

## Canada ELD vs US ELD

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There are some variations between the Canadian ELD requirements and the United States ELD requirements, therefore when using a Canadian ELD you will notice some practical differences from what you would see when using a US ELD. This document will show the practical differences between the ELD requirements of each jurisdiction and how these differences affect POV and OneView where applicable.

### Personal Use of CMV Distance Limit (75km)

#### **Canada ELD Regulation: 4.4.1.1 a**

A driver using Personal Use of CMV/Personal Conveyance in any Canada ruleset will be restricted to only 75km. If their distance exceeds 75km, POV will automatically remove the Personal Use of CMV option and the driver will be moved into regular Driving status. They will no longer be able to use Personal Use of CMV until they have the proper reset.

### Yard Move Speed Limit (32km/h)

#### **Canada ELD Regulation: 4.4.1.1 b**

A driver using Yard Move in any Canada ruleset will be restricted to speeds of 32 km/h (20mph) and under. If a driver exceeds this speed, POV will automatically remove Yard Move and the driver will be moved to Driving status.

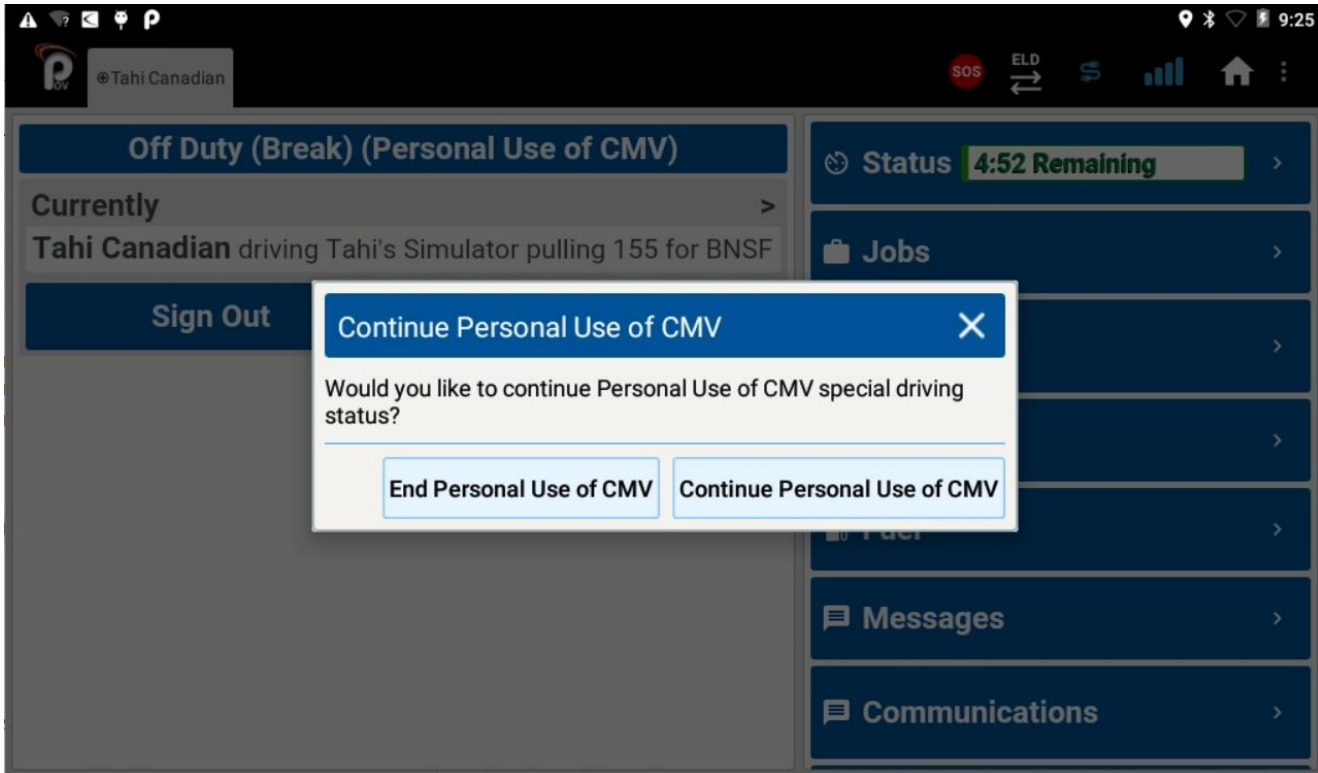
*This is an option the US companies can elect to use, even though the US ELD law does not restrict the speed of Yard Move status.*

