



FieldMaster Logs

User Guide

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Legal Notices

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Introduction

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This user guide explains how to use the Trimble® FieldMaster Logs.

FieldMaster Logs enables you to complete your driver logs and Driver Vehicle Inspection Reports, as required by the United States Department of Transportation (USDOT).

FieldMaster Logs is powered by eFleetSuite.

FieldMaster Logs: Overview

Before you can use FieldMaster Logs, you must have a mobile user account within GeoManager. Your GeoManager administrator will do this for you, and you will receive an email confirming that your account has been created.

The email contains instructions that help you to set your password for FieldMaster Logs. Once you have set your password, you can start using Trimble FieldMaster Logs to capture your Hours of Service (HOS) and Driver Vehicle Inspection Report (DVIR) data.

On the Trimble apps home screen, you will see the following icons:



Logs opens FieldMaster Logs. For more information, see [Chapter 2, Using FieldMaster Logs](#)



Navigation opens the FieldMaster Navigation system. This component is optional, so the icon might be inactive (grayed out). For more information on FieldMaster Navigation, see the FieldMaster Navigation documentation.



Technician opens the FieldMaster Technician application, which, in conjunction with the Trimble Work Management solution, enables you to receive your work for the day on your mobile phone, to progress each task that you receive, and to close tasks. If your organization has subscribed to Driver Safety, you can also view information on your driving based on the key events of braking, acceleration, speeding, and turning. For more information, the FieldMaster Technician User Guide is available for download from the Documentation area of the Service Center tab in GeoManager

Documentation

From the home screen, click the **Help** icon at the top right of the application to view the *Quick Reference Guide*, this *FieldMaster Logs User Guide*, and the *Service Agreement*.



Compliance

The FieldMaster Logs system complies with United States Department of Transportation (USDOT) Federal Motor Carrier Safety Administration (FMCSA) specifications for automatic on-board recording devices as found in *49 CFR Part 395*.

The Hours of Service Regulations are currently available at:

<http://www.fmcsa.dot.gov/regulations/title49/part/395>

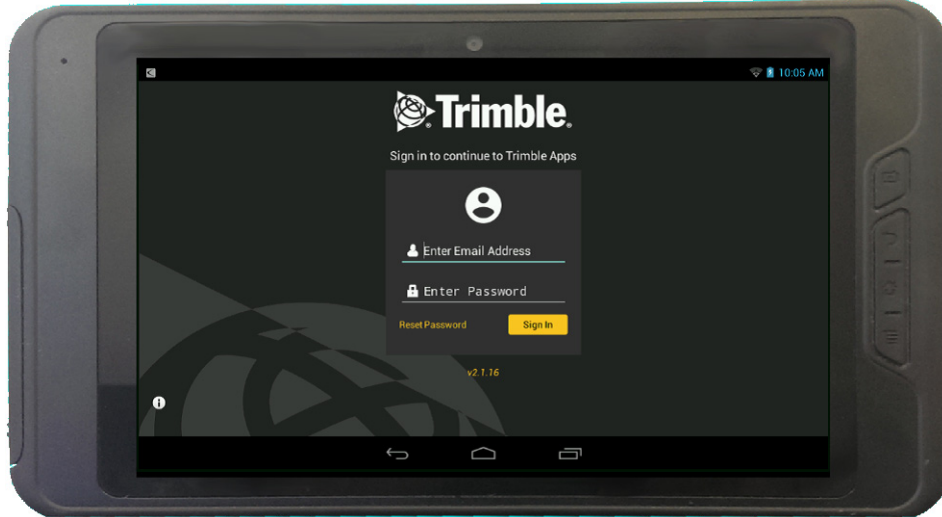
Using FieldMaster Logs

- ▶ Signing in
- ▶ Starting FieldMaster Logs as the driver
- ▶ Using the Driver Overview screen
- ▶ Changing your duty status
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- ▶ Driving across international borders
- ▶ Signing out
- ▶ Symbols and warnings
- ▶ Malfunction and Data Diagnostic Event Indicators
- ▶ Troubleshooting

Signing in

To sign in and start FieldMaster Logs:

1. Start your vehicle.
2. Switch on your tablet using the power button.
3. Enter the email address and the password you set to log in to the tablet. Tap **Sign In**.



The Trimble apps home screen displays:



Starting FieldMaster Logs as the driver

On the home screen, tap the FieldMaster **Logs** icon . FieldMaster Logs starts.

If FieldMaster Logs is in offline mode (unable to connect to the server), you are prompted to enter a driver ID so that you can temporarily be given offline access. See [Offline access, page 14](#)

TIP – Wherever an underlined text field appears on the screen, tap once above the line to show the keyboard. Tap **Enter** when you have finished typing to close the keyboard.

Previewing your available driving time

Every time you sign in, your electronic records of duty status (daily logs) is requested from the web server.



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



FAQ – What is Gain time at? This is the date (month/day/year) and time at which your **Available Drive Time** will increase, presuming that you don't change duty statuses before then. See [Using the Driver Overview screen, page 16](#) for more information.

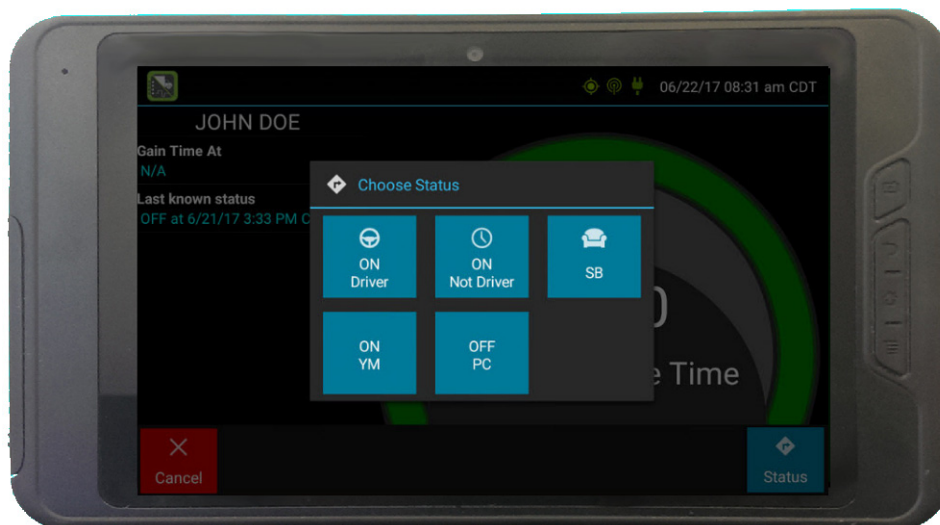
FAQ – I’ve been waiting a long time, but still haven’t received my logs. What should I do? The system will try to reach the server for 60 seconds. If the server cannot be reached, you will receive an error message and must reestablish communications before signing in. If you have recently signed in to this device, a **Stop** button will appear after 60 seconds, allowing you to continue signing in without reaching the server.

FAQ – I received a message that there are proposed edits and/or uncertified logs that need to be reviewed on the eFleetSuite website. What do I do? You will need to sign in to the Driver Portal to complete these actions, as they are required on logs older than those that can be accessed on the device.

If you are configured to operate commercial vehicles in both the United States and Canada, you can preview your driving time left for either country before completing the sign-in process. Tap the flag icon to select your country setting. All screens, including **Driver Overview**, **View Logs**, and **Vehicle Motion**, will update to show your hours of service information for the selected country.

Initial status

When you have previewed your available driving time, tap **Status** and then tap the button that best represents your initial duty status. See [Changing your duty status, page 23](#) for a complete list of buttons and corresponding duty statuses.



NOTE – Personal Conveyance is enabled from the Web Application and may not be applicable to all customers.

You must enter an annotation (comment) when selecting Yard Moves (**ON YM**) or Personal Conveyance (**OFF PC**). See [Changing your duty status, page 23](#) for more information about these options.

If you are the first driver to sign in during your work shift, the device prompts 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. Take care when updating your vehicle ID to validate that the vehicle ID matches that used by your carrier.

You may be prompted to enter your location if GPS data is not available. See [Entering location data, page 39](#).

FAQ – I don't see a Driving button. How do I record when I am driving the vehicle? 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.

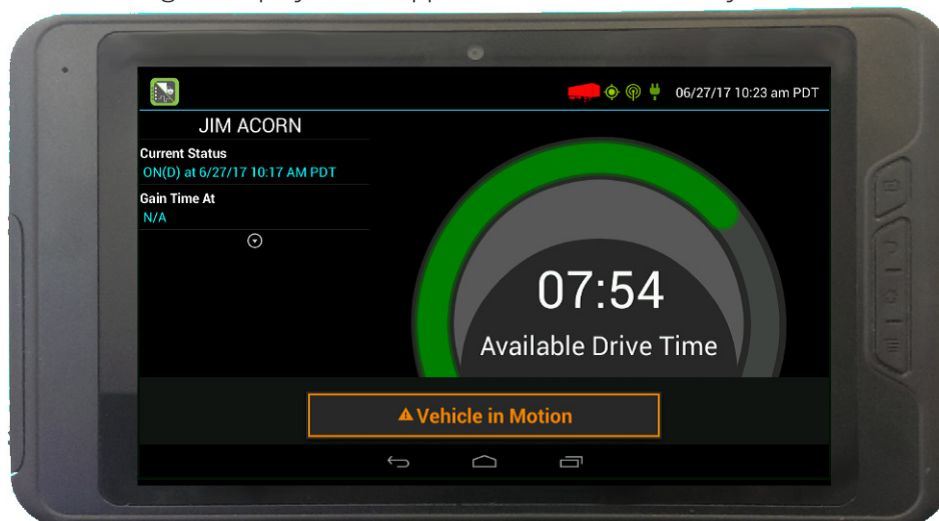
| | | | | | | |
|-----------|---|-----------------------------|---|---|---|-----------|
| ON Driver | → | Vehicle reaches 5mph | → | Driver's duty status is recorded as Driving (Line 3) | → | D |
| D | → | Vehicle stops for 5 minutes | → | Driver is prompted whether to remain Driving or change to On Duty | → | ON Driver |

FAQ – I don't have a co-driver. Do I still need to tap ON Driver before I operate the vehicle?

