



# Alfa ELD Android User Guide



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## The eLog Mode

According to the FMCSA rules, starting from December 2019, drivers had to stop logging their time using AOBDR and switch to the ELD (Electronic Logging Device). The servers for every provider have changed as well; and if the synchronization was not too smooth, some of the past data could have been lost. If this is the case for you, please email us the paper version of the logbooks that were lost at [Alfaelog@gmail.com](mailto:Alfaelog@gmail.com) and we will be glad to assist you with transferring the data.

## Connected devices

The system provides a friendly interface for co-drivers. Co-drivers in our system are obligated to log in via the same application on the same device. Using two different devices with the same PT30 at the same time will only lead to losing the important data. If you are driving alone but still need to change the device, you need to perform the following steps:

- stop and check if the Upload Queue in the Settings is empty (if not, please re-check your connection and wait until all data is transferred);
- log out from the application on device #1;
- only after that - log in using device #2.

## Status bars

Now you have logged in - you may see the main features:



Top left corner three lines - sidebar;



MD - malfunctions diagnosis (becomes red when there are any issues);



Truck - connecting to the truck;



Flag - selecting your country;



Your name - the name of the main driver;



Driver icons - menu for swapping/logging in as co-drivers;



STATUS - main menu with your statuses and time calculations;



LOGS - your logbook, graphs, etc.;



DOT INSPECT - menu for inspections;



RULES - current rules;



YARD MOVE



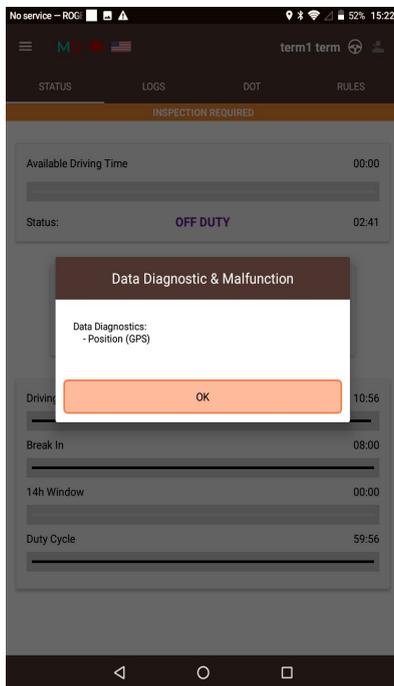
OFF DUTY

Statuses buttons - interface for changing the manual statuses or checking your current status;

11hr Driving Limit	18:50
Break In	07:59
14hr Window	13:50
Duty Cycle	09:53

HOS calculators - calculations of the time left.

## ELD Malfunctions



When we check the malfunctions menu - we may face three different types of issues.

*GPS signal issues* are caused by the corrupted GPS signal and will be fixed once the internet and GPS connection is established correctly.

You may face *the Engine synchronization issues* when the ELD does not transfer the data regarding the odometer/engine hours/speed to the server. It may be fixed by sending the device to the mechanics for rewiring.

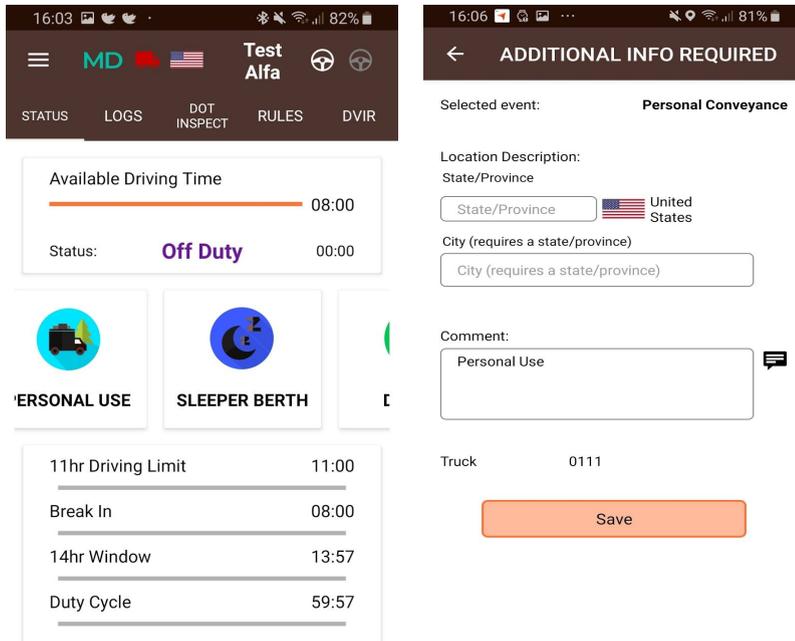
*Data recording issues* occur when the data gets stuck in the queue and does not get properly sent to the server. Such data should be deleted or rather pushed through again.

