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.
Carriers and drivers are solely responsible for ensuring that this system is used properly and in compliance with all hours of service and other FMCSA laws and regulations.
Table of Contents

Login 6  Grid View 48
Logout 8  Events 49
Navigation Buttons 11  Details 50
Driver Overview 12  Certify 51
Symbols & Warnings 18  Accept / Reject 54
Device Abbreviations & Terms 21  
Driver Status 22  
    Preview Availability 22  
    Initial Status 24  
    Change Status 26  
    Rest Break 29  
Driver Vehicle Inspection 32  
Co-Driver Login 41  
Shipments 42  
Trailers 43  
Country Selection 44  
Manual Location Data Entry 45  
View Logs 47  
Roadside Inspection 80

Communication 72
GPS 73
Ignition 74
Odometer 75
Power 76
Touchscreen 77
Login Errors 78
Application Errors 79
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.

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.

**WARNING:** Power on the Trimble Oil & Gas display before powering up your Commercial Motor Vehicle.
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 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. If On Duty Sign Out is enabled, you will have the option to sign out in either Off or On Duty status. Only sign out in On Duty status if you will be continuing to work before the end of your shift and will go Off Duty from another device or through the Driver Portal.

If you have the option to select Off Duty status enabled, make sure to choose OFF Sign Out when you are finished with your shift. Changing status to Off Duty should only be done if you will continue using the device before the end of your shift.

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.
Logout

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

**Q:** I forgot to sign out of the logging device in another vehicle before I signed into this logging device. What happens to my records?

**A:** If both logging devices are connected to the web server, a message will be sent to the previous vehicle to sign you out. Return to the first device as soon as possible and verify that you are signed 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.

Do not attempt to edit or correct your log until you have verified that you are signed out of the first device. Once you are signed out of the first device, navigate to Options and Request Logs from the device you are currently using before editing your log.
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.
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 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

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**.
## Driver Overview

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

¹ See US 49 CFR 395.3  
² See US 49 CFR 95.5  
³ See CA SOR-2005-313 §12-29
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.

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 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 show “Salesperson” instead of “Cycle Duty”?

A: If you are operating in the US as a driver salesperson\(^1\), 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.

RECORD STATE LINE CROSSINGS¹

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.

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

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.

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comms</td>
<td>Cellular Communications</td>
</tr>
<tr>
<td>D</td>
<td>Driving</td>
</tr>
<tr>
<td>ECM</td>
<td>Engine Control Module</td>
</tr>
<tr>
<td>ELD</td>
<td>Electronic Logging Device</td>
</tr>
<tr>
<td>Inactive - Charged</td>
<td>A log event that was edited and is no longer the active event</td>
</tr>
<tr>
<td>Inactive - Rejected</td>
<td>A request edit that was rejected and was not applied to your log</td>
</tr>
<tr>
<td>Inactive - Requested</td>
<td>A log edit that has been requested by a non-driver Asset Control Center user but has not yet been applied to your log</td>
</tr>
<tr>
<td>OBC</td>
<td>On Board Computer</td>
</tr>
<tr>
<td>OFF</td>
<td>Off Duty</td>
</tr>
<tr>
<td>ON</td>
<td>On Duty, not driving</td>
</tr>
<tr>
<td>PC</td>
<td>Personal Conveyance</td>
</tr>
<tr>
<td>PCG</td>
<td>PeopleNet Connected Gateway</td>
</tr>
<tr>
<td>PMG</td>
<td>PeopleNet Mobile Gateway®</td>
</tr>
<tr>
<td>SB</td>
<td>Sleeper Berth</td>
</tr>
<tr>
<td>YM</td>
<td>Yard Moves</td>
</tr>
<tr>
<td>ELD Login</td>
<td>When an authorized user logs in to the ELD</td>
</tr>
<tr>
<td>ELD Logout</td>
<td>When an authorized user logs out of the ELD</td>
</tr>
</tbody>
</table>
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.

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.
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.
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.

If you are the only driver signed in to the vehicle, you will be automatically transitioned to Driving status any time the vehicle moves, unless you are in Personal Conveyance or Yard Moves status.