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. See [Inspecting a vehicle or trailer, page 34](#) for more information.

Vehicle in motion

The message **Vehicle in Motion** is displayed at the bottom of the **Driver Overview** when the vehicle is moving. While this message is displayed, the application will not allow any interaction with the user.



The dialog may display the following additional information:

- **No driver is signed in.** No one is signed in to the device. Sign in as soon as you are safely able to do so. An audio warning plays when the vehicle begins moving

- **Change status to driver.** A driver is signed in to the device, but is not in **ON Driver**, **OFF PC**, or **ON YM** status. An audio warning plays when the vehicle begins moving
- **Authorized Personal Use Of CMV (PC).** The vehicle is being moved with the driver in **Personal Conveyance** status.
- **Yard Moves (YM).** The vehicle is being moved with the driver in **Yard Moves** status.

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

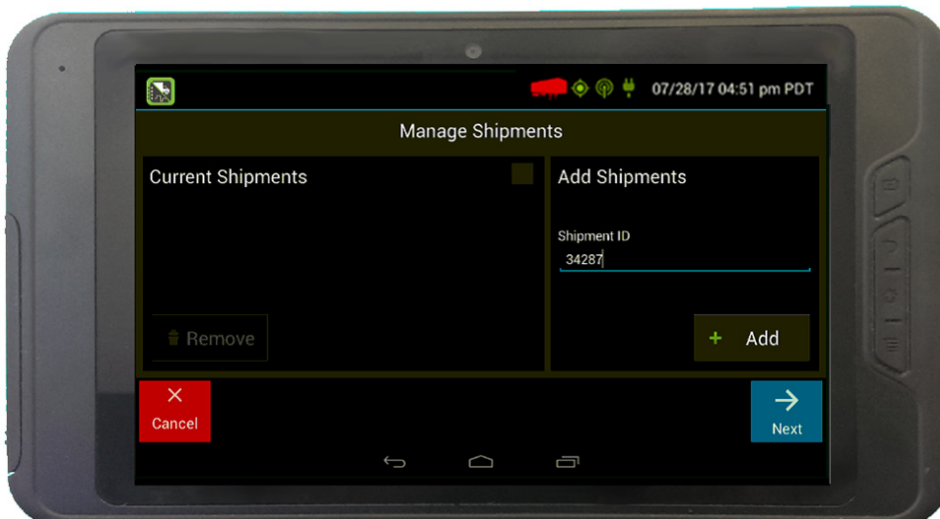
Adding or removing shipments

If you are the first driver to sign in during your work shift, you may be asked to review the shipments added by a previous driver, and remove or add new shipments.

- To remove a shipment, select it on the left then tap **Remove**.



- To add a shipment, enter the ID in the **Shipment ID** field on the right and then tap **Add**.



When the correct Shipment information is shown, tap **Next**. This will record the shipments, if any, on your current driver log.

You can also add or remove shipments any time as long as you are signed in. See [Managing shipments, page 26](#) and [Managing trailers, page 27](#).

NOTE – If no shipment is entered, the **No Current Shipments** message displays. Trimble recommends that you tap **No**, and enter three (3) zeros (for example), indicating you are not carrying cargo (dead heading).



Review previous DVIR

If the DVIR feature is enabled and you are the driver of the vehicle, you are prompted to review the most recent Driver Vehicle Inspection Report for each resource in the current vehicle combination.

If a new trailer has been added or if an existing trailer previously listed has been removed, you are prompted to complete a Driver Vehicle Inspection Report for each new or removed trailer. See [Inspecting a vehicle or trailer, page 34](#)

The **Driver Overview** screen displays when the sign-in process is complete. 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 possession¹ are available in electronic and/or paper format.



TIP – Tap **Back** to go back and change a response without starting over. Tap **Cancel** to discard all previous responses and start the sign-in process from the beginning.

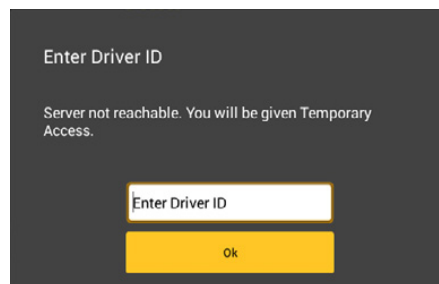
¹ See US 49 CFR §395.15(b)(4) and CA SOR-2005-313 §84

FAQ – I performed some work after signing out of the logging device but before signing in again. Can I record that activity now? Yes, but only if the activity you wish to add was On Duty, not **Driving**. After completing the sign in process, go to **Options** to add Pre Shift time (time worked just before signing in to the logging device) and/or Post Shift time (time worked just after signing out of the logging device). Your driving time left will be recalculated accordingly. Optionally, you are able to use the Driver Portal to make edits to your log.

Offline access

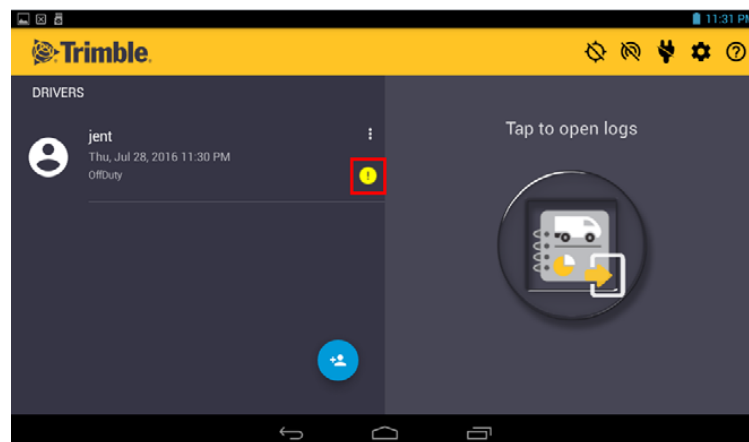
If FieldMaster Logs is unable to connect to the server, you can still use FieldMaster Logs in offline mode.

1. Open FieldMaster Logs. If the server cannot be reached, the following message will be displayed:

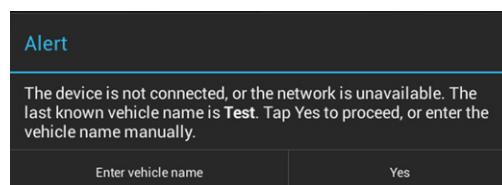


2. Enter your driver ID, and tap OK.

A yellow notification icon will be displayed next to your driver ID on the FieldMaster Logs main screen. This denotes that you have been authenticated for offline access:



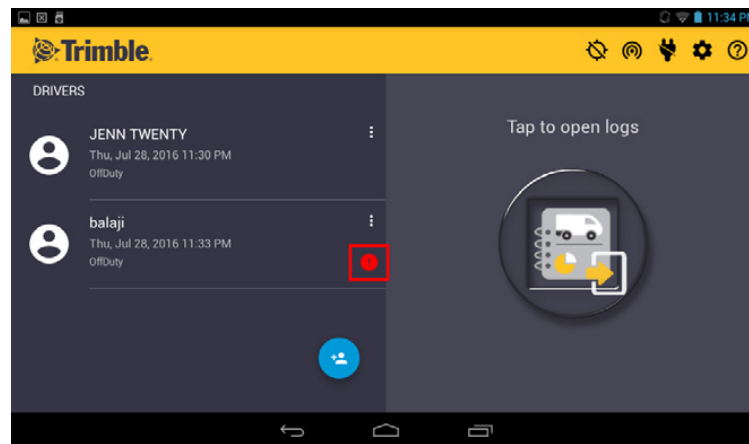
3. Tap the Logs icon on the right-hand side of the screen. A message is displayed, showing the name of the vehicle that FieldMaster Logs was last connected to:



- If you are using the same vehicle, tap **Yes**. Otherwise, tap **Enter** vehicle name and enter the name of the vehicle that you are using instead, and tap **OK**.

When connectivity to the server has been restored, FieldMaster Logs will check whether you entered a valid driver ID while it was in offline mode. If you entered an incorrect driver ID, you will be notified and the main screen will be updated to show the correct details. You must log out and then log in again using the correct details.

A red notification icon next to your driver name indicates that you cannot be authenticated after connectivity to the server has been restored:



Click the icon, and then enter the correct password.