### Personal Use and Yard Move Prompt after Power Cycle

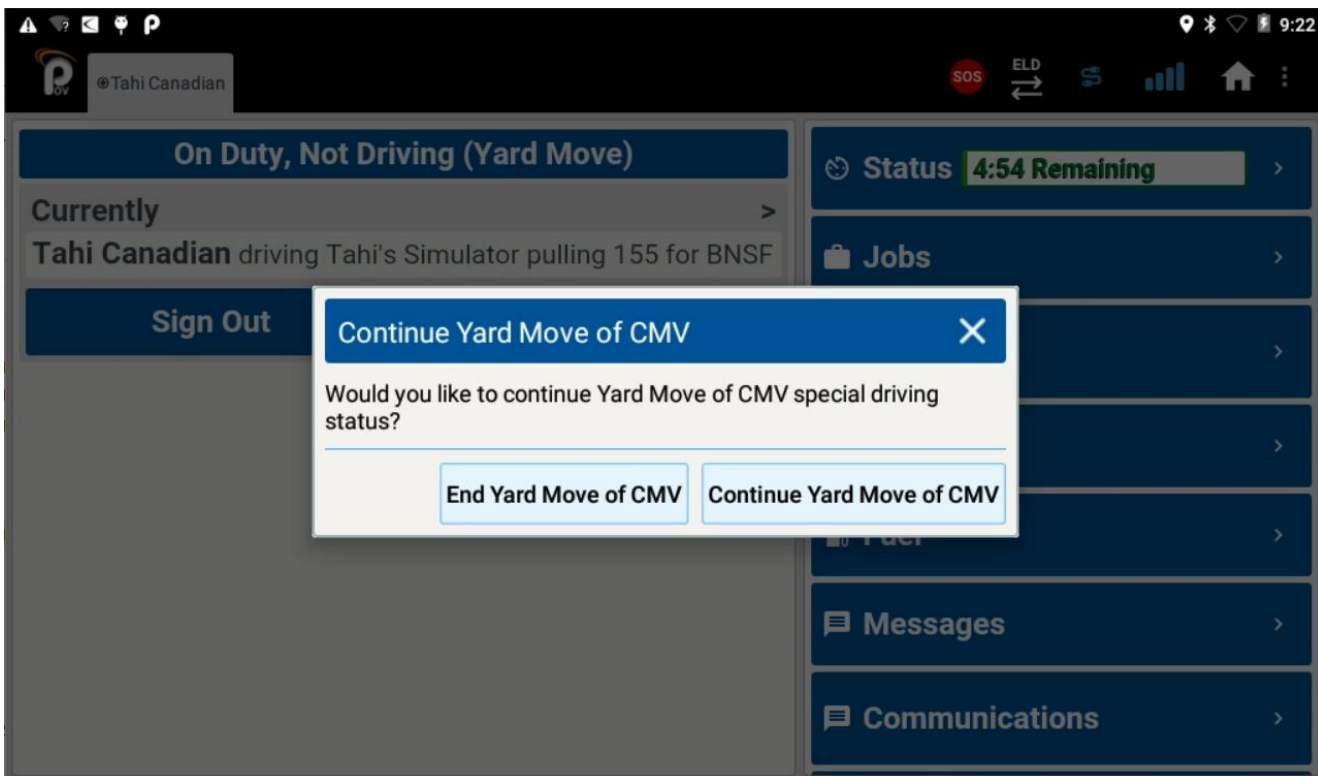
#### **Canada ELD Regulation: 4.3.2.2.2 e**

After cycling an engine while using a special status of either Yard Move or Personal Use of CMV, the tablet will prompt a driver with a message to end the special status or continue using it. In the US rule, only Personal Use of CMV has a prompt. Yard Move always resets after cycling the engine and there is no prompt.

