Digital Tachograph – DTCO® 1381
Release 2.0 – 2.1
Operating instructions Company & Driver

DTCO® SmartLink (option)
Dear user,

The DTCO 1381 digital tachograph, with its system components, is an EC recording device that complies with the technical specifications according to the EC regulation (EEC) no. 3821/85 annex I B, (as amended).

The prepared data helps …

- the driver obey the law when driving
- and gives the company useful data about the performance of the driver and the vehicle (special software required).

These operating instructions were written for the company and the drivers and describe proper handling of the DTCO 1381 as specified by the regulations. Carefully read these instructions and become familiar with the DTCO 1381.

Further information on the DTCO 1381 as well as contact addresses are available on the Internet at: www.dtco.vdo.com

We wish you happy motoring.

Your friends at Continental Automotive GmbH
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## Release overview

The present certified operating instructions are valid for the following DTCO 1381 device versions:

<table>
<thead>
<tr>
<th>Release version</th>
<th>Certified operating instructions</th>
<th>Special operational features</th>
</tr>
</thead>
</table>
| Rel. 2.0        | BA00.1381.20 101 102             | - During driving, individual setting of a desired standard display possible.  
|                 |                                  | - Printout in local time possible. |
| Rel. 2.1        | BA00.1381.21 100 102             | Current operating instructions  
|                 |                                  | - Change in the menu navigation for driver card insertion; \(\rightarrow\) page 28.  
|                 |                                  | - Menu display depending on the inserted cards; \(\rightarrow\) page 48.  
|                 |                                  | - VDO GeoLoc: Optional recording of the position data of a vehicle; \(\rightarrow\) page 17.  
|                 |                                  | - Information about the due download of a driver card when it is removed; \(\rightarrow\) page 39. |

These operating instructions do not apply for earlier device release versions!
General instructions

Means of depiction
Handling the DTCO 1381
Legal requirements
Handling the tachograph cards
## Means of depiction

You will find the following emphases in these operating instructions:

### Steps
1. The numbered steps describe actions – You must do something. For example you will be guided through the menu step by step and asked to make an entry.
2. Further actions are numbered consecutively.

### Symbols
- The asterisk marks a special feature / option.
- **Note:** Observe the instructions for the ADR variant * "ADR"* and the option "Automatic adjustment of the activities after ignition on/off" *, as individual functions depend on the ignition.
- The VDO Counter * supports your daily, weekly planning when "on the road".

### Definitions
- **Driver 1** = Crewmember who is driving the vehicle at the moment or will be driving the vehicle.
- **Driver 2** = Crewmember who is not driving the vehicle.

### Menu representation

Flashing lines or characters in the menu display are shown in *italics (1)* in these operating instructions.

### Attention!

The text beside or below this symbol contains important information to avoid loss of data, to prevent damage to the device, and to comply with legal requirements.

### Warning message

A warning message points out possible risks of injury or accidents.

### Hint

This sign will give you some advice or information which, when not observed, could lead to malfunctions.

### The book

The book means a reference to another documentation.
1. General instructions

Handling the DTCO 1381

Risk of Accident
While driving, messages can appear in the display. It is also possible that the driver card will be automatically ejected.
Do not be distracted by this; instead, continue to focus all of your attention on driving safely.

Danger of injury
You and other persons might be injured by an open printer drawer. Open the printer drawer only for inserting a paper roll!
Depending on the volume of information printed, the thermal printing head may be very hot! Wait until the printing head has cooled down before you insert a new roll of paper.

Danger of explosion
The DTCO 1381 ADR version * is designed for use in explosion-risk environments.
Please observe the instructions for transport and handling of hazardous materials in explosion-risk environments.

Observe the following instructions in order to avoid damage to the DTCO 1381!

- Authorised persons are responsible for installing and sealing the DTCO 1381.
- Do not carry out any repairs of the device or the supply lines.
- Do not insert any other cards, such as credit cards, cards with relief printing, or metallic cards, etc. into the card slot. These type of cards will damage the card slot of the DTCO 1381!
- Only use type-approved paper rolls recommended by the manufacturer (original VDO printer paper). Make sure that it contains the approval mark.
  ➤ Details refer to “Paper roll” on page 84.
- Do not activate the button elements with sharp-edged or pointed objects such as a ballpoint pen, etc.
- Clean the unit with a slightly moist towel or with a microfibre cleaning cloth. (Available from your sales and service center.)
  ➤ Refer to “Care and maintenance” on page 83.

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Legal requirements

1. Legal requirements

Any person who makes any changes to tachographs or the signal feed in a way that influences the recording and memory of the tachographs, especially if done with fraudulent intentions, may violate laws or provisions. The falsification, suppression, or destruction of tachograph recordings, the tachograph cards, and the printed documents is forbidden.

Legal Foundation

The use of tachographs is now regulated in the latest consolidated valid version of the EC regulations 3821/85 in combination with EC regulations (EC) no. 561/2006 and the relevant national laws. They require the driver and the operator of the vehicle (company) to conform to a number of obligations and responsibilities. The following list is not guaranteed to be complete or legally valid.

- **Obligations of the driver**
  - The driver must take care that the driver card and the tachograph will be used properly.
  - Behaviour in the event of malfunctions of the tachograph:
    - The driver must note information about the activities which are no longer properly recorded or printed by the tachograph on a separate sheet or on the rear side of the paper roll! Refer to “Handwritten activity entries” on page 36.
    - If away from base, for more than 1 week, the driver must ensure that the tachograph is repaired by an authorised workshop en route.
  - During mixed tachograph operation (use of vehicles with analogue [chart based] and digital tachograph), the necessary documents must be carried. Refer to “Driver / vehicle change during operation” on page 40.

  - If the driver card is lost, stolen, damaged, or malfunctions, then the driver must at the beginning and at the end of the journey generate a daily printout from the DTCO 1381 and add his personal information. If necessary, availability periods and other working times must be inserted by handwritten entries. Refer to “Handwritten activity entries” on page 36.
  - If the driver card is damaged or fails to operate properly, it must be sent back to the authorised authority, or its loss must be duly notified. The replacement card must be applied for within seven calendar days.
  - If the driver card is lost, stolen, damaged or malfunctions, a journey may be continued without driver card for a period of 15 calendar days or longer if necessary for the vehicle to return to the company location.
1. General instructions

- Inform the authorised authority immediately about the exact reasons for the renewal, replacement, or exchange of the driver card by another member state authority.
- After the end of validity, the driver must continue to carry the driver card for at least 28 calendar days (Driving Personnel Decree in Germany).

► Obligations of the company
- Take care that, when a new vehicle is delivered, an authorised workshop immediately completes the calibration data with authorised member state and vehicle registration number.
- When inserting in the company card, you are requested, if necessary, to enter the member state and the vehicle registration number of the vehicle in the DTCO 1381.
  ➞ Refer to “Enter vehicle registration number” on page 24.
- Lock the company in the DTCO 1381 at the beginning of the vehicle deployment, and lock it out again at the end.
  ➞ Details refer to “Company card insertion” on page 23.
- Make sure that enough authorised rolls of paper are available in the vehicle.
- Monitor the proper function of the tachograph. Observe the intervals which, according to the legal stipulations, are prescribed for the inspection of the tachograph. (Periodic (calibration) test at least every two years.)
- Download the data from the data memory of the DTCO 1381 and from the driver cards at regular intervals and store the data according to the legal stipulations.
- Have repair and calibration work done by authorised workshops only.
  ➞ Details refer to “Compulsory Tachograph inspections” on page 83.
- Supervise the proper use of the tachograph by the drivers. Check driving times and rest periods periodically and compare these with the legal requirements.

► Handling of the printouts
- Take care that the printouts will not be damaged by strong light, sunlight, moisture, or heat (making them illegible).
- The holder of the vehicle / the company must retain the legal printouts for at least 1 year. (2 years for Working Time Directive Regulations.)
Handling the tachograph cards

1. General instructions

Possession of a tachograph card authorises the holder to use the DTCO 1381. Areas of activity and access rights are prescribed by law.

Refer to “Tachograph cards” on page 79.

⚠️ The driver card is person-specific. The driver uses this card to identify himself to the DTCO 1381. The driver card is not transferable!

⚠️ The company card is designed for owners and operators of vehicles with installed digital tachograph and must not be transferred to "Others". The company card must not be used for driving!

Handle your tachograph card carefully in order to avoid loss of data and observe the instructions of the issuing authorities for tachograph cards.

- Do not bend or fold the tachograph card and do not use them for anything other than their intended purpose.
- Do not use damaged tachograph cards.
- Keep all contact surfaces clean, dry, and free of grease and oil (always use a protective cover).
- Protect the card from direct sunlight (do not allow it to lie on the instrument panel).
- Do not place it in direct proximity to strong electromagnetic fields.
- Do not use the card beyond its period of validity. Apply for a new tachograph card in a timely manner before expiry.

Cleaning tachograph card

Clean dirty contacts of the tachograph card with a slightly moistened cloth or with a microfibre cleaning cloth. (Available from your sales and service center.)

⚠️ Do not use any solvents like thinner or petroleum spirits to clean the contacts of a tachograph card.
Introduction

First operating steps
Display and operational elements
Display variations
First operating steps

For the company

1. Register your company within the DTCO 1381. Insert the company card into any card slot.
   ➡ Details refer to “Company card insertion” on page 23.

