TrackM2M-VisTracks

eLog/ELD Training Notes

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1   Introduction

This guide covers eLog/ELD essential training to provide a driver with required knowledge to use most features of app properly. Please see VisTracks HOS Quick Start Guide and VisTracks HOS User Guide for more details. These documents are available for download from:

http://trackm2m.com/support/VisTracks_HOS_Quick_Reference_Guide.pdf

http://trackm2m.com/support/VisTracks_HOS_User_Guide.pdf

Also see Help & Support in the main menu of the app.

2   Recommended Daily Routine Check List

☐ At the beginning of a work shift, enter the cab, start the truck engine and turn on lights with 4 way flashers for vehicle inspection purposes.

☐ Power up the TomTom or tablet used for eLog (the TomTom/tablet may power up automatically when starting the truck). See Section 3.1

☐ Login to eLog app (see Section 4.1) and check that correct driver name, truck name and trailer name are displayed on the main screen. Switch vehicle(s) as necessary if these are not shown correctly (see Sections 4.3 and 4.4).

☐ Change duty status to On Duty ND (see Section 4.5).

☐ Check that eLog app is properly connected to VBUS. Manually connect if necessary (see Section 4.2)

☐ Tap DVIR button, tap Inspect button and tap Pass All button to begin vehicle inspection. For trailer, tap back button and also tap Inspect button next to trailer followed by Pass All button. Do not tap Finish button at this time. Tap back button and you should see one or two vehicle inspection reports listed with "In progress..." status (see Section 4.6.1).

☐ Go outside and perform a circle check on the vehicle(s) (see Section 4.6.2).

☐ Tap LOGS button and check if all recent logs are certified (not including today). Certify all logs up to and including yesterday (see Section 4.7).

☐ After circle check is completed, tap 3 vertical dots to the right of "In progress..." and tap View selection from menu. Add notes to items on vehicle inspection check list as necessary and finally tap Finish button. Complete remaining questions for vehicle inspection to certify the report. Repeat vehicle inspection certification steps for trailer if necessary (see Sections 4.6.2 and 4.6.3).

☐ Start driving. Duty status will automatically change to Driving.

☐ Optional: When stopping truck for more than several minutes, change duty status to On Duty ND (this will occur automatically after 5 minutes). Or, change to Off Duty status if you are taking a break from work duties (see Section 4.8).

☐ For travel in USA, tap START BREAK button at the time you will be taking required 1/2 hour break (see Section 4.10)

☐ At the end of work shift, change status to Off Duty or Sleeper (see Section 4.11).

☐ Refresh/Synchronize to update your office staff.

☐ If truck may be used by another driver, be sure to log out (see Section 4.11).

3   Using the TomTom Bridge

The TomTom Bridge tablet is optional and may or may not be part of your eLog/ELD system. If your eLog/ELD does not include a TomTom Bridge, you may skip this section.
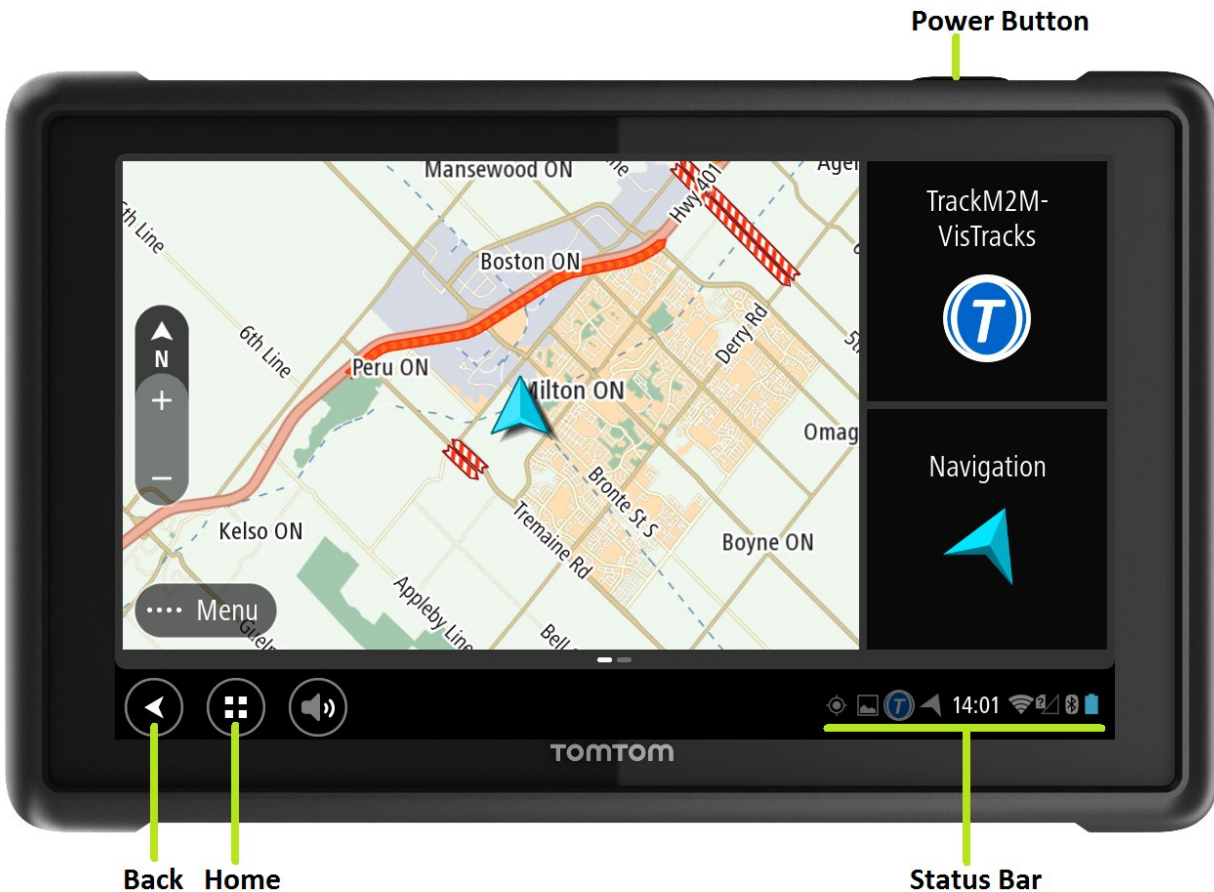
Fig. 1 shows TomTom home screen.

