

Tachograph and Driver Data inspection now and in the future

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About us



- Established in 2002, currently 222 employees
- Developing software and devices for enforcement authorities,
- Member of Corte organization in Brussels
- Member of Tachograph Forum and cooperation with EC
- Trainings for Control Authorities , Assistance in roadside checks
- Master Class in Osnabrück – International manipulation workshops
- Individual projects with BAG (Germany), VKTI (Lithuania), Tööinspektsioon (Estonia), DVA (Northern Ireland), DVSA (UK) – Tachonet Connection

Our products for Enforcement Authorities

Trainings



Software

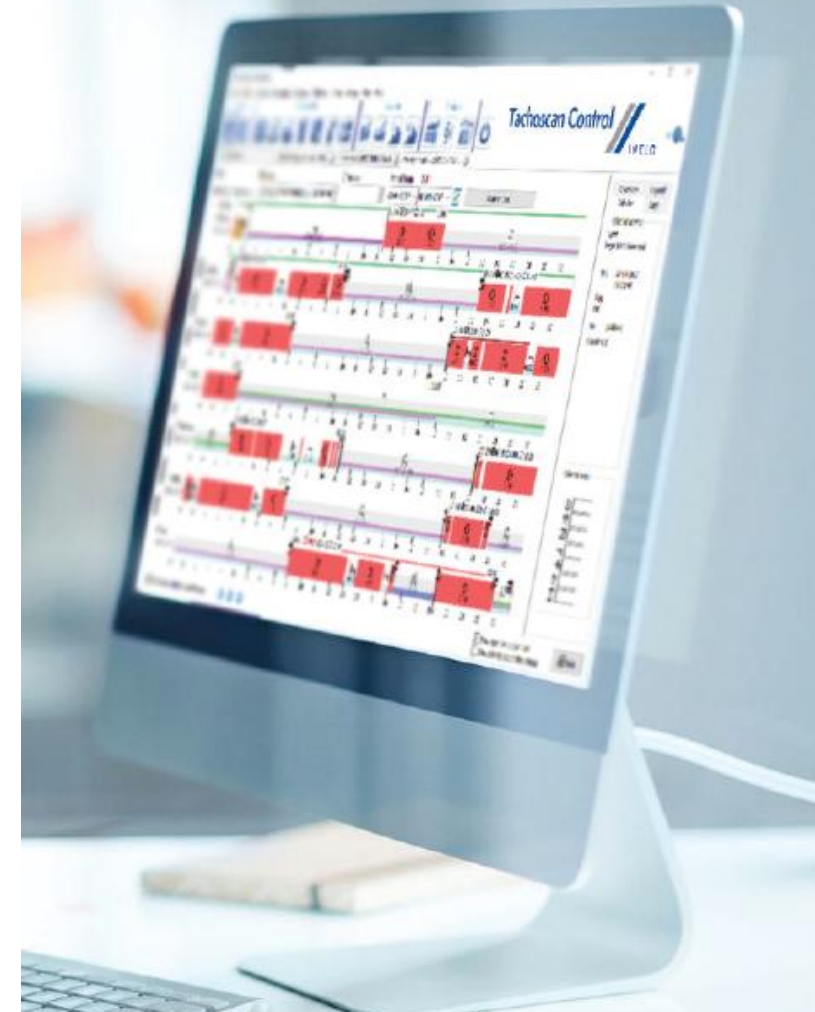


Hardware



Our Customers using Tachoscan Control

Poland	ITD, Police, Border Guards, Customs Chambers, PIP (Labour Inspectorate) - 2006
Germany	BAG (Transport Inspection) – 2007
United Kingdom	Police – 2012, DVSA – 2015, DVSA (VOSA) – 2016
The Netherlands	ILenT – 2014, Police – 2015
Czech Republic	Police, Custom Chambers – 2007, CSPSD (Transport Inspection) – 2016
Estonia	Police and Labour Inspectorate – 2008
Romania	ARR and ISCTR (Transport Inspections) – 2009, 2013
Lithuania	VKTI (Transport Insp.) and Labour Inspectorate – 2008 VMI (Customs Insp.) – 2018
Latvia	State Police, Road Transport Administration, Traffic Department – 2008
Luxembourg	Customs Inspection – 2014, Labour and Mines Inspectorate – 2016, Police - 2018
Slovakia	Police – 2015
Slovenia	Police, Transport Inspection – 2016, Customs Inspection - 2017
Malta	Transport Inspection – 2016
Belgium	Police (SECOVA), Police Westkust, Police Kortrijk, Ministry of Transport - 2019
Ukraine	Transport Inspection – 2017
Macedonia	Ministry of Transport – 2018
France	Road Transport Directorate, Le Gendarmerie, Police, Customs - 2018
Denmark	Police – 2018
Switzerland	Police Zurich – 2018
Sweden	The Swedish Transport Agency – 2019
Hungary	Ministry for Innovation and Technology – 2019
Marocco	Ministry of Transport -2021
Italy	Police Units -2021



Current status: **23 Countries** **42 Authorities** **4000 Licences**

Roadside check and company check nowadays



**INFRINGEMENTS
DETECTION**

**MANIPULATION
WARNINGS**

**DATA GRAPHICAL
PRESENTATION AND EDITION**

REPORTS

Controller's decision

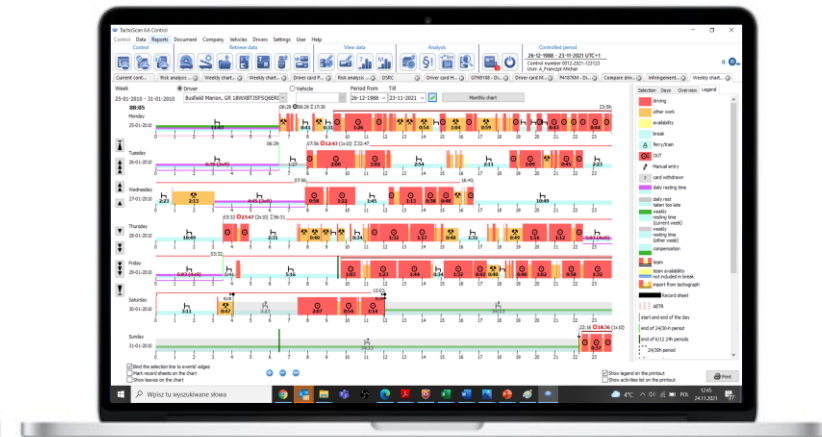
Types of infringements controllers are looking for

- EC Reg 561/2006
- EC Reg 165/2014
- Directive 2002/15/EC
- National offences

The screenshot shows the TachoScan 6.6 Control software interface. The top menu bar includes Control, Data, Reports, Document, Company, Vehicles, Drivers, Settings, User, and Help. The main window displays a list of infringements with columns for No, Infringement, Driver, Employment, Card, Reg no, Date from, Date to, Time, Max rest, Norm, Description, Team, Level of seriousness, and Fine - driver. The list includes various infringements related to driving time, resting time, and continuous driving time. A summary at the bottom states: "6 most serious infringements (Regulation (EC) No 1071/2009, Annex IV, p. 1) have been detected. Number of MSI: 6, Number of VSI: 119, Number of SI: 65, Number of MI: 103." There is also a checkbox for "Show approved infringements only".

