



eDriver Logs[®] ELD for Windows CE Driver Guide

CUSTOMER SUPPORT | 888-346-3486



eDriver Logs ELD system complies with and is tested against the United States Department of Transportation (USDOT) Federal Motor Carrier Safety Administration (FMCSA) specifications as found in 49 CFR Part 395 for Electronic Logging Devices, Subpart B.

This guide is intended to complement eDriver Logs ELD training. No driver should attempt to rely solely on the eDriver Logs ELD guide without first completing training from your company.

If there is an ELD Compliance Malfunction on the device and you are not able to immediately resolve the malfunction, you must begin keeping paper logs until the device is once again compliant. Refer to the Troubleshooting section for common causes and resolutions. If your logs can no longer be accessed on the device, you must reconstruct your logs on the paper for the current 24-hour period and the previous 7 consecutive days. For this reason you are required to carry a paper log book in your vehicle at all times.

Trimble bears no responsibility for the driver's failure to comply with this requirement.

You are required to keep this guide in your vehicle at all times. Provide this documentation to the auditor in the case of a D.O.T. inspection. eDriver Logs ELD relies on accurate input of data and appropriate use by the driver. Trimble assumes no liability for erroneous, accidental, or intentional input of data or misuse of the product.

The regulations announced by the FMCSA and the Canadian government are subject to change. Trimble will endeavor to automatically update the eDriver Logs ELD device as soon as practical. Trimble assumes no liability for reasonable delays in providing system updates or upgrades.

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Login

WARNING: If using a Tablet device, LOGIN, LOGOUT and HOS data may not be accurate if the device is not wired or wirelessly connected to the ECM during eDriver Log events.

8.2.65.0



Driver ID:

DRIVER1234

Password:

Sign In

This screen is shown when the vehicle is stopped and no driver is signed in to the logging device. Tap in the text box that says Driver ID, then use the on-screen keyboard to enter your Driver ID. Tap Done on the keyboard returning you to the login screen. Tap in the Password text box to open the keyboard. Type your driver password. Then tap the Done button on the keyboard. Once your credentials are entered in, tap **Sign In**.

When you sign in, the device will contact the eDriver Logs ELD Server and download your daily logs.

Login

Q & A

Q: What if I was not provided with a password?

A: If your motor carrier did not provide you with a password you will need to contact your motor carrier to request a password.

TIP: Whenever an underlined text field appears on the screen, tap once above the line to show the keyboard. Tap Done button when you have finished typing to close the keyboard.

Logout

When you are finished with your shift or otherwise done using the vehicle, tap **Change Status** and then tap **OFF Sign Out**.

If the DVIR feature is enabled, you may be prompted to create a driver vehicle inspection report before signing out.

OFF
Sign Out

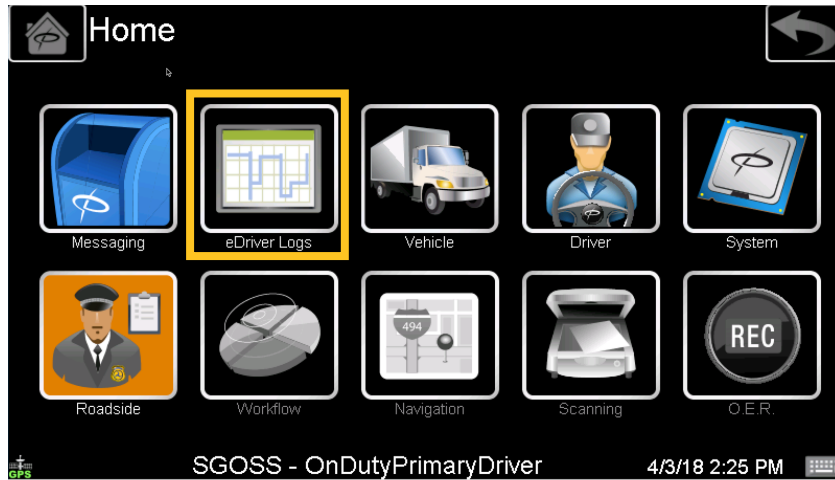
You may also be prompted to review your logs on the device during sign out. Tap **Yes** to be taken to the log(s) that require(s) review. See **View Logs** for more information. Tap **No** to proceed without reviewing your logs. Tap **Back** to cancel and return to the Driver Overview.

After the sign out process is complete, the logging device will send your records to the Trimble Server where they can be viewed from the ELD Driver Portal.

TIP: Logging out of Trimble Oil & Gas Mobile Software will also log you out of eDriver Logs ELD.

Navigation

ACCESSING eDRIVER LOGS FROM TRIMBLE OIL AND GAS MOBILE SOFTWARE



From the Home screen tap the **eDriver Logs** icon (yellow box in below image). This will return you to the eDriver Logs ELD application.

Navigation

WinCE NAVIGATION BUTTONS



The **Home** button will return you to the main screen of the WinCe Device.



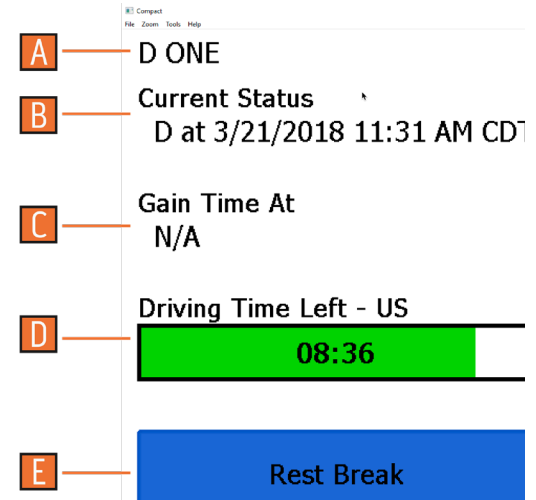
The **Back** button will return you to the previous screen.

NOTE: Always review your logs before operating the vehicle to ensure that all information is true and correct. You are responsible for ensuring that all records required to be in your possession are available in electronic and/or paper format.

Driver Overview

This is the main screen of the application, showing the driver's name, current duty status, and hours and minutes of driving time left.

- A: Driver Name**, the name of the driver that the information is currently being displayed for.
- B: Current Status**, displays the current status of the driver and the date and time of the status change.
- C: Gain Time At**, the date (month/day/year) and time at which your available drive time will increase, presuming you do not change duty status before then.
- D: Driving Time Left - Country**, your available drive time will be shown as a colored bar. The color reflects the appropriate driving time left.
- E: Rest Break Button**, tap this to change your status to OFF and begin a break.



Driver Overview

F: Symbols & Warnings Area, icons displaying the current status of connection and missing information will be displayed.

G: Change Status Button, tap the button to change the status of the driver.

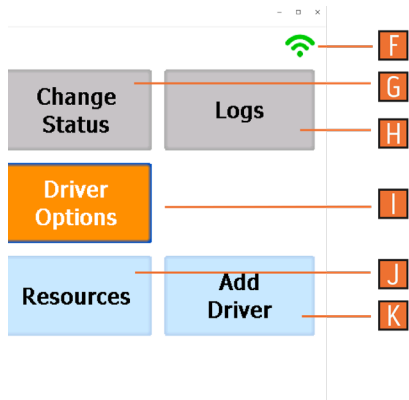
H: Logs, tap to view driver logs.

I: Driver Options Button, tap to bring up the options. You may view Review Logs, Request Logs, Take Exception, Diagnostics, and Roadside Inspection.

J: Resources

- Shipment Button, tap the button to enter in shipment information.
- Trailers Button, tap the button to add a trailer or make a trailer change.




K: Add Driver, tap the button to allow a co-driver to sign in. The driver will become the active driver and the Driver Name will be shown with that new driver.



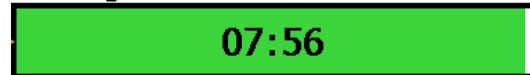
Driver Overview

AVAILABLE DRIVE TIME BAR

Available Drive Time is shown in the large colored bar. This is the lowest of the driver's applicable HOS limits, or the maximum amount of time they can legally continue operating a CMV without rest. The color reflects the approximate driving time left:

-  **Green** - more than 3 hours remaining
-  **Yellow** - between 1 and 3 hours remaining
-  **Red** - less than 1 hour remaining

Driving Time Left



Tap the **Driving Time Left** bar to display Driving Time Details (the time remaining under each applicable hours of service rule). You may need to swipe up and down to view more detail if it does not all fit on the screen. The information displayed includes Active Exceptions, Work Shift Driving, Work Shift Rest Break, Work Shift Duty, and Cycle Duty.

