

ELECTRONIC LOGGING DEVICE

ELD

Driver User Manual

A complete guide to recording Hours of Service (HOS) and Records of Duty Status (RODS) with this ELD driver application, in compliance with FMCSA regulations.

49 CFR Part 395 Compliant

FMCSA ELD Rule

Document Version 1.0 | Property Carrier Edition (70 hr / 8 day)

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1. Introduction & FMCSA Part 395 Compliance

This ELD application is an Electronic Logging Device (ELD) software application used by commercial motor vehicle (CMV) drivers to automatically record driving time and manage Hours of Service (HOS) in accordance with the Federal Motor Carrier Safety Administration (FMCSA) Electronic Logging Device rule, **49 CFR Part 395, Subpart B**. This manual walks a driver through every screen of the ELD mobile application, from login to transferring records of duty status (RODS) to an authorized safety official.

The ELD application automatically records the following data elements each time a driver's duty status changes, as required by 49 CFR §395.26:

- Date and time of the change
- Vehicle position (latitude/longitude) and location description
- Engine hours and vehicle miles
- Driver and, if applicable, co-driver identification
- Vehicle Identification Number (VIN) and unit number
- Motor carrier (carrier) name and USDOT number

Regulatory Note: Under 49 CFR §395.8(e) & §395.15, the driver is responsible for reviewing their record of duty status daily and must certify that the data is true and correct. A driver may annotate or request an edit to a record, but the ELD will not alter the original automatically-recorded (ELD-generated) data — it will only add a corrected/annotated entry alongside the original, and any edited record must be recertified by the driver.

This manual reflects the ELD application as configured for a Property-carrying motor carrier operating under the **70-hour / 8-day** cycle.

2. Logging In to the ELD Application

2.1 Login Screen

Open the ELD application on your mobile device or ELD tablet. The Login screen is the first screen displayed.

1. Enter your carrier-issued driver **Username** in the "Your username" field.
2. Enter your **Password** in the "Enter password" field. Tap the eye icon to show or hide the typed password.
3. Tap the **Login** button to sign in.

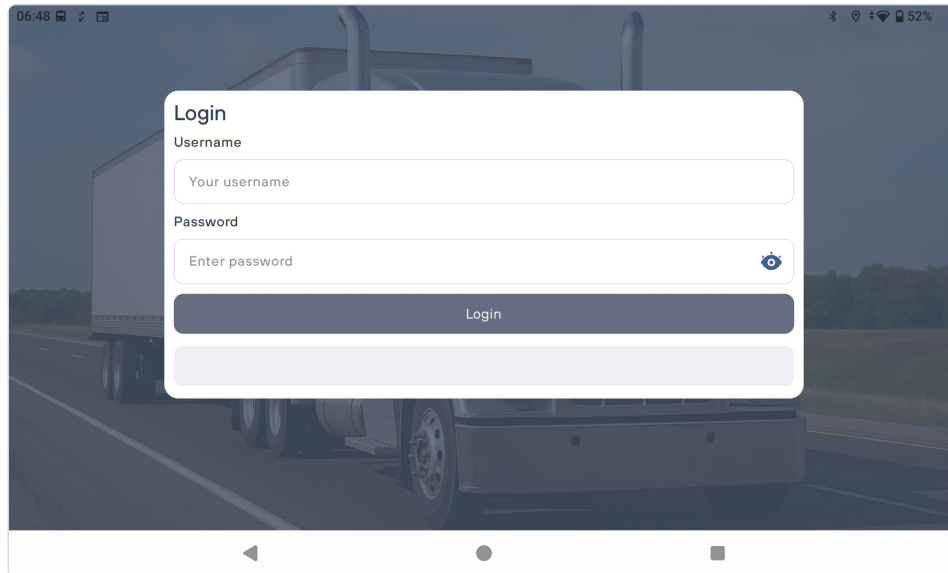


Figure 2.1 — ELD application Login screen with Username and Password fields and the Login button.

Tip: Only sign in using the driver profile issued to you by your carrier. Each driver must log all duty status changes under their own unique login, as required by §395.26(b)(3), so hours are recorded to the correct driver record.

3. Main Dashboard Overview

After logging in, the Main Page (dashboard) is displayed. It is the central hub for viewing Hours of Service limits, switching duty status, and accessing every other feature covered in this manual.

3.1 Main Page — ELD Connected

When the tablet/phone is actively paired with the in-vehicle ELD hardware, the status pill in the top-left reads **ELD Connected** (dark blue).

- **Driver/Unit banner:** Shows the logged-in driver name and truck/unit number.
- **Toolbar buttons:** ELD Connected/Disconnected, Certify, Co-driver, Transfer RODS, Logs and DVIR, and User manual.
- **HOS gauges:** Until Break, Driving left, Shift left, and Cycle left — the four countdown clocks required to track available hours under Part 395.
- **Documents / Trailers / Notes row:** Quick-reference fields for the current shipping document and trailer numbers.
- **Current Status card:** Shows the active duty status (e.g., Off-Duty, On-Duty, Driving) and an elapsed timer, along with duty-status buttons.

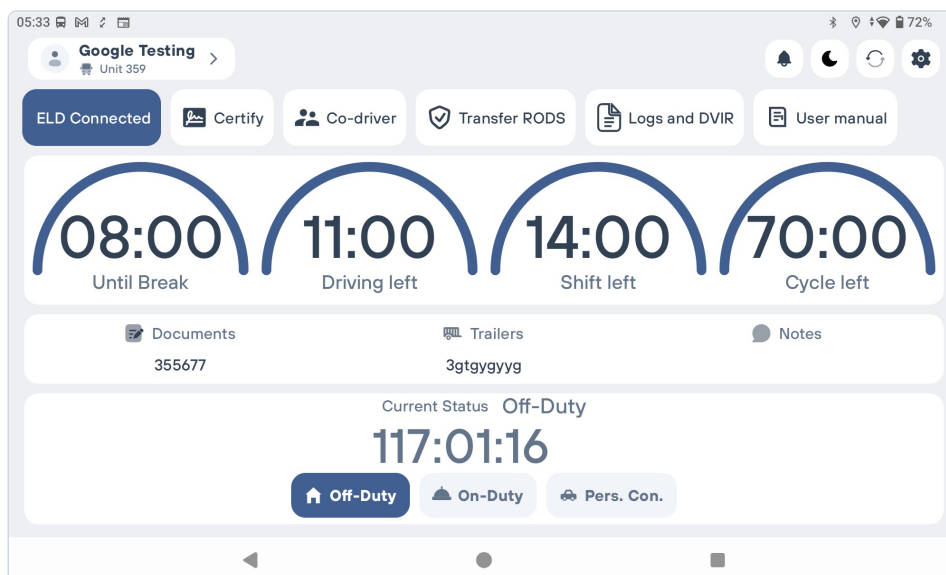


Figure 3.1 — Main dashboard with ELD Connected, current status Off-Duty, and the four HOS countdown gauges (Until Break, Driving left, Shift left, Cycle left).

3.2 Main Page — ELD Disconnected

If the mobile device loses its Bluetooth/wireless pairing with the vehicle's ELD hardware, the status pill turns red and reads **ELD Disconnected**. Driving time may not be captured automatically while disconnected, so the connection should be restored as soon as possible (see Section 4).

