style="list-style-type: none"> - ELD authentication Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Code>, <ELD Username>, <{Event} Date>, <{Event} Time>, <{Total} Vehicle Distance>, <{Total} Engine Hours>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.9	ELD Event List for CMV's Engine Power-Up and Shut Down Activity	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time) and adding missing data element for Distance Since Last Valid Coordinates.</p> <p>This segment must list the records created when a CMV's engine is powered up and shut down (ELD events with event type 6 (CMV's engine power up/shut down)) for the time period for which this file is generated. It must be rank ordered with the most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment must start with the following title:</p> <ul style="list-style-type: none"> - CMV's Engine Power-Up and Shut Down Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Total} Vehicle Distance>, <{Total} Engine Hours>, <{Event} Latitude>, <{Event} Longitude>, <Distance Since Last Valid Coordinates>, <CMV Power Unit Number>, <CMV VIN>, <Trailer Number(s)>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.10	ELD Event List for the Unidentified Driver Profile	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list the ELD event records for the Unidentified Driver profile, rank ordered with most current record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of Unidentified Driver ELD records recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Unidentified Driver Profile Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Accumulated} Vehicle Distance>, <{Elapsed} Engine Hours>, <{Event} Latitude>, <{Event} Longitude>, <Distance Since Last Valid Coordinates>, <{Corresponding CMV} Order Number>, <Malfunction Indicator Status {for the ELD}>, <Event Data Check Value>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.12	ELD Event List for Off-Duty Time Deferral	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list the ELD event records with event type 20 (Off-Duty Time Deferral as described in provision 4.5.1.8 of this Standard) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most recent record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of Off-Duty Time Deferral records recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Off-Duty Time Deferral Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Corresponding CMV} Order Number>, <{User} Order Number {for Record Originator}>, <Off-Duty Time Deferral Status>, <Off-Duty Time Deferred>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.13	ELD Event List for Change in Driver's Cycle	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list the ELD event records with event type 21 (Change in Driver's Cycle as described in provision 4.5.1.9 of this Standard) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most recent record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of Change in Driver's Cycle records recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Change in Driver's Cycle Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Corresponding CMV} Order Number>, <{User} Order Number {for Record Originator}>, <{New} Cycle Used>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.14	ELD Event List for Change in Operating Zone	<p>Provision was modified. Clarification for chronological order (in accordance with the event date and time).</p> <p>This segment must list the ELD event records with event type 22 (Change in Operating Zone as described in provision 4.5.1.10 of this Standard) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most recent record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of Change in Operating Zone records recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Change in Operating Zone Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Event} Latitude>, <{Event} Longitude>, <Distance Since Last Valid Coordinates>, <{Corresponding CMV} Order Number>, <{User} Order Number {for Record Originator}>, <{New} Operating Zone>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.15	ELD Event List for Additional Hours	<p>Provision was modified. Clarification for chronological order (in accordance with the date of the day) and data elements for each record.</p> <p>This segment must list the ELD event records with event type 23 (Additional Hours) as described in provision 4.5.1.11 of this Standard for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most recent record on top in accordance with the <Date {of the day}> data element of each record. This segment has a variable number of rows depending on the number of records for Additional Hours that were recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Additional Hours Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <Date {of the day}>, <{Beginning of work shift} Time>, <{End of work shift} Time>, <Total Hours {logged in "Off-Duty"}>, <Total Hours {logged in "On-Duty"}>, <{User} Order Number {for Record Originator}>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.16	ELD Event List for Change in Time Standard at Driver's Home Terminal	<p>New requirements for changes in time standard in effect at driver's home terminal.</p> <p>This segment must list the ELD event records with event type 24 (Change in Time Standard at Driver's Home Terminal as described in provision 4.5.1.12 of this Standard) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most recent record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of Change in Time Standard at Driver's Home Terminal records recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Change in Time Standard at Driver's Home Terminal Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Record Status>, <Event Record Origin>, <Event Type>, <Event Code>, <{Event} Date>, <{Event} Time>, <{Corresponding CMV} Order Number>, <{User} Order Number {for Record Originator}>, <{New} Time Zone Offset from UTC >, <Line Data Check Value> <CR>
4.8.2.1.17	ELD Event List for Change in Co-Driver Identification	<p>New requirements for changes in co-driver identification.</p> <p>This segment must list the ELD event records with event type 25 (Change in co-driver's identification as described in provision 4.5.1.13 of this Standard) for the inspected driver for the time period for which this file is generated. It must be rank ordered with the most recent record on top in accordance with the <{Event} Date> and <{Event} Time> data elements of each record. This segment has a variable number of rows depending on the number of Change in Co-Driver's Identification records recorded over the time period for which this file is generated. This segment must start with the following title:</p> <ul style="list-style-type: none"> - Change in Co-Driver's Identification Events: <CR> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> - <Event Sequence ID Number>, <Event Code>, <{Event} Date>, <{Event} Time>, <ELD username {for the co-driver}>, <{Corresponding CMV} Order Number>, <{User} Order Number {for the co-driver}>, <{Total} Vehicle Distance>, <{Total} Engine Hours>, <Line Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.1.18	File Data Check Value	<p>Requirements for File Data Check Value have been moved from provision 4.8.2.1.16.</p> <p>This segment lists the <File Data Check Value> as specified in provision 4.4.5.3 of this Standard. This segment includes a single line as follows:</p> <ul style="list-style-type: none"> - End of File: <CR> - <File Data Check Value> <CR>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.8.2.2	ELD Output File Name Standard	<p>Paragraph (f) was modified. Clarification for the ELD Output File Name Standard.