Command GPS
POWERED BY AGILIS SYSTEMS
ELD Solution

JOHN DOE

Gain Time At
N/A

Last known status
OFF at 5/23/17 3:51 PM CDT

05/25/17 09:51 am CDT

08:00
Available Drive Time

Cancel

Status

DRIVER GUIDE

The CommandGPS *eFleetSuite* 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.

INDEX

SIGN IN

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 and password provided to you by your motor carrier. Then tap the **Enter** or **Return** arrow on the keyboard.

*Tip: Wherever an underlined text field appears on the screen, tap once above the line to show the keyboard. Tap the **Enter** 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.

PREVIEW AVAILABILITY

Every time you sign in, the logging device will request your electronic records of duty status (daily logs) from the web server.

When you receive a message that logs are received or up to date, click **OK** to view your last recorded duty status and current driving time left. If you entered the wrong sign in information or don't yet have enough time available, tap **Cancel** to return to the **Sign In** screen. Re-enter the correct information or wait until you have hours available, and try again.

Q: What is **Gain time at**?

A: This is the date (month/day/year) and time at which your **Available Drive Time** will increase, presuming that you don't change duty statuses before then. See **Driver Overview** for more information.

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.

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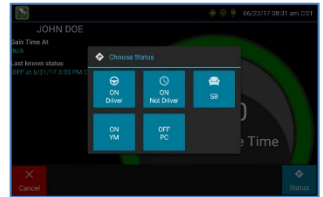
You will be required to enter an annotation (comment) when selecting Yard Moves (**ON YM**) or Personal Conveyance (**OFF PC**).   See **Change Status** for more information about these options.

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 that 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.

ON Driver	→	Vehicle reaches 5mph	→	Driver's duty status is recorded as Driving (Line 3)	→	D
D	→	Vehicle stops for 5 minutes	→	Driver is prompted whether to remain Driving or change to On Duty	→	ON Driver
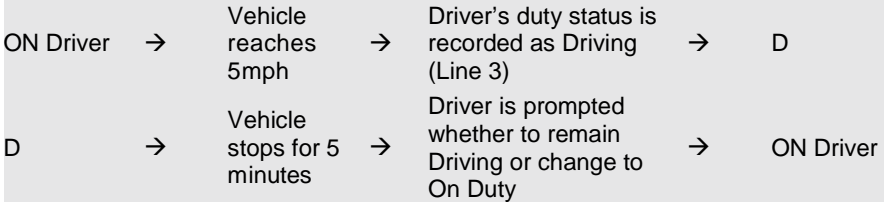
Q: I don't have a co-driver. Do I still need to tap the On Duty (Driver) button before I operate the vehicle?

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

ADD OR 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 remove resources after you are signed in. See **Resources**.
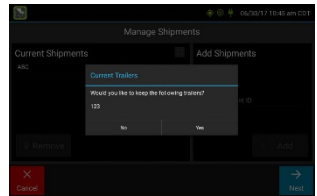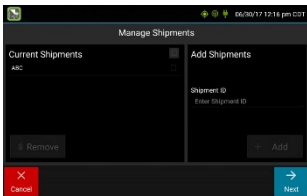
Tap **Next** to keep all resources shown. This will record these resources, if any, on your current driver log.

REVIEW PREVIOUS DVIR

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. **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[1] are available in electronic and/or paper format.

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

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

Q: I performed some work after signing out of the logging device but before signing in again. Can I record that activity now?

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

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.

Tap **+ Driver** to allow a co-driver to sign in. Tap on any driver's card on the left to see the **Driver Overview** screen for a co-driver who has already signed in.