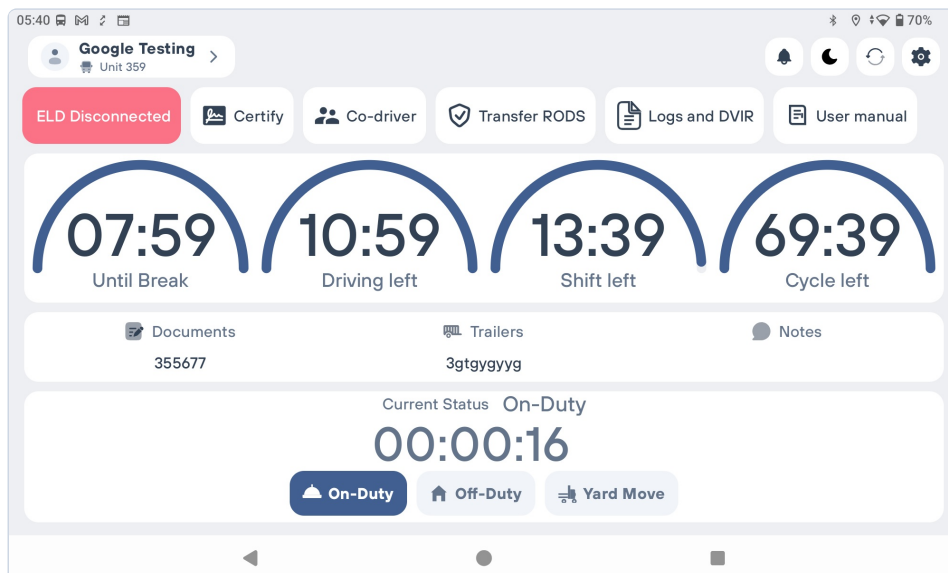


Figure 3.2 — Main dashboard showing the red "ELD Disconnected" indicator while the driver is On-Duty.

Warning: Continuing to operate a CMV with the ELD disconnected for an extended period may result in a data diagnostic/malfunction event per §395.34. Reconnect the device promptly and follow your carrier's malfunction procedures if the issue persists.

4. Connecting the ELD Device

4.1 Searching for Available Devices

1. From the Main Page, tap the **ELD Disconnected** (or ELD Connected) status pill to open the Devices window.
2. Tap **Search for devices**. The app displays a "Scanning..." indicator while it searches for nearby ELD hardware over Bluetooth.
3. Select your vehicle's ELD hardware from the list once it appears, and confirm pairing.
4. Tap **Cancel** at any time to close the dialog without connecting.

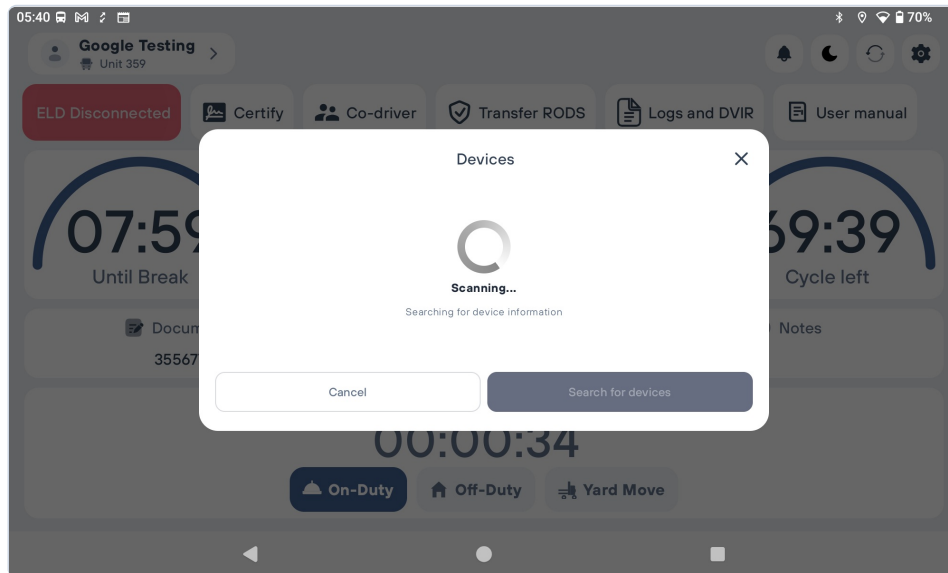


Figure 4.1 — Devices dialog scanning for nearby ELD hardware.

5. Disconnecting the ELD Device

5.1 Confirming Disconnection

To intentionally unpair from the vehicle's ELD hardware (for example, at the end of a shift or when switching vehicles):

1. Tap the **ELD Connected** status pill on the Main Page.
2. A confirmation dialog titled "**Are you sure?**" appears, asking "Do you really want to disconnect device?"
3. Tap **Change** to confirm and disconnect, or **Cancel** to remain connected.

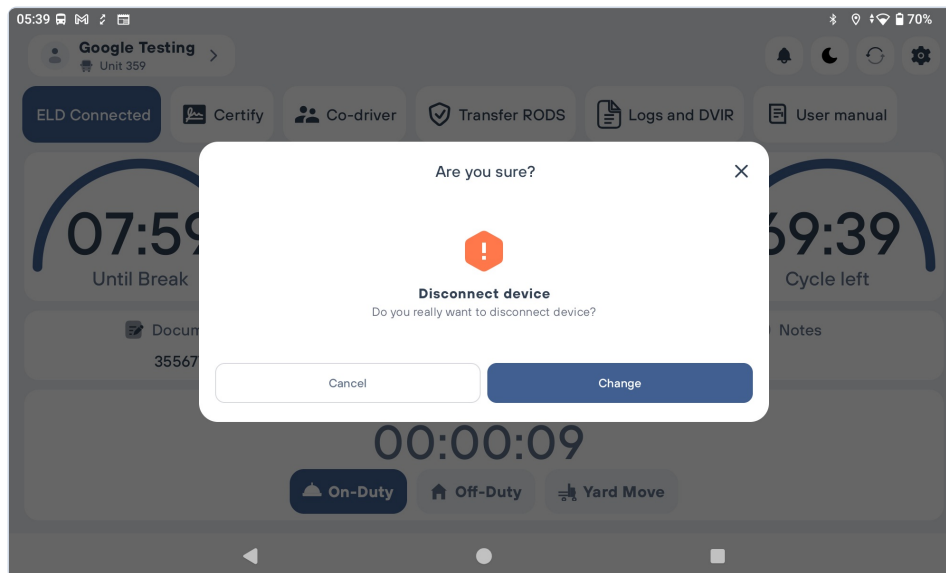


Figure 5.1 — Disconnect device confirmation dialog.

Tip: Always reconnect to the correct vehicle's ELD hardware before driving so that engine synchronization data (engine hours, odometer, VIN) is captured automatically as required by §395.26.

6. Changing Duty Status

6.1 Change Duty Status Screen

Drivers must select the duty status that accurately reflects their current activity at all times, as required by §395.8. From the Main Page, tap one of the status buttons (Off-Duty, On-Duty, Pers. Con., Yard Move, etc.) or tap **Change duty status** to open the full screen.

