EquipmentShare ES E-Logs

Electronic Logging Device

Driver User Manual

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1 Introduction

ES E-Logs is EquipmentShare's Electronic Logging Device (ELD) app for FMCSA Hours of Service (HOS) compliance. It automatically records your driving time, tracks your remaining hours, and generates the daily log required by federal law.

This app replaces paper log books. As long as you keep the app signed in and the vehicle assigned, your driving time is recorded automatically. No manual entry is required during driving.

If an ELD malfunction stops the app from recording, you keep paper logs instead. See Section 17, Paper Logs.

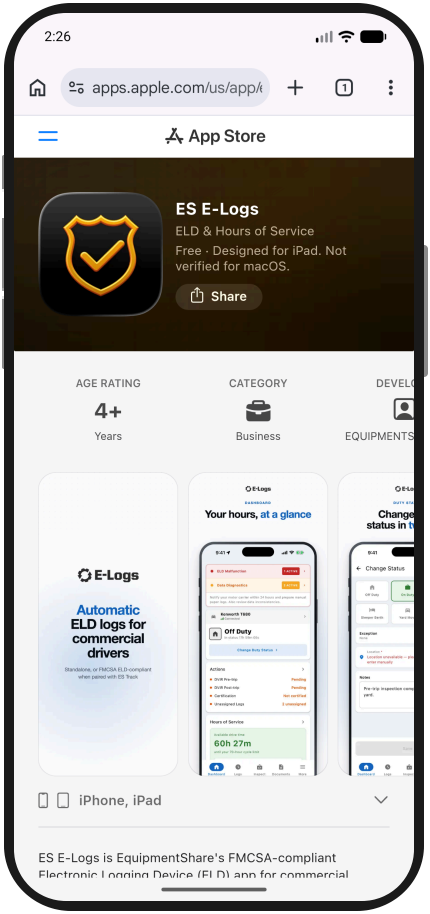
SUPPORT
t3support@equipmentshare.com

IOS APP STORE

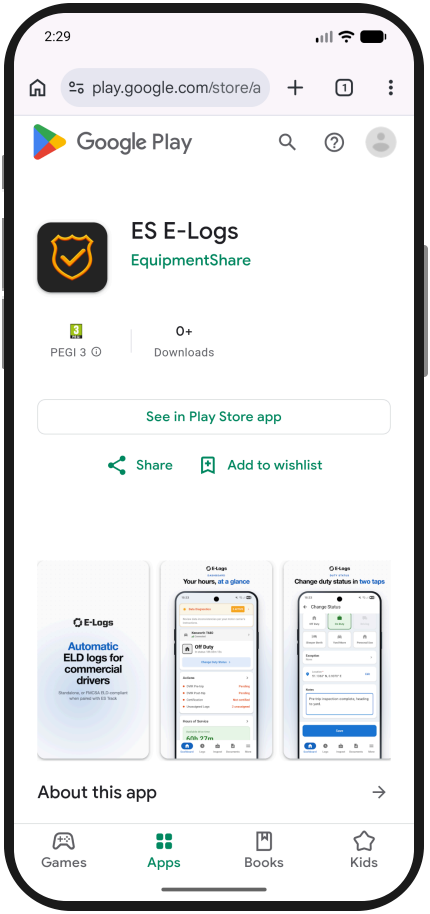
apps.apple.com/app/id6785594173

GOOGLE PLAY STORE

play.google.com/store/apps/details?id=com.equipmentshare.eslogs



Apple App Store listing



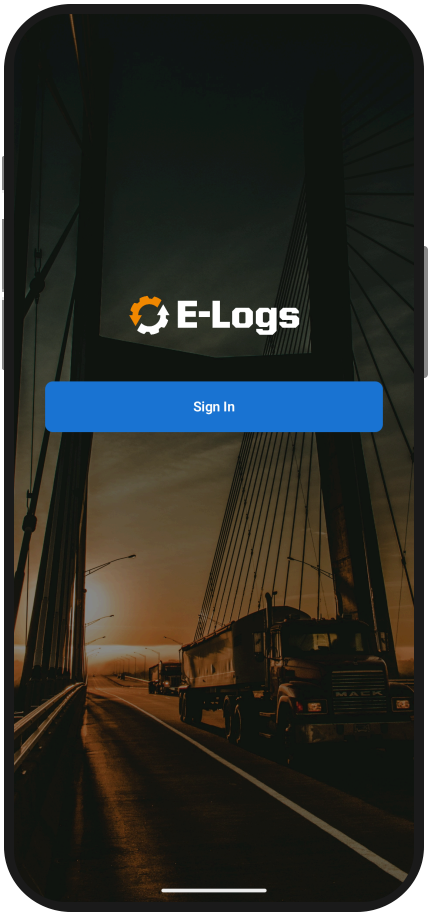
Google Play listing

Legal requirement: Federal law requires ELD-equipped vehicles to have this user manual accessible in the cab at all times. Keep this document in the vehicle.

2 Signing In

Use your EquipmentShare T3 account credentials to sign in. These are the same credentials you use for the T3 platform and other EquipmentShare apps.

1. Download **ES E-Logs** from the Apple App Store or Google Play Store.
2. Open the app and tap **Sign In**. Enter your **T3 email address**, then tap **Continue**.
3. Enter your **password** and tap **Sign In**. You can also sign in with Google if your account is linked.
4. If you have forgotten your password, tap **Forgot password?** to receive a reset link by email.



Sign In

No account? Contact your fleet administrator or email t3support@equipmentshare.com to get your login credentials set up.

3 Permissions

The first time you sign in, the app shows a **Permissions required** screen. Tap **Continue** and accept each prompt. Federal rules need these to record your log.

WHAT EACH PERMISSION IS FOR

Location (precise): required

Every duty status event must carry a location. It must be precise, not approximate.

Location (always allow): iOS only

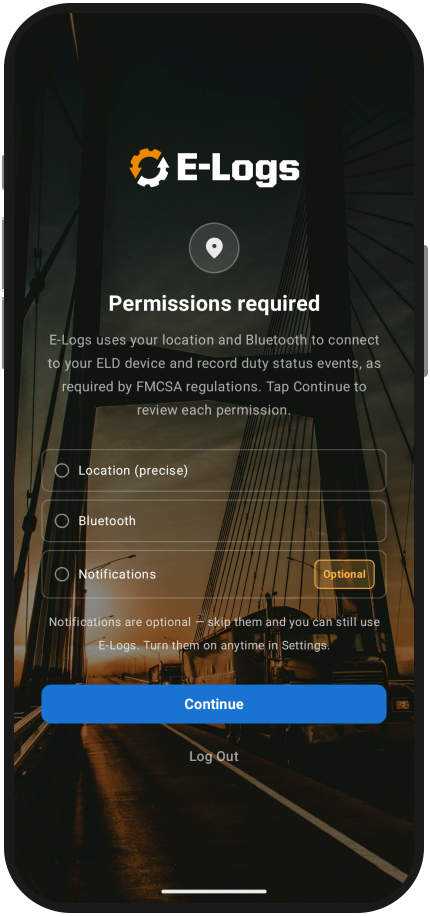
iOS asks a second time. Pick **Always Allow**, not **While Using the App**. This is what keeps the app awake in the background, so it can take in telemetry while you drive and keep the Live Activity up to date. Android does not ask for this one.

Bluetooth: required

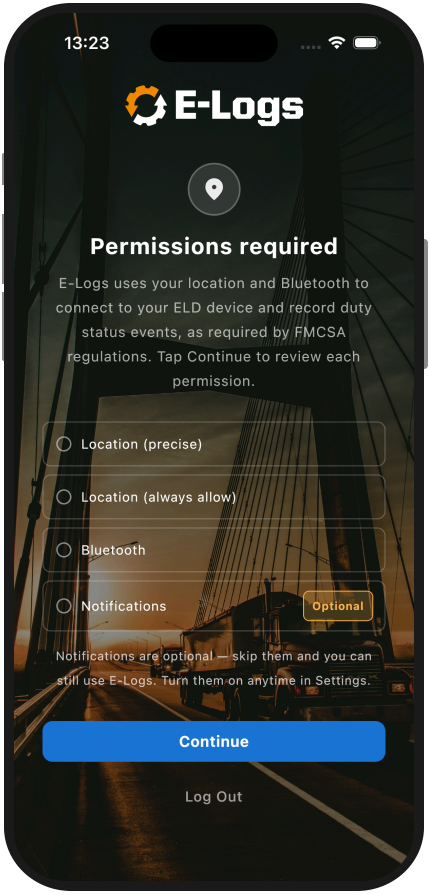
Used to find and connect to a Bluetooth tracker. Grant it even if your vehicle has a cellular tracker.

Notifications: optional

Allow the app to send you notifications. You can skip it and turn it on later in your device settings.



Permissions, Android



Permissions, iOS

If you say no: the app cannot record your log and stops at this screen. Tap **Continue** to try again. If a prompt was refused for good, the button becomes **Open Settings**. Grant Location and Bluetooth there, then come back. The screen returns only if a permission is later turned off.

4 Dashboard Overview

The **Dashboard** is the first screen you see after signing in. It shows what you need for your shift at a glance.

VEHICLE CARD

The top card shows your assigned vehicle's name and connection status. A green signal icon means the app is connected to the tracker. Tap the card to see connection details or unassign the vehicle.

CURRENT DUTY STATUS

Your active duty status appears with a colored icon and how long you have been in it. Tap **Change Duty Status** to switch. At 5+ mph the status changes to **Driving** by itself, and the button stays disabled until you stop.

ACTIONS

The Actions card lists items that need your attention: uncertified logs, pending DVIRs, and certifications. Tap a row or the arrow to open the full Actions screen for today.

The **Hours of Service** card summarises your four timers. Each row shows remaining time and a progress bar that fills as time is used.

Break

Time until a 30-minute break is due.

Drive

Driving hours used this shift.

Shift

On-duty time since your last qualifying rest.

Cycle

On-duty hours across the rolling cycle.

Tap the card to open the HOS Details screen, which shows each timer's remaining, used, and total times. See **Hours of Service** (Section 12) for each timer's limit, your cycle rule, and what resets each clock.

5 Assigning a Vehicle

You must be assigned to a vehicle before driving. The app connects to the ELD tracker installed in your vehicle, which automatically records speed, location, and engine data.

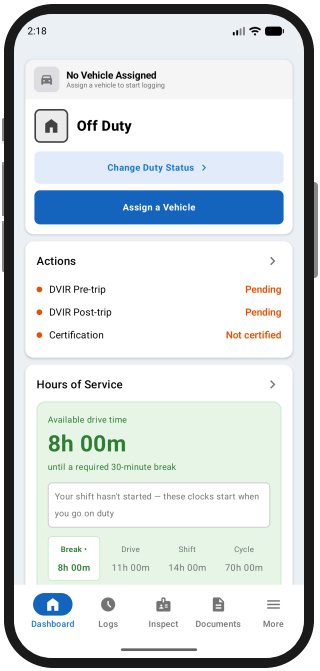
ASSIGN A VEHICLE

1. From the Dashboard, tap **Assign a Vehicle** (shown when no vehicle is assigned).
2. Select your vehicle from **Recently Assigned** or use the search bar to find it by name.
3. The vehicle card appears at the top of your Dashboard. A **cellular** tracker shows **Connected** right away. A **Bluetooth** tracker instead shows a **Connect to Tracker** button; see "Connecting a Bluetooth Tracker" section to finish connecting.

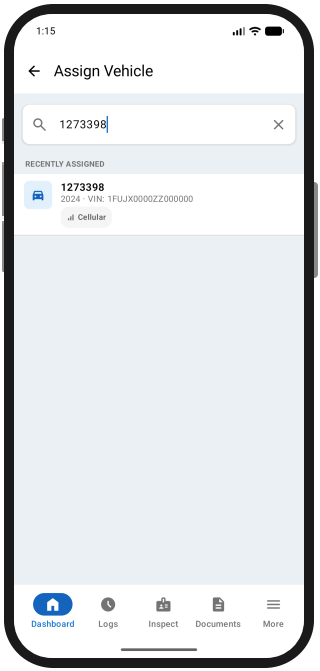
UNASSIGNING A VEHICLE

1. Tap your vehicle name on the Dashboard to open the vehicle sheet.
2. Tap the red **Unassign Vehicle** button at the bottom of the sheet.