**Q: I don’t have a co-driver. Do I still need to tap the On (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**

**Additional options may be available if enabled by your carrier:**

<table>
<thead>
<tr>
<th>OFF PC</th>
<th>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).</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON YM</td>
<td>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).</td>
</tr>
<tr>
<td>ON Sign Out</td>
<td>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.</td>
</tr>
</tbody>
</table>
Choose this status if you are off duty waiting at well site.

Choose this if you are in other sleeping accommodations at a well site.

Choose this if you are going off duty but not finished with your shift.
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.

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.
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.
Driver Status

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 requires carriers to define yards and enable the setting.

YARD MOVES (Manual)
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 driver selects **OFF YM** (Off Yard Moves) on the device.
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.
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 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 for Safe to Operate 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 tap Complete or Not Needed for Repair Status. Tap Done to submit the report.
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.

US 49 CFR §396.11 requires a report to be prepared at the completion of each day’s work on each vehicle operated.
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.
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.
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** 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.
Driver Vehicle Inspection

A driver vehicle inspection report includes the following information:

- Resource type (Vehicle or Trailer) and ID
- Odometer\(^2\)
- Location of vehicle when the driver vehicle inspection report was created
- Defects or deficiencies noted, or “No Defects”
- Report creation details:
  - Driver
  - Date\(^3\) and time
- Repair certification details (if applicable):
  - Certifying agent or driver
  - Date\(^3\) and time
- Repairs Made or Repairs Not Necessary
- Driver review/acknowledgment details:
  - Driver
  - Date\(^3\) 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

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 \textbf{Certified} or \textbf{Opened DVIR} and to edit or add to the open DVIR with the \textbf{Edit DVIR} button.
PeopleNet ConnectedDriver™ 2.6.9 or greater on your mobile device allows you to view your hours of service information for informational purposes during a vehicle inspection.

Navigate to the ConnectedDriver app on your smartphone.

Tap the Menu button in the upper left hand corner of the main page. The Menu will appear, tap Roadside Inspection.

There are three main sections at the top to choose from: Details, Log, and Unidentified.

Details

The Details tab displays a summary of information for the day as well as carrier and driver information.
Log

The log view displays a graph for the enforcement official to view. Showing a line for OFF, SB, D, and ON. Additional information such as location and odometer is displayed below. Below the graph is a total time for the day of the four categories.

Unidentified

The Unidentified Events tab will show all of the truck’s events that have occurred when the driver could not be identified. These will change with the user depending on the truck the driver is logged into.
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.
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**.

**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.
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.
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. Location entry consists of the following fields:

<table>
<thead>
<tr>
<th>Type</th>
<th>Choose from City/State, Intersecting Highways, Highway/Mile post or Highway/Service Plaza.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>(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.</td>
</tr>
<tr>
<td>City</td>
<td>Enter the name of the city. If outside city limits, enter the name of the nearest city, town, or other population center.</td>
</tr>
<tr>
<td>State/Province</td>
<td>Select the state, province, or territory.</td>
</tr>
</tbody>
</table>
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 the duty status change before entering the location where that change occurred. Enter an annotation to document the change.

TIP: If the logging device frequently prompts you to enter location data, reference GPS in the Troubleshooting Section
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 possession\(^1\). It also allows you to certify, 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
### EVENTS

- 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

### Table: Log Details

<table>
<thead>
<tr>
<th>Time</th>
<th>Type/Status</th>
<th>Veh Miles</th>
<th>Eng Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>11/2 2:07 PM</td>
<td>OFF</td>
<td>0 mi E</td>
<td>0.0 E</td>
</tr>
<tr>
<td></td>
<td>MN Hopkins</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sequence ID: 106</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Active</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:14 PM</td>
<td>ELD Login</td>
<td>8699.1 mi T</td>
<td>0.0 T</td>
</tr>
<tr>
<td></td>
<td>MN Hopkins</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sequence ID: 29</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Active</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:14 PM</td>
<td>ON</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>MN Hopkins</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
View Logs

DETAILS

- Log date, time, and time zone
- 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 driven\(^1\)
- Total duty hours for the 7- or 8- consecutive day period [US format] or 7- or 14- day cycle [Canada format] ending today\(^2\)
- Current odometer and engine hours\(^2\)
- Current location\(^2\)
- 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.
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:

- 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.
**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 (most recent) 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.
Q: What if I am asked to certify my log again?
A: 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. Wait to certify “today” until after you have closed the final open status by starting your next shift.
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.
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.