</p> <p>For each electronic document and data file specified in provision 4.8.2.1 of this Standard, the ELD must follow the 25 character-long filename standard for transfer of electronic documents and data files to authorized safety officials:</p> <ul style="list-style-type: none"> a) The first five position characters of the filename must correspond to the first five letters of the <Last Name> of the driver for whom the file is compiled. If the <Last Name> of the driver is shorter than five characters, remaining positions must use the character “_” [underscore] as a substitute character. For example, if the <Last Name> of the driver is “Lee”, the first five characters of the ELD output file must feature “Lee__”. b) The sixth and seventh position characters of the filename must correspond to the last two digits of the <Driver's Licence Number> for the driver for whom the file is compiled. c) The eighth and ninth position characters of the filename must correspond to the sum of all individual numeric digits in the <Driver's Licence Number> for the driver for whom the file is compiled. The result must be represented in two-digit format. If the sum value exceeds 99, use the last two digits of the result. For example, if the result equals “113”, use “13”. If the result is less than 10, use 0 as the first digit. For example, if the result equals “5”, use “05”. d) The tenth through fifteenth position characters of the filename must correspond to the <Date> the file is created. The result must be represented in six-digit format “MMDDYY” where “MM” represents the month, “DD” represents the day, and “YY” represents the last two digits of the year. For example, February 5, 2013, must be represented as “020513”. e) The sixteenth position character of the filename must be a hyphen “-”. f) The seventeenth through twenty-fifth position characters of the filename must start at “000000000” by default. When an output file is generated more than once in a day for the same driver, the ELD must produce distinct filenames for each electronic document and data file specified in provision 4.8.2.1 of this Standard. Then each of these nine digits can be freely configured by the motor carrier or the ELD provider to be a number between 0 and 9 or a character between A and Z, as per the convention described in this provision. ELD providers or motor carriers do not need to disclose details of conventions they may use for configuring the seventeenth through twenty-fifth digits of the filename.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.9	Data Transfer Capability Requirements	<p>Paragraph was modified. Clarification for ELD requirements.</p> <p>An ELD shall present the captured ELD RODS of a driver in the standard electronic format as described below, and transfer the ELD output files(s) specified in provision 4.8.2 of this Standard to an authorized safety official, on demand, for inspection purposes.</p>
4.9.1	Transfer of Electronic Files During Roadside Safety Inspections	<p>Paragraph (a) was modified. Clarification for required days of RODS specified in current HOS regulations.</p> <p>a) On demand during a roadside safety inspection, an ELD must produce ELD RODS for the current day and each day specified in subsection 84(a) of the current HOS regulations, and compliant with the ELD output file requirements specified in provision 4.8.2 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.9.2	Motor Carrier Data Reporting	<p>Paragraphs (a) to (d) were modified. Clarification for required days of RODS specified in current HOS regulations, and for reporting vehicle and location information in driver's RODS.</p> <ul style="list-style-type: none"> a) An ELD shall retain copies of electronic ELD RODS for the prescribed retention period specified in subsection 85(3)(b) of the current HOS regulations. b) An ELD must produce, on demand, a report or a series of reports of ELD RODS for a subset of its drivers, a subset of its vehicles, and for a subset of the prescribed retention period, and must be either on a printout format as specified in provision 4.8.1.3 of this Standard or in electronic format as specified in provision 4.8.2.1 of this Standard. c) At a minimum, an ELD shall transfer the ELD RODS electronically by one of the following transfer mechanisms: <ul style="list-style-type: none"> (1) E-mail as specified in provision 4.10.1.2 of this Standard, or (2) USB 2.0 as specified in provision 4.10.1.3 of this Standard, or (3) Bluetooth as specified in provision 4.10.1.4 of this Standard. d) When the ELD is producing ELD RODS as specified in this provision and for a period excluding the current day and all the days specified in subsection 84(a) of the current HOS regulations: <ul style="list-style-type: none"> (1) The following data elements specified in provisions 4.8.1.3 (b) and 4.8.2.1.1 of this Standard may be left blank if they are not available or cannot accurately be determined: <ul style="list-style-type: none"> i. <{Current} {Total} Vehicle Distance> as described in provision 7.43; ii. <{Current} {Total} Engine Hours> as described in provision 7.19; and iii. <{Current} Geo-location> as described in provision 7.29. (2) The following data elements specified in provisions 4.8.1.3 (b) and 4.8.2.1.1 of this Standard must be replaced with the character "X" if they are not available or cannot accurately be determined: <ul style="list-style-type: none"> i. <{Current} Latitude> and <{Current} Longitude> as described in provisions 7.31 and 7.33.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.10	Communications Standards for the Transmittal of Data Files from ELDs	<p>Paragraph was modified. Clarification for ELD requirements.</p> <p>An ELD must transmit ELD RODS electronically in accordance with the ELD output file format specified in provision 4.8.2.1 of this Standard and shall transfer these RODS to authorized safety officials upon request, as specified in provision 4.9 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)												
4.10.1.2	Wireless Data Transfer Through E-Mail	<p>Paragraph (c) was modified, and new paragraph (d). Clarification for the email identification and the data element “ELD Certification ID” was changed to “ELD Certification Number”.</p> <p>a) The ELD must attach the ELD output file specified in provision 4.8.2 of this Standard to an email message to be sent using the SMTP as specified in RFC 5321 (incorporated by reference in provision 6 of this Standard), to a specific email address, which will be provided by authorized safety officials when requested during a roadside inspection.</p> <p>b) The ELD output file must have the format specified in provision 4.8.2.1 of this Standard and must be encrypted using the S/MIME as specified in RFC 5751 (incorporated by reference in provision 6 of this Standard), and the RSA algorithm as specified in RFC 4056 (incorporated by reference in provision 6 of this Standard), with the public key compliant with the Canadian PKI Infrastructure to be provided to the ELD provider at the time of the ELD certification process. The content must be encrypted using AES in FIPS Publication 197 (incorporated by reference in provision 6 of this Standard), and RFC 3565 (incorporated by reference in provision 6 of this Standard).</p> <p>c) The email must be formatted using the Internet Message Format as specified in RFC 5322 (incorporated by reference in provision 6 of this Standard), as follows:</p> <table><tr><th>Element</th><th>Format</th></tr><tr><td>To</td><td><Address provided for central server or by authorized safety officials during a roadside inspection></td></tr><tr><td>From</td><td><Desired return address for confirmation></td></tr><tr><td>Subject</td><td>ELD RODS from <ELD Certification Number> <':> <ELD Identifier></td></tr><tr><td>Body</td><td><Output File Comment></td></tr><tr><td>Attachment</td><td>MIME encoded AES–256 encrypted file with <filename>. <Date string>. <unique identifier>.</td></tr></table> <p>d) For purposes of ELD compliance to this provision, the subject element of the email must identify the ELD transferring the data.</p>	Element	Format	To	<Address provided for central server or by authorized safety officials during a roadside inspection>	From	<Desired return address for confirmation>	Subject	ELD RODS from <ELD Certification Number> <':> <ELD Identifier>	Body	<Output File Comment>	Attachment	MIME encoded AES–256 encrypted file with <filename>. <Date string>. <unique identifier>.
Element	Format													
To	<Address provided for central server or by authorized safety officials during a roadside inspection>													
From	<Desired return address for confirmation>													
Subject	ELD RODS from <ELD Certification Number> <':> <ELD Identifier>													
Body	<Output File Comment>													
Attachment	MIME encoded AES–256 encrypted file with <filename>. <Date string>. <unique identifier>.													

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.10.1.3	Data Transfer via USB 2.0	<p>Paragraphs (a), (c) and (e) were modified. Clarification for ELD requirements.</p> <ul style="list-style-type: none"> a) An ELD certified for the USB data transfer mechanism shall transfer ELD RODS using the Universal Serial Bus Specification (Revision 2.0) (incorporated by reference in provision 6 of this Standard). b) Each ELD technology must implement a single USB-compliant interface with the necessary adaptors for a Type A connector. The USB interface must implement the Mass Storage class (08h) for driverless operation, to comply with IEEE standard 1667-2009, (incorporated by reference in provision 6 of this Standard). c) The ELD shall provide power to a standard USB-compatible drive. d) An ELD must re-authenticate the driver prior to saving the driver's ELD output file(s) to an external device. e) On initiation by an authenticated driver, an ELD shall save ELD output file(s) to USB-compatible drives (AES, in FIPS Publication 197, incorporated by reference in provision 6 of this Standard) that are provided by authorized safety officials during an inspection.