Fig. 1: TomTom home screen.

3.1   When TomTom power is OFF:

Press and hold Power Button for a few seconds to turn power on.

3.2   When TomTom power is ON:

Press Power Button quickly to toggle screen on or off. If screen shuts off automatically and you need it on, press Power Button once quickly to turn screen back on.

Press and hold Power Button for a few seconds to open selections:

>   Power off
>   Restart
>   ...
>   Take a screenshot

Tap "Power off" to turn power OFF.

Tap "Restart" to restart TomTom.

3.3   On Home Screen:

Tap anywhere on map to show map as full screen. In the full screen map, double tapping anywhere on the map will zoom in.

Tap TrackM2M-VisTracks icon to enter eLog/ELD app.

Tap Navigation icon to start navigation app.

Tap Home icon (lower left, see Fig. 1) to return to home screen.

3.4   Removing TomTom from cradle:

Reach behind TomTom and press down on the cradle release (see Fig. 2). Pull the top of the TomTom forward while holding the cradle release down. The TomTom now comes out of the cradle. It is easiest to perform removal using both hands.

While the TomTom is out of the cradle, power remains ON, but the screen may go blank. Press the Power Button once quickly to turn the screen back on if needed.

Return the TomTom to the cradle by inserting the bottom and pushing the TomTom back against the cradle until it clicks into cradle.

Press down

Fig. 2: TomTom cradle showing release mechanism.

3.5   About Recharging the TomTom

The TomTom will recharge as needed when it is inserted in the cradle and the vehicle ignition is ON.

When vehicle ignition is turned OFF or TomTom is removed from cradle, a message will appear with two choices:

Power off: Tap this button turn power off on TomTom. This option is recommended at the end of a work shift when all final steps (set status to Off Duty, possibly Log out, etc.) have been completed and the truck is being turned off.

Cancel: Tap this button if you need the TomTom to stay powered on. Some examples might be, if the truck will only be off for short time or the TomTom is being removed from cradle for a roadside inspection.

Note: If the TomTom is left powered on while it is not able to recharge, the screen will shut off after about 5 minutes and the TomTom will enter a "sleep" or low power usage mode. In this mode, the battery may be depleted within several hours.

Note: The TomTom can be recharged with a USB cable only if the screen is toggled to off mode.

3.6   Do NOT do the following to TomTom

The TomTom is delivered to the end user with a particular configuration. Do not perform the following functions as these may wipe out required configurations or cause excessive data usage causing internet connectivity to shutdown:

- **Do NOT perform Factory Reset**: (Settings >> Reset) Removes eLog/ELD app, eLog data and deletes many configuration details.

- **Do NOT use "Software update" app**: USES EXCESSIVE DATA, may delete configuration details. The data plan included with TomTom cannot handle this update. This operation should only be performed using an SD-card and only by TrackM2M technicians.

- **Do NOT use Tethering & portable hotspot**: The data plan included with the TomTom only has capacity for eLog and TomTom traffic report data. Tethering/hotspot can easily cause the data plan to be severely exceeded and shutdown for the remainder of the month.

- Do not use internet browser because there is a high possibility of using excessive data. Data usage may be acceptable if browser is used very briefly, infrequently and/or only on websites that are known to use small amounts of data.

If you believe there is some reason that the above functions are required, contact technical support at TrackM2M.

4 TrackM2M-VisTracks eLog/ELD

4.1 Login

From home screen, tap the TrackM2M-VisTracks icon to start the eLog/ELD app. If you are not already logged in, you will see the login screen as shown in Fig. 3

Username: Appears in the format of an email address, but may not be a real email address. Your manager will provide this information.

Password: Your manager will provide this information. To protect the integrity of your eLog/ELD account, NEVER share your password with co-workers or anyone else.

Fig. 3: TrackM2M-VisTracks eLog/ELD login screen.

Note: If you are logging on for the very first time, the TomTom or tablet/phone must have internet connectivity and the login process will take longer than normal as the account is being initialized.

4.2 Connection to ECM/VBUS

For compliant ELD logging, the app must connect properly to the signals of the engine control module (ECM) of the vehicle. Behind the dashboard, a small computer called the Geometris whereQube 84 is installed which facilitates communication between the TrackM2M-VisTracks eLog/ELD app on the TomTom/tablet and the ECM of the vehicle. The ECM is connected to communication wiring known as the VBUS. For the purposes of ELD, the terms ECM and VBUS may be used interchangeably.

The current state of the connection between the TrackM2M-VisTracks/TomTom/tablet and Geometris/ECM is indicated by the 3rd icon from the top right corner of the action bar (see Table 1 icons related to VBUS connection). The square icon with an X indicates no connection. A flashing radio signal icon indicates a connection is being attempted, but not complete. A solid radio signal icon indicates the connection is completed.