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. Each exception will only impact the specific HOS limit(s) described below.

### EXCEPTIONS

<table>
<thead>
<tr>
<th>Exception</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>100 Air-Mile</strong>¹</td>
<td>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.</td>
</tr>
<tr>
<td><strong>150 Air-Mile</strong>²</td>
<td>Relief from the 30-minute rest break requirement. Permits use of 16 Hour exception on 2 days in a 7-consecutive-day period. Only for non-CDL property-carrying drivers. The exception can be invalidated.</td>
</tr>
<tr>
<td><strong>16 Hour</strong>³</td>
<td>Work Shift Duty limit increased from 14 to 16 hours. Does not increase Work Shift Driving limit. Restrictions apply for frequency of use. The exception can not be invalidated.</td>
</tr>
</tbody>
</table>
## Driver Options

### EXCEPTIONS (CONTINUED)

<table>
<thead>
<tr>
<th>Exception</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>30 Minutes Rest Break</strong>⁴</td>
<td>Relief from the 30-minute rest break requirement. Only for property carrying drivers. Can be invalidated.</td>
</tr>
<tr>
<td><strong>Adverse Conditions</strong>⁵</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Agriculture</strong>⁶</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Emergency</strong>⁷</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.
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(2).
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 Center users will still have the ability to view and accept or assign the event. Take care to only accept events that accurately 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 Duty 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.
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 if they are also currently signed in. Tap on the driving event and tap Reassign. Enter your password when prompted, select your 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 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.
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.

**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, notify your carrier in writing 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.
<table>
<thead>
<tr>
<th>Code</th>
<th>Data Diagnostic Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Power</td>
<td>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.</td>
</tr>
<tr>
<td>2</td>
<td>Engine Synchronization</td>
<td>Device was not able to receive data from the ECM (or other data source) within 5 seconds of requesting the data.</td>
</tr>
<tr>
<td>3</td>
<td>Missing Required Data Elements</td>
<td>Device is missing required information for reporting on driver logs.</td>
</tr>
<tr>
<td>4</td>
<td>Data Transfer</td>
<td>Device is unable to confirm the proper operation of the certified primary roadside transfer mechanism.</td>
</tr>
<tr>
<td>5</td>
<td>Unidentified Driving Records</td>
<td>More than 30 min of driving in a 24-hour period is recorded under the unidentified driver profile.</td>
</tr>
</tbody>
</table>
# Malfunction & Data Diagnostic Event Definitions

<table>
<thead>
<tr>
<th>Code</th>
<th>Data Diagnostic Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>Power</td>
<td>Device lost power during driving events for a total of 30 min or more over a 24-hour period.</td>
</tr>
<tr>
<td>E</td>
<td>Engine Synchronization</td>
<td>Device lost connection to the ECM (or other data source) for a total of more than 30 min during a 24-hour period.</td>
</tr>
<tr>
<td>T</td>
<td>Timing</td>
<td>Device is not able to synchronize to UTC.</td>
</tr>
<tr>
<td>L</td>
<td>Positioning</td>
<td>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.</td>
</tr>
<tr>
<td>R</td>
<td>Data Recording</td>
<td>Device is no longer able to record or retain required event data or retrieve locally-stored recorded logs.</td>
</tr>
<tr>
<td>S</td>
<td>Data Transfer</td>
<td>Device continues to fail checks of the roadside transfer mechanism for 3 days following a Data Transfer Diagnostic Event.</td>
</tr>
<tr>
<td>O</td>
<td>Other ELD Detected</td>
<td>The eDriver Logs ELD application has stopped working or is not responding as expected.</td>
</tr>
<tr>
<td>Code</td>
<td>Data Diagnostic Event</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>----------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>Power</td>
<td>• Turn on the device prior to starting the engine.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ensure the device has constant power and is not being shut off by a kill switch or ignition.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ensure that all cables are securely connected.</td>
</tr>
<tr>
<td>2</td>
<td>Engine Synchronization</td>
<td>• Ensure that the ignition wire is receiving power only when the engine is running.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ensure that all cables are securely connected.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Trigger source selection in VDS to verify communication with the ECM.</td>
</tr>
<tr>
<td>3</td>
<td>Missing Required Data Elements</td>
<td>• Check the event details in the Logs section to determine which piece of data is missing.</td>
</tr>
</tbody>
</table>
# Malfunction & Data Diagnostic Troubleshooting