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

8:00	Green – more than 3 hours left
1:01	Yellow – between 1 and 3 hours left
00:00	Red – less than 1 hour left
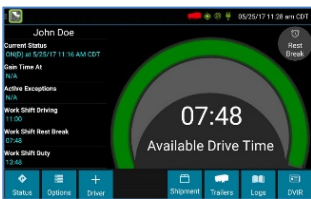
Tap the circled arrow below **Gain Time At** to display Driving Time Details (the time remaining under each applicable hours of service rule). You may need to swipe up and down to view more detail if it does not all fit on the screen.
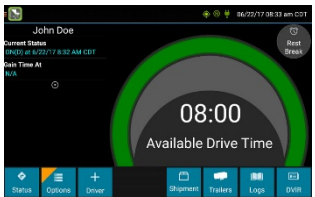
If you have uncertified logs or proposed edits that require review, you will notice an orange flag over the **Options** button and three orange lines in the upper left corner. See **Options** and **View Logs** for more information. A red flag indicates missing data. See **Driver Options**.

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**.

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

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

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: 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: 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)

CHANGE STATUS

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:

ON Driver	Choose this when you are on duty and taking control of the vehicle. The logging device will detect when the vehicle is moving and automatically record your activity as D (Line 3) when the vehicle is moving and ON (Line 4) when the vehicle is stopped. **No other driver may take control of the vehicle until you choose a different status, start a Rest Break, or sign out.**
ON Not Driver	Choose this if you are on duty but not in control of the vehicle. This will record your activity as ON (Line 4). **If no one has taken control of the vehicle, the automatic motion detection system will continue to track vehicle movements and report them as Unidentified Driver events.**
SB	Choose this when you are beginning a period of rest in the vehicle's sleeper berth. This will record your activity as SB (Line 2).
OFF Sign Out	Choose this when you are relieved of duty and are signing out of the logging device. This will record your activity as OFF (Line 1). To record your status as off duty without signing out of the logging device, see **Rest Break**.

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

|	
OFF PC	Choose this if you are relieved from all responsibility for performing work and taking control of the vehicle for your own personal use. This will record your activity as "Authorized Personal Use of CMV (PC)" (OFF, Line 1).
ON YM	Choose this if you are moving your vehicle inside your carrier's yard. This will record your activity as "Yard Moves (YM)" (ON, Line 4).

REST BREAK

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

Drivers should only use this feature if they will return to duty in the same vehicle before the end of the work shift.
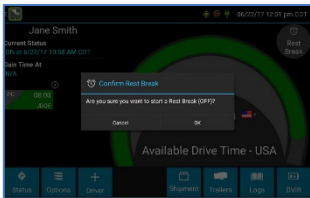
To begin a rest break, tap the **Rest Break** button in the upper right of the driver overview screen and confirm that you want to start a break now. This will record your activity as Off Duty (Line 1) without signing you out of the application.

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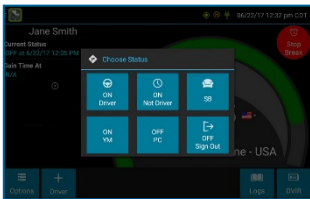
To end a rest break, tap the red **Stop Break** button in the upper right to display the Status screen.

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).

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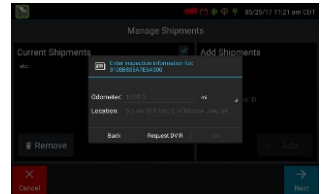
Q: I've been waiting a long time without receiving the most recent report. What should I do?

A: If you have waited at least 60 seconds, tap **Stop** to continue the inspection process without a response from the 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 acknowledgement screen.
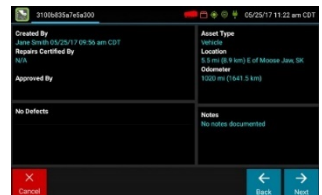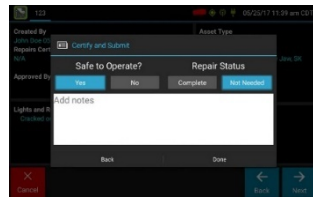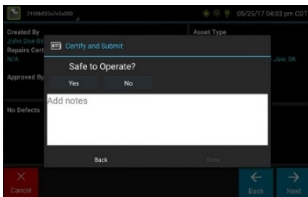
Tap **Yes** if you are satisfied with the vehicle's condition, otherwise tap **No.** If any unresolved defects were listed on the report, you will also need to select **Complete** or **Not Needed** for Repair Status. Tap **Done** to submit the report.