Personal Use of CMV message:



Yard Move message:



## Display of Logbook Data Table and Information Header

### Canada ELD Regulation: 4.8.1.3

One of the most notable differences between the US and Canada jurisdictions is in how the log data is displayed. There are differences in all sections of the log data: the header, the log table, and the exported files.

### Log Header

There is a slight difference in the logbook header. Canada adds an extra line of information and renames a few fields. See the two jurisdictions compared below (the new line of data in the Canada ELD is circled in orange). These screenshots are from POV, but the same header changes will also be seen in the Logbook Reports in OneView.

#### US ELD

Daily Log Pedigree Trainer Rule Set: U.S. 70/8 (2020)						Wed Feb 17 2021
						CST Miles
Date of RODS	Day Starting Time	UTC Time Zone Offset	Current Location		Output File Comment	Current Date and Time
02-17-21	12:00 AM	CST (-06:00)	1.8 mi. SE of Inverness, FL(28.819008, -82.30711)			Feb 17, 2021 07:52:17
Driver Name	Driver ID	Exempt Driver Status	Driver License		Co-Driver Name	Co-Driver ID
Trainer, Pedigree	tp@g.local	0	1234657894(CO)			
Truck/Tractor ID	Truck/Tractor VIN	Total Vehicle Distance	Distance today	Cur. Total Distance	Start-End Engine Hours	Trailer Number
1) Mack 56 2) Mack 34WP	1) NA 2) 3HSDJSNR9FN559460	1) NA 2) NA	1) NA 2) NA		NA	AC-10
Carrier		Home Terminal		Principal Place of Business		Shipping Document Number
Your Company						1234
Data Diagnostic Status	Unidentified Driving Records	Malfunction Status	ELD Identifier	ELD Provider	ELD Certification ID	ELD Authentication Value
	0		CMOP01	Pedigree Technologies, LLC	001B	37C216615C1036E1479DD0CE49FB1840

#### Canada ELD

Daily Log Bess Wallace Rule Set: Canada 70/7						Mon Nov 08 2021
						CST ☉ Miles
Date of RODS	Day Starting Time	UTC Time Zone Offset	Current Location		Output File Comment	Current Date and Time
11-08-21	12:00 AM	CST (-06:00)	1.8 mi. SE of Inverness, FL(28.82, -82.31)			Nov 8, 2021 08:08:06
Driver Name	Driver ID	Exempt Driver Status	Driver License		Co-Driver Name	Co-Driver ID
Wallace, Bess	bess@example.com	0	464348(AL)			
Truck/Tractor ID	Truck/Tractor VIN	Total Vehicle Distance	Distance today	Cur. Total Distance	Cur. Total Engine Hours	Trailer Number
Mack 56	NA	NA	0			
Carrier		Home Terminal		Principal Place of Business		
Your Company		montana		montana		
Operating Zone		Cycle	Total Hours (in work shift)	Total Hours (in cycle)	Remaining Hours (in cycle)	Off-Duty Time Deferral
Canada South of 60		Canada 70/7	0.00	70.00	70.00	None
Data Diagnostic Status	Unidentified Driving Records	Malfunction Status	ELD Identifier	ELD Manufacturer	ELD Certification ID	ELD Authentication Value
No	0	No	CMOP01	Pedigree Technologies, LLC	0000	8075044FF53490F118B9A0DBF2BDC2F7

## Logbook Data Table

The first difference you will notice when looking at the logbook data table is that Canada ELD includes two formats that you can toggle between: Canada and Canada Simple.