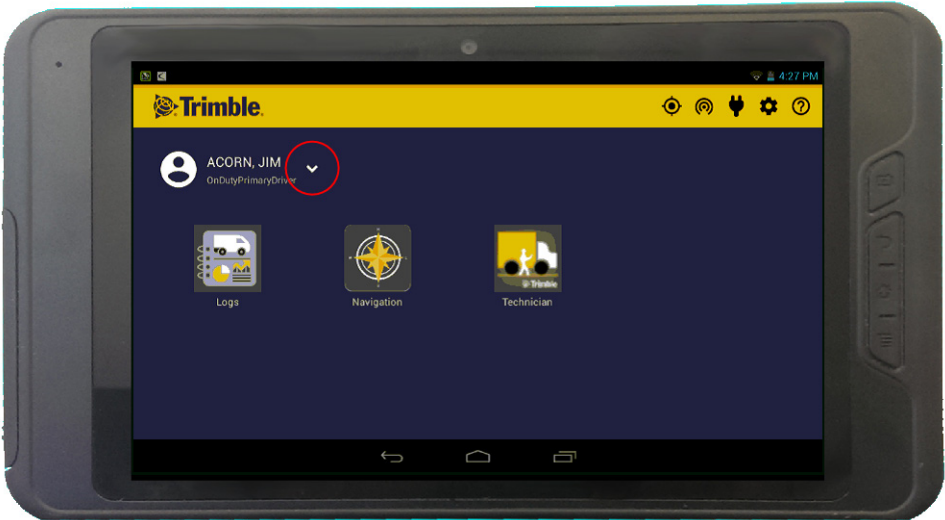
Using the Driver Overview screen

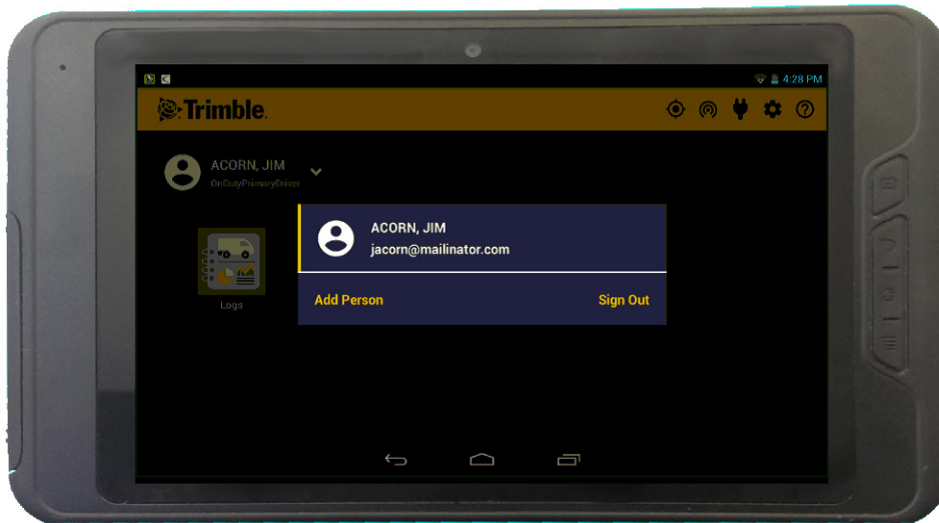
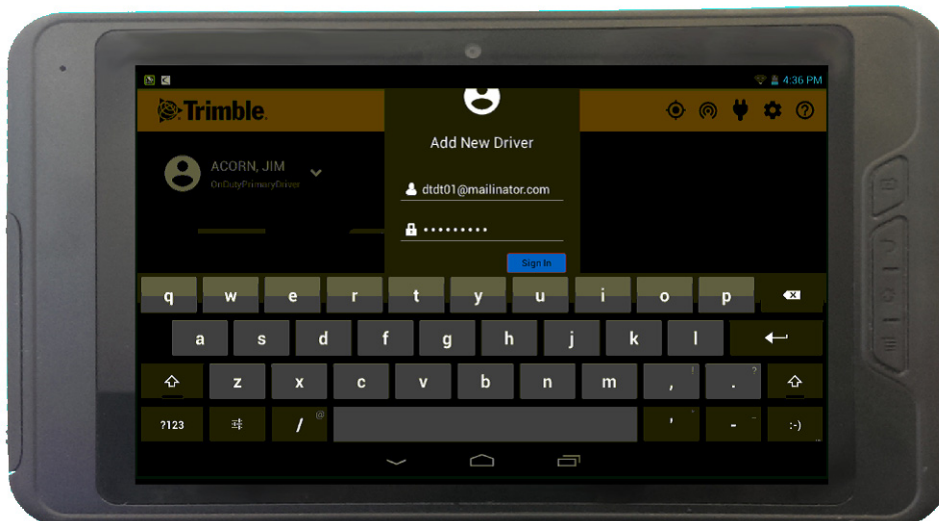
This is the main screen of the application, showing the driver's name, current duty status, and hours and minutes of driving time left.



Co-drivers

1. Any co-drivers must log in on the main login screen. Tap the down arrow next to the driver's name:



2. Tap **Add Person**:3. Co-driver signs in with their user name and password, and taps **Sign In**:

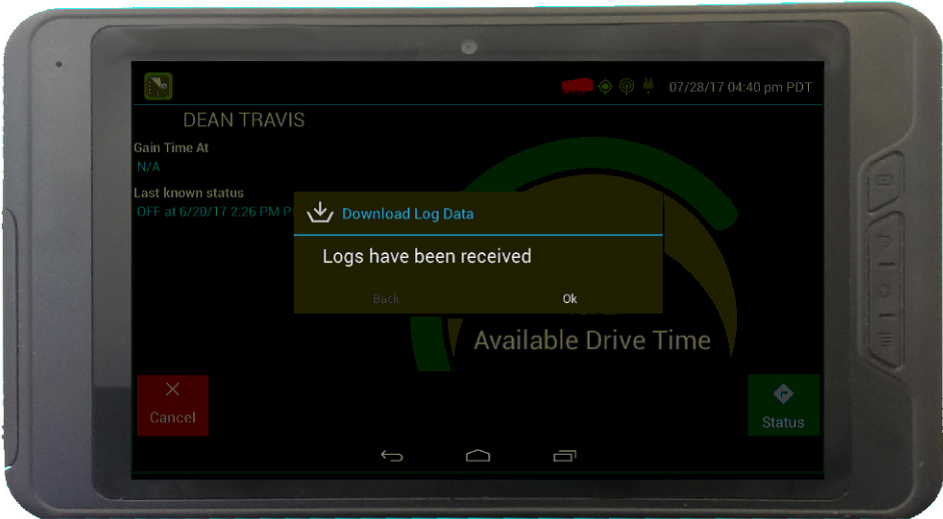
4. To view all drivers who are logged in, tap the down arrow next to the active driver's name. All logged in drivers will be listed here as possible drivers. The active person is the one highlighted (Travis Dean in this example):



5. Make sure the correct driver is selected, then tap the Logs icon:



6. When their logs have downloaded, tap **OK**.



7. The screen now shows the **Gain Time At**, **Last known status** and **Available drive time** for the co-driver instead of the driver. Tap **Status**.



8. Select a status. The co-driver cannot sign in as the driver while someone is already signed in as the driver; the current driver would have to change their duty status to **ON Not Driver** before the drivers can switch (the **ON Driver** option is therefore not available if a Driver is already active.) The co-driver selects **ON Not Driver**.



NOTE – One driver must always be signed in with the status **ON Driver**.

NOTE – If you want to change the status of the driver or co-driver, ensure that the correct driver's details are displayed on the screen before tapping **Status**.

To toggle between any logged in drivers and see the **Driver Overview** screen for a specific driver who has already signed in, tap the **ON / <date> <time>** box:



Viewing the hours of service details

Available Drive Time is shown in the colored gauge. The color reflects the approximate driving time left:

- Green - more than 3 hours left
 - Yellow - between 1 and 3 hours left
 - Red - less than 1 hour left
- Tap the circled arrow below **Gain Time At** 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.



- If you have uncertified logs or proposed edits that require review, an orange flag displays over the **Options** button. See [Using the Driver Options, page 40](#) and [Viewing the logs, page 28](#) for more information. A red flag indicates missing data. See [Using the Driver Options, page 40](#).



FAQ – What is Available Drive Time, and how is it calculated? **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**

| | | US property-carrying limits ¹ | US passenger-carrying limits ² | Canada south of 60°N limits ³ |
|-------------------|-------------------|---|--|---|
| Work Shift | Driving | 11 hours | 10 hours | 13 hours |
| | Rest Break | 8 hours | Not applicable | Not applicable |
| | Duty | 14 hours | 15 hours | 14 hours |
| Daily | Driving | Not applicable | Not applicable | 13 hours |
| | Duty | Not applicable | Not applicable | 14 hours |
| | Off duty | Not applicable | Not applicable | 14 hours |
| Cycle | Duty | 60 hours in 7 days | 60 hours in 7 days | 70 hours in 7 days (Cycle 1) |
| | | or 70 hours in 8 days | or 70 hours in 8 days | or 120 hours in 14 days (Cycle 2) |

.1 See US 49 CFR §395.3 .2 See US 49 CFR §395.5 .3 See CA SOR-2005-313 §12-29

FAQ – What is the difference between Work Shift rules and Daily rules? 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.

FAQ – What does it mean if driving time left is N/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.

FAQ – Why do my driving time details sometimes show “Salesperson” instead of “Cycle Duty”? 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 7 consecutive days². The Salesperson value shows how long you may continue to drive under this driver salesperson exception.

1 See US 49 CFR §395.2 2 See US 49 CFR §395.1(c)

Changing your duty status

1. When you need to change your duty status, stop the vehicle. The application does not respond while the vehicle is in motion.
2. Ensure that your details are displayed on the main screen. If another driver's details are displayed, tap the **ON / <date> <time>** box containing your driver ID so that the view switches to your details.



3. From the **Driver Overview** screen, tap **Status**:
4. Tap the option that best describes your current activity. These options are available for all drivers.
 - **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). If no one has taken control of the vehicle, the automatic motion detection system will continue to track vehicle movements and report them as Unidentified Driver events.
 - **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 logging 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

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).

Taking a 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.

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:

1. Tap **Rest Break** in the upper right of the **Driver Overview** screen.



2. Tap **OK** to 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

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

To end a rest break:

1. Tap the red **Stop Break** button in the upper right to display the **Status** screen.



2. The **Choose Status** screen display. Select your status:

- **ON Driver** if you are returning to duty and will be operating the vehicle.
- **ON Not Driver** if you are the co-driver.
- **SB** if you will continue resting in the vehicle's sleeper berth before returning to duty.
- any button other than **OFF Sign Out** to 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, tap **OFF Sign Out** on the **Status** screen. This will begin the sign-out process and trigger a post-trip driver vehicle inspection (if applicable).