Table 1: Action Bar Icon Definitions

Icon	Description	Notes
	Logout: Tap to logout of app.	
	Refresh/Synchronize: Tap to refresh data / synchronize with database.	
	Solid: VBUS Connected: Vehicle computer connected to phone/tablet. Flashing: VBUS Attempting Connection, but not connected.	
	VBUS Not Connected: Vehicle computer not connected to phone/tablet. Flashing: Trying to connect, but not succeeding if flashing persists. Tap to initiate connection process.	Need to connect
	Pending Edit Request: Tap to view/approve pending edit requests.	Need to approve
	Data Diagnostics: Tap to view data diagnostics events dialog.	Need to clear
	Malfunction: Tap to view malfunction events dialog.	Need to clear
	Main "Hamburger" Menu: Access to more options and settings.	

When you have a disconnected status, the third icon from top right corner will display a square with X or flashing radio signal icon.

The disconnected status may also be indicated by a yellow bar across the top of the app displaying the message "Vehicle disconnected" as shown in Fig. 4.

The eLog/ELD app needs to be connected to the ECM/VBUS.
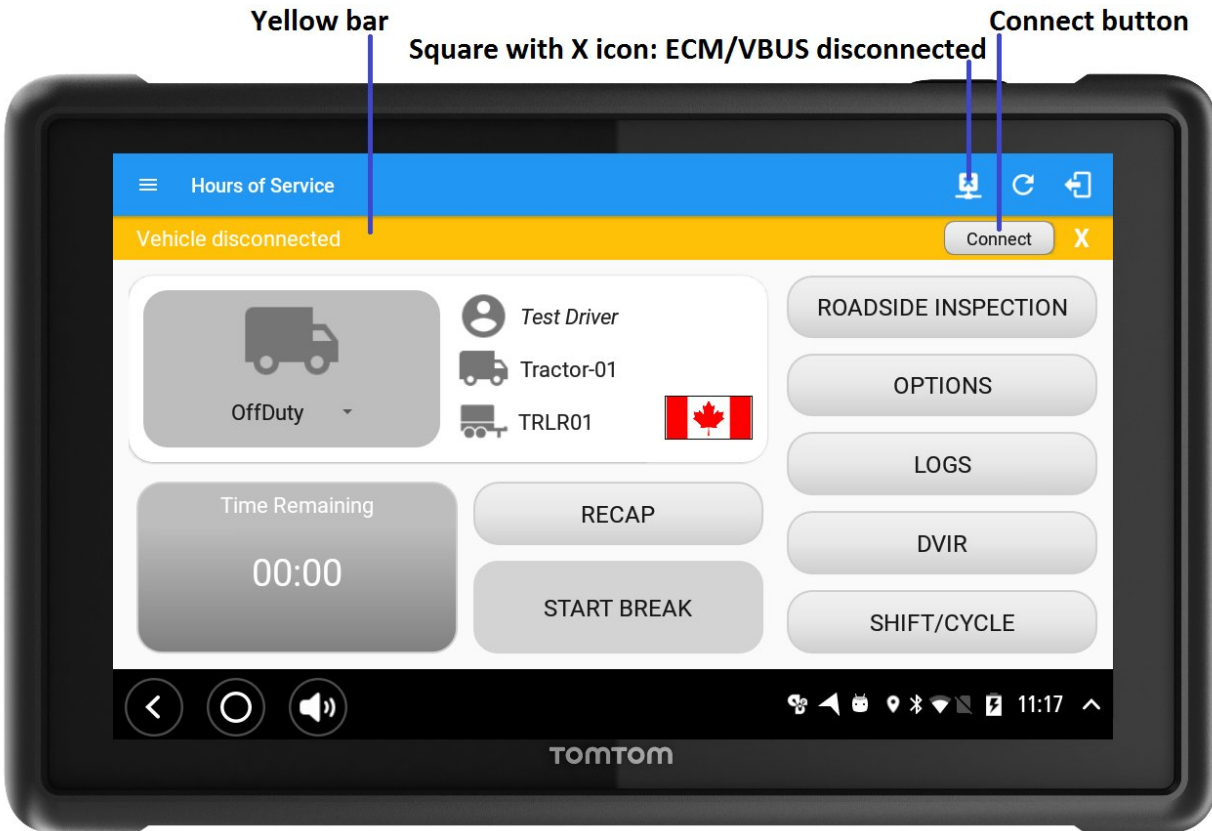
Fig. 4: ECM/VBUS disconnected status.

If the app is not able to connect automatically (flashing square with X icon), apply the following procedure for manual connection.

Tap the square with X icon if yellow bar with Connect button does not appear.

If you see the VBUS Progress dialog trying to automatically connect for more than several seconds, tap "STOP CONNECTION" in lower left corner of dialog.

Tap the Connect button or VBUS connection icon, see Fig. 4.

Tap "MANUAL CONNECTION" in the lower left corner of the dialog.

The next dialog shows a list of device names. Typically, the only name in the list is Geometris. Tap NEXT button in lower right corner of dialog.

The next dialog will list available devices for Bluetooth connection as shown in Fig. 5. Normally, you will see only one listing starting with the characters WQ-84X...; tap this

