eDriver Logs
The Trimble Oil & Gas eDriver Logs system complies with and 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.
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LOGIN

**WARNING:** If using an android device, LOGIN, LOGOUT and HOS data may not be accurate if the device is Un-Docked during eDriver Log events. Federal Regulations require device to be connected to ECM of the vehicle.

1. From the Home screen tap the eDriver Logs icon. Yellow box in below image.

This screen is shown when the vehicle is stopped and no driver is signed in to the logging device. 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.

**TIP:** Wherever an underlined text field appears on the screen, tap once above the line to show the keyboard. Tap the Android’s Back navigation button when you have finished typing to close the keyboard.
Q: What if I was not provided with a password?
A: If your motor carrier did not provide you with a password and you have not previously signed in to the Driver Portal (website), leave the password field blank. You can set your password when you sign in to the Driver Portal.

When you sign in, the device will contact the Trimble Oil & Gas Server and download your daily logs.

**ANDROID NAVIGATION BUTTONS**

The **HOME** button will return you to the main screen of the Android tablet.

The **RECENT APPS** button will show you the most recent apps running on your Android device.

The **BACK** button will return you to a previous screen. The BACK button is used if you mistakenly tap the **Status** button. Tap the Back button to return you to the main driver screen.

**LOGOUT**

When you are finished with your shift or otherwise 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 **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 Oil & Gas server.
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: Options Icon, tap to bring up Review Logs, Request Logs, Take Exception, Diagnostics, and Roadside Inspection. Either make a selection or tap the Options Icon again to close the options from view.

B: Driver Name, the name of the driver currently being displayed.

C: Current Status, displays the current status of the driver and the date and time of the status change.

D: Gain Time is the date (month/day/year) and time at which your available drive time will increase, presuming you do not change duty status before then.

E: Driver Card, if another driver is logged into the device a driver card will display. The status of the additional driver will be shown as well as the name, country selection and time left.

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

G: Options Button, tap to bring up the options. You may Review Logs, Request Logs, Take Exception, Diagnostics, and Roadside Inspection. Either make a selection or tap the Options icon (A above) to close the Options menu. (See page for additional information)

H: Driver Button, tap the + Driver to to allow a co-driver to sign in. The driver will become the active driver and the Driver Name (B Above) will be shown with that new driver.

I: Shipment Button, tap the button to enter in shipment information. (See page for additional information)

J: Trailers Button, tap the button to add a trailer or make a trailer change. (See page for additional information)

K: Logs Button, tap the button to display the Logs screen. (See page for additional information)

L: DVIR Button,

M: Rest Break Button, tap this to change your status to OFF and begin a Break

N: Home Terminal Time, displays the current date, time, and time zone.

O: Symbols & Warnings Area, icons displaying the current status of connection and missing information will be displayed. (See page for additional information)

P: Available Time, your available drive time will be shown as a colored gauge. The color reflects the driving time left.
The color reflects the 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. The information displayed are 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 **Options** button and three orange lines in the upper left corner. See **Options** and **View Logs** for more information. A red flag indicates missing data. See **Driver Options**.

### 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.

<table>
<thead>
<tr>
<th></th>
<th>US property-carrying limits¹</th>
<th>US passenger-carrying limits²</th>
<th>Canada south of 60°N limits³</th>
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<tr>
<td><strong>Work Shift</strong></td>
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<tr>
<td>Driving</td>
<td>11 hours</td>
<td>10 hours</td>
<td>13 hours</td>
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<tr>
<td>Rest Break</td>
<td>8 hours</td>
<td>Not applicable</td>
<td>Not applicable</td>
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<tr>
<td>Duty</td>
<td>14 hours</td>
<td>15 hours</td>
<td>14 hours</td>
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<td>Driving</td>
<td>Not applicable</td>
<td>Not applicable</td>
<td>13 hours</td>
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<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>14 hours</td>
</tr>
<tr>
<td><strong>Cycle</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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>
</tbody>
</table>


### Q: What does it mean if driving 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 the difference between Work Shift rules and Daily rules?
A: Work Shift rules restrict the on duty time that a driver may accumulate from the moment the driver reports to duty to the moment he or she is released from duty. Work Shift calculations do not reset until the driver has accumulated the minimum consecutive off duty time required by the applicable US or Canadian hours of service regulations.