If you have uncertified logs or proposed edits that require review, you will notice an orange flag over the **Driver Options** button. See **Driver Options** and **View Logs** for more information. A red flag indicates missing data. See **Driver Options**.

| Driving Time Details - US | |
|---------------------------|-------|
| Active Exceptions | |
| Exceptions: | N/A |
| Work Shift | |
| Driving: | 10:00 |
| Duty: | 14:04 |
| Cycle | |
| Duty: | 59:04 |

Driver Overview

| | | US property-carrying limits¹ | US passenger-carrying limits² | Canada south of 60°N limits³ |
|-------------------|------------|--|---|---|
| Work Shift | Driving | 11 hours | 10 hours | 13 hours |
| | Rest Break | 8 hours | Not applicable | Not applicable |
| | Duty | 14 hours | 15 hours | 14 hours |
| | Elapsed | Not applicable | Not applicable | 16 hours |
| Daily | Driving | Not applicable | Not applicable | 13 hours |
| | Duty | Not applicable | Not applicable | 14 hours |
| | Off Duty | Not applicable | Not applicable | 10 hours |
| Cycle | On Duty | 60 hours in 7 days or 70 hours in 8 days | 60 hours in 7 days or 70 hours in 8 days | 70 hours in 7 days (Cycle 1) or 120 hours in 14 days (Cycle 2) |
| | Off Duty | Not applicable | Not applicable | 24 consecutive hours in previous 14 days |

¹ See US 49 CFR 395.3

² See US 49 CFR 95.5

³ See CA SOR-2005-313 §12-29

Driver Overview

Q: What is Available Drive Time, and how is it calculated?

A: Available Drive Time is the maximum time in hours and minutes (hh:mm) that a driver legally may continue to operate a commercial vehicle without rest. The logging device calculates the time remaining until each applicable hours of service limit will be reached. The lowest of these is displayed as **Available Drive Time**.

Q: What does it mean if Drive Time Left is N/A?

A: N/A means that the logging device cannot calculate **Available Drive Time** due to insufficient data. Review all records of duty status, including paper logs, to determine your actual driving time left.

Driver Overview

Q: What is the difference between Work Shift rules and Daily rules?

A: Work Shift rules restrict the on duty time that a driver may accumulate from the moment the driver reports to duty to the moment he or she is released from duty. Work Shift calculations do not reset until the driver has accumulated the minimum consecutive off duty time required by the applicable US or Canadian hours of service regulations.

Canada has additional rules, called Daily Rules, which restrict the on duty time a driver may accumulate from the start of one 24-hour log period to the start of the next and establish mandatory minimums for the total off duty time a driver must accumulate within a log period. Daily calculations automatically reset at the beginning of each log day.

Q: Why do my driving time details sometimes show “Salesperson” instead of “Cycle Duty”?

A: If you are operating in the US as a driver salesperson¹, the typical cycle duty limit does not apply toward your driving time left so long as you do not exceed 40 hours driving in any period of seven consecutive days. The salesperson value shows how long you may continue to drive under this driver salesperson exception.

¹ See US 49 CFR § 395.1(c)

Symbols & Warnings

ASSET CONTROL CENTER CONNECTION STATUS



[Green] The OBC currently has a cellular connection and is able to send data.



[Grey] The cellular connection has been closed because the logging device has no new data to send. A connection will be re-established when there is data to send.



[Grey] The OBC cannot connect make a cellular connection. Reasons may include low signal strength or a network service interruption.

LOGS PENDING



The logging device is waiting for driver logs to be synchronized with the Asset Control Center.

NO TRAILER



The trailer list is empty.

NO SHIPMENT



The shipment list is empty.

In the event of a GPS failure, drivers must keep paper records of their route of travel and miles per jurisdiction until normal location detection resumes. An audio warning will sound once when the failure is detected and a different audio will sound when this failure is resolved.

Symbols & Warnings

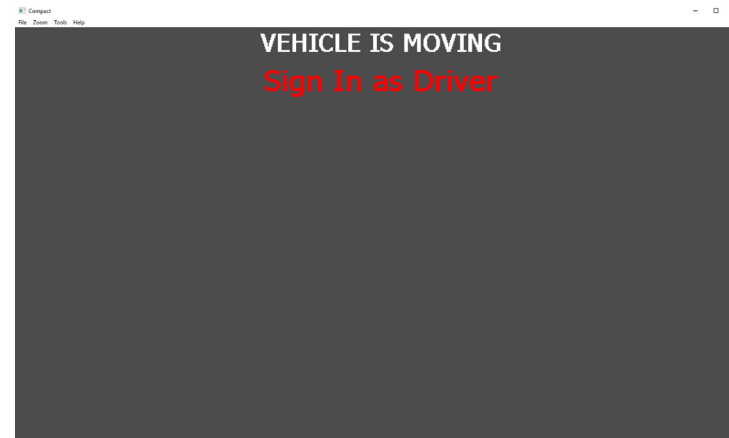
MISCELLANEOUS WARNINGS



[Red] Data diagnostics appear on your device when a driver is signed in to the application. If your device enters a data diagnostic state, you will see a red triangle icon in the action bar at the top right of the screen. Navigate to your log events to determine the exact type of diagnostic event that has occurred, and see Troubleshooting for common causes and resolutions.

UNKNOWN DRIVER

The vehicle is moving but the person operating the vehicle has not been identified. Stop driving and either sign in or change status as directed.



Device Abbreviations & Terms

The following abbreviations and terms are used in records generated by this logging device.

| | |
|-----------------------------|---|
| Comms | Cellular Communications |
| D | Driving |
| ECM | Engine Control Module |
| ELD | Electronic Logging Device |
| Inactive - Charged | A log event that was edited and is no longer the active event |
| Inactive - Rejected | A request edit that was rejected and was not applied to your log |
| Inactive - Requested | A log edit that has been requested by a non-driver Asset Control Center user but has not yet been applied to your log |

| | |
|-------------------|---|
| OBC | On Board Computer |
| OFF | Off Duty |
| ON | On Duty, not driving |
| PC | Personal Conveyance |
| PCG | PeopleNet Connected Gateway |
| PMG | PeopleNet Mobile Gateway® |
| SB | Sleeper Berth |
| YM | Yard Moves |
| ELD Login | When an authorized user logs in to the ELD |
| ELD Logout | When an authorized user logs out of the ELD |

Driver Status

PREVIEW AVAILABILITY

Every time you sign in, the logging device will request your electronic records of duty status (daily logs) from the Asset Control Center Server.

Requesting logs...

When you receive a message that logs are received or up-to-date, review your last recorded duty status and current driving time left.



If you are configured to operate commercial vehicles in both the United States and Canada, you may preview your driving time left for either country before completing the sign in process. For more information see **Country Selection**.

Driver Status

Q: I've been waiting a long time, but still haven't received my logs. What should I do?

A: The system will try to reach the Asset Control Center server for sixty seconds. If the server cannot be reached, you will receive an error message and must reestablish communications before signing in. If you have recently signed in to this device, a **Stop** button will appear after sixty seconds, allowing you to continue signing in without reaching the server.

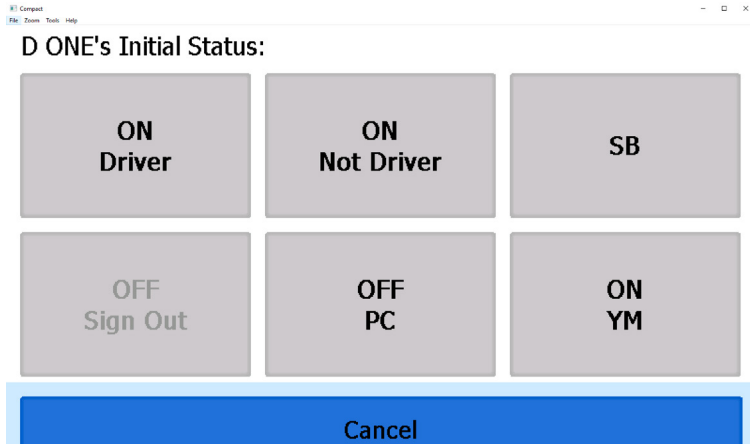
Q: I received a message that there are proposed edits and /or un-certified logs that need to be reviewed on the eDriver Logs ELD website. What do I do?

A: You will need to sign in to the ELD Driver Portal to complete these actions, as they are required on logs that are older than can be accessed on the device.

Driver Status

INITIAL STATUS

After previewing availability, tap **Next** and then choose the button that best represents your initial duty status. See the **Status Change** section for a complete list of buttons and corresponding duty statuses.



You will be required to enter an annotation (comment) when selecting Yard Moves **(ON YM)** or Personal Conveyance **(OFF PC)**. See **Status Change** for more information about these options.

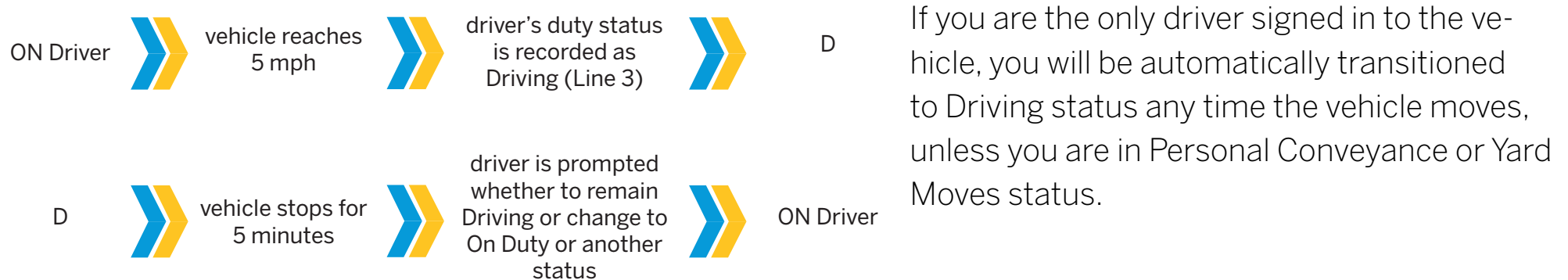
If you are the first driver to sign in during your work shift, the device will prompt you to confirm the vehicle ID. If the vehicle ID has changed or is not correct, tap the pencil icon and enter or update the vehicle ID. If the vehicle ID displayed is correct, or you are finished entering the ID, tap **OK**. Use caution when updating your vehicle ID to validate that the vehicle ID matches the one used by your carrier.