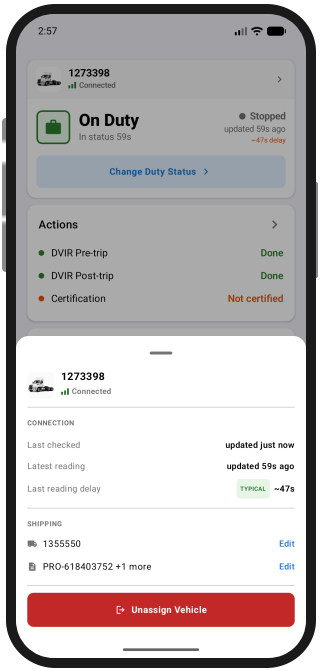
> **Important:** You cannot unassign a vehicle while it is moving. Change to a non-Driving status first.



No vehicle assigned



Vehicle list



Assigned vehicle

While assigning a vehicle, add a trailer and enter shipment information after selecting the vehicle. This information attaches to your daily log and is visible to your carrier. You can also tap the vehicle card on the Dashboard later to add or change trailer and shipment information at any time.

Trailer Number

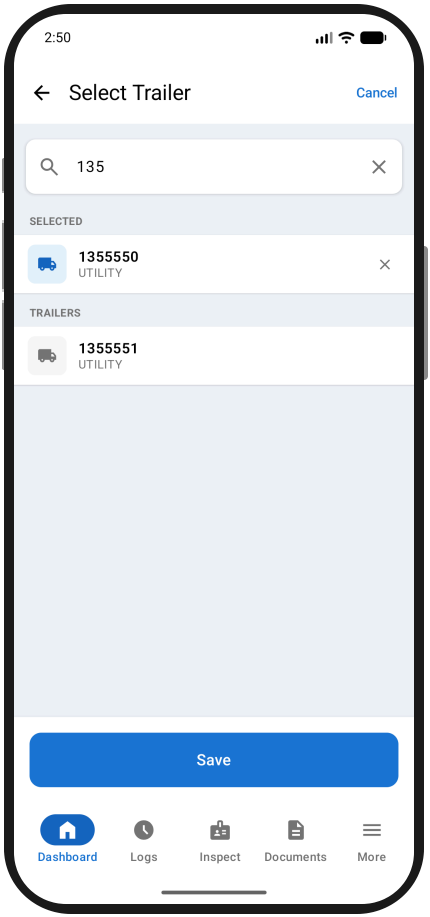
Tap **Add** next to "No trailer" to select the trailer you are hauling from your fleet's trailer list. Tap **Edit** to change it when you switch trailers.

Shipment Details

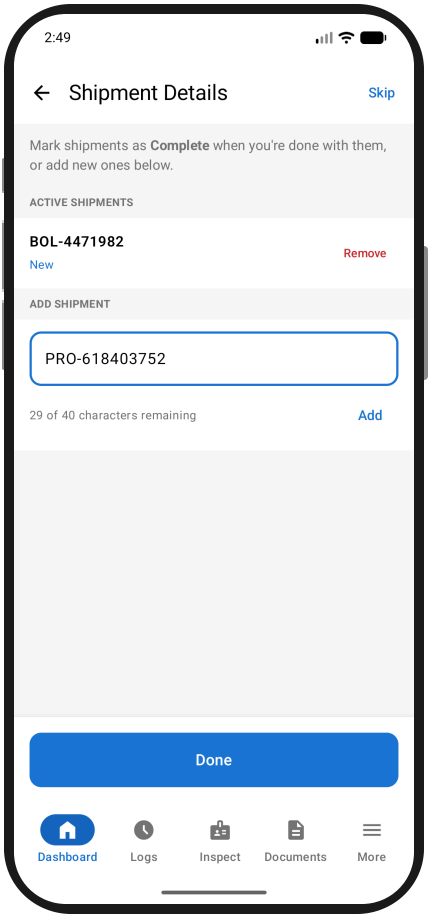
Tap **Add** next to "No shipment" to enter a shipping document number. You can have multiple active shipments for multi-stop loads. Mark a shipment complete when you deliver.

> Update your trailer and shipment information at each pickup and delivery. Accurate shipping records are part of your HOS log and may be requested during a roadside inspection.

> Trailer and shipment information is recorded on engine on/off cycles. Changes you make mid-trip won't appear in your ELD report until the next engine event (ignition off or on).



Select trailer



Shipment details

CELLULAR VS BLUETOOTH TRACKERS

Your vehicle's ELD tracker communicates with the app in one of two ways, depending on which device is installed. Your fleet administrator determines which type is in each vehicle.

Device	Communication Protocol
MC-4+	Cellular
MC-5	Cellular
MCX 101	Cellular
LMU 3030	Cellular
PT40	Bluetooth

Cellular tracker

The tracker sends telemetry to the cloud over a cellular data connection. You assign the vehicle by selecting it from the vehicle list. No Bluetooth is required. The vehicle and your phone must both have an internet connection for the app to pull telemetry. Because data travels through a cellular network and server pipeline, there is an inherent **processing delay**. The vehicle detail sheet shows a **Last reading delay** value with a *Typical* badge when the delay is within the expected range.

Last checked

The last time your phone checked for telemetry.

Last reading

The last time your vehicle got a telemetry reading.

Last reading delay

The delay between the last processed event being generated and it being processed by your phone.

> **Tip:** When using a cellular tracker, a *Typical* badge next to the reading delay means everything is working normally. An unusually high delay (no badge, or delay in the minutes range) usually indicates poor cellular coverage at the vehicle's location.

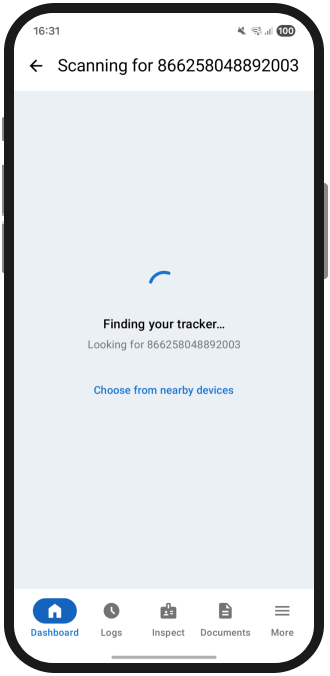
Bluetooth tracker

The tracker communicates directly with your phone via Bluetooth Low Energy (BLE). You must be physically near the vehicle (within roughly 10 metres) to connect and stay connected. When connected, telemetry arrives in real time. BLE offers lower latency and no cellular dependency, but the connection is proximity-dependent.

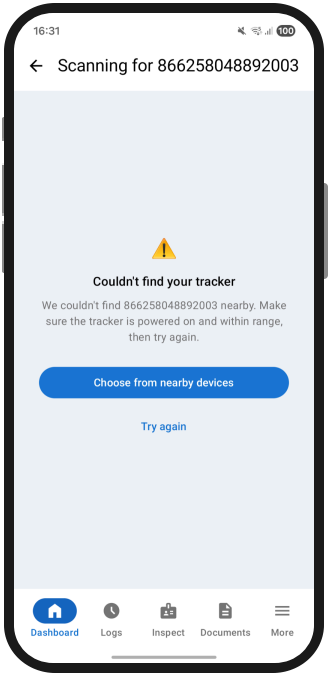
CONNECTING A BLUETOOTH TRACKER

Once a vehicle with a Bluetooth tracker is assigned to you, its dashboard card shows a **Connect to Tracker** button. Tap it to start the BLE connection.

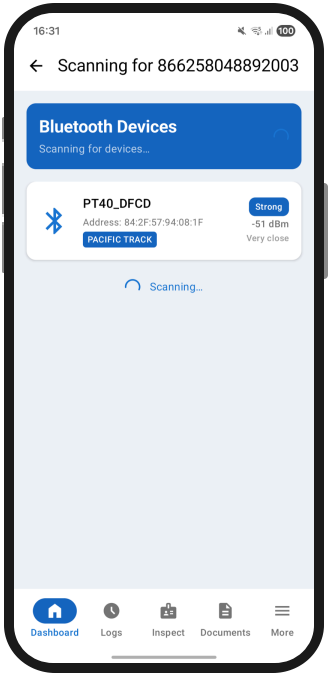
1. Tap **Connect to Tracker** on the vehicle's dashboard card.
2. The app automatically searches for your vehicle's tracker and connects. This can take up to 15 seconds.
3. If your tracker cannot be automatically connected to, you will be presented with the option to **Choose from nearby devices**. Select your Bluetooth tracker by name in the list presented.
4. Once complete, the Dashboard shows your vehicle with a Bluetooth icon and a **Connected** status.



Searching for tracker



Couldn't find your tracker



Choose from nearby devices

USING MORE THAN ONE DEVICE

You can sign in to the app on more than one phone or tablet. Only one of them records driving for a vehicle at a time.

Recording device

The device where you assigned the vehicle last. It gets data from the vehicle's ELD tracker and records your driving time, engine on and off, and location. You can also use it to do all the tasks you can do on other devices.

Other devices

Any other device where you are signed in. On these devices you can view, certify and edit your logs, do DVIRs, and change your duty status when you are away from the vehicle.

> Your devices periodically sync. If your logs on one device do not match your logs on another device, go to **More > Settings** and tap **Sync Now**.

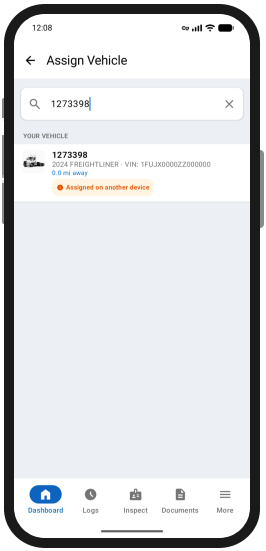
SWITCH TO A NEW DEVICE (RECOMMENDED)

1. On the old device, unassign the vehicle. See Unassigning a Vehicle.
2. On the new device, assign the vehicle. See Assign a Vehicle. The new device now records your driving.

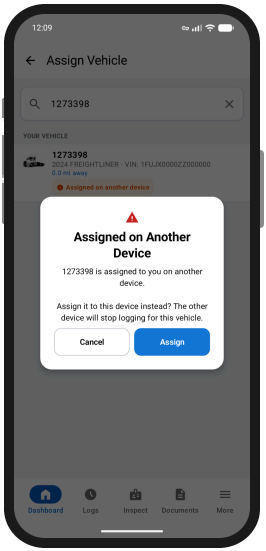
SWITCH TO A NEW DEVICE (FORCED)

> **Last resort only,** if the old device has no power or was removed from the vehicle. It can cause conflicts or malfunctions, and records the old device didn't sync are not added to your logs.

1. On the new device, tap **Assign a Vehicle** on the Dashboard.
2. Tap your vehicle under **Your Vehicle**. It has an **Assigned on another device** label.
3. In the **Assigned on Another Device** message, tap **Assign**.



Assigned on another device



Confirm the switch

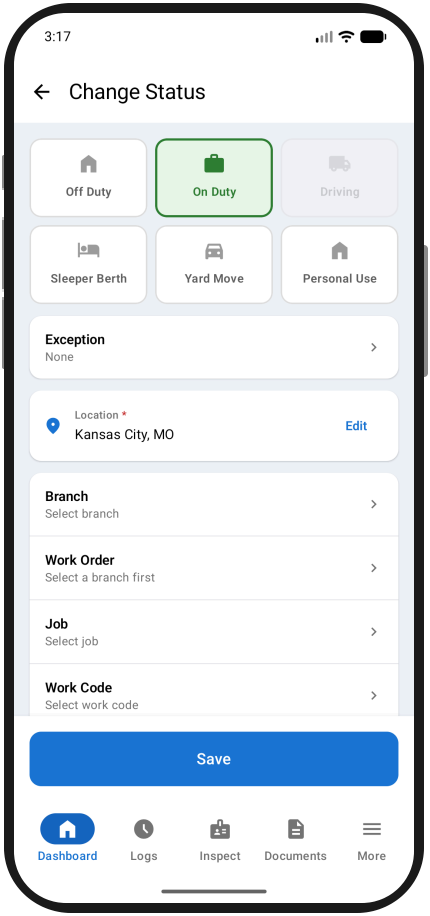
A **Vehicle Already Assigned** message is different. It means another driver has the vehicle.