1. Review the **Current Status** shown at the top of the screen.
2. Tap the desired new status: **Off-Duty**, **On-Duty**, or **Pers. Con.** (Personal Conveyance). Additional special driving categories such as Yard Move may also appear depending on carrier configuration.
3. Confirm or edit the **Location** field (auto-populated from GPS).
4. Optionally enter free-text **Notes** (60-character limit).
5. Confirm or update the **Trailers** field, or check **Bobtail** if not pulling a trailer.
6. Confirm or update the **Documents** (shipping document) field, or check **N/A** or **Empty** as applicable.
7. Tap **Save** to apply the new duty status, or **Cancel** to discard the change.

05:35 71%

< Change duty status

Current Status Off-Duty

Off-Duty On-Duty Pers. Con.

Location 2.24 NW from

Notes Enter notes (60)

Trailers Bobtail (1.25)

Documents Empty (35)

☒ Bobtail ☐ N/A ☒ Empty

Cancel Save

Figure 6.1 — Change Duty Status screen with On-Duty selected, plus Location, Notes, Trailers, and Documents fields.

7. Driving Mode

7.1 Automatic Driving Detection

Per §395.22 and §395.24, once the vehicle reaches the ELD's configured speed threshold, the ELD application automatically switches the driver's duty status to **Driving** and locks out manual data entry from a handheld device while the vehicle is in motion, other than what is needed to respond to the ELD or select certain permitted special statuses.

- The header bar changes to a compact layout showing **ELD Connected**, driver name, unit number, and elapsed shift clock.
- The four HOS gauges (Until Break, Driving left, Shift left, Cycle left) continue to count down live.
- The **Current Status** card shows "Driving" with an elapsed timer.
- Tap **Change duty status** once the vehicle is stopped and it is safe to do so, to switch to another status (e.g., On-Duty, Off-Duty) at the end of a driving segment.

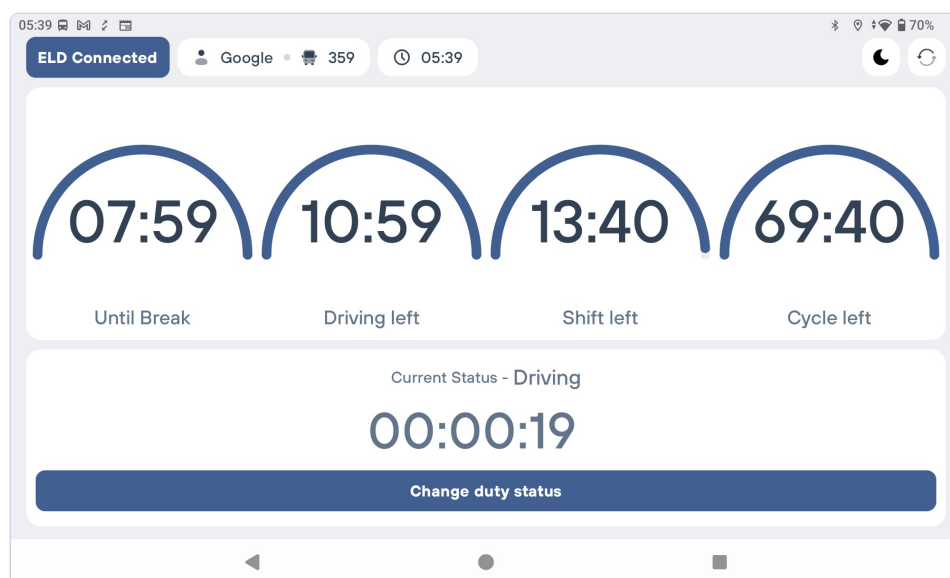


Figure 7.1 — Driving Mode dashboard showing Current Status "Driving" with live HOS countdowns.

Warning: Do not attempt to interact with the tablet/phone while the vehicle is in motion. Only stationary, authorized personnel changes are permitted while driving.

8. Updating Trailers & Shipping Documents

8.1 Update Duty Status Bottom Sheet

Shipping document numbers and trailer numbers can be updated at any time on the current duty status entry without changing the duty status itself. This satisfies the recordkeeping element in §395.8(e) which requires shipping document numbers to be identifiable on the driver's record.

1. From the Main Page, tap the **Documents** or **Trailers** quick-reference field to open the **Update duty status** sheet.
2. Enter or edit free-text **Notes** (60-character limit).
3. Enter the **Trailers** number, or check **Bobtail** if none.
4. Enter the **Documents** (shipping document) number, or check **N/A** or **Empty** as applicable.
5. Tap **Save** to apply the update, or **Cancel** to discard.

The screenshot shows a mobile application interface with a bottom sheet titled "Update duty status". The background interface includes a top bar with "Google Testing" and "Unit 359", a row of buttons (ELD Connected, Certify, Co-driver, Transfer RODS, Logs and DVIR, User manual), and a large clock showing "08:00" and "7:34". The bottom sheet itself has a "Notes" section with a text input field labeled "Enter notes". Below this are two columns: "Trailers" and "Documents". The "Trailers" column has a text input field containing "26532241" and a checkbox labeled "Bobtail". The "Documents" column has a text input field containing "JQL5872390" and two checkboxes labeled "N/A" and "Empty". At the bottom of the sheet are two buttons: "Cancel" and "Save".

Figure 8.1 — Update duty status bottom sheet for editing Trailers and Documents on the current status entry.

9. Driver Vehicle Inspection Reports (DVIR)

DVIRs document the pre-trip/post-trip mechanical condition of the vehicle as required by 49 CFR §396.11. While DVIR is a separate FMCSA safety requirement from the ELD hours-of-service rule, this ELD application combines both functions in a single application for driver convenience.

9.1 DVIR List (Empty State)

The DVIR List screen shows every DVIR submitted for the current retention period. When no DVIR has been created yet, the screen displays an empty state with a prompt to add the first report.

1. From the Main Page, open **Logs and DVIR**, then tap **Go to DVIR** to open the DVIR List.
2. If no inspection reports exist yet, the screen displays "**DVIR List is empty**" with the message "You can create a new one using the button below."
3. Tap **Add DVIR** to start a new Driver Vehicle Inspection Report (see Section 9.2).

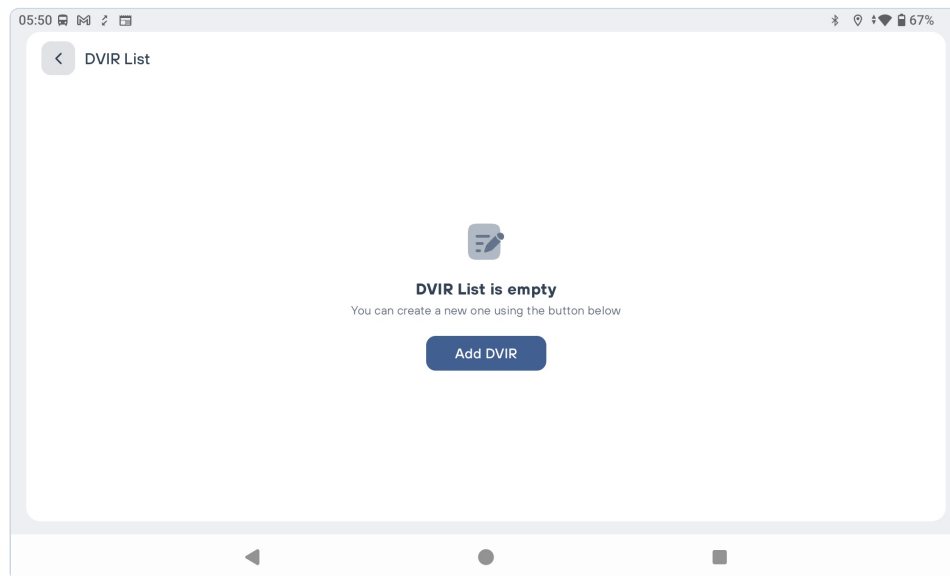


Figure 9.1 — DVIR List empty state with the "Add DVIR" button.