You may be prompted to enter your location if GPS data is not available. See **Manual Location Data Entry**.

Driver Status

Q: I don't see a driving button. How do I record when I am driving the vehicle?

A: When you tap **ON Driver**, you are indicating that you are on duty and preparing to operate the vehicle. The logging device will detect when the vehicle is moving and record the correct duty status for you based on the movement of the vehicle. See the graphic below.



Q: I don't have a co-driver. Do I still need to tap the On Duty (Driver) button before I operate the vehicle?

A: Yes. The logging device uses this information not only to maintain accurate driver logs but also for other record keeping, such as determining when driver vehicle inspection reports need to be created or reviewed.

Driver Status

CHANGE STATUS

Starting from the **Driver Overview** screen, tap **Change Status** and then choose the option that best describes your current activity.

**ON
Driver**

Choose this when you are on duty and taking control of the vehicle. The logging device will detect when the vehicle is moving and automatically record your activity as D (Line 3) when the vehicle is moving and ON (Line 4) when the vehicle is stopped. No other driver may take control of the vehicle until you choose a different status, start a Rest Break, or Sign Out.

**ON
Not Driver**

Choose this if you are on duty but not in control of the vehicle. This will record your activity as ON (Line 4).

SB

Choose this when you are beginning a period of rest in the vehicle's sleeper berth. This will record your activity as SB (Line 2).

**OFF
Sign Out**

Choose this when you are relieved of duty and are signing out of the device. This will record your activity as OFF (Line 1). To record your status as off duty without signing out of the logging device, see **Rest Break**. If your carrier has enabled it, you may also have the option to sign out while remaining on duty.

Driver Status

These additional options may be available if enabled by your carrier:

**OFF
PC**

Choose this if you are relieved from all responsibility for performing work and taking control of the vehicle for your own personal use. This will record your activity as “Authorized Personal Use of CMV (PC)” (OFF, Line 1).

**ON
YM**

Choose this if you are moving your vehicle inside your carrier’s yard. This will record your activity as “Yard Moves (YM)” (ON, Line 4).

**ON
Sign Out**

Choose this if you are switching vehicles, continuing to work in the office or shop, or performing other duties that are NOT associated with the ELD you originally signed into.

Driver Status

REST BREAK

The Rest Break feature is used for recording off duty activity during the work shift. Drivers who use this feature remain signed in to the application, thereby avoiding the screen prompts associated with signing out of a logging device and signing back in again.

WARNING: Drivers should only use this feature if they will return to duty in the same vehicle before the end of the work shift.

To begin a rest break, tap **Rest Break** and confirm that you want to start a break now. This will record your activity as Off Duty (Line 1) without signing you out of the application.



Are you sure you want to start a rest break (OFF)?

Yes No

The application will determine the minimum rest necessary to improve driving time, and show this value as **Gain Time At**. When the required rest break time is fulfilled, **Gain Time At** and **Available Drive Time** will be recalculated.

Driver Status

REST BREAK

To end a rest break, tap the red **Stop Break** button in the upper right to display the Status screen.

Choose **ON Driver** if you are returning to duty and will be operating the vehicle or **ON Not Driver** if you are the co-driver. Choose **SB** if you will continue resting in the vehicle's sleeper berth before returning to duty. Choosing any button other than **OFF Sign Out** will return to the Driver Overview screen and cause **Gain Time At** and **Available Drive Time** to be recalculated.

When you are finished using the vehicle, don't use the Rest Break feature. Instead, choose **OFF Sign Out** from the **Status** screen. This will begin the sign out process and trigger a post-trip driver vehicle inspection (if applicable).

ADD REMOVE RESOURCES

If you are the first driver to sign in during your work shift,

you may be asked to review the trailers and shipments added by a previous driver, and remove or add new resources.

Tap **Remove** to remove the selected resource without recording it on your log. To add a shipment, enter the ID in the **Shipment ID** field and then tap **Add**. You may also add or remove resources after you are signed in. See **Shipments** and/or **Trailers**.

Tap **Next** to keep all resources shown. This will record these resources, if any, on your current driver log.

YARD MOVES (AUTOMATIC)

Selecting **ON YM** (On Yard Moves) and cycling the commercial motor vehicle's (CMV) engine through power off cycle, the driver will continue to remain in Yard Move status. This will continue until the vehicle departs the predefined yard area or exceeds 20 mph. This setting must be enabled by the carrier.

Driver Vehicle Inspection

REQUEST DVIR

After choosing the **ON Driver** button or adding a trailer to the vehicle combination, verify the ID of the resource that you are using, and then tap **Request DVIR**.

The logging device will request the most recent driver vehicle inspection report and refresh this screen when a response is received. Fill in any empty boxes and tap **Next**.

Q: I've been waiting a long time without receiving the most recent report. What should I do?

A: If you have waited at least 60 seconds, tap **Stop** to continue the inspection process without a response from the Asset Control Center server. If a previous un-reviewed report is already stored on the logging device, it will be presented for you to review. If not, perform your own inspection and create a new DVIR listing any defects you find.

Enter Inspection Information

Vehicle:

vtest

Odometer:

0

Location:

2mi (3km) NW IA Coralville

Cancel

Request DVIR



Driver Vehicle Inspection

REVIEW & SUBMIT

If a previous report is presented for you to review, use the arrow buttons to scroll through the report and re-view all the information provided. See **View DVIR**.

If any defects are listed, verify that a statement is present certifying that the defects were repaired or that repair is not needed. Be sure to review all defects for each resource in the current vehicle combination. When you are done with the review, tap **OK** to show the acknowledgment screen.

Tap **Yes** if you are satisfied with the vehicle's condition, otherwise tap **No**. If any unresolved defects were listed on the report, you will also need to select **Complete** or **Not Needed** for Repair Status. Tap **Done** to submit the report.

| | | |
|--------------|--|---|
| Vehicle: | vehicle2 |  |
| Odometer: | 0 | |
| Location: | 2mi (3km) NW IA Coralville | |
| Defects: | None | |
| Created by: | MICHAEL SCOTT 9/12/2018 9:50 AM EDT | |
| Reviewed by: | MICHAEL SCOTT 9/12/2018 9:50 AM EDT |  |

OK

Driver Vehicle Inspection

SELECT RESOURCE

When it is time to create a driver vehicle inspection report, a list of resources subject to inspection will be shown. Tap once on a resource to highlight it and then choose the appropriate button.

No Defects Choose this to report that the resource is free of defect or deficiency.

Add Defects Choose this to note one or more defects for the resource.

A resource ID shown in **blue** and having a message of **No Defects** or **Defects Added** on the right indicates that you have completed a DVIR for that resource during the current inspection process, or that an unrepaired defect has been carried over from a previous report. You must complete a DVIR for all resources in the list to move to the next screen. See **Carry Over Defects**.

Driver Vehicle Inspection

SELECT PART & DEFECT

When you tap **Add Defects** or **Edit Defects**, a list of parts will be shown for the selected resource. Tap once on a part to highlight it, and then select one or more defects from the list on the right. All defect lists will include an option for **Other**, where you can type in your own description.

Repeat this process for each defective part. Tap **Done** to return to the **Select Resource** screen. After inspecting all resources, tap **Finish** if there are no defects to report, or tap **Next** to show the **Review & Submit** screen.

NOTE: Part names and defect descriptions are specific to the type of resource (vehicle or trailer) currently selected for inspection. Both lists can be customized by your motor carrier.

Tires

| | |
|------------------------------|---|
| Bulging or swelling | ▲ |
| Flat or leaking air | |
| Improperly inflated | ▼ |
| Insufficient tread | |
| Loose or insecurely mounted | |
| Missing | |
| Tread or sidewall separation | |

Other:

Defects: Flat or leaking air, Insufficient tread

Done

Driver Vehicle Inspection

CARRY OVER DEFECTS

In some cases, the previous DVIR for an asset may include a defect that was certified as **Repairs Not Necessary**. This suggests that the defect or deficiency may still exist, but that repair is not required in order for the vehicle to be operated safely.

The logging device will “carry over” such defects to the next driver vehicle inspection report. You will be notified when beginning a new inspection report if the previous report has such defects. You may add to or edit these defects as needed before submitting your new inspection report.