*Power Compliance Malfunctions* occurs when the vehicle moved at least 30 minutes during the last 24 hours with this issue. Such cases may be resolved by contacting the mechanic or motor carrier.

When the ELD fails to record Coordinated Universal Time (UTC), *Timing Malfunction Issue* occurs and it may be fixed automatically.

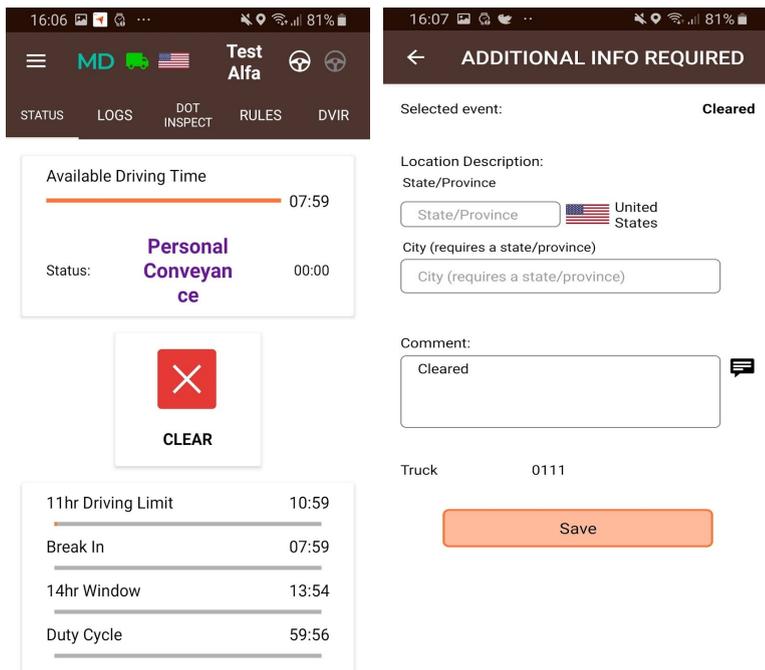
You may face the *Data Transfer Malfunctions* in case, when the ELD fails to provide with the UTS records. The way to fix it is to check the Internet connection.

# Off Duty - Personal Conveyance

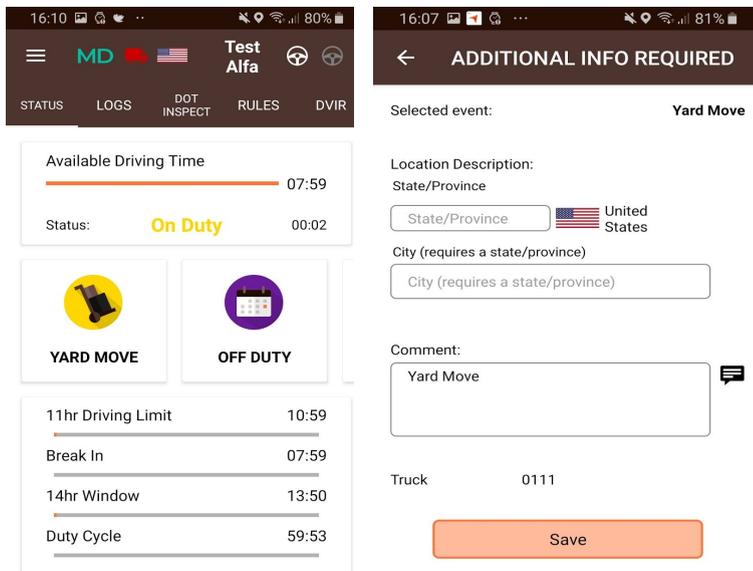


PU (Personal Use) may be turned on on the Status page just like any other status. To perform it, you need to switch to such manual status as Off-Duty, and then select Personal Use below.

You may add a comment both when you are starting this event or ending it ('Clear' button) and save it.