4.10.1.4	Data Transfer via Bluetooth®	<p>Paragraph (a) was modified. Clarification for ELD requirements.</p> <ul style="list-style-type: none"> a) Bluetooth SIG Specification of the Bluetooth System covering core package version 2.1 + EDR (incorporated by reference in provision 6 of this Standard) must be followed. An ELD using this standard shall display a Personal Identification Number generated by the Bluetooth application profile for bonding with other devices. b) Upon request of an authorized official, the ELD must become discoverable by the authorized safety officials' Bluetooth-enabled computing platform, and generate a random code, which the driver must share with the official. c) An ELD must re-authenticate the driver prior to transmitting the driver's ELD output file(s) to an external device. d) The ELD must connect to the roadside authorized safety officials' technology via Bluetooth and transfer the required ELD output file(s) to the Bluetooth compatible device (AES, in FIPS Publication 197, incorporated by reference in provision 6 of this Standard).

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.10.2	Motor Carrier Data Transmission	<p>Provision was modified. Clarification for ELD requirements.</p> <p>Regardless of the roadside transmission option supported by an ELD, the ELD shall retain ELD RODS and transmit enforcement-specified historical data for their drivers using one of the methods specified under provision 4.9.2 of this Standard.</p> <ul style="list-style-type: none"> a) The email option must follow the specifications described under provision 4.10.1.2 of this Standard. b) The USB option must follow the specifications of Universal Serial Bus Specification, revision 2.0 (incorporated by reference in provision 6 of this Standard) and described in provision 4.10.1.3 of this Standard. c) Bluetooth must follow the specifications incorporated by reference in provision 6 of this Standard and described in provision 4.10.1.4 of this Standard.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
4.11	Cellular and Satellite Communication Services	<p>New requirements for cellular and satellite communication services.</p> <p>a) An ELD must be compliant with all specifications and requirements set out in this Standard, but the data transfer process for the following ELD functions may not be fully functional when cellular or satellite communication services are not available:</p> <ol style="list-style-type: none"> (1) Driver authentication and retrieving of complete ELD RODS for that driver, as specified in provision 4.1.4 (c) of this Standard; (2) Transmission of driver prompts for changes associated to ELD functions implemented for the motor carrier and support personnel, as specified in provision 4.3.2.2.4 of this Standard; (3) Transmission of new ELD configuration settings and requests for corrective edits to driver's RODS, as specified in provisions 4.3.3.1.1 through 4.3.3.1.3 of this Standard; (4) ELD timing compliance monitoring with an accurate external UTC source, as specified in provision 4.6.1.3 of this Standard; (5) Email data transfer compliance monitoring, as specified in provision 4.6.1.7 (a) of this Standard; (6) Driver's access to own ELD RODS – excluding all the days specified in subsections 84 a) and b) of the current HOS regulations, as specified in provision 4.7.2 of this Standard; (7) Recording ELD events in a software application, as specified in provision 4.7.4 of this Standard; (8) Email transferring of ELD output files(s) to authorized safety officials, as specified in provision 4.9.1 (b) of this Standard; and (9) Email transferring of ELD RODS by the motor carrier, as specified in provision 4.9.2 (c) of this Standard. <p>b) If an ELD function specified in this provision is used by the driver when cellular or satellite communication services are not available, the ELD must notify the driver as to its limited operability status for the data transfer process during that period.</p> <p>c) For each cellular or satellite communication services implemented in the ELD:</p> <ol style="list-style-type: none"> (1) The ELD must provide to the driver a recognizable visual indicator, and may provide an audible signal, as to its operability status for the data transfer process. (2) The ELD's operability status for the data transfer process must be indicated to all drivers using that ELD and continuously communicated to the driver when the ELD is powered.

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
6	REFERENCES	<p>Paragraph (a) was deleted and replaced by new paragraph (e), and paragraph (d) was modified. New requirements for the ELD output data file in CSV format (UTF-8 encoding).</p> <p>a) [Reserved]</p> <p>b) Bluetooth SIG, Inc. 5209 Lake Washington Blvd. NE., Suite 350, Kirkland, WA 98033, https://www.bluetooth.com, (425) 691-3535.</p> <p>(1) Bluetooth SIG, Inc., Specification of the Bluetooth System: Wireless Connections Made Easy, Covered Core Package version 2.1 + EDR, volumes 0 through 4, approved July 26, 2007, IBR in provisions 4.9.1, 4.9.2, 4.10.1.4, 4.10.2 of this Standard.</p> <p>(2) [Reserved]</p> <p>c) Institute of Electrical and Electronic Engineers (IEEE) Standards Association. 445 Hoes Lane, Piscataway, NJ 08854-4141, http://standards.ieee.org/index.html, (732) 981-0060</p> <p>(1) IEEE Std 1667-2009, IEEE Standard for Authentication in Host Attachments of Transient Storage Devices, approved 11 November 2009, IBR in provision 4.10.1.3 of this Standard.</p> <p>(2) [Reserved]</p> <p>d) Internet Engineering Task Force (IETF). C/o Association Management Solutions, LLC (AMS), 48377 Freemont Blvd., Suite 117, Freemont, CA 94538, (510) 492-4080.</p> <p>(1) IETF RFC 3565, Use of the Advanced Encryption Standard (AES) Encryption Algorithm in Cryptographic Message Syntax (CMS), approved July 2003, IBR in provision 4.10.1.2 of this Standard.</p> <p>(2) IETF RFC 4056, Use of the RSASSA-PSS Signature Algorithm in Cryptographic Message Syntax (CMS), approved June 2005, IBR in provision 4.10.1.2 of this Standard.</p> <p>(3) IETF RFC 5198, Unicode Format for Network Interchange, approved March 2008, IBR in provision 4.8.2.1 of this Standard.</p> <p>(4) IETF RFC 5321, Simple Mail Transfer Protocol, approved October 2008, IBR in provision 4.10.1.2 of this Standard.</p> <p>(5) IETF RFC 5322, Internet Message Format, approved October 2008, IBR in provision 4.10.1.2 of this Standard.</p> <p>(6) IETF RFC 5751, Secure/Multipurpose Internet Mail Extensions (S/MIME) Version 3.2, Message Specification, approved January 2010, IBR in provision 4.10.1.2 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
6	REFERENCES	<p>New paragraph (e) and paragraph (h) was modified. New requirements for the ELD output data file in CSV format (UTF-8 encoding).</p> <p>e) ISO (International Organization for Standardization) and IEC (International Electrotechnical Commission). Chemin de Blandonnet 8, PO Box 401, 1214 Vernier, Geneva, Switzerland. http://www.iso.org, +41 22 749 01 11</p> <p>(1) ISO/IEC 10646:2020, ISO (International Organization for Standardization) and IEC (International Electrotechnical Commission), Information technology — Universal coded character set (UCS), 6th Edition, December 2020, IBR in provision 4.8.2.1 of this Standard.</p> <p>f) National Institute of Standards and Technology (NIST). 100 Bureau Drive, Stop 1070, Gaithersburg, MD 20899–1070, http://www.nist.gov, (301) 975–6478</p> <p>(1) Federal Information Processing Standards Publication (FIPS PUB) 197, Advanced Encryption Standard (AES), approved November 26, 2001, IBR in provisions 4.10.1.2 and 4.10.1.3 of this Standard.</p> <p>(2) [Reserved]</p> <p>g) Universal Serial Bus Implementers Forum (USBIF). 3855 SW. 153rd Drive, Beaverton, Oregon 97006, http://www.usb.org, (503) 619–0426.