2. Withdraw the company card at the end of the registration or the download of data from the card slot.
   ➡ Details refer to “Company card withdrawal” on page 26.

The company card must not be used for driving!

For the driver

1. Insert your driver card into the card slot at the beginning of the shift (start of working day).
   ➡ For more details, see “Inserting driver card(s)” from page 28.

2. Using the "Manual entry" you can add activities on your driver card.
   ➡ For more details, see “Manual entries” from page 28.

3. Use the activity button to adjust the activity you want to carry out at that moment.
   ➡ Details refer to “Setting activities” on page 35.

4. Adjust the time to the current local time.
   ➡ Details refer to “Set Local time” on page 61.

The DTCO 1381 is ready for operation!

5. Important! During a rest period or break time, always set the activity to "H".

6. Possible faults in the device or the system components will appear in the display. Acknowledge the message.
   ➡ For more details, see “A message appears” from page 66.

7. At the end of the shift (end of the working day) or vehicle change, you request your driver card from the card slot.
   ➡ For more details, see “Withdrawing driver card(s)” from page 38.

8. You can display or print activities from preceding days as well as saved events, etc. by means of the menu functions.
   ➡ For more details, see “Calling up menu functions” from page 48.

⚠ These operating instructions do not contain the legal requirements which are valid in the respective countries. If necessary, they must be complied with, too.
2. Introduction

Display and operational elements

Brief description

Display (1)
Depending on the vehicle’s operational condition, different displays will appear or data can be displayed.
⇒ Refer to “Display variations” on page 17.

Driver 1 keypad (2)

1. Activity button for driver 1
⇒ Details refer to “Setting activities” on page 35.

8. Ejection button for card slot 1

Card slot 1 (3)
Driver 1, who will drive the vehicle at this moment in time, inserts his driver card into slot 1.
⇒ For more details, see “Inserting driver card(s)” from page 28.

(1) Display
(2) Driver 1 keypad
(3) Card slot 1
(4) Download interface
(5) Driver 2 keypad
(6) Card slot 2
(7) Unlock button printer drawer
(8) Cutting edge
(9) Menu buttons

(a) Symbol "ADR" for ADR variant *
(ADR = European Agreement concerning the international carriage of dangerous goods by road)
The DTCO 1381 can be remotely controlled by the corresponding accessories.

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Display and operational elements

2. Introduction

Download interface (4)
The download interface is located under the cover. The access rights of this interface are regulated according to the inserted tachograph card.
Details refer to “Access rights of the tachograph cards” on page 80.

Driver 2 (5) keypad
- Activity button for driver 2
- Ejection button for card slot 2

Card slot 2 (6)
Driver 2, who is not driving the vehicle at this moment in time, inserts his driver card into slot 2 (crew operation).

Unlock button (7)
Use this button to unlock the printer drawer, for example when inserting a roll of paper.

Cutting edge (8)
You can use the cutting edge to tear off a printout generated by the integrated printer.

Menu buttons (9)
Use the following buttons to enter, display, or print out data:
- Use the paging function to select the desired function or selection. (This is possible by pressing and holding down the auto-repeat function key.)
- Confirm or acknowledge desired function / selection.
- Press and hold, repeatedly until the last entry field.
- Back to the last entry field, abort the entry of a country, or leave the menu one step at a time.

ADR variant * (a)
Some functions, such as insertion or removal of the tachograph cards, printing or display of data are possible only while the ignition is switched on!

Model plate
After opening the printer drawer, the model plate is visible with the following data: Name and address of the manufacturer, device version, serial number, year of manufacture, test and approval mark, and release version.

From Release 2.1: Following a software upgrade, the hardware and software versions are identified by a sticker located in the printer drawer.

The download interface cap on the DTCO 1381 must be closed during loading and unloading of hazardous materials.
2. Introduction

Display variations

General Information
The display consists of pictograms and text with the language being automatically set as follows:

- The language will be determined by the driver card that is currently inserted in card slot 1 and/or the driver card that was most recently inserted in the DTCO 1381.
- Or the tachograph card with a higher value, such as the company card, control card.

Select language
As an alternative to the automatic language setting, you can individually set a preferred language.
Details refer to “Setting the language” on page 49.

Standby mode
In the Operational "o" mode, the DTCO 1381 will switch into standby mode after about 5 minutes:
- the vehicle's ignition is off,
- and no message is pending.
The set activities (3) will appear in addition to the time (1) and operating mode (2). The display disappears after another 3 minutes (customer-specific value).
Display Standby mode will be cancelled when:
- you switch on the ignition
- you press any key,
- or when the DTCO 1381 announces an event or a fault.

VDO GeoLoc * (from Release 2.1)
You have the option of switching the recording of the vehicle position to on (2) or off (1).

Display after ignition on/off
Ignition on: If there is no tachograph card in card slot 1, this note (1) will appear for approximately 20 seconds and then the standard display (2) will appear.
Ignition off: Symbol (3) indicates that the IMS function is available.
(IMS = Independent Motion Signal)
From Release 2.1: Symbol (4) indicates that the VDO GeoLoc function is switched on.
Display variations

Standard display(s)

By pressing any menu key, you can also switch over to the standard display (a), (b) or (c).

Standard display (a):
(1) Time with symbol " • " = Local time 
without symbol " • " = UTC time
(2) Symbol of the operating mode "Operational"
(3) Speed
(4) Activity, driver 1
(5) Card symbol, driver 1
(6) Total odometer
(7) Card symbol, driver 2
(8) Activity, driver 2

Option: VDO Counter * (c)
(1) Remaining driving time " • "
(2) Next valid break time / daily or weekly rest period " • "
For more details, see "VDO Counter *" from page 50.

Data display when the vehicle is stationary

When the vehicle is not moving and driver card is inserted, you can call up other data of the driver card.
Refer to “Calling up menu functions” on page 48.

Standard display (b):
(1) Driving time " • " of Driver 1 since a valid break time.
(2) Valid break time " • " in cumulative break periods of at least 15 minutes followed by 30 minutes, in accordance with regulation (EU) no. 561/2006.
(3) Times of driver 2:
Current activity availability time " • " and duration of activity.
2. Introduction

Display variations

Display of messages
Regardless of which display currently appears or whether the vehicle is moving or stationary, messages will be displayed with priority.
⇒ Refer to “A message appears” on page 66.

Production status

Display of production status
If the DTCO 1381 has not yet been activated as a recording device, then “Production status”, symbol "ymbol (1) will appear. The DTCO 1381 will not accept any tachograph cards except the workshop card.

⚠️ Please make sure that the DTCO 1381 is immediately and properly brought into operation by an authorised workshop.

Out of scope

Standard display (a): Out of Scope display
The vehicle is driving outside the scope of the regulations, symbol "OUT" (2).
You can set this function through the menu.
⇒ Refer to “Enter Out beginning / end” on page 61.
The following journeys may be outside of the scope of application:
- Journeys on non-public roads.
- Journeys outside of EU countries.
- Journeys where the vehicle does not require use of the DTCO 1381 in accordance with the regulations.
By pressing any menu key, you can switch over to the standard display (b) or (c)*.
⇒ see page 18.

Ferry transfer or train transfer

Standard display (a): Display of ferry transfer or train transfer
The vehicle is located on a ferry or on a train, symbol "ymbol (3).
You can set this function through the menu.
⇒ Refer to “Enter Beginning of ferry / train” on page 61.
Please ensure that this function and its current activity are set during the transport.

By pressing any menu key, you can switch over to the standard display (b) or (c)*.
⇒ see page 18.
Display variations

2. Introduction

Behaviour during low voltage / overvoltage

Case 1: "œ+" (1) Low voltage or ...
Case 2: "œ#" (2) Overvoltage
The DTCO 1381 continues to save activities. The functions printing or display of data and the insertion or withdrawal of a tachograph card are not possible.

Case 3: "÷" (3)
This case corresponds to a power interruption. The standard display (a) appears automatically. The DTCO 1381 cannot fulfill its role as a recording device! The driver's activities will not be recorded.

Power interruption

Display of the "Power interruption" message
As soon as the voltage is present again, the version of the user software (1) and the version of the software upgrade module (2) will appear for approximately 5 seconds.
Then the DTCO 1381 indicates "Power interruption".

If, with correct on-board voltage, the symbol "÷" is displayed permanently, please contact an authorised workshop.
When the DTCO 1381 is defective, you are obligated to note activities with handwritten entries.
⇒ Refer to “Handwritten activity entries” on page 36.

Standard display (a): Fault in the supply voltage
If the supply voltage of the DTCO 1381 is too low or too high, an indication is shown in the standard display (a) as follows.

Case 1: "œ+" (1) Low voltage or ...
Case 2: "œ#" (2) Overvoltage
The DTCO 1381 continues to save activities. The functions printing or display of data and the insertion or withdrawal of a tachograph card are not possible.
"Company" mode

Functions of the company card
Company card insertion
Prepare data download
Company card withdrawal
Functions of the company card

**Functions of the company card**

The company takes care for the correct use of the company card(s). Please observe the legal stipulations applicable in your country!

The company card identifies the company and registers it into the DTCO 1381, the first time that the card is inserted. Thus, the access rights to the data assigned to the company will be ensured.

