

APPROVED TACHOGRAPH CENTRE SPECIAL NOTICE SN 2 - 2011

Issued May 2011

Designated Managers (DMs) must read and understand the content of this Special Notice (SN) and sign to that effect in the box below.

DMs must also ensure all Nominated Technicians (NTs) are issued with this Special Notice, read and understand its contents and sign to confirm they have read and understood its contents.

DMs are required to keep the signed Special Notices in the rear of the Approved Tachograph Centre Manual which should always be available for reference.

All NTs must sign in the boxes below to confirm that they have read and understood the contents of this Special Notice.

These Special Notices may be requested by VOSA staff for inspection during routine visits.

DM	NT	NT	NT
NT	NT	NT	NT
NT	NT	NT	NT

.....

To all Designated Managers and Nominated Technicians in Analogue and Digital approved centres.

The last Special Notice was: 1 - 2011

CONTENTS OF SPECIAL NOTICE

Item	Page	Subject	Relevant to
1	2	Changes To Digital Tachographs	
3	2	M1/NI Poster	
3	2	CTC II Programmer Upgraded for EFKON EFAS use	

ITEM 1: CHANGES TO DIGITAL TACHOGRAPHS

Following various consultations, the EU Commission has introduced a number of changes to Council Regulation (EEC) No. 3821/85, focused on improving the security and design of Digital Tachographs which resulted in EU Regulation 1266/2009. There are two main stages to the introduction of EU Regulation 1266/2009:

These design changes are to be implemented in two generations of digital tachograph, more commonly referred to as 2nd generation and 3rd generation digital tachographs.

From the 1st October 2011 (Second generation Tachograph), a number of technical changes to the design of the Digital Tachograph will be introduced. These include amendments associated with the interpretation of Regulation 3821/85, the re-definition of the calendar minute, new Tachograph Calibration Centre practices, the process for entering manual entries simplified, the ability for vehicle operators to programme the VRN (Vehicle Registration Number) once only using a Company Card and the ability to change the UTC (Universal Time Coordinated) time without it being recorded as a calibration.

From the 1st October 2012 (Third generation Tachograph) the Digital Tachograph is required to have improved security features.

These dates relate to the Activation Date and NOT vehicle registration date.

Thus, if the tachograph is activated between 1/10/11 and 30/9/2012, it MUST be a second generation digital tachograph fitted to that vehicle.

If the tachograph is activated on or after the 1/10/12, it MUST be a third generation digital tachograph fitted to that vehicle.

There is no requirement to retrospectively apply this Regulation, thus, if a vehicle has been fitted with an original 1st generation tachograph already, it may continue to use one in the future.

The only occasion where this would not be the case, would be if the entire system failed (VU, wiring loom, motion sensor and slave speedometer), which would then require it to be replaced by the most recent generation of tachograph.

For details of the technical changes to the tachographs, please contact your training provider or tachograph supplier.

ITEM 2: M1/N1 POSTER

There have been many instances where Calibration Centres have fitted tachographs into M1/N1 vehicles in locations that do not meet legislative requirements. In order to clarify the requirements VOSA have produced the attached poster. This guidance has been made available to VOSA examiners and tachograph calibration centres in order to clarify the acceptable positions in which a vehicle unit can be installed in an M1/N1 vehicle. Please note that in the event that a manufacturer (of tachograph or vehicle) provides instructions as to where the vehicle unit should be fitted, these should always be followed in the first instance. If you are unsure of where to fit the unit, please use the contact details provided on the poster to contact VOSA. This is designed to be printed in A3 or A4 size and displayed for staff to refer to.”

ITEM 3 :CTC II PROGRAMMER UPGRADED FOR EFKON EFAS COMPATABILITY

The Continental CTC II software version 2.07 has recently been approved for use with the EFKON EFAS digital tachograph. To obtain further details please contact Continental Automotive Trading Ltd on 0121 326 1234