Managing shipments

Any driver can use this screen to maintain a list of the shipments being carried.

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

1. From the **Driver Overview** screen, tap **Shipments**.



2. The **Manage Shipments** screen appears. 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**. The shipment is added as a current resource, and this information is also recorded on the current day's log for each driver who is signed in.
- drop a shipment, tap on it once to highlight it in the list, and then tap **Remove**.



Managing trailers

If you add or remove a trailer from the vehicle, you must record the information on today's log. When you remove a trailer, you are required to complete a Driver Vehicle Inspection Report (DVIR) for the trailer.

If there is no current trailer, a red trailer icon is displayed in the status bar at the top of the screen:



1. From the **Driver Overview** screen, tap **Trailers**.



2. The **Manage Trailers** screen appears. To:

- add a trailer to the list, enter the trailer ID and then tap **Add** (or press **Enter** on the keyboard). The trailer is added as a current resource, and this information is also recorded on the current day's log for each driver who is signed in. If you are hauling more than one trailer, add each trailer to the list.
- drop trailers, tap on one or more checkboxes in the list on the left, and then tap **Remove**. Tap **Home** to return to the **Driver Overview** screen.



3. If the DVIR feature is enabled, you are prompted to create a DVIR when you remove a trailer, or review the most recent DVIR when you add a trailer. See [Inspecting a vehicle or trailer, page 34](#).

Viewing the logs

This 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 and accept or reject edits to your logs that were proposed by a user on the host website. If all the details do not fit on one screen, swipe the screen vertically to scroll.

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

1. From the **Driver Overview** screen for the driver, tap **Logs** to see the grid view (graph of duty statuses) for today's date (month/day/year).



2. 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 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.

Contents of a log

A driver's log includes the following information:

- **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 |

- **Events (Log Details)**

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

- **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 and ID
- 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 traveled while operating a CMV as a personal conveyance

2 Visible only when viewing a log for the current date

Certify a log

- Displays a prompt to certify your log for the date displayed
- You must enter your password when certifying your logs

FAQ – If I am off duty for several days in a row, do I have to certify each day? 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.

FAQ – Why am I being asked to certify my log again? You can only certify logs that are complete. Any new status change, log edit or annotation, or accepting a proposed edit will require that you re-certify your log.

FAQ – What if I need to certify logs that are not available on the mobile device? 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 Driver Portal.

Accept or reject log edits

If a non-driver host user has proposed an edit to your log, you will need to **Accept** or **Reject** the edit either from the Driver Portal or through the Logs page on the device.

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

FAQ – What happens if I reject an edit? The event will be displayed as **Inactive - Rejected**. Your availability will not be affected and you will not need to re-certify the log.

FAQ – What happens if I accept an edit? The event becomes an active event in your log. Your availability is recalculated accordingly and you will need to re-certify the log.

FAQ – What if an edit was proposed for a date that is not available on the mobile device? 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 Driver Portal.

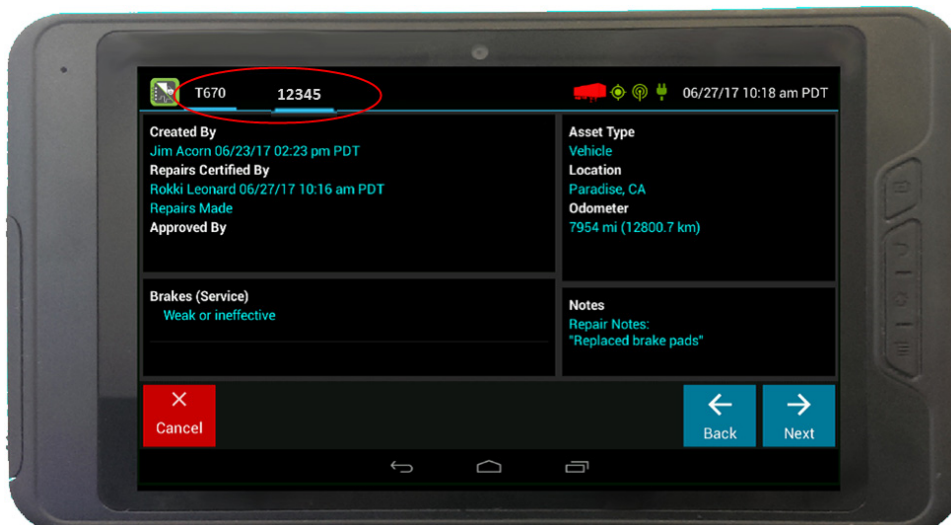
Viewing a DVIR for a vehicle or a trailer

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 can also start a new DVIR during your shift.

1. On the **Driver Overview** screen for any driver, tap **DVIR**¹ to see the report for the first available resource (typically the vehicle).



2. Tap the tabs at the top left of the screen to navigate between the different resources.



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

1 Visible only if the DVIR feature is enabled; selectable only if a Driver Vehicle Inspection Report is available for viewing.

2 Visible only when viewing a DVIR for a Vehicle.

3 Displayed in month/day/year format.

Creating or editing a DVIR

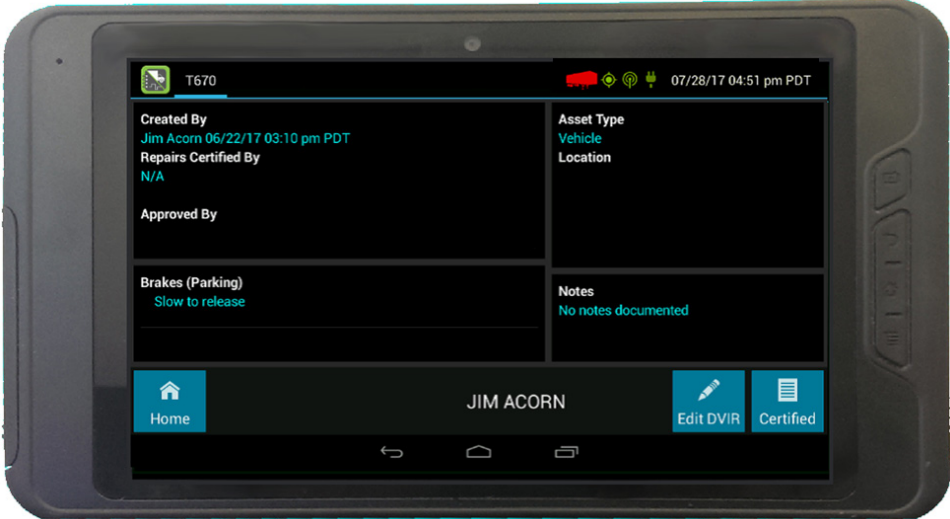
1. To begin a new DVIR at any time, tap **DVIR**.



2. Tap **+ Add DVIR**.



3. Once you have started an open DVIR, you can toggle between the Certified or Opened DVIR, and edit or add to the open DVIR (tap **Edit DVIR**).

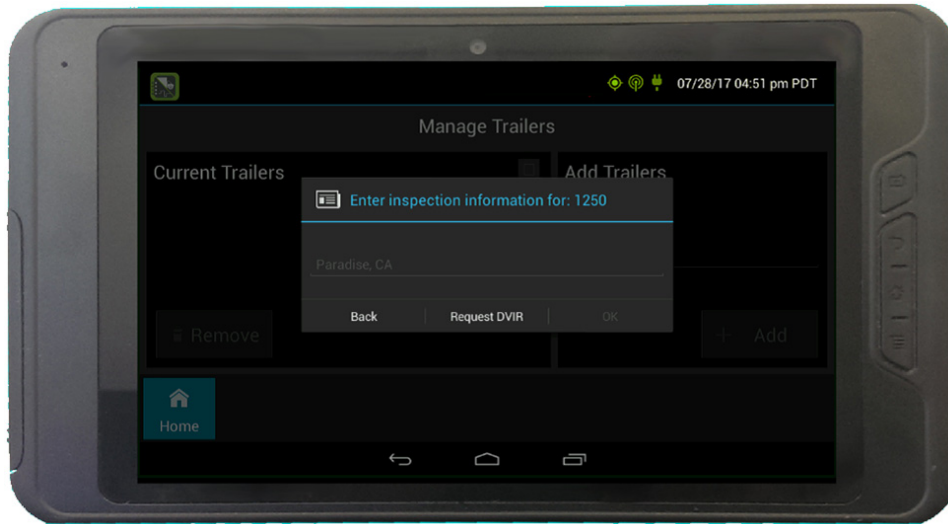


Inspecting a vehicle or trailer

You are required to inspect the vehicle and trailer at the end of the day. If you drop a trailer during the day, you are required to inspect it at that time.

Request DVIR

1. When you have selected **ON Driver** or added a trailer to the vehicle combination, verify the ID of the resource that you are using, and then tap **Request DVIR**.



2. 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**.