6 Changing Your Duty Status

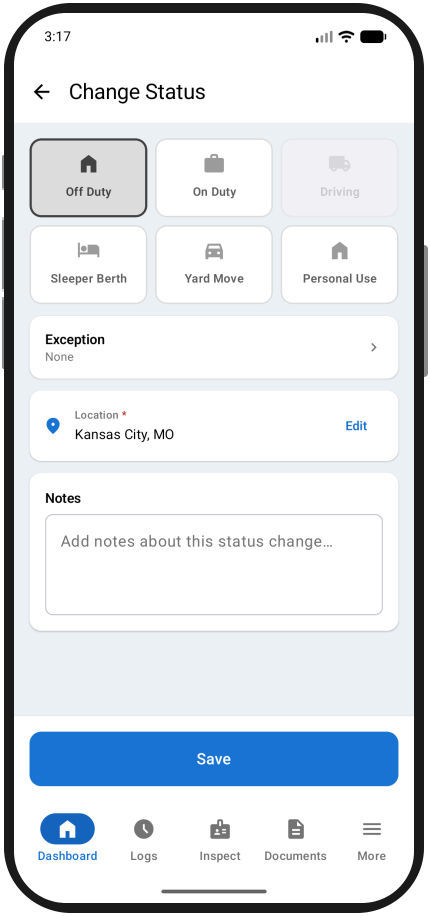
Tap **Change Duty Status** on the Dashboard to open the status selector. Select the appropriate status, then tap **Save**.

With no vehicle assigned you get only **Off Duty**, **On Duty** and **Sleeper Berth**. The other three need the movement and engine data an assigned vehicle supplies.

OFF	**Off Duty**	Time away from work; not available for duty
ON	**On Duty (Not Driving)**	Working but not behind the wheel
D	**Driving**	Auto-detected at 5+ mph; cannot be manually selected
SB	**Sleeper Berth**	Resting in the vehicle's sleeper berth
YM	**Yard Move**	Moving within a terminal or yard
PU	**Personal Use**	Using vehicle for personal, non-work purposes



Change Status, On Duty



Change Status, Off Duty

Automatic Driving detection: When the vehicle exceeds 5 mph, the ELD automatically records a Driving status event. You cannot manually change to Driving; the vehicle must be moving. When the vehicle stops, the status reverts to On Duty (Not Driving) after a brief delay.

DRIVER INDICATION STATUSES

Yard Move and Personal Use suppress driving time. Movement does not count toward your HOS driving limits.

YM Yard Move

Recorded internally as **On Duty (Not Driving)**. On-duty time continues to accrue normally. Use only for low-speed movement inside a terminal or yard, not for travel on public roads.

PU Personal Use

Recorded internally as **Off Duty**. No driving or on-duty time accrues. If the engine is turned off and on again, the app asks whether you are still on personal use.

EXCEPTION

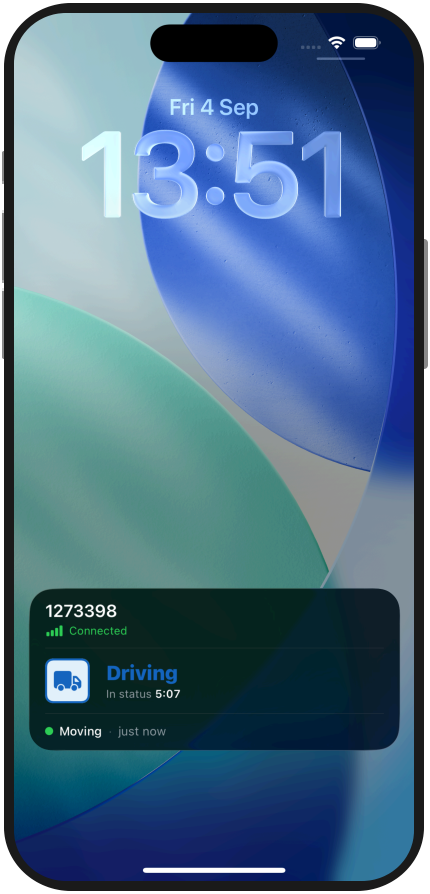
Tap **Exception** to claim a regulatory exception, or leave the row as **None**. See **Hours of Service** (Section 12) for what each one allows.

LOCATION

Location comes from GPS. If GPS is unavailable, tap **Enter manually** and type your city and state.

LIVE ACTIVITY (IOS)

On iOS your status also shows on the lock screen, so you can check it without opening the app. It gives the vehicle and its tracker connection, your duty status and how long you have held it, and whether the vehicle is moving.



Lock screen



Dynamic Island

Four extra rows appear when you pick **On Duty**, **Yard Move**, or **Driving**. They feed your hours into **T3 Time Cards**, so your office can see what job your time was spent on. They do not affect your HOS timers. Off Duty, Sleeper Berth, and Personal Use do not show these rows.

Fill them in top to bottom. Each row narrows the choices in the row below it.

Branch

The branch you are working out of. Pick this first: the Work Order list is filtered by it. If you pick a Work Order first instead, its own branch fills this row in and locks it.

Work Order

The job ticket your time is billed to. Only **open** work orders are offered for a live status change. The list shows the first page for your branch and says when there are more. Type at least **3** characters to search the rest.

Job

The job your time is booked against for time card purposes.

Work Code

What kind of work you are doing. You can pick more than one. If a Job is selected, the list narrows to that Job's own codes, and any code you had picked that is not on that Job is dropped. The app tells you when it does this.

> **All four are optional.** A missing work field never blocks **Save** and never affects your log or your HOS clocks. If you get one wrong, fix it later from the log entry. Ask your supervisor which branch, work order, and codes your work should be booked to.

7 Your Daily Logs

Tap **Logs** in the bottom tab bar to view your log history. Each row represents one day, showing a summary of time in each duty status.

LOG SUMMARY ICONS

The four icons on each log row represent (left to right): Off Duty time, Sleeper Berth time, Driving time, and On Duty time. The hours shown are your totals for that day.

DAILY LOG DETAIL

Tap any day to open the detail view. The 24-hour chart at the top shows your duty status changes. The timeline below lists each status event with time, location, and source.

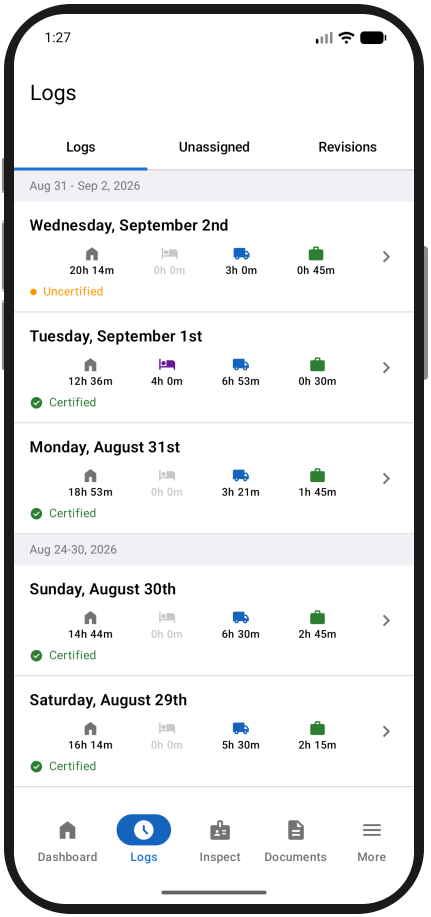
LOG EVENT BADGES

Claimed

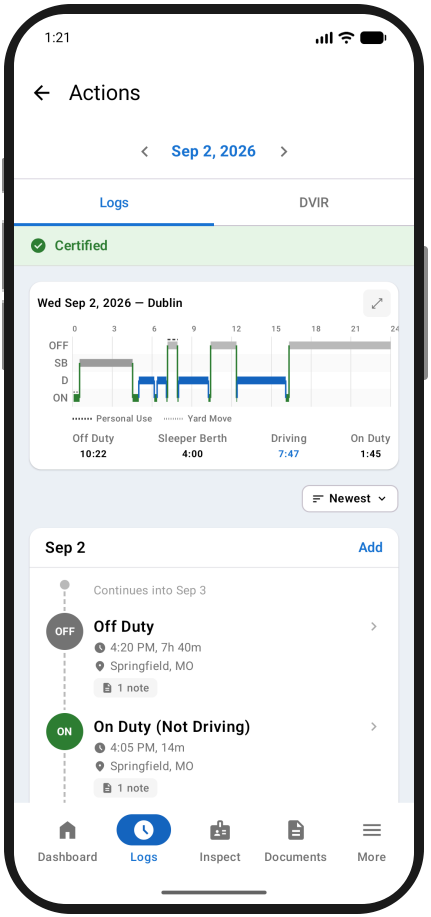
An unassigned driving event you have accepted as belonging to your log.

Edited

Manually edited or accepted by the driver.



Logs list



Daily log

REVISING A LOG ENTRY

1. From the log detail, tap **Edit** next to any eligible entry.
2. Adjust the duty status, time, or location, and add a note explaining the reason for the change. A note is required.
3. Tap **Save** to apply the revision. The entry is marked with a **Revised** badge.

> **Note:** Driving time auto-detected by the ELD cannot be edited.

> **Note:** You cannot edit your current active duty status. Change your current status first; the entry becomes editable afterward.

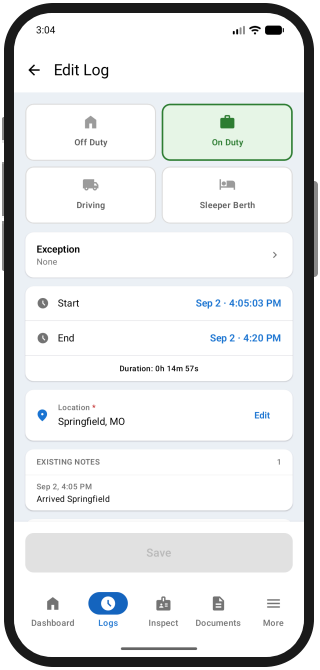
ADDING A LOG ENTRY

Tap the **Add** button in the log detail to insert a new duty status entry for that day. Enter the status, start time, end time, and location.

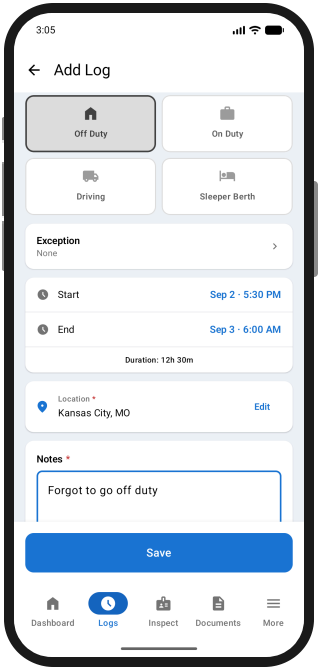
SUGGESTED REVISIONS

Your administrator can suggest a change to your log. Open the **Logs** tab and tap **Revisions**. Each card shows what changed, who suggested it, and why.

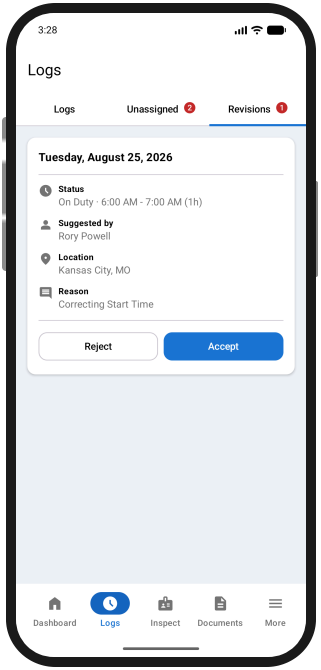
Tap **Accept** to apply it, or **Reject** to turn it down. The card then leaves the list. Only accept a change you agree with.



Edit log entry



Add log entry



Suggested revision

8 Certifying Your Logs

Certifying your daily log is the electronic equivalent of signing a paper log book. By certifying, you attest that your log is accurate and complete.

WHEN TO CERTIFY

Certify each day's log at the end of your shift. Look for an **Uncertified** or **Recertification required** banner at the top of the log detail.