</p> <p>(1) USB Implementers Forum, Inc., Universal Serial Bus Specification, Revision 2.0, approved April 27, 2000, as revised through April 3, 2015, IBR in provisions 4.9.1, 4.9.2, 4.10.1.3, and 4.10.2 of this Standard.</p> <p>(2) [Reserved]</p> <p>h) Canadian Council of Motor Transport Administrator (CCMTA), 1111 Prince of Wales Drive, Suite 404, Ottawa (ON), K2C 3T2, https://ccmta.ca/en/, (613) 736-1003</p> <p>(1) Canadian geo-location Data Base. IBR in provisions 4.4.2 and 7.29 of this Standard.</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.1	Day Starting Time	<p>Provision was modified. Clarification for the identification and data format.</p> <p>Description: This data element refers to the day starting time designated by the motor carrier for driver's home terminal.</p> <p>Purpose: Identifies the bookends of the work day for the driver; makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: Motor carrier or driver.</p> <p>Used in: ELD account profile; ELD outputs.</p> <p>Data Type: Programmed or entered by the motor carrier during account creation, and updated by the driver or the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: 000000 to 235959; first two digits 00 to 23; middle two digits and last two digits 00 to 59.</p> <p>Data Length: 6 characters.</p> <p>Data Format: <Day Starting Time> as in <HHMMSS> where “HH” refers to hours, “MM” refers to minutes, and “SS” refers to seconds; designation for start time expressed in time standard in effect at the driver's home terminal.</p> <p>Disposition: Mandatory.</p> <p>Examples: [060000], [073000], [180000].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.2	Carrier Name	<p>Provision was modified. Clarification for edits to data elements (motor carrier information) and data elements including special characters (UTF-8).</p> <p>Description: This data element refers to the motor carrier's legal name for conducting commercial business.</p> <p>Purpose: Provides a recognizable identifier about the motor carrier on viewable ELD outputs.</p> <p>Source: Motor carrier or driver.</p> <p>Used in: ELD account profile.</p> <p>Data Type: Programmed or entered by the motor carrier during account creation, and updated by the driver or the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: Any character combination (UTF-8).</p> <p>Data Length: Minimum: 4; Maximum: 120 characters.</p> <p>Data Format: <Carrier Name> as in <CCCC> to <CCCC. . . .CCCC>.</p> <p>Disposition: Mandatory.</p> <p>Example: [CONSOLIDATED TRUCKLOAD INC.].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.4	CMV Power Unit Number	<p>Provision was modified. Clarification for the CMV power unit number.</p> <p>Description: This data element refers to the identifier the motor carrier uses for their CMVs in their normal course of business.</p> <p>Purpose: Identifies the vehicle a driver drives while a driver's ELD records are recorded; Makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: Unique CMV identifiers a motor carrier uses in its normal course of business and includes on dispatch documents, or the licence number followed by the licencing jurisdiction of the power unit.</p> <p>Used in: ELD event records; ELD output file.</p> <p>Data Type: Programmed on the ELD or populated by the motor carrier or entered by the driver.</p> <p>Data Range: Any alphanumeric combination.</p> <p>Data Length: Minimum: 1; Maximum: 10 characters.</p> <p>Data Format: <CMV Power Unit Number> as in <C> to <CCCCCCCCC>.</p> <p>Disposition: Mandatory for all CMVs driven while using an ELD.</p> <p>Examples: [123], [00123], [BLUEKW123], [TX12345], [L123456QC].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.5	CMV VIN	<p>Provision was modified. Clarification for the CMV VIN.</p> <p>Description: This data element refers to the manufacturer-assigned VIN for the CMV powered unit.</p> <p>Purpose: Uniquely identifies the driven CMV not only within a motor carrier at a given time but across all CMVs sold within a 30-year rolling period.</p> <p>Source: A robust unique CMV identifier standardized in North America.</p> <p>Used in: ELD event records; ELD output file.</p> <p>Data Type: Retrieved from the engine ECM or the vehicle's databus. Entered or edited by the driver or the motor carrier.</p> <p>Data Range: Either blank or 17 characters long as specified in CMVSS 115, or 18 characters long with first character assigned as "-" (dash) followed by the 17-character long VIN. Check digit, i.e., VIN character position 9, as specified in CMVSS 115 must imply a valid VIN.</p> <p>Data Length: Blank or 17–18 characters.</p> <p>Data Format: <CMV VIN> or <"-> <CMV VIN> or <{blank}> as in <CCCCCCCCCCCCCCCCCC>, or <-CCCCCCCCCCCCCCCCCC> or <>.</p> <p>Disposition: Mandatory for all ELDs linked to the engine ECM and when the VIN is available from the engine ECM or the vehicle's databus; otherwise optional. If entered manually or edited, the ELD must precede the VIN with the character "-" in the driver's RODS.</p> <p>Examples: [1FUJGHDV0CLBP8834], [-FUJGHDV0CLBP8896], [].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.6	Annotation	<p>Provision was modified. Clarification for annotations (deleting references to the term “comment”).</p> <p>Description: This data element refers to a textual note related to a record, update, or edit capturing the annotation a driver or an authorized support personnel may input to the ELD.</p> <p>Purpose: Provides ability for a driver or authorized support personnel to offer explanations to records, selections, edits, or entries. Makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: Driver or motor carrier.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: Entered by the authenticated user via ELD’s interface.</p> <p>Data Range: Free form text of any alphanumeric combination.</p> <p>Data Length: 0–60 characters if optionally entered; 4–60 characters if annotation is required and driver is prompted by the ELD.</p> <p>Data Format: <Annotation> as in <{blank}> or <C> to <CCC. . . . CCC>.</p> <p>Disposition: Optional in general; Mandatory if prompted by ELD.</p> <p>Examples: [], [Personal use. Driving to Restaurant in bobtail mode], [Forgot to switch to SB. Correcting here].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.8	Date	<p>Provision was modified. Clarification for the identification and format.</p> <p>Description: In combination with the <Time>, this data element stamps ELD records with a reference in time; even though <Date> and <Time> must be captured in UTC, event records must use <Date> and <Time> converted to the time zone in effect at the driver's home terminal as specified in provision 4.4.3 of this Standard.</p> <p>Purpose: Provides ability to record the instance of recorded events, entries and edits.</p> <p>Source: ELD's converted time measurement.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: UTC date must be automatically captured by ELD; date in effect at the driver's home terminal must be calculated as specified in provision 4.4.3 of this Standard.</p> <p>Data Range: Any valid date combination expressed in <MMDDYY> format where <MM> must be between 01 and 12, <DD> must be between 01 and 31, and <YY> must be between 00 and 99.</p> <p>Data Length: 6 characters.</p> <p>Data Format: <Date> as in <MMDDYY> where "MM" refers to months, "DD" refers to days of the month and "YY" refers to the last two digits of the calendar year.</p> <p>Disposition: Mandatory.</p> <p>Examples: [122815], [010114], [061228].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.9	Distance Since Last Valid Coordinates	<p>Provision was modified. Clarification for the description.</p> <p>Description: This data element refers to the distance in whole kilometers traveled since the last valid <Latitude> and <Longitude> pair the ELD measured with the required accuracy.</p> <p>Purpose: Provides ability to keep track of location for recorded events in cases of temporary position measurement outage.