<table>
<thead>
<tr>
<th>Code</th>
<th>Data Diagnostic Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Data Transfer</td>
<td>• Verify that the device is able to communicate with the host. See Communications troubleshooting.</td>
</tr>
<tr>
<td>5</td>
<td>Unidentified Driving Records</td>
<td>• Review and accept unidentified driver events as applicable.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Always sign in as the primary driver before moving the vehicle.</td>
</tr>
</tbody>
</table>
## Malfunction & Data Diagnostic Troubleshooting

<table>
<thead>
<tr>
<th>Code</th>
<th>Data Diagnostic Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>Power</td>
<td>• Ensure that the device remains powered on at all times when the engine is running.</td>
</tr>
<tr>
<td>E</td>
<td>Engine Synchronization</td>
<td>• See Engine Synchronization Data Diagnostic troubleshooting.</td>
</tr>
</tbody>
</table>
| T    | Timing                       | • 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                  | • Ensure that any antennas are securely connected.                            |
|      |                              | • Verify that nothing is covering or blocking the GPS antenna.                 |
# Malfunction & Data Diagnostic Troubleshooting

<table>
<thead>
<tr>
<th>Code</th>
<th>Data Diagnostic Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td>Data Recording</td>
<td>• Reboot the device and reprovision Trimble Oil &amp; Gas Mobile Software.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Clear disk space by removing unnecessary files.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Reduce storage use due to other applications or driver activity.</td>
</tr>
<tr>
<td>S</td>
<td>Data Transfer</td>
<td>• Verify that the device is able to communicate with the host. See</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Communications troubleshooting.</td>
</tr>
<tr>
<td>O</td>
<td>Other ELD Detected</td>
<td>• Reboot the device and/or restart the application.</td>
</tr>
</tbody>
</table>
## Troubleshooting

### COMMUNICATIONS

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Check screen shows “Failed” for comms</td>
<td>Antenna connections not solid</td>
<td>From the Trimble Oil and Gas Mobile Home Screen, 1) Select <strong>System</strong>. 2) Select <strong>OBC Diagnostic</strong>. 3) Select <strong>Diagnostic Cell</strong>. 4) Tap <strong>Select</strong> 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.</td>
</tr>
<tr>
<td>The comms indicator on the Sign in screen is red</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver logs cannot be downloaded at sign-in</td>
<td>Cellular coverage issue</td>
<td>Move outside or away from buildings or other objects that may obstruct the signal. Call Trimble Oil and Gas Customer Support, (888) 346-3486.</td>
</tr>
</tbody>
</table>
# Troubleshooting

## GPS

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Check screen shows “Failed” for GPS</td>
<td>Antenna connections not solid</td>
<td>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.</td>
</tr>
<tr>
<td>Missing locations appearing on driver logs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>“Record State Line Crossings” message on device</td>
<td>Physical location / coverage issue</td>
<td>Move outside or away from buildings or other objects that may obstruct satellite view.</td>
</tr>
<tr>
<td>Device is recording positioning compliance malfunctions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Troubleshooting