item to connect. If you see more than one Bluetooth device listing, usually the WQ-84X... device at the top of the list is the one you need to connect with (has the strongest signal).
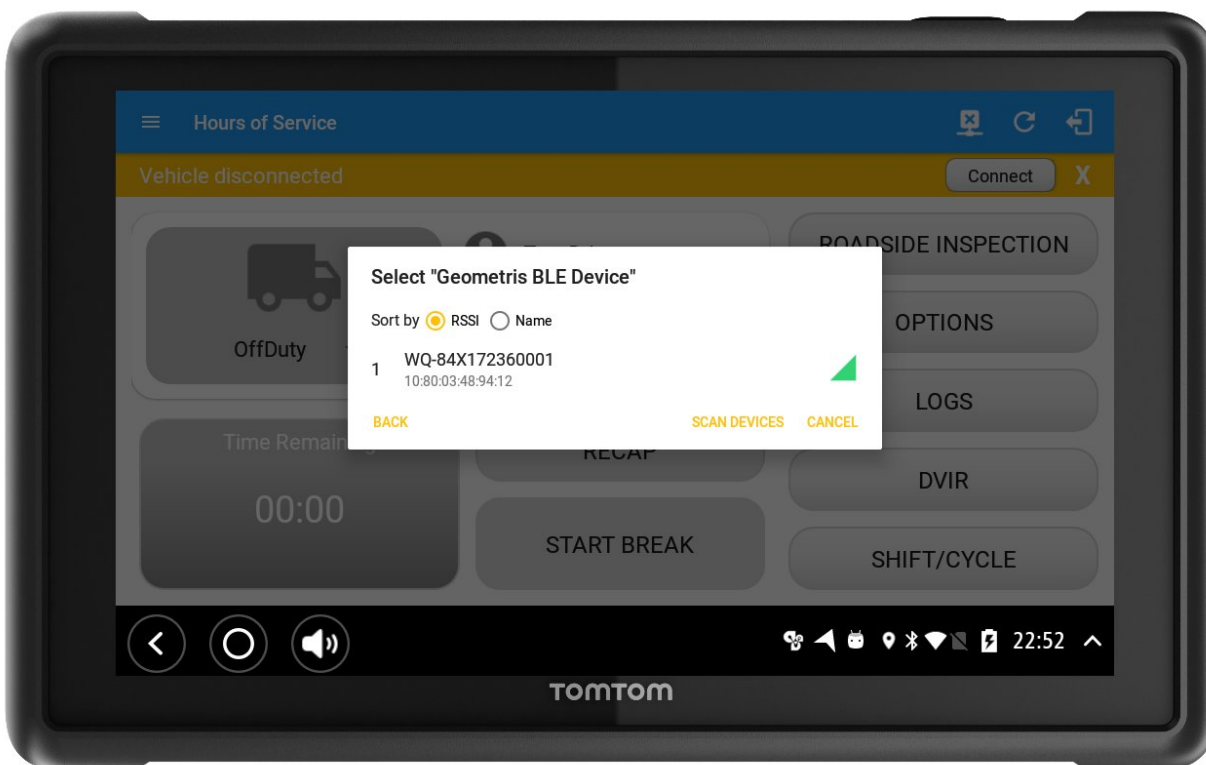
Fig. 5: Tap Bluetooth device listing WQ-84X... to complete connection.

Note: If there are 2 or more WQ devices with similar signal strength, you may need to know the last 2 or 3 numbers for your Geometris whereQube (WQ) device. You can get this number from your manager.

Note: If you are in a truck with a Geometris device installed and there are no WQ devices listed, try tapping SCAN DEVICES to refresh the list. If after scanning, no devices show, try restarting the TomTom/tablet.

4.3   Selection of Truck/Tractor

To select a truck/tractor or switch to a different truck/tractor, tap the truck icon under the driver icon or tap the OPTIONS button followed by the SWITCH EQUIPMENT button. To the right of Vehicle Name label is a drop down list. Tap the drop down list to see all available trucks/tractors in the list. Tap the appropriate truck/tractor to select it. Finally, tap OK (or SWITCH) in the lower right corner of the dialog.

4.4   Selection of Trailer

This is a similar procedure to selecting the truck/tractor, except you need to apply the following steps:

1. Select trailer from drop down list of trailers.

2. Tap ADD button.

3. In list of Attached Trailers, remove any trailers that are not presently hooked up to truck by tapping red X to the right of the trailer ID to be removed.

4. Tap OK button (or SWITCH button in older versions of app).

5. A "Switch Equipment" dialog is presented asking if you want to proceed with DVIR at this time. Select NO or YES.

4.5   Selecting Duty Status

Duty status can be manually selected from the eLog Main Screen (or Dashboard) as shown in Fig. 6.
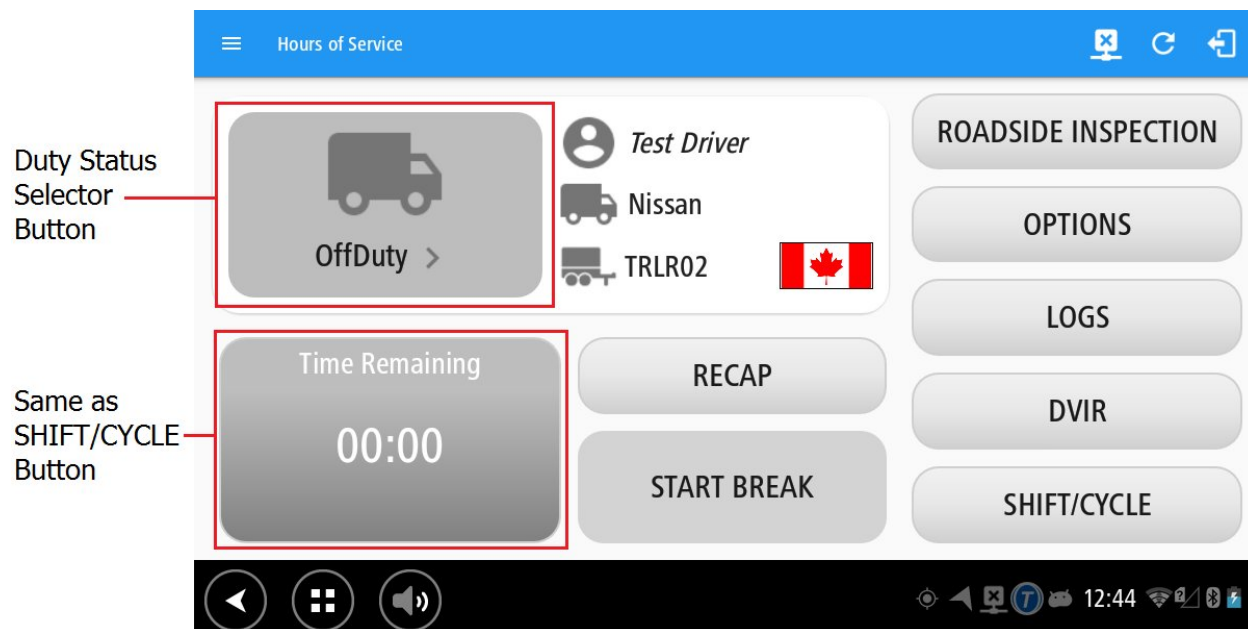
Fig. 6: eLog app Main Screen (or Dashboard) showing Duty Status Selector button.