</p> <p>Source: ELD internal calculations.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: Kept track of by the ELD based on position measurement validity.</p> <p>Data Range: An integer value between 0 and 9; If the distance traveled since the last valid coordinate measurement exceeds 9 kilometers, the ELD must use the value as 9.</p> <p>Data Length: 1 character.</p> <p>Data Format: <Distance Since Last Valid Coordinates> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [0], [1], [5], [6].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.10	Driver's Licence Issuing Jurisdiction	<p>Provision was modified. New abbreviation codes (3 characters) for Mexico.</p> <p>Description: This data element refers to the issuing jurisdiction of the listed Driver's Licence for the ELD account holder.</p> <p>Purpose: In combination with the <Driver's Licence Number>, it links the ELD driver account holder uniquely to an individual with driving credentials; ensures that only one driver account can be created per individual.</p> <p>Source: Driver's licence.</p> <p>Used in: ELD account profile(s); ELD output file.</p> <p>Data Type: Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: Two or three-character abbreviation listed on Table 5 of this Standard.</p> <p>Data Length: 2-3 characters.</p> <p>Data Format: <Driver's Licence Issuing Jurisdiction> as in <CC> or <CCC>.</p> <p>Disposition: Mandatory for all driver accounts created on the ELD; optional for "non-driver" accounts.</p> <p>Examples: [QC], [ON], [MB], [NLE].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.11	Driver's Licence Number	<p>Data format was modified. Clarification for Driver Licence Numbers using special characters (e.g., asterisk).</p> <p>Description: This data element refers to the unique Driver's Licence information required for each driver account on the ELD.</p> <p>Purpose: In combination with the <Driver's Licence Issuing Jurisdiction>, it links the ELD driver account holder to an individual with driving credentials; ensures that only one driver account can be created per individual.</p> <p>Source: Driver's licence.</p> <p>Used in: ELD account profile(s); ELD output file.</p> <p>Data Type: Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: Any alphanumeric combination.</p> <p>Data Length: Minimum: 1; Maximum: 20 characters.</p> <p>Data Format: <Driver's Licence Number> as in <C> to <CCCCCCCCCCCCCCCCCCCC>. For ELD record keeping purposes, ELD must only retain characters in a <Driver's Licence Number> entered during an account creation process that are a number between 0–9, a character between A–Z (non-case sensitive), or an asterisk (*), and excluding any separation character (e.g., hyphen), diacritic, apostrophe, space, comma, period or other special characters.</p> <p>Disposition: Mandatory for all driver accounts created on the ELD; optional for “non-driver” accounts.</p> <p>Examples: [SAMPLMJ065LD], [D000368210361], [198], [N02632676353666], [LEE**JR012345].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.12	Driver's Location Description	<p>Provision was modified. Clarification for the identification and format.</p> <p>Description: This data element refers to a textual note related to the location of the CMV input by the driver upon ELD's prompt.</p> <p>Purpose: Provides ability for a driver to enter location information related to entry of missing records; provides ability to accommodate temporary positioning service interruptions or outage without setting positioning malfunctions.</p> <p>Source: Driver, only when prompted by the ELD.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: Entered by the authenticated driver when ELD solicits this information as specified in provision 4.3.2.7 of this Standard.</p> <p>Data Range: Free form text of any alphanumeric combination.</p> <p>Data Length: 5–60 characters.</p> <p>Data Format: <Driver's Location Description> as in <CCCC> to <CCC.....CCC>.</p> <p>Disposition: Mandatory when prompted by ELD.</p> <p>Examples: [], [12 km North of North Bay, ON], [Vancouver, BC].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.13	ELD Account Type	<p>Provision was modified. Clarification for the identification and format.</p> <p>Description: This data element refers to an indicator designating whether an ELD account is a driver account or support personnel (non-driver) account.</p> <p>Purpose: Enables authorized safety officials to verify account type specific requirements set forth in this Standard.</p> <p>Source: ELD designated.</p> <p>Used in: ELD outputs.</p> <p>Data Type: Specified by the motor carrier during the account creation process and recorded on ELD.</p> <p>Data Range: Character “D”, indicating account type “Driver”, or “S”, indicating account type “motor carrier’s support personnel” (i.e. non-driver); “Unidentified Driver” account must be designated with type “D”.</p> <p>Data Length: 1 character.</p> <p>Data Format: <ELD Account Type> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [D], [S].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.14	ELD Authentication Value	<p>Provision was modified. Clarification for the identification and format.</p> <p>Description: This data element refers to an alphanumeric value that is unique to an ELD and verifies the authenticity of the given ELD.</p> <p>Purpose: Provides ability to cross-check the authenticity of an ELD used in the recording of a driver's RODS during inspections.</p> <p>Source: ELD provider-assigned value; includes a certificate component and a hashed component; necessary information related to authentication keys and hash procedures disclosed by the ELD provider during the ELD certification process.</p> <p>Used in: ELD outputs.</p> <p>Data Type: Calculated from the authentication key and calculation procedure privately distributed by the ELD provider to the certification entity during the ELD certification process.</p> <p>Data Range: Alphanumeric combination.</p> <p>Data Length: Greater than 16 characters.</p> <p>Data Format: <ELD Authentication Value> as in <CCCC.....CCCC>.</p> <p>Disposition: Mandatory.</p> <p>Example: [D3A4506EC8FF566B506EC8FF566BDFBB].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.15	ELD Identifier	<p>Provision was modified. Clarification for the data element “ELD Identifier”.</p> <p>Description: This data element refers to a unique alphanumeric identifier assigned by the ELD provider to each ELD model and associated software version(s) currently certified and implemented in the ELD.</p> <p>Purpose: Provides ability to cross-check that the ELD model and software version used in the recording, retaining, reporting, and transferring of a driver’s RODS were certified through the ELD certification process.</p> <p>Source: Assigned by the ELD provider and submitted to the certification body during the ELD certification or re-certification process.</p> <p>Used in: ELD outputs.</p> <p>Data Type: Coded on the ELD by the ELD provider, once the ELD is certified.</p> <p>Data Range: Free form text of any alphanumeric combination.</p> <p>Data Length: 6 characters.</p> <p>Data Format: <ELD Identifier> as in <CCCCC>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1001ZE], [GAM112], [02P3P1].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.17	ELD Certification Number	<p>Provision was modified. Clarification for the data element “ELD Certification Number”.</p> <p>Description: This data element refers to a unique alphanumeric identifier assigned to each ELD model and associated software version(s) currently certified and implemented in the ELD.</p> <p>Purpose: Provides ability to cross-check that the ELD model and software version used in the recording, retaining, reporting, and transferring of a driver’s RODS were certified through the ELD certification process.</p> <p>Source: Received from the certification body when the ELD model and software version are certified or re-certified .