HOW TO CERTIFY

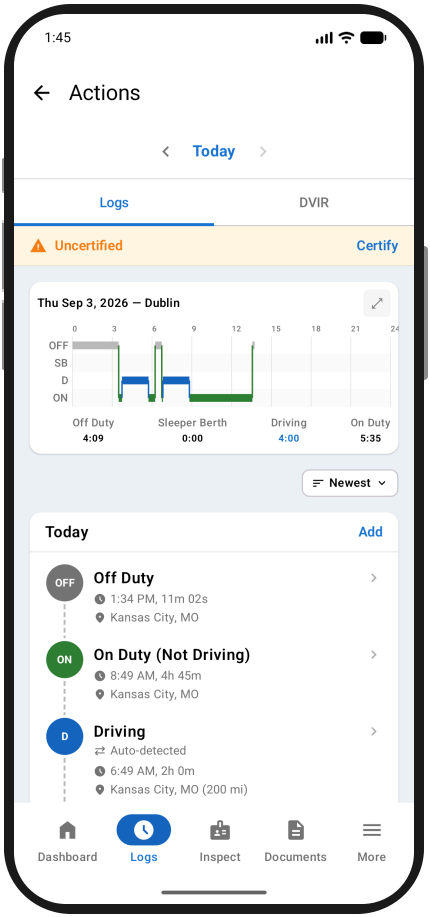
1. Open the **Logs** tab and tap the day you wish to certify.
2. Review your log entries for accuracy, making any necessary edits first.
3. Tap **Certify** in the yellow banner, then read the certification statement and tap **Agree**. Tap **Not ready** to leave the day uncertified for now.

> **Federal requirement:** Drivers must certify each day's log. Failure to certify within 24 hours is a violation. If the app displays a certification prompt, address it before ending your day.

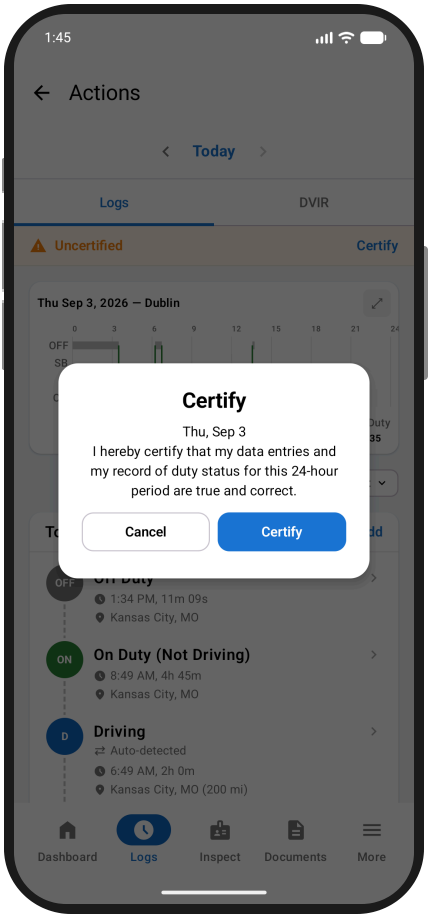
RECERTIFICATION

If a certified log is later changed (for example, by your administrator), you'll be prompted to recertify. The banner

changes to **Recertification required** and must be resolved.



Uncertified log



Certify confirmation

9 Unassigned Logs

When the vehicle moves with no driver assigned, the ELD records an **unassigned driving event**. It appears in the **Unassigned** tab for the right driver to claim.

REVIEWING PENDING LOGS

1. Tap **Logs** in the bottom tab bar.
2. Tap **Unassigned** at the top of the screen.
3. The default **Pending** filter needs your decision on each row. Date, time range, and duration are shown.

CLAIMING OR REJECTING A LOG

Each pending entry has two action buttons:

Claim

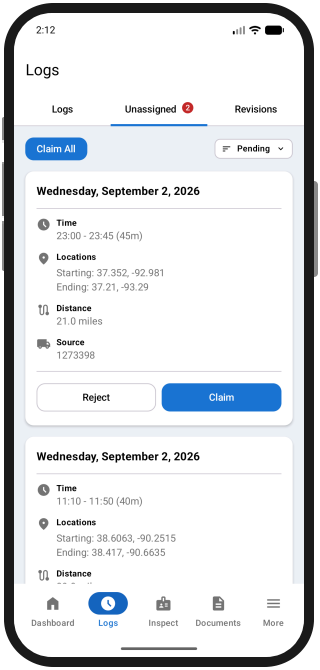
Assigns the period to your account, adding it to your daily log and HOS totals.

Reject

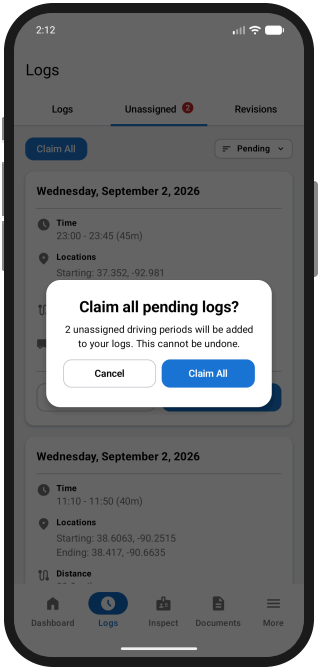
Marks the event as not yours. It moves to the **Rejected** filter view, and can be re-claimed later.

CLAIM ALL

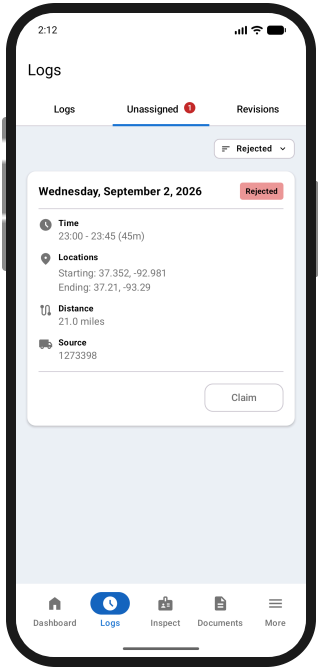
Tap **Claim All** in the top-right corner to claim every pending log at once. A confirmation dialog appears first.



Unassigned Logs



Claim All dialog



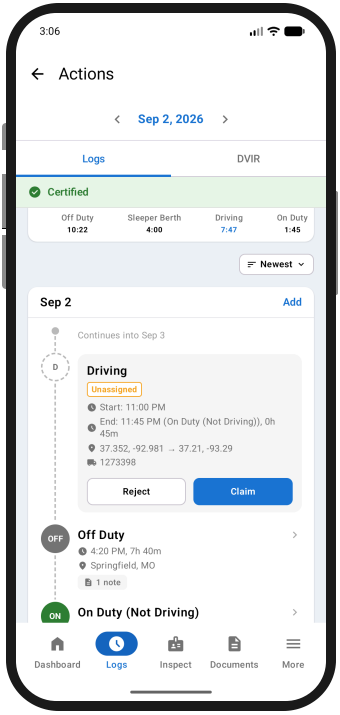
Rejected view

CLAIMING FROM THE DAILY LOG VIEW

Unassigned periods also appear inline in your daily log timeline, labelled **Unassigned** with **Claim** and **Reject** buttons directly on the row.

After tapping **Claim**, the row updates to show a green **Claimed** badge, confirming the period has been added to your record.

> **Important:** Claiming an event adds it to your hours of service record. Only claim entries that genuinely belong to your log.



Unassigned period in daily log

10 Roadside Inspection

During a DOT roadside inspection, an officer may request your electronic logs. Tap the **Inspect** tab to choose how to provide them.

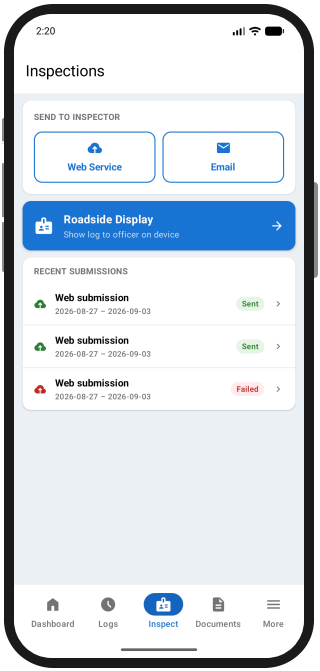
SUBMIT REPORT

1. Tap **Web Service** or **Email**. Web Service is preferred. Use Email only if Web Service is unavailable.
2. Enter the **Output File Comment** if provided by the officer.
3. Tap **Submit**. Your logs are sent wirelessly to the FMCSA inspection system.

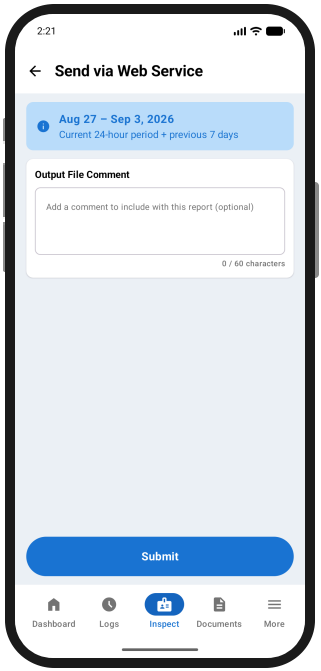
ROADSIDE DISPLAY

Tap **Roadside Display** to show your logs directly on the device screen. No internet connection is required. Hand the device to the officer; they can scroll through your 24-hour chart and full event list.

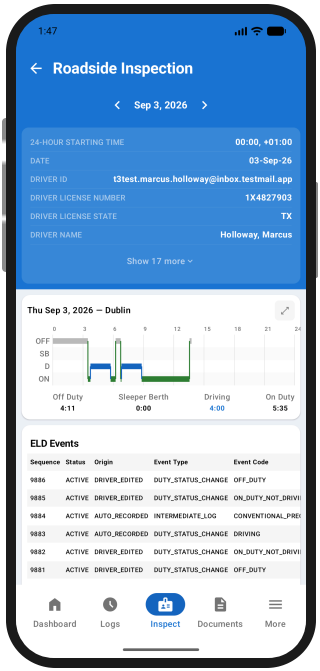
> At minimum the **last 8 days** of logs are stored on the device and available for inspection at all times, even without an internet connection.



Inspect tab



Web Service



Roadside Display

11 Malfunctions & Diagnostics

The ELD continuously monitors itself for technical issues. When a problem is detected, the app displays an alert card at the top of the Dashboard and logs an event in your record. Federal regulations require that you and your carrier are notified promptly.

MALFUNCTION VS. DIAGNOSTIC

MALFUNCTION (RED)
A failure preventing reliable data recording. It requires immediate action and fallback to paper logs. See Section 17, Paper Logs.

DIAGNOSTIC (AMBER)
An irregularity logged for review. Usually self-resolving; inform your carrier but paper logs may not be required.

ELD MALFUNCTIONS SCREEN

Tap the **ELD Malfunction** row on the Dashboard to see which malfunction is active and the exact actions required by federal regulation.

The app supports all seven malfunction codes required by federal rule.

Power Compliance (P)

ELD not adequately powered during active driving. Power records may be missing.

Engine Synchronization (E)

Lost sync with the vehicle ECM. Speed, RPM, and odometer readings may be unreliable.

Timing Compliance (T)

Internal clock is out of sync. Event timestamps may be inaccurate. Check that your phone's date and time are set correctly.

Positioning Compliance (L)

GPS unavailable or inaccurate. Location data may be missing from records.

Data Recording Compliance (R)

Unable to record required log data. One or more entries may be incomplete.

Data Transfer Compliance (S)

Unable to transfer logs to FMCSA or your motor carrier as required.

Other Malfunction (O)

A malfunction not covered by a specific code. Contact your carrier and your ELD provider.

DATA DIAGNOSTICS SCREEN

Tap **Data Diagnostics** to see active diagnostic codes. Diagnostics do not require paper logs but must be acknowledged and reported to your carrier.

The app supports all six data diagnostic codes required by federal rule.

Power Data Diagnostic (1)

A possible power interruption was detected. This can point to wiring problems or power cycling.

Engine Sync Diagnostic (2)

ECM connectivity is intermittent. Engine data may have gaps.

Missing Required Data (3)

Required fields (location, odometer, engine hours) are missing from one or more log events.