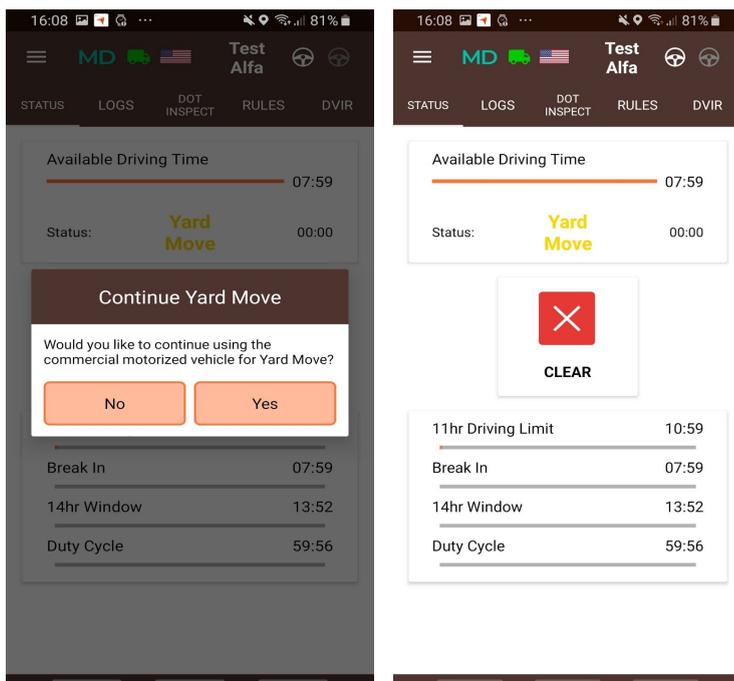


# On Duty - Yard Move



Yard Move privilege is used for driving at slow speed for small distances. It counts as the On Duty status so may be turned on only if the driver switches to the On Duty. The driver would have to click 'Yard Move' to select it.

Then, the driver would have to click Clear to stop the Yard Move event. Both features may be provided with the comment from the driver in the corresponding section.



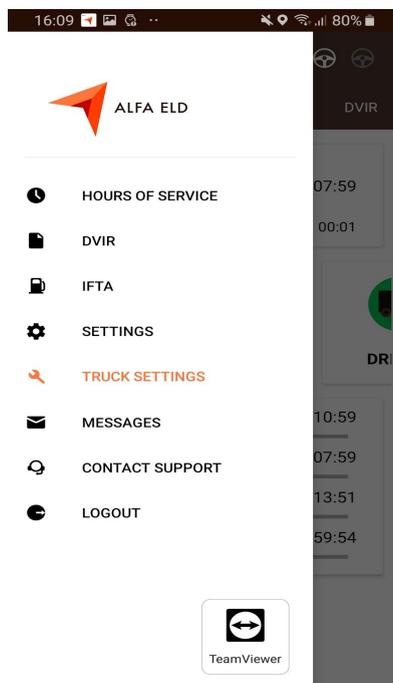
## Getting stuck in driving status

If the truck does not completely stop before turning the ignition off - the signal will break and the ELD would not recognize the end of the driving event. Thus, in this case, the driver would face an issue of getting 'stuck' in the driving status.

The resolution for that is simple - you will only need to re-start the truck and let the signal reach the servers, which will take only several seconds.

The Statuses buttons will become active and you would be able to switch to any other manual status that is needed.

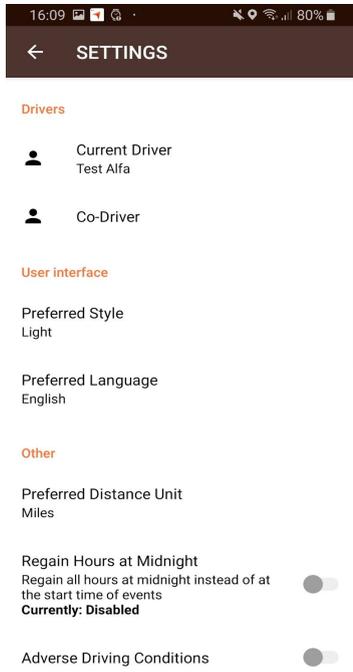
## Side Menu



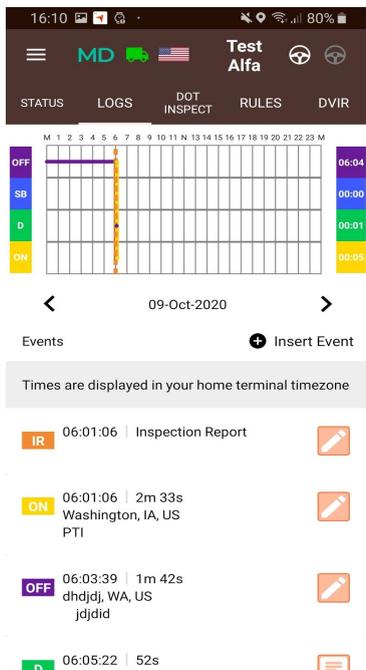
The side menu allows you to enter one of the following:

- HOURS OF SERVICE - main pages;
- DVIR - page for the IR data;
- IFTA - page for fuel purchases data;
- SETTINGS - settings page for the user;
- TRUCK SETTINGS - page for changing the truck data;
- MESSAGES - interface for work chats with other drivers or fleet management;
- CONTACT SUPPORT - chat with our Support team;
- LOGOUT.

# Settings



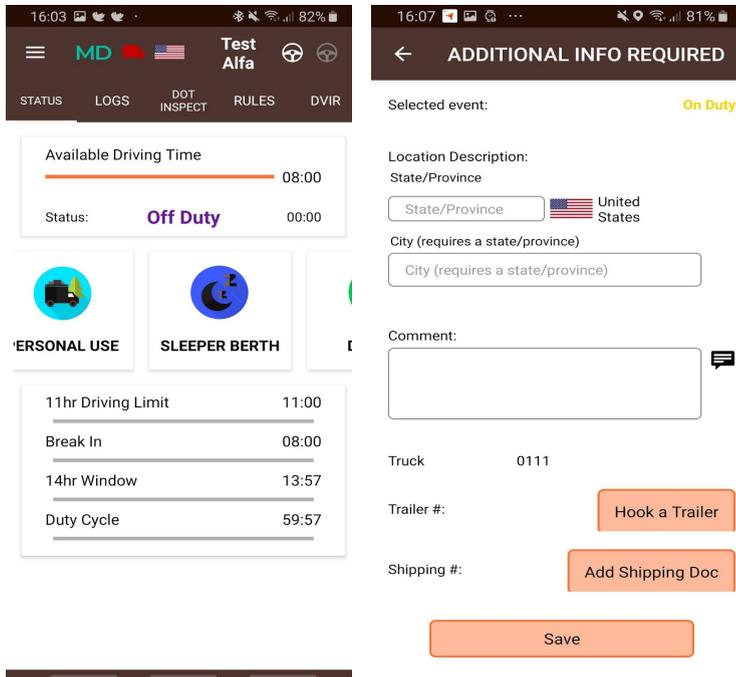
# Logs



The LOGS tab shows you the daily graph and the events from it listed and described in detail below. The data may be legally edited, though it only applies to the manual events that are missing or were added incorrectly. Each day may be viewed by clicking the <> buttons for navigation. Any missing event may be added with the Insert Event button and any incorrectly edited event may be edited.

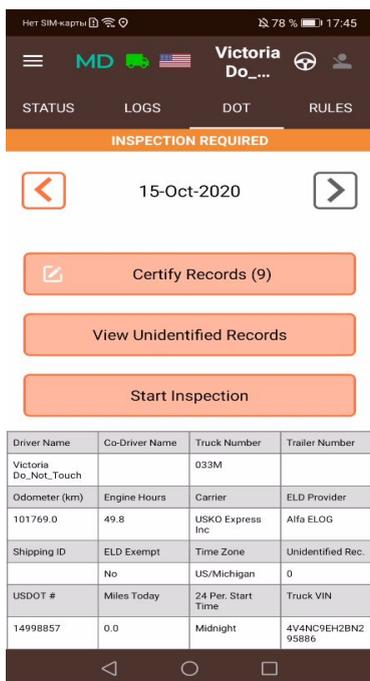
Status abbreviations: ON (On duty), OFF (Off duty), PC (Personal Conveyance), CL (Clear), BC (Border Cross), D (Driving), YM (Yard Move), SB (Sleeper Berth).