Tap the Duty Status Selector button to change the status manually. The Change Status screen in Fig. 7 will be displayed.
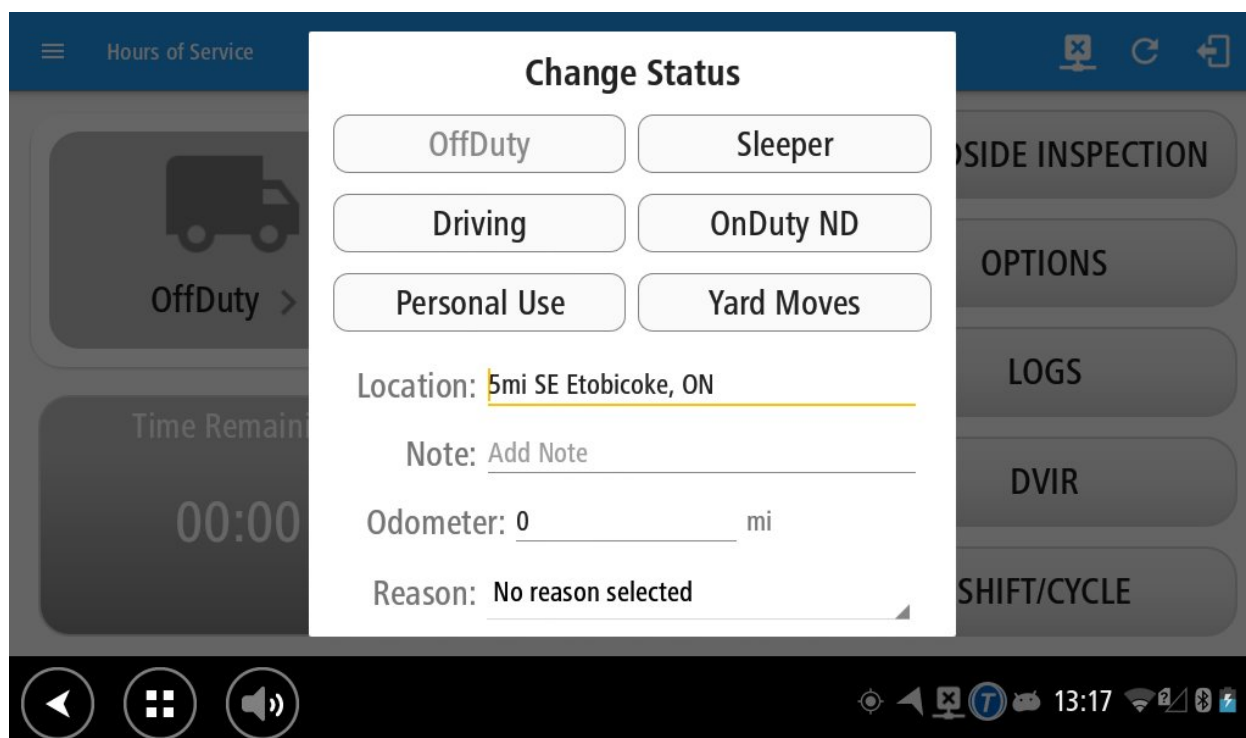
Fig. 7: Change Status screen.

From the Change Status screen shown in Fig. 7, select the desired status at the top. Personal Use and Yard Moves may or may not be available for your account; if you require these capabilities, but do not see them listed, ask your manager or contact TrackM2M support. Optionally, you may tap on the Note field to create a note that will be inserted into the log. Location and Odometer fields should be filled automatically. Scroll to the bottom of this screen and tarp Save button to change status (or Cancel button to make no changes).

Note: "OnDuty ND" stands for "On Duty Not Driving" and is often referred to as just "On Duty" in this guide.

Note: "Personal Use" status may or may not be available depending on whether the carrier has decided to make this option available to drivers.

4.6   DVIR (Driver-Vehicle Inspection Report)

Note: The following procedure ensures that the DVIR report will indicate how many minutes were spent performing the DVIR:

Important: Before starting the vehicle inspection, enter the cab, turn on the eLog/ELD system and log into the system if necessary. Next, switch to On Duty status (if you forget to switch to On Duty status, the system will remind and enforce this step as you follow this procedure, see "Initiating DVIR Session(s)" step 3).

4.6.1 Initiating DVIR Session(s):

1. Tap the DVIR button to initiate the Driver-Vehicle Inspection Report (DVIR).

2. Optional: The default settings in the DVIR Details section are Type: Pre-trip and Inspector: Driver. Change these settings using the drop down selections if necessary.

3. Tap the INSPECT button to the right of the Tractor/Truck ID. Note: If you are not in On Duty status, the app will present a dialog question asking if you would like to switch to On Duty at this time. Tap YES button to proceed with DVIR.

4. Tap the Pass All button to show every item in the list as passed.

5. Tap back button (left pointing arrow in top left corner of screen). Note that the truck/tractor DVIR session you started is listed as "In progress" in the Current DVIR section.