No	Infringement	Driver	Employment	Card	Reg no	Date from	Date to	Time	Max rest	Norm	Description	Team	Level of seriousness	Fine - driver
211	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		23-01-2010 10:42	23-01-2010 19:12	08:30	08:30	09:00	(6.2) Daily resting time too short by 00:30	No	MI	
212	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		24-01-2010 18:46	25-01-2010 06:29	11:43	24:00	24:00	(6.6) Weekly resting time too short by 12:17	No	VSI	
213	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	25-01-2010 09:20	25-01-2010 23:59	07:50	00:23	04:30	(7) Continuous driving time too long by 03:20	No	VSI	
214	Approved	Palmerston Giuseppe	regular contract	CZ 1UFFM7MKABIR400		25-01-2010 20:58	26-01-2010 05:13	08:15	08:15	09:00	(8.2) Daily resting time too short by 00:45	No	MI	
215	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		25-01-2010 23:59	26-01-2010 06:29	06:30	06:30	09:00	(8.1) Daily resting time too short by 02:30	No	VSI	
216	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		26-01-2010 07:56	27-01-2010 16:43	12:43	10:00	10:00	(6.1) Daily driving time too long by 02:43	No	VSI	
217	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		27-01-2010 03:06	27-01-2010 07:51	04:45	04:45	09:00	(6.2) Daily resting time too short by 04:15	No	VSI	
218	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	28-01-2010 03:32	30-01-2010 12:03	23:47	10:00	10:00	(6.1) Daily driving time too long by 13:47	No	MSI	
219	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		28-01-2010 22:29	29-01-2010 03:32	05:03	05:03	11:00	(8.2) Daily resting time too short by 05:57	No	VSI	
220	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	29-01-2010 09:44	30-01-2010 00:02	11:00	00:34	04:30	(7) Continuous driving time too long by 06:30	No	VSI	
221	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	31-01-2010 22:16	04-02-2010 15:55	18:36	10:00	10:00	(6.1) Daily driving time too long by 08:36	No	MSI	
222	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	31-01-2010 22:25	01-02-2010 06:30	06:00	00:03	04:30	(7) Continuous driving time too long by 01:30	No	VSI	
223	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		01-02-2010 06:34	01-02-2010 08:39	02:05	02:05	09:00	(8.2) Daily resting time too short by 06:55	No	VSI	
224	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	01-02-2010 08:39	03-02-2010 16:36	05:35	00:37	04:30	(7) Continuous driving time too long by 01:05	No	SI	
225	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	03-02-2010 17:19	04-02-2010 15:55	07:01	00:31	04:30	(7) Continuous driving time too long by 02:31	No	VSI	
226	Approved	Palmerston Giuseppe	regular contract	CZ 1UFFM7MKABIR400		03-02-2010 19:40	04-02-2010 04:04	08:24	08:24	09:00	(8.2) Daily resting time too short by 00:36	No	MI	
227	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		04-02-2010 15:59	05-02-2010 13:52	21:53	45:00	45:00	(6.6) Weekly resting time too short by 23:07	No	VSI	
228	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		06-02-2010 03:27	06-02-2010 11:02	07:35	07:35	09:00	(8.2) Daily resting time too short by 01:25	No	SI	
229	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD	1671EHEPA	06-02-2010 11:02	07-02-2010 06:20	10:31	10:00	10:00	(6.1) Daily driving time too long by 00:31	No	MI	
230	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		07-02-2010 06:20	07-02-2010 11:02	04:42	04:42	09:00	(8.2) Daily rest taken too late by 04:18	No	VSI	
231	Approved	Busfield Marion	regular contract	GR 18WXBTSFSQ6ERD		08-02-2010 00:15	08-02-2010 06:24	06:09	06:09	11:00	(8.2) Daily resting time too short by 04:51	No	VSI	

TEXT



GRAPH

Different interpretation of offences/legislation

TachoScan 6.6 Control

Control Data Reports Document Company Vehicles Drivers Settings User Help

Control

Current control Risk analysis 0... Weekly

Report

☐ All infringements and warnings

☒ Period from 26-12-1988 Till 23-11-2021

☒ All drivers ☐ Selected

Compare activities (8710/13377) Infringed

No	Infringement	Driver	Employment
211	Approved	Busfield Marion	regular
212	Approved	Busfield Marion	regular
213	Approved	Busfield Marion	regular
214	Approved	Palmerston Giuseppe	regular
215	Approved	Busfield Marion	regular
216	Approved	Busfield Marion	regular
217	Approved	Busfield Marion	regular
218	Approved	Busfield Marion	regular
219	Approved	Busfield Marion	regular
220	Approved	Busfield Marion	regular
221	Approved	Busfield Marion	regular
222	Approved	Busfield Marion	regular
223	Approved	Busfield Marion	regular
224	Approved	Busfield Marion	regular
225	Approved	Busfield Marion	regular
226	Approved	Palmerston Giuseppe	regular
227	Approved	Busfield Marion	regular
228	Approved	Busfield Marion	regular
229	Approved	Busfield Marion	regular
230	Approved	Busfield Marion	regular
231	Approved	Busfield Marion	regular

6 most serious infringements (Regulation (EC) No 1371/2007)

Number of MSI: 6, Number of VSI: 119, Number of WSI: 119

☐ Show approved infringements only

Analysis settings

Tolerance Analysis Warnings DSRC

Infringements analysis options

☐ Save driver card data and digital tachograph data in the controlled period only

Accept daily driving time between rest periods lasting at least:

☒ 7 hours - Commission implementing decision no. K(2011) 3759

☐ 9 hours

☐ Analyze too short daily rests in exact 24-/30-hour periods - Guidance note 7

☐ Split daily driving time at the end of the week

☐ Include availability time in 45 min break

☒ Each 45-minute break ends continuous driving period

☐ Require all reduced weekly rests to be compensated

☐ Require compensation of reduced weekly rests necessary to meet the requirement of the following weekly rest within six 24-h periods

☒ Compensation has to be ended till the end of the third week

☒ Generate the infringement of exceeding the 6/12x24h period between weekly rests

☐ Accept weekly rest taken too late up to 24h

☐ Generate infringements of weekly rest too short and taken after 6/12x24h period independently

☒ verify 6/12x24h only between weekly rests at least 24h long

☐ verify 6/12x24h taking into account weekly rests indicated as too short

☐ only at least 23 h 0 min long

☐ Treat driving OUT recorded by driver as "other work"

☐ Treat driving OUT marked by user as "other work"

☒ Analyze daily rests on the ferry between the entries of countries where work ended and started

☐ Include driving during the daily rest on the ferry to the daily driving time

☐ Require driver's preparation to work for at least 15 minutes after daily/weekly rest

☐ For roadside check analyze infringements according to Regulation 561 or the AETR agreement depending on vehicle registration country

Mobility package

☐ Check location from GNSS and place entries in the analysis of two consecutive reduced weekly rest periods

☐ Generate weekly rest in vehicle infringement

☐ Include weekly rest double reduction compensations in a 6x24h period between weekly rests

☐ Include 9/11h rest in a compensation of weekly rest double reduction

☒ Require at least a 45-minute break in driving, if it includes team availability (561/2006 only)

