

APPROVED TACHOGRAPH CENTRE SPECIAL NOTICE SN 3 - 2011

Issued August 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

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

The last Special Notice was: 2 - 2011

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ITEM 1: STONERIDGE PROGRAMMER UPGRADED FOR EFKON EFAS USE

The Stoneridge Mk II programmer has now been approved for use with the EFKON EFAS digital tachograph. The new Version number for 7945-501 (Standard Programmer Version) is Version 3.03, and the new Version number for 7945-034 (SRE Rolling Road Version) is Version 2.03. In addition the CITO can support the EFKON tachograph without any new updates. To obtain details of the software contact Stoneridge Electronics Ltd on 01382 866400

ITEM2 : APPROVED TACHOGRAPH CENTRE MANUAL (ATCM)

Currently section 5.4.5 of the ATCM states that the following must be available:-

“A current up-to-date copy of this manual including a copy of all issued Special Notices. This must be an original copy of the manual, not a downloaded copy. Replacement copies of the manual are available by contacting Swansea. The special Notices are to be stored in section 13 after the Appendices.”

The requirement to hold an **original copy** has now been relaxed and for the foreseeable future copies of the ATCM will not be available from the VOSA office in Swansea. A downloaded copy from the following internet link will be acceptable.

<http://www.dft.gov.uk/vosa/publications/manualsandguides/drivershoursandtachographguides.htm>

ITEM3 : TACHOGRAPHS AS SPEEDOMETERS

There has been historic confusion about the possibility of converting a tachograph to use as a slave speedometer due to the difficulty in the interpretation of the relevant legislation. Until clarification could be sought then no such conversion was permissible. Recent clarification has been received that confirms that the legislation actually does allow for the fitment of a slave speedometer that may be converted from a tachograph. This new fitment is also required to be calibrated (as appropriate) to be of equivalent accuracy to the tachograph which it is working alongside.

The following has now been identified as a **minimum** process for converting analogue tachographs to speedometers. The key issues that were considered were impact on the trade, the security of the system and ease of conversion. For ease of delivery the conversion can be done remotely at Approved Tachograph Centres using suitable instructions and kits provided for the purpose. Please see your equipment provider for more details.

- If a slave speedometer is to be used with a tachograph then it will be required to be subject to a period inspection at the same time as the tachograph every two years (and recalibrated accordingly if required).
- To ensure that the slave speedometer cannot be used again as a tachograph all of the mode switches must be removed from the tachograph to ensure that they cannot be used again. By removing the mode switches the slave speedometer will no longer be able to act as a tachograph and be used to record the activities of the driver.
- There is no requirement to remove the stylis.
- Once the mode switches have been removed the calibrator **must** add a sticker on or adjacent to the slave speedometer face and also on the speedometer unit's data plate stating:-

"Speedometer Only"
- There is no requirement to seal the speed signal from the back of the tachograph to the slave speedometer.

The fundamental principle we are working to is that we want hauliers to be able to fit digital tachographs, and would like to remove any obstacles to them doing so. We want their vehicles to be both safe and compliant.

Issued by

Clive Taylor

Tachograph Calibration Scheme

On behalf of

Chris Dormand

Tachograph and Road Speed Limiter Schemes Manager