

**European Commission**  
**DG Mobility and Transport**  
**B – 1049 Brussels**

Concerns the exchange of the recording equipment installation components

In the view of the possibility of carrying out different interpretation of the COUNCIL REGULATION (EEC) No 3821/85 (with further changes) and thus to the **blameless**, as it seems, **uneven application of the provision** by the Polish workshops, the authorities controlling traffic in Poland and other EU countries, in cases of exchange only part of the installation of the tachograph in vehicles (especially depending on the vehicle manufacturing date and tachograph activation date – before and after the 1<sup>st</sup> of October 2011 and after 1<sup>st</sup> of October 2012) often impose considerable financial penalties on the carrier for the improper tachograph status after repairs, which directly relate to the workshops finances and reputation with particular emphasis on the fact that the workshops find it difficult to accept the basis of these penalties for the above mentioned reasons.

Presenting the tachograph manufacturers recommendations known to us, including EFAS tachograph of the Intellic company, which we represent in Poland, which we also have enclosed:

for tachograph:

- Analogue tachograph (AT) can be replaced with an analogue or digital DT1 (1<sup>st</sup> generation), DT2 (2<sup>nd</sup> generation), DT3 (3<sup>rd</sup> generation) according to Continental company and to AT, DT3 according to Stoneridge company,
- DT1 tachograph can be replaced with DT2 or DT3 without the need to enable the 2<sup>nd</sup> independent motion signal (IMS),
- DT3 tachograph can be replaced with DT3 and, if it was manufactured before 01.10.2012 and did not have IMS, then there is no need to enable it

In all the above cases there is no need to replace the sensor if it works correctly except for the change of TA into DT.

for sensor:

- KITAS sensor can be replaced with KITAS, KITAS 2 or KITAS 2+,
- KITAS 2 sensor can be replaced with KITAS 2 or KITAS 2+,
- KITAS 2+ sensor can be replaced with KITAS 2+,

Taking all the above under consideration, this is now an urgent matter and therefore we would like to ask for a written indication of the proper procedure in the presented case to jointly bring the correct exchange of tachograph installation elements in our workshops, dispelling all doubts associated with this matter, ideally on a following example:

The vehicle (first registration date: 2008) comes to a workshop with a damaged tachograph (1st generation, without IMS, KITAS 2+ 1<sup>st</sup> / 2<sup>nd</sup> generation sensor).

Should the workshop replace the tachograph with a 3<sup>rd</sup> generation tachograph, disable the IMS and keep the sensor?

FAO:

Mr. Henrik Hololei

Best regards

Przemysław Trączyński  
Company owner



**EUROPEAN COMMISSION**  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate D - Logistics, maritime & land transport and passenger rights  
D.3 - Land transport

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MOVE (2015) 4438423

Przemyslaw Traczyński  
MATT R.P. Traczyński SpJ.  
Północna 44 Str,  
PL-64000 KOŚCIAN

Dear Sir,

Thanks for your question on the type of tachograph to be fitted in a truck registered in 2008 in case of replacement. Our reply is the following:

In cases where a truck is fitted with a 1st or 2nd generation tachograph, and a component of the latter breaks down, be it vehicle unit or motion sensor, it would have then to be replaced by a component of the same generation or a superior one. In the case of a truck registered in 2008, if a 1st generation vehicle unit fails after 30 September 2012, the replacement could also be a 1st generation vehicle unit, but not an analogue tachograph. Eventually, it would also be possible to fit a vehicle unit of 3rd generation, as long as it is compatible with the existing 1st generation motion sensor. Only in the unlikely case where the two main components of the tachograph failed at the same time, a replacement with a full third generation tachograph would be obligatory, including the fitting of the independent motion signal.

Notwithstanding the paragraph above, it's necessary to bear in mind that a Vehicle Unit is type-approved to work with specific types of motion sensors. Therefore, the combination VU-motion sensor resulting from the replacement must have been previously type-approved, otherwise such replacement is not possible. Furthermore, the VU has to be paired again to the existing motion sensor.

Yours sincerely,

Eddy Liégeois  
Head of Unit

KOMISJA EUROPEJSKA  
DYREKCJA GENERALNA DS. MOBILNOŚCI I TRANSPORTU

Przemysław Trączyński  
MATT R.P. Trączyński Sp. J.  
Północna 44,  
PL-64000 KOŚCIAN

Szanowny Panie,

Dziękuję za pytanie dotyczące wymiany tachografu w ciężarówce zarejestrowanej w 2008 roku.  
Nasza odpowiedź jest następująca:

W przypadkach kiedy tachograf I lub II generacji jest zainstalowany w ciężarówce, a jeden z elementów wyżej wymienionego tachografu zostanie uszkodzony, np. urządzenie rejestrujące lub czujnik ruchu, należało by wtedy wymienić ów element na element tej samej lub nowszej generacji. W przypadku ciężarówki zarejestrowanej w 2008 roku, jeżeli uszkodzenia dozna urządzenie rejestrujące I generacji po 30 września 2012, możliwa jest również wymiana na urządzenie rejestrujące I generacji, ale nie na tachograf analogowy. Ostatecznie, istnieje również możliwość montażu urządzenia rejestrującego III generacji, o ile jest ono kompatybilne z istniejącym czujnikiem ruchu I generacji. Tylko w mało prawdopodobnym przypadku, tj. gdy dwa główne składniki tachografu zawiodą w tym samym czasie, wymagana byłoby wymiana na tachograf III generacji, łącznie z uruchomieniem niezależnego sygnału ruchu.

Niezależnie od powyższego ustępu, trzeba mieć na uwadze, że urządzenie rejestrujące jest homologowane do pracy z określonymi typami czujników ruchu. Dlatego kombinacja urządzenie rejestrujące-czujnik ruchu, wynikające z wymiany, muszą mieć homologację typu, w przeciwnym razie taka wymiana nie jest możliwa. Ponadto, urządzenie rejestrujące musi być ponownie sparowane z istniejącym czujnikiem ruchu.

Z wyrazami szacunku,

Eddy Liegeois,  
Kierownik Działu