Multi-manning

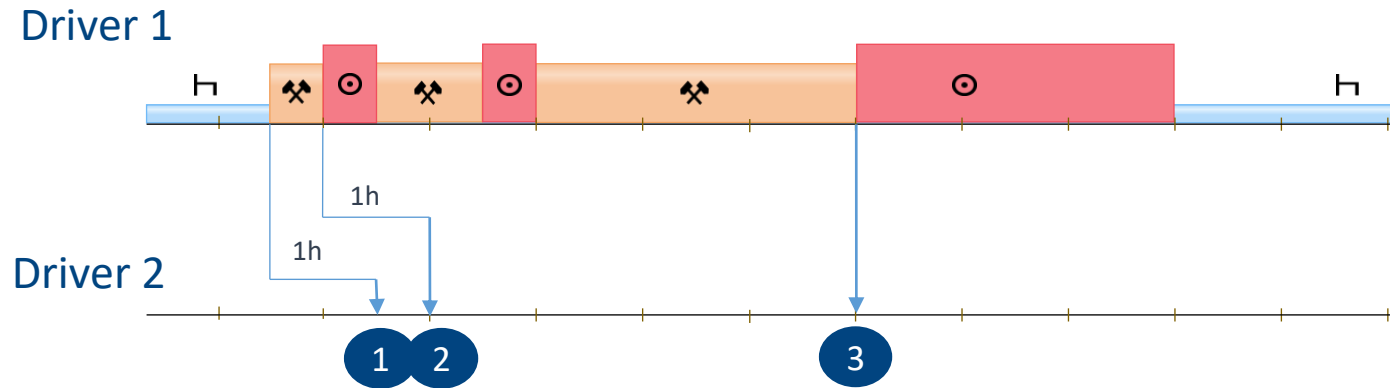
☐ Apply settings for the current control only

Restore defaults

Save Cancel

Inspection annotations Report preview Control report

Team driving – 3 different interpretations



1

Require presence of the other driver within

- ☒ a straight hour
- ☒ since any first activity in daily driving time
- ☐ since first driving activity in daily driving time
- ☐ an hour of driving

2

Require presence of the other driver within

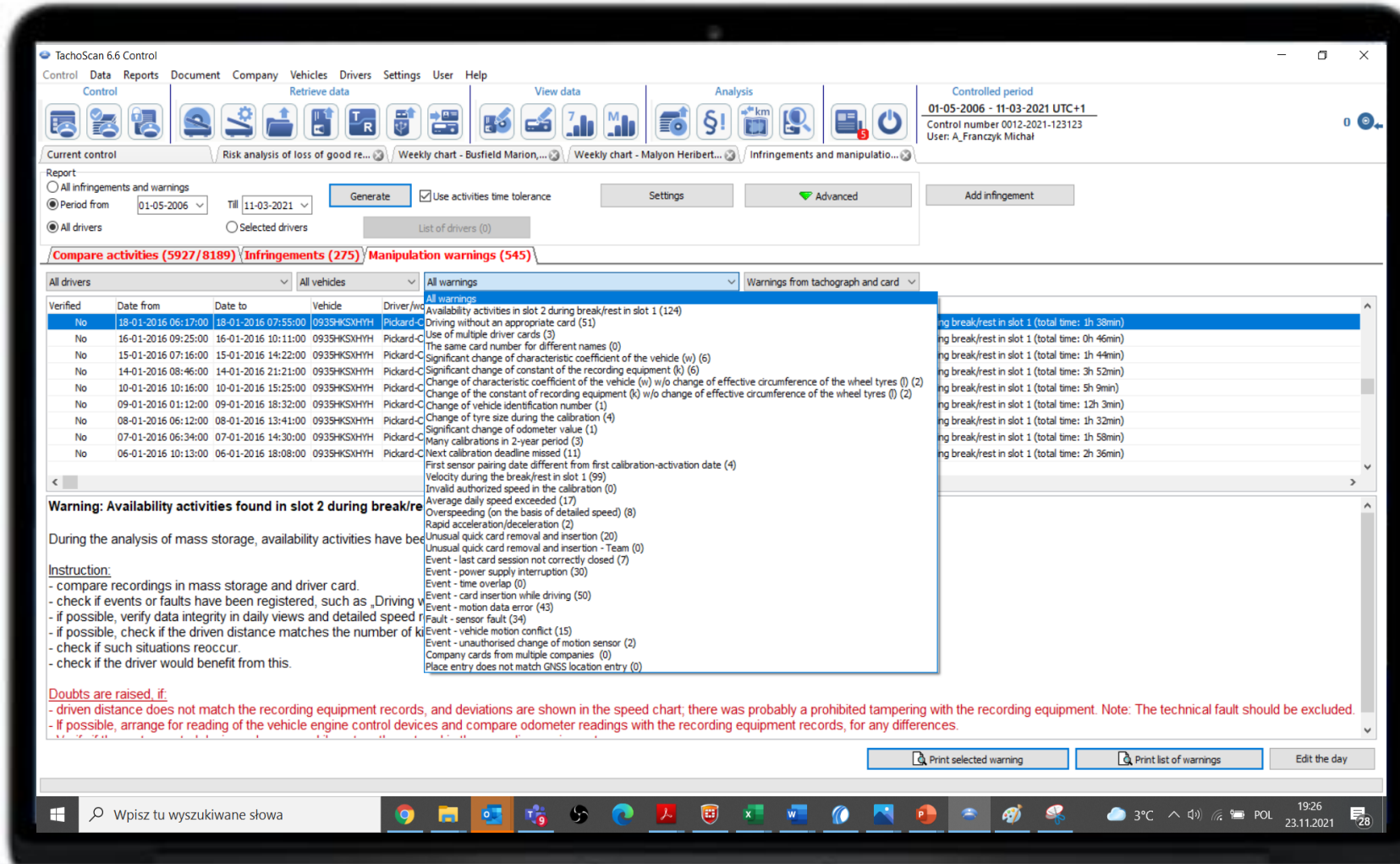
- ☒ a straight hour
- ☐ since any first activity in daily driving time
- ☒ since first driving activity in daily driving time
- ☐ an hour of driving

3

Require presence of the other driver within

- ☐ a straight hour
- ☒ since any first activity in daily driving time
- ☐ since first driving activity in daily driving time
- ☒ an hour of driving

Searching for a tachograph fraud during roadsid check



TachoScan 6.6 Control

Control Data Reports Document Company Vehicles Drivers Settings User Help

Control Retrieve data View data Analysis

Controlled period: 01-05-2006 - 11-03-2021 UTC+1
Control number 0012-2021-123123
User: A. Franczyk Michal

Current control: Risk analysis of loss of good re... Weekly chart - Busfield Marion... Weekly chart - Malyon Heribert... Infringements and manipulations...