Trailer: TRAILERTES

Defects:

Tires: Flat or leaking air; Insufficient tread

Back



Next


Driver Vehicle Inspection

VIEWING THE DVIR

This screen allows you or an official to view the most recent driver vehicle inspection report for any resource (vehicles, trailers, etc.) in the vehicle combination. You also have the option to start a new DVIR during your shift.

Starting from the **Driver Overview** screen for any driver, tap **DVIR**¹ to see the report for the first available resource (typically the vehicle). Tap the tabs at the top left of the screen to navigate between the different resources.

| | | |
|--------------|---|---|
| vehicle: | Tractor |  |
| Odometer: | 0 | |
| Location: | 2mi (3km) NW IA Coralville | |
| Defects: | None | |
| Created by: | TEST TEST 8/22/2018 11:31 AM CDT | |
| Reviewed by: | TEST TEST 8/22/2018 1:20 PM CDT Safe to Operate |  |



Driver Vehicle Inspection

A driver vehicle inspection report includes the following information:

- Resource type (Vehicle or Trailer) and ID
- Odometer²
- Location of vehicle when the driver vehicle inspection report was created
- Defects or deficiencies noted, or “No Defects”
- Report creation details:
 - Driver
 - Date³ and time
- Repair certification details (if applicable):
 - Certifying agent or driver
 - Date³ and time

- Repairs Made or Repairs Not Necessary
- Driver review/acknowledgment details:
 - Driver
 - Date³ and time
 - Safe to Operate or Unsafe to Operate

¹Visible only if the DVIR feature is enabled; selectable only if a driver vehicle inspection report is available for viewing

²Visible only when viewing a DVIR for a Vehicle

³Displayed in month/day/year format

To begin a new DVIR at any time, tap the **+ Add DVIR** button. Once you have started an open DVIR, you will have the option to toggle between the **Certified** or **Opened DVIR** and to edit or add to the open DVIR with the **Edit DVIR** button.

Co-Driver Login

Tap **Add Driver** to allow a co-driver to sign in.

Tap on the line that says Enter Driver ID, then use the on-screen keyboard to enter the Driver ID. Tap **Next** on the keyboard to move to the password line. Type your driver password. Then tap the **Done** button on the keyboard.

The co-driver will be logged into the ELD device and will need to tap either **Cancel** (if they logged in by error) or **Change Status**. Cancel will return the screen to the previous driver. Choosing a Status will take you to the Shipments screen where you can continue with the current shipment or add additional shipments. This will activate the co-driver on the ELD screen. To select the previous driver, tap the **Next Driver** button, this will toggle the driver information on the ELD screen.



**Add
Driver**

Shipments

From the **Driver Overview** screen, tap the **Resources** button then the **Shipments** button.

To add a shipment to the list, enter the shipping document number (if applicable) or the shipper name and commodity name, and then tap **Add**. This will add the shipment as a current resource and also record this information on the current day's log for each driver who is signed in. To drop a shipment, tap on the shipment you would like to remove. This will highlight the selected shipment in blue, and then tap **Remove**. Tap on **Done** to return you to the **Driver Overview**.

The screenshot displays the 'Current Shipments' interface. At the top, it says 'Current Shipments:'. Below this is a list of shipments, with the first one highlighted in blue and containing 'XXXXXX'. To the right of the list are two grey buttons with upward and downward arrows. Below the list is a 'Shipment:' label followed by an input field. To the right of the input field are 'Add' and 'Remove' buttons. At the bottom of the interface is a large blue button labeled 'Done'.

TIP: If adding multiple shipments bound for separate destinations, add them one at a time so that each is listed on a separate line. This will allow you to remove individual shipments at each stop so the shipment list always reflects your current load.

Trailers

From the **Driver Overview** screen, tap the **Resources** button and then the **Trailers** button.

To add a trailer to the list, enter the trailer ID and then tap **Add** (or **Done** on the keyboard). This will add the trailer as a current resource and also record this information on the current day's log for each driver who is signed in. To drop trailers, tap on the trailer you would like removed. This will highlight the selected trailer in blue, then tap **Remove**. Tap on **Done** to return to the **Driver Overview**.

The screenshot displays a mobile application interface for managing trailers. At the top, the text "Current Trailers:" is followed by a large, empty rectangular box. To the right of this box are two grey buttons with white triangular arrows pointing up and down. Below the box, the text "Trailer ID:" is followed by a smaller input field. To the right of this field are two grey buttons labeled "Add" and "Remove". At the bottom of the interface is a prominent blue button labeled "Done".

Country Selection



If you are configured in the Asset Control Center to operate commercial vehicles in both the United States and Canada, you may preview your driving time remaining for either country before completing the sign-in process. Tap **Switch to Canada** to select your country setting. All screens, including **Driver Overview**, **View Logs**, and **Safe Mode**, will update to show your hours of service information for the selected country.

Manual Location Data Entry

The ELD device uses GPS to determine the vehicle's location at the time of each duty status change and driver vehicle inspection. If valid coordinates cannot be obtained from GPS, you will be prompted to enter the location. GPS entry consists of the following fields:

| | |
|-----------------------|---|
| Type | Choose from City/State, Intersecting Highways, Highway/Mile post or Highway/Service Plaza. |
| Name | (Optional) Enter the customer name or landmark where the status change or inspection took place. This name will appear in the Events view of your driver logs to provide additional context for your activities. See View Logs . |
| City | Enter the name of the city. If outside city limits, enter the name of the nearest city, town, or other population center. |
| State/Province | Select the state, province, or territory. |

Manual Location Data Entry

If GPS coordinates are not available when the automatic motion detection system records a status change, the driver will need to enter the location of that change after the vehicle stops moving.

If there is a red flag over the **Options** button, tap on it and then tap **Missing Data**.

This will display the location data entry screen, where you should verify the date (month/day/year) and time at the top of the screen for each duty status change before entering the location where that change occurred. Enter an annotation to document the change.

Type: City/State

City: City/State

Intersecting Hwys

Hwy/Milepost

Hwy/Service Plaza



TIP: If the logging device frequently prompts you to enter location data, reference **GPS** in the **Troubleshooting** Section

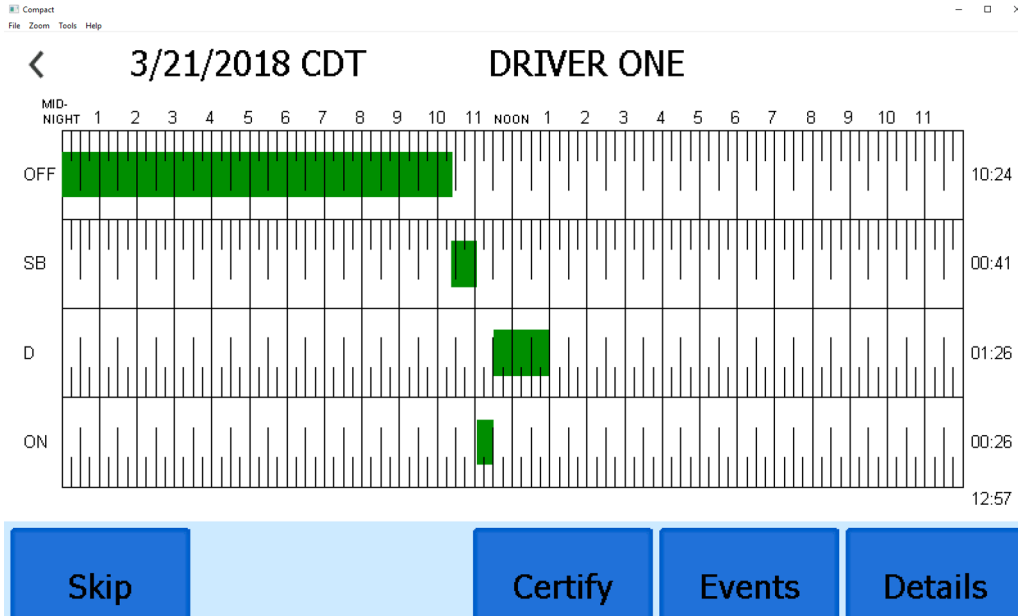
View Logs

The Logs screen allows you, or an official, to view your electronic record of duty status (daily log) for each day required to be in your possession¹. It also allows you to certify your logs, accept or reject unidentified driver events, accept or reject edits to your logs that were proposed by a user on the Asset Control Center website. If all the details do not fit on one screen, swipe the screen up and down to scroll.

Starting from the **Driver Overview** screen, tap **Review Logs** to see the line by line view for today's date (month/day/year). Tap the **Grid** button to toggle between the grid view and a line-by-line detail view. Use the arrows on either side of the date or swipe the screen side to side to navigate through your log history. The **Details** button displays general carrier, driver, and ELD information. The **Certify** button allows you to certify your log for the day displayed.