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.
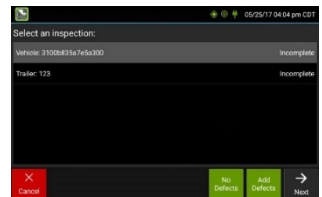
No Defects	Choose this to report that the resource is free of defect or deficiency.
Add Defects	Choose this to note one or more defects for the resource.

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**.

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

SELECT PART & DEFECT

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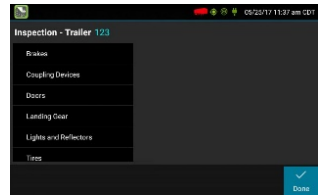
Repeat this process for each defective part. Tap **Done** to return to the **Select Resource** screen. After inspecting all resources, tap **Finish** if there are no defects to report, or tap **Next** to show the **Review & Submit** screen.

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.

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**.

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**.

SHIPMENTS

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.

VIEW LOGS

This screen allows you or an official to view your electronic record of duty status (daily log) for each day required to be in your possession[1]. 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.

GRID

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

Personal Conveyance (OFF)

Yard Moves (ON)

All other statuses

EVENTS (Log Details)

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

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

DETAILS

- Log date, time, and time zone
- [Canada format only] The cycle being followed
- Name of motor carrier
- USDOT number of motor carrier
- Main office address
- Driver's home terminal name
- Home terminal address
- Driver name, 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
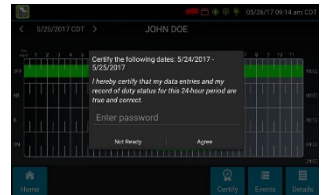
Q: If I am off duty for several days in a row, do I have to certify each day?

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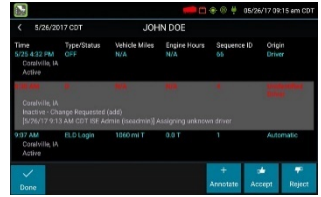
To view a proposed edit, navigate to the day
of the edit, then tap **Events**. Scroll through the events to locate the
proposed edit, shown in **red**. You can also tap **Review Logs** from the
Options menu to navigate to any log that requires review. See **Driver
Options**. Tap the proposed event and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

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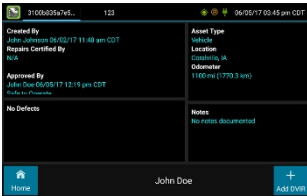
This screen allows you or an official to view the most recent driver vehicle inspection report for any resource (vehicles, trailers, etc.) in the vehicle combination. You also have the option to start a new DVIR during your shift.

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

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

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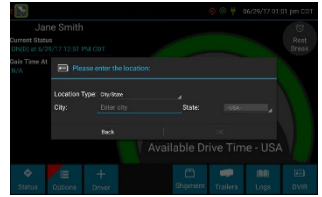
Type	Choose from City/State, Intersecting Highways, Highway/Mile post or Highway/Service Plaza.
Name	(Optional) Enter the customer name or landmark where the status change or inspection took place. This name will appear in the Events view of your driver logs to provide additional context for your activities.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

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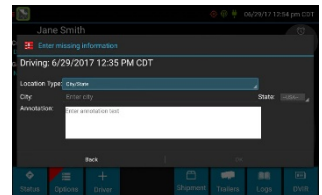
Tip: If the logging device frequently prompts you to enter location data, check the GPS antenna to ensure that it has not become loose or been disconnected.

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**.
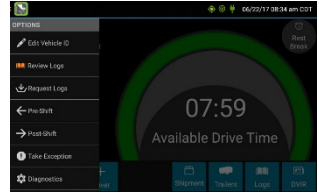
EDIT VEHICLE ID

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 (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.