The inserted company card authorises you:

- To lock-in and lock-out the company when using this DTCO 1381, for example on sale of the vehicle, expiry of the vehicle lease etc.
- If necessary (one time), the entry of the member state and the vehicle registration number of the vehicle.
- To access data from the data memory and, especially data that has been assigned specifically to this company.
- Access to data from an inserted driver card.
- To display, print out or download data via the download interface.

The company card is designed for the data management of the company only and must not be used for driving! If the company card is used for driving, a message will be displayed.

Downloading of data at regular intervals is compulsory in most member states. In the following situations download of data from the data memory is also recommended:

- Sale of the vehicle,
- Immobilisation of the vehicle,
- Replacement of a defective DTCO 1381.

**Menu functions in the "company" mode**

In principle, follow the same procedure when navigating in the menu functions. Refer to “Calling up menu functions” on page 48.

If, however, the company card is in card slot 2, all main menus assigned to card slot 2 will remain blocked.

Refer to “Menu access blocked!” on page 56.

In this case, you can only display, print out or download data from a driver card inserted in card slot 1.

Refer to “Overview of the menu structure” on page 54.
3. "Company" mode

Company card insertion

1. Turn on the vehicle’s ignition. (Required only for ADR variant.*)

2. Insert your company card (with the chip facing upward and the arrow pointing forward) into any card slot.

   The company card determines the language of the display. As an alternative, you can individually set a preferred language. 
   "Refer to “Setting the language” on page 49."

<table>
<thead>
<tr>
<th>Step / menu display</th>
<th>Explanation / meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>Greeting text: The set local time &quot;12:50&quot; and the UTC time &quot;10:50 UTC&quot; will appear for approximately 3 seconds (time offset = 2 hours).</td>
</tr>
<tr>
<td>4.</td>
<td>The name of the company appears. A progress bar indicates that the company card is being read. If required, the DTCO 1381 may order you to enter the vehicle registration number.</td>
</tr>
<tr>
<td></td>
<td>• Select &quot;Yes&quot; and confirm with the button , see page 24.</td>
</tr>
<tr>
<td>5.</td>
<td>If the company card is inserted the first time, the company will automatically be locked-in the DTCO 1381. The company lock function is activated. Thus, the protection of company-specific data is ensured!</td>
</tr>
<tr>
<td>6.</td>
<td>After reading is complete, the standard display will appear. The DTCO 1381 is in the &quot;Company&quot; mode, symbol &quot;✓&quot; (1).</td>
</tr>
</tbody>
</table>

* If required, the DTCO 1381 may order you to enter the vehicle registration number.

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Company card insertion

3. "Company" mode

▲ Enter vehicle registration number

<table>
<thead>
<tr>
<th>Step / menu display</th>
<th>Explanation / meaning</th>
</tr>
</thead>
</table>
| 1. enter Vehicle Res. Number? yes | If the next query appears,  
  - select "Yes" and confirm. |
| 2. Country: D       | Select and acknowledge the country.  
  First character field to be entered is shown by a flashing cursor "_".  
  - Select and confirm desired character.  
  - Repeat process, maximum 13 positions. |
| 3. Country: D       | In the event that fewer characters are required, press and hold the key ✗, until the last character field is flashing.  
  - Confirm entry once again with the key ✗. |
| 4.                  | A technical data printout takes place automatically. |
| 5. confirm Veh. Res. Number? no | Please verify your entry!  
  - Select "Yes" and confirm.  
  If the registration number is wrong, select "No" and confirm. Step 1 appears, repeat the entry. |

Entry:
Use the buttons ✖ or ✗ to select the desired function and confirm your selection with the ✗ button.

Correct the entry:
Gradually navigate back to the previous position with the key ✗ and repeat the entry(ies).

Printout: Technical data

Note: The entry of the vehicle registration number is a one-time entry. Any changes can only be made by an authorised workshop.
3. "Company" mode

Prepare data download

**Danger of explosion**
Please observe the instructions for transport and handling of hazardous materials in explosion-risk environments.

When loading and unloading hazardous materials...
- the covering cap (1) must be closed
- and no data may be downloaded.

1. Open the covering cap (1) to the right.
2. Connect the Laptop (4) with the download interface (2).
3. Start the reading software.
4. Or insert the Download Key (3) into the download interface.

Communication between the DTCO 1381 and a Smartphone using a Bluetooth connection is possible with a SmartLink (5).

5. After downloading the data, make sure you always close the covering cap (1).

**Data identification**
Before the data is downloaded, the DTCO 1381 will attach a digital signature (identification) to the copied data. With this signature, the data can be assigned to the DTCO 1381 and permit checking of the data’s completeness and authenticity.

**Remote download** *
With a fleet management system, data can also be downloaded remotely following authentication of a company card.

For detailed information about the reading software, please refer to the appropriate documentation.

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Company card withdrawal

You can only withdraw the company card from the card slot when the vehicle is not moving!

Request company card

1. Turn on the vehicle’s ignition. (Required only for ADR variant *)
2. Press the appropriate ejection button of the card slot in which the company card is located.

Step / menu display

<table>
<thead>
<tr>
<th>Step</th>
<th>Explanation / meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>The name of the company appears. A progress bar shows that the DTCO 1381 is transferring data to the company card.</td>
</tr>
<tr>
<td>4.</td>
<td>No company Lock-out&lt;br&gt;• Use the buttons ( \text{\scriptsize ( \downarrow )} / \text{\scriptsize ( \uparrow )} ) to select &quot;No&quot; and acknowledge with the button ( \text{\scriptsize ( \bullet )} ).&lt;br&gt;No company lock-out&lt;br&gt;Company Lock-out&lt;br&gt;• Select &quot;Yes&quot; and acknowledge with the button ( \text{\scriptsize ( \bullet )} ). The company lock function is deactivated. The saved data of your company remains, but are locked out for any other company!</td>
</tr>
<tr>
<td>5.</td>
<td>The company card is released; the standard display appears.&lt;br&gt;The DTCO 1381 is in the &quot;Operational&quot; mode again, symbol &quot;ё&quot; (1).</td>
</tr>
</tbody>
</table>

Please note: The ejection from card slot 2 is blocked if the printer drawer is open! This will be indicated by an operational note.
Operational mode

Inserting driver card(s)
Setting activities
Downloading driver card data
Withdrawing driver card(s)
Driver / vehicle change during operation
Inserting driver card(s)

1. Turn on the vehicle’s ignition. (Required only for ADR variant *)
2. **Driver 1**, who will drive the vehicle, inserts his driver card (with the chip facing upward and the arrow pointing forward) into card slot 1.
3. The subsequent procedure is menu-guided, ⇒ see page 29.
4. As soon as the driver card of driver 1 has been read in, **driver 2** inserts his driver card into card slot 2.

**Remark**
Menu guidance is carried out in the language stored on the driver card. As an alternative, you can individually set a preferred language.

**From Release 2.1:** Menu functions for the display and printout of driver data are only available when a corresponding driver card is inserted. Thus the menu item "printout driver 2", for example, is only displayed if a driver card is inserted in card slot 2.

⇒ Refer to “Setting the language” on page 49.

**Manual entries**

According to the EU regulations, activities, which cannot be registered on the driver card, are to be added by means of manual entry. (For details on activities, ⇒ see page 35.)

**Example of unknown period**

The following entry scenarios are possible after each time the driver card is inserted:

- Add activity rest period "h"; example 1, ⇒ see page 32.
- Continue work shift; example 2, ⇒ see page 33.
- Continue, end a work shift and/or prefix activities to a work shift; example 3, ⇒ see page 34.

---

It is possible to insert the driver card while the vehicle is moving, but this will be shown and saved as an event!

⇒ Refer to “Overview of the events” on page 68.

---

In accordance with responsible driving behavior as described in the EU regulations and in the general interest of traffic safety, please do not attempt to insert the driver card(s) while the vehicle is in motion!
4. Operational mode

Fundamental course of action

- Select the desired function, activity or numeric value with the keys / in the entry field.
- Confirm your selection with the button .

1. welcome  07:35. 05:35 UTC

Greeting text: The set local time "07:35. " and the UTC time "05:35 UTC" appear for approx. 3 seconds (time offset = 2 hours).

2.  1 Maier ----

The driver's last name appears. A progress bar indicates that the driver card is being read.

3. last withdrawal 15.04.13 16:31

The date and time of the most recent card withdrawal will be displayed in local time (symbol "\") for approx. four seconds.

4.  1M entry addition? no

- If you do not want to add any activities, select "No"; for more options see step 9.
- By selecting "Yes", you request DTCO 1381 to make manual inputs.

5. M 15.04.13 16:31
   18.04.13 07:35

"M" = Manual entry;
"H" = Entry field of the activity is flashing
The period between removal (1st line) and current insertion (2nd line) in local time appears.

6. M 15.04.13 16:31
   16.04.13 07:35
   16.04.13 09:35

2nd line = entry block

You can successively enter the logically possible variables (flashing entry fields) in the following order:
"Activity – Day – Month – Year – Hour – Minute".
The process ends when the time of the insertion operation is reached.
The following request appears before the manual entries have been accepted (for release 2.0 subsequently to it).