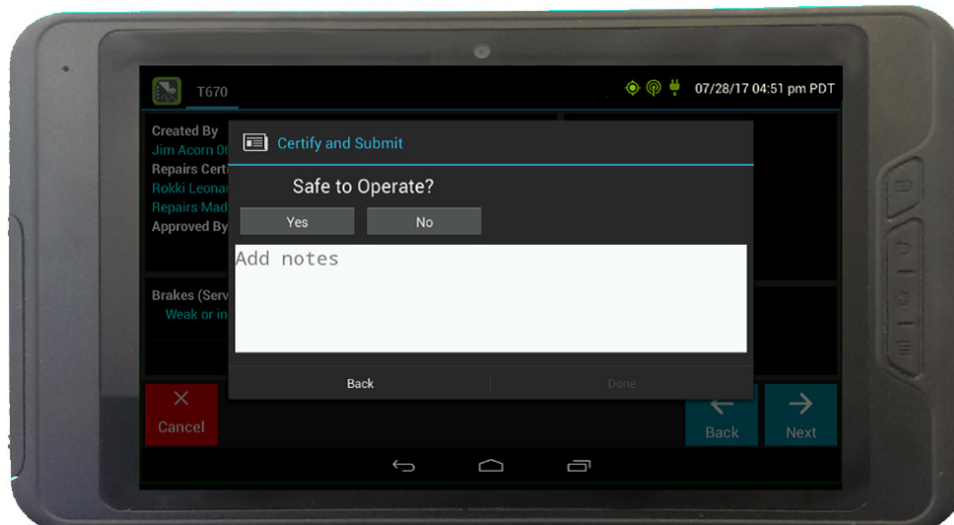
FAQ – I’ve been waiting a long time without receiving the most recent report. What should I do? If you have waited at least 60 seconds, tap **Stop** to continue the inspection process without a response from the web server. If a previous un-reviewed report is already stored on the logging device, it will be presented for you to review. If not, perform your own inspection and create a new DVIR listing any defects you find.

Review & Submit

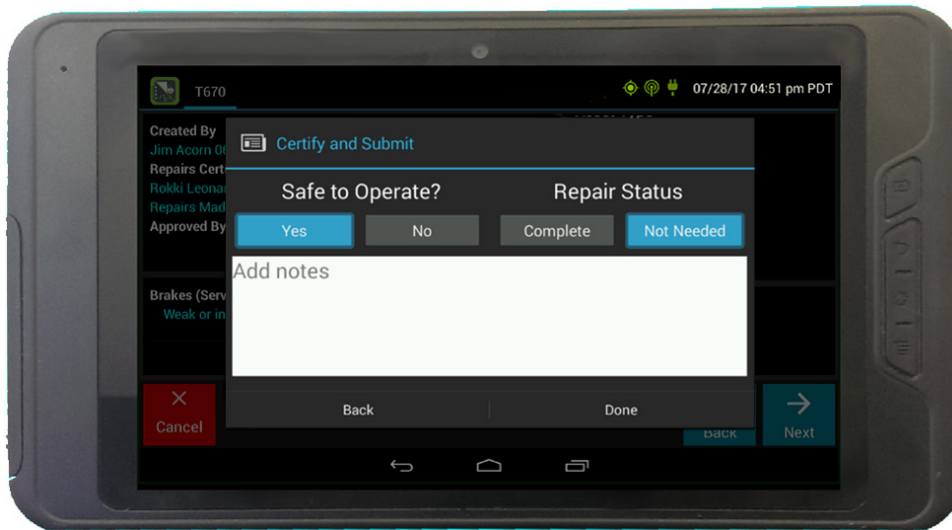
1. If a previous report is presented for you to review, use the arrow buttons to scroll through the report and review all the information provided. See [Entering location data, page 39](#).



2. 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 **Next** to show the acknowledgment screen.
3. Tap **Yes** if you are satisfied with the vehicle's condition, otherwise tap **No**.



4. If you tap **No** and there are any unresolved defects listed on the report, you must also select **Complete** or **Not Needed** for Repair Status.

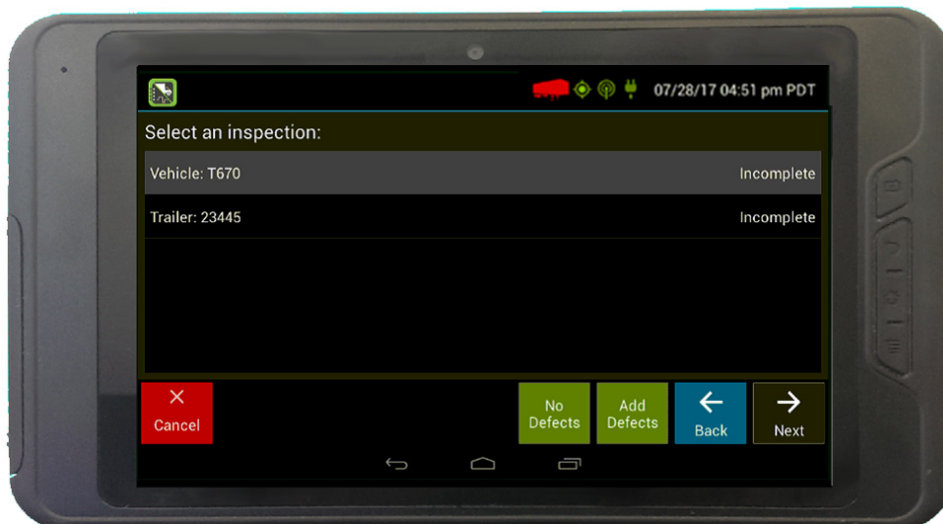


5. Tap **Done** to submit the report.

Select Resource

When it is time to create a Driver Vehicle Inspection Report, a list of resources subject to inspection is shown. Tap once on a resource to highlight it and then tap 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 with 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, page 38](#).

1 US 49 CFR §396.11 requires a report to be prepared at the completion of each day's work on each vehicle operated; CA NSC Standard 13 requires a report to be completed once every 24 hours.

Select Part & Defect

When you tap **Add Defects** or **Edit Defects**, a list of parts is shown for the selected resource.

1. Tap once on a part to highlight it, and then select one or more defects from the list on the right.

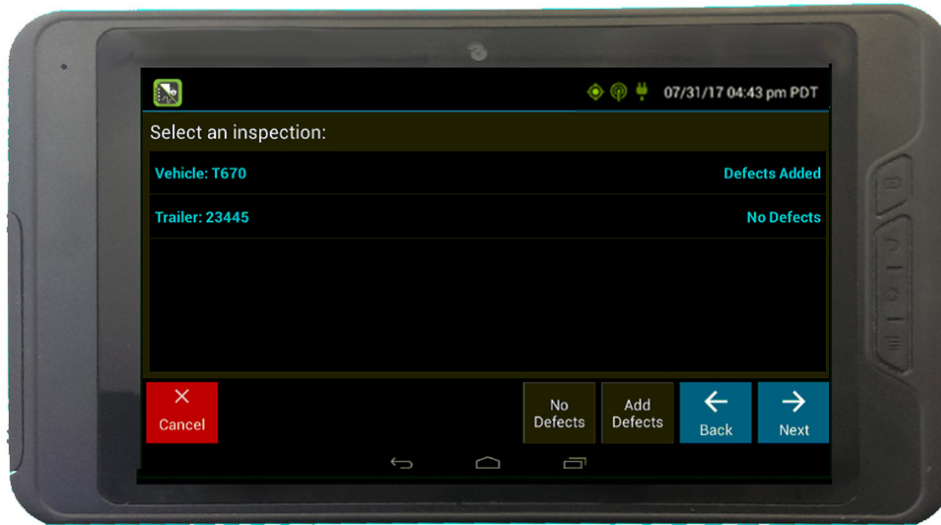


All defect lists include an option for **Other**, where you can type in your own description.



2. Repeat this process for each defective part.
3. Tap **Done** to return to the **Select Resource** screen.

4. 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.

Carry over defects

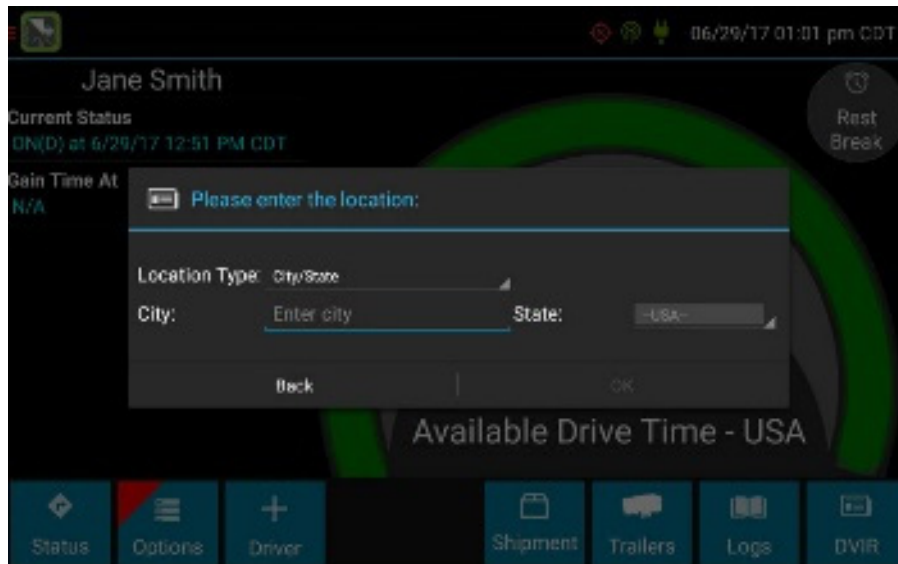
In some cases, the previous DVIR for an asset may include a defect that was certified as **Repairs Not Necessary**. This suggests that the defect or deficiency may still exist, but that repair is not required in order for the vehicle to be operated safely.

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.

Entering location data

The logging 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 are prompted to enter the location.

TIP – If the logging device frequently prompts you to enter location data, check the GPS antenna to ensure that it has not become loose or been disconnected.



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 appears in the **Events** view of your driver logs to provide additional context for your activities. See [Viewing the logs, page 28](#).
- **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.