</p> <p>Used in: ELD outputs.</p> <p>Data Type: Coded on the ELD by the provider, once the ELD is certified or re-certified.</p> <p>Data Range: A four-character alphanumeric certification identifier using characters A–Z and numbers 0–9.</p> <p>Data Length: 4 characters.</p> <p>Data Format: <ELD Certification Number> as in <CCCC>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [ZA10], [QA0C], [FAZ2].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.20	Event Code	<p>Provision was modified. Clarification for the description, data length and format.</p> <p>Description: This data element is a dependent attribute on the <Event Type> parameter and that further specifies the nature of the change indicated in the <Event Type>. It indicates the new status after the change.</p> <p>Purpose: Provides ability to code the specific nature of the change electronically.</p> <p>Source: ELD internal calculations.</p> <p>Used in: ELD event records; ELD outputs.</p> <p>Data Type: ELD recorded and maintained event attribute in accordance with the type of event and nature of the new status being recorded.</p> <p>Data Range: Dependent on the <Event Type> as indicated on Table 6 of this Standard.</p> <p>Data Length: 1 character.</p> <p>Data Format: <Event Code> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [0], [1], [4], [9].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.22	Event Record Origin	<p>Provision was modified. New requirements for date and time conversion when event records are reassigned. New event record origin code in Table 7 for additional hours.</p> <p>Description: This data element is an attribute for the event record indicating whether it is automatically recorded, or edited, entered or accepted by the driver, requested by another authenticated user, assumed from unidentified driver profile, or related to additional hours recorded for another motor carrier or ELD system.</p> <p>Purpose: Provides ability to track origin of the records.</p> <p>Source: ELD internal calculations.</p> <p>Used in: ELD event records; ELD outputs.</p> <p>Data Type: ELD recorded and maintained event attribute in accordance with the procedures outlined in provisions 4.4.4.2.2 to 4.4.4.2.9 and 4.3.2.2.4 (c of this Standard).</p> <p>Data Range: 1, 2, 3, 4 or 5 as described on Table 7 of this Standard.</p> <p>Data Length: 1 character.</p> <p>Data Format: <Event Record Origin> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1], [2], [3], [4], [5].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.23	Event Record Status	<p>Provision was modified. New requirements for date and time conversion when event records are reassigned.</p> <p>Description: This data element is an attribute for the event record indicating whether an event is active or inactive and further, if inactive, whether it is due to a change or lack of confirmation by the driver or due to a driver's rejection of change request.</p> <p>Purpose: Provides ability to keep track of edits and entries performed over ELD records while retaining original records.</p> <p>Source: ELD internal calculations.</p> <p>Used in: ELD event records; ELD outputs.</p> <p>Data Type: ELD recorded and maintained event attribute in accordance with the procedures outlined in provisions 4.4.4.2.2 to 4.4.4.2.9 of this Standard.</p> <p>Data Range: 1, 2, 3 or 4 as described on Table 8 of this Standard.</p> <p>Data Length: 1 character.</p> <p>Data Format: <Event Record Status> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1], [2], [3], [4].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.24	Event Sequence ID Number	<p>Provision was modified. Clarification for the description.</p> <p>Description: This data element refers to the serial identifier assigned to each required ELD event as described in provisions 4.5.1.1 to 4.5.1.13 of this Standard.</p> <p>Purpose: Provides ability to keep a continuous record, on a given ELD, across all users of that ELD.</p> <p>Source: ELD internal calculations.</p> <p>Used in: ELD event records; ELD outputs.</p> <p>Data Type: ELD maintained; incremented by 1 for each new record on the ELD; continuous for each new event the ELD records regardless of owner of the records.</p> <p>Data Range: 0 to FFFF; initial factory value must be 0; after FFFF hexadecimal (decimal 65535), the next Event Sequence ID number must be 0.</p> <p>Data Length: 1–4 characters.</p> <p>Data Format: <Event Sequence ID Number> as in <C> to <CCCC>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1], [1F2C], [A2D3], [BB], [FFFE].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.25	Event Type	<p>Provision was modified. Data range updated to include new requirements for co-drivers. Clarification for the data length and format.</p> <p>Description: This data element is an attribute specifying the type of the event record.</p> <p>Purpose: Provides ability to code the type of the recorded event in electronic format.</p> <p>Source: ELD internal calculations.</p> <p>Used in: ELD event records; ELD outputs.</p> <p>Data Type: ELD recorded and maintained event attribute in accordance with the type of event being recorded.</p> <p>Data Range: 1–25 as described on Table 9 of this Standard.</p> <p>Data Length: 1-2 characters.</p> <p>Data Format: <Event Type> as in <C> to <CC>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1], [5], [4], [22].</p>
7.28	First Name	<p>Data range was modified. Clarification for data elements using special characters (UTF-8).</p> <p>Description: This data element refers to the given name of the individual holding an ELD account.</p> <p>Purpose: Links an individual to the associated ELD account.</p> <p>Source: Driver's licence for driver accounts; driver's licence or government issued ID for support personnel accounts.</p> <p>Used in: ELD account profile(s); ELD outputs (display and file).</p> <p>Data Type: Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: Any character combination (UTF-8).</p> <p>Data Length: Minimum: 2; Maximum: 30 characters.</p> <p>Data Format: <First Name> as in <CC> to <CC.....CC> where "C" denotes a character.</p> <p>Disposition: Mandatory for all accounts created on the ELD.</p> <p>Example: [John], [Jean-Paul].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.29	Geo-Location	<p>Provision was modified. Clarification for location information when reporting driver's RODS.</p> <p>Description: This data element is a descriptive indicator of the CMV position in terms of a distance and direction to a recognizable location derived from a database that contains all locations (cities, towns, villages, municipalities, etc.) listed in the latest Canadian Geo-Location database available on the CCMTA website and referenced in provision 6 of this Standard.</p> <p>Purpose: Provide ELD users with recognizable location information on ELD display, printout and output document in PDF format.</p> <p>Source: ELD internal calculations as specified in provision 4.4.2 of this Standard.</p> <p>Used in: ELD display, printout and output document in PDF format.</p> <p>Data Type: Identified from the underlying <Latitude> and <Longitude> data elements by the ELD.</p> <p>Data Range: Contains four segments in one text field; a recognizable location driven from a database containing—at a minimum— all locations (listed in the Canadian Geo-Location database available on the CCMTA website) in text format containing a location name and the province or territory abbreviation, distance from this location and direction from this location.</p> <p>Data Length: blank if underlying <Latitude> and <Longitude> data elements are not available, or Minimum: 5; Maximum: 60 characters.