

No		Provision	Summary of amendments to Canadian ELD Standard (version 1.2 – October 27, 2020)
3.1.3	Configuration of user account exempt from using an ELD	Provision title was updated	
3.2	Notations	Paragraph (c) was modified.  Now referring to provisions 4.8.2.1.1 to 4.8.2.1.16	
4.1.2	Account creation	Paragraph (d) was modified.  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.	
4.1.5	Non-Authenticated Driving of a CMV	Paragraph (b) (2) was modified.  (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;	
4.3.1.2	Vehicle Motion Status	Paragraph (b) was modified.  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 as specified in provision 4.2 of this Standard, vehicle speed information must be acquired from the engine ECM.  c) If the CMV does not have an engine ECM or the vehicle speed information cannot be acquired from the engine ECM as specified in provision 4.2 of this Standard, vehicle speed information must be acquired using an independent source apart from the positioning services described under provision 4.3.1.6 of this Standard and must be accurate within $\pm 5$ km/h of the CMV's true ground speed for purposes of determining the in-motion state for the CMV.	

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4.3.1.3	Vehicle Distance	<p>Paragraphs (b) and (c) were modified.</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 as specified in provision 4.2 of this Standard:</p> <ol style="list-style-type: none"> <li>(1) The ELD must monitor the engine ECM's odometer message broadcast and use it to record total vehicle distance information; and</li> <li>(2) The ELD must use the odometer message to determine accumulated vehicle distance since engine's last power on instance.</li> </ol> <p>c) If the CMV does not have an engine ECM or the vehicle distance information cannot be acquired from the engine ECM as specified in provision 4.2 of this Standard, the accumulated vehicle distance indication must be obtained or estimated from a source that is accurate to within ±10% of distance accumulated by the CMV over a day as indicated on the vehicle's odometer display.</p>
4.3.1.4	Engine Hours	<p>Paragraph (b) was modified.</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 as specified in provision 4.2 of this Standard, the ELD must monitor the engine ECM's total engine hours message broadcast 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 as specified in provision 4.2 of this Standard, engine hours must be obtained or estimated from a source that monitors the ignition power 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>
4.3.2.2.4	Indication of Situations Impacting duty-/driving-hour limitations	<p>Paragraph (b) (1) was modified.</p> <p>b) An ELD must provide the means to indicate an operating zone change:</p> <ol style="list-style-type: none"> <li>(1) When this function is selected, the ELD must prompt the driver to confirm the new operating zone and duty-/driving-hour limitations for the day, work shift, cycle and operating zone.</li> </ol>
4.3.2.2.4	Indication of Situations Impacting duty-/driving-hour limitations	<p>***Important notification***</p> <p>Requirements specified in paragraph (c) are currently under revision. They will not be tested at this time for certification until further notice.</p>

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4.3.2.2.4	Indication of Situations Impacting duty-/driving-hour limitations	<p>Paragraph (d) was added.</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"> <li>(1) This function must be available only if the minimum off-duty time requirements specified in the current HOS regulations are met.</li> <li>(2) When this function is selected, the ELD must prompt the driver to affirmatively review and confirm the new day starting time.</li> <li>(3) Upon driver confirmation, the ELD must set the new Day Starting Time and duty-/driving-hour limitations.</li> </ol>
4.3.2.8	Driver's Record Entry/Edit	<p>Paragraph (a) was modified.</p> <p>a) An ELD must provide a mechanism for a driver to review, edit, and annotate the driver's ELD RODS when a notation of errors or omissions is necessary or allow for the input of the driver's missing ELD record(s) 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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4.3.2.8.2	Driver Edit Limitations	<p>Paragraph (b) was modified.</p> <p>b) An ELD must not allow automatically recorded driving time to be shortened.</p> <p>c) An ELD must not allow the ELD username associated with an ELD record to be edited and reassigned, except under the following circumstances:</p> <ol style="list-style-type: none"> <li>(1) Assignment of Unidentified Driver records: ELD events recorded under the “Unidentified Driver” profile may be edited only for the purpose of reassignment to the driver associated with the records.</li> <li>(2) Correction of errors with team drivers: In the case of team drivers, the driver account associated with the driving time records may be edited and reassigned between the team drivers if there was a mistake resulting in a mismatch between the actual driver and the driver recorded by the ELD and if both team drivers were respectively indicated in each other’s RODS as a co-driver. The ELD must require each co-driver to confirm the change for the corrective action to take effect.</li> <li>(3) Correction of errors for a driving record that was originally recorded under the “Unidentified Driver” profile and assumed by the driver: The driver account associated with the driving time records may be edited only for the purpose of reassignment to the unique “Unidentified Driver account”.</li> </ol>
4.4.1.1	Automatic Setting of Duty Status to Driving	<p>Paragraph (a) was modified.</p> <p>An ELD must automatically record driving time when the vehicle is in motion by setting duty status to driving for the driver unless, before the vehicle is in motion, the driver:</p> <ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>(1) A driver’s indication of the driving condition ends;</li> <li>(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 turns off and then on), as specified in provision 4.3.2.2.2 (e) of this Standard; or</li> <li>(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.</li> </ol> </li> </ol>