100 Air-Mile[1]	Relief from the 30-minute rest break requirement and a limitation of 12 hours of Work Shift Duty. Requires a return to the work reporting location. Only for property-carrying drivers.
150 Air-Mile[2]	Relief from the 30-minute rest break requirement. Work Shift Duty limit increased to 16 hours on 2 days in a 7-consecutive-day period or after any 34-hour restart. Only for non-CDL property-carrying drivers.
16 Hour[3]	Work Shift Duty limit increased from 14 to 16 hours. Does not increase Work Shift Driving limit, and may only be used once every 7 consecutive days or after a 34-hour restart.
Adverse Conditions[4]	Work Shift Driving limit increased by up to 2 hours. Does not increase Work Shift Duty limit, and may not be used during the same shift with 16 Hour.
Agriculture[5]	Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used during state-specified planting and harvesting periods.
Emergency[6]	Relief from all Driving, Duty, and Rest Break/Off Duty rules. Only used in a declared Federal, State, or local State of Emergency.

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

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

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

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

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

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

INVALIDATE EXCEPTION

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

DIAGNOSTICS

This option allows you to view identification information about the device, as well as a general system health check. Tap 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 an Annotation (comment), and click **Reassign**. Your co-driver must then enter their password to approve the change. The driving event will be removed from your log and added to your co-driver's log, and both of your **Available Drive Time** will be recalculated accordingly.

ROADSIDE INSPECTION

This option allows 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:

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

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

SIGN OUT

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 web server.

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

A: If both logging devices are connected to the web server, a message will be sent to the previous vehicle to sign you out. Inspect your records carefully and report any errors to your supervisor. **Make it a habit to sign out every time that you are finished using a vehicle, to protect the integrity of your electronic records.**

SYMBOLS & WARNINGS

ENGINE OR BLACK BOX CONNECTION STATUS

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

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

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

WEB SERVER CONNECTION STATUS

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

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

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

GPS CONNECTION STATUS

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

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

[Red] No GPS connection available. Location information will need to be entered manually.

LOGS PENDING

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

NO TRAILER

The trailer list is empty.

NO SHIPMENT

The shipment list is empty.

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[1]

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.

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

# MALFUNCTION & DATA DIAGNOSTIC EVENT INDICATORS

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

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

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

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.
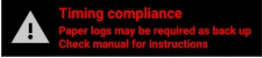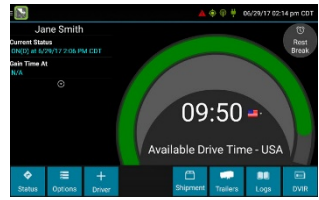
An ELD compliance malfunction appears on your device as a pop-up notification icon that sits on top of all applications. The icon will include the malfunction description. The example shown is a Timing Compliance malfunction. You must document the occurrence of a compliance malfunction and notify your carrier within 24 hours.
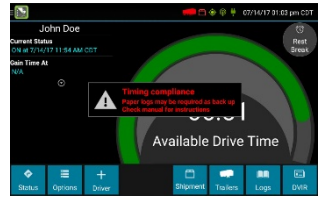
A compliance malfunction cannot be dismissed, it must be corrected before you continue using the device as an ELD. Refer to the **Troubleshooting** section for common causes and resolutions. If you are not able to immediately resolve the malfunction, you must begin keeping paper logs until the device is once again compliant. If your logs can no longer be accessed on the device, you must reconstruct your logs on paper for the current 24-hour period and the previous 7 consecutive days.

TROUBLESHOOTING

COMMUNICATIONS

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

GPS

Symptom	Possible Cause	Corrective Action
System Check screen shows "Failed" for GPS; Missing locations appearing on driver logs; "Record State Line Crossings" message on device Device is recording positioning compliance malfunctions	Antenna connections not solid	Verify the connections are tight, but **finger tighten only**. Turn the antennas toward the nearest window or windshield.
	Physical location / coverage issue	Move outside or away from buildings or other objects that may obstruct satellite view.

IGNITION

Symptom	Possible Cause	Corrective Action
Device is recording engine	Ignition wire incorrectly installed	Verify ignition wire is not receiving power with the engine off.

synchronization data diagnostic events and/or compliance malfunctions	Device not receiving engine data from ECM	Call CommandGPS Support at 877-865-2570.

See the following tables for common troubleshooting steps.