</p> <p>Data Format: <Distance from {identified} Geo-location> <'km '> <Direction from {identified} Geo-location> <' '> <Place name of {identified} Geo-location> <' '> <province or territory abbreviation {of identified} Geo-Location> where:</p> <ul style="list-style-type: none"> - <Distance from {identified} Geo-location> must either be <{blank}> or <C> or <CC> or <CCC> where the up-to three-character number specifies absolute distance between identified geo-location and event location; - <Direction from {identified} Geo-location> must either be <{blank}> or <C> or <CC> or <CCC>, must represent direction of event location with respect to the identified geo-location, and must take a value listed on Table 10 of this Standard; - <Place name of {identified} Geo-location> must be the text description of the identified reference location; - <Province or territory Abbreviation {of identified} Geo Location> must take values listed on Table 5 of this Standard. <p>Disposition: Mandatory when underlying <Latitude> and <Longitude> data elements are available.</p> <p>Examples: [2 km ESE Toronto ON], [1 km SE Montreal QC], [11 km NNW Squamish BC].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.30	Last Name	<p>Data range was modified. Clarification for data elements using special characters (UTF-8).</p> <p>Description: This data element refers to the last name of the individual holding an ELD account.</p> <p>Purpose: Links an individual to the associated ELD account.</p> <p>Source: Driver's licence for driver accounts; driver's licence or government issued ID for support personnel accounts.</p> <p>Used in: ELD account profile(s); ELD outputs (display and file).</p> <p>Data Type: Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: Any character combination (UTF-8).</p> <p>Data Length: Minimum: 2; Maximum: 30 characters.</p> <p>Data Format: <Last Name> as in <CC> to <CC.....CC>.</p> <p>Disposition: Mandatory for all accounts created on the ELD.</p> <p>Example: [Smith], [St-André], [Lee Jr].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.31	Latitude	<p>Provision was modified. Clarification for latitude information.</p> <p>Description: This data element refers to an angular distance in degrees north and south of the equator.</p> <p>Purpose: In combination with the <Longitude>, this data element stamps records requiring a position attribute with a reference point on the face of the earth.</p> <p>Source: ELD's position measurement.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: <Latitude> and <Longitude> must be automatically captured by the ELD.</p> <p>Data Range: X, M, E or -90.00 to 90.00 in decimal degrees (two decimal point resolution) in records requiring positioning information; latitudes north of the equator must be specified by the absence of a minus sign (-) preceding the digits designating degrees; latitudes south of the Equator must be designated by a minus sign (-) preceding the digits designating degrees.</p> <p>Data Length: 1, or 3 to 6 characters.</p> <p>Data Format: <Latitude> as in <C> or first character: [<'-'> or <{blank}>]; then [<C> or <CC>]; then <'.'>; then [<CC>].</p> <p>Disposition: Mandatory.</p> <p>Examples: [X], [M], [E] [-15.68], [38.89], [5.07], [-6.11].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.33	Longitude	<p>Provision was modified. Clarification for longitude information.</p> <p>Description: This data element refers to an angular distance in degrees measured on a circle of reference with respect to the zero (or prime) meridian; The prime meridian runs through Greenwich, England.</p> <p>Purpose: In combination with the <Latitude>, this data element stamps records requiring a position attribute with a reference point on the face of the earth.</p> <p>Source: ELD's position measurement.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: <Latitude> and <Longitude> must be automatically captured by the ELD.</p> <p>Data Range: X, M, E or -179.99 to 180.00 in decimal degrees (two decimal point resolution) in records requiring positioning information; longitudes east of the prime meridian must be specified by the absence of a minus sign (-) preceding the digits designating degrees of longitude; longitudes west of the prime meridian must be designated by minus sign (-) preceding the digits designating degrees.</p> <p>Data Length: 1, or 3 to 7 characters.</p> <p>Data Format: <Longitude> as in <C> or first character: [<'> or <{blank}>]; then [<C>, <CC> or <CCC>]; then <'.>; then [<CC>].</p> <p>Disposition: Mandatory.</p> <p>Examples: [X], [M], [E] [-157.81], [-77.03], [9.05], [-0.15].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.34	Malfunction and Diagnostic Code	<p>Provision was modified. Clarification for Malfunction and Diagnostic Code information.</p> <p>Description: This data element refers to a code that further specifies the underlying malfunction or data diagnostic event.</p> <p>Purpose: Enables coding the type of malfunction and data diagnostic event to cover the standardized set in Table 4 of this Standard.</p> <p>Source: ELD internal monitoring.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: Recorded by ELD when malfunction and data diagnostic events are set or cleared.</p> <p>Data Range: As specified in Table 4 of this Standard.</p> <p>Data Length: 1 character.</p> <p>Data Format: <Malfunction or Diagnostic Code> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1], [5], [P], [L].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.40	Time	<p>Provision was modified. Clarification for the identification and format.</p> <p>Description: In combination with the <Date>, this data element stamps records with a reference in time; even though <Date> and <Time> must be captured in UTC, event records must use <Date> and <Time> converted to the time zone in effect at the driver's home terminal as specified in provision 4.4.3 of this Standard.</p> <p>Purpose: Provides ability to record the instance of recorded events, entries and edits.</p> <p>Source: ELD's converted time measurement.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: UTC time must be automatically captured by ELD; time in effect at the driver's home terminal must be calculated as specified in provision 4.4.3 of this Standard.</p> <p>Data Range: Any valid date combination expressed in <HHMMSS> format where <HH> must be between 00 and 23, <MM> and <SS> must be between 00 and 59.</p> <p>Data Length: 6 characters.</p> <p>Data Format: <Time> as in <HHMMSS> where "HH" refers to hours of the day, "MM" refers to minutes, and "SS" refers to seconds.</p> <p>Disposition: Mandatory.</p> <p>Examples: [070111], [001259], [151522], [230945].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.42	Trailer Number(s)	<p>Provision was modified. Clarification for the identification and format.</p> <p>Description: This data element refers to the identifier(s) the motor carrier uses for the trailers in their normal course of business.</p> <p>Purpose: Identifies the trailer(s) a driver is pulling while a driver's ELD records are recorded; makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: Unique trailer identifiers a motor carrier uses in their normal course of business and includes on dispatch documents, or the licence number followed by the licencing jurisdiction of each towed unit; The <Trailer Number(s)> must be updated each time hauled trailers change.</p> <p>Data Type: Automatically captured by the ELD or populated by the motor carrier or entered by the driver; must be updated each time the hauled trailer(s) change.</p> <p>Data Range: Any alphanumeric combination.</p> <p>Data Length: Minimum: blank; Maximum: 32 characters (3 trailer numbers each maximum 10 characters long, separated by spaces).</p> <p>Data Format: <Trailer Number(s)> as in <{blank}> to <CCCCCCCCCCCCCCCCCCCC CCCCCCCCCCCCCCCCCCCCCC> Data element to be left "blank" for non-combination vehicles (such as a straight truck or bobtail tractor). Each trailer identifier must be separated by a space in case of multiple trailers hauled at one time, as in <Trailer Number(s) {#1}> <' '> <Trailer Number(s) {#2}> <' '> <Trailer Number(s) {#3}></p> <p>Disposition: Mandatory when operating combination vehicles.