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4.4.2	Geo-Location Conversions	Paragraph (d) was added. d) Geo-location conversion for purposes of ELD compliance to this provision means the conversion of the latitude/longitude coordinates without using cellular communication services at any time.
4.4.3	Date and Time Conversions	Paragraph (b) was modified. 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.
4.4.5	Data Integrity Check Functions	Paragraphs (a) and (c) were modified. a) An ELD must support standard security measures that require the calculation and recording of standard data check values for each ELD event recorded, for each line of the output data file specified in provision 4.8.2.1 (b) of this Standard, and for each output data file to be generated for transmission to an authorized safety official or the motor carrier. b) For purposes of implementing data check calculations, the alphanumeric-to-numeric mapping provided in Table 3 of this Standard must be used. c) Each ELD event record type specified in provisions 4.5.1.1 through 4.5.1.3 of this Standard must include an event data check value, which must be calculated as specified in provision 4.4.5.1. An event data check value must be calculated at the time of the following instances and must accompany that event record thereafter: (1) When an event record is automatically created by the ELD; (2) When an authorized edit is performed by the driver on the ELD; (3) When an electronic edit proposal is created by the motor carrier through the ELD system.
4.4.5.2.1	Line Checksum Calculation	Paragraphs (a) and (b) were modified for clarification. a) The ELD must calculate a line checksum value associated with each line of the output data file specified in provision 4.8.2.1 (b) of this Standard, at the instance when an ELD output file is generated. b) The data elements that must be included in the line checksum calculation vary as per the output data file specified in provision 4.8.2.1 (b) of this Standard.

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4.4.5.2.3	Line Data Check Value Inclusion in Output File	Paragraph was modified for clarification.  The calculated line data check value must be appended as the last line item of each of the individual line items of the output data file specified in provision 4.8.2.1 (b) of this Standard.
4.4.5.3.3	File Data Check Value Inclusion in Output File	Paragraph was modified for clarification.  The calculated 16-bit file data check value must be converted to hexadecimal 8-bit bytes and must be appended as the last line item of the output data file specified in provision 4.8.2.1 (b) of this Standard.
4.4.6	Hours of service duty-/driving-hour limitations	Paragraphs (a) and (b) were modified.  a) An ELD must track total hours for each driver, each duty status and for the operating zone, day, work shift and cycle being used. b) An ELD must automatically set the duty-/driving-hour limitations for the operating zone, day, work shift and cycle being used as per prescribed limitations in the current HOS regulations.
4.4.6	Hours of service duty-/driving-hour limitations	***Important notification*** Requirements specified in paragraph (c) are currently under revision. They will not be tested at this time for certification until further notice.
4.5.1	Events and Data to Record	***Important notification*** Requirements specified in paragraph (b) (6) are currently under revision. They will not be tested at this time for certification until further notice.
4.5.1.2	Event: Intermediate Logs	Paragraphs (a) and (b) were modified.  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, the vehicle, and the motor carrier, and must include the same data elements outlined in provision 4.5.1.1 of this Standard except for item (p) in provision 4.5.1.1.