## Switching statuses



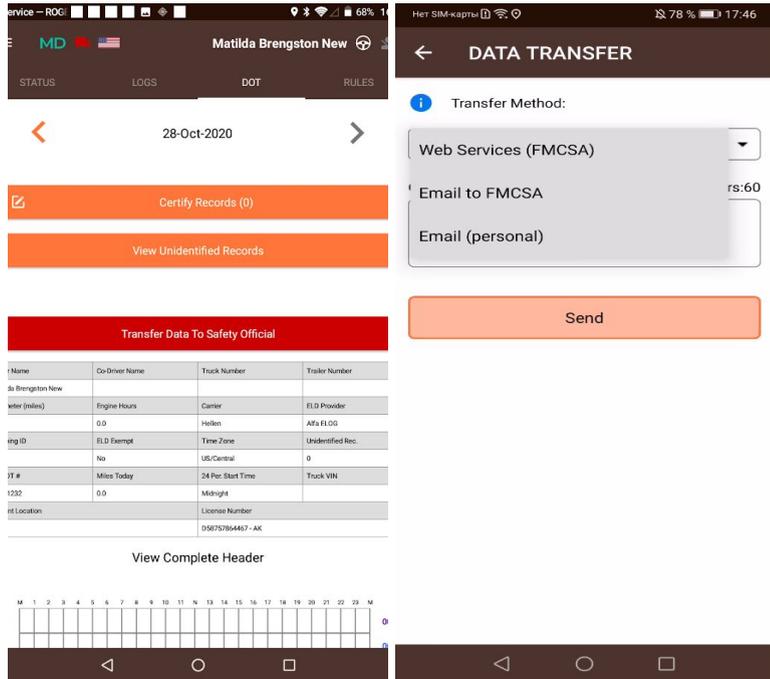
In order to add the new status - you need to select it on the STATUS page. Once done, you need to fill the data - location (will be filled automatically but may be changed), shipping documents, trailer #, comment, etc. As per FMCSA, comments are obligatory in each case, and adding odometer data is obligatory after some events.

## DOT Inspections and Transfer Data option



The DOT inspect tab has a summary of all your collected data, it will also show you the graph and the full data regarding truck readings: engine hours, odometer, etc. You may use this tab to transfer your data to FMCSA during the DOT inspection, sign your logbooks, or view unidentified events.

When you choose the “Start Inspection” block and press it, you face several options in order to transfer Data to Safety Official such as: send the data to the email provided by the DOT inspector, send the data directly to the FMCSA server or to the FMCS email address.



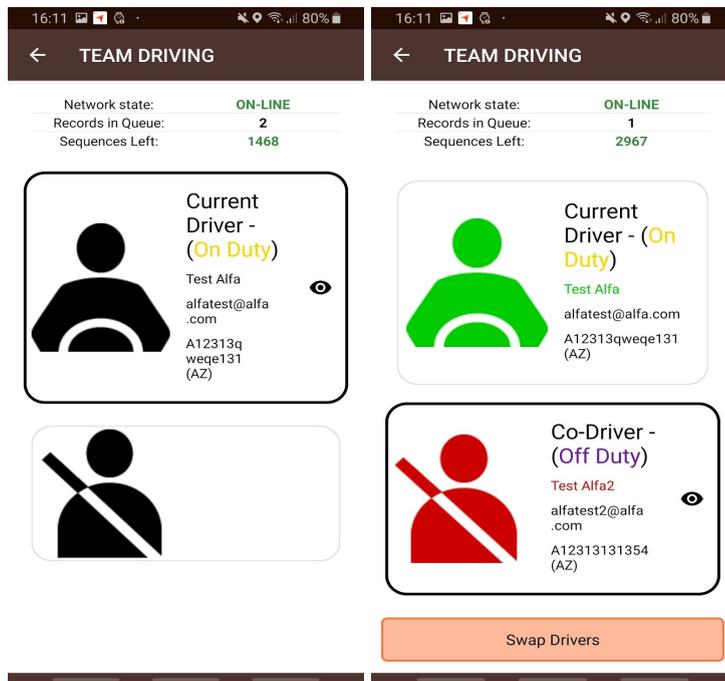
## Connecting the application to the truck



Steps to perform to connect your device to the ELD:

- 1) Plug the ELD to the truck;
- 2) Turn on Bluetooth on your smartphone;
- 3) Click on the truck icon in the application;
- 4) Select your truck from the list.

## Co-driving



Driving as a team makes it necessary to use one application and device for two drivers. The first driver logs in and clicks on the Drivers icon. After that, the second driver may enter their credentials and log in as well. After that, they both can use the application. In order to change the main driver in the application - you should click Swap drivers under the Drivers icon tab.