¹ See US 49 CFR §395.15(b)(4) and CA SOR-2005-313 §84

View Logs



GRID VIEW

- Graph of all duty statuses for each 24-hour period starting at midnight
- Total hours
- The grid is color coded as follows:

-  Personal Conveyance (OFF)
-  Yard Moves (ON)
-  All Other Statuses

View Logs

< 3/16/2018 CDT > DRIVER ONE

| Time | Type/Status | Veh Miles | Eng Hrs |
|--|-------------|-------------|---------|
| 11/2 2:07 PM | OFF | 0 mi E | 0.0 E |
| MN Hopkins Sequence ID: 106 Origin: Driver Active | | | |
| 3:14 PM | ELD Login | 8699.1 mi T | 0.0 T |
| MN Hopkins Sequence ID: 29 Origin: Automatic Active | | | |
| 3:14 PM | ON | N/A | N/A |
| MN Hopkins | | | |

Skip Certify Grid Details

EVENTS (LOG DETAILS)

- Duty status changes and locations
- Remarks and annotations
- Exceptions claimed by the driver
- Unidentified driver events
- Tap an event to add an annotation
- Edits and requested changes
 - See **Device Abbreviation & Terms** for details
 - See **Malfunction & Data Diagnostic Indicators** for more information

View Logs

DETAILS

- Log date, time, and time zone
- [Canada format only] The cycle being followed
- Name of motor carrier
- USDOT number of motor carrier
- Main office address
- Driver's home terminal name
- Home terminal address
- Driver name, ID, license number and state
- Co-driver(s)
- ELD Provider, Registration ID, and Identifier
- Vehicles (trucks or tractors), trailers, and shipments
- Distance driven¹
- Total duty hours for the 7- or 8- consecutive day


period [US format] or 7- or 14- day cycle [Canada format] ending today²

- Current odometer and engine hours²
- Current location²
- Malfunction and diagnostic indicators

¹ Excluding any distance while operating a CMV as a personal conveyance.

² Visible only when viewing a log for the current date.

| < 3/20/2018 CDT DRIVER ONE | |
|------------------------------|------------|
| Shipments | 5729345TX |
| Distance Driven | 0 mi |
| Duty Time Logged (ON+D) | 00:27 |
| Current Odometer | 8699 mi |
| Current Engine Hours | 0 |
| Current Location | MN Hopkins |
| Unidentified Driving Records | No |
| Active ELD Malfunctions | None |
| Active Driver Diagnostics | None |
| Print / Display Date | 3/20/2018 |



Home Certify Grid Events

View Logs

CERTIFY

D ONE

Certify the following dates: 3/27/2018 - 3/31/2018

I hereby certify that my data entries and my record of duty status for this 24-hour period are true and correct.

Password:

Not Ready

Agree

- Displays a prompt to certify your log for the date displayed
- You must enter your password when certifying your logs
- Logs cannot be certified if there are pending proposed edits or Unidentified Driver events.

View Logs

Q: If I am off duty for several days in a row, do I have to certify each day?

A: If you have been continuously off duty for multiple days, display the log for the last day on which you were off duty, and tap the **Certify** button. You will be prompted to certify the range of dates encompassed by that off duty event.

Q: What if I need to certify logs that are not available on the mobile device?

A: You will only be able to certify the previous 7 or 14 days on the mobile device, depending on your driver type. You can certify older logs through the ELD Driver Portal.

Accept / Reject

If an administrator has proposed an edit to your log, you will need to **Accept** or **Reject** the edit either from the ELD Driver Portal or through the **Logs** screen on the device.

To view a proposed edit, navigate to the day of the edit, then tap the **Event**. Scroll through the events to locate the proposed edit, shown in **orange**. You can also tap **Review Logs** from the Driver Options menu to navigate to any log that requires review. See Driver Options. Tap the proposed event and tap **Accept** or **Reject**. You can use the **Annotate** button to add a comment to the event.

< 2/21/2018 CST Joe Driver Add

| Time | Type/Status | Veh Miles | Eng Hrs |
|---|-------------|-----------|---------|
| 11:20 AM | D | N/A | N/A |
| MN Hopkins Sequence ID: 62 Origin: Unidentified Driver Inactive - Unidentified Driver End Time: 11:21 AM | | | |
| 11:30 AM | ELD Login | 0.4 mi T | 0.0 T |
| MN Hopkins Sequence ID: 64 Origin: Automatic Active | | | |
| 11:30 AM | ON | N/A | N/A |

Done Annotate Accept Reject

Accept / Reject

Q: What happens if I reject an edit?

A: The event will be displayed as Inactive - Rejected. Your availability will not be affected and you will not need to re-certify the log.

Q: What happens if I accept an edit?

A: The event becomes an active event in your log. Your availability is recalculated accordingly and you will need to re-certify the log.

Q: What if an edit was proposed for a date that is not available on the mobile device?

A: You will only be able to view the previous 7 or 14 days on the mobile device, depending on your driver type. You can review older logs and accept or reject edits through the ELD Driver Portal.

Driver Options

These options provide a way to record additional information on your logs, synchronize logs with the Asset Control Center server, view system diagnostics, and other functions. Starting from the **Driver Overview** screen, tap **Driver Options**.

Joe Driver ⚠️ 📶

Current Status
ON at 2/1/2018 1:45 PM CST

Gain Time At
N/A

Driving Time Left
07:56

Rest Break

Change Status **Logs**

Driver Options **DVIR**

Resources **Add Driver**

REQUEST LOGS

This option allows you to synchronize electronic records with the Asset Control Center server at any time during your trip. Use this if you need to:

- Download amendments to your logs for the current or previous day(s).

This option will be disabled if the logging device is unable to open a connection to the Asset Control Center server and when the primary driver is in Driving status. See Symbols & Warnings.

Driver Options

PRE-SHIFT

This option allows you to record On Duty, Not Driving time worked just prior to signing in. Select the date (month/day/year) and time that the pre-shift activity started and verify the total time to be added. Add an annotation when prompted to document the reason for the change. Your **Available Drive Time** will be recalculated accordingly. This option will be enabled for up to 48 hours after the sign-in process is complete if the driver's previous status was Off Duty.

DIAGNOSTICS

This option allows you to view identification information about the device, as well as a general system health check. Tap and hold on **System Check** to view system details.

POST-SHIFT

This option allows you to record On Duty, Not Driving time worked just after you last signed out. Select the date (month/day/year) and time that the post-shift activity ended and verify the total time to be added. Add an annotation when prompted to document the reason for the change. Your **Available Drive Time** will be recalculated accordingly. This option will be enabled for up to 48 hours after the sign-in process is complete if the driver's previous status was Off Duty.

EDIT VEHICLE ID

This option allows you to update the Vehicle ID if the device was provisioned incorrectly or if the Vehicle ID has changed.

Driver Options

TAKE EXCEPTION

This option allows you to utilize one or more of the following (temporary) exceptions from hours of service regulations. When you take an exception, your **Available Drive Time** will be recalculated accordingly based on the type of exception claimed.

EXCEPTIONS

100 Air-Mile¹

Relief from the 30-minute rest break requirement and a limitation of 12 hours of Work Shift Duty. Requires a return to the work reporting location. Only for property-carrying drivers. The exception can be invalidated.

150 Air-Mile²

Relief from the 30-minute rest break requirement. Work Shift Duty limit increased to 16 hours on 2 days in a 7-consecutive-day period or after any 34-hour restart. Only for non-CDL property-carrying drivers. The exception can be invalidated.

16 Hour³

Work Shift Duty limit increased from 14 to 16 hours. Does not increase Work Shift Driving limit, and may only be used once every 7 consecutive days or after a 34-hour restart. The exception can not be invalidated.

Driver Options

EXCEPTIONS (CONTINUED)

| | |
|---|---|
| 30 Minutes Rest Break ⁴ | Relief from the 30-minute rest break requirement. Only for property carrying drivers. Can be invalidated. |
| Adverse Conditions ⁵ | Work Shift Driving limit increased by up to 2 hours. Does not increase Work Shift Duty limit, and may not be used during the same shift with 16 Hour. The exception can not be invalidated. |
| Agriculture ⁶ | Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used during state-specified planting and harvesting periods. The exception can not be invalidated. |
| Emergency ⁷ | Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used in a declared Federal, State, or local State of Emergency. The exception can not be invalidated. |

¹Certain restrictions apply; see US 49 CFR §395.1(e)(1)

²Certain restrictions apply; see US 49 CFR §395.1(e)(2)

³Available to limited US drivers. Other restrictions also apply. See US 49 CFR §395.1(o).

⁴Available to limited US drivers.

⁵Certain restrictions apply; see US 49 CFR §395.1(b)(1), US 49 CFR 395.2, and CA SOR-

2005-313 §76(2).

⁶Certain restrictions apply; see US 49 CFR §395.1(k)

⁷Certain restrictions apply; see US 49 CFR §390.5 or US §395.1(b)(2), and CA SOR-2005-313 §76(1).

Driver Options

INVALIDATE EXCEPTION

This option allows you to invalidate a previously-taken exception. Only the exceptions of 100 Air -Mile Radius, 150 Air-Mile Radius, and 30 Minute Rest Break can be invalidated.