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4.5.1.6	Event: CMV's Engine Power Up and Shut Down Activity	Paragraph (a) was modified to delete the requirement to retain the earliest shut down and latest power up event.  a) When a CMV's engine is powered up or shut down, an ELD must record the event within 1 minute of occurrence.
4.5.1.9	Event: Change in Driver's Cycle	Paragraph (b) (9) was modified for clarification.  Now referring to <New> Cycle Used>
4.5.1.10	Event: Change in Operating Zone	Paragraph (b) (13) was modified for clarification.  Now referring to <New> Operating zone >
4.5.1.11	Event: Additional Hours Not Recorded	***Important notification*** Requirements specified in this provision are currently under revision. They will not be tested at this time for certification until further notice.
4.6.1.6	Monitoring Records Recorded under the Unidentified Driver Profile	Paragraph (b) was modified for consistency with amendments to provision 4.3.2.8.2.  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 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.
4.6.4	Driver notifications for Hours of service limitations	Paragraph (c) was modified.  c) An ELD must also clearly indicate which limit the driver is about to reach for the day, work shift, cycle and operating zone being used.
4.7.4	ELD Events Recorded in a Software Application	***Important notification*** Requirements specified in paragraph (c) (6) are currently under revision. They will not be tested at this time for certification until further notice.

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4.7.4	ELD Events Recorded in a Software Application	<p>Paragraph (d) was modified for clarification.</p> <p>d) The ELD must only allow one <b>event type</b> to be selected at any given time and use the latest selection by the driver.</p>
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified for the following items:</p> <p>(3) Start Odometer: &lt;{Beginning <b>of the Day for the driver</b>} {Total} Vehicle Distance {for each CMV}&gt;</p> <p>(4) End Odometer: &lt;{End <b>of the Day for the driver</b>} {Total} Vehicle Distance {for each CMV}&gt;</p> <p>(5) Carrier: &lt;Carrier Name <b>{for the carrier}</b>&gt;</p> <p>(6) Home Terminal Address, Principal Place of Business Address: &lt;{Home terminal} Address <b>{for the carrier}</b>&gt;, &lt;{Principal place of Business} Address <b>{for the carrier}</b>&gt;</p> <p>(13) Cycle: &lt;<b>Cycle Used</b> {for the driver}&gt;</p> <p>(14) Operating zone: &lt;<b>Operating Zone</b>&gt;</p> <p>(15) Total hours in work shift: &lt;{Driver's} <b>{Total} Hours in work shift {for the most recent work shift}</b>&gt;</p> <p>(16) Total hours in cycle: &lt;{Driver's} <b>{Total} Hours in cycle</b> {logged in on-duty and driving status}&gt;</p> <p>(17) Remaining hours in cycle: &lt;{Driver's} <b>{Remaining} Hours in cycle</b>&gt;</p> <p>(27) Trailer ID: &lt;<b>Trailer Number</b> {for each trailer}&gt;</p> <p>(29) Unidentified Driving Records: &lt;Data Diagnostic Event Indicator Status {for “Unidentified driving records data diagnostic” event}&gt;</p> <p>(33) ELD Malfunction Status: &lt;Malfunction Indicator Status {and Malfunction <b>Code</b>} {for the ELD}&gt;</p> <p>(34) Driver's Data Diagnostic Status: &lt;Data Diagnostic Event Indicator Status {and Diagnostic <b>Code</b>} {for the Driver}&gt;</p> <p>(35) <b>Current</b> Date and Time: &lt;{Current} Date {of Printout or Display}&gt;, &lt;{Current} Time {of Printout or Display}&gt;</p> <p>(46) [For Each Change in Operating Zone Events specified in provision 4.5.1.10 of this Standard]:</p> <ul style="list-style-type: none"> <li>- &lt;<b>New</b>&gt; Operating Zone {and Description}&gt;; and</li> </ul>