7.  begin country E

- Select and acknowledge the country.
- If required, select and acknowledge the region.
- You can abort the entry of a country with the button .
Inserting driver card(s)

4. Operational mode

8. Confirm entry with "Yes".
Select "No".
Refer to “Correction possibilities” on page 30.

9. The standard display (a) appears.
Symbols of the card symbol which are displayed before have the following meaning:
- "_" The driver card is in the card slot.
- "=" You can start the journey, relevant data are read in.

While the driver card is being read, some functions are not possible.
- Calling up menu functions
- Requesting a tachograph card

If a menu button or the ejection button is pressed, a message will be displayed.

You can only successively correct the possible variables.

When pressing and holding key +, you will jump to the next entry field or to the next complete entry block, respectively.

Correction possibilities
You can select and correct the possible variables with the key (backspace) directly in the entry block.

In the event that you do not accept the entries at query "M confirm entry?", first step 4 appears and subsequently the first entry block (step 5) requires to be completed.

4. Please wait!

5. or

16.04.13 07:35

4. Operational mode

Inserting driver card(s)

Country entry during manual entry

1.

- Select and acknowledge the symbol "#? end country" in the first entry field "#t". (Only possible when the time of the first manual entry does not match the time of the country entered during the last card removal.)
- Select and acknowledge the country.

Or:

2.

- Select and acknowledge the symbol "#? bes. country".
- Select and acknowledge the country.

Selecting the countries

The most recently entered country appears first. By pressing the buttons # / #, the four most recently entered countries will appear. Symbol: Colon in front of the country symbol "#E".

Further selection is made in alphabetic order starting with letter "#A":
- using key # A, Z, Y, X, W, ..., etc.;
- using key # A, B, C, D, E, ..., etc.

Refer to “Country symbols” on page 89.

Pressing and holding down the keys # / # will accelerate the selection (auto-repeat function).

Aborting the entry procedure

If no entry is made during the entry procedure, the following display will appear after 30 seconds.

If the button # is pressed within an additional 30 seconds, then the entry can be continued.

If driving commences, the driver card will be read to completion and the standard display (a) will appear. The DTCO 1381 saves any entries that have already been acknowledged with the button #.

Aborting the manual entry procedure by requesting the driver card.

Details refer to “Card withdrawal during manual entry” on page 38.
Add "Rest period" activity

Example 1:
Withdrawal (15.04.13) Insertion (18.04.13)
16:31 Local time 07:35 Local time

Please note: Entry takes place in local time.
1. Press and hold key .
2. Automatically jumps to the last entry field (minutes flash).
3. Confirm entry with key .
4. Follow the menu guidance.
4. Operational mode

Continuing the work shift

Example 2:

Withdrawal to insertion manual entry operation

Please note: Entry takes place in local time.

1. Set and confirm first activity "•".
2. Set and confirm the day, set and confirm hours, set and confirm minutes.
3. Set and confirm second activity "•".
4. Press and hold key , until the minutes flash.
5. Confirm entry with key .
6. Follow the menu guidance.
Continuing the work shift and prefixing activities to a work shift

Example 3:

Withdrawal (05.11.13) 17:50 Local time
Insertion (14.11.13) 14:00 Local time

18:45 | 12:10
End of shift | Prefixing activities
Additional activity
Start of shift

Please note: Entry takes place in local time.
1. Set and confirm first activity "◆" with date, time.
2. Select and acknowledge the symbol "◆? end country".
3. Select and acknowledge the country.
4. Set and confirm activity "?" = unknown time with date, hour.
5. Follow the same procedure until the time entries of the insertion-withdrawal process has been completed.
4. Operational mode

Setting activities

1. Driver 1 presses the button 1. The standard display (a) appears.

2. Continue pressing the button until the desired activity (\(\text{\#} \ \text{\%} \ \text{\&}\)) appears in the display (1). After aprox. 5 seconds, the previous display appears.

3. Driver 2 presses the button 2.

- **Automatic setting**
  The DTCO 1381 switches automatically to the following activities:

<table>
<thead>
<tr>
<th>for ...</th>
<th>Driver 1</th>
<th>Driver 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving</td>
<td>(\text{#})</td>
<td>(\text{%})</td>
</tr>
<tr>
<td>Vehicle stop</td>
<td>(\text{&amp;})</td>
<td>(\text{%})</td>
</tr>
</tbody>
</table>

- **Automatic setting after ignition on/off**
  After ignition on/off, the DTCO 1381 can be configured to switch to a defined activity; for example "\(\text{\#}\)".
  The activity (1) and/or (2) which changes automatically on the basis of ignition on or off, appears in the standard display (a) and flashes for approx. 5 seconds. Then, the previous display will appear again.

- **Flashing of the activity(ies) in the standard display (a)**
  At the end of a shift or at the start of a break, always set the activity to "\(\text{\#}\)". This will ensure that the VDO Counter * provides an accurate calculation.

- **As necessary, change the set activity according to your current task.**

The activities may be set only if the vehicle is stationary!

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Note
Which activity is triggered automatically by the DTCO 1381 on switching the ignition on / off can be programmed according to the customer's wishes by an authorised workshop; ➔ see page 112.

Handwritten activity entries
According to the directive, you (as driver) are obligated to note activities with handwritten entries in the following cases:

- When the DTCO 1381 is defective.
- If the driver card is lost, stolen, damaged, or if the driver card malfunctions, a daily printout from the DTCO 1381 must be generated at the beginning and end of the journey. If necessary, you must insert the availability and other working times by handwritten entries.

The rear side of the paper roll can be used to make handwritten entries (2) of your activities and to complete the printout by personal information (1).

Personal information
- ☀ First and last name
- ☑ Number of the driver card or the driving licence
- ☐ Vehicle registration number
- ♦ Location at the beginning of the shift
- ♦ Location at the end of the shift
- ↔ Odometer reading at the end of the shift
- ↔ Odometer reading at the beginning of the shift
- km Kilometres travelled
- Dat. Date
- Sig. Personal signature

⚠️ Please observe the legal stipulations applicable in your country!
4. Operational mode

Downloading driver card data

**Danger of explosion**

Please observe the instructions for transport and handling of hazardous materials in explosion-risk environments.

- **When loading and unloading hazardous materials ...**
  - the covering cap (1) must be closed
  - and no data may be downloaded.

Please make sure that only one driver card is inserted! Otherwise there will be no transfer of data.

1. Open the covering cap (1) to the right.
2. Connect the Laptop (4) with the download interface (2).
3. Start the reading software.
4. Or insert the Download Key (3) into the download interface.

Communication between the DTCO 1381 and a Smartphone using a Bluetooth connection is possible with a SmartLink (5).

The symbol (6) appears during the data transmission.

Do not under any circumstances interrupt the connection to the download interface. Leave the ignition on with an ADR variant *.

5. After downloading the data, make sure you always close the covering cap (1).

**Data identification**

The copied data are provided with a digital signature (identifier). With this signature, the data can be assigned to the driver card and permit checking of the data’s completeness and authenticity.

For detailed information about the reading software, please refer to the appropriate documentation.
Withdrawing driver card(s)

1. Turn on the vehicle’s ignition. (Required only for ADR variant *)
2. Enter the corresponding activity; for example, at the end of the work shift to "H".
3. Press the ejection button for card slot 1 or card slot 2. The subsequent procedure is menu-guided, see page 39.

The ejection from card slot 2 is blocked if the printer drawer is open! This will be indicated by the following operational note.

As soon as you close the printer drawer, the ejection will be started.

Card withdrawal during manual entry
1. Press the corresponding ejection button.
2. Select and acknowledge the following queries with "No".

3. Continue, see page 39.

The manual entry is aborted, the DTCO 1381 saves the activity "?" for the unknown period.

In principle, the driver card can remain in the card slot at the end of the work shift – please enter the activity "H". However, when the driver or vehicle is changed, the driver card should generally be withdrawn from the card slot.

Refer to “Driver / vehicle change during operation” on page 40.

You can withdraw the driver card from the card slot only when the vehicle is not moving!
4. Operational mode

Withdrawing driver card(s)

Menu guidance after withdrawing driver card card

<table>
<thead>
<tr>
<th>Step / menu display</th>
<th>Explanation / meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 1 Maier</td>
<td>The driver's last name appears. A progress bar shows that the DTCO 1381 is transferring data to the driver card.</td>
</tr>
<tr>
<td>2. £ end country</td>
<td>• Select and acknowledge the country.</td>
</tr>
<tr>
<td></td>
<td>• If required, select and acknowledge the region.</td>
</tr>
<tr>
<td></td>
<td>• Use button to abort the entry of a country if you, for example, want to continue your work shift.</td>
</tr>
<tr>
<td>3. 24h day</td>
<td>• Select &quot;Yes&quot; and acknowledge if you need a printout, otherwise acknowledge &quot;No&quot;.</td>
</tr>
<tr>
<td>26.10.13 yes</td>
<td></td>
</tr>
<tr>
<td>26.10.13 no</td>
<td></td>
</tr>
<tr>
<td></td>
<td>When the function is selected, the continuation of the action will appear in the display.</td>
</tr>
<tr>
<td>4. printout in</td>
<td>• Acknowledge &quot;Yes&quot; if you want the printout in UTC-time (required by law).</td>
</tr>
<tr>
<td>UTC-time yes</td>
<td>• If you select &quot;No&quot; and acknowledge, you will receive a printout in &quot;Local time&quot;.</td>
</tr>
<tr>
<td>UTC-time no</td>
<td></td>
</tr>
<tr>
<td>printout started ...</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A message may appear in advance that the validity of the driver card is due to expire, a periodic inspection is due, or the next download of the driver card is required (from Release 2.1).</td>
</tr>
<tr>
<td>5. 15:05 0km/h</td>
<td>The driver card is released; the standard display (a) appears.</td>
</tr>
<tr>
<td>h 123456.7km h</td>
<td></td>
</tr>
</tbody>
</table>

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Driver / vehicle change during operation

Case 1: The crew exchanges positions, driver 2 becomes driver 1
1. Withdraw the driver cards from their respective card slots and exchange them by inserting them into the other card slots.
   Driver 2 (now driver 1) first inserts his driver card into card slot 1 and driver 1 (now driver 2) inserts his driver card into card slot 2.
2. Set the desired activity.