6. If a trailer is hooked up, tap the INSPECT button to the right of the Trailer ID.

7. If a trailer is hooked up, tap the Pass All button to show every item in the list as passed.

8. If a trailer is hooked up, tap back button (left pointing arrow in top left corner of screen). Note that the trailer DVIR session you started is listed as "In progress" in the Current DVIR section.

### 4.6.2 Performing Physical Inspection (Circle Check):

1. Go outside of the vehicle and perform the physical circle check inspecting each component of the tractor/truck and trailer (if a trailer is hooked up). Optional: Bring the TomTom/tablet with you during the physical circle check to change the pass status for items on the list (if items don't pass), to make notes about

specific items and/or take photos of specific items. To open one of the current DVIR reports, tap the 3 vertical dots to the right of "In progress" and tap "View". See Fig 8 for an example of an item with noted issues.

2. Return to cab after physical circle check is completed.

3. For tractor/truck DVIR, tap 3 vertical dots to the right of "In progress" and tap "View".

4. If there are any issues to be noted for specific items, scroll down the DVIR list to find the item(s). Tap on the green "thumbs up" icon to toggle to a red "thumbs down" icon if necessary. Tap once again to toggle icon to N/A and tap again to return to green "thumbs up" icon. Continue toggling to select the appropriate icon. See Fig. 8 for example. Tap the severity level (triangle with ! icon) to toggle between green (minor), yellow (medium) and red (major).

5. Optional: Tap the camera icon for an item to take a photo of the item to document its condition for the purpose of showing a defect. After taking photo, tap the checkmark icon to save photo (tap the X icon to discard a photo). See Fig. 8 for example.

6. Optional: Tap the comment icon to enter a comment for a specific item. After entering comment, tap back button in lower left and finally the OK button to save the comment. See Fig. 8 for example.

7. If a trailer is hooked up, repeat the above steps for the trailer.

4.6.3 Completing DVIR Session(s):

1. While viewing the DVIR list for the tractor, tap the "Finish" button.

2. Optional: Tap in the General Comments section to insert any general comments. This section can be left blank.

3. Select one of the radio button selections: ( ) Defects Corrected, ( ) Condition Satisfactory, or ( ) Condition Unsatisfactory.

4. Scroll down and tap FINISH DVIR button.

5. Tap YES button on "Certify DVIR" dialog message to certify the DVIR. Note that the listing in Current DVIR section changed from "In progress" to "Certified".

6. If a trailer is hooked up, repeat the above steps for the trailer.
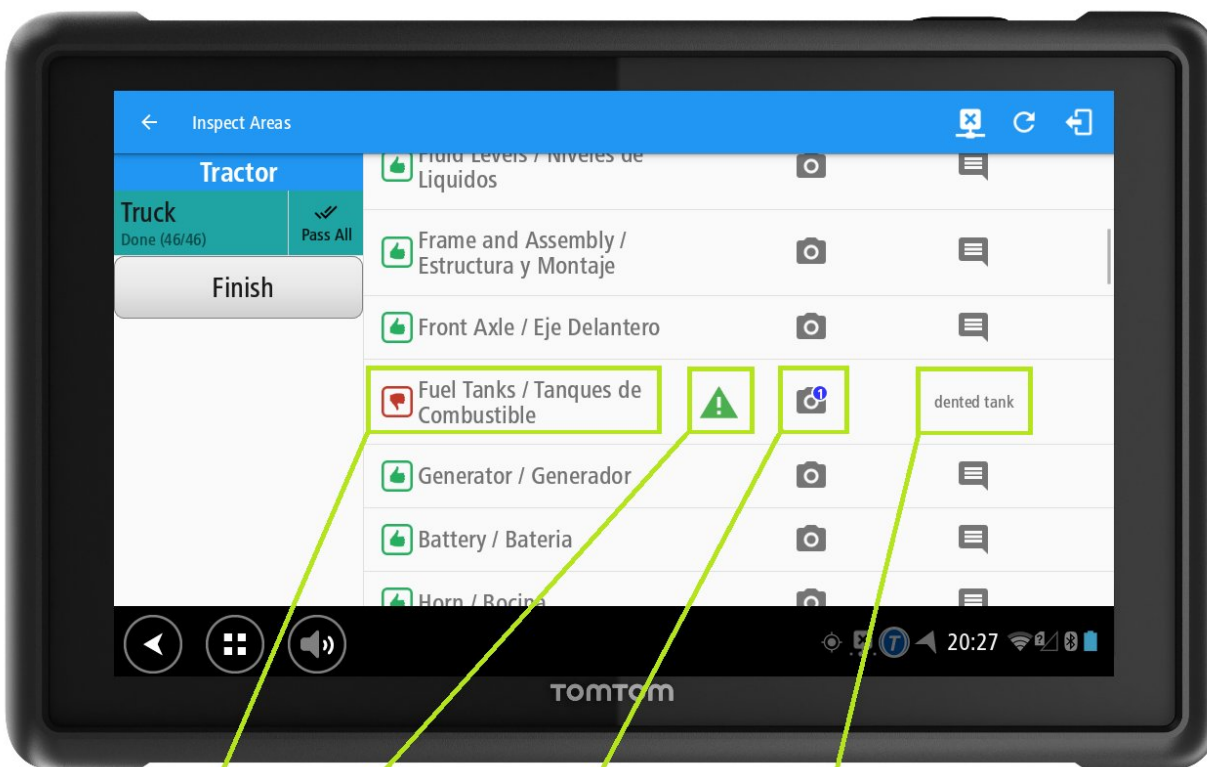
Toggle icon to   ⚠ **Green: Minor**   **One photo**   **Created a**
"thumbs down"   ⚠ **Red: Major**   **taken**   **comment**

Fig. 8: Example of specifying a DVIR defect.

