



## APPROVED TACHOGRAPH CENTRE SPECIAL NOTICE SN No 1 2023

Issued August 2023

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

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To all Designated Managers and Nominated Technicians in Analogue and Digital Approved Centres.

The last Special Notice was: No 2 - 2022

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### 1 Smart Tachograph 2 Introduction

## Smart Tachograph 2 - Key dates and Replacement Rules for UK

Regulation (EU) 165/2014 as it has effect in the UK (the “Regulation”)<sup>1</sup>, was amended by the Drivers’ Hours, Tachographs, International Road Haulage and Licensing of Operators (Amendment) Regulations 2022<sup>2</sup> to specify the implementation dates for the smart tachograph 2. However, due to an element of the smart tachograph 2 (relating to authentication of positions recorded by the tachograph) not being available by 21 August 2023, which is the implementation date for newly registered vehicles being used internationally, the Regulation was further amended by the Drivers’ Hours and Tachographs (Amendment) Regulations 2023<sup>3</sup> to allow for a ‘transitional’ smart tachograph 2 to be used.

In accordance with Article 3 of the Regulation, the implementation dates for the fitment of the smart tachograph 2, including a ‘transitional’ smart tachograph 2 are:

1. On or after 21 August 2023, a ‘full’ smart tachograph 2 or ‘transitional’ smart tachograph 2 **must** be fitted into newly registered in-scope vehicles (i.e., goods vehicles over 3.5 tonnes and passenger vehicles with 10 or more seats) undertaking international journeys. If the vehicle is operating only within the UK, then a smart tachograph 1 can continue to be fitted (if still available).
2. On or after 31 December 2024, a ‘full’ smart tachograph 2 or ‘transitional’ smart tachograph 2 **must** be retrofitted into in-scope vehicles with an analogue or digital tachograph undertaking international journeys. If the vehicle is operating only within the UK, then the vehicle can still use the original digital or analogue tachograph that has been fitted.
3. On or after 19 August 2025, a ‘full’ smart tachograph 2 or ‘transitional’ smart tachograph 2 **must** be retrofitted into in-scope vehicles currently fitted with a smart

<sup>1</sup> EUR 2014/165 (<https://www.legislation.gov.uk/eur/2014/165>)

<sup>2</sup> S.I. 2022/1260 (<https://www.legislation.gov.uk/ukSI/2022/1260/contents/made>)

<sup>3</sup> S.I. 2023/739 (<https://www.legislation.gov.uk/ukSI/2023/739/schedule/made>)

tachograph 1 that are undertaking international journeys. If the vehicle is operating only within the UK, then the vehicle can still use the smart tachograph 1 that has originally been fitted.

4. On or after 21 February 2024, a 'full' smart tachograph 2 or 'transitional' smart tachograph 2 **must** be fitted into all newly registered in-scope vehicles regardless of journey types.

5. On or after 1 July 2026, a 'full' smart tachograph 2 or 'transitional' smart tachograph 2 **must** be fitted into newly registered goods vehicles over 2.5 tonnes, undertaking international journeys for hire and reward. If the vehicle is undertaking an international journey for the driver or company's own account and driving does not constitute the main activity of the driver, there is no requirement to fit a tachograph. In addition, if the vehicle weighs over 2.5 tonnes and less than 3.5 tonnes and is operating only within the UK, then there continues to be no requirement to fit a tachograph into the vehicle.

### **Rules For Replacing a Broken or Defective Smart Tachograph 1**

6. For vehicles undertaking international journeys, it is recommended that a faulty smart tachograph 1 be replaced with a 'full' smart tachograph 2 or a 'transitional' smart tachograph 2 from 21 August 2023.

7. For vehicles being operated only within the UK, the tachograph currently installed can be replaced on a like for like basis. Where this is not possible (due to supply shortfalls etc) then the vehicle may be fitted with a 'full' smart tachograph 2 or 'transitional' smart tachograph 2.

### **'Transitional' Smart Tachograph 2**

8. There is no legal requirement for a 'transitional' smart tachograph 2 to be upgraded to a 'full' smart tachograph 2 later. Therefore a 'transitional' smart tachograph 2 can remain in service unchanged.

### **Smart 2 Workshop Cards**

9. Approved Tachograph Centres should by now have received their new Smart 2 workshop cards which must now be used from 21 August 2023. Workshop cards currently being used up to that date must be securely retained in the safe by the Approved Tachograph Centre in case they are required for examination by DVSA examiners undertaking Approved Tachograph Centre visits.

## **2 Continental Automotive Trading - Approved 1C Seals**

Continental Automotive Trading UK Limited are now authorised to supply Bednorz SMART Seals in addition to Royal Pack SMART seals.



## **3 Mandatory QC Checks by External Bodies**

Only those personal who have passed a full initial calibration training course (and hold a current valid pass certificate) are allowed to undertake QC duties for Approved Tachograph Centres. Untrained personnel (Unless they deliver the initial training course themselves) are not permitted to undertake this function.

Each individual QC check must be done on a different vehicle for the following reasons. (1B) Tachographs only record the last calibration on the printout. (1C) record first and last on that day. E.g., if there were QC checks on 4 technicians on the same vehicle then QC checks 1,2 & 3 would not appear on the technical printout after the 4<sup>th</sup> QC was completed (1B).

QC checks need to be completed on multiple vehicles (1x technician = 1 vehicle).

DVSA do not want to read data (through software) at roadside seeing multiple calibrations on the same vehicle in the same day.

# **Clive Taylor Tachograph Calibration Scheme**