Total: 0

Active Duty Statuses

All Records

View:




Canada

Canada Simple

Date & Time	Status	Geo-Location	Latitude	Longitude	Distance last val. coord.	CMV	Distance (Accum.)	Hours (Elapsed)	Distance (Total)	Record Status	Re Ori
08:07 AM	On Duty, Not Driving	1.8 mi. SE of Inverness, FL	28.82	-82.31	0	Mack 56				1	2

### Table Versions: Canada

The Canada version of the data table expands the columns.

Active Duty Statuses							All Records		View: <span>Canada</span> <span>Canada Simple</span>				
Date & Time	Status	Geo-Location	Latitude	Longitude	Distance last val. coord.	CMV	Distance (Accum.)	Hours (Elapsed)	Distance (Total)	Record Status	Record Origin	Seq. ID	Edit
08:07 AM	On Duty, Not Driving	1.8 mi. SE of Inverness, FL	28.82	-82.31	0	Mack 56				1	2	0810	<div><div>+</div></div>
08:07 AM	Special Status Cleared	1.8 mi. SE of Inverness, FL	28.82	-82.31	0	Mack 56				1	2	080F	<div><div>+</div></div>
Oct 20,	Off Duty	1.8 mi. SE of	28.82	-82.31	0	Mack				1	2	0771	

### Table Versions: Canada Simple




Active Duty Statuses

All Records

View:

Canada

Canada Simple

Date & Time	Status	Geo-Location	CMV	Distance (Accum.)	Hours (Elapsed)	Distance (Total)	Record Status	Seq. ID	Edit
08:07 AM	On Duty, Not Driving	1.8 mi. SE of Inverness, FL	Mack 56				1	0810	
08:07 AM	Special Status Cleared	1.8 mi. SE of Inverness, FL	Mack 56				1	080F	
Oct 20, 02:08	Off Duty (End of	1.8 mi. SE of Inverness, FL	Mack 56				1	0771	





## All Records US


Pedigree Trainer

SOS
ELD
Bluetooth
Signal
Home
More

100%
12:55 PM

### Daily Log

Pedigree Trainer Rule Set: U.S. 70/8 (2020)

Tue Nov 09 2021

CST
Miles

Mid-Night
1 2 3 4 5 6 7 8 9 10 11 Noon 1 2 3 4 5 6 7 8 9 10 11
Total Hours

Off Duty

Sleeper

Berth

Driving

On Duty



11:52

0:00

0:00

0:03

Mid-Night
1 2 3 4 5 6 7 8 9 10 11 Noon 1 2 3 4 5 6 7 8 9 10 11

Location



11:55

Miles

Start: 10156

End: 10156

Total: 0

Active Duty Statuses
All Records

View:
USA
Canada
Canada Simple

Time	Location	Vehicle	Odometer	ShipDoc#	Event Type/Status	Status	Origin	Notes	Edit
11:52 AM	1.8 mi. SE of Inverness, FL	TR-406	10156		On Duty, Not Driving	Active	Manual		
11:52 AM	1.8 mi. SE of Inverness, FL	TR-406			On Duty, Not Driving	Inactive Changed	Manual		
11:52 AM	1.8 mi. SE of Inverness, FL	TR-406			On Duty, Not Driving	Active	Manual		
11:52 AM	1.8 mi. SE of Inverness, FL	Mack 56			Login	Active	Automatic		
11:52 AM	1.8 mi. SE of Inverness, FL	Mack 56			On Duty, Not Driving	Inactive Changed	Manual		
11:52 AM	1.8 mi. SE of Inverness, FL	TR-406			Special Status Cleared	Active	Manual		
11:52 AM	1.8 mi. SE of Inverness, FL	Mack 56			Special Status Cleared	Inactive Changed	Manual		
11:50 AM	1.8 mi. SE of Inverness, FL				Logout	Active	Automatic		
Oct 20, 01:47 PM	1.8 mi. SE of Inverness, FL	Mack 34WP			Off Duty (End of Shift)	Active	Manual		

Back
 Certify...

