# EOBR Informational Public Meeting minutes

## In relation to CFR 49 395.16 EOBR for Hours of Service Compliance

## Date: 5/31/2011

### Location Data

Industry would like to reduce the GNIS database size by limiting the population size of the location to 5,000. This reduced database will be used to display the location description on the drivers display. This brings the number of towns down to 6033.

The TMC EOBR task force recommended the EOBR devices only capture the latitude and longitude for the event data for each duty change status or required hourly event record. The place description will be left blank.

There was a question from UPS and Fedex with respect to what description to put when the nearest populated location is the same due to the reduced GNIS location set proposed by TMC EOBR task force. The regulations require an hourly recording the location of the truck with reference to the nearest populated location. This was not yet resolved.

The table of data fields will have to be changed to allow for a sign field on the Lat/Long data elements

### Marking of Device

Industry suggested that a ‘software’ regulated display confirm that the device is a certified EOBR device. Questions arose in relation to ‘Will it be required for Enforcement to see display and the placement of the EOBR device in relation to the officers safely being able to see the display.

### Data Format

Industry suggested that they would like to see a comma separated value (CSV) file vs. a fixed flat file. Industry standard is CSV and described by RFC 4180. There was general agreement on using CSV flat files.

Other formats such as XML (Extensible Markup Language) and JSON (JavaScript Object Notation) were also brought up as alternative data format types.

## Time format for display

FMCSA proposed that time Universal time (UTC) is to be captured at the database level. Terminal time will be used by the vendors at the application level.

All vendors agreed to this.

## Error coding

Four failure scenarios were recorded and discussed. These are:

1. CPU
2. Screen
3. GPS
4. Reboot

GPS failure should log a GPS failure event.

ECM failure should be logged only if it was not available for more that 5 minutes.

It was proposed a common reference table for the error code faults should be developed and used instead of the failure codes description as noted in 49 CFR 395.16. Also this reference code needs to be both alphabets as this give us the maximum number of combination.

There was discussion on how to alert the driver when the EOBR unit failed

 Audible warning?

 Visual warning?

When recording event data use a status code to indicate which records are annotated

Utilize unique codes for each type of EOBR data

There was a general discussion as to when drivers would be required to revert to paper log books. There was no general consensus on this.

## Communications:

The 802.11 communication protocol was rejected as it was not a secure, viable means of data exchange between EOBR devices and enforcement computing devices.

The use of thumb drives was also not viable due to security reasons such as malware and other possible abuse. However it was tolerable by some vendors as a backup option.

The use of USB cables to connect the EOBR to an enforcement officials computing device was also seen as not a viable option.

## Web services based approach

This discussion revolved around the potential of FMCSA building a web-services interface and to utilize a data ‘push and pull’ mechanism to enable the transfer of EOBR HOS data to law enforcement conducting inspections.

This process would begin by the driver utilizing their EOBR software to begin the data download process (the push). The data file and location point and other information would be set by the software and could be used to route the file to the appropriate enforcement location or inspection. The data file would be sent to a secure FMCSA web service interface and stored for routing within FMCSA systems to be made available to the trooper to download (the pull) it from this location, potentially via the SENTRI application.