ROADSIDE INSPECTION

This option allows an enforcement official to review your logs and allows you to send your logs for the current 24-hour period and the previous 7 consecutive days to the FMCSA via email or webservice on the request of an enforcement official. To send your logs, tap **Roadside Inspection** and then tap **Data File Transfer**. Tap either **Email** or **Webservice**, as directed by the enforcement official. The official should provide you with a code to be entered in the Comments field. Enter the code exactly as provided. Do not include the word

“code” or any other text. See **Roadside Inspection** for more information.

REVIEW LOGS

This option is visible if you have uncertified logs or if a non-driver Asset Control Center user has proposed an edit to your log that requires your attention. Tapping this option will take you to the log(s) requiring review. See **Certify** and **Accept / Reject** for more details.

MISSING DATA

This option allows you to back-fill information for duty status changes that have been recorded in the past. This option is visible only if required information (most typically the vehicle’s location) was not available when the duty status change was recorded. See **Manual Location Data Entry**.

Driver Options

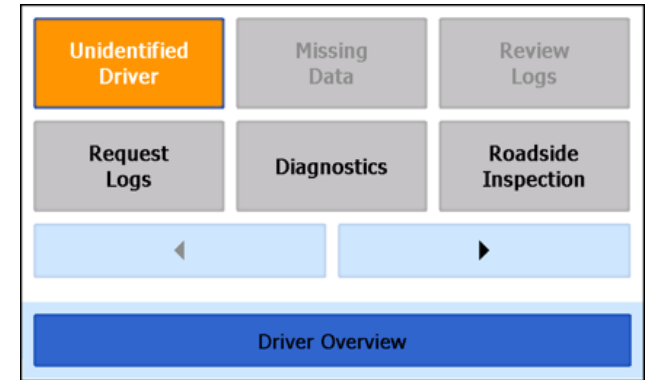
UNIDENTIFIED DRIVER

This option allows you to add driving events to your log that were recorded while no driver was signed in to the device. Unidentified driver events are recorded any time the vehicle is moved without a driver signed in, or with multiple drivers signed in but none in **ON Driver**, **YM**, or **PC** status. To avoid these events, always make sure to properly sign in to the device before moving the vehicle. This option is only visible if unidentified driving events are associated with the device.

Tapping this option will take you to the log date with the unidentified driver event(s). Once you have reviewed the event details, tap the event and then tap **Accept** or **Reject** to either add the event to your log or discard it. Rejecting the event will remove it from your view on the device. Other drivers and non-driver Asset Control Cen-

ter users will still have the ability to view and accept or assign the event.

Take care to only accept events that reflect your activities.



When you **Accept** an unidentified driver event, it is added to your log and your **Available Drive Time** is recalculated accordingly. The system automatically places you in an **ON Not Driver** status following the unidentified driver event. Both the unidentified driver Driving and following On Duty event will appear on your log with an origin of **Unidentified Driver**.

Driver Options

Q: What if I Reject an Unidentified Driver event by mistake?

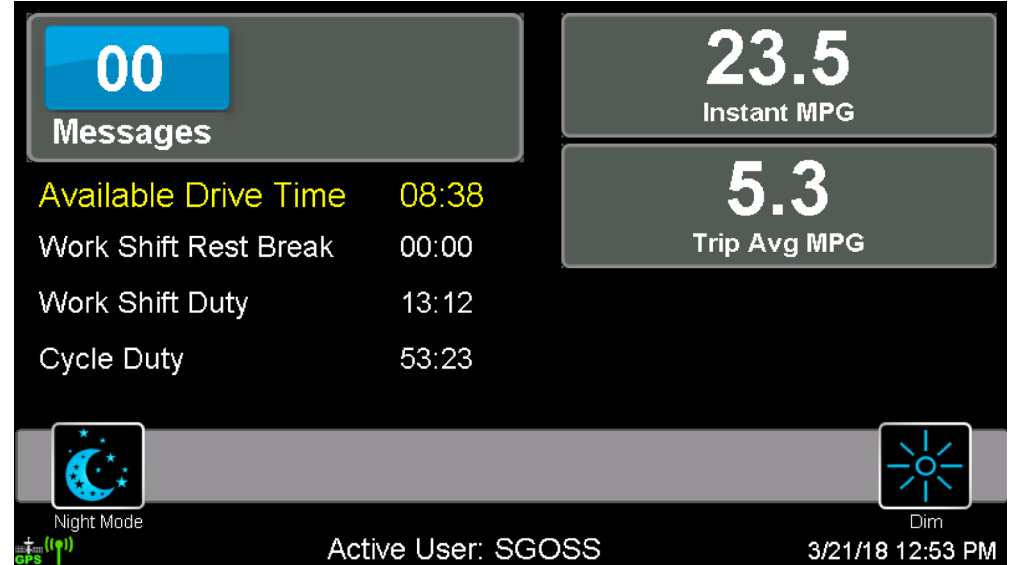
A: Rejecting the event permanently removes it from your view on the device. Contact your carrier to have them assign the event to you as a proposed edit from the Asset Control Center. You will first need to certify your log before the administrator can propose an edit.

Q: What if I Accept an Unidentified Driver event by mistake?

A: If the driver who should have accepted the event is your co-driver, you can reassign the event to them. Tap on the driving event and tap **Reassign**. Enter your password when prompted, select the co-driver from the list, enter an Annotation (comment), and tap **Reassign**. Your co-driver must then enter their password to approve the change. The driving event will be removed from your log and added to your co-driver's log, and both of your **Available Drive Time** will be recalculated accordingly.

Safe Mode

Safe Mode limits driver interaction with the system while the vehicle is moving. Safe Mode is setup by the fleet administrator who configures the unit from the Asset Control Center.





TIP: If the person operating the vehicle is in On Driving and has less than one hour of driving time left, audio warnings will sound periodically.

Malfunction & Data Diagnostic Event Indicators



Data diagnostics appear on your device when a driver is signed in to the application. If your device enters a data diagnostic state, you will see a red triangle icon in the action bar at the top of the screen. Navigate to your log events to determine the exact type of diagnostic event that has occurred, and see **Troubleshooting** for common causes and resolutions.

Joe Driver  

Current Status
ON at 2/1/2018 1:45 PM CST

Gain Time At
N/A

Driving Time Left
07:56

Rest Break

Change Status

Logs

Driver Options

DVIR

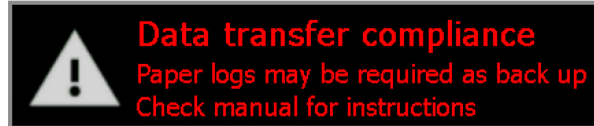
Resources

Add Driver

WARNING: If you are not able to immediately resolve the malfunction, you must begin keeping paper logs until the device is once again compliant. If your logs can no longer be accessed on the device, you must reconstruct your logs on paper for the current 24-hour period and the previous 7 consecutive days.

Malfunction & Data Diagnostic Event Indicators

An ELD compliance malfunction appears on your device as a pop-up notification icon that sits on top of all applications. The icon will include the malfunction description. The example shown is a Data Transfer Compliance malfunction.



You must document the occurrence of a compliance malfunction and notify your carrier within 24 hours, and reconstruct your record of duty status for the current 24-hour period on a paper log. If the malfunction prevents you from accessing your logs on the device, you must reconstruct your previous 7 consecutive days of logs on paper as well.

A compliance malfunction cannot be dismissed, it must be corrected before you continue using the device as an ELD. Refer to the Troubleshooting section for common causes and resolutions. If you are not able to immediately resolve the malfunction, you must continue keeping paper logs until the device is once again compliant.

Malfunction & Data Diagnostic Event Definitions

| Code | Data Diagnostic Event | Description |
|-------------|--------------------------------|---|
| 1 | Power | Device was not powered on within 1 min of the engine receiving power, or lost power at any point while the engine was powered on. |
| 2 | Engine Synchronization | Device was not able to receive data from the ECM (or other data source) within 5 seconds of requesting the data. |
| 3 | Missing Required Data Elements | Device is missing required information for reporting on driver logs. |
| 4 | Data Transfer | Device is unable to confirm the proper operation of the certified primary roadside transfer mechanism. |
| 5 | Unidentified Driving Records | More than 30 min of driving in a 24-hour period is recorded under the unidentified driver profile. |

Malfunction & Data Diagnostic Event Definitions

| Code | Data Diagnostic Event | Description |
|-------------|------------------------------|--|
| P | Power | Device lost power during driving events for a total of 30 min or more over a 24-hour period. |
| E | Engine Synchronization | Device lost connection to the ECM (or other data source) for a total of more than 30 min during a 24-hour period. |
| T | Timing | Device is not able to synchronize to UTC. |
| L | Positioning | Device is not able to acquire a valid position measurement within 5 miles of vehicle movement for a total of more than 60 minutes over a 24-hour period. |
| R | Data Recording | Device is no longer able to record or retain required event data or retrieve locally-stored recorded logs. |
| S | Data Transfer | Device continues to fail checks of the roadside transfer mechanism for 3 days following a Data Transfer Diagnostic Event. |
| O | Other ELD Detected | The eDriver Logs ELD application has stopped working or is not responding as expected. |