</p> <p>Examples: [987], [00987 PP2345], [BX987 POP712 10567], [TX12345 LA22A21], [T987654ON T12345ON].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.43	Vehicle Distance	<p>Provision was modified. Clarification for reporting vehicle distance information for team drivers.</p> <p>Description: This data element refers to the distance traveled using the CMV in whole kilometers. It is a placeholder for <{Total} Vehicle Distance>, which refers to the odometer reading and is used in recording <{Accumulated} Vehicle Distance>, which refers to the accumulated distance in the given ignition power on cycle and is used in the recording of all other events. It is also used to calculate <{Driven} Vehicle Distance>, which refers to the cumulative distance for each driver while driving each vehicle.</p> <p>Purpose: Accumulated Vehicle Distance provides ability to track distance travelled while driving the CMV in each duty status. Total Vehicle Distance at the start and end of the day is also required in current HOS Regulations. Driven Vehicle Distance also provides ability to track the distance accumulated by each driver while driving the vehicle. Makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: ELD measurement or sensing.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: Acquired from the engine ECM or a comparable other source as allowed in provision 4.3.1.3 of this Standard.</p> <p>Data Range: For <{Total} Vehicle Distance >, range is between 0 and 9 999 999; for <{Accumulated} Vehicle Distance > and <{Driven} Vehicle Distance>, range is between 0 and 9 999.</p> <p>Data Length: 1–7 characters.</p> <p>Data Format: <Vehicle Distance> as in <C> to <CCCCCCC>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [99], [1004566], [0], [422].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.44	Off-Duty Time Deferral Status	<p>Provision was modified. Clarification for daily off-duty time deferral.</p> <p>Description: This data element states that the driver is deferring Off-Duty time and clearly indicates whether the driver is driving under “Day 1” or “Day 2” of that time.</p> <p>Purpose: Identifies the “Day 1” or “Day 2” of the work day for the driver; makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: ELD internal monitoring functions.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: Internally monitored and managed.</p> <p>Data Range: 0 (none) or 1 (Day 1) or 2 (Day 2), as described on Table 6 of this Standard.</p> <p>Data Length: 1 character.</p> <p>Data Format: <Off-Duty Time Deferral Status> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [0], [1], [2].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.45	Off-Duty Time Deferred	<p>Provision was modified. Clarification for daily off-duty time deferral.</p> <p>Description: This data element refers to the Off-Duty time deferred by the driver.</p> <p>Purpose: Identifies the Off-Duty time deferred from "Day 1" to "Day 2" by the driver; makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: driver, motor carrier or ELD.</p> <p>Used in: ELD events; ELD outputs.</p> <p>Data Type: automatically calculated by the ELD and can be updated by the driver or the motor carrier to reflect true and accurate information for the driver.</p> <p>Data Range: Any time allowed under current HOS regulations and expressed in <HHMM> format where "HH" refers to hours and "MM" refers to minutes.</p> <p>Data Length: 4 characters.</p> <p>Data Format: <Off-Duty Time Deferred> as in <HHMM> where <HH> must be between 00 and 02, <MM> must be between 00 and 59.</p> <p>Disposition: Mandatory.</p> <p>Examples: [0030], [0130], [0200].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.46	Operating Zone	<p>Provision was modified. Clarification for Operating Zone no 3 (Outside of Canada).</p> <p>Description: This data element refers to the operating zone (south or north of latitude 60°N) used to compute cumulative duty hours.</p> <p>Purpose: Provides ability to apply the current HOS regulations accordingly.</p> <p>Source: motor carrier or driver.</p> <p>Used in: ELD outputs, ELD events.</p> <p>Data Type: Programmed or entered by the motor carrier during account creation, and updated by the driver to reflect true and accurate information for the driver.</p> <p>Data Range: 1 (south of latitude 60°N in Canada) or 2 (north of latitude 60°N in Canada) or 3 (Outside of Canada).</p> <p>Data Length: 1 character.</p> <p>Data Format: <Operating Zone> as in <C>.</p> <p>Disposition: Mandatory.</p> <p>Examples: [1], [2], [3].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.48	Motor Carrier's Address	<p>Data type and range were modified. Clarification for edits to data elements (motor carrier information) and data elements using special characters (UTF-8).</p> <p>Description: This data element refers to the motor carrier's addresses. It is a placeholder for <{Home Terminal} Address>, which refers to the address of the home terminal location designated by the motor carrier, and <{Principal place of Business} Address>, which refers to address of the principal place of business designated by the motor carrier.</p> <p>Purpose: Identifies the home terminal and principal place of business addresses (2 addresses, either identical or different) of the motor carrier. Makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: Motor carrier or driver.</p> <p>Used in: ELD account profile, ELD outputs.</p> <p>Data Type: Programmed or entered by the motor carrier during account creation, and updated to reflect true and accurate information for the driver. A driver may update the <{Home Terminal} Address>.</p> <p>Data Range: For <{Home Terminal} Address> and <{Principal place of Business} Address>, any character combination (UTF-8).</p> <p>Data Length: 30-60 characters.</p> <p>Data Format: <Address> as in <CCCC. . . .CCCC >.</p> <p>Disposition: Mandatory.</p> <p>Example: [1234 Industrial St., Montreal, QC, H1C 1M1].</p>

No	Provision	Summary of amendments to ELD Technical Standard (Version 1.3, September 29, 2025)
7.50	Total Hours	<p>New data element for total hours cumulated and reported in driver's RODS.</p> <p>Description: This data element refers to the time cumulated for the authenticated driver. It is a placeholder for <Total Hours {in working day so far}>, which refers to the elapsed time since the beginning of the day for the driver, and for <Total Hours {in each duty status}>, which refers to the time cumulated, as described in the current HOS Regulations, for each duty status used by the authenticated driver.</p> <p>Purpose: Allows the driver to keep track of his available hours with regards to On-Duty-/Driving-hour limitations specified in current HOS regulations.</p> <p>Source: ELD internal calculations for requirements specified in provision 4.4.6 of this Standard.</p> <p>Used in: ELD outputs.</p> <p>Data Type: internally monitored and managed.</p> <p>Data Range: <Total Hours {in working day so far}> and <Total Hours {in each duty status}>, range is between 00:00 and 24:00, first two digits from 00 to 24 and last two digits from 00 to 59. Range upper limit for <Total Hours {in working day so far}> may be greater than 24:00 for a specific day when the parameter <Time Zone Offset from UTC> is changed during the day, either for daylight savings time changes or changes in time Standard in effect at driver's home terminal (event type 24).</p> <p>Data Length: 4 characters.</p> <p>Data Format: <Total Hours> as in <HHMM> where "HH" and "MM" refer to hours and minutes.</p> <p>Disposition: Mandatory.</p> <p>Examples: [0000], [0832], [1545], [2400].</p>
Schedule 1	RODS PDF and printout format	Printout and PDF format were updated
Schedule 2	Tables	Tables 1-10 were updated.