Data Transfer Diagnostic (4)

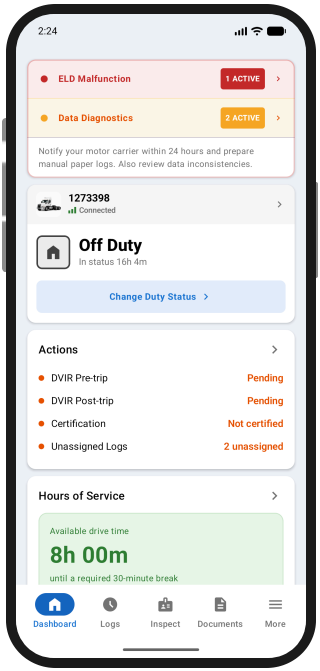
The ELD could not complete a required data transfer. This can point to a network problem.

Unidentified Driving Records (5)

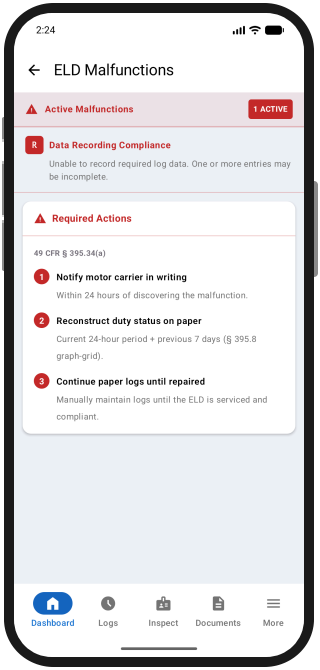
Driving was detected with no driver logged in. Go to **Logs** → **Unassigned** (Section 9) to review and claim or reject the records.

Other Diagnostic (6)

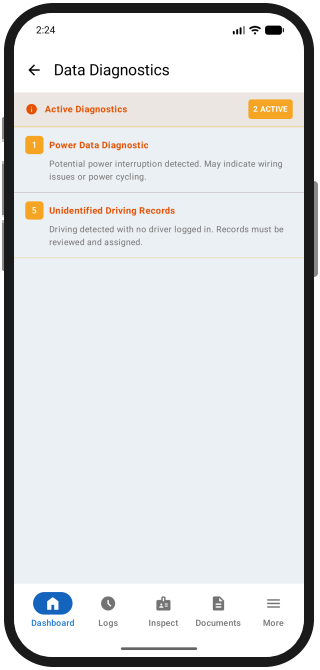
A data inconsistency not covered by a specific code. Contact your carrier and your ELD provider.



Malfunction & Diagnostic alerts



ELD Malfunctions detail



Data Diagnostics detail

WHAT TO DO WHEN A MALFUNCTION OCCURS

1. Note the malfunction and **notify your dispatcher or carrier** within 24 hours.
2. If the ELD cannot record data, **revert to paper logs** immediately. Carry paper log supplies in the cab at all times. See Section 17, Paper Logs.
3. Continue paper logs **until the ELD is repaired**. Your carrier has **8 days** to repair it, or must ask FMCSA for more time. After 8 days, carry a copy of the FMCSA extension.
4. At a roadside inspection, show the officer your paper logs for affected days. Note the malfunction in the remarks section.
5. When the malfunction clears, **resume using the ELD** and reconstruct any missing data from your paper records.

> **During a roadside inspection:** You are not in violation if you have followed the malfunction reporting and record-keeping procedures in this section and can present your paper logs for the affected days.

12 Hours of Service

The app tracks your Hours of Service automatically from your duty status events. You do not add up hours yourself. There are two places to see them:

Dashboard summary

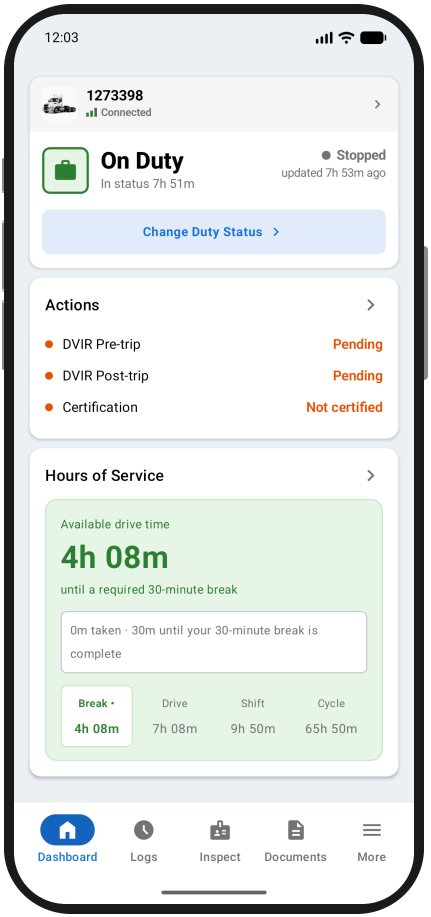
The **Hours of Service** card on the Dashboard shows a coloured banner and a row of four short values. Use it for a quick check.

Hours of Service detail

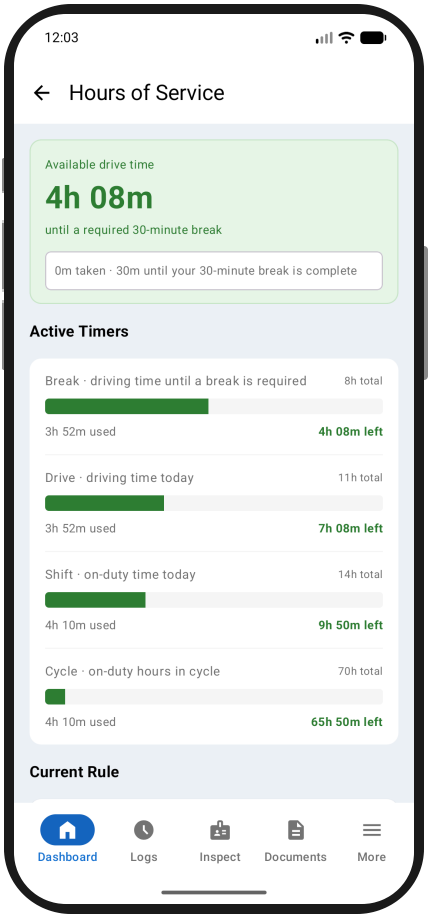
Tap the Dashboard card to open the full screen. It shows the same banner, every timer with a progress bar, and the rule you are being measured against.

Both screens update as your duty status changes. The detail screen is the one to open when you need to plan the rest of your day.

> **Before your shift starts:** all four clocks are still listed, under the note *Your shift hasn't started: these clocks start when you go on duty*. The Break, Drive, and Shift figures are what you will have available. They begin to count down at your first on-duty event.



Dashboard HOS card



Active Timers

THE FOUR TIMERS

Under **Active Timers** the detail screen lists up to four clocks. Each one counts a different limit, and each one is reset by something different.

Break: driving time until a break is required

Driving time since your last qualifying break. Reaching the limit means you must take a 30-minute break before you drive again. Resets after 30 consecutive minutes off duty or in the sleeper berth.

Drive: driving time today

Total driving time in the current shift. This clock pauses whenever you are not driving. Resets after a full off-duty reset.

Shift: on-duty time today

Time elapsed since your shift began. It keeps running through your breaks and does not pause when you go off duty for short periods. Resets after a full off-duty reset.

Cycle: on-duty hours in cycle

On-duty hours added up across the last several days. Resets with a cycle restart, normally 34 consecutive hours off duty.

Every timer row reads the same way. The limit is on the right of the label. The bar shows how much is used. Below the bar, time used is on the left and time remaining is on the right. A row showing **Exempt** does not apply to you today.

THE BANNER AT THE TOP

The coloured banner always shows your most urgent limit: the one that will stop you first. Read the banner before you read the timers.

Green: *Available drive time*

Shows how much driving time is left and which limit will end it, for example *until a required 30-minute break*. Nothing is wrong.

Amber: one hour or less left

The banner says the same words as green, but the colour changes to amber once the limit that stops you first has **1 hour or less** left. Nothing is wrong yet. Treat it as your cue to plan where you will stop. The matching timer row turns amber at the same time.

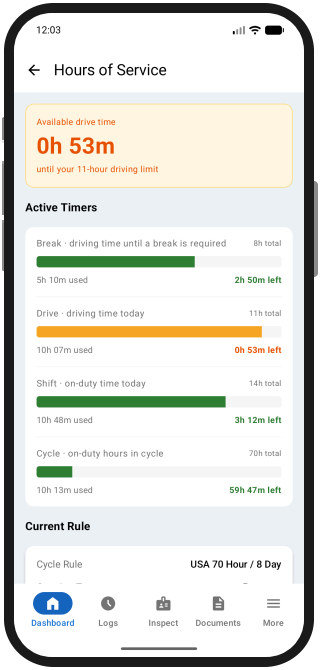
Red: you must stop driving

A limit has been reached. The banner names what to do, for example *30-minute break required: go off duty*. Stop driving now.

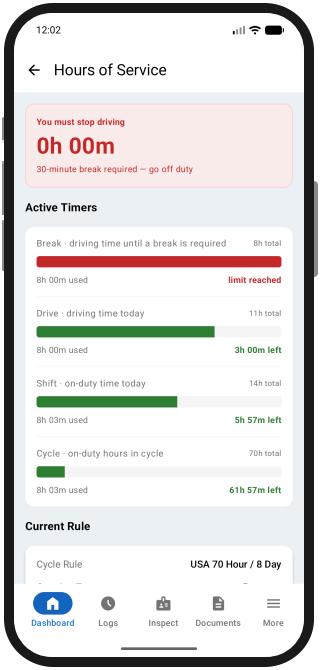
Red: HOS violation

A limit has already been passed. The banner shows how far over you are and which limit was broken.

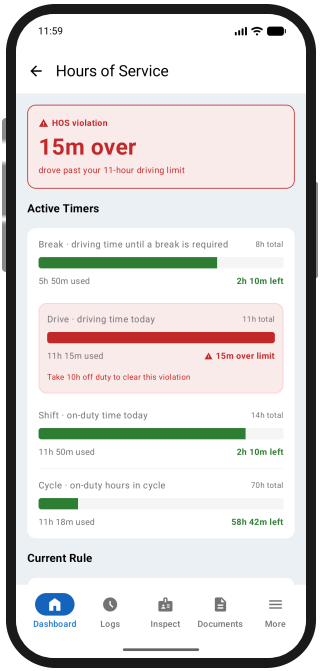
The matching timer row changes colour too. A red bar with **limit reached** tells you which clock triggered the banner.



Amber: under an hour left



Red: break limit reached



Red: driving limit violation

IF YOU GO OVER A LIMIT

Passing a limit is recorded as a violation. The app does not block you from driving, but it does record what happened, and the record is part of your log.

The timer row that was broken is highlighted in red. It shows how far over the limit you went, and directly underneath it the app tells you how to clear the violation.

Timers that are still inside their limits stay green. In the violation screenshot, the driver is 15 minutes over the 11-hour driving limit, but the shift and cycle clocks still have time left.

> **Clearing a violation:** follow the instruction shown on the highlighted row. For a driving or shift limit this is normally a full off-duty reset: *Take 10h off duty to clear this violation*. The violation stays on your log even after the timer resets.

SETTING YOUR CYCLE RULE AND EXEMPTION

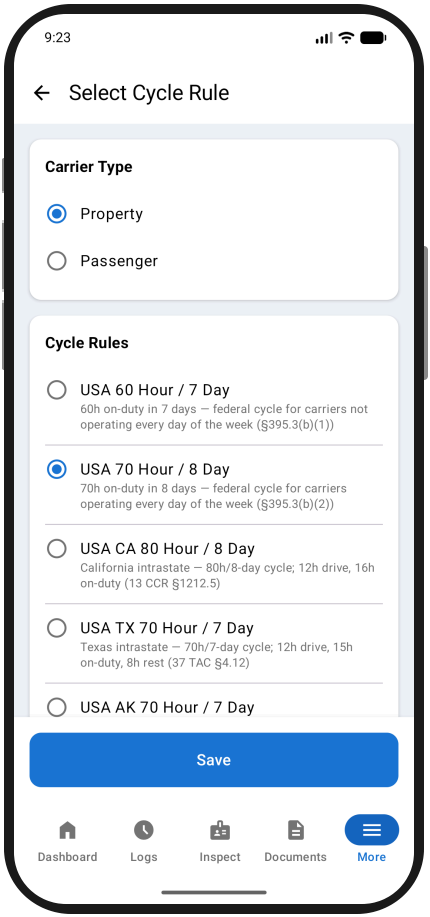
You can set your cycle rule under **More › Account › Cycle Rule**. Pick your **Carrier Type**, Property or Passenger, then pick a rule and tap **Save**. Each rule shows its limits and the regulation it comes from.