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## Logbook Report in OneView

The break out of data in the table below the graph is also included when pulling a logbook report in OneView. There are two versions that you can pull/export:

### HOS Log Book (CA)

Printable daily HOS log book for Canada compliance.

### HOS Log Book (CA) (Active Duty Statuses Only)

Printable daily HOS log book for Canada compliance that only includes duty status records in an active state.

## HOS Log Book (CA)

This report is the equivalent of look at the “All Records” toggle in POV. It will break out the drivers log records in to different tables in the report.

### Changes in driver's Duty Status, Intermediate Logs, and Special Driving Conditions

Date & Time	Event Type	Geo-Location	Latitude	Longitude	Distance last val. coord.	CMV	Distance (Accum.) (km)	Hours (Elapsed)	Distance (Total) (km)	Record Status	Record Origin	Seq. ID
06-14-21 14:49:39	Special Driving Status Cleared	2.9 km SE of Inverness, FL	28.82	-82.31	0	-	-	-	-	1	2	049F
10-08-21 19:00:00	Sleeper Berth	-	X	X	-	Mack 56	-	-	-	1	3	03CA

### Login/Logout, Certifications of RODS, Data Diagnostics, and Malfunctions

Date & Time	Event Type	Additional Info	CMV	Distance (Total) (km)	Hours (Total)	Seq. ID
There are no results						

### Changes in Driver's cycle, Change in Operating Zone, and Off Duty Time Deferral

Date & Time	Event Type	Geo-Location	Latitude	Longitude	Distance last val. coord.	CMV	Record Status	Record Origin	Seq. ID
There are no results									

### Comments, Remarks, and Annotations

Date	Time	Seq. ID	Notes	Edit Date	Edit Time	Edit Username (originator)
10-08-21	19:00:00	03CA	Imported from paper logs	10-22-21	09:44:39	-

### Additional Hours not recorded




Date	Work Shift Start	Work Shift End	Total Hours (On-Duty)	Total Hours (Off-Duty)	CMV	Record Status	Record Origin	Seq. ID
There are no results								

### Engine Power Up and Shut Down

Date & Time	Event Type	Geo-Location	Latitude	Longitude	Distance last val. coord.	CMV	Distance (Total) (km)	Hours (Total)	Seq. ID
There are no results									

## HOS Log Book (CA) (Active Duty Statuses Only)

This report shows fewer tables, just one for active duty statuses and one for comments, remarks, and annotations.

<div>  Original            Edited            PC/YM         </div>												
Changes in driver's Duty Status, Intermediate Logs, and Special Driving Conditions												
Date & Time	Event Type	Geo-Location	Latitude	Longitude	Distance last val. coord.	CMV	Distance (Accum.) (km)	Hours (Elapsed)	Distance (Total) (km)	Record Status	Record Origin	Seq. ID
00:00:00	Off Duty	-	X	X	-	Mack 56	-	-	-	1	3	03B4
10:00:00	On Duty, Not Driving	Fargo, ND	M	M	-	P-490	-	-	-	1	3	03B5
10:15:00	Driving	Fargo, ND	M	M	-	Mack 56	-	-	-	1	3	03B6
13:15:00	Off Duty	-	X	X	-	Mack 56	-	-	-	1	3	03B7
13:45:00	Driving	Fargo, ND	M	M	-	Mack 56	-	-	-	1	3	03B8
19:00:00	Sleeper Berth	-	X	X	-	Mack 56	-	-	-	1	3	03B9
Comments, Remarks, and Annotations												
Date	Time	Seq. ID	Notes				Edit Date	Edit Time	Edit Username (originator)			
10-11-21	00:00:00	03B4	Imported from paper logs				10-20-21	13:25:57	-			
10-11-21	10:00:00	03B5	Imported from paper logs 30 min Break				10-20-21	13:25:58	-			
10-11-21	10:15:00	03B6	Imported from paper logs				10-20-21	13:25:58	-			
10-11-21	13:15:00	03B7	Imported from paper logs				10-20-21	13:25:59	-			
10-11-21	13:45:00	03B8	Imported from paper logs				10-20-21	13:25:59	-			
10-11-21	19:00:00	03B9	Imported from paper logs				10-20-21	13:26:00	-			