Case 2: Driver 1 and/or driver 2 leave the vehicle
1. The driver who is leaving the vehicle requests his driver card, generates a daily printout, if necessary, and takes the driver card out of the DTCO 1381.
2. The new vehicle crew insert their new driver cards, depending on function (driver 1 or driver 2), into the card slots.

Case 3 – Mixed operation: Vehicle usage with different tachograph types
- For example, analogue tachographs or...
- Digital tachographs with driver card according to EC Regulation (EEC) no. 3821/85 annex I B, e.g. DTCO 1381.

During an inspection, the driver must be able to present the following items for the current day and for the previous 28 calendar days:
- the driver card (1),
- the relevant daily printouts from the digital tachograph (2), e.g., if the driver card is damaged or fails to operate properly,
- the charts covered with data (3)
- and, if necessary, handwritten information concerning the activities.

⚠️ Please observe the legal stipulations applicable in your country!
4. Operational mode

**Documents to be kept while driving**

**Convalescence / Recreation holiday:**
Pursuant to directive 2006/22/EC of the European Commission, the driver must have a attestation relating to the following circumstances over the previous 28 days:

- Period during which the driver was on sick leave.
- Period during which the driver was on holiday.
- Period for a journey which took place outside of the scope of application of Council Regulation (EC) No. 561/2006 or the AETR.

You will find a printable version of the form on the Internet at: ec.europa.eu

**Abnormal cases:**
Provided that road safety is not thereby jeopardised and to enable the vehicle to reach a suitable stopping place, the driver may depart from Drivers Hours rules to the extent necessary to ensure the safety of persons, of the vehicle or its load. The driver should indicate the reason for such departure at the latest on arrival at a suitable stopping place:

- manually on a chart
- printout from the DTCO 1381
- or in the duty roster.

Extract: Form sheet Activities
Printer Handling

Insert paper roll
Printout of data
5. Printer Handling

Insert paper roll

Please note!
Use (order) only paper rolls (original VDO printer paper) on which is visible the following markings:
- Tachograph type (DTCO 1381) with approval mark "84"
- and approval marks "174" or "189".

Danger of injury
Depending on the volume of information printed, the thermal printing head may be very hot. You can burn your fingers!
Exercise caution when inserting the roll of paper or wait until the printing head has cooled.

Make sure that the paper roll does not become jammed in the printer drawer and the start of the paper (1) extends beyond the edge of the printer drawer!

1. Press the unlock button. The printer drawer opens.
2. Insert new roll of paper as shown in the image above.
3. Close printer drawer. The printer will automatically start feeding the paper forward.

Danger of injury
Make sure that the printer drawer is always closed. You and other persons might be injured by an open printer drawer.

4. The printer is ready for operation. You can start a printout or the interrupted printout (at the end of the paper roll) will be continued automatically.
5. Printer Handling

### Printout of data

**Start printout**

Printing is only possible when ...
- the vehicle is stationary and the ignition is switched on (required only for ADR variant *),
- the printer drawer is closed and a roll of paper is inserted,
- no other faults prevent printing.

1. Either the menu guidance will command you to make a daily printout after "Withdraw driver card" (1), or you request the corresponding printout through the menu (2).
   ➤ Refer to “Calling up menu functions” on page 48.

2. Acknowledge the menu display with the button.

3. Select and acknowledge the printout type (UTC or local time).

4. The printout will start. Wait until the printout is complete.

5. Pull the printout up and down over the cutting edge and then tear the printout from the roll of paper.

6. The printout should be kept clean and protected from dirt, strong light, and sunlight.

**Cancel printout**

1. While the printout is running, press the button  and the following question will appear.

2. Use the buttons  /  to select the desired functions and confirm your choice with the button . The printout will be either continued or cancelled.
Things to note when printing

- If the shift started before 00:00 UTC time, after "Withdrawing the driver card” the DTCO 1381 will automatically print the daily values of the previous day and the current day.
- You will see a coloured mark (1) on the rear side of the printout shortly before the paper roll is empty.
- When the paper roll is empty, you will see the following message.

If a new roll of paper is inserted within one hour, the DTCO 1381 automatically continues the printout.

A notice is given in the first two lines of the subsequent printout (3).

Clear paper jam

If a printout is not torn off properly, the paper may become jammed and then prevent the next printout from coming through the paper slot.

1. Open printer drawer.
2. Tear off any crumpled paper from the roll and remove any remaining bits of paper from the printer drawer.
3. Insert paper roll again and close printer drawer.

Please observe the given warning messages!

Individual lines of the first printout may be repeated on the second printout!
Menu functions

Calling up menu functions
VDO Counter *

Overview of the menu structure
Main menu printout driver 1 / driver 2
Main menu, vehicle printout
Main menu entry driver 1 / driver 2
Main menu entry vehicle
Main menu display driver 1 / driver 2
Main menu display vehicle
Calling up menu functions

From Release 2.1: Menu functions for the display and printout of driver data are only available when a corresponding driver card is inserted. Thus the menu item "printout driver 2", for example, is only displayed if a driver card is inserted in card slot 2.

- Use the key  to return directly to the standard display (a).
  The extensive menu functions will appear when pressing the key .
  ➤ Refer to "Overview of the menu structure" on page 54.

Change of activities

1. When pressing key 1 / 2, the standard display (a) will appear.
2. If necessary, change the currently displayed activity. After 5 seconds, the DTCO 1381 switches back to the previously set display.

Display at start of drive

When driving commences, the most recently set standard display (a), (b) or (c) appears.
  ➤ Details refer to "Standard display(s)" on page 18.

When the vehicle is stationary

You can access the following information with the keys / within the first menu level.
- Detailed times of the inserted driver card(s).
- VDO Counter * information - daily and weekly driving, work, rest / break time planning and availability.
  ➤ For more details, see “VDO Counter *" from page 50.
- The UTC time with date as well as the set offset for the local time.
- The menu to set the desired language.
  ➤ Refer to “Setting the language” on page 49.
6. Menu functions

Displaying the times of the driver card

(a) Times of driver 1
(b) Times of driver 2
(1) Driving time "o" of Driver 1 since a valid break time.
(2) Valid break time "i" in cumulative break periods of at least 15 minutes followed by 30 minutes, in accordance with regulation (EU) no. 561/2006.
(3) Sum of driving times over two weeks
(4) Duration of the set activity

If the driver card is missing, times (except for pos. 3) which are assigned to the respective card slot "1" or "2" will appear.

Setting the language

Observe the paragraph "Storing the language setting" so that the DTCO 1381 will temporarily memorise the desired language.

1. Use the buttons ◀ / ▶ to select the function "select language?" and press the button ☺.
2. Use the buttons ◀ / ▶ to select the desired function and confirm your selection with the ☺ button.

3. The DTCO 1381 indicates the action for about three seconds in the selected language.

Storing the language selection

If, at the time of the language setting, only your driver card or company card is in the card slot 1, the DTCO 1381 memorises the preferred language for your card number.

When withdrawing / inserting the tachograph card again, the menu guidance as well as all displayed texts will be in the selected language.

The DTCO 1381 reserves up to five storage areas. If all storage areas are full, the oldest saved value will be overwritten.

Select the desired language
Please note!
Because of differing interpretations that may be made by the enforcement authorities with regard to the Reg. (EU) 561/2006 and the AETR Regulations and because of other system constraints the VDO Counter does not discharge the user from his obligation to register his driving, rest, availability and other working times and to evaluate them by himself to allow him compliance with the regulations in force. The VDO Counter does not claim to display the legal regulations in a generally valid and error free manner.

The following conditions are obligatory in order to analyse the data and display useful Drivers Hours information:

- Complete shift time activities, including manual entries to the driver card.
- Correct activity settings during the shift - no operational error. For example, unintentional setting of the work time activity "x" instead of a daily rest period "h"!
- Entry of ferry/train special condition and the current activity.

Layout of the VDO Counter display

The flashing "h" means that this part of the display is currently active.

1. ?
2. h00h09
3. h00h45 h00h30
4. h11h00 h03h50
5. h00h00 h01h09
6. 

(1) "?" = User information

Periods with unknown activity "?" or unsufficient data are recorded on the driver card (e.g. use of a new driver card). The VDO Counter evaluates unknown activities, as the activity "h".

Release 2.1: If a relevant time overlap is determined in the driver activities, then this will be shown in the display by the "! ?" symbol instead of the "?" symbol.