Issued by

Clive Taylor

Tachograph Calibration Scheme

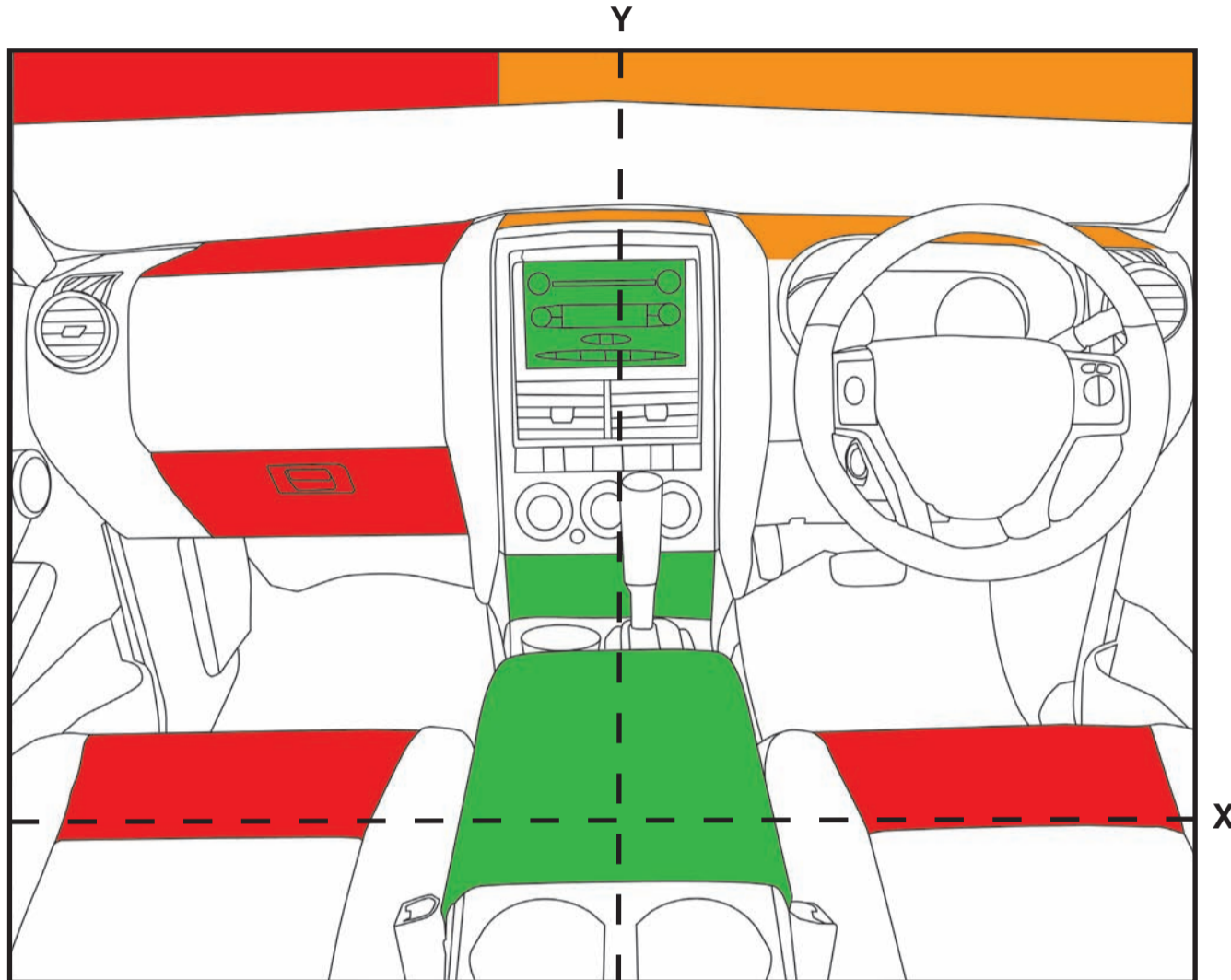
On behalf of

Chris Dormand

Tachograph and Road Speed Limiter Schemes Manager

Guide to acceptable fitment location of digital tachograph vehicle units (VUs) in M1 / N1 vehicles

If you have been given fitting instructions by the VU manufacturer you should install the VU according to those. If not, please follow the guidance below:



An example of a typical M1/N1 front passenger compartment layout

General rule: A VU should be located in such a position that it is passed through by, or is to the driver's side of, the front - rear centre line (line Y) of the vehicle and is forward of the driver (line X).

EEC Legislation (Directive 3821/85, Annex 1B) states:

- ▶ "The recording equipment must be positioned in the vehicle in such a way as to allow the driver to access the necessary functions from his seat."
- ▶ "Visual warnings shall be clearly recognisable by the user, shall be situated in the driver's field of vision and shall be clearly legible both by day and by night."
- ▶ "Visual warnings may be built into the recording equipment and/or remote from the recording equipment."
- ▶ "In the latter case it shall bear a 'T' symbol and shall be amber or orange."
- ▶ "Warning cause shall be displayed on the recording equipment and remain visible until acknowledged by the user using a specific key or command of the recording equipment."

VOSA considers that fitting a VU in any of the red areas in the drawing above is unacceptable, with or without a remote amber warning light:

- ▶ Fitment under the driver's seat is unacceptable as the driver will have to remove their attention from the road to see the display; access functions on the VU and / or acknowledge a warning.
- ▶ Passenger-side glove-boxes, the passenger-side dashboard, passenger-side headlining and under the passenger's seat are unacceptable as the driver would have to stretch and / or turn their attention from the road to see the display; access functions on the VU and / or acknowledge a warning.

VOSA considers that fitting a VU in any of the green areas that are forward of the driver in the drawing above is acceptable, with or without a remote amber warning light, provided that:

- ▶ The location is no further away from the driver than the centre console, where other driver-accessible controls are located.
- ▶ The location does not obscure the driver's view of the road.
- ▶ If the VU is fitted in a storage box, the box's lid must be removed so that the VU display is always visible and accessible.
- ▶ If an amber warning light is to be used as described in the legislation it should also be installed in a location that conforms to these guidelines.

If your proposed fitment location falls in any of the amber areas, please contact VOSA for guidance using the details below

If after following this guidance you are still unsure about where a VU can and cannot be fitted, please contact the VOSA Speed Limiter and Tachograph Team, email tachosection@vosa.gov.uk, attaching pictures and a description of the proposed VU location, or alternatively call **0300 123 9000** for further advice.