You can set your exemption under **More › Account › Exemption**. Pick one from the list and tap **Save**. You can hold **one exemption at a time**, so a new one replaces the old one.

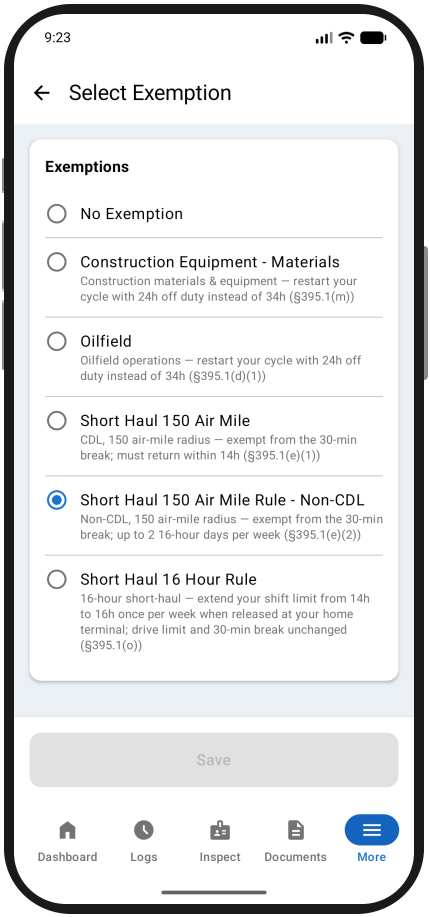
> Ask your carrier which cycle rule and exemption you should be using if you are unsure. These settings decide the limits the app applies to you.

CYCLE RULES EXPLAINED

Your limits are not the same for every driver. They come from your **cycle rule**, which is set on your account. The **Current Rule** card at the bottom of the Hours of Service detail screen shows which rule is in force, what you are carrying, and any exemption you have selected.



Select Cycle Rule



Select Exemption

These are the limits the app applies for each rule. Numbers shown in your timers will match this table.

Cycle rule	Carrying	Drive	Shift	Break after	Cycle
USA 60H / 7D	Property	11h	14h	8h	60H / 7D
USA 70H / 8D	Property	11h	14h	8h	70H / 8D
California 80H / 8D	Property	12h	16h	-	80H / 8D
Texas 70H / 7D	Property	12h	15h	-	70H / 7D
Florida 70H / 7D	Property	12h	16h	8h	70H / 7D
Florida 80H / 8D	Property	12h	16h	8h	80H / 8D
Alaska 70H / 7D	Property	15h	20h	-	70H / 7D
Alaska 80H / 8D	Property	15h	20h	-	80H / 8D
USA 70H / 8D	Passenger	10h	15h	-	70H / 8D
California 80H / 8D	Passenger	10h	15h	-	80H / 8D
Alaska 70H / 7D	Passenger	15h	20h	-	70H / 7D

A dash in the Break column means no 30-minute break is required under that rule. The Break timer then shows **Exempt** instead of a countdown.

An exemption changes your limits for the kind of work you are doing.

No Exemption

The standard limits for your cycle rule apply and nothing is waived. All four timers run normally, the 30-minute break applies, and a cycle restart needs 34 consecutive hours off duty. This is the right selection unless your carrier has told you otherwise.

Construction Equipment – Materials

For drivers used primarily to haul construction materials and equipment. The only thing it changes is your cycle restart: **24 consecutive hours off duty instead of 34**. Your daily limits are untouched: 11 hours driving, a 14-hour shift window, the 30-minute break, and the same cycle total. It applies on both federal property cycles, 60-hour/7-day and 70-hour/8-day. On a state or passenger rule you keep the 34-hour restart. Whether your work qualifies is a condition your carrier administers when it assigns the exemption. The app does not check your load or your distance from base.

Oilfield

For drivers of vehicles used exclusively to transport oilfield equipment and to service field operations. As with the construction exemption, the only thing it changes is your cycle restart: **24 consecutive hours off duty instead of 34**, and your daily limits are untouched. It applies **only on the 70-hour/8-day cycle**. On 60-hour/7-day you keep the 34-hour

restart. Whether your work qualifies is a condition your carrier administers. This exemption also unlocks the **Oilfield waiting time** switch on the Change Duty Status screen, which keeps well-site waiting time out of your 14-hour window. You have to turn it on yourself. See **Oilfield Waiting Time** in this section.

Short Haul 150 Air Mile

CDL drivers working inside a **150 air-mile radius** of your home terminal. No 30-minute break and no paper log, but you must be released from duty **within 14 hours** of coming on duty. The app tracks this live and shows *Active*, *At risk*, or *Lost today*. See **Short-Haul: Active, At Risk, Lost** in this section.

Short Haul 150 Air Mile Rule – Non-CDL

Non-CDL drivers working inside a **150 air-mile radius** of your home terminal. No 30-minute break and no paper log, plus **two 16-hour days in any rolling 7 days**. Shift row reads **16 hours** by default and a day only counts as a long day if you actually drive past your 14th hour. Once two are used, the Shift row drops to **14h total** by itself. One further difference from the CDL version: while this exemption is selected you **cannot use the sleeper-berth split**. See **Short-Haul: Active, At Risk, Lost** in this section.

Short Haul 16 Hour Rule

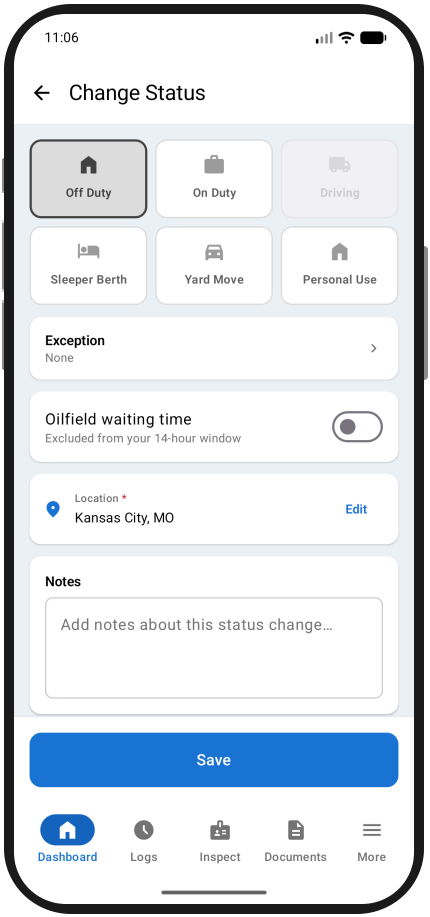
Widens your shift window from 14 to 16 hours for one shift. Your Shift row reads **16h total**. Your driving limit stays at 11 hours and the 30-minute break still applies. There is **no distance limit**: this rule is about where you finish, not how far you go. Three things must be true before you use it: 10 consecutive hours off duty before the shift; released at your normal work reporting location on each of your previous five duty tours; and no use of this rule in the previous 6 days. A 34-hour restart clears that 6-day wait. You must then return to your normal work reporting location and be released within 16 hours.

OILFIELD WAITING TIME

Waiting at a well site does not have to count against your 14-hour window, but the app does not decide that for you. You tell it:

1. Tap **Change Duty Status** on the Dashboard.
2. Select **Off Duty**.
3. Turn on the **Oilfield waiting time** switch.
4. Tap **Save**.

That period is logged off duty, marked on your record as *Oilfield waiting time*, and left out of your 14-hour window. You can turn the switch off again the same way while still off duty. Only the time it was on is excluded. The switch appears only while you hold the Oilfield exemption and only on an Off Duty change.



Oilfield waiting time switch

SHORT-HAUL: ACTIVE, AT RISK, LOST

A short-haul exemption is not guaranteed for the whole day. You must keep meeting its conditions. When one is selected, a status card above your timers shows one of three states. The Dashboard **Hours of Service** card shows the same states.

Active **The exemption is holding**

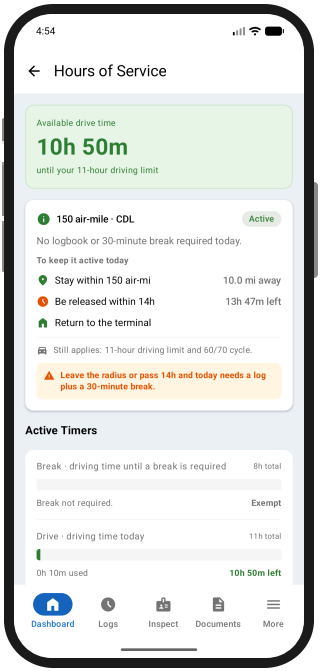
No logbook and no 30-minute break today. The card lists what you must keep doing: stay inside the air-mile radius, be released within your shift limit, and return to the terminal. It also shows your distance from the terminal and your shift time left.

At risk **You are about to lose it**

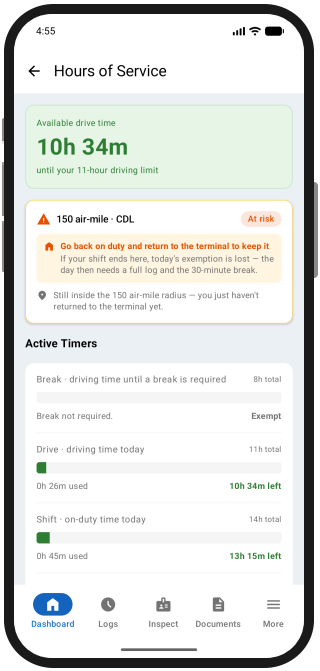
You have stopped away from your home terminal. Go back on duty and return to the terminal. The warning starts after 15 minutes stopped, or at once with 2 hours or less of shift time left. If your shift ends here, you lose the exemption for the day.

Lost today **It no longer applies**

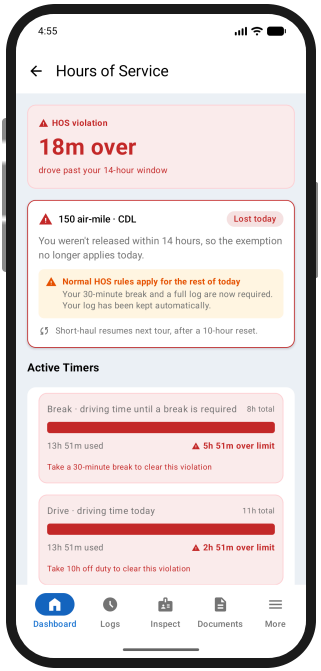
You left the radius or ran past your shift limit. Normal HOS rules apply for the rest of the day, including your 30-minute break and a full log. Your log was kept automatically, so nothing is missing. Short-haul resumes after a 10-hour reset.



Active



At risk



Lost today

EXCEPTIONS

An exception is a one-off claim you make on the day, for a situation you could not plan for. It is recorded on that duty status event. An exemption is different: it is set once on your account and covers the kind of work you do.

To claim one, go to **Change Duty Status**, tap **Exception**, and pick from the list. There are two.

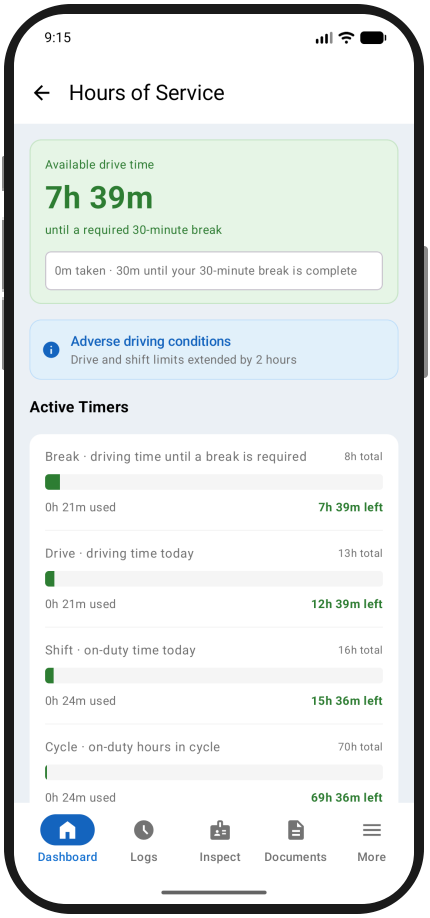
Adverse driving conditions

For unexpected weather, road, or traffic conditions that you could not have known about when you started the run. Your drive and shift limits are each extended by **2 hours**, so the Drive and Shift rows read 13h and 16h on the federal rule. Your 30-minute break and your cycle limit are not extended.