(2) Remaining driving time "!" 
When driving, the display indicates remaining driving time available. ( ! h h h = Driving time completed)

(3) Remaining break time "h"

Duration of the next required break time / rest period. While the activity "h" is set, the remaining break time will be counted down. ( h h h h h = break finished)

(4) Next available driving time "h"

(Rel. 2.0: "h")

Duration of the available driving time after after completion of a required break / rest period.

(5) Latest start of the daily rest period "h"

For example, with the activity "x" being set, the remaining time until the start of your next required daily rest period is displayed.
6. Menu functions

(6) **Beginning of the next driving time** "Îœ" (Rel. 2.0: "œ")
You may begin the next driving period only after the end of this time.

**Displays during trip**

⚠️ Please observe the country-specific regulations related to working time!

**Example 1:**

Activity "œ"; "h" = active display

1. Remaining driving time.
2. At the end of the driving time (1), at the latest the duration of break (full or continuation of the cumulative break time) shown must be taken.

**Example 2:**

Activity "œ"; "h" = active display

1. The VDO counter takes into consideration a ferry/train specific condition. Prerequisite: correct entry of this specific condition, see page 61. At the end of the driving time (1) at the latest, the daily rest period should continue.

**Example 3:**

Activity "œ"; "h" = active display

4. At the end of the driving time (1) at the latest, a regular weekly rest period must be taken or, if allowed, a reduced weekly rest period.

**Example 4:**

Activity "œ"; "h" = active display

5. The display of the remaining driving time is not active ("h" does not flash), there is no counting down. The VDO Counter evaluates activity "œ" as activity "œ".

**Example 5: OUT of scope**

Activity "œ"; Out of scope set

6. Please observe the country-specific regulations related to working time!
Display for activity "Break time"

Example 1: Break time

1. Remaining break time.
2. Remaining driving time if the break time (1) is disregarded.
3. Duration of the next available driving time after the end of the displayed break time (1).
4. Available driving time after a valid break time.

Example 2: Break time

5. Remaining break time.
6. Duration of the available daily driving time after after completion of a required break time (5).

Example 3: Daily rest period

7. Remaining daily rest period.
   If applicable, divided into 3 + 9 hours.

Example 4:

8. Activity "h"; "h" = active display
   (8) Valid break / rest time has been completed.
   (9) Start of next driving time.

Activity "n"; "h" = active display

Example "n"; "h" = active display

Example 2: Break time

5. Remaining break time.
6. Duration of the available daily driving time after after completion of a required break time (5).

Display for activity "Working time"

Please observe the country-specific regulations related to working time!

Activity "n"; "h" = active display

Example 4:

1. (1) Duration of the next daily rest period.
   (2) Remaining current driving time.
   (3) Remaining time till next daily rest period.

   Situation: The max. weekly or two weekly driving time has been completed. The daily / weekly rest period has been completed but the new daily driving time can only be started after the displayed time. (Due to no remaining time left in the current fixed week.)

Note:

The VDO Counter evaluates availability activity "n" as break time "h" during an interruption of the driving time period (but not as daily rest).
You can access further information with the keys.  /  .

**Display daily values**

(1) Symbol for the display of the daily values.
(2) Remaining daily driving time.
(3) Duration of the next daily rest period.
(4) At the latest before the displayed time reaches zero, a daily rest period must begin.

**Display weekly values**

(1) Symbol for the display of the weekly values since the last weekly rest period.
(2) Remaining weekly driving time.
(3) Duration of the weekly rest period.
(4) At the latest before the displayed time reaches zero, the weekly rest period must begin.

**Status display**

(1) Symbol for the status display.
(2) Symbol for crew of two drivers (multi-manning).
Is displayed if crew operation takes place from the beginning of the work shift. The VDO Counter considers the respective valid rules in its calculations. The VDO Counter takes into consideration multi-manning rules.
(3) During this week, a further two reduced daily rest periods can be taken (maximum 3 times per week).
(4) During this week, a further extended daily driving period (up to a max. 10 hours) can be taken (maximum 2 times per week).
(5) Reduced weekly rest compensation. Due to a reduced weekly rest period, the time shown must be compensated together with another rest period of at least 9 hours in one block.
Overview of the menu structure

6. Menu functions

Main menu

* Option

1) Rel. 2.1: Menu functions only shown when the driver card is inserted in card slot 1.

2) Rel. 2.1: Menu functions only shown when the driver card is inserted in card slot 2.
6. Menu functions

- Navigating in the menu functions

The menu functions may be called only if the vehicle is stationary!

**Turn on the vehicle’s ignition if you plan to printout or display data in the ADR variant.**

The procedure is always the same and will be described below in detail.

1. Press the button 🔄, you will be in the first main menu.

   **From Release 2.1:** The display in the first main menu with regard to the display and print menus is based on the driver cards inserted in card slots 1 and 2.

   - "printout driver 1" is displayed when a driver card is inserted in card slot 1.
   - "printout driver 2" is displayed when a driver card is inserted in card slot 2 and card slot 1 is empty.
   - "printout vehicle" is displayed when no driver cards are inserted.

   This does not apply for the input menus.

2. Select the desired main menu with the keys 🔄 / 🔄, for example a printout of the vehicle data (2), and confirm the selection with the key 🔄.

3. Select the desired function with the keys 🔄 / 🔄, for example a daily printout (4), and confirm the selection with the key 🔄.

4. Use the buttons 🔄 / 🔄 to select the desired day (5) and acknowledge the selection with the button 🔄.

The menu functions may be called only if the vehicle is stationary!

Turn on the vehicle’s ignition if you plan to printout or display data in the ADR variant. *
6. Menu functions

Overview of the menu structure

Menu access blocked!

Example 1: The driver card is missing or a company card / control card is in the card slot.
The main menu will be shown, but nothing will be flashing in the second line.

If you select this function, an operational note "no data!" will be displayed.

Example 2: Data access blocked
Access to saved data is regulated by access rights in accordance with the regulations and implemented by means of the respective tachograph cards. Lack of proper authentication is indicated as follows:

The data appears truncated. Personal data is partially or completely masked.

Leaving menu functions

Automatically
The menu is exited automatically in the following situations:
• after a tachograph card is inserted or withdrawn
• or when driving commences.

Manually
1. Continue pressing the button until the following question appears.
2. Use the buttons / to select "Yes" and acknowledge with the button .
Or use the button to skip the query.
The standard display (a) appears.
6. Menu functions

Main menu printout driver 1 / driver 2

From this menu you can print out the data of an inserted driver card.
Select the listed functions step by step.

Switch on the ignition in the ADR variant *.

Remark
The procedure for driver 2 is identical to that for driver 1 and will not be explained separately. You can select the desired printout type prior to every printout.

"No" = Printout in local time

Print daily value

1. Printout driver 1

2. driver 1

3. 24h day

22.10.2013

A printout of all saved or still active events and faults will be made, see page 92.

Print activities

1. Printout driver 1

2. driver 1

3. activities

22.10.2013

23.10.2013

From the selected day on, there is a printout of all activities of the last 7 calendar days, see page 96.

Print events

1. Printout driver 1

2. driver 1

!x event

Service only
Main menu, vehicle printout

From this main menu you can print data from the data memory.
Select the listed functions step by step.

Switch on the ignition in the ADR variant *.

Note
You can select the desired printout type prior to every printout.

"No" = Printout in local time

Print daily value from the data memory

1. | printout | UTC time | yes |
   |          | UTC time | no |

| Print instances of over-speeding |

1. | printout | vehicle |

2. | vehicle | overspeed |

| Print events from the data memory |

1. | printout | vehicle |

2. | vehicle | event |

| Print technical data |

1. | printout | vehicle |

2. | vehicle | techn. data |

A printout of all driver activities in chronological order, separated by driver 1/ driver 2 will be made, see page 93.

A printout will be made of instances when the overspeed value set in the DTCO 1381 was exceeded, see page 95.

A printout of all saved or still active events and faults will be made, see page 94.

A printout of data about vehicle identification, sensor identification, and calibration will be made, see page 95.
### 6. Menu functions

#### Main menu, vehicle printout

<table>
<thead>
<tr>
<th>Function</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Print v-diagram</strong></td>
<td>From the selected day on, there is a print-out of status inputs of the last 7 calendar days, see page 96.</td>
</tr>
<tr>
<td>1. <code>printout vehicle</code></td>
<td></td>
</tr>
<tr>
<td>2. <code>vehicle v-diagram</code></td>
<td></td>
</tr>
<tr>
<td>3. <code>v-diagram 25.10.2013</code></td>
<td></td>
</tr>
<tr>
<td></td>
<td>From the selected day on, there is a print-out of speed data, see page 96.</td>
</tr>
<tr>
<td><strong>Print speed profiles</strong></td>
<td>A profile printout of the driven speeds will be made, see page 97.</td>
</tr>
<tr>
<td>1. <code>printout vehicle</code></td>
<td></td>
</tr>
<tr>
<td>2. <code>vehicle v-profiles</code></td>
<td></td>
</tr>
<tr>
<td>3. <code>v-profiles 25.10.2013</code></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A profile printout of the engine speed rpm will be made, see page 97.</td>
</tr>
<tr>
<td><strong>Print D1/D2 status</strong></td>
<td>A profile printout of the driven speeds will be made, see page 97.</td>
</tr>
<tr>
<td>1. <code>printout vehicle</code></td>
<td></td>
</tr>
<tr>
<td>2. <code>vehicle status D1/D2</code></td>
<td></td>
</tr>
<tr>
<td>3. <code>status D1/D2 25.10.2013</code></td>
<td></td>
</tr>
<tr>
<td></td>
<td>From the selected day on, there is a print-out of status inputs of the last 7 calendar days, see page 96.</td>
</tr>
<tr>
<td><strong>Print rpm profiles</strong></td>
<td></td>
</tr>
<tr>
<td>1. <code>printout vehicle</code></td>
<td></td>
</tr>
<tr>
<td>2. <code>vehicle n-profiles</code></td>
<td></td>
</tr>
<tr>
<td>3. <code>n-profiles 25.10.2013</code></td>
<td></td>
</tr>
</tbody>
</table>
Main menu entry driver 1 / driver 2

You can enter the country independently of the function of inserting or withdrawing the driver card.

