

„The Ten Commandments“ for trucks drivers



Vehicle unit



EU Regulation 165/2014



CarTracker
for
DIGITAL
TACHOGRAPHS

by
TDCs

Regulation of EU commission
581/2010
















TDCs

EU Regulation 561/2006










„The Ten Commandments“ for driver of vehicle over 3,5 t

1. On the tachograph, set the pictogram  – another job, then insert the card into the tachograph. Add an addendum if necessary. Enter the Begin country.
2. Set the pictogram  - another job and set End country – if the card was not removed from tachograph.
3. At the latest after 4.5 hours of  driving (driving time sums up), you must start taking a break of min. 45 minutes, that you can divide:
 - a. First break – min. 15 minutes, then follows
 - b. Second break - min. 30 minutes (Order of breaks must be retained !!!)
4. If you had worked (  already for six hours and did not take a break, you have to start taking "a break for rest and eating"  :
 - a. 30 minutes, if the total daily working time is longer than 6 hours but less than 9 hours
 - b. 45 minutes if the total daily working time lasts more than 9 hours
5. Driving time  during one shift can be - up to 9 hours, 2 times per week for 10 hours and even 2 times in a row.
6. Daily rest period  11 hours – not reduced, can be divide:
 - a. 3 times per week can be shortened to 9 hours (reduced rest)
 - b. can be divided into 3 hours and then 9 hours - not reduced distributed rest
7. Driving  time per week - maximum 56 hours
8. Driving time  for two weeks - up to 90 hours (for any two consecutive weeks)
9. Weekly rest period  at the latest at the end of 6 days (six 24-hour periods) from the end of the previous rest. Can be:
 - a. Not reduce weekly rest - 45 hours
 - b. Reduced weekly rest - less than 45 hours, but at least 24 hours, but only once every two weeks (reduction should be replaced by a corresponding shortened rest time, drawing on the whole, by the end of the third week)
 - c. If the weekly rest period falls within two weeks, it can be counted in any week but not in both!
10. At the end of the shift, enter an another job , enter command for card withdrawal and do not forget to enter the End country ! Or, just enter the End country and then switch to the pictogram of rest  in case of keeping tachograph card in!!

TDC,

Common mistakes in the handling of digital tachograph

1. When inserting / removing a card to / from the tachograph, a pictogram (rest) is left on the tachograph, what does it mean in practice?

- By leaving the pictogram of the rest,  the driver claims that he is still/already taking rest, but by inserting the card in the tachograph he performing another work .
- Another work  are all driver activity except driving  and rest . So card insertion belongs to another work  and not to rest. .

2. At the start /end of the shift, the Begin country /End country is not entered

- Regulation 165/2014 strictly imposes an obligation to enter a Begin country /End country. If the driver had the card removed from the tachograph, he is asked to enter the Begin country after inserting. If the driver card is pulled out at the end of the shift from the tachograph, he is also asked to enter the End country. If the card is not being picked up from tachograph at the beginning/end of the shift, it is necessary to enter the tachograph menu and in the "Enter Driver 1" section enter here the country of Begin/End.

3. Changing the local time when the card is in the tachograph

Change the local time (transition to winter - summer time) there must be no card inserted in the tachograph. If the change is forgotten before inserting the card into the tachograph, the change can only be made after the card has been pulled out of the tachograph!

Explanation of some terms

Rest – is any uninterrupted period during which the driver may freely dispose of his time.

Break – Is any period of time during which the driver may not drive or perform any other work and which is used exclusively for regeneration.

The driver must have a regular daily rest period of at least 24 hours after the shift began. It means :

- The driver has 13 hours for shift – if he draws a regular daily rest period;
- The driver has 15 hours for the shift – if he 3 times a week draws a shortened rest period;
- The driver has **12 hours for the shift** – If he divided the rest into two parts (3 hours + 9 hours).

Reduced weekly rest period – means any period of rest of less than 45 hours, which may, subject to the conditions laid down in Article 8(6), be shortened to a minimum of 24 consecutive hours. **Weekly rest can not be divided !!!**

Any rest taken as compensation for a reduced weekly rest period shall be attached to another rest period of at least nine hours.

Week – is period from 00:00 on Monday to 24:00 on Sunday.

Any daily rest period of at least 9 hours but less than 11 hours is considered to be a period of reduced daily rest !

EP and Council Regulation 561/2006 Art. 8 ods. 8 – Where a driver chooses to do this, daily rest periods and reduced weekly rest periods away from base may be taken in a vehicle, as long as it has suitable sleeping facilities for each driver and the vehicle is stationary.

Any time spent travelling to a location to take charge of a vehicle falling within the scope of this Regulation, or to return from that location, when the vehicle is neither at the driver's home nor at the employer's operational centre where the driver is normally based, shall not be counted as a rest or break unless the driver is on a ferry or train and has access to a bunk or couchette.

Control – In the case of a roadside check, the driver must be able to document all his activity on that day and the previous 28 calendar days (record sheets, handwritten records, printouts, card)

INFORMATION

Since September 20, 2010, the AETR agreement is identical to EU rules, but this does not mean that there can be no changes and thus differences in EU and AETR rules

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CarTracker Digital - local software solution for data management from driver's cards and digital tachographs. For its performance and ease of use it is a unique solution for drivers and transport company employees.

I wish you many happy kilometers with
compliance of road safety policies

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