Note: It is possible to completely start and finish the DVIR after the physical inspection, but the duration of the inspection will not be calculated and will just show zero minutes. By the following the recommended procedures in this section, the duration of the whole inspection process is recorded in the DVIR report.

Note: Photos are not part of the printed/PDF DVIR report, but are available for viewing by carrier office staff. These photos may be helpful in documenting and assessing repair requirements for the vehicle.

4.7   Certifying Logs

It is highly recommended to have a routine of certifying yesterday's log at the start of each work day. It is also acceptable to certify today's log at the end of the work shift. Note that it is possible to un-certify a daily log if further edits are required.

Tap the LOGS button to display the view shown in Fig. 9.

Fig. 9: Checking logs to see if they have been certified.

To certify a log, start with the oldest log that needs to be certified and tap on the Certify icon at the far right side of a day's log as shown in Fig. 9. Answer the question affirmatively Certify Log...AGREE. On older versions of the app you may need to tap answers to two additional questions: You have successfully certifed log! OK and final question about emailing log is not usually necessary...Log Report, Email the certified log now? NO.

Note: The "Generating certified log PDF..." message can take several seconds or sometimes longer to complete.

4.8   Duty Status: On Duty ND

When arriving at work, typically the first duty status to select is On Duty ND (Not Driving). This should be performed as the very first step when beginning a work shift for the day. See section 4.5 for how to manually select duty status.

To transition from On Duty ND to Driving (or Off Duty to Driving), no interaction with the app is necessary...just start driving and the duty status will change automatically.

Note: If the truck is setup for AOBRD instead of ELD, the transition from On Duty ND to Driving may need to be set manually depending on the speed threshold setting for the customer account. Ask you manager for details if AOBRD is being used.

When the vehicle is stopped, it is recommended to manually switch to On Duty ND for the purpose of conserving the maximum amount of driving time for the shift. Any time the vehicle will be standing still (or moving less than 5 mph) for more than a few minutes, manually select On Duty ND from the Duty Status drop down. Note that for ELD, a dialog will prompt for changing to On Duty ND if the truck sits still for more than 5 minutes.

4.9   Roadside Inspection

When an inspector asks to see your logs, tap the Roadside Inspection button, followed by tapping the **Start Review** button.

The screen will show the date near the top of the screen with arrows on either side of the date. The inspector can tap the arrows to move to the prior day or next day (up to 7 or 14 days of history depending on country and cycle). The inspector can scroll up and down on each day's log to review the details which includes the hours of service graph.

Note: The app will not allow the inspector to leave the Roadside Inspection section. For the driver to return to the main screen of the app, the driver will be prompted for the password.

4.9.1 Data Transfer...

Eventually, the primary method inspectors will use to collect log data will be the data transfer method. As of 2018, the technical details of implementing data transfer methods by inspection stations is in early stages and most inspections rely on visual inspection of logs. There are up to 4 modes of data transfer:

Bluetooth
USB (Android Only)
Email
Web Service

Tap **Data Transfer** button to initiate and select a data transfer method

4.10 Half Hour Break (USA Only)

Driving in the USA requires a 30 minute break during the shift. Tap the **Start Break** button to start a 30 minute countdown clock. This time will appear as Off Duty on the logs.

4.11 Going Off Duty

At the end of the shift select Off Duty status. Your manager will instruct you whether you should also log out of the system at the end of your shift; this is often a policy for companies where drivers often use different trucks each day.

4.12 Moving Truck During Off Duty / Sleeper (5 MPH Rule)

If the truck needs to move a very small distance during the driver's Off Duty or Sleeper time, for example, to move from one parking spot to another, be aware that the software will detect the movement of the truck and automatically change the status from Off Duty / Sleeper to Driving. The threshold speed for detecting movement of the truck is **5 MPH** (this may be different if you running AOBRD mode). If you move the truck very slowly, keeping the speed below 5 MPH, then the status will not be changed from Off Duty / Sleeper. This is important for achieving a full 10 hour daily reset when the truck needs to be moved during the 10 hours off.

4.13 Driving Rules Country

There are different federally mandated hours of service rules for USA and Canada. The TrackM2M-VisTracks app is designed to automatically detect international border crossings and apply the appropriate national rule set. However, due to various circumstances, it is possible that this automatic detection can fail on some rare occasions.

The rule set being applied currently is shown by the national flag icon near the middle of the main screen as shown in Fig. 4. This flag icon should always match the country where you are currently located/driving.

The flag icon should change appropriately whenever crossing international borders.

If the flag icon does not change automatically at the border crossing or is showing incorrectly for the country you are presently located/driving, you can change the driving rule country by tapping on the flag icon and selecting the correct country.

4.14 Team Driving

Two approaches to team driving are possible:

1. Each driver uses their own account independently as if they are driving alone.
2. The Co-driver Logon method built into app.

4.14.1 Independent Drivers

This works perfectly well and the drivers can even share the same device which is the best way for this approach because this guarantees that only one driver is logged in at a time.

4.14.2 Co-driver Logon

This approach is best because it allows for some extra functionality that is not possible using the independent driver approach. Further, this approach manages the team of drivers as a group and enforces certain sensible rules.

The first driver to login is regarded as the "primary" driver and has more control over certain processes than the secondary driver to login. Some functions can only be performed by the primary driver and these will be indicated by messages.

4.15 ELD has malfunctioned. Revert to using paper logs

There are numerous Data Diagnostic and Malfunction messages. The complete list is given in the VisTracks Hours of Service User Guide available for download from the trackm2m.com website.

One particular system message will be mentioned here because you will see this message from time to time:

Warning!