⚠️ According to the regulations, driver 1 and driver 2 must separately enter into the tachograph the country in which the respective driver begins or ends his shift.

Remark
The procedure for driver 2 is identical to that for driver 1 and will not be explained separately.

Enter Begin country
Select the following functions step by step:

1. entry
   ➤ driver 1
2. ➤ driver 1
   ➤ begin country
3. ➤ begin country
   28.10 11:30 :D
   28.10 11:30 :E
4. ➤ begin region
   11:30 E AN

Enter End country
Select the following functions step by step:

1. entry
   ➤ driver 1
2. ➤ driver 1
   ➤ end country
3. ➤ end country
   29.10 11:30 :F
   29.10 11:30 :E
4. ➤ end region
   11:30 E AN

If necessary, you may be automatically asked to enter the region (step 4).

If necessary, you may be automatically asked to enter the region (step 4).
6. Menu functions

**Main menu entry vehicle**

You can perform the following entries in this main menu.

**Enter Out beginning / end**

If you use the vehicle for a journey outside of the scope of the regulations, you can set the function to "Out of Scope" and/or end it again.

Select the following functions step by step.

1. entry
    ⇤ vehicle
2.  ⇤ vehicle
   OUT+ begin
3.  ⇤ vehicle
   OUT- end

The setting "Out of Scope" ends automatically as soon as you insert a driver card into card slot 1 or withdraw a driver card from slot.

**Enter Beginning of ferry / train**

Select the ferry / train specific condition, when you are about to drive on to the ferry / train or when you have just parked up on the ferry / train.

Select the following functions step by step.

1. entry
   ⇤ vehicle
2.  ⇤ vehicle
   ⇤ ferry/train
3. Then set your current activity using key 📲.

The recording of the port operation is automatically ended as soon as a one-minute driving period has been recorded by the DTCO 1381.

The "▲" symbol is no longer displayed when the vehicle is moving. The display is shown again however when the vehicle stops before one minute of driving time is recorded by the DTCO 1381.

**Set Local time**

Read and understand the chapter "Time management" before attempting to make any changes!

Refer to “Time management” on page 82.

Select the listed functions step by step.

1. entry
   ⇤ vehicle
2.  ⇤ vehicle
   ⇤ local time
3. UTC 27.03.2013
   23:32 00:02
   23:32 00:32

In the standard display, you may adjust the time to the local time zone as well as to the beginning or end of daylight-savings time in steps of ±30 minutes.
Main menu entry vehicle

6. Menu functions

⚠ Please observe the legal stipulations applicable in your country!

Make UTC correction
You can correct the UTC time up to a maximum of ±1 minute per week. Greater deviations can only be corrected by an authorised workshop.

Select the following functions step by step:

1. Entry vehicle

2. UTC correct.

3. UTC correct.

The menu function is disabled in the following situations:
- A correction has already taken place within the last seven days.
- You are trying to correct the UTC time between one minute before and one minute after midnight.

When selecting, the following note will appear for three seconds.

⚠ If the deviation of the displayed UTC time is more than 20 minutes, please contact an authorised workshop!
6. Menu functions

Main menu display driver 1 / driver 2

From this menu you can display the data of an inserted driver card.

In the ADR variant *, the data can be displayed only when the ignition is turned on.

Information on the display
The data will appear on the display similar to how it appears on a printout, although one printout line (24 characters) will be shown divided onto two lines.

Example for the data display
If you page backward with the ↑ / ↓ buttons while paging through the information, you will be able to move backward only about 20 printout lines.

Use the ⇥ button to leave the display.

Remark
Calling a function is identical to that of a printout and will not be explained separately. There is also a possibility to access any desired display in local time.

You can display all activities of the selected day or the saved or still active events and faults by paging.

Table:

<table>
<thead>
<tr>
<th>Display in UTC-time</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>UTC-time</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

"No" = Display in local time

Select the possible displays for driver 1 or driver 2 step by step.
Main menu display vehicle

From this main menu you can display data from the data memory.

In the ADR variant *, the data can be displayed only when the ignition is turned on.

Information on the display
The data will appear on the display similar to how it appears on a printout, although one printout line (24 characters) will be shown divided onto two lines.

Example for the data display
If you page backward with the  /  buttons while paging through the information, you will be able to move backward only about 20 printout lines.

Use the  button to leave the display.

Remark
Calling a function is identical to that of a printout and will not be explained separately. There is also a possibility to access any desired display in local time.

"No" = Display in local time

Select the possible functions step by step.
By paging, you can:
- Display all driver activities in chronological order.
- Display of all saved or still active events and faults.
- Display the instances when the set overspeed was exceeded.
- Display data about vehicle identification, sensor identification, and calibration.

Or
- Display the number of the company card of the registered company. If no company is registered, then "___" will appear.

Example:

23.10.2013 14:55 (UTC)

Vehicle

24h day

25.10.2013

or

Vehicle

1x event

Vehicle

overspeed.

Vehicle

Techn. data

Company
Messages

A message appears
Overview of the events
Overview of the faults
Driving time warning
Overview of the operational notes
A message appears

The DTCO 1381 permanently records the driver-based and vehicle-based data and monitors the system’s functions. Errors in a component, in the device, or in the operating procedure will be displayed immediately after occurrence and are divided functionally into the following groups:

- ! = Event
- ✗ = Fault
- ✖ = Driving time warning
- ✈ = Operational notes

Characteristics of the messages

Events, faults
- The display’s backlighting flashes for approximately 30 seconds. At the same time, the cause of the fault appears with a pictogram combination, plain text of the message, and memory code.
- You must acknowledge these messages using button .
- The DTCO 1381 also saves (in the driver card’s data memory) data related to the event or the fault in accordance with the memory regulations contained in the directive. You can display or print this data through the menu function.

Driving time warnings
- This message warns the driver about excessive driving times.
- The message is backlighted and must be confirmed by means of button .

Operational notes
- Operational notes are displayed without flashing backlighting and (with the exception of some messages) disappear automatically after 3 or 30 seconds.
7. Messages

Instrument display
If an instrument display is built into the vehicle, the functional monitoring "T" will refer to messages on the DTCO 1381.

For detailed information refer to the vehicle's operating instructions.

Acknowledgement of messages

1. If you press the button ⬇️, the flashing of the backlighting will stop immediately.

2. Press the button ⬆️ again, the message disappears and the standard display (a), (b) or (c) will appear again.

Remark
The operational note disappears when pressing the button ⬇️ for the first time.

• If you do not acknowledge a message while driving, the message will appear every ten seconds alternately with the currently set standard display.

• If several messages are pending, then you must acknowledge the individual messages one after the other.

If the tachograph fails to operate properly, you (as driver) will be responsible to note information about the activities which will no longer be properly recorded or printed by the tachograph on a separate sheet or on the rear side of the paper roll!

Refer to “Handwritten activity entries” on page 36.
## Overview of the events

If an event repeats on a continuous basis, please contact an authorised workshop.