Emergency conditions

For a genuine emergency. It lets you finish a run that you could have finished legally if the emergency had not happened. **Your clocks do not change** and no limit is extended. The app records the exception on your log.

Pick **None** in the same list to clear an exception. While one is active, the Dashboard shows *Active exception* above your status.



Adverse driving active

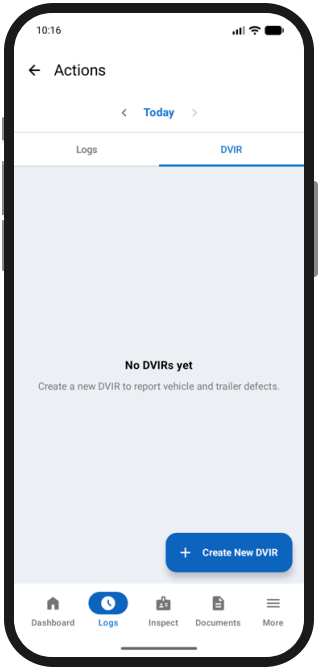
Only claim an exception that genuinely applies. Both are recorded on your log and both can be reviewed. Adverse driving does not cover conditions you knew about before you set off, such as forecast weather or normal rush-hour traffic.

13 Driver Vehicle Inspection Reports (DVIR)

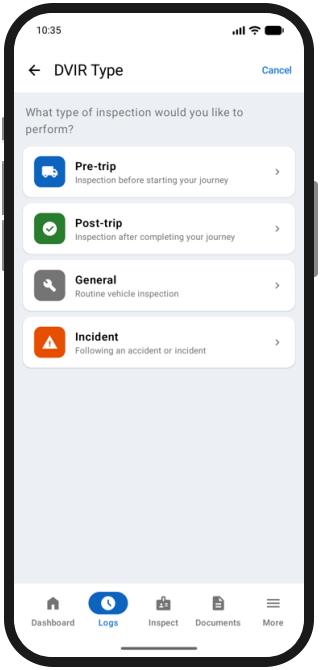
A DVIR is the electronic equivalent of the paper pre- and post-trip inspection form. Before and after each trip you must inspect your vehicle and report any defects. The app walks you through a step-by-step wizard to complete and certify each inspection.

STARTING A DVIR

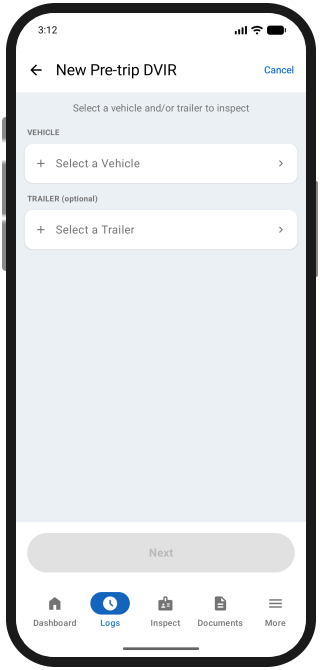
1. Open a DVIR from one of two places: the **Pre-trip**/**Post-trip** shortcuts for today under **Actions**, or **Logs** → **Daily Log** → **DVIR tab** → **Create New DVIR**.
2. If you started from **Create New DVIR**, choose the inspection type: **Pre-trip**, **Post-trip**, **General**, or **Incident**.
3. Select the vehicle to inspect, and add a trailer if you're pulling one. Tap **Inspect** on an asset to begin its inspection.



DVIR tab, empty



Select DVIR type



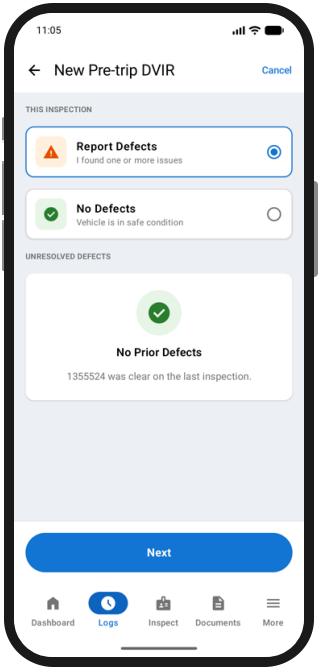
Asset selection

4. For each asset, choose **Report Defects** if you found an issue, or **No Defects** if it's clear. Any unresolved defects from that asset's last inspection are listed here. Tap one to review it before continuing.

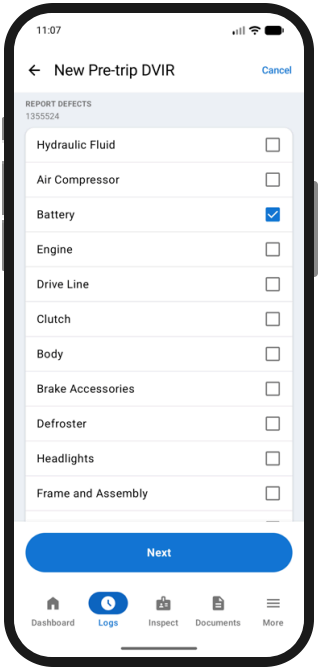
5. If you're reporting defects, select every defect type that applies from your company's defect list.

6. For each defect, set its severity and take or upload a photo. A photo is required before you can continue. Notes are optional.

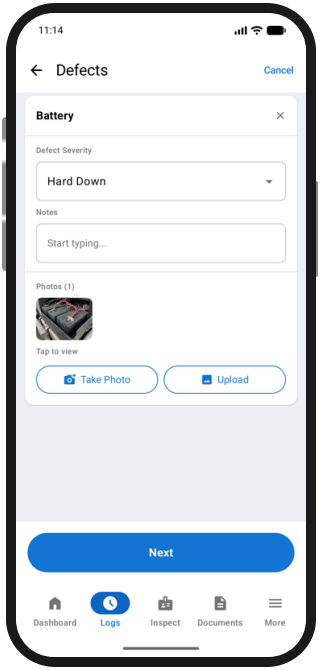
7. Repeat for the trailer if you added one. You can't move on to certifying until every asset is marked complete.



Report Defects choice



Defect type checklist



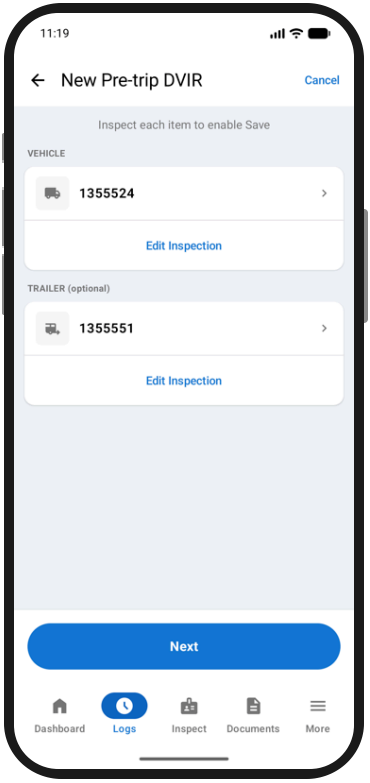
Defect details, photo attached

CERTIFYING THE INSPECTION

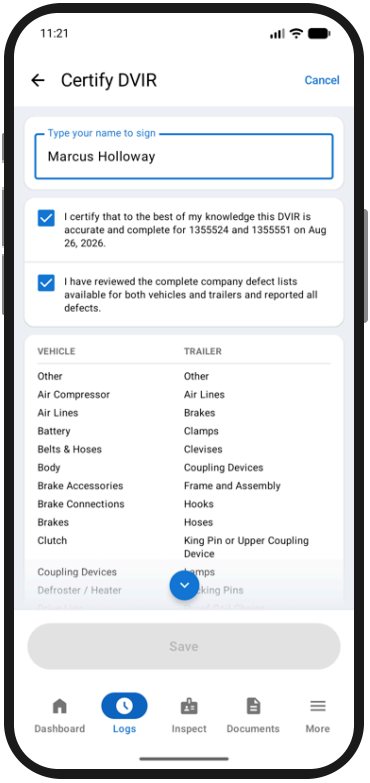
8 Once every asset is marked complete, tap **Next** to proceed to certification.

9 Enter your name and check the certification box. If any defects were found, a second box appears confirming you've reviewed the defect categories. Scroll through the table to the bottom to enable it.

10 Tap **Save** to certify and submit the inspection.



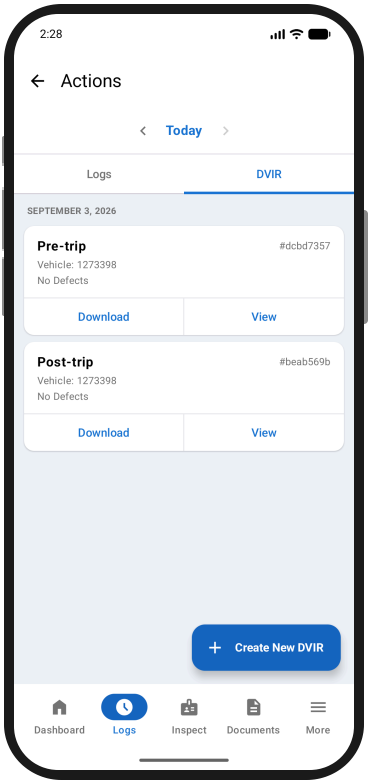
Inspections Completed



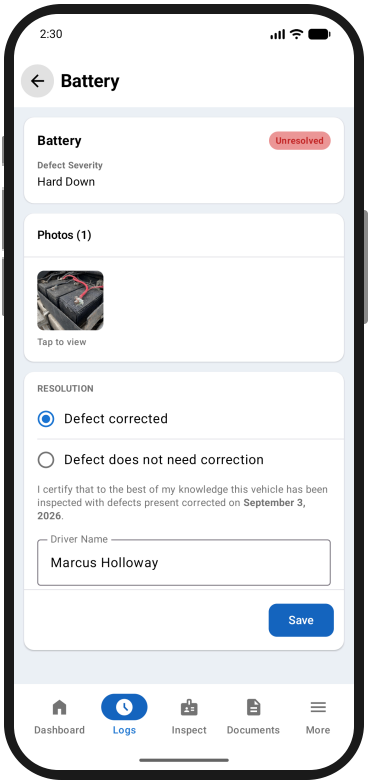
Certify DVIR

VIEWING PAST DVIRS

Completed DVIRs are listed under **Logs** → **Daily Log** → **DVIR**. Tap **View** to see the full report, or **Download** to generate a PDF. An unresolved defect can be resolved right from here. Open it, mark it **corrected** or **does not need correction**, and save.



DVIR list



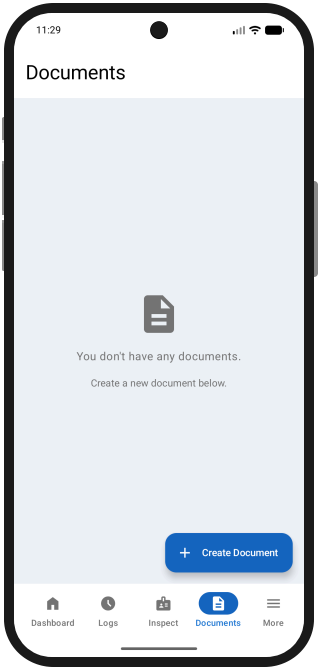
Resolve a defect inline

14 Documents

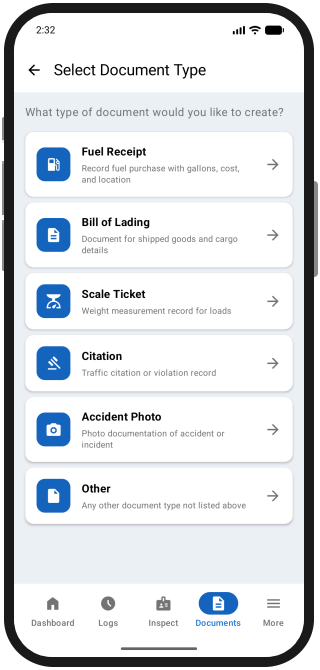
The Documents feature lets you capture and upload supporting records, such as fuel receipts, bills of lading, scale tickets, and more, directly from the app. Tap **Documents** in the bottom tab bar to open the document list.

