



## APPROVED TACHOGRAPH CENTRE SPECIAL NOTICE SN 2 - 2015

Issued April 2015

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 DVSA 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- 2015

## CONTENTS OF SPECIAL NOTICE

Item	Page	Subject	Relevant to
1	2	<b>Speed Limiter Changes in England and Wales</b>	DM, NT
2	2	<b>Changes to the Provision of Training</b>	DM, NT

### **Item 1: Speed Limiter Changes in England and Wales**

It has come to our attention that there is some confusion over the recent changes to speed limits on single and dual carriageways for HGVs and PSVs. This note is to clarify the impact of these changes in relation to Digital Tachograph Calibrations.

From 6 April 2015, the speed limit for HGVs travelling on single and dual carriageways in England and Wales were increased.

The national speed limits for HGVs over 7.5 tonnes, travelling on a single carriageway increased from 40mph to 50mph. The speed limit for HGVs over 7.5 tonnes, travelling on dual carriageways increased from 50mph to 60mph. The limits in Scotland stayed the same.

**However European speed limiter requirements remain unchanged and must be set at 56mph or lower so no changes to the overspeed setting are to be made on Digital Tachographs.**

**If any such changes have incorrectly been made in support of the above then the calibration is considered invalid and the Tachograph must be recalibrated accordingly.**

### **Item 2: Changes to the Provision of Training**

After representations made by the various approved training providers DVSA have decided to relax the 1 month window prior to the expiry of the training certificate to 3 months. Therefore a Technician can now attend a recertification course within three months prior to their expiry date and not lose any time on their certificate. DVSA are not however, allowing any latitude if a certificate has expired without retraining. If they fail to train in time they need to sit the full course.

We believe that the 3 month "window" gives centres ample time to manage their training needs.

Issued by

*Clive Taylor*

Tachograph Calibration Scheme