## Suggested Edits on Certified Days Only

### Canada ELD Regulation: 4.3.3.1.3

The Canada ELD allows managers to suggest edits only after the driver has certified the date in question. Until the day is certified, only the driver can make edits to their log records. There is no restriction in the US ELD that prohibits suggested edits on uncertified days.

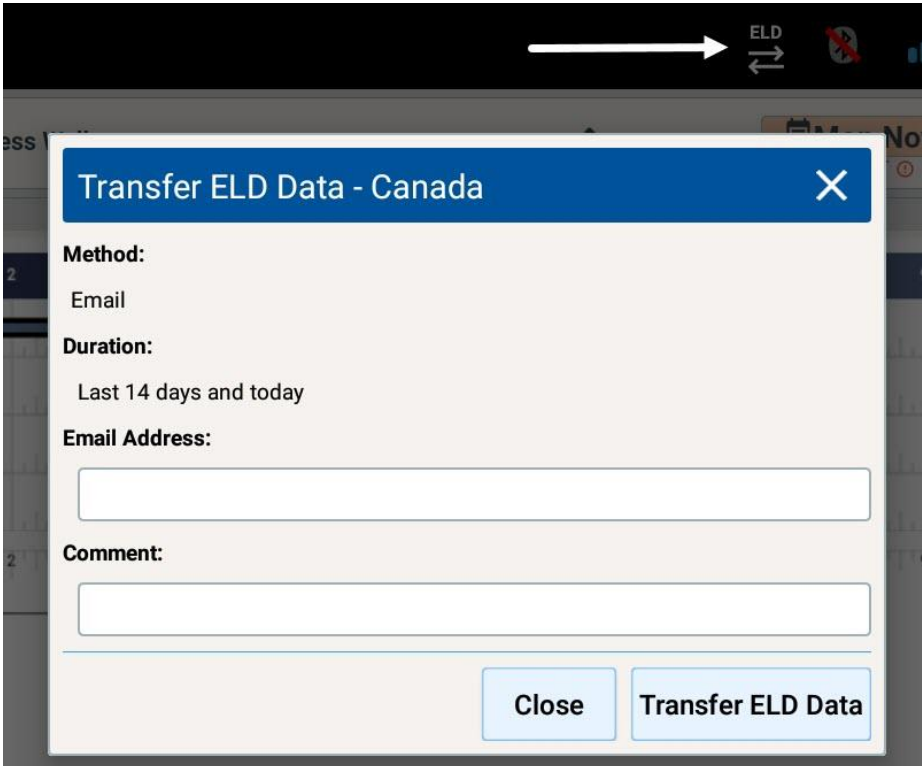


## Transfer ELD Data Process

### **Canada ELD Regulation: 4.8.2.1**

The ELD Data Transfer in the Canada jurisdiction is done through the same button as the US ELD Transfer, but the process is slightly different. US is a direct server to server transfer, usually by Web Services (can be switched to email, but no email address needs to be entered).

In Canada sending e-rods is a specially formatted PDF sent through email. The Canadian officer will give the driver an email address and comment that the driver will fill in the fields of the transfer form.