Report: All infringements and warnings
Period from: 01-05-2006 Till: 11-03-2021
Generate Use activities time tolerance Settings Advanced Add infringement

Compare activities (5927/8189) Infringements (275) Manipulation warnings (545)

All drivers All vehicles All warnings Warnings from tachograph and card

Verified	Date from	Date to	Vehicle	Driver/w	Warning
No	18-01-2016 06:17:00	18-01-2016 07:55:00	0933HKSXHYH	Pickard-C	Availability activities in slot 2 during break/rest in slot 1 (124)
No	16-01-2016 09:25:00	16-01-2016 10:11:00	0933HKSXHYH	Pickard-C	Driving without an appropriate card (51)
No	15-01-2016 07:16:00	15-01-2016 14:22:00	0933HKSXHYH	Pickard-C	Use of multiple driver cards (3)
No	14-01-2016 08:46:00	14-01-2016 21:21:00	0933HKSXHYH	Pickard-C	The same card number for different names (0)
No	10-01-2016 10:16:00	10-01-2016 15:25:00	0933HKSXHYH	Pickard-C	Significant change of characteristic coefficient of the vehicle (w) (6)
No	09-01-2016 01:12:00	09-01-2016 18:32:00	0933HKSXHYH	Pickard-C	Significant change of constant of the recording equipment (k) (6)
No	08-01-2016 06:12:00	08-01-2016 13:41:00	0933HKSXHYH	Pickard-C	Change of characteristic coefficient of the vehicle (w) w/o change of effective circumference of the wheel tyres (1) (2)
No	07-01-2016 06:34:00	07-01-2016 14:30:00	0933HKSXHYH	Pickard-C	Change of the constant of recording equipment (k) w/o change of effective circumference of the wheel tyres (1) (2)
No	06-01-2016 10:13:00	06-01-2016 18:08:00	0933HKSXHYH	Pickard-C	Change of vehicle identification number (1)
No					Change of tyre size during the calibration (4)
No					Significant change of odometer value (1)
No					Many calibrations in 2-year period (3)
No					Next calibration deadline missed (11)
No					First sensor pairing date different from first calibration-activation date (4)
No					Velocity during the break/rest in slot 1 (99)
No					Invalid authorized speed in the calibration (0)
No					Average daily speed exceeded (17)
No					Overspeeding (on the basis of detailed speed) (8)
No					Rapid acceleration/deceleration (2)
No					Unusual quick card removal and insertion (20)
No					Unusual quick card removal and insertion - Team (0)
No					Event - last card session not correctly closed (7)
No					Event - power supply interruption (30)
No					Event - time overlap (0)
No					Event - card insertion while driving (50)
No					Event - motion data error (43)
No					Fault - sensor fault (34)
No					Event - vehicle motion conflict (15)
No					Event - unauthorised change of motion sensor (2)
No					Company cards from multiple companies (0)
No					Place entry does not match GNSS location entry (0)

Warning: Availability activities found in slot 2 during break/rest

During the analysis of mass storage, availability activities have been found.

Instruction:

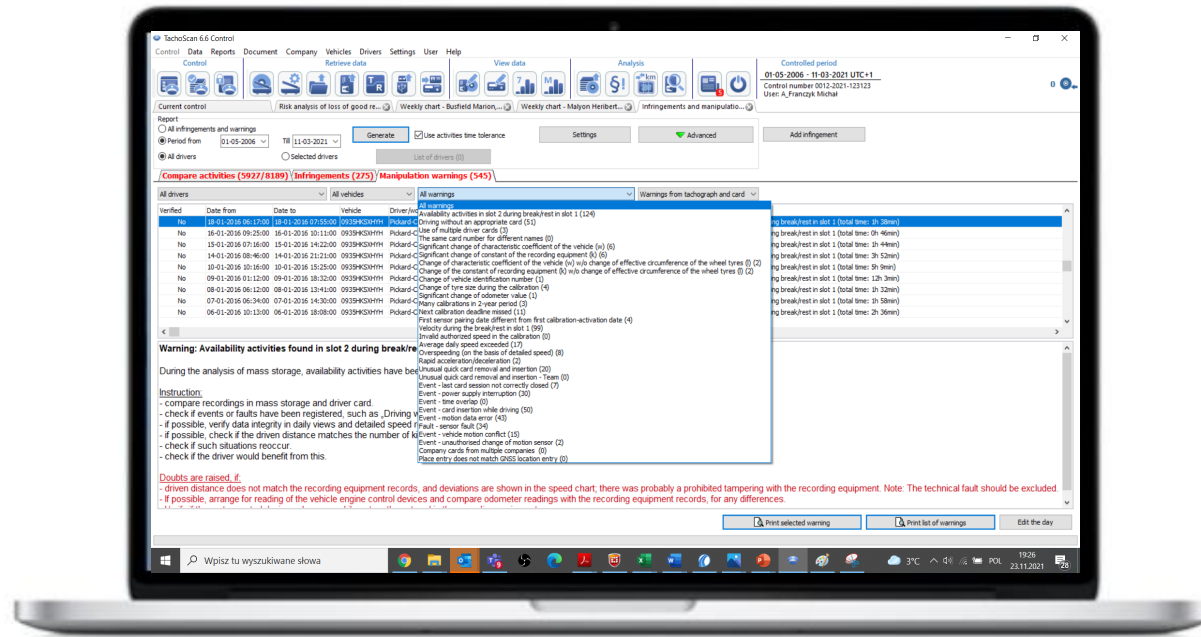
- compare recordings in mass storage and driver card.
- check if events or faults have been registered, such as „Driving“
- if possible, verify data integrity in daily views and detailed speed
- if possible, check if the driven distance matches the number of km
- check if such situations reoccur.
- check if the driver would benefit from this.

Doubts are raised, if:

- driven distance does not match the recording equipment records, and deviations are shown in the speed chart; there was probably a prohibited tampering with the recording equipment. Note: The technical fault should be excluded.
- If possible, arrange for reading of the vehicle engine control devices and compare odometer readings with the recording equipment records, for any differences.

Print selected warning Print list of warnings Edit the day

Most popular fraud



- Illegal use of another card
- Illegal driving without a card
- Interruption of rest/break
- Tachograph-motion sensor illegal interruption
- Tachograph calibration fraud
- Tachograph software illegal replacement

30 DIFFERENT MANIPULATION WARNINGS

Driver card verification in TACHOnet

TachoScan 3.1 Control

Control Data Reports Document Company Vehicles Drivers Settings User Help

Control Retrieve data View data Analysis

Current control Drivers and cards

Card status	Valid for Driving	Driver Card	Source	First and Family Name	Active	Date of Birth	Card Issuing Authority	Driving Licence Number
<input type="checkbox"/>	Yes	EN 9348329524634800	Tachograph	Peter Smith	No			
<input checked="" type="checkbox"/>	Yes	EN 9848429524635900	Tachograph, Driver card	Jack Thomas Jonnes	Yes	14-09-1975	DSA	JONNE753116JT94IJ
<input type="checkbox"/>	Yes	EN 4348329524258600	Tachograph	John Patterson	No			
<input type="checkbox"/>	Yes	NL 7827429524953200	Tachograph	Martijn Blankenij	Yes			
<input type="checkbox"/>	No	EN 9768329524627500	Tachograph	Paul Tom Smith	Yes			
<input type="checkbox"/>	No	EN 9848429524635900	Tachograph	Jack Thomas Jonnes	Yes			
<input type="checkbox"/>	Withdrawn	EN 6428329524239500	Tachograph, Driver card	Thomas McKennie	Yes	14-09-1975	DSA	MCKEN512185T99MT
<input type="checkbox"/>	Expired	EN 9768329524627500	Driver card	Paul Tom Smith	Yes	18-10-1984	DSA	SMITH512185P99ME
<input checked="" type="checkbox"/>	Approved	EN 9848429524635900	Driver card	Jack Thomas Jonnes	Yes	20-07-1984	DSA	JONNE753116JT94IJ
<input type="checkbox"/>	Suspended	EN 6428329524239500	Manual entry	Thomas McKennie	Yes	14-09-1975	DSA	MCKEN512185T99MT
<input type="checkbox"/>	No	EN 9768329524627500	Tachograph	Paul Tom Smith	Yes			
<input type="checkbox"/>	Approved	EN 9848429524635900	Tachograph, Driver card	Jack Thomas Jonnes	Yes	20-07-1984	Driver and Vehicle Standa...	JONNE753116JT94IJ
<input type="checkbox"/>	Approved	EN 6428329524239500	Manual entry	Thomas McKennie	No	18-09-1975	DSA	MCKEN512185T99MT
<input type="checkbox"/>	Approved	EN 9768329524627500	Driver card	Paul Tom Smith	Yes	18-10-1984	DSA	SMITH512185P99ME
<input type="checkbox"/>	Expired	EN 9848429524635900	Driver card	Jack Thomas Jonnes	Yes	14-09-1975	DSA	JONNE753116JT94IJ
<input type="checkbox"/>	Approved	EN 6428329524239500	Manual entry	Thomas McKennie	Yes	18-10-1984	DSA	MCKEN512185T99MT