ODOMETER

Symptom	Possible Cause	Corrective Action
System Check screen shows "Failed" for Odometer; Missing odometer conflicts appearing on driver logs; Device is recording engine synchronization data diagnostic events and/or compliance malfunctions	9-pin connection not properly installed	Verify the 9-pin connector and any adapters used for installation are connected tightly and snapped into place.
	Device not receiving engine data from ECM	Call CommandGPS Support at 877-865-2570.
	Installation did not use 9-pin cables	Verify that the correct J1708 or J1939 wires were used to connect to the vehicle wiring. Verify that the connection point on the vehicle was not bypassed by some other connection. Verify that the data lines used to connect are live and sending data from the databus.

POWER

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

TOUCHSCREEN

Symptom	Possible Cause	Corrective Action
eFleetSuite stops responding to touches	Application not responding	Reboot the device by holding the red hardware button until the Power Off menu appears. Tap **Power Off** and then **OK**.
		If the **Power Off** menu will not appear, disconnect the 9-pin or Molex-Molex connector on the wiring harness.
	Defective or damaged touchscreen	Have your administrator submit an RMA request to have the screen repaired.
Screen does not power on with engine crank or when the circular hardware button is pressed	No power	Verify that the device is receiving power through the 9-pin harness.
	Defective or damaged touchscreen	If the hardware buttons light up but the screen will not come on when the circular hardware button is pressed, have your administrator submit an RMA request to have the screen repaired.

SIGN IN ERRORS

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

APPLICATION ERRORS

Error Message	Possible Cause	Corrective Action
Device is recording or displaying "Other" compliance malfunction	Application has crashed	Reboot and/or reprovision the device. Call CommandGPS Support for further assistance.

DEFINITIONS

The following abbreviations and terms are used in records generated by this logging device. Use the extra space provided to list any additional codes used by your motor carrier.

Comms	Cellular communications
D	Driving
ELD	Electronic logging device
ELD Login	When an authorized user logs in to an ELD
ELD Logout	When an authorized user logs out of an ELD
Inactive - Changed	A log event that was edited and is no longer the active event
Inactive - Rejected	A requested edit that was rejected and was not applied to your log
Inactive - Requested	A log edit that has been requested by a non-driver host user but has not yet been applied to your log
OFF	Off duty
ON	On duty, not driving
PC	Personal conveyance
SB	Sleeper berth
YM	Yard moves

CommandGPS Support
e-mail: support@commandgps.com
phone: 877-865-2570

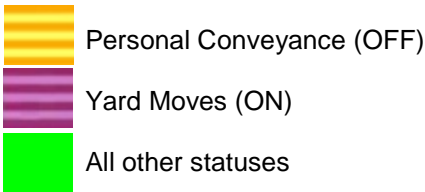# INSTRUCTIONS FOR LAW ENFORCEMENT OFFICIALS

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.**
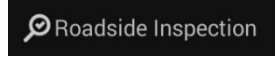
This will show you the log grid starting with the current day. Tap the **Events/Grid** button to toggle between the grid view and a line-by-line detail view. Use the arrows on either side of the date or swipe the screen side to side to navigate through the log history. The **Details** button displays 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.

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

Personal Conveyance (OFF)

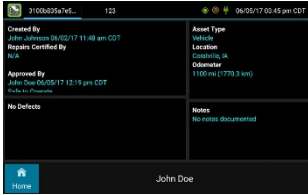Yard Moves (ON)

All other statuses

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

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

DETAILS

- Log date, time, and time zone
- [Canada format only] The cycle being followed
- Name of motor carrier
- USDOT number of motor carrier
- Main office address
- Driver's home terminal name
- Home terminal address
- Driver name, 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
- Current location
- 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

UNIDENTIFIED DRIVER EVENTS

To view all unassigned unidentified driver events recorded by the device, tap the driver's name (above the grid) and select **Unidentified Driver**. Use the arrows on either side of the date or swipe the screen side to side to navigate through the 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:
    - o Driver
    - o Date[3] and time
- Repair certification details (if applicable):
    - o Certifying agent or driver
    - o Date[3] and time
    - o Repairs Made or Repairs Not Necessary
- Driver review/acknowledgment details:
    - o Driver
    - o Date[3] and time
    - o 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

WHEN INSPECTION COMPLETE

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