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

Q: Why do my driving time details sometimes show “Salesperson” instead of “Cycle Duty”?
A: If you are operating in the US as a driver 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 7 consecutive days\(^2\). 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)
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.

MISCELLANEOUS 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 CROSSINGS

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.

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.

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

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

Comms Cellular communications

D Driving

ELD A log event that was edited and is no longer the active event

Inactive - Charged A request edit that was rejected and was not applied to your log

Inactive - Rejected A log edit that has been requested by a non-driver host user but has not yet been 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

OFF Off duty

ON On duty, not driving

PC Personal conveyance

SB Sleeper berth

YM Yard moves

ELD Login When an authorized user logs in to an ELD

ELD Logout When an authorized user logs out of an ELD
Every time you sign in, the logging device will request your electronic records of duty status (daily logs) from the Trimble 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.

**Tip:** If you entered the wrong login information or do not yet have enough time available, tap **Cancel** to return to the **Login** screen. Re-enter the correct information or wait until you have time available, and try again.

**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 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.

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

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

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 **Selecting Countries**, page .
INITIAL STATUS

After previewing availability, tap Status and then choose the button that best represents your initial duty status. See the Change Status 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 Change Status 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. Please take 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 Location Data Entry.

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 details below.

Q: I don’t have a co-driver. Do I still need to tap the On Duty (Driver) button before I operate the vehicle?
A: Yes. The logging device uses this information not only to maintain accurate driver logs but also for other record keeping, such as determining when driver vehicle inspection reports need to be created or reviewed. See Driver Vehicle Inspection.
STATUS CHANGE

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

*These options are available for all drivers:*

1. **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.

2. **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.

3. **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).

4. **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:*

5. **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).

6. **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).
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 the Rest Break button in the upper right of the driver overview screen 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.

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 shown on the left without recording it on your log. To add a shipment, enter the ID in the Shipment ID field on the right and then tap **Add**. You may also add or
Tap **Remove** to remove the selected resource shown on the left without recording it on your log. To add a shipment, enter the ID in the **Shipment ID** field on the right and then tap **Add**. You may also add or remove resources after you are signed in. See **Resources**. Tap **Next** to keep all resources shown. This will record these resources, if any, on your current driver log.

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**CO-DRIVER LOGIN**

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

![Login Screen](image)

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 System and will need to tap either **Cancel** if they logged in by error or **Status**. Cancel will return the screen to the previous driver. Choosing a Status will take them to the Shipments screen where they 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 Driver Card, this will toggle the driver information on the ELD screen.

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**TRAILERS**

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

To add a trailer to the list, enter the trailer ID and then tap **Add** (or **Enter** 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 one or more checkboxes in the list on the left, and then tap **Remove**. Tap on **Home** to return to the **Driver Overview**.
From the **Driver Overview** screen, tap 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 it once to highlight it in the list, and then tap **Remove**.

**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 that the shipment list always reflects your current load.

**MANUAL LOCATION DATA ENTRY**

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 will be prompted to enter the location. GPS entry consists of the following fields:
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. 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.

### COUNTRY SELECTION

If GPS coordinates are not available when the automatic motion detection system records a status change, the driver will need to enter the location of that change after the vehicle stops moving. If there is a red flag over the **Options** button, tap on it and then tap **Missing Data**.

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

<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>

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. 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.
After selecting 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 ELD 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 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**

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

**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; CA NSC Standard 13 requires a report to be completed once every 24 hours.

SELECT PARTS & 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.
CARRY OVER DEFECT

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.