Driver Card Holder Details

Family Name: Jonnes

First Name: Jack Thomas

Date of Birth: 14-09-1975

Place of Birth: Brighton

Driver Card EN 9848429524635900

Card Start of Validity Date: 11-05-2008

Card Expiry Date: 11-05-2018

Card Status Modified Date: no data

Temporary Card: No

Driving Licence JONNE753116JT94IJ

Driving Licence Country: United Kingdom

Driving Licence Status: OK

Driving Licence Issuing Date: 04-05-2006

Driving Licence Expiry Date: 04-05-20026

☐ select all Filter by phrases

Print

CIC All countries
CCS Country of the card
CIC - Check Issued Cards

CCS All countries
CCS Country of the card
CCS - Check Card Status

MCS - Modify Card Status

Driver card verification in TACHOnet

TachoScan 3.1 Control

Control Data Reports Document Company Vehicles Drivers Settings User Help

Control Retrieve data View data Analysis

Current control Drivers and cards

Card status	Valid for Driving	Driver Card	Source	First and Family Name	Active	Date of Birth	Card Issuing Authority	Driving Licence Number
<input type="checkbox"/> Approved	Yes	EN 9348329524634800	Tachograph	Peter Smith	No	20-07-1984	DSA	SMITH512185P99ME
<input checked="" type="checkbox"/> Approved	Yes	EN 9848429524635900	Tachograph, Driver card	Jack Thomas Jonnes	Yes	14-09-1975	DSA	JONNE753116JT94IJ
<input type="checkbox"/> Approved	Yes	EN 4348329524258600	Tachograph	John Patterson	No	18-10-1972	DSA	PATTE512185J99MT
<input type="checkbox"/> Approved	Yes	NL 7827429524953200	Tachograph	Martijn Blankenij	Yes	25-12-1981	Centraal Bureau Rijvaard...	5094824111
<input type="checkbox"/> Suspended	No	EN 9768329524627500	Tachograph	Paul Tom Smith	Yes	20-07-1984	DVSA	SMITH512185P99ME
<input type="checkbox"/> Suspended	No	EN 9848429524635900	Tachograph	Jack Thomas Jonnes	Yes	18-10-1972	DSA	JONNE753116JT94IJ
<input type="checkbox"/> Withdrawn	No	EN 6428329524239500	Tachograph, Driver card	Thomas McKennie	Yes	14-09-1975	DSA	MCKEN512185T99MT
<input type="checkbox"/> Expired	No	EN 9768329524627500	Driver card	Paul Tom Smith	Yes	18-10-1984	DSA	SMITH512185P99ME
<input checked="" type="checkbox"/> Approved	Yes	EN 9848429524635900	Driver card	Jack Thomas Jonnes	Yes	20-07-1984	DSA	JONNE753116JT94IJ
<input type="checkbox"/> Suspended	No	EN 6428329524239500	Manual entry	Thomas McKennie	Yes	14-09-1975	DSA	MCKEN512185T99MT
<input type="checkbox"/> Expired	No	EN 9768329524627500	Tachograph	Paul Tom Smith	Yes	18-10-1984	DSA	SMITH512185P99ME
<input type="checkbox"/> Approved	Yes	EN 9848429524635900	Tachograph, Driver card	Jack Thomas Jonnes	Yes	20-07-1984	Driver and Vehicle Stand...	JONNE753116JT94IJ
<input type="checkbox"/> Approved	Yes	EN 6428329524239500	Manual entry	Thomas McKennie	No	18-09-1975	DSA	MCKEN512185T99MT
<input type="checkbox"/> Approved	Yes	EN 9768329524627500	Driver card	Paul Tom Smith	Yes	18-10-1984	DSA	SMITH512185P99ME
<input type="checkbox"/> Expired	No	EN 9848429524635900	Driver card	Jack Thomas Jonnes	Yes	14-09-1975	DSA	JONNE753116JT94IJ
<input type="checkbox"/> Approved	Yes	EN 6428329524239500	Manual entry	Thomas McKennie	Yes	18-10-1984	DSA	MCKEN512185T99MT

