

Stoneridge: "We are ready for the smart tacho"

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The European Commission is introducing new legislation to reduce tachograph fraud, improve road check efficiency and reduce administrative burdens on transport companies. Supplier Stoneridge says it is ready for this change through the development of its new smart tachograph. With this tachograph, Stoneridge ensures that drivers comply with this new legislation, are productive and work with the latest technologies.

Mikael Johansson, Director of Tachograph Systems, Product Management at Stoneridge, explains: "We are delighted to work with vehicle manufacturers during the final test phase to ensure that our product exceeds the legal requirements and meets the needs of our and their customers. We will introduce our product before the mandatory introduction date in June 2019.

To support transport companies and workshops, we have supplemented our website with information so that they know the impact of this new legislation on their business operations. As you expect from us, we will continue to deliver products and services so that they continue to meet legal requirements and increase efficiency.

Although transport companies and drivers in Europe still have to comply with the driving and rest times regulation and the working time decree, a large number of advanced options will be implemented in the new tachograph. A new feature is the Global Navigation Satellite System (GNSS), which records the location of the vehicle at the start, end and every three hours of recorded driving time.

The smart tachograph also uses Dedicated Short-Range Communication (DSRC). This is a secure radio link intended for on-the-spot checks. This allows data to be sent wirelessly to the police and / or inspection services at a short distance in order to determine possible manipulations. Drivers who follow the rules can continue their journey without interruption and thus do not waste time.

It remains mandatory to download, archive and analyze data from digital tachographs. The new files contain new data such as the GNSS position, new errors and events and improvements to ferry / train registration. Fleet managers must therefore ensure that the download equipment used is suitable for downloading this new data.

The current driver cards will be replaced by a new 1C version when new cards are available. The new cards will also be able to register the additional data in accordance with the new legislation. The new card will function in the current (old) and new tachograph versions. The current card will also function in the smart tachograph, but in that case the same data as now will be registered under current 1B legislation. Fleet managers with smart tachographs in their fleet will also have to purchase a new version of the company card.

Workshops that calibrate tachographs must also prepare for the introduction of the smart tachograph. In addition to the usual configuration, programming and calibration, the new options such as GNSS and DSRC must be tested in the correct prescribed manner. Ensure that the tachograph testing equipment is updated so that the workplace can calibrate smart tachographs in accordance with applicable requirements.

After calibration, a new version of the calibration sticker / installation plate with more information must be used. Workplaces with Stoneridge equipment can continue to use the in-use installation plate printer and stickers, the software will require the use of the CITO2 workplace software.

New seals will also have to be used. These contain characteristics of who the producer is and will be fully traceable from production to use during a calibration. Stoneridge will distribute approved seals for this purpose via their network. The Workshop will have to register the used serial numbers of the seal (s) as part of the calibration process. These serial numbers will also have to be stated on the installation plate. This takes place automatically with the CITO2 workshop software from Stoneridge.

Tachograph technicians must also prepare. A new workshop card will have to be purchased so that work can be done on the smart tachograph installation. A 1C refresher training will also have to be followed.

A change in the law like this seems daunting, but Stoneridge is ready to support transport companies, drivers and workshops with this change. "We offer an enormous amount of online training, face-to-face training information about the new tachograph options for the aforementioned target groups," said Johansson.

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