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

TRAILERS

If the DVIR feature is enabled, you will be prompted to create a DVIR when you remove a trailer, or review the most recent DVIR when you add a trailer. See Driver Vehicle Inspection.

REVIEW PREVIOUS INSPECTION

If the DVIR feature is enabled and you are the driver of the vehicle, you will be prompted to review the most recent driver vehicle inspection report for each resource in the current vehicle combination. If a trailer was removed during sign in, you will be prompted to create a driver vehicle inspection report for each trailer removed. See Driver Vehicle Inspection.

The Driver Overview screen will be shown when the sign in process is complete.

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

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

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

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

\(^1\)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
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 possession. 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.

Starting 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). 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.

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

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 Status
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, 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 travelled while operating a CMV as a personal conveyance
\(^2\) Visible only when viewing a log for the current date

CERTIFY

- Displays a prompt to certify your log for the date displayed
- You must enter your password when certifying your logs
Q: If I am off duty for several days in a row, do I have to certify each day?
A: If you have been continuously off duty for multiple days, display the log for the last day on which you were off duty, and tap the Certify button. You will be prompted to certify the range of dates encompassed by that off duty event.

Q: Why am I being 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.

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 Driver Portal.

ACCEPT / REJECT

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. 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 Driver Portal.

**DRIVER OPTIONS**

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

**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.

**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 will be disabled if the logging device is unable to open a connection to the web server. See **Symbols & Warnings**.

**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. 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.

**POST-SHIFT**

This option allows you to record On Duty, Not Driving time worked just after the driver 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.

**TAKE EXCEPTION**

This option allows you to utilize one or more of the following (tempo-
rary) 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.

100 Air-Mile

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

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

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

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

Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used during state-specified planting and harvesting periods.

Emergency

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).
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 and hold on System Check to view system details.

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 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 Location Data Entry.

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.

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 host users will still have the ability 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 in you in an ON Not Driver status following the unidentified driver event. Both the unidentified driver 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 host. You will first need to certify your log before the non-driver host user can propose an edit.

Q: What if I Accept an Unidentified Driver event by mistake?
A: If the driver who should have accepted the event is your co-driver, you can reassign the event to them. Tap on the driving event and tap Reassign. Enter your password when prompted, select the co-driver from the list, enter a 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 Available Drive Time will be recalculated.
ROADSIDE INSPECTION

This option allows an 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 Instructions for Law Enforcement Officials for more information.

VEHICLE IN MOTION

This message 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:

<table>
<thead>
<tr>
<th>No driver is signed in</th>
<th>No one is signed in to the device. Sign in as soon as you are safely able to do so. An audio warning will play when the vehicle begins moving.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change status to driver</td>
<td>A driver is signed in to the device, but is not in ON Driver, OFF PC, or ON YM status. An audio warning will play when the vehicle begins moving.</td>
</tr>
<tr>
<td>Authorized Personal Use of CMV (PC)</td>
<td>The vehicle is being moved with the driver in Personal Conveyance status.</td>
</tr>
<tr>
<td>Yard Moves (YM)</td>
<td>The vehicle is being moved with the driver in Yard Moves status.</td>
</tr>
</tbody>
</table>

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.
See the following tables for ELD malfunction and data diagnostic event definitions. General troubleshooting steps can be found in the Troubleshooting section.

<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 road-side 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>

<table>
<thead>
<tr>
<th>Code</th>
<th>Compliance Malfunction</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 mi of vehicle movement for a total of more than 60 min 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 three days following a Data Transfer Diagnostic Event.</td>
</tr>
<tr>
<td>O</td>
<td>Other ELD Detected</td>
<td>The Trimble eDriver Logs application has stopped working or is not responding as expected.</td>
</tr>
</tbody>
</table>
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.

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 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 the Troubleshooting section 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.
See the following tables for common troubleshooting steps.

