



Digital Tachograph 2 Year Calibration Guide

Note: Activation of the tachograph must have first be carried out with the insertion of a workshop card . After the pairing of the sensor was complete the workshop card **MUST** have be removed and reinserted prior to proceeding with the initial calibration to ensure the correct data blocks were recorded on the technical printout. (Note Stoneridge tachographs will not display data block (3)

- 1 Basic pre calibration vehicle checks:
Check unladen, check tyres (inflation and legal condition).
- 2 Check data plaque*, check tachograph operation (illumination, buttons etc), check integrity of manufactures seals and holographic labels if fitted (VDO, Stoneridge & Actia). *Identify the make and version number of the tachograph.
- 3 Insert tachograph centre's own paper roll into the tachograph printer drawer.
- 4 Replace the buffer battery (if fitted) and seal .
- 5 Produce first **Technical Printout (1)**.
- 6 Check **UTC time and date** on the printout
- 7 Insert the technicians workshop card into the VU (**slot 2**) and enter the PIN
- 8 Carry out a visual inspection of the Kitas sensor and wiring then remove the vehicle sensor cable from both ends of the system and fit the test lead between the VU and Kitas gearbox sensor.
- 9 Pair the sensor and VU using the programmer.
*Note. Steps 8 & 9 may be carried out with sensor reading device instead.
- 10 Remove the workshop card
- 11 Produce a **Technical Printout (2)** – Check the sensor serial number matches on both printouts. Check to ensure a 3rd generation sensor Kitas 2+ is fitted to in-scope vehicles & IMS is **ON** where applicable. Check ADR VU and IS circuitry if applicable
- 12 Reinsert the workshop card into the VU (**slot 1**)
- 13 Reconnect the original vehicle sensor cable.
- 14 Run the vehicle on the appropriate roller set to obtain the W & L
- 15 Program all the relevant parameters into the tachograph inc **IMS** where applicable
- 16 Make a note of the odometer reading and carry out a speed and distance check using the programmer, ensuring the tachograph accuracy is with the specified tolerance allowed.



- 17 Carry out a speed for speed check on the HSR (High Speed Rollers) ensuring the speed displayed on the tachograph is within the specified tolerance allowed.
- 18 Produce an **Events and Faults Print** of the VU then delete all the Events and Faults using the appropriate programmer.
- 19 Check for any Active faults (7)
- 20 Remove the workshop card and produce **Technical Print (3)**
- 21 Check all the Parameters / Calibration settings are correct and highlight the specific data as shown on the attached Technical Print (3) example.
- 22 Replace the customers printer roll
- 23 Using the approved equipment download the workshop card to produce the paperwork and calibration plaque.
- 24 Attach the plaque to the drivers door pillar and seal if necessary
- 25 Using the approved sealing equipment seal only the required parts of the system.
- 26 *RBT Users **MUST** carry out a short vehicle road test to check the operation of the tachograph. No active faults must be present.
- 27 Backup the data if required

* It may be necessary to set the tachograph to "out of scope"

Current Active Tachograph Faults must be rectified prior to returning the vehicle into service

Note: Whilst not specifically specified in the ATCM we recommend RBT users road test over a known distance to help verify the accuracy of the calibration. Once complete we also recommend taking a 24hr VU Print showing the "out of scope" road test confirming it has been complete and attach it to the record sheet.