**Transfer ELD Data - Canada** [X]

**Method:**  
Email

**Duration:**  
Last 14 days and today

**Email Address:**

**Comment:**

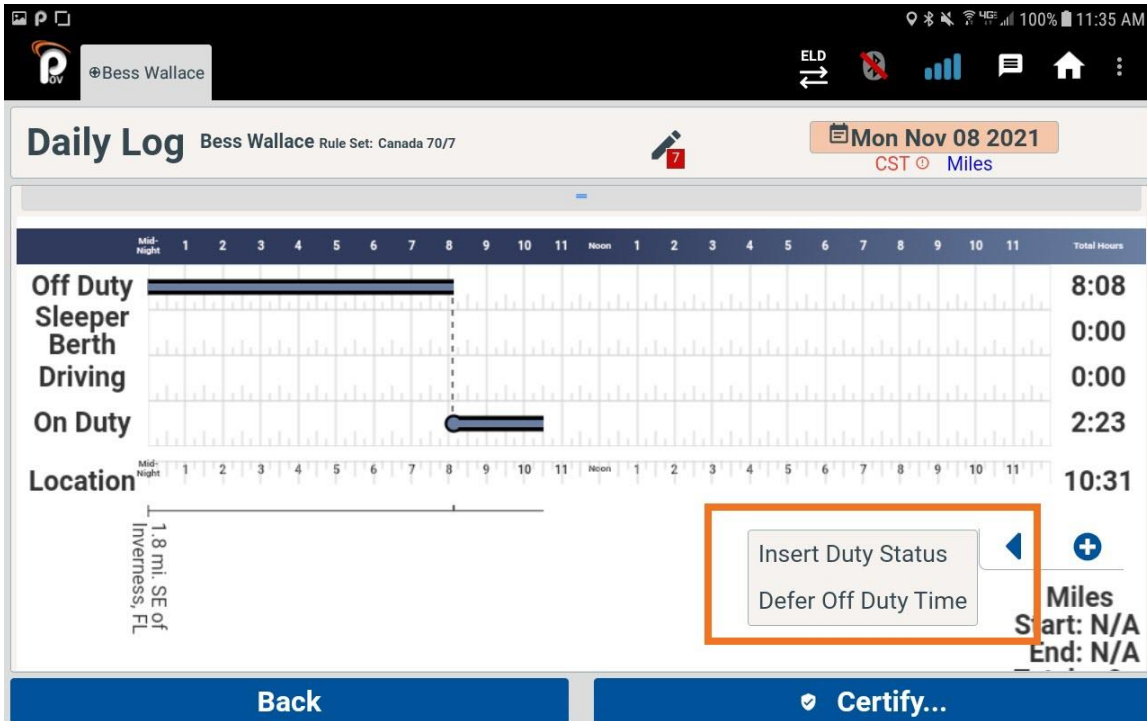
**Close** **Transfer ELD Data**

## Defer Off Duty Time

### **Canada ELD Regulation: 4.3.2.2.3**

A Canada ELD must provide the means for a driver to indicate deferral of daily Off-duty time to the following day. For more info on deferred off duty time please see Commercial Vehicle Drivers Hours of Service Regulations, SOR/2005-313, s. 16 (<https://laws-lois.justice.gc.ca/eng/regulations/SOR-2005-313/page-2.html#h-719542>)

This feature is unique to Canada HOS rules and does not have an equivalent in any US ruleset. A driver in Canada may defer up to 2 hours of their off duty time to be applied to their next reset. This feature can be found in POV in the insert record toggle between the graph and the log data table.