ELD has malfunctioned. Revert to using paper logs.

[OK]

Normally, **you can safely disregard this message**, tap OK button and continue on with electronic logging. You will see an "M" icon appear in the title section of the app. Tap on the M and clear the message (see next section).

4.16 Clearing D and M Messages

Occasionally, the app will accumulate D (Data Diagnostics) and M (Malfunction) messages. These messages are required by ELD regulation and generally correspond to small deviations from required signal timing. For example, these deviations often occur when starting the vehicle's ignition.

When you see the D and/or M icons in the top right of the app, tap on these to open a screen where you can clear these messages.

The technical details that cause these messages are generally of no concern to the driver. However, if you notice these messages being generating very frequently (many times within each hour), please contact TrackM2M as this may indicate hardware issues that require review.

4.17 When Can I Start Driving Again?

OPTIONS >> **GAIN TIME**

Tap OPTIONS button followed by GAIN TIME button to see the time when your daily reset will occur. This can be done while you are in Off Duty status.

4.18 Adding Remarks to Log

OPTIONS >> **REMARK**

Tap OPTIONS button followed by REMARK button to add a remark to the log.

Remarks are used in situations where the log exhibits some unusual pattern that may require additional explanation.

4.19 Exceptions

You may specify an exception such as adverse driving conditions to add 2 hours of driving time.

OPTIONS >> **EXCEPTION**

Tap OPTIONS button followed by EXCEPTION button. Select the "2 Hour Driving Extension for Adverse Driving Conditions" exception and tap OK. This will add 2 hours of available driving time for today.

Note: Other exceptions are also available, but these are typically oriented towards specialized types of hauling.

Note: Compliance officers may question the reasoning for specifying exceptions. Be prepared to explain the particular circumstances for an exception; actual evidence of the circumstances may be helpful. Using exceptions more often may attract more attention and scrutiny from compliance officers.

5 Advanced eLog/ELD Procedures

This section covers more advanced topics on using the eLog/ELD system.

5.1 Personal Use (Personal Conveyance)

If you are using the truck outside of work duty, for example, to travel from your home to your workplace, you will need to use Personal Use (also know as Personal Conveyance) to show these hours as Off Duty even though the truck is in motion. If the Personal Use button is not available on duty status selection dialog screen, ask your manager about enabling this feature for your account.

5.2 Editing Logs

In some cases, the recorded logs are incorrect and need to be corrected. Logs can be edited by the driver using the app or office staff using the portal website. All types of edits must be "accepted" by the driver using the app before they are inserted into the logs.

Note: Automatic transitions in the logs cannot be edited. Automatic transitions can be avoided by proactively, manually performing duty status changes before they are performed automatically.

The best advice on the topic of editing logs is to avoid it by always being cognizant of what your ELD system is recording as your present status and fix the problem now if the status is incorrect rather than waiting until later.

A common issue for team driving occurs when the primary driver was not properly selected at the time drivers switch. Another advantage of using the Co-driver Logon approach is that it is relatively easy to correct this problem with an edit. Again, it is best to be careful and avoid the need for such edits.

5.3 Photos (OPTIONS >> DOCUMENT)

The TrackM2M-VisTracks app has an additional feature that stores photos taken with the TomTom/tablet in the log data. These photos are not part of the certified log reports, but are available for viewing by carrier office staff.

Glossary

CAN (Controller Area Network) or CAN-BUS or VBUS: An electrical wire bundle that connects all of the vehicle's main computers together such that they can communicate with each other.

ECM (Engine Control Module): The main vehicle computer responsible for controlling engine and transmission functions.

ELD (Electronic Logging Device): A combination of hardware devices and software that perform the function of logging a truck driver's hours of service.

FMCSA (Federal Motor Carrier Safety Administration): A United States federal level government department under Department of Transportation (DOT) which oversees implementation and enforcement of legislation applying to trucks and commercial vehicles.

GPRS (General Packet Radio Service): Packet oriented data communication protocol designed to work within a GSM system. GSM systems generally integrate/include GPRS.

GPS (Global Positioning System): L1/L2 bands 1575.42/1227.60 MHz

GSM (Global System for Mobile Communications): 2G 900/850 MHz, 1800/1900 MHz; 3G 2100 MHz.

hex (hexadecimal): Base 16 number representation.

HoS (Hours of Service): A recorded log of truck driver's time spent driving and performing other related events each day. In the case of ELD, this log is stored in a computer database system.

IoT (Internet of Things): The general concept of having many small, autonomous computers connected to the internet, typically performing various data acquisition activities and forwarding this data to database servers. These small computers may also perform remote control functions over the internet.

ICCID (integrated circuit card identifier): A unique identification for each SIM card.

ID (Identification): A number or character string used to identify an item.

IMEI (International Mobile Station Equipment Identity): A unique identification for each mobility hardware device.

I/O (Input/Output): Interface to a machine usually including several channels whereby some of those channels are designated to accept input to the machine and other channels are designated to provide output from the machine. This term may also be referred to as I/O Bus or General Purpose Input/Output (GPIO).

M2M (Machine to Machine): Generic description of any communication system involving a substantially autonomous machine on each end.

SIM (Subscriber Identity/Identification Module): Electronic hardware "card" inserted into device that identifies device to surrounding mobility networks.

SMS (Short Message Service): A text messaging protocol.

TrackM2M-VisTracks: The VisTracks eLog/ELD app branded for TrackM2M.com Inc.

VBUS (Vehicle Bus): See CAN.

VDC (Volts of Direct Current): Continuous constant voltage level.

VisTracks: A company that developed an Android/Apple app for performing FMCSA compliant electronic logging device (ELD) and/or hours of service (HoS) with backend database hosting to support this service.