Driver Card Holder Details

Family Name: **Jonnes**

First Name: **Jack Thomas**

Date of Birth: **14-09-1975**

Place of Birth: **Brighton**

Driver Card **EN 9848429524635900**

Card Start of Validity Date: **11-05-2008**

Card Expiry Date: **11-05-2018**

Card Status Modified Date: *no data*

Temporary Card: **No**

Driving Licence **JONNE753116JT94IJ**

Driving Licence Country: **United Kingdom**

Driving Licence Status: **OK**

Driving Licence Issuing Date: **04-05-2006**

Driving Licence Expiry Date: **04-05-20026**

☐ select all Filter by phrases

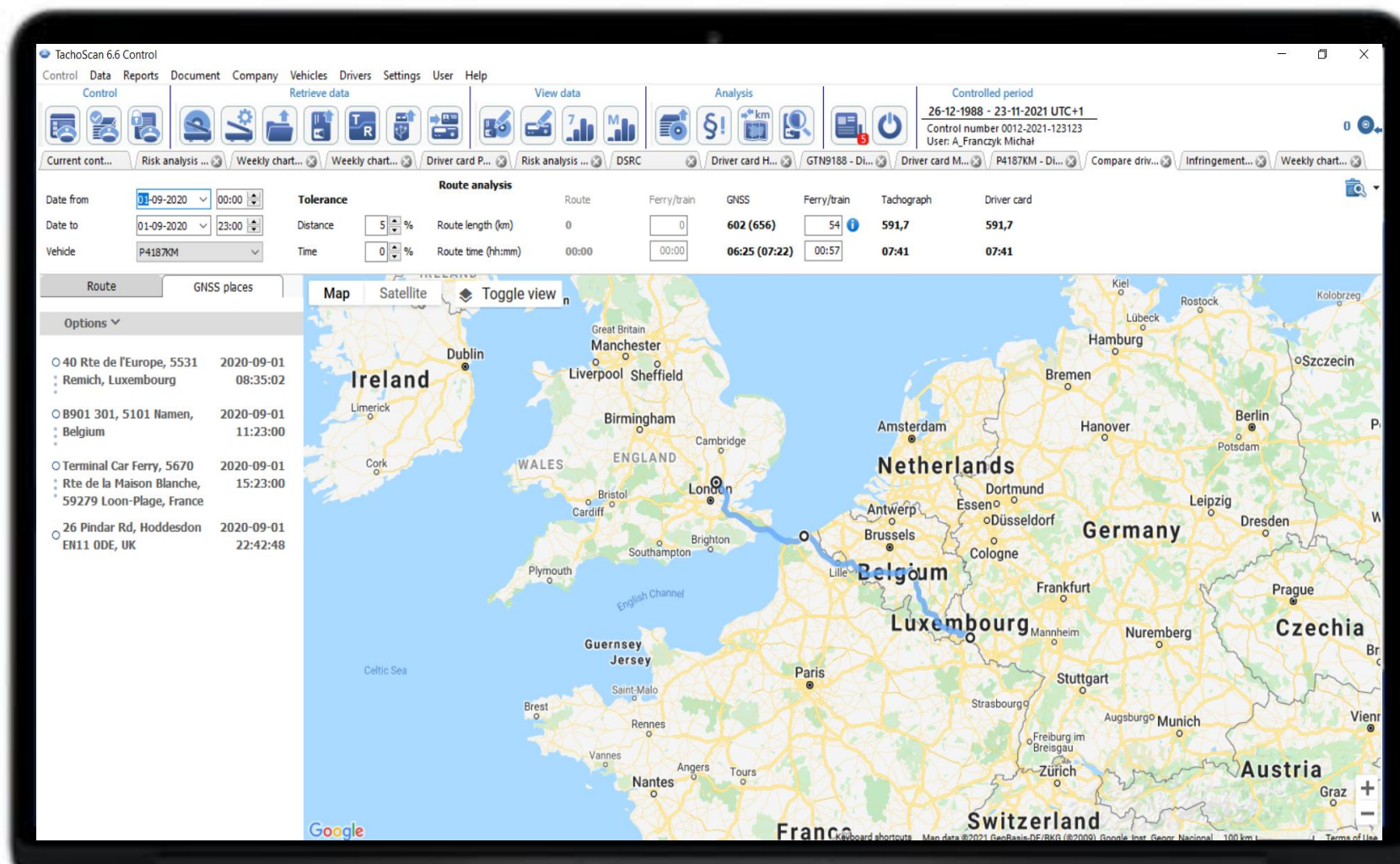
Print

CIC All countries
CCS Country of the card
CIC - Check Issued Cards

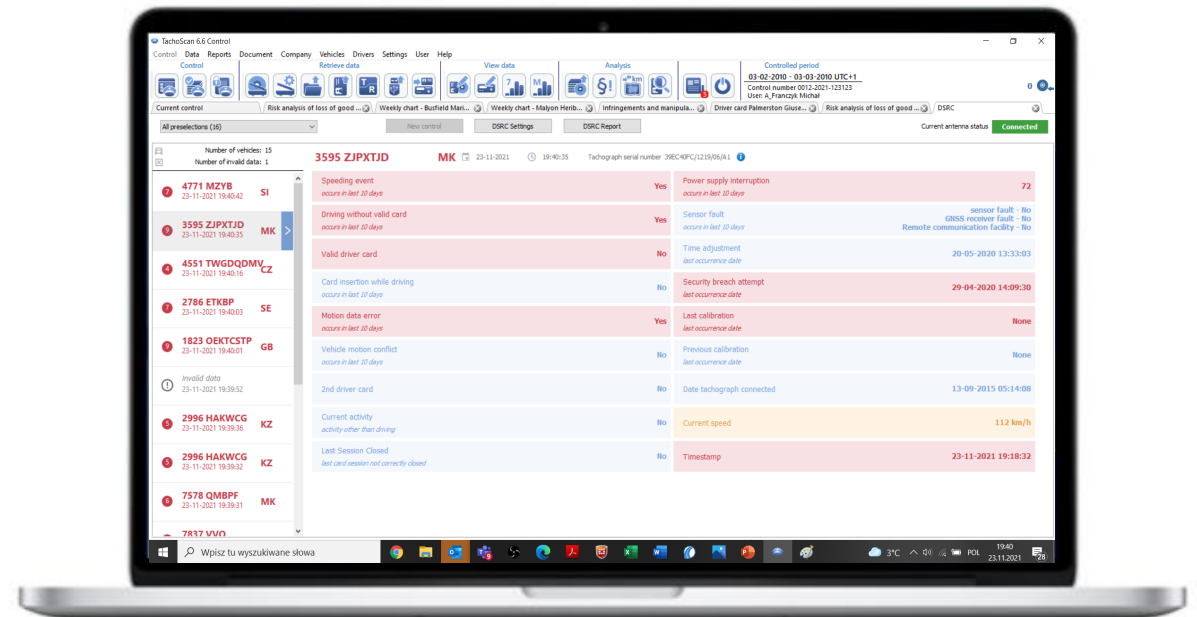
CCS All countries
CCS Country of the card
CCS - Check Card Status

MCS - Modify Card Status

Comparison of distance recordings



Preselection on roadside checks



Remote readout of part of tachograph memory

TachoScan 6.6 Control

Control Data Reports Document Company Vehicles Drivers Settings User Help

Control Retrieve data View data Analysis

Controlled period
03-02-2010 - 03-03-2010 UTC+1
Control number 0012-2021-123123
User: A.Franczyk Michał

Current control Risk analysis of loss of good ... Weekly chart - Busfield Mari... Weekly chart - Maljon Herib... Infringements and manipula... Driver card Palmerston Giuse... Risk analysis of loss of good ... DSRC

All preselections (16) New control DSRC Settings DSRC Report Current antenna status Connected

Number of vehicles: 15
Number of invalid data: 1

3595 ZJPXTJD MK 23-11-2021 19:40:35 Tachograph serial number 39EC40FC/1219/06/A1

7 4771 MZYB SI 23-11-2021 19:40:42	Speeding event occurs in last 10 days	Yes	Power supply interruption occurs in last 10 days	72
9 3595 ZJPXTJD MK 23-11-2021 19:40:35	Driving without valid card occurs in last 10 days	Yes	Sensor fault occurs in last 10 days	sensor fault - No GNSS receiver fault - No Remote communication facility - No
4 4551 TWGDQDMV CZ 23-11-2021 19:40:16	Valid driver card	No	Time adjustment last occurrence date	20-05-2020 13:33:03
7 2786 ETKBP SE 23-11-2021 19:40:03	Card insertion while driving occurs in last 10 days	No	Security breach attempt last occurrence date	29-04-2020 14:09:30
9 1823 OEKTCSTP GB 23-11-2021 19:40:01	Motion data error occurs in last 10 days	Yes	Last calibration last occurrence date	None
Invalid data 23-11-2021 19:39:52	Vehicle motion conflict occurs in last 10 days	No	Previous calibration last occurrence date	None
5 2996 HAKWCG KZ 23-11-2021 19:39:36	2nd driver card	No	Date tachograph connected	13-09-2015 05:14:08
5 2996 HAKWCG KZ 23-11-2021 19:39:32	Current activity activity other than driving	No	Current speed	112 km/h
6 7578 QMBPF MK 23-11-2021 19:39:31	Last Session Closed last card session not correctly closed	No	Timestamp	23-11-2021 19:18:32
7837 VVO				

Wpisz tu wyszukiwane słowa

3°C 19:40 23.11.2021 28

Remote tachograph download with DSRC technology

The screenshot displays the TachoScan 6.6 Control software interface. The top menu bar includes options like Control, Data, Reports, Document, Company, Vehicles, Drivers, Settings, User, and Help. Below the menu is a toolbar with various icons for data retrieval, analysis, and reporting. The main window shows a list of vehicles on the left and a detailed view of the selected vehicle, 3595 ZJPXTJDK, on the right. The vehicle details include its registration, license plate, and a list of events and status information.