Malfunction & Data Diagnostic Troubleshooting

| Code | Data Diagnostic Event | Description |
|------|--------------------------------|--|
| 1 | Power | <ul style="list-style-type: none">• Turn on the device prior to starting the engine.• Ensure the device has constant power and is not being shut off by a kill switch or ignition.• Ensure that all cables are securely connected. |
| 2 | Engine Synchronization | <ul style="list-style-type: none">• Ensure that the ignition wire is receiving power only when the engine is running.• Ensure that all cables are securely connected.• Trigger source selection in VDS to verify communication with the ECM. |
| 3 | Missing Required Data Elements | <ul style="list-style-type: none">• Check the event details in the Logs section to determine which piece of data is missing. |

Malfunction & Data Diagnostic Troubleshooting

| Code | Data Diagnostic Event | Description |
|------|------------------------------|---|
| 4 | Data Transfer | <ul style="list-style-type: none">• Verify that the device is able to communicate with the host. See Communications troubleshooting. |
| 5 | Unidentified Driving Records | <ul style="list-style-type: none">• Review and accept unidentified driver events as applicable.• Always sign in as the primary driver before moving the vehicle. |

Malfunction & Data Diagnostic Troubleshooting

| Code | Data Diagnostic Event | Description |
|-------------|------------------------------|---|
| P | Power | <ul style="list-style-type: none">• Ensure that the device remains powered on at all times when the engine is running. |
| E | Engine Synchronization | <ul style="list-style-type: none">• See Engine Synchronization Data Diagnostic troubleshooting. |
| T | Timing | <ul style="list-style-type: none">• Ensure that the device is connected to the cellular network and has good GPS signal.• Ensure that the antennas are securely connected.• Verify that the device system time has not been manually altered. |
| L | Positioning | <ul style="list-style-type: none">• Ensure that any antennas are securely connected.• Verify that nothing is covering or blocking the GPS antenna. |

Malfunction & Data Diagnostic Troubleshooting

| Code | Data Diagnostic Event | Description |
|-------------|------------------------------|---|
| R | Data Recording | <ul style="list-style-type: none">• Reboot the device and reprovision Trimble Oil & Gas Mobile Software.• Clear disk space by removing unnecessary files.• Reduce storage use due to other applications or driver activity. |
| S | Data Transfer | <ul style="list-style-type: none">• Verify that the device is able to communicate with the host. See Communications troubleshooting. |
| O | Other ELD Detected | <ul style="list-style-type: none">• Reboot the device and/or restart the application. |

Troubleshooting

COMMUNICATIONS

| Symptom | Possible Cause | Corrective Action |
|--|-------------------------------|--|
| System Check screen shows “Failed” for comms The comms indicator on the Sign in screen is red | Antenna connections not solid | From the Trimble Oil and Gas Mobile Home Screen, 1) Select System . 2) Select OBC Diagnostic . 3) Select Diagnostic Cell . 4) Tap Select on the bottom. Signal strength should display 1 or greater. If not 1 or greater than call Trimble Oil and Gas Customer Support, (888) 346-3486. |
| Driver logs cannot be downloaded at sign-in | Cellular coverage issue | Move outside or away from buildings or other objects that may obstruct the signal. Call Trimble Oil and Gas Customer Support, (888) 346-3486. |

Troubleshooting

GPS

| Symptom | Possible Cause | Corrective Action |
|--|------------------------------------|---|
| System Check screen shows “Failed” for GPS Missing locations appearing on driver logs | Antenna connections not solid | From the Trimble Oil and Gas Mobile Home Screen, 1) Select System . 2) Select OBC Diagnostic . 3) Select Diagnostic Basic . 4) Tap Select on the bottom. GPS Antenna should be good or best. If not, call Trimble Oil and Gas Customer Support, (888) 346-3486. |
| “Record State Line Crossings” message on device Device is recording positioning compliance malfunctions | Physical location / coverage issue | Move outside or away from buildings or other objects that may obstruct satellite view. |

Troubleshooting

IGNITION

| Symptom | Possible Cause | Corrective Action |
|--|---|--|
| Device is recording engine synchronization data diagnostic events and/or compliance malfunctions | Device not receiving engine data from ECM | Call Trimble Oil and Gas Customer Support, (888) 346-3486. |

Troubleshooting

ODOMETER

| Symptom | Possible Cause | Corrective Action |
|--|---|--|
| System Check screen shows “Failed” for odometer | Cables not connected | Verify the diagnostic port connectors and any adapters used for installation are connected tightly and snapped into place. |
| Missing odometer or decreasing conflicts are appearing on driver logs | UBC not receiving engine data from ECM | Call Trimble Oil and Gas Customer Support, (888) 346-3486. |
| Device is recording engine synchronization data diagnostic events and/or compliance malfunctions | Installation did not use the proper vehicle management cables | Verify that the correct J1708 or J1939 wires were used to connect to the vehicle wiring. Verify that the connection point on the vehicle was not bypassed by some other connection. Verify that the data lines used to connect are live and sending data from the databus. |

Troubleshooting

POWER

| Symptom | Possible Cause | Corrective Action |
|---|---|--|
| <p>“Power Failure” remarks in driver logs</p> <p>Device shutting down or rebooting unexpectedly</p> <p>Screen does not power on with engine crank or when the circular hardware button is pressed</p> | <p>Incorrectly installed power wire or no power to the vehicle management cable connector power pin</p> | <p>Verify that the power and ground wire are receiving a constant 12 or 24 volts of power with the engine off. Verify that the vehicle management cable connector and any adapters used for installation are connected tightly and snapped into place.</p> |
| <p>Device is recording power data diagnostic events and/or compliance malfunctions</p> | <p>Inconsistent voltage to the device</p> | <p>Test the vehicle’s battery and alternator. Check for faulty wiring; exposed or corroded wiring or loose connections.</p> |
| | <p>Device is wired through a master kill switch</p> | <p>Re-wire the device straight to a constant 12 or 24 volt source. See Installation Guide for details.</p> |

Troubleshooting

TOUCHSCREEN

| Symptom | Possible Cause | Corrective Action |
|---|----------------------------------|--|
| eDriver Logs stops responding to touches | Application not responding | Reboot the WinCE device according to the manufacturer's directions. |
| | Defective or damaged touchscreen | Have your administrator submit an RMA request to have the screen repaired. |
| Screen does not power on with engine crank or when the hardware power button is pressed | No power | Verify that the device is receiving power through the wiring harness. |
| | Defective or damaged touchscreen | Have your administrator submit an RMA request to have the screen repaired. |

Troubleshooting

LOGIN ERRORS

| Error Message | Possible Cause | Corrective Action |
|---|--|---|
| Driver ID or password is invalid for driver [xxx] | An incorrect ID or password was entered | Contact your administrator to verify your ID and to have your password reset. |
| Unable to reach Asset Control Center Server | No cellular connection and no credentials stored locally on the device | See Communications section. |

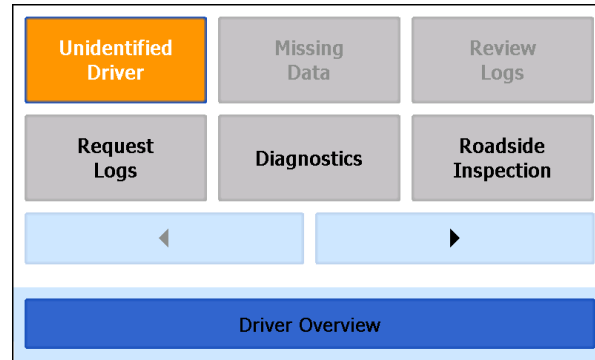
Troubleshooting

APPLICATION ERRORS

| Error Message | Possible Cause | Corrective Action |
|--|------------------------------------|--|
| Device is recording or displaying “Other” compliance malfunction | Application has stopped responding | Reboot and/or re-provision the device. Call Trimble Oil and Gas Customer Support, (888) 346-3486 for further assistance. |

Roadside Inspection

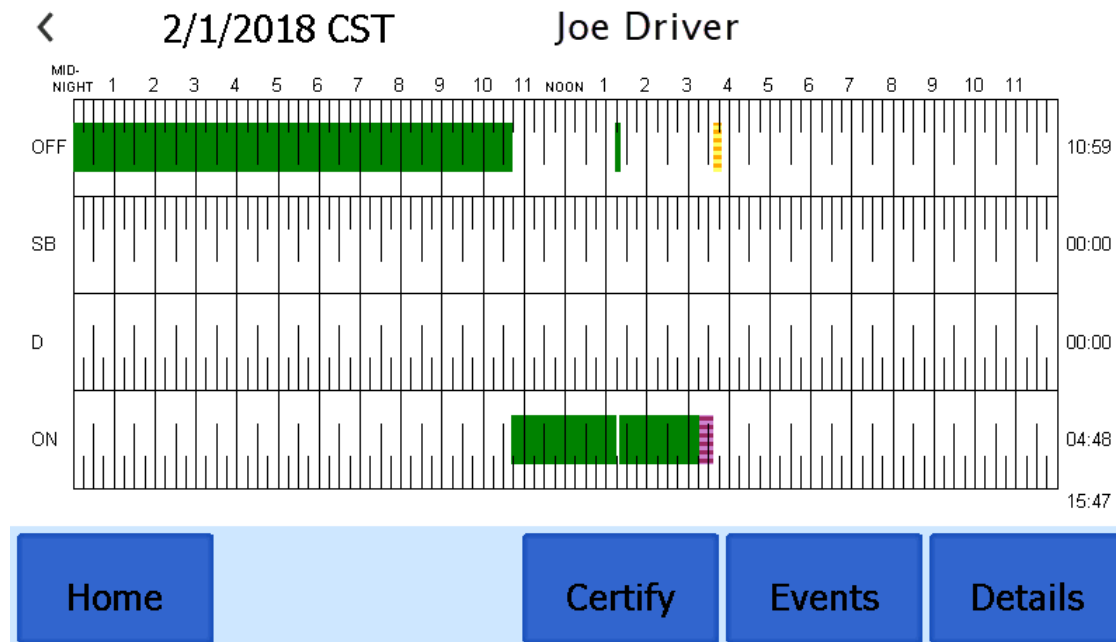
To review the driver's electronic record of duty status (daily log) for each day required to be in their possession, tap on **Driver Options** and then tap **Roadside Inspection**.