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4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>Paragraph (b) was modified for the following items:</p> <p>(48) [For each Annotation or Comment to driver’s ELD records]:</p> <ul style="list-style-type: none"> <li>- &lt;Event Sequence ID Number&gt;;</li> <li>- &lt;{Event} Date&gt;;</li> <li>- &lt;{Event} Time&gt;;</li> <li>- &lt;ELD Username {of the Record Edit Originator}&gt;;</li> <li>- &lt;{Record Edit} Date&gt;;</li> <li>- &lt;{Record Edit } Time&gt;; and</li> <li>- &lt;{Event} Comment/Annotation&gt;.</li> </ul>
4.8.1.3	Information to be Shown on the Printout and Display at Roadside	<p>***Important notification***</p> <p>Requirements specified in paragraph (b) (47) are currently under revision. They will not be tested at this time for certification until further notice.</p>
4.8.2.1	ELD Output File Standard	<p>Paragraph (b) was modified.</p> <p>b) The output data file refers to a data file in csv format (comma-separated values) as described in RFC 4180 (incorporated by reference in provision 6 of this Standard) and meeting the standards of ANSI INCITS 4–1986 (R2012) (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 4.8.2.1.16 of this Standard.</p>

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4.8.2.1.1	Header Segment	<p>Provision was modified.</p> <p>This segment must include the following data elements and format:</p> <ul style="list-style-type: none"> <li>- ELD File Header Segment: &lt;CR&gt;</li> <li>- &lt;{Driver's} Last Name&gt;, &lt;{Driver's} First Name&gt;, &lt; ELD username {for the driver}&gt;, &lt;{Driver's} Driver's License Issuing Jurisdiction&gt;, &lt;{Driver's} Driver's License Number&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> <li>- &lt;{Co-Driver's} Last Name&gt;, &lt;{Co-Driver's} First Name&gt;, &lt;ELD username {for the co-driver}&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> <li>- &lt;CMV Power Unit Number&gt;, &lt;CMV VIN&gt;, &lt;Trailer Number(s)&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> <li>- &lt;Carrier Name&gt;, &lt;{Home Terminal} Address&gt;, &lt;{Principal place of Business} Address&gt;, &lt;Cycle Used&gt;, &lt;Day Starting Time&gt;, &lt;Time Zone Offset from UTC&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> <li>- &lt;Exempt Driver Configuration&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> <li>- &lt;{Current} Date&gt;, &lt; {Current} Time&gt;, &lt;{Current} Latitude&gt;, &lt;{Current} Longitude, &lt; {Current} {Total} Vehicle Distance&gt;, &lt;{Current} {Total} Engine Hours&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> <li>- &lt;ELD Certification ID&gt;, &lt;ELD Identifier&gt;, &lt;ELD Authentication Value&gt;, &lt;Output File Comment&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> </ul>
4.8.2.1.5	ELD Event List for Annotations, Comments, and Driver's Location Description	<p>Provision was modified.</p> <p>This segment <b>must list all ELD event records</b> that have an annotation, comment, or a manual entry of location description by the driver. This segment has a variable number of rows depending on the <b>number of ELD events that feature</b> a comment, annotation, or manual location entry by the driver. This segment must start with the following title:</p> <ul style="list-style-type: none"> <li>- ELD Event Annotations or Comments: &lt;CR&gt;</li> </ul> <p>Each subsequent row must have the following data elements:</p> <ul style="list-style-type: none"> <li>- &lt;Event Sequence ID Number&gt;, &lt; ELD username {of the Record Originator} &gt;, &lt;{Event} Comment Text or Annotation&gt;, &lt;{Event} Date&gt;, &lt;{Event} Time&gt;, &lt;Driver's Location Description&gt;, &lt;{Record Edit} Date&gt;, &lt;{Record Edit } Time&gt;, &lt;Line Data Check Value&gt; &lt;CR&gt;</li> </ul>