9.2 Creating a DVIR

1. From the Main Page, open **Logs and DVIR**, then tap **Go to DVIR**, or tap **Create DVIR / Add DVIR** directly from the DVIR List screen.
2. Confirm the **Vehicle** (unit) number — auto-filled from the currently assigned truck.
3. Enter any **Trailers** associated with the inspection.
4. Confirm the auto-filled **Date and time** and **Odometer** reading.
5. Confirm the GPS-derived **Location**.
6. Tap **+ Add defect** to record any vehicle defects found during inspection, if applicable (see Section 9.3).
7. Tap **Upload images & videos** to attach photographic evidence of any defect (optional).
8. Tap **Next** to continue to the certification/signature step, or **Cancel** to discard the DVIR.

Figure 9.2 — Create DVIR form with Vehicle, Trailers, Date and time, Location, Odometer, and image upload fields.

9.3 Selecting Unit & Intermodal Defects

Tapping **+ Add defect** opens the Add defect dialog, where the driver selects the specific component(s) found defective during the inspection. This structured checklist ensures defects are recorded consistently and map to standard DVIR categories under §396.11.

1. Choose the **Unit defects** tab to report defects on the power unit (tractor/straight truck) — for example, Accident Photo, Air Lines, Battery, or Body.
2. Choose the **Intermodal defects** tab instead if the defect applies to an intermodal chassis/trailer equipment rather than the power unit.
3. Check the box next to every defective component that applies. Multiple items may be selected.
4. Tap **Save changes** to add the selected defects to the DVIR, or **Cancel** to close without saving.

Figure 9.3 — Add defect dialog with Unit defects / Intermodal defects tabs and a defect checklist (Accident Photo, Air Lines, Battery, Body).

Tip: Select the correct tab before checking items — Unit defects and Intermodal defects are tracked separately so maintenance staff can route the repair to the right equipment record.

9.4 Submitted DVIR List

All previously submitted DVIRs are listed on the DVIR List screen, along with their current status.

- **Time** — the date/time the DVIR was created.
- **Trailers** and **Location** — trailer number and recorded GPS location.
- **Odometer** — recorded vehicle mileage at the time of inspection.

- **Status** — e.g., *TO BE CORRECTED* indicates a defect requires repair/certification before the vehicle may be dispatched, per §396.11.
- Tap + **Create DVIR** to add a new report, or **Delete DVIR** to remove an erroneous entry.

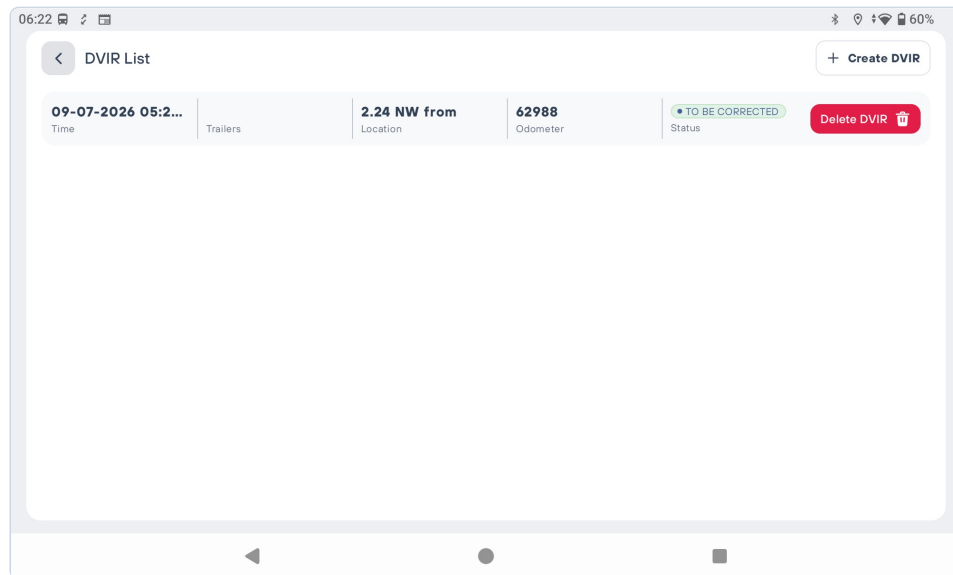


Figure 9.4 — DVIR List showing a submitted report with status "TO BE CORRECTED".

10. Viewing the Driver's Daily Log (Logs and DVIR)

The Logs and DVIR screen lets a driver review the full Record of Duty Status (RODS) for the current and previous 7 days (14 days of retained data is stored on the ELD/back office as required by §395.22(f)/ §395.8).

10.1 Daily Log Summary & Graph Grid

1. From the Main Page, tap **Logs and DVIR**.
2. Select a date from the day list on the left (defaults to the current 24-hour period).
3. Review the driver name, unit number, carrier name, and main office/terminal address.
4. Review the 24-hour graph-grid, which plots the driver's duty status (OFF / SB — Sleeper Berth / DR — Driving / ON) across the day, matching the traditional paper log grid required under §395.8.
5. Tap **Go to DVIR** to jump to that day's DVIR record.
6. Tap **Refresh** to sync the latest data from the ELD hardware and server.

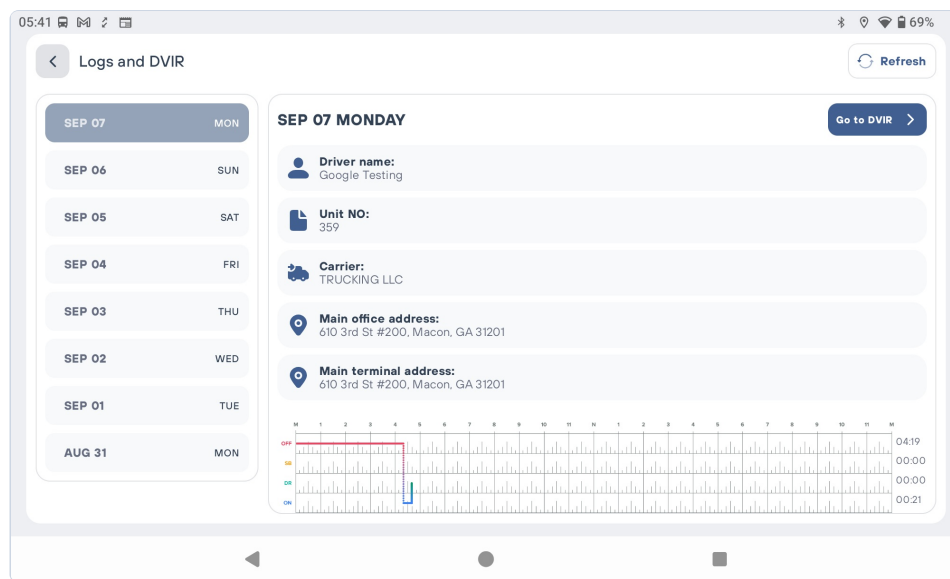


Figure 10.1 — Logs and DVIR summary screen with carrier/terminal information and the 24-hour OFF/SB/DR/ON graph grid.