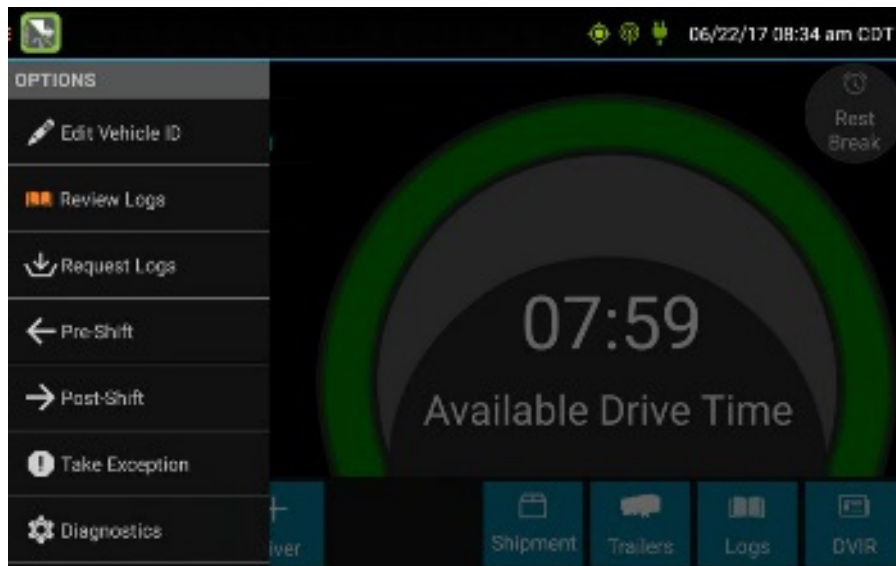
If GPS coordinates are not available when the automatic motion detection system records a status change, the driver must enter the location of that change after the vehicle stops moving.

If there is a red flag over the **Options** button:

1. Tap on it and then tap **Missing Data**. The **Location Data Entry** screen displays.
2. 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.
3. Enter an annotation to document the change.

Using the Driver Options

The Driver Options provide a way to record additional information on your logs, synchronize logs with the web server, view system diagnostics, and other functions.



To access the options, on the **Driver Overview** screen, tap **Options**. The following options are available:

- [Edit Vehicle ID, page 40](#)
- [Review Logs, page 40](#)
- [Request Logs, page 41](#)
- [Pre-Shift, page 41](#)
- [Post-Shift, page 41](#)
- [Take Exception, page 41](#)
- [Invalidate exception, page 42](#)
- [Diagnostics, page 42](#)
- [Missing Data, page 42](#)
- [Unidentified Driver, page 42](#)
- [Roadside Inspection, page 43](#)

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.

Review Logs

This option is visible if you have uncertified logs or if a non-driver host 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 a log, page 30](#) and [Accept or reject log edits, page 30](#) for more details.

Request Logs

This option allows you to synchronize electronic records with the web 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).
- Download notes for a DVIR after it has been reviewed.
- Download inspection checklists and other configuration settings that have changed since you signed in.

This option is disabled if the logging device is unable to open a connection to the web server. See [Symbols and warnings, page 48](#).

NOTE – Depending on the wireless network used, excessive log requests may lead to overages on your carrier's data plan. Use this feature only as necessary.

Pre-Shift

This option allows you to record On Duty, not Driving time worked just prior to signing in.

This option is enabled for up to 48 hours after the sign-in process is complete if the driver's previous status was **Off Duty**.

1. Select the date (month/day/year) and time that the pre-shift activity started and verify the total time to be added.
2. Add an annotation when prompted to document the reason for the change.

Your **Available Drive Time** is recalculated accordingly.

Post-Shift

This option allows you to record On Duty, not Driving time worked just after the driver last signed out.

This option is enabled for up to 48 hours after the sign-in process is complete if the driver's previous status was **Off Duty**.

1. Select the date (month/day/year) and time that the post-shift activity ended and verify the total time to be added.
2. Add an annotation when prompted to document the reason for the change.

Your **Available Drive Time** is recalculated accordingly.

Take Exception

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

- **100 Air-Mile**¹. 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.
- **150 Air-Mile**². 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.
- **16 Hour**³. 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.

- **Adverse Conditions**⁴. 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.
- **Agriculture**⁵. Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used during state-specified planting and harvesting periods
- **Emergency**⁶. Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used in a declared Federal, State, or local State of Emergency.

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

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

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

4 Certain restrictions apply; see US 49 CFR §395.1(b)(1), US 49 CFR 395.2, and CA SOR-2005-313 §76(2).

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

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

Invalidate exception

This option allows you to invalidate a previously-taken exception.

Diagnostics

This option allows you to view identification information about the device, as well as a general system health check.

Tap-hold **System Check** to view system 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 [Entering location data, page 39](#).

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 if a driver is signed in but is not 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.

1. Tap **Unidentified Driver** to load the log date with the unidentified driver event(s).
2. Review the event details, tap the event and then tap **Accept** to add the event to your log, or tap **Reject** to discard it.

Rejecting the event removes it from your view on the device. Other drivers and non-driver host users will still be able to view and accept or assign the event.

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 and following **On Duty** event appear on your log with an origin of **Unidentified Driver**.

FAQ – What if I reject an Unidentified Driver event by mistake? 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 host. You will first need to certify your log before the non-driver host user can propose an edit.

FAQ – What if I accept an Unidentified Driver event by mistake? 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 click **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.

Roadside Inspection

This option allows a law enforcement official to review your logs and allows you to send your logs via email or webservice on the request of an enforcement official. See [Chapter 3, Instructions for Law Enforcement Officials](#) for more information.

Lost connection to the vehicle

If the following screen appears, the application has lost connection to the vehicle. This is usually because the device is powered down or, if the device is Wi-Fi enabled, the tablet is out of Wi-Fi range. The application should never lose connection while you are driving. If it does, you must report this to your supervisor.

You can set a reminder or you can sign out.



If the application has lost connection to the device, it reports that the tablet is **Undocked**. When it reestablishes connectivity to the device, as long as you are still logged in, it will send a remark as **Docked**.

Do not tap **Sign Out** unless you are finishing work for the day. For more information, see [Signing out, page 47](#).

If you do need to sign out, Trimble recommends that you power your vehicle back on before signing out so that the application can reconnect to the vehicle. Otherwise your log will not record that you have signed out.

Driving across international borders

FieldMaster Logs supports driving in the USA and Canada only.

If you drive in both countries, and the system has been set up to reflect this, you can see your electronic record of duty status according to the regulations of the country in which you drive.

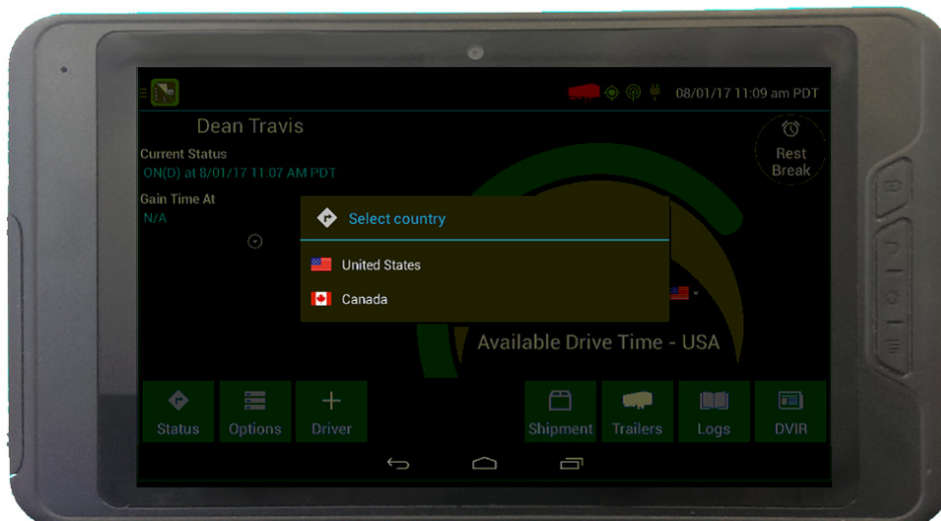
For example if the US is your primary driver type, by default FieldMaster Logs displays your status according to US regulations. When you view your driving status, a US flag icon is displayed, and the abbreviated country name is appended to the **Available Drive Time** heading:



When you cross the border into Canada, you can use FieldMaster Logs to view your duty status in accordance with Canada's regulations instead.

To display your duty status according to another country's regulations:

1. Tap the flag icon. A menu that contains the list of countries is displayed:



2. Tap the country that you want to select. The display now shows your record of duty status according to the rules of the country that you selected:



Signing out

When you have finished your shift or are done using the vehicle, tap **Status** and then tap **OFF Sign Out**. Do not use the **Rest Break** feature unless you will be returning to duty in the same vehicle during your shift.

If the **DVIR** feature is enabled, you may be prompted to create a Driver Vehicle Inspection Report before signing 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 review. See [Viewing the logs, page 28](#) 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 sends your records to the web server.

FAQ – I forgot to sign out of the logging device in another vehicle before I signed into this logging device. What will happen to my records? If both logging devices are connected to the web server, a message will be sent to the previous vehicle to sign you out. Inspect your records carefully and report any errors to your supervisor. Make it a habit to sign out every time that you are finished using a vehicle, to protect the integrity of your electronic records.

Symbols and warnings

Engine or black box connection status



[Green] The logging device is currently connected to your engine or the system black box. All drive time is recorded correctly.



[Gray] The black box or Vehicle Data Service has stopped sending data to [eFleetSuite](#). Drive events will not be recorded, and paper logs should be used.



[Red] The connection to the engine has been lost, and drive events will not be recorded. Paper logs should be used.