### 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>Verify the connections are tight, but finger tighten only. Turn the antennas toward the nearest window or windshield.</td>
</tr>
<tr>
<td>The comms indicator on the Sign in screen is red</td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>Driver logs or DVIR 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. Contact the cellular provider of your device and request a coverage check for your area.</td>
</tr>
</tbody>
</table>

### 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>Verify the connections are tight, but finger tighten only. Turn the antennas toward the nearest window or windshield.</td>
</tr>
<tr>
<td>Missing locations appearing on driver logs</td>
<td></td>
<td>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.</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>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.</td>
</tr>
</tbody>
</table>

### IGNITION

<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>Ignition wire incorrectly installed</td>
<td>Verify ignition wire is not receiving power with the engine off.</td>
</tr>
</tbody>
</table>
### 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>9-pin connection not properly installed</td>
<td>Verify the 9-pin connector and any adapters used for installation are connected tightly and snapped into place.</td>
</tr>
<tr>
<td>Missing odometer conflicts appearing on driver logs;</td>
<td>Device not receiving engine data from ECM</td>
<td>Call Trimble Customer Support, (877) 261-2962.</td>
</tr>
<tr>
<td>Device is recording engine synchronization data diagnostic events and/or compliance malfunctions</td>
<td>Installation did not use 9-pin 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>

### POWER

<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 9-pin 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 9-pin 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 wired through a master kill switch</td>
<td>Re-wire the device straight to a constant 12 or 24 volt source. See Installation Guide for details.</td>
</tr>
<tr>
<td>Device is recording power data diagnostic events and/or compliance malfunctions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## TOUCHSCREEN

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Possible Cause</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trimble eDriver Logs stops responding to touches</td>
<td>Application not responding</td>
<td>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.</td>
</tr>
<tr>
<td>Defective or damaged touchscreen</td>
<td></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 9-pin harness.</td>
</tr>
<tr>
<td></td>
<td>Defective or damaged touchscreen</td>
<td>If the hardware buttons light up but the screen will not come on when the hardware power button is pressed, have your administrator submit an RMA request to have the screen repaired.</td>
</tr>
</tbody>
</table>

## 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 host</td>
<td>No cellular connection and no credentials stored locally on the device</td>
<td>See COMMUNICATIONS section above.</td>
</tr>
<tr>
<td>Error Message</td>
<td>Possible Cause</td>
<td>Corrective Action</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Device is recording or displaying “Other” compliance malfunction</td>
<td>Application has crashed</td>
<td>Reboot and/or reprovision the device. Call Trimble Customer Support, (877) 261-2962 for further assistance.</td>
</tr>
</tbody>
</table>
INSTRUCTIONS FOR LAW ENFORCEMENT OFFICIALS

ROADSIDE INSPECTION

To review the driver’s electronic record of duty status (daily log) for each day required to be in their possession\(^1\), tap on **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). Use the **Transmit ELD Data File** button to send the logs via email or webservice.

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

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 Status**
EVENTS (Log Details)

• Duty status changes and locations
• Remarks and annotations
• Exceptions claimed by the driver
• 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, ID, license number and state
• Co-driver(s)
• ELD Provider, Registration ID, and Identifier
• Vehicles (trucks or tractors), trailers, and shipments
• Distance driven
• Total duty hours for the 7- or 8- consecutive day period [US format] or 7- or 14- day cycle [Canada format] ending today
• Current odometer and engine hours
• Current location
• Malfunction and diagnostic indicators

1Excluding any distance travelled while operating a CMV as a personal conveyance
2Visible only when viewing a log for the current date
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 log history.

DVIR

This button allows you to view the most recent driver vehicle inspection report for any resource (vehicles, trailers, etc.) in the vehicle combination. Tap DVIR 1 to see the report for the first available resource (typically the vehicle). Tap the tabs at the top left of the screen to navigate between the different resources.

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

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
ROADSIDE INSPECTION COMPLETE

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