10.2 Detailed Status Change Table

Scrolling (or switching view) on the Logs and DVIR screen also presents a line-item table of every recorded duty-status event for the selected day.

- **Status** — color-coded duty status (OFF, LOGIN, ON, DR/Driving).
- **Start** and **Duration** — the time the status began and how long it lasted.
- **Location** — the recorded location description for that event.
- **Unit Number** and **Odometer** — vehicle identifiers captured automatically by the ELD.
- Tap the pencil (✎) icon on any editable row to open the Annotation Log screen (see Section 11).

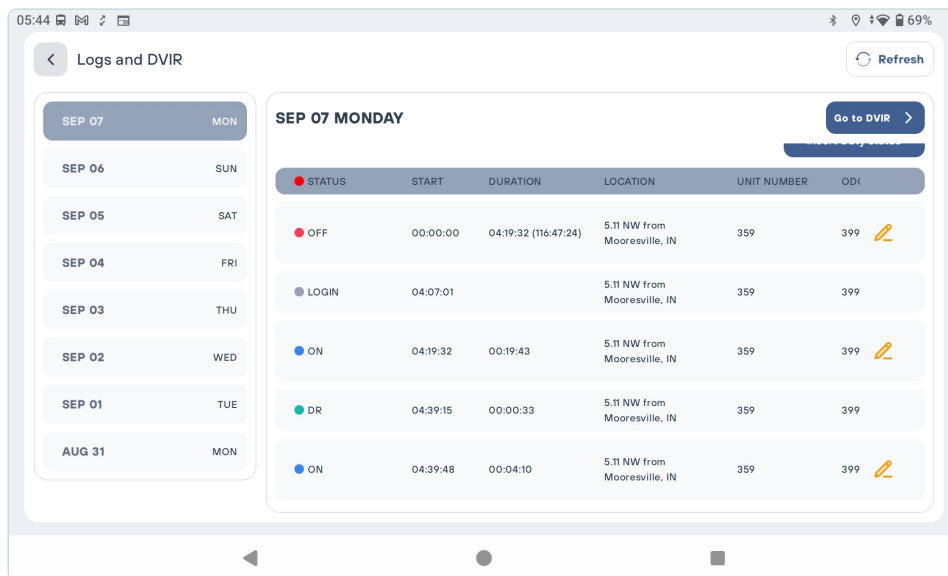


Figure 10.2 — Detailed duty-status table for the selected day (Status, Start, Duration, Location, Unit Number, Odometer).

11. Editing & Annotating Duty Status Records

Under §395.30, an ELD may allow a driver to make edits or annotations to a record, but it must retain the original ELD-recorded value and clearly indicate the entry has been edited/annotated. Edited or annotated records must be recertified by the driver (see Section 12) before being considered part of the driver's certified RODS.

11.1 Opening the Annotation Log

1. From the detailed status table (Section 10.2), tap the pencil (✎) icon next to the record you need to correct.
2. The **Annotation Log** screen opens, displaying the affected segment highlighted in pink on the graph grid.
3. Select the corrected duty status: **Off-Duty**, **Sleep**, or **On-Duty**.
4. Adjust **Start Time** and/or **End Time** as needed.
5. Review/edit **Odometer** and **Truck** unit number.
6. Review/edit **Location Name**, **Ship Docs**, and **Trailers**.

The screenshot shows the 'Annotation Log' screen. At the top, there's a header with a back arrow and the title 'Annotation Log'. Below the header is a graph with a grid. A segment of the graph is highlighted in pink, indicating the time period being edited. To the left of the graph, there are four duty status options: OFF (red), SB (yellow), DR (green), and ON (blue). Below the graph, there are three buttons: 'Off-Duty' (with a house icon), 'Sleep' (with a Z icon), and 'On-Duty' (with a person icon). Below these buttons are form fields for 'Start Time' (00:00:00), 'End Time' (04:19:32), 'Odometer' (399717), and 'Truck' (359). Below these fields are four more fields: 'Location Name' (5.11 NW from Mooresville, IN), 'Ship Docs' (JQL5872390), 'Trailers' (bobtail), and 'Remarks' (Enter Remarks). At the bottom right, there are 'Cancel' and 'Save' buttons.

Figure 11.1 — Annotation Log screen showing the editable segment and Start Time / End Time / Odometer / Truck / Location Name / Ship Docs / Trailers fields.

11.2 Adding a Remark / Reason for Edit

FMCSA requires that any change to an ELD record include an annotation explaining the reason for the edit (§395.30(a)(3)). Use the Remarks field to provide this explanation.

1. Tap the **Remarks** field (limited to 60 characters) to open the **Quick notes** dialog.
2. Type a free-text explanation (e.g., "I was on break") or select a preset reason: **Shower**, **Rest**, **Restroom**, **Other**, or **Break**.
3. Tap **Confirm** to apply the remark, or **Cancel** to discard it.

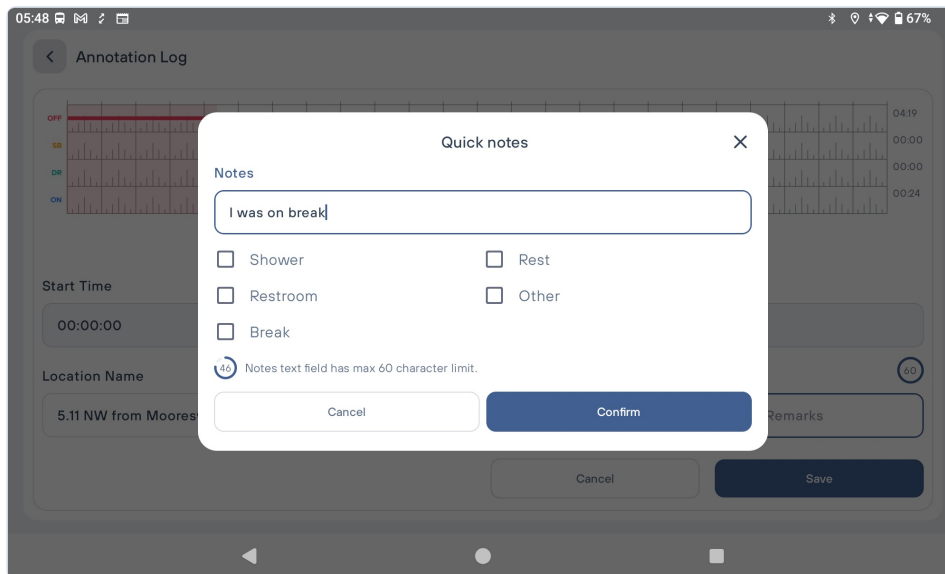


Figure 11.2 — Quick notes dialog for adding a Remarks annotation explaining the reason for the edit.