Vehicle List:

Vehicle ID	Registration	Country
4771 MZYB	SI	SI
3595 ZJPXTJDK	MK	MK
4551 TWGDQDMV	CZ	CZ
2786 ETKBP	SE	SE
1823 OEKTCSTP	GB	GB
Invalid data		
2996 HAKWCG	KZ	KZ
2996 HAKWCG	KZ	KZ
7578 QMBPF	MK	MK
7837 VVO		

Vehicle Details: 3595 ZJPXTJDK MK

Number of vehicles: 15
Number of invalid data: 1

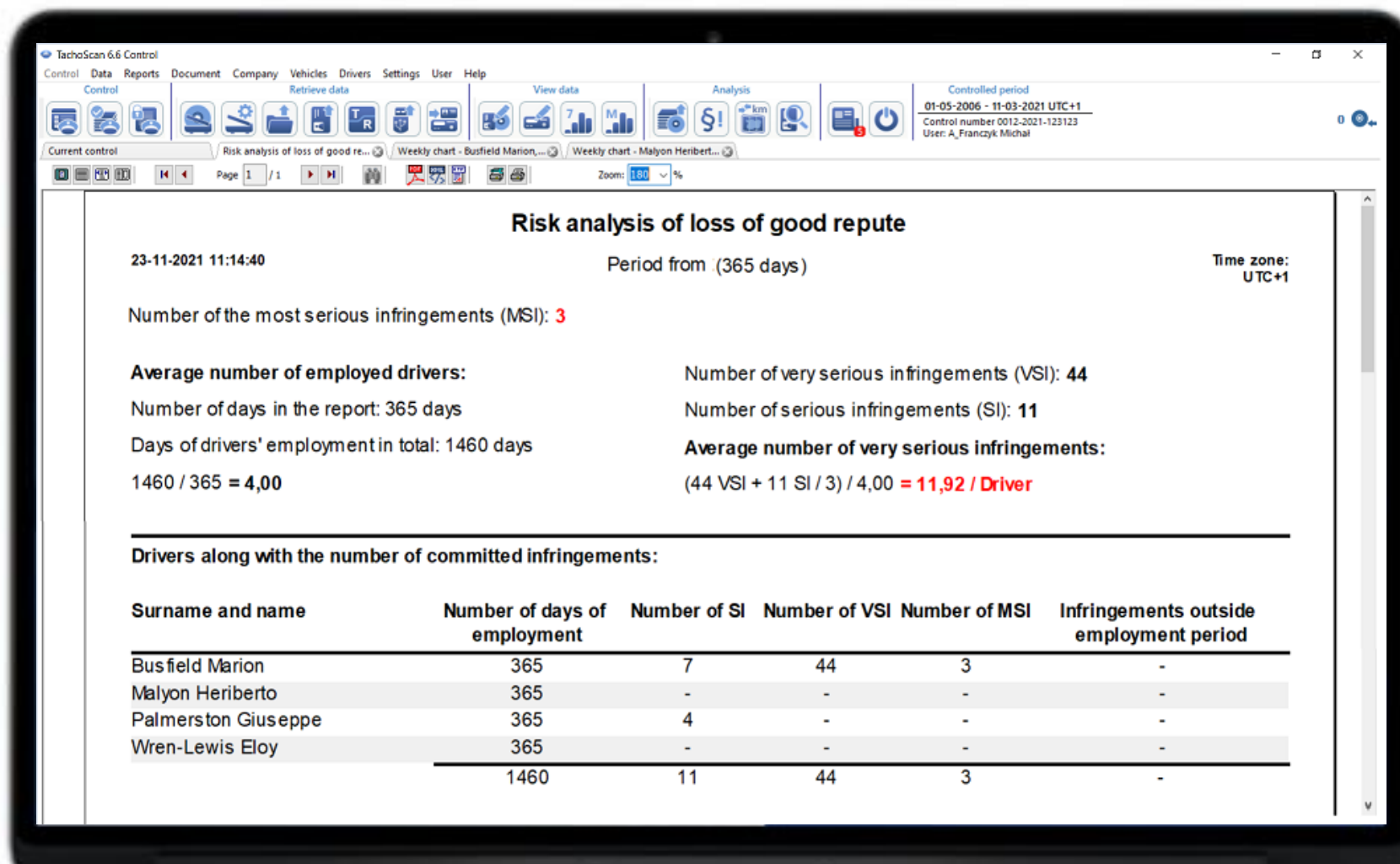
Controlled period: 03-02-2010 - 03-03-2010 UTC+1
Control number 0012-2021-123123
User: A.Franczyk Michal

Current antenna status: **Connected**

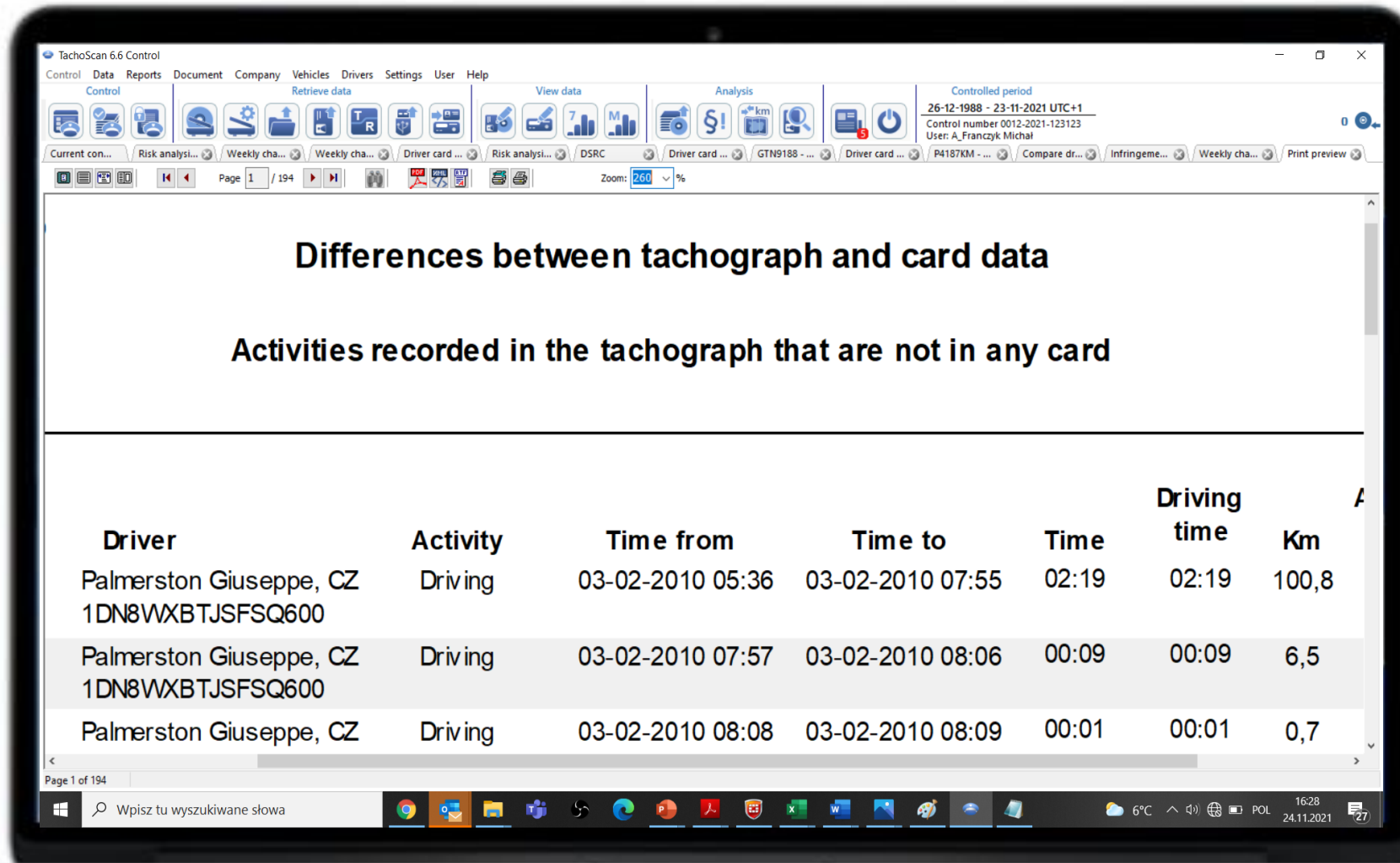
Event	Occurs in last 10 days	Details	Value
Speeding event	Yes	Power supply interruption	72
Driving without valid card	Yes	Sensor fault	sensor fault - No GNSS receiver fault - No Remote communication facility - No
Valid driver card	No	Time adjustment	20-05-2020 13:33:03
Card insertion while driving	No	Security breach attempt	29-04-2020 14:09:30
Motion data error	Yes	Last calibration	None
Vehicle motion conflict	No	Previous calibration	None
2nd driver card	No	Date tachograph connected	13-09-2015 05:14:08
Current activity	No	Current speed	112 km/h
Last Session Closed	No	Timestamp	23-11-2021 19:18:32