Web server connection status



[Green] The logging device is currently connected to your wireless data provider and is able to send data.



[Amber] The connection to your wireless data provider has been closed because the logging device has no new data to send. A connection will be reestablished when there is data to send.



[Red] The logging device cannot connect to your wireless data provider. Reasons may include low signal strength or network service interruption.

GPS connection status



[Green] The logging device currently has a good lock on GPS.



[Amber] The logging device is connected to some GPS satellites, but not enough to establish a valid position. Location information must be entered manually.



[Red] No GPS connection available. Location information must be entered manually.

Logs pending



The logging device is waiting for driver logs to be synchronized with the web server.

No trailer



The trailer list is empty.

No shipment



The shipment list is empty.

Other warnings



[Orange] This icon can represent a few different warnings. Read the text that accompanies the icon to determine what the warning is and if any action is needed.

Record State Line Crossing¹

The logging device cannot obtain vehicle location data frequently enough to meet International Fuel Tax Agreement requirements.

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

¹ Visible only if the IFTA feature is enabled and valid GPS coordinates could not be obtained for at least 5 minutes

Unidentified 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.

Malfunction and Data Diagnostic Event Indicators

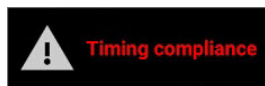
| Data Diagnostic Event | Code | Description |
|--------------------------------|------|--|
| Power | 1 | Device was not powered on within 1 min of the engine receiving power, or lost power at any point while the engine was powered on |
| Engine synchronization | 2 | Device was not able to receive data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

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

See the following tables for ELD malfunction and data diagnostic event definitions. For general troubleshooting steps, see [Troubleshooting, page 51](#).



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, page 51](#) for common causes and resolutions.



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

You must document the occurrence of a compliance malfunction and notify your carrier within 24 hours.

A compliance malfunction cannot be dismissed, it must be corrected before you continue using the device as an ELD. Refer to [Troubleshooting, page 51](#) for common causes and resolutions. 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.

Troubleshooting

The following tables describe common troubleshooting issues.

Communications

| Symptom | Possible Cause | Corrective Actions |
|---|-------------------------------|---|
| System Check screen shows Failed for Comms; | Antenna connections not solid | Verify the connections are tight, but finger tighten only. Turn the antennas toward the nearest window or windshield. |
| The comms indicator on the Sign In screen is red; Driver logs or DVIR cannot be downloaded at sign-in. | Cellular coverage issue | Move outside or away from buildings or other objects that may obstruct the signal. Contact the cellular provider of your device and request a coverage check for your area. |

GPS

| Symptom | Possible Cause | Corrective Actions |
|---|------------------------------------|---|
| System Check screen shows Failed for GPS; Missing locations appearing on driver logs; | Antenna connections not solid | Verify the connections are tight, but finger tighten only. Turn the antennas toward the nearest window or windshield. |
| 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 |

Ignition

| Symptom | Possible Cause | Corrective Actions |
|---|---|--|
| Device is recording engine synchronization data diagnostic events and/or compliance malfunctions. | Ignition wire incorrectly installed | Verify ignition wire is not receiving power with the engine off. |
| | Device not receiving engine data from ECM | Contact your provider for assistance |

Odometer

| Symptom | Possible Cause | Corrective Actions |
|---|---|--|
| System Check screen shows Failed for Odometer; | 9-pin connection not properly installed | Verify the 9-pin connector and any adapters used for installation are connected tightly and snapped into place. |
| Missing odometer conflicts appearing on driver logs; | Device not receiving engine data from ECM | Contact your provider for assistance. |
| Device is recording engine synchronization data diagnostic events and/or compliance malfunctions. | Installation did not use 9-pin 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. |

Power

| Symptom | Possible Cause | Corrective Actions |
|---|---|--|
| Power Failure remarks in driver logs; Device shutting down or rebooting unexpectedly; | Incorrectly installed power wire or no power to the 9-pin connector power pin | Verify that the power and ground wire are receiving a constant 12 or 24 volts of power with the engine off. Verify that the 9-pin connector and any adapters used for installation are connected tightly and snapped into place. |
| Screen does not power on with engine crank or when the circular hardware button is pressed | Inconsistent voltage to the device | Test the vehicle's battery and alternator. Check for faulty wiring; exposed or corroded wiring or loose connections. |
| Device is recording power data diagnostic events and/or compliance malfunctions. | Device is wired through a master kill switch | Contact your administrator for assistance. |

Touchscreen

| Symptom | Possible Cause | Corrective Actions |
|-------------------------------------|----------------------------------|--|
| Device stops responding to touches. | Application not responding | Reboot the device by holding the red hardware button until the Power Off menu appears. Tap Power Off and then OK. If the Power Off menu will not appear, disconnect the 9-pin or Molex-Molex connector on the wiring harness. |
| | Defective or damaged touchscreen | Have your administrator submit an RMA request to have the screen repaired. |

| Symptom | Possible Cause | Corrective Actions |
|--|----------------------------------|---|
| Screen does not power on with engine crank or when the circular hardware button is pressed | No power | Verify that the device is receiving power through the 9-pin harness. |
| | Defective or damaged touchscreen | If the hardware buttons light up but the screen will not come on when the circular hardware button is pressed, have your administrator submit an RMA request to have the screen repaired. |

Sign in errors

| Error message | Possible Cause | Corrective Actions |
|---|--|---|
| 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 host | No cellular connection and no credentials stored locally on the device | See Communications, page 51 section above. |

Application errors

| Error message | Possible Cause | Corrective Actions |
|---|-------------------------|---|
| Device is recording or displaying Other compliance malfunction | Application has crashed | Reboot and/or reprovision the device. Contact your provider for assistance. |

Instructions for Law Enforcement Officials

- ▶ Roadside Inspection
- ▶ Unidentified Driver Events
- ▶ View DVIR

Roadside Inspection

This screen allows Law Enforcement officials to view a driver's electronic record of duty status (daily log) for each day required to be in their possession¹.

1. Tap **Options**, then tap .




The log grid view for today's date shows.

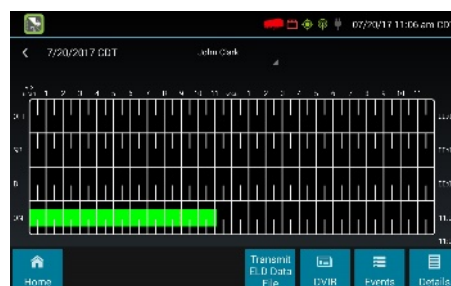
- Tap the **Events/Grid** button to toggle between the grid view and a line-by-line detail view. Use the arrows on either side of the date or swipe the screen side to side to navigate through the log history.
- Tap the **Details** button to display general carrier, driver, and ELD information.
- Tap the **DVIR** button to display the most recent approved DVIR and the open DVIR (if applicable).
- Use the **Transmit ELD Data File** button to send the logs via email or webservice.

A driver's log includes the following information:

- **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



- **Events (Log Details)**

- Duty status changes and locations
- Remarks and annotations
- Exceptions claimed by the driver
- Edits and requested changes. See the [Glossary, page 61](#) for details.
- Malfunction and data diagnostic events. See [Malfunction and Data Diagnostic Event Indicators, page 50](#) for more information.

| Time | Type/Status | Vehicle Miles | Engine Hours | Sequence ID | Origin |
|---------------|-----------------|---------------|--------------|-------------|-----------|
| 7:21 12:41 PM | ON | N/A | N/A | 1 | Driver |
| 5:32 AM | Active | N/A | N/A | N/A | Automatic |
| | POWER FAIL ORHD | | | | |
| 7:14 AM | Active | N/A | N/A | N/A | Automatic |
| | POWER FAIL IRR | | | | |
| 7:15 AM | Remark | N/A | N/A | N/A | Automatic |

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

- **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 and ID
- 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 hours
- Current location
- Malfunction and diagnostic indicators

| | |
|----------------------------|--|
| Record Date | 7/24/2017 |
| 24 Hour Starting Time | 12:30 AM |
| Time Zone Of Loc. from UTC | UTC-07:00 |
| Certified by | - |
| Multi-Day Cycle | 8 Days |
| Carrier USDOT Number | 298708 |
| Name of Motor Carrier | Test Organization |
| Main Office Address | 2850 Canal Court Suite 100 Doraville, GA 30241 |
| Home Terminal | Home Address Terminal |
| Driver Name | Clark, John |
| Driver ID | JCLARK |
| Driver's License Number | |

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

2 Visible only when viewing a log for the current date

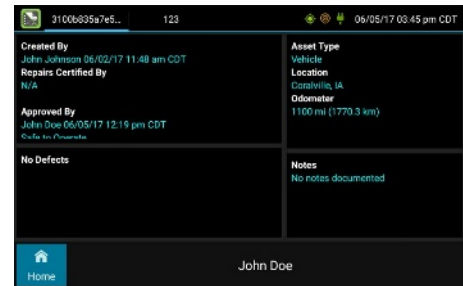
Unidentified Driver Events

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

View DVIR

This screen allows you to view the most recent Driver Vehicle Inspection Report for any resource (vehicles, trailers, etc.) in the vehicle combination.

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



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

If the driver has started a new DVIR during their shift, you will have the option to toggle between the **Certified** or **Opened** DVIR.