11.3 Saving the Correction

1. Confirm the **Remarks** field now shows your entered explanation.
2. Review all fields (Start Time, End Time, Odometer, Truck, Location Name, Ship Docs, Trailers, Remarks) for accuracy.
3. Tap **Save** to submit the annotation, or **Cancel** to discard the change.

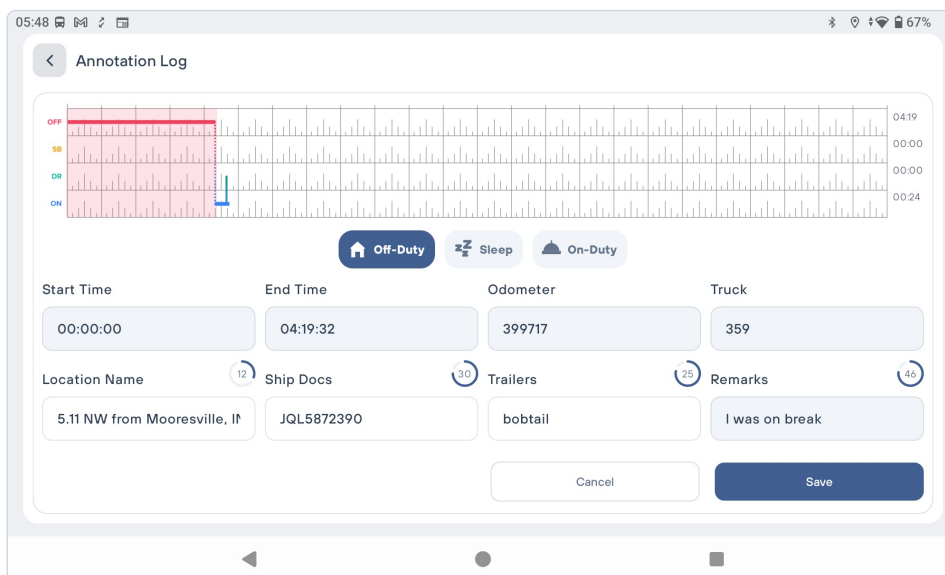


Figure 11.3 — Annotation Log screen with the Remarks field completed ("I was on break") and ready to Save.

Important: Saving an edited/annotated record marks the affected day as *uncertified*. You must recertify that day's log before it is considered complete (see Section 13).

12. Certifying Records of Duty Status (RODS)

Per §395.15/§395.24(f) and the ELD rule at §395.30, a driver must certify that all entries for each 24-hour period are true and correct. Certification must occur no later than 13 days after the driving day, and must be repeated ("recertified") any time an edit or annotation is made to a previously certified day.

12.1 Signing a Certification

1. From the Main Page, tap **Certify**.
2. Review the statement: *"I hereby certify that my data entries and my duty status record for these days are true and correct."*
3. Sign in the signature box using your finger or a stylus.
4. Tap **Paste** to reuse a previously captured signature, if available.
5. Tap **Clear** to redo the signature if a mistake is made.
6. Tap **Agree** to submit the certified signature.

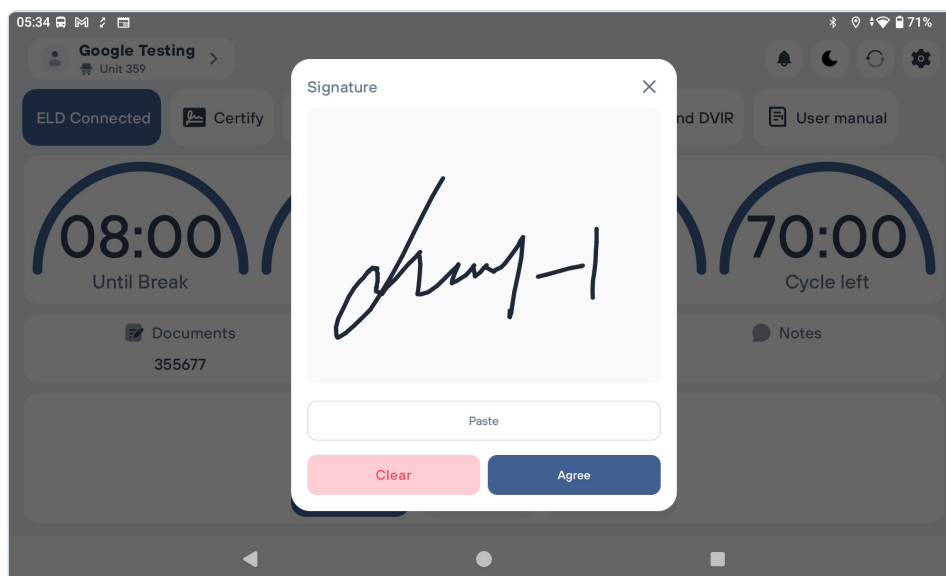


Figure 12.1 — Signature capture pad with a completed signature, Clear and Agree buttons.

13. Uncertified Records & Recertification

13.1 Reviewing the Uncertified Dates List

When you tap **Certify**, the ELD application first displays every date within the retention window that still requires certification (including days that were edited after an earlier certification).

1. Review the list of dates shown, each with a checkbox.
2. Use the **All** checkbox to select or deselect every listed date at once, or check individual dates.
3. Tap **Ready** to proceed to the signature screen (Section 12.1) for the selected dates.
4. Tap **Not Ready** to close the dialog without certifying, if you need to review the log entries further first.

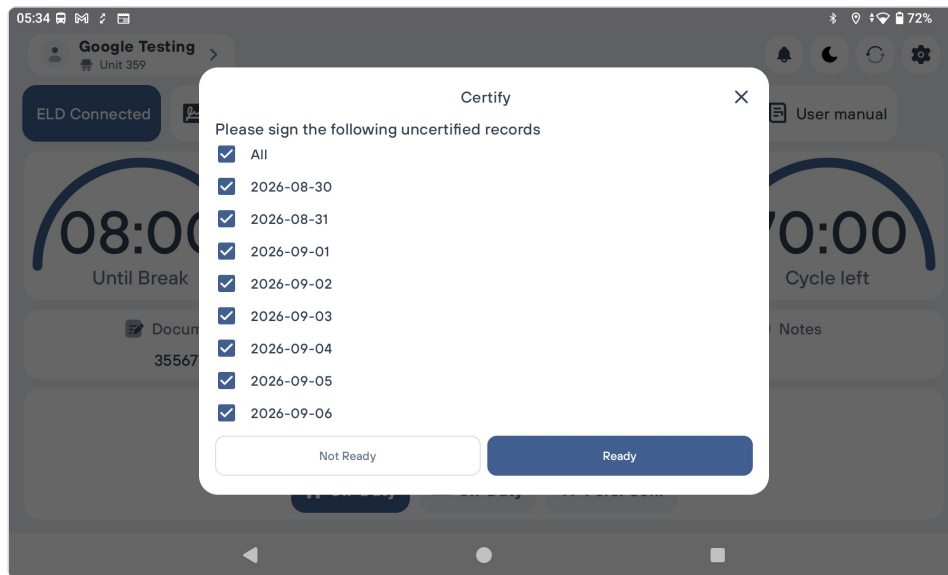


Figure 13.1 — Certify dialog listing uncertified dates with "All" selected, and Ready / Not Ready actions.