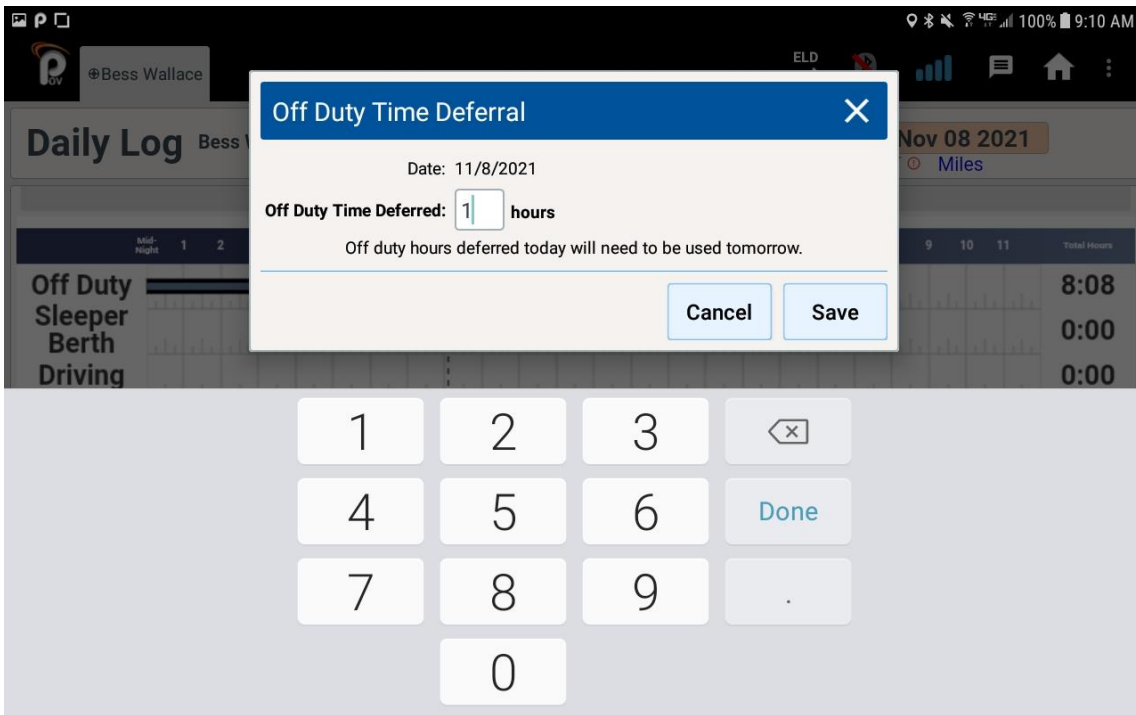
**Daily Log** Bess Wallace Rule Set: Canada 70/7 Mon Nov 08 2021  
CST Miles

Off Duty 8:08  
Sleeper 0:00  
Berth 0:00  
Driving 2:23  
On Duty 10:31

Location 1.8 mi. SE of Inverness, FL

Insert Duty Status  
Defer Off Duty Time

Back Certify...



**Off Duty Time Deferral**

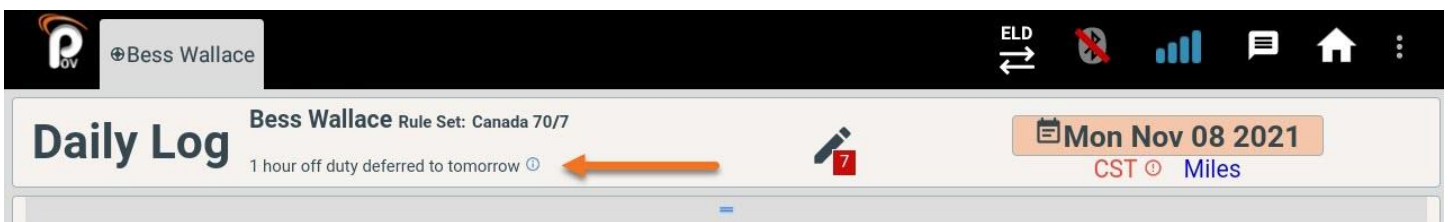
Date: 11/8/2021

Off Duty Time Deferred: 1 hours

Off duty hours deferred today will need to be used tomorrow.

Cancel Save

1 2 3 4 5 6 7 8 9 0



**Daily Log** Bess Wallace Rule Set: Canada 70/7 Mon Nov 08 2021  
CST Miles

1 hour off duty deferred to tomorrow