ADDING A DOCUMENT

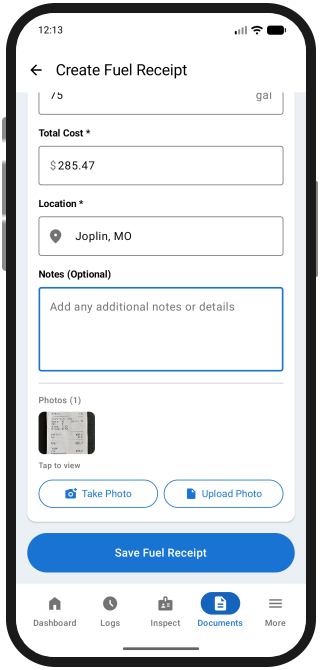
1. Tap **Documents** in the bottom tab bar.
2. Tap **Create Document**.
3. Choose a document type from the list.
4. Fill out the required fields of the form.
5. Tap **Save**.



Empty Documents List



Select Document Type



Document form

DOCUMENT TYPES

Fuel Receipt

Record fuel purchase with gallons, cost, and location.

Required fields: Date, Vehicle, Fuel Type, Gallons, Total Cost, Location, Photo.

Bill of Lading

Document for shipped goods and cargo details.

Required fields: Date, Photo.

Scale Ticket

Weight measurement record for loads.

Required fields: Date, Photo.

Citation

Traffic citation or violation record.

Required fields: Date, Photo.

Accident Photo

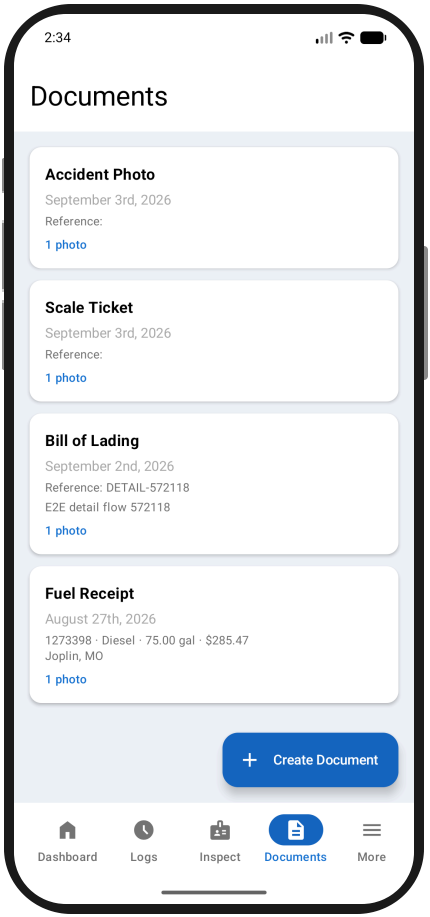
Photo documentation of accident or incident.

Required fields: Date, Photo.

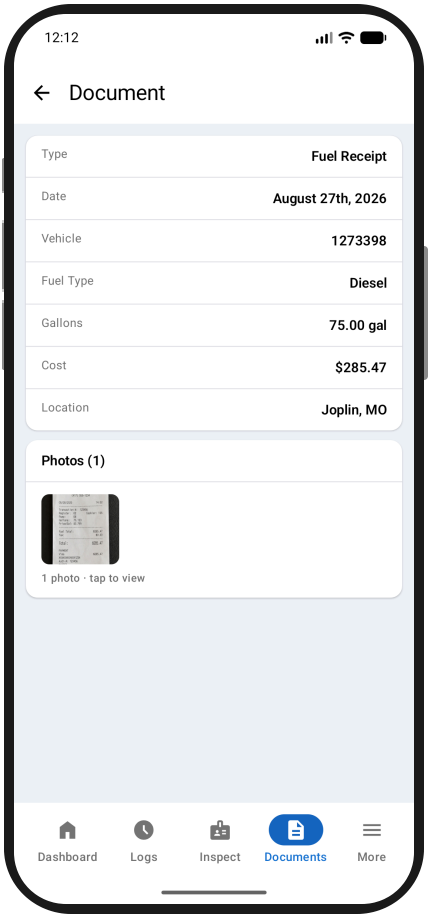
Other

Any other supporting document not covered by the types listed here.

Required fields: Date, Photo.



Documents list



Fuel Receipt detail

15 Account

The **Account** screen (More → Account) holds your driver profile and HOS settings. Some fields are read-only, set by your carrier. Others you can change here.

WHAT YOU CAN EDIT

Cycle Rule

Your active HOS cycle. Tap to change it. See **Hours of Service** (Section 12) for its limits.

Exemption

Any active HOS exemption, or **No Exemption** for standard work. Tap to pick from the options open to you. See **Hours of Service** (Section 12) for what each one changes.

Reporting Location

The home terminal recorded on your log. Tap to pick from your carrier's locations.

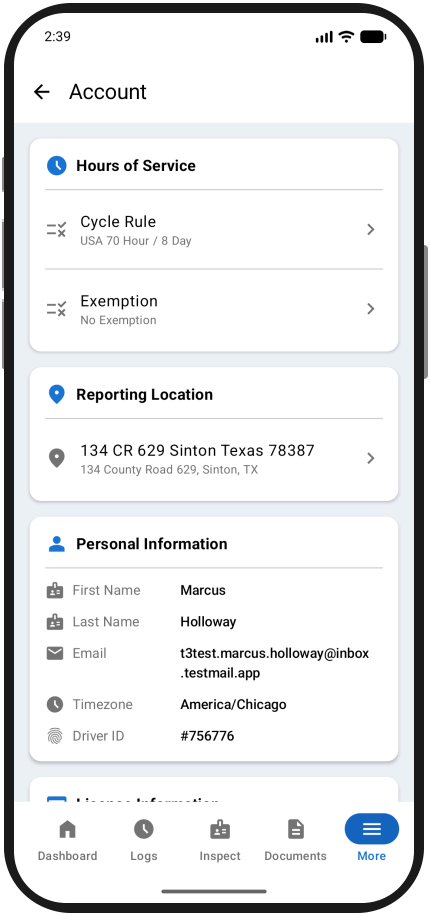
READ-ONLY INFORMATION

Personal Info

Your name, email, and timezone. Ask your fleet administrator to change them.

License Info

Your CDL number and issuing state. Set by your carrier and not editable here.



Account overview

16 Settings

Tap **More** in the bottom tab bar to access app settings.

DISPLAY

Change the app's **Appearance** between System Default, Light mode, or Dark mode.

LANGUAGE

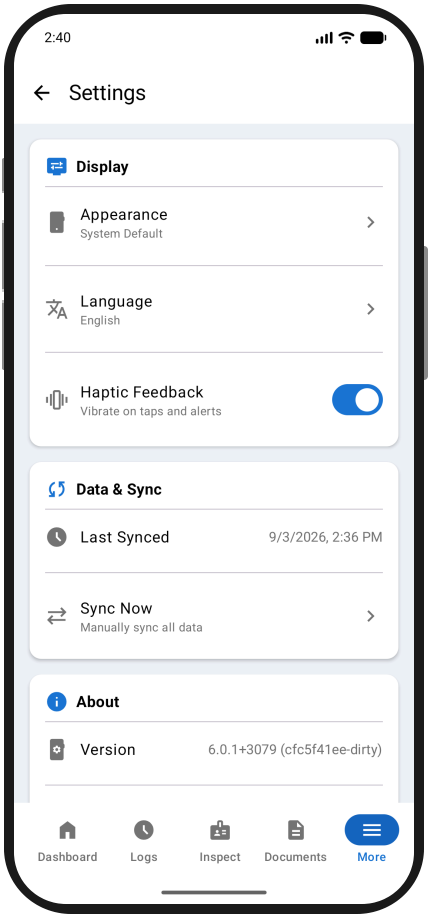
Choose the language used for the app interface. English and Spanish are currently available.

DATA & SYNC

The app syncs your log data automatically in the background. You can see when data was **Last Synced** and tap **Sync Now** to force an immediate sync if you suspect data is out of date.

ABOUT

The **About** section shows your app version number and device ID. Please have this information ready when contacting support.


2:40
Settings
Display
Appearance
System Default
Language
English
Haptic Feedback
Vibrate on taps and alerts
Data & Sync
Last Synced
9/3/2026, 2:36 PM
Sync Now
Manually sync all data
About
Version
6.0.1+3079 (cfc5f41ee-dirty)
Dashboard
Logs
Inspect
Documents
More

Settings

17 Paper Logs

A paper log is your backup when the app cannot record your hours. It is a **Driver's Daily Log** sheet with a 24-hour graph grid. You fill in one sheet for each day, by hand.

WHEN TO USE PAPER LOGS

Use paper logs when the app shows a red **ELD Malfunction** alert. See Section 11, **Malfunctions & Diagnostics**. An amber **Data Diagnostics** alert does not need paper logs.

1. **Tell your carrier in writing** within 24 hours.
2. Write your duty status on paper for **today and the 7 days before**, unless you already have those records or the app can still show them.
3. Keep using paper logs **until the ELD is repaired**. Your carrier has 8 days to repair it, or must ask FMCSA for more time. After 8 days, carry a copy of the FMCSA extension.

GET A BLANK LOG SHEET

Keep enough blank log sheets in the cab for **at least 8 days**. You can buy a log book at most truck stops. A book with carbon copies makes the copy for your carrier for you.

You can also print the FMCSA **Drivers Daily Log** template: elogs-docs.equipmentshare.com/assets/drivers-daily-log-template.pdf

FILL IN THE TOP OF THE SHEET

Date

The month, day and year the 24-hour period starts.

24-hour period starting time

The time your 24-hour period starts, for example *Midnight*. Your carrier sets this time.

Total miles driving today

The miles you drove in this 24-hour period.

Truck and trailer numbers

The unit number from your carrier, or the license plate and state, for each vehicle you drove.

Name of carrier

Each carrier you worked for today. If you worked for more than one, write the times you started and finished for each.

Main office address

Your carrier's main office. The city and state is enough.

Co-driver

The name of your co-driver, if you have one.

Shipping documents

The shipping document or manifest number, or the shipper's name and what you are hauling.

DRAW YOUR DAY ON THE GRID

The grid has four rows: **Off Duty**, **Sleeper Berth**, **Driving** and **On Duty (not driving)**. It runs from midnight to midnight. The small marks are 15 minutes apart.

1. Use the **time zone of your home terminal**, even when you drive in a different time zone.
2. Draw a line along the row for your duty status at each time of day.
3. When your status changes, draw a line straight up or down to the new row. The line must have no gaps and must not overlap itself.
4. Keep the grid up to date to your **last change of duty status**. If an officer stops you while you drive, the last entry must show when and where you started driving.

REMARKS, TOTALS AND SIGNATURE

Remarks

At each change of duty status, write the city or town and the state, for example *Denver, CO*. Write the malfunction here too, for example *ELD malfunction, paper log in use*.

Total hours

Write the total hours for each row at the right side of the grid. The four totals must add up to **24**.

Signature

Sign each sheet with your full legal name. Your signature says the entries are true and correct.

KEEP AND HAND IN YOUR LOGS

1. Fill in each log **in duplicate**: an original and a copy.
2. Give the original to your carrier **within 13 days**.
3. Keep the copies for **today and the 7 days before** in the cab.
4. At a roadside inspection, show the officer your paper logs. See Section 10, **Roadside Inspection**.

GOING BACK TO THE APP

When the ELD is repaired, sign in to the app and use it again. Keep your paper logs for the days of the malfunction, and give the originals to your carrier.

MORE EXAMPLES

FMCSA publishes filled-in example logs for many types of work day: fmcsa.dot.gov — Hours of Service Logbook Examples