This will show you the log grid starting with the current day. Tap the **Events/Grid** button to toggle between the grid view and a line-by-line detail view. Use the arrows on either side of the date or swipe the screen side to side to navigate through the log history. The **Details** button displays general carrier, driver, and ELD information. The **DVIR** button will display the most recent approved DVIR and the open DVIR (if applicable)..

Roadside Inspection

GRID



- Graph of all duty statuses for each 24-hour period starting at midnight
- Total hours
- The grid is color coded as follows:

-  Personal Conveyance (OFF)
-  Yard Moves (ON)
-  All Other Statuses

Roadside Inspection

EVENTS (LOG DETAILS)

| Time | Type/Status | Veh Miles | Eng Hrs |
|---|-------------|-------------|---------|
| 1/31 5:33 PM | OFF | N/A | N/A |
| MN Edina Sequence ID: 240 Origin: Driver Active | | | |
| 9:56 AM | ELD Login | 1020.3 mi T | 0.0 T |
| MN Edina Sequence ID: 356 Origin: Automatic Active | | | |
| 9:56 AM | ON | N/A | N/A |
| MN Edina | | | |

Home Certify Grid Details

- Duty status changes and locations
- Remarks and annotations
- Exceptions claimed by the driver
- Edits and requested changes
 - See **Device Abbreviation & Terms** for details
- Malfunction and data diagnostic events
 - See **Malfunction & Data Diagnostic Indicators** for more information

Roadside Inspection

DETAILS

- Log date, time, and time zone
- [Canada format only] The cycle being followed
- Name of motor carrier
- USDOT number of motor carrier
- Main office address
- Driver's home terminal name
- Home terminal address
- Driver name, ID, license number and state
- Co-driver(s)
- ELD Provider, Registration ID, and Identifier
- Vehicles (trucks or tractors), trailers, and shipments
- Distance driven¹
- Total duty hours for the 7- or 8- consecutive day period [US format] or 7- or 14- day cycle

| < 2/1/2018 CST Joe Driver | |
|---------------------------|--|
| Record Date | 2/1/2018 |
| 24-Hour Starting Time | 12:00 AM |
| Time Zone Offset from UTC | UTC-06:00 |
| Certified By | - |
| Multiday Basis | 7 Days |
| Carrier USDOT Number | 99999 |
| Name of Motor Carrier | Good Trucking Company |
| Main Office Address | 4400 Baker Road Minneapolis, MN 55434 |
| Home Terminal | St. Paul Terminal |
| Home Terminal Address | 123 3rd Street |

Home
Certify
Grid
Events

[Canada format] ending today²

- Current odometer and engine hours²
- Current location²
- Malfunction and diagnostic indicators

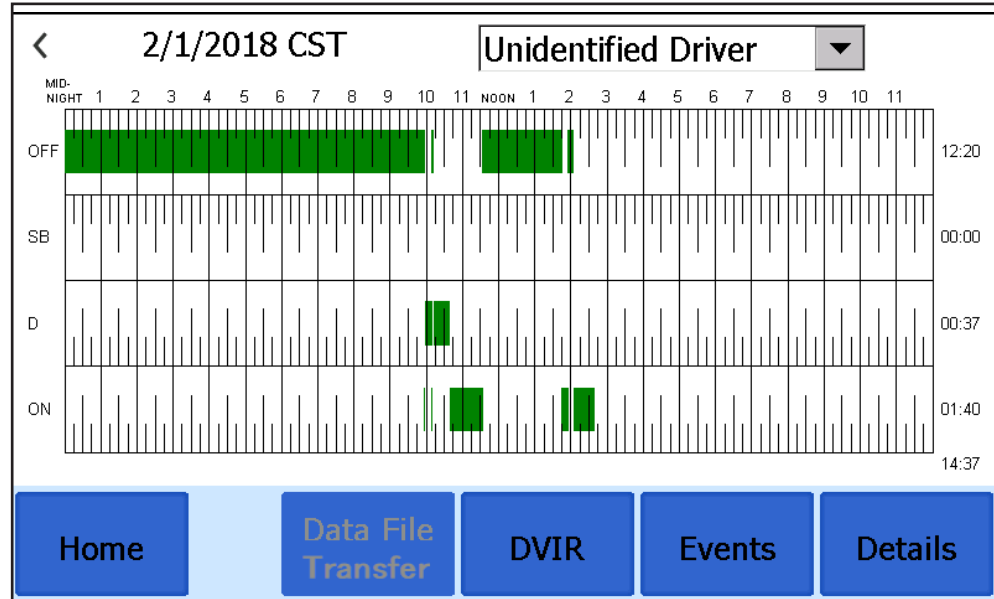
¹Excluding any distance traveled while operating a CMV as a personal conveyance.

²Visible only when viewing a log for the current date.

Roadside Inspection

UNIDENTIFIED DRIVER EVENTS

To view all unassigned unidentified driver events recorded by the device, tap the driver's name (above the grid) and tap **Unidentified Driver**. Use the arrows on either side of the date or swipe the screen side to side to navigate through the log history.



Roadside Inspection

TRANSMIT ELD DATA FILE

Data File Transfer

To transmit an ELD Data File for the current 24-hour period and the previous 7 consecutive days to the FMCSA, tap **Data File Transfer** button. Tap to select either **Web Service** or **Email**, enter a comment, and tap **Done** to complete the request and send the file. To allow the eRODS system to transmit the file directly to you, the inspecting officer, enter only your code (such as “US1234” or “IA12345”) in the comments field. Do not include the word “code” or any other text. Per ELD regulations, the email address is hard-coded to the FMCSA and

cannot be changed. To transmit logs in addition to the 8 days available on the device, contact the carrier to have them submit a transfer from the Asset Control Center.

Please choose transfer mechanism:

Email Web Service

Comment:

US1234

Back Done

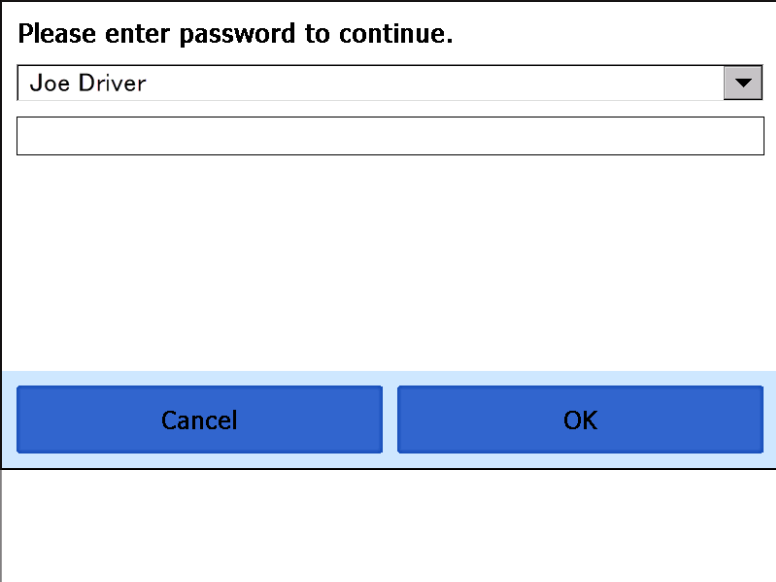
Roadside Inspection

ROADSIDE INSPECTION COMPLETE

Upon completion of the roadside inspection, tap **Home** to return to the **Driver Overview**.

You will need to enter your password to exit the Roadside Inspection.

TIP: If enforcement requests more than a driver's current log cycle that is stored on the device, contact your Motor Carrier to have them initiate the file transfer from the Asset Control Center website.



The screenshot shows a dialog box with a white background and a black border. At the top, the text "Please enter password to continue." is displayed in a bold, black font. Below this text is a dropdown menu with "Joe Driver" selected and a small downward-pointing arrow on the right. Underneath the dropdown is a large, empty rectangular text input field. At the bottom of the dialog, there are two blue buttons with white text: "Cancel" on the left and "OK" on the right.

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