Additional processes during company check

Good reputation analysis in a company check



Finding unreported drivers/trucks by comparing activities



The screenshot shows the TachoScan 6.6 Control software interface. The main window displays a report titled "Differences between tachograph and card data" with the subtitle "Activities recorded in the tachograph that are not in any card". The report is a table with 8 columns: Driver, Activity, Time from, Time to, Time, Driving time, and Km. The table lists three driving activities for driver Palmerston Giuseppe, CZ 1DN8WXB TJSFSQ600. The interface includes a menu bar, a toolbar with various icons, and a status bar at the bottom showing the Windows taskbar and system clock.

Driver	Activity	Time from	Time to	Time	Driving time	Km
Palmerston Giuseppe, CZ 1DN8WXB TJSFSQ600	Driving	03-02-2010 05:36	03-02-2010 07:55	02:19	02:19	100,8
Palmerston Giuseppe, CZ 1DN8WXB TJSFSQ600	Driving	03-02-2010 07:57	03-02-2010 08:06	00:09	00:09	6,5
Palmerston Giuseppe, CZ	Driving	03-02-2010 08:08	03-02-2010 08:09	00:01	00:01	0,7

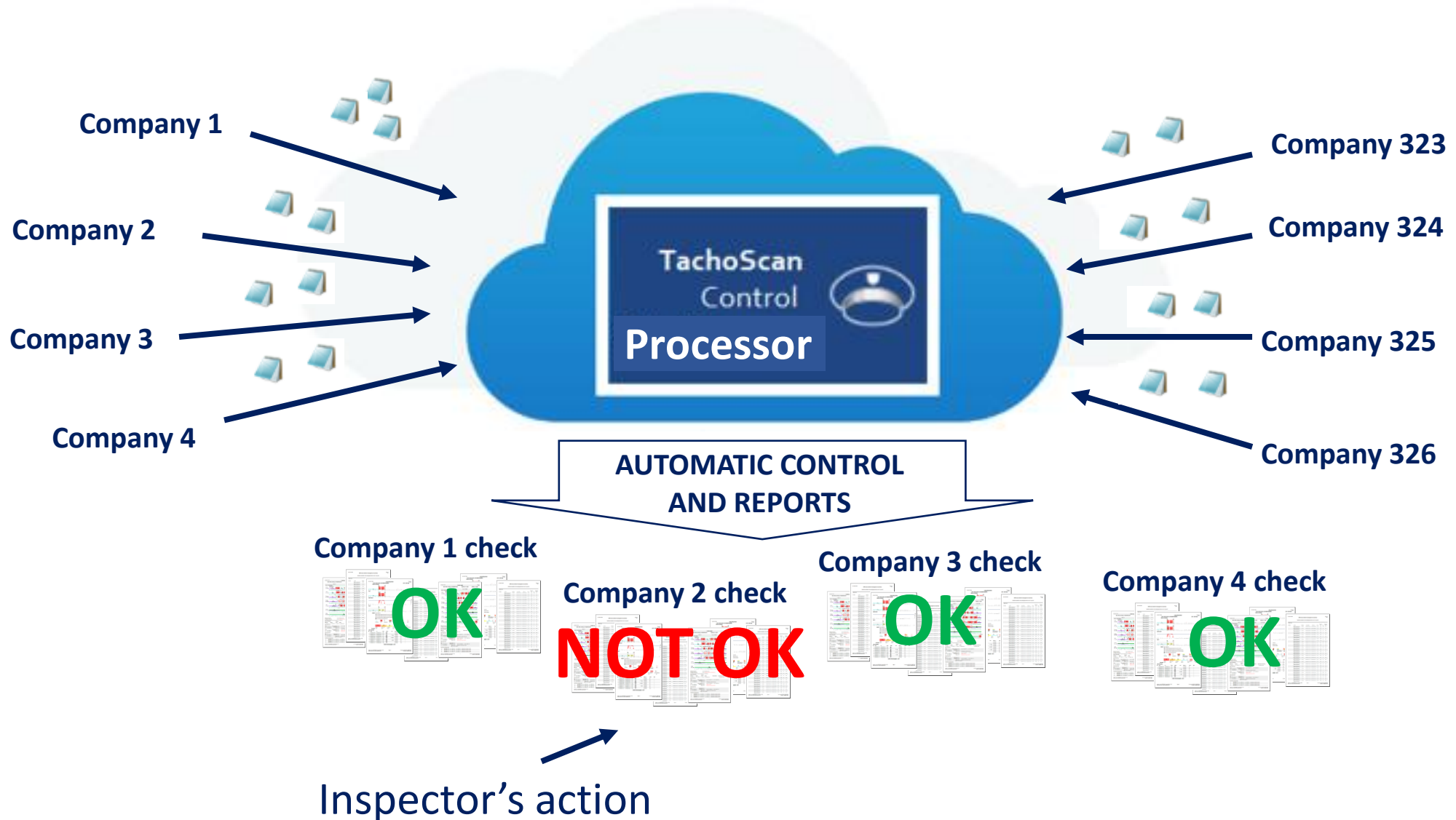
Mobility package changes



New functionalities for controllers

- Driver home return every 4 weeks ✓
- Driver taking 45h weekly rest in a truck cab ✓
- Truck home return every 8 weeks
- Border crossings to calculate foreign salary
- Border crossing to check cabotage 4-day cooling off period
- Posting declaration in IMI system
- Loading/unloading verification for foreign salary calculation
- Working time calculation for each country

Automatic cloud system for tachograph/card data check





Thank you for your attention

For more information please contact:

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