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
</table>
| ! security breach | The following are possible causes:  
  - Error in the data memory, data security in the DTCO 1381 is no longer ensured.  
  - The data from the sensor are no longer reliable.  
  - The DTCO 1381 housing was opened without authorisation. | Acknowledge message. |
| ! security breach | The card lock is disturbed or defective.  
  - The DTCO 1381 no longer detects a tachograph card that was previously inserted correctly.  
  - The identity or authenticity of the tachograph card is not proper or the data recorded on the tachograph card is not reliable. | Acknowledge message.  
  - Refer to “Power interruption” on page 20.  
  - If the DTCO 1381 recognises security breaches which do no longer ensure the correctness of the data on the tachograph card, the tachograph card is automatically ejected (even while the vehicle is moving)! Insert tachograph card once again or have it checked if necessary. |
| ! power interruption | The power was disconnected or the power supplied to the DTCO 1381 / sensor was too low or too high. Under certain conditions this message can also appear when the engine starts! | Acknowledge message. |
| ! sensor fault | The communication with the sensor is interrupted. | Acknowledge message. |
| ! motion conflict | Contradiction in the evaluation of the vehicle movement between sensor and an independent signal source. Perhaps the function (ferry/train) was not set during the transport. | Acknowledge message.  
  - Contact an authorised workshop as soon as possible. |
### Overview of the events

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>![driving without card]</td>
<td>Driving commenced without a driver card or without a valid driver card in card slot 1. The message also appears if a non-permissible card combination is caused by inserting the card while the vehicle is moving. ✅ Refer to “Operating modes of the DTCO 1381” on page 78.</td>
<td>Acknowledge message. Stop vehicle and insert valid driver card. Withdraw a possibly inserted company card / control card from the DTCO 1381.</td>
</tr>
<tr>
<td>![insertion while driving]</td>
<td>The driver card was inserted after driving has begun.</td>
<td>Acknowledge message.</td>
</tr>
<tr>
<td>![time overlap]</td>
<td>The set UTC time of this tachograph is behind the UTC time of the previous tachograph. This produces a negative time difference.</td>
<td>Acknowledge message. Determine the tachograph with the incorrect UTC time and make sure that an authorised workshop checks and corrects the tachograph as soon as possible.</td>
</tr>
<tr>
<td>![card not valid]</td>
<td>The tachograph card has either expired, is not yet valid, or the authentication has failed. An inserted driver card which has become invalid after a change of day will be automatically written to and ejected (without request) after the vehicle becomes stationary.</td>
<td>Acknowledge message. Check tachograph card and insert it again.</td>
</tr>
<tr>
<td>![cards conflict]</td>
<td>The two tachograph cards must not be inserted together in the DTCO 1381! For example, the company card is inserted together with a control card.</td>
<td>Acknowledge message. Remove the corresponding tachograph card from the card slot.</td>
</tr>
<tr>
<td>![card not closed]</td>
<td>The driver card was not properly removed from the last tachograph. In some cases driver-based data will not be saved.</td>
<td>Acknowledge message.</td>
</tr>
<tr>
<td>![overspeed]</td>
<td>The set maximum speed was exceeded for longer than 60 seconds.</td>
<td>Acknowledge message. Reduce speed.</td>
</tr>
</tbody>
</table>
### Overview of the faults

If a fault repeats on a continuous basis, please contact an authorised workshop.

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
</table>
| ![internal fault] | Serious fault in the DTCO 1381, the following are possible causes:  
- Unexpected program faults or processing time faults.  
- Button elements blocked or pressed simultaneously for some time.  
- Communication fault with external devices.  
- Communication fault with the instrument display.  
- Fault at pulse output. | Acknowledge message. Check proper function of the button elements. Check connecting cables or function of the external devices. Check connecting cables or function of the instrument display. Check connecting cables or function of the connected control device. |
| ![internal fault] | Fault in the card mechanics, e.g. card lock is not closed. | Remove tachograph card and insert it again. |
| ![time fault] | UTC time of the DTCO 1381 is not plausible or does not function properly. In order to avoid an inconsistency of data, newly inserted driver / company cards are not accepted! | Acknowledge message. |
| ![printer fault] | The printer’s supply voltage has failed or the temperature sensor for the printing head is defective. | Acknowledge message. Repeat the process and, if necessary, switch off / on the ignition again. |
## 7. Messages

### Overview of the faults

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>✖️ download fault</td>
<td>Fault while downloading the data to an external device.</td>
<td>Acknowledge message. Repeat the data download once again. Check connecting cables (e.g. loose contact) or external device.</td>
</tr>
<tr>
<td>✖️ sensor fault</td>
<td>The sensor has indicated an internal fault after a self-test.</td>
<td>Acknowledge message.</td>
</tr>
<tr>
<td>✖️ IMS fault</td>
<td>IMS = Independent Motion Signal. The additional independent motion signal is missing or is not available.</td>
<td>Acknowledge message.</td>
</tr>
<tr>
<td>✖️1 card fault</td>
<td>A communication fault has appeared while reading / writing the tachograph card, e.g. by dirty contacts. It might not be possible to record the data completely on the driver card!</td>
<td>Acknowledge message. Clean the contacts of the tachograph card and insert it again. Refer to “Disposal of the components” on page 83.</td>
</tr>
<tr>
<td>✖️2 card fault</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Driving time warnings

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>⏳ 1 break! 1️⃣0️⃣4️⃣h15 🔒 0️⃣0️⃣h15</td>
<td>This message appears after an uninterrupted driving time of 4 hours 15 minutes.</td>
<td>Acknowledge message. Please plan a rest break soon.</td>
</tr>
<tr>
<td>⏳ 1 break! 1️⃣0️⃣4️⃣h30 🔒 0️⃣0️⃣h15</td>
<td>Driving time exceeded! This message appears after an uninterrupted driving time of 4 hours 30 minutes.</td>
<td>Acknowledge message. Please take a rest break.</td>
</tr>
</tbody>
</table>

Please note!
The DTCO 1381 registers, saves and calculates the driving times on the basis of the rules established by the EU regulations. It warns the driver prematurely about exceeding his driving time!

However, these cumulative driving times do not anticipate the legal interpretation of "continuous driving time".

VDO Counter * display

After having acknowledged the second "Driving time warning", the VDO Counter * displays your driving time (1) has ended (except for Out of Scope operation). Please take a rest break at once.
## Overview of the operational notes

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>🔄 please enter</td>
<td>This request will appear if no entry is made during the manual entry procedure.</td>
<td>Press button 🔄 and continue the entry.</td>
</tr>
</tbody>
</table>
| 🔄 printout not possible | A printout is not possible at the moment:  
  - because the ignition has been switched off (ADR variant *).  
  - because the temperature of the thermal printing head is too high,  
  - the printer interface is occupied by another active process, e.g. a printout in progress,  
  - or because the supply voltage is too high or too low. | You can request a printout as soon as the problem is removed. |
| 🔄 printout delayed | An ongoing printout is interrupted or delayed because the temperature of the thermal printing head is too high. | Switch on ignition and call the desired display again. |
| 🔄 drawer open | When a printout is requested or a printout is in progress, the DTCO 1381 recognises that the printer drawer is open. The print request will be rejected and/or a printout in progress will be interrupted.  
  - This message also appears if you request the tachograph card from card slot 2 while the printer drawer is open. | Close the drawer.  
  - Restart print request. |
| 🔄 no paper | The printer has no paper. The print request will be rejected and/or a printout in progress will be interrupted. | Close printer drawer and request tachograph card again.  
  - If a new roll of paper is inserted within one hour, the DTCO 1381 automatically continues the printout. |
### 7. Messages

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>![ejection not possible]</td>
<td>Requesting the tachograph card will be rejected:</td>
<td>Wait until the DTCO 1381 enables the function or remove the problem:</td>
</tr>
<tr>
<td></td>
<td>- because data might be read in or transferred,</td>
<td>Stop the vehicle or switch on the ignition.</td>
</tr>
<tr>
<td></td>
<td>- the driver card needs to be read-in again within the registration</td>
<td>Then request the tachograph card again.</td>
</tr>
<tr>
<td></td>
<td>time of one minute,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- a day change (according to UTC time) is taking place,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- the vehicle is moving,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- or, in the ADR variant *, the ignition has been switched off.</td>
<td></td>
</tr>
<tr>
<td>![?1 recording inconsistent]</td>
<td>There is an inconsistency in the order of the dates in the data</td>
<td>This message can be displayed until the incorrect recordings have been</td>
</tr>
<tr>
<td></td>
<td>recorded on the driver card.</td>
<td>overwritten by new data!</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Have the tachograph card checked if the message is displayed permanently.</td>
</tr>
<tr>
<td>![?1 card error]</td>
<td>An error has occurred when processing the inserted tachograph card.</td>
<td>Clean the contacts of the tachograph card and insert it again.</td>
</tr>
<tr>
<td></td>
<td>The tachograph card is not accepted and is ejected.</td>
<td>If this message is displayed again, check whether another tachograph</td>
</tr>
<tr>
<td></td>
<td></td>
<td>card can be read in correctly.</td>
</tr>
<tr>
<td>![?1 wrong card type]</td>
<td>The inserted card is not a tachograph card. The card is not accepted</td>
<td>Please insert a valid tachograph card.</td>
</tr>
<tr>
<td></td>
<td>and is ejected.</td>
<td></td>
</tr>
<tr>
<td>![?1 internal fault]</td>
<td>Fault in the card mechanics, e.g. card lock is not closed.</td>
<td>Remove tachograph card and insert it again.</td>
</tr>
<tr>
<td>![?1 internal fault]</td>
<td>- Fault at pulse output.</td>
<td>Check connecting cables or function of the connected control device.</td>
</tr>
</tbody>
</table>
### 7. Messages

#### Overview of the operational notes

<table>
<thead>
<tr>
<th>Picto / reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>continual error</td>
<td>The DTCO 1381 has a serious fault or a serious time error has occurred. For example, an unrealistic UTC time. The tachograph card is not accepted and is ejected.</td>
<td>Take care that an authorised workshop checks and, if necessary, replaces the tachograph as soon as possible.</td>
</tr>
<tr>
<td>#xxxxxxxxxxx xxx</td>
<td>If this message is displayed, the DTCO 1381 will no longer function!</td>
<td>Please observe the listed note if the tachograph does not operate properly, ➤ see page 67.</td>
</tr>
</tbody>
</table>

#### Operational notes as information

<table>
<thead>
<tr>
<th>Picto / Reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>no data!</td>
<td>The menu function cannot be called up since, in the card slot, ...</td>
<td