13.2 Recertification After a Correction

If a duty status record for a day is edited or annotated after it was already certified (see Section 11), the ELD rule requires the driver to recertify that day. The ELD application presents the same signature workflow used for initial certification.

1. Open **Certify** from the Main Page after making an edit to a previously certified day.
2. Review the certification statement again: *"I hereby certify that my data entries and my duty status record for these days are true and correct."*
3. Sign in the empty signature box, or tap **Paste** to reuse a stored signature.
4. Tap **Agree** to complete recertification of the corrected day(s).

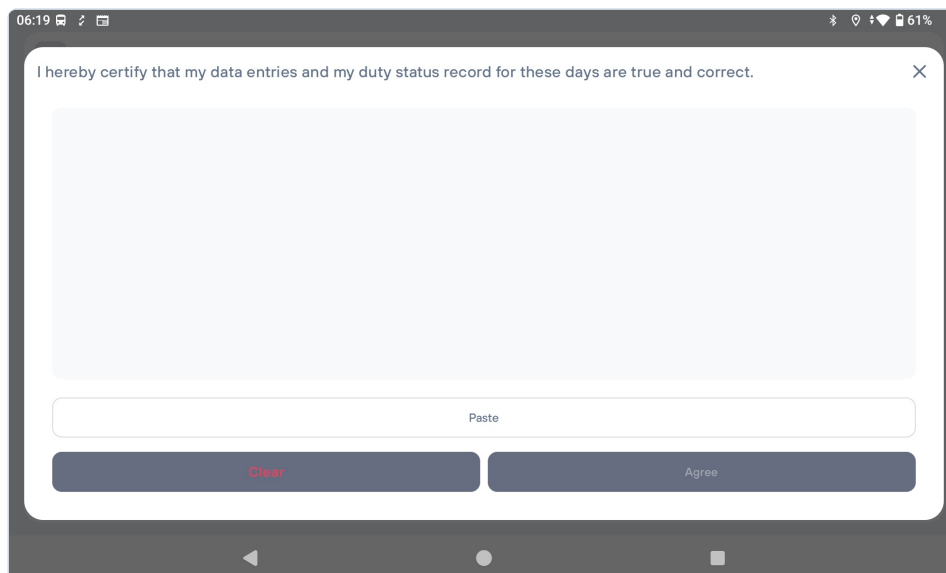


Figure 13.2 — Recertification signature screen shown after a duty status record has been edited or annotated.

Tip: A day that has been edited is not FMCSA-compliant until it has been recertified. Check the Certify screen regularly, especially after making corrections, to avoid accumulating uncertified days.

14. Transferring RODS to Safety Officials

Per §395.24, an ELD must be able to transfer the driver's ELD records to an authorized safety official on demand, such as during a roadside inspection. This ELD application supports both the **Web Services** (wireless) and **Email** transfer methods.

14.1 Send Logs (Transfer RODS)

1. From the Main Page, tap **Transfer RODS**.
2. Enter any comment requested by the inspecting official in the "**Enter your comment**" field (for example, an inspection reference number, at the official's request).
3. Choose the transfer method: **Web** (wireless transfer to FMCSA's system) or **Email**.
4. Select the date(s) to transfer using the day selector strip (e.g., SEP 07 MON, SEP 06 SUN, etc.). The current day's Driver's Daily Log preview is shown below.
5. Review the preview of the **Driver's Daily Log**, including Driver, Driver ID, DL number, ELD ID/provider, Carrier, Time Zone, and Vehicle (VIN).
6. Tap **Send** to transmit the selected day's certified RODS to the safety official / FMCSA.

06:45 53%

< Transfer RODS

Send Logs Enter your comment Web Email Send

SEP 07 MON SEP 06 SUN SEP 05 SAT SEP 04 FRI SEP 03 THU SEP 02 WED

DRIVER'S DAILY LOG

Monday September 7th 2026 USA Property 70 hour / 8 day

Driver	Google Testing		
Driver ID	10127	ST	West Virginia
DL number	232323	Time Zone	CDT
ELD ID		Time Zone Offset	UTC-5
ELD provider		24 period starting time	Midnight
Carrier	TRUCKING LLC	Vehicles (VIN)	359 (3AKJHHDR5JS7926)

Figure 14.1 — Transfer RODS screen: Send Logs comment field, Web/Email toggle, date selector, and Driver's Daily Log preview.

Important: Have your RODS ready to transfer immediately upon request during a roadside inspection. If the ELD malfunctions and a transfer cannot be completed electronically, provide the driver's records in paper/printed format as required by §395.34's malfunction procedures.

15. Malfunctions & Data Diagnostic Events

Under 49 CFR §395.34, the ELD rule requires the ELD application to self-monitor for compliance problems and alert the driver when one is detected. There are two categories of alerts: **malfunctions** (the ELD itself is no longer meeting a minimum performance requirement) and **data diagnostic events** (a specific data inconsistency that may or may not indicate a malfunction). Both must be resolved promptly to remain compliant.

15.1 How a Malfunction or Diagnostic Event Appears in the ELD Application

When the ELD application detects an issue, the status pill in the top-left of the Main Page changes color (for example, turning red and reading **"ELD Disconnected"** or displaying a malfunction/diagnostic indicator), and an on-screen alert identifies the malfunction or diagnostic code. The event is also automatically recorded on the driver's log with an "M" (malfunction) or "D" (diagnostic) data event, per §395.34(d).

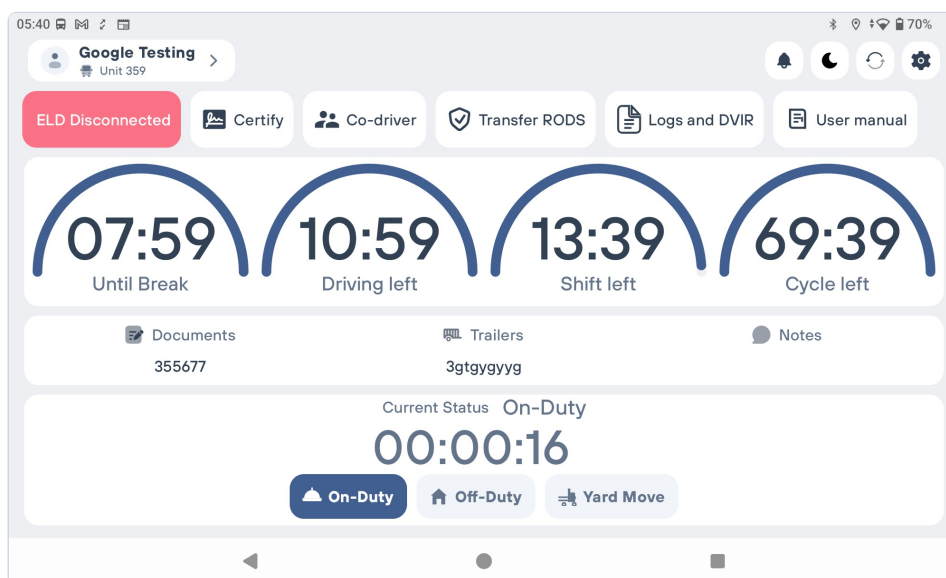


Figure 15.1 — Example of an in-app malfunction/connectivity indicator on the Main Page. Any malfunction indicator should be treated as an immediate action item.