1 Visible only if the DVIR feature is enabled; selectable only if a Driver Vehicle Inspection Report is available for viewing

2 Visible only when viewing a DVIR for a Vehicle

3 Displayed in month/day/year format

Inspection Complete

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

Configuring FieldMaster Logs

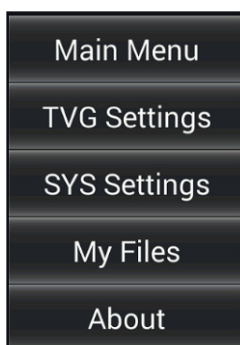
- ▶ Opening the settings screen
- ▶ TVG settings
- ▶ About

This chapter describes how to configure FieldMaster Logs. From the **Settings** screen, you can link the application to the vehicle and to the TVG device installed in the vehicle. Note that these settings are normally configured when the application is installed for the vehicle. The **Settings** screen also enable you to update the application, and to troubleshoot any issues.

Opening the settings screen

1. Press the **Home** button on the tablet to return to **Home** screen from the Logs component.
2. Tap **Settings**.

The **Settings** page appears. The following options are available on the **Settings** page:



Tap **Main Menu** to return to the **Home** screen. The **TVG Settings**, and **About** options are described in the following sections.

Do not use the **SYS Settings** or **My Files** options, unless requested to do so by Trimble Technical Support.

TVG settings

The TVG settings link the application to the vehicle. If there is a Wi-Fi enabled TVG device installed in the vehicle, they also link the application to the wireless network provided by the TVG device.

These settings are configured when the application is installed. You would not normally need to change them unless you are moving the tablet to another vehicle, which is described in “Moving the tablet to a different vehicle” on page 59.

To change a setting

1. On the Settings screen, tap **TVG Settings**.

2. Tap within the field that you want to change, to open the on-screen keyboard.

The following fields are available:

| Field | Description |
|-----------------|---|
| Vehicle Label | <p>The vehicle label identifies the power unit (truck, tractor, bus, and so on) for the purposes of hours of service and Driver Vehicle Inspection Reporting. This is the label assigned to the TVG device in GeoManager (the device label).</p> <p>The vehicle label is initially set to the serial number of the TVG device, which is displayed on a sticker on the TVG device.</p> <p>The vehicle label typically is entered immediately when the application is installed for the vehicle. Change this ID only if the vehicle label is incorrect or when the application is reinstalled in a different vehicle.</p> |
| Device SSID | <p>If the vehicle has a Wi-Fi enabled TVG device installed, the application must be configured to connect to the Wi-Fi network provided by the TVG device by default. Enter the SSID as it is broadcast by the TVG device. Do not include any spaces.</p> <p>The SSID is of the form: TVG850-<Device_Label></p> |
| Device Password | <p>Enter the device password. Contact Trimble Customer Support to obtain the device password.</p> |

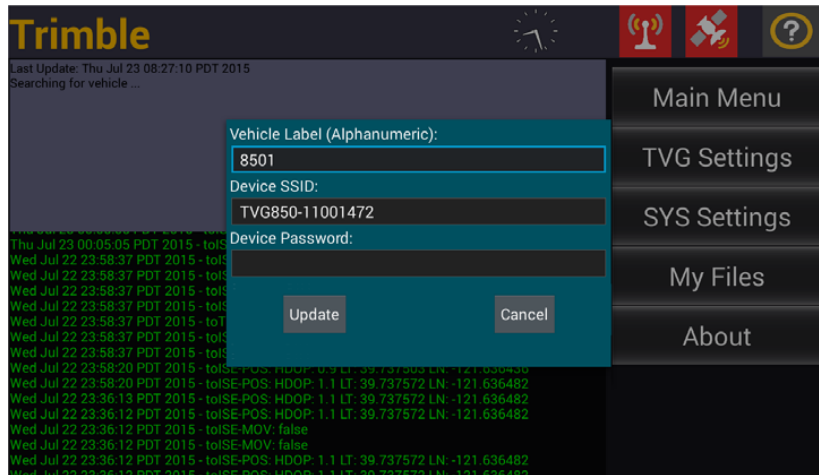
3. Make the required changes.
4. Tap the **Back** button to hide the on-screen keyboard.
5. Then tap **Update**.

Moving the tablet to a different vehicle

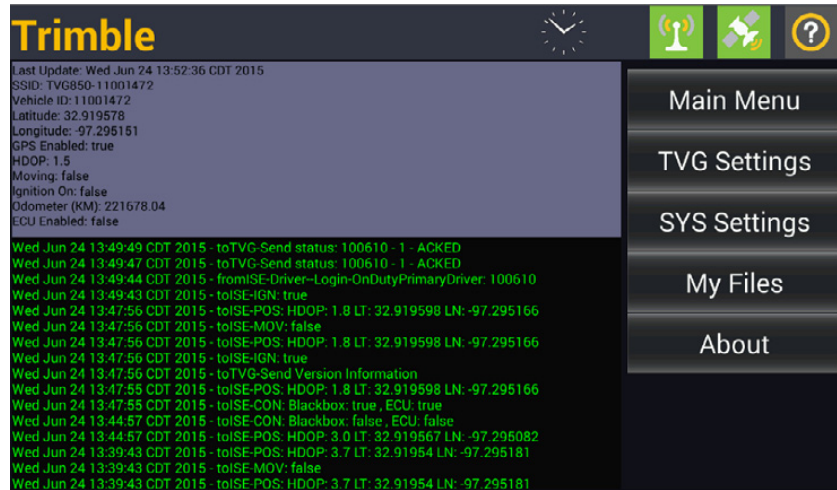
If you want to use the tablet in a different vehicle, you have to change the TVG settings so that the tablet can connect to the TVG device in the new vehicle.

To connect to a different TVG device

1. Press the **Home** button on the tablet to return to the **Home** screen from the **Logs** component.
2. Tap **Settings**.
3. Tap **TVG Settings**.



4. Enter the vehicle label of the new vehicle.
The vehicle label is initially set to the serial number of the TVG device, which is displayed on a sticker on the TVG device.
5. If the TVG device that is installed in the new vehicle is a Wi-Fi enabled, enter the SSID as it is broadcast by the TVG device.
6. Do not include any spaces. The SSID is of the form:
TVG850-<Device_Label>
7. Enter the device password. Contact Trimble Customer Support to obtain the device password.
8. Tap the **Back** button to hide the on-screen keyboard.
9. Tap **Update**.
Wait for up to 30 seconds for the tablet to establish a connection to the new TVG device.
The TVG and GPS icons at the top right of the screen will become green once the connection has been established.
The console on the left of the screen shows the data from the new TVG device, for example the GPS, odometer and ignition state data:



If after 30 seconds the icons remain red and the console is not showing data from the new TVG device, tap TVG Settings again and verify the settings.

10. Tap **Main Menu** to return to the home screen.

Notice that the tablet is now paired with the new TVG device.

About

The **About** screen displays version information for the application, including the version of the operating system. This screen can be used to troubleshoot issues.

Drivers should only update the operating system when advised to do so by Trimble.

Glossary

This section explains some of the terms used in this manual.

| | |
|-----------------------------|--|
| Available drive time | This is the maximum time in hours and minutes (hh:mm) that a driver can continue operating a commercial motor vehicle without rest. The application keeps track of the time remaining until each applicable hours of service limit will be reached. The lowest of these times is displayed as the available drive time. |
| Comms | Cellular communications |
| D | Driving. |
| Driver status | Choose this status when you are On Duty and taking control of the vehicle. The application will detect when the vehicle is moving and automatically record your activity as D (Line 3) when the vehicle has moved 0.5 miles (configurable) and ON (Line 4) when the vehicle is stopped for 5 minutes (configurable). |
| DVIR | The Driver Vehicle Inspection Report that drivers are required to complete at the end of each day's work. A DVIR is required for each vehicle and trailer operated. The DVIR is automatically completed by the application after the driver has inspected the vehicle or trailer. |
| ELD | Electronic Logging Device |
| Gain time in | This reflects the minimum time that must pass until the driver's Available drive time will increase, presuming that the driver's duty status does not change. For example, the time remaining until the end of a rest break. |
| GPS | Global Positioning System is a worldwide satellite navigational system, made up of 24 satellites orbiting the earth and their receivers on the earth's surface. The GPS satellites continuously transmit digital radio signals so that up-to-the-minute information may be used in location tracking, navigation and other location or mapping technologies. |
| HOS | Most drivers must follow the Hours of Service (HOS) Regulations if they drive a commercial motor vehicle. |
| Inactive - Changed | A log event that was edited and is no longer the active event |
| Inactive - Rejected | A requested edit that was rejected and was not applied to your log |
| Inactive - Requested | A log edit that has been requested by a non-driver host user but has not yet been applied to your log |
| OBC | On-Board Computer. This is a generic term for the TVG device. |
| OFF | Off Duty. |
| Off Duty status | Choose this status when you are relieved of duty and are signing out of the application. This will record your activity as OFF (Line 1). To record your status as Off Duty without signing out of the application, see Taking a Rest Break, page 24 . |
| OFFPC | Off duty, and preparing to use the vehicle to make a personal trip. |
| ON | On Duty Not Driving (Line 4). |

| | |
|-----------------------------|--|
| ON (D) | Signed in as the driver but the vehicle has not yet moved 0.5 miles (configurable) after the last 5-minute stop (also configurable). |
| On Duty status | Choose this status if you are On Duty but not in control of the vehicle. This will record your activity as ON (Line 4). If no one has taken control of the vehicle, the automatic motion detection system will continue to track vehicle movements and report them to your carrier as Unknown Driver events. |
| PC | Personal Conveyance |
| SB | Sleeper Berth (Line 2). |
| Sleeper Berth status | Choose this status when you are beginning a period of rest in the vehicle's sleeper berth. This will record your activity as SB (Line 2). |
| TVG device | The TVG device is installed in the vehicle. It captures information on the position, speed and direction of the vehicle, and the time of the record. It also captures diagnostic information directly from the vehicle bus and, if it is a Wi-Fi enabled TVG device, provides Wi-Fi access-point capability, |
| YM | Yard Moves |