<table>
<thead>
<tr>
<th>IGNITION</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Device is recording engine synchronization data diagnostic events and/or compliance malfunctions</td>
<td>Device not receiving engine data from ECM</td>
<td>Call Trimble Oil and Gas Customer Support, (888) 346-3486.</td>
</tr>
</tbody>
</table>
## Troubleshooting

### ODOMETER

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Check screen shows “Failed” for odometer</td>
<td>Cables not connected</td>
<td>Verify the diagnostic port connectors and any adapters used for installation are connected tightly and snapped into place.</td>
</tr>
<tr>
<td>Missing odometer or decreasing conflicts are appearing on driver logs</td>
<td>UBC not receiving engine data from ECM</td>
<td>Call Trimble Oil and Gas Customer Support, (888) 346-3486.</td>
</tr>
<tr>
<td>Device is recording engine synchronization data diagnostic events and/or compliance malfunctions</td>
<td>Installation did not use the proper vehicle management cables</td>
<td>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.</td>
</tr>
</tbody>
</table>
## Troubleshooting

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Power Failure” remarks in driver logs</td>
<td>Incorrectly installed power wire or no power to the vehicle management cable connector power pin</td>
<td>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.</td>
</tr>
<tr>
<td>Device shutting down or rebooting unexpectedly</td>
<td>Inconsistent voltage to the device</td>
<td>Test the vehicle’s battery and alternator. Check for faulty wiring; exposed or corroded wiring or loose connections.</td>
</tr>
<tr>
<td>Screen does not power on with engine crank or when the circular hardware button is pressed</td>
<td>Device is recording power data diagnostic events and/or compliance malfunctions</td>
<td>Re-wire the device straight to a constant 12 or 24 volt source. See Installation Guide for details.</td>
</tr>
</tbody>
</table>
## Troubleshooting

### TOUCHSCREEN

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>eDriver Logs stops responding to touches</td>
<td>Application not responding</td>
<td>Reboot the WinCE device according to the manufacturer’s directions.</td>
</tr>
<tr>
<td></td>
<td>Defective or damaged touchscreen</td>
<td>Have your administrator submit an RMA request to have the screen repaired.</td>
</tr>
<tr>
<td>Screen does not power on with engine crank or when the hardware power button is pressed</td>
<td>No power</td>
<td>Verify that the device is receiving power through the wiring harness.</td>
</tr>
<tr>
<td></td>
<td>Defective or damaged touchscreen</td>
<td>Have your administrator submit an RMA request to have the screen repaired.</td>
</tr>
</tbody>
</table>
## Troubleshooting

### LOGIN ERRORS

<table>
<thead>
<tr>
<th>Error Message</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver ID or password is invalid for driver [xxx]</td>
<td>An incorrect ID or password was entered</td>
<td>Contact your administrator to verify your ID and to have your password reset.</td>
</tr>
<tr>
<td>Unable to reach Asset Control Center Server</td>
<td>No cellular connection and no credentials stored locally on the device</td>
<td>See <strong>Communications</strong> section.</td>
</tr>
</tbody>
</table>
# Troubleshooting

## APPLICATION ERRORS

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

Instructions for Law Enforcement Officials
## 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

**EVENTS (LOG DETAILS)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Type/Status</th>
<th>Veh Miles</th>
<th>Eng Hrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/31 5:33 PM</td>
<td>OFF</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>MN Edina</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sequence ID: 240</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:56 AM</td>
<td>ELD Login</td>
<td>1020.3 mi</td>
<td>0.0 T</td>
</tr>
<tr>
<td>MN Edina</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sequence ID: 356</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:56 AM</td>
<td>ON</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>MN Edina</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 driven\(^1\)
- Total duty hours for the 7- or 8- consecutive day period [US format] or 7- or 14- day cycle [Canada format] ending today\(^2\)
- Current odometer and engine hours\(^2\)
- Current location\(^2\)
- 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.
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.
TRANSMIT ELD DATA FILE

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.
ROADSIDE INSPECTION COMPLETE

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

You will need to enter you 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.

![Password Entry Form]

**Please enter password to continue.**

Joe Driver

[Cancel] [OK]