

New Level VIII Wireless Electronic Inspection



As most of you are aware, compliance with the Electronic Logging Device (ELD) rule has now advanced to Phase 2 so that ELDs or existing Automatic On Board Recording Devices (AOBRDs) must be installed (with few exceptions) by 12/18/2017. Full compliance when ELDs alone are mandated will occur by 12/16/2019.



FMCSA chart. <https://www.fmcsa.dot.gov/hours-service/elds/implementation-timeline>

Next around the bend, [as recently announced by the Commercial Vehicle Safety Alliance \(CVSA\)](#), will be a new Level VIII Wireless Electronic Inspection. Wireless inspections will transmit ELD data directly to the appropriate enforcement agency without requiring a commercial motor vehicle to stop for a roadside inspection. Information collected will include:

- a descriptive location, including GPS coordinates;
- electronic validation of who is operating the vehicle;
- appropriate driver's license class and endorsement(s) for vehicle being operated;
- license status;
- valid medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate;
- current driver's record of duty status;
- hours-of-service compliance;
- USDOT or (Canada) NSC number;
- power unit registration;

- operating authority;
- Unified Carrier Registration (UCR) compliance; and
- federal out-of-service orders.

CVSA Executive Director, Collin Mooney, remarked in July 2017, “By adding a new electronic inspection level, our aim is to improve highway safety by providing additional options and strategies that will allow member jurisdictions to leverage technology while also increasing efficiency for industry.”

Level VIII inspections will not change what is now being done, but they will make the transmission of data more efficient. Roadside compliance information will be collected by transponders when a vehicle passes a scale house or toll facility.

When Will Wireless Inspections Begin?

The timeline for implementing Level VIII inspections is uncertain for two reasons.

First, none of the regional jurisdictions have the necessary data exchange capability to begin collecting data wirelessly and transmitting such data accurately to enforcement agencies. Coordination among agencies is also a challenge. Some jurisdictions are currently exploring the technological requirements to implement such a system, but this process is expected to take some time. Accordingly, no deadline for implementation has been established for any of the jurisdictions.

Second, the 2017 Federal spending authorization that runs through September prohibits the Department of Transportation (DOT) from devoting any attention to deploying such a wireless system. [According to *Commercial Carrier Journal \(CCJ\)*](#), Congress wants assurances from DOT that a wireless system will not duplicate state and local systems already in place.

The FMCSA has already tested some versions of a wireless system and had previously announced their intention to make a final decision on the feasibility of implementing a Level VIII system by September 2017. But Congress has now suspended such work until at least 180 days after DOT submits assurances that state and local systems now in place will not be duplicated or adversely affected. DOT must also address privacy concerns that have been raised by drivers and carriers.

The bottom line is that wireless commercial vehicle inspections are surely coming. Given the state of vehicle and fleet tracking systems already in use, it would be foolish to bet otherwise. But for technological and bureaucratic reasons, mandatory implementation of such a system will probably take a few years, even presuming that Congress will fund DOT’s plans in a timely fashion. Follow this blog for further developments!