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4.8.2.1.13	ELD Event List for Change in Driver's Cycle	Provision was modified.  Each subsequent row must have the following data elements: - <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>
4.8.2.1.14	ELD Event List for Change in Operating Zone	Provision was modified.  Each subsequent row must have the following data elements: - <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>
4.8.2.1.15	ELD Event List for Additional Hours Not Recorded	***Important notification*** Requirements specified in this provision are currently under revision. They will not be tested at this time for certification until further notice.
4.9.1	Transfer of Electronic Files During Roadside Safety Inspections	Paragraph (d) was modified for clarification.  d) An ELD must verify proper operation of each transfer mechanism supported by the ELD, as specified in provision 4.6.1.7 of this Standard.
4.10.1.2	Wireless Data Transfer Through E-Mail	Paragraph (d) was deleted.

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6	References	<p>Paragraph (a) and (d) (3) were added</p> <p>a) American National Standards Institute (ANSI). 11 West 42nd Street, New York, New York 10036, <a href="http://webstore.ansi.org">http://webstore.ansi.org</a>, (212) 642–4900.</p> <p>(1) ANSI INCITS 4–1986 (R2012), American National Standard for Information Systems—Coded Character Sets—7-Bit American National Standard Code for Information Interchange (7-Bit ASCII), approved June 14, 2007, IBR in provision 4.8.2.1 of this Standard.</p> <p>b) Bluetooth SIG, Inc. 5209 Lake Washington Blvd. NE., Suite 350, Kirkland, WA 98033, <a href="https://www.bluetooth.com">https://www.bluetooth.com</a>, (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, <a href="http://standards.ieee.org/index.html">http://standards.ieee.org/index.html</a>, (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 Fremont Blvd., Suite 117, Fremont, 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 4180, Common Format and MIME Type for Comma-Separated Values (CSV) Files, approved October 2005, 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>

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7.1	Day Starting Time	<p>Description, source and data type were modified for clarification.</p> <p>Description: This data element refers to the day starting time <b>designated</b> by the motor carrier for driver's home terminal.</p> <p>Source: Motor carrier <b>or driver.</b></p> <p>Data Type: <b>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.</b></p>
7.2	Carrier Name	<p>Source and data type were modified for clarification.</p> <p>Source: Motor carrier <b>or driver.</b></p> <p>Data Type: <b>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.</b></p>
7.4	CMV Power Unit Number	<p>Source was modified for clarification.</p> <p>Source: Unique CMV identifiers a motor carrier uses in its normal course of business and includes on dispatch documents, or the license number <b>and licensing jurisdiction</b> of the power unit.</p>
7.10	Driver's License Issuing <b>Jurisdiction</b>	<p>Provision title, description and data type were modified for clarification.</p> <p>Description: This data element refers to the <b>issuing jurisdiction</b> of the listed Driver's License for the ELD account holder.</p> <p>Data Type: <b>Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</b></p>
7.11	Driver's License Number	<p>Purpose and data type were modified for clarification.</p> <p>Purpose: In combination with driver's license <b>issuing jurisdiction</b>, 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>Data Type: <b>Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</b></p>

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7.13	ELD Account Type	Data type was modified for clarification.  Data Type: Specified <b>by the motor carrier</b> during the account creation process and recorded on ELD.
7.14	ELD Authentication Value	Data length was modified for consistency with U.S. requirements.  Data Length: <b>Greater than 16 characters.</b>
7.18	ELD Username	Data type was modified for clarification.  Data Type: <b>Specified by the motor carrier during account creation and entered by the user during user authentication.</b>
7.26	Exempt Driver Configuration	Data type was modified for clarification.  Data Type: <b>ELD parameter programmed during account creation and maintained by the motor carrier in accordance with the qualification requirements and to reflect true and accurate information for the driver.</b>
7.28	First Name	Data type was modified for clarification.  Data Type: <b>Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</b>