15.2 ELD Malfunction Codes (§395.34)

A "malfunction" means the ELD no longer meets one of the minimum technical requirements set by FMCSA. The ELD application identifies each malfunction using the standard single-letter code defined in the ELD rule:

Code	Malfunction Type	Description
P	Power compliance	The ELD has not been powered and fully functional within 1 minute of the vehicle's engine receiving power, or has a cumulative power interruption of 30 minutes or more during a 24-hour period.
E	Engine synchronization compliance	The ELD has lost its ability to sync with the engine control module for vehicle motion status, miles driven, engine hours, or engine power status for more than 30 minutes total in a 24-hour period.
T	Timing compliance	The ELD is no longer able to record accurate date/time, or its internal clock has drifted outside the allowed tolerance (UTC synchronization failure).
L	Positioning compliance	The ELD has failed to acquire a valid GPS/position measurement within 5 miles of vehicle movement for more than 60 minutes cumulatively in a 24-hour period.
R	Data recording compliance	The ELD can no longer record or retain required event data, or its data storage is full/corrupted.
S	Data transfer compliance	The ELD's standardized single-step or multiple-step data-transfer mechanism (Web Services / Email, see Section 14) has failed a self-test or on-demand transfer.
O	Other ELD detected malfunction	Any other malfunction condition detected by the ELD that is not covered by the codes above (e.g., hardware fault reported by the vehicle adapter).

15.3 Data Diagnostic Event Codes (§395.34)

A "data diagnostic event" flags a specific data inconsistency that the driver may need to resolve, and does not always mean the ELD is malfunctioning.

Code	Diagnostic Event	Description
1	Power data diagnostic	A power interruption was detected; the ELD is monitoring whether it becomes a "P" malfunction.
2	Engine synchronization data diagnostic	A temporary loss of engine ECM connectivity was detected; the ELD is monitoring for an "E" malfunction.
3	Missing required data elements data diagnostic	An automatically-recorded ELD event is missing one or more required data elements (e.g., location).
4	Data transfer data diagnostic	The ELD's periodic data-transfer self-test has failed; the ELD is monitoring for an "S" malfunction.
5	Unidentified driving records data diagnostic	More than 30 minutes of driving time in a 24-hour period has been recorded under an "unidentified driver" profile rather than an actual logged-in driver.
6	Other data diagnostic event	Any other data inconsistency identified by the ELD that does not fall under codes 1-5.

15.4 Driver Steps When a Malfunction or Diagnostic Event Occurs

1. **Note the malfunction.** As soon as practical, record the malfunction/diagnostic code and the date/time it was noticed in the Remarks/Notes field (Section 11.2) or in a paper note, per §395.34(a).
2. **Reconstruct your record of duty status if needed.** If the ELD cannot record data reliably, manually reconstruct your RODS on paper (or in the app's manual entry, if available) for the current 24-hour period and the previous 7 consecutive days, per §395.34(a)(1)–(2).
3. **Continue paper logs until repaired.** Keep a paper log going forward until the ELD is serviceable again, per §395.34(a)(3), unless your carrier instructs otherwise.
4. **Notify your motor carrier.** Report the malfunction to your carrier in writing (including electronically) within 24 hours of discovering the problem, per §395.34(b).
5. **Continue operating.** A driver may continue to operate the CMV while the malfunction is addressed by the carrier, unless the ELD data indicates the vehicle cannot legally continue (e.g., HOS violations).
6. **Provide records on demand.** If a roadside inspection occurs while the ELD is malfunctioning, provide the current paper RODS reconstruction and, if available, the last 7 days of ELD data in electronic or printed format.

15.5 Carrier Responsibilities & Repair Timeline

- The motor carrier must correct, repair, or replace the malfunctioning ELD **within 8 days** of discovering the problem, or receiving the driver's notification, per §395.34(c).
- If more time is needed, the carrier may request an extension from the FMCSA Division Administrator for the driver's state.
- The carrier must maintain a record of malfunction reports and corrective actions for each ELD and driver, as part of its FMCSA compliance recordkeeping.

Important: An ELD malfunction does not excuse a driver from complying with Hours of Service limits. Continue to track and comply with the applicable driving, shift, and cycle limits manually until the ELD is restored to service.

Tip: Diagnostic events (Section 15.3) often self-clear once the underlying condition is resolved (for example, GPS signal is reacquired or the driver logs in correctly). Malfunctions (Section 15.2) typically require carrier/technician action and must be formally reported.

16. FMCSA Part 395 Quick Reference

The table below maps common ELD application screens to the underlying FMCSA requirement they help satisfy.

ELD Application Screen	FMCSA Requirement	Regulation
Change Duty Status / Driving Mode	Record duty status for every change of status	§395.8, §395.24, §395.26
Logs and DVIR (graph grid & table)	Maintain a Record of Duty Status equivalent to the paper grid	§395.8
Annotation Log (edit/annotate)	Allow driver edits while preserving original ELD data	§395.30
Certify / Uncertified Dates List	Driver certification of RODS true and correct within 13 days	§395.15, §395.30
Recertification after correction	Recertify any day that is later edited	§395.30
Transfer RODS (Web/Email)	On-demand electronic transfer to authorized safety officials	§395.24
Create DVIR / DVIR List	Pre-trip and post-trip vehicle inspection reporting	§396.11
ELD Connected/Disconnected status	Malfunction & data diagnostic event indicators	§395.34
Malfunction/Diagnostic codes (P,E,T,L,R,S,O / 1-6)	Malfunction reporting, driver & carrier response, repair timeline	§395.34
Documents / Trailers fields	Shipping document number identification on the record	§395.8(e)

17. Troubleshooting & Support

Issue	Recommended Action
Status pill shows "ELD Disconnected"	Tap the pill, then tap <i>Search for devices</i> to reconnect (Section 4.1). Confirm vehicle ignition is on and Bluetooth is enabled.
Duty status will not change while driving	This is expected — the ELD locks manual status changes while the vehicle is in motion, per §395.24. Stop the vehicle safely before changing status.
Certify screen shows unexpected uncertified dates	A prior day may have been edited/annotated; review the day's Annotation Log entries, then recertify (Section 13.2).
DVIR status shows "TO BE CORRECTED"	A reported defect requires resolution before dispatch. Contact your maintenance department per §396.11.
Unable to transfer RODS to an inspecting official	Try the alternate method (switch between Web and Email). If both fail, follow your carrier's ELD malfunction / paper log backup procedure (§395.34).
A malfunction (P, E, T, L, R, S, O) or diagnostic (1–6) code is displayed	Follow the driver steps in Section 15.4: note the code/time, switch to paper RODS if needed, and notify your carrier within 24 hours.

For further assistance, contact your motor carrier's safety/compliance department or your ELD provider's support through the in-app **User manual** button on the Main Page.