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7.29	Geo-Location	<p>Data range and data format were modified for clarification. Also deleted reference to overall length of the “Geo-location” parameter.</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 <b>province or territory abbreviation</b>, distance from this location and direction from this location.</p> <p>Data Format: &lt;Distance from {identified} Geo-location&gt; &lt;'km '&gt; &lt;Direction from {identified} Geo-location&gt; &lt;' '&gt; &lt;Place name of {identified} Geo-location&gt; &lt;' '&gt; &lt;<b>province or territory abbreviation</b> {of identified} Geo-Location&gt; where:</p> <p>&lt;Distance from {identified} Geo-location&gt; must either be &lt;{blank}&gt; or &lt;C&gt; or &lt;CC&gt; or &lt;CCC&gt; where the up-to three-character number specifies absolute distance between identified geo-location and event location;</p> <p>&lt;Direction from {identified} Geo-location&gt; must either be &lt;{blank}&gt; or &lt;C&gt; or &lt;CC&gt; or &lt;CCC&gt;, 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; &lt;Place name of {identified} Geo-location&gt; must be the text description of the identified reference location; &lt;<b>province or territory abbreviation</b> {of identified} Geo-Location&gt; must take values listed on Table 5 of this Standard.</p>
7.30	Last Name	<p>Data type was modified for clarification.</p> <p>Data Type: <b>Entered during account creation and maintained by the motor carrier to reflect true and accurate information for the driver.</b></p>
7.36	Cycle Used	<p>Data type was modified for clarification.</p> <p>Data Type: <b>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.</b></p>

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7.41	Time Zone Offset from UTC	<p>Source and data type were modified for clarification.</p> <p>Source: Calculated from measured variable &lt;{UTC} Time&gt; and &lt;{Time Standard in Effect at driver’s home terminal} Time&gt;; Maintained together with “Day Starting Time” parameter by the motor carrier or the driver, or tracked automatically by ELD.</p> <p>Data Type: Programmed or populated on the ELD during account creation and maintained by the motor carrier, the driver or the ELD to reflect true and accurate information for the driver. This parameter must adjust for Daylight Saving Time changes in effect at the driver’s home terminal.</p>
7.42	Trailer Number(s)	<p>Provision title, source and data format were modified for clarification.</p> <p>Source: Unique trailer identifiers a motor carrier uses in their normal course of business and includes on dispatch documents, or the license number and licensing jurisdiction of each towed unit; trailer number(s) must be updated each time hauled trailers change.</p> <p>Data Format: Trailer numbers; separated by space in case of multiple trailers hauled at one time; field to be left “blank” for non-combination vehicles (such as a straight truck or bobtail tractor).</p> <p>&lt;Trailer Number {#1}&gt;&lt;' '&gt; &lt;Trailer Number {#2}&gt; &lt;' '&gt; &lt;Trailer Number {#3}&gt; as in &lt;{blank}&gt; to &lt;CCCCCCCCCC CCCCCCCCCC CCCCCCCCCC&gt;.</p>
7.46	Operating Zone	<p>Source and data type were modified for clarification.</p> <p>Source: motor carrier or driver.</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>



No	Provision	Summary of amendments to Canadian ELD Standard (version 1.2 – October 27, 2020)
7.48	Motor Carrier's Address	<p>Description, purpose, source, data type and data length were modified.</p> <p>Description: This data element refers to the motor carrier's addresses. This parameter is a placeholder for &lt;{Home Terminal} Address&gt;, which refers to the address of the home terminal location <b>designated</b> by the motor carrier, and &lt;{Principal place of Business} Address&gt;, which refers to address of the principal place of business <b>designated</b> by the motor carrier.</p> <p>Purpose: Identifies the home terminal and principal place of business addresses (2 addresses, either identical or different) <b>of the motor carrier</b>. Makes ELD RODS consistent with current HOS regulations requirements.</p> <p>Source: Motor carrier <b>or driver</b>.</p> <p>Data Type: <b>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.</b></p> <p>Data Length: <b>30-60 characters.</b></p>
7.49	Hours in Work shift or Cycle	New data element
Schedule 1	RODS printout format	Printout example was updated for consistency with data elements specified in provisions 7.1 through 7.49
Schedule 1	RODS printout format	<p>***Important notification***</p> <p>Requirements specified for "Additional Hours not recorded" are currently under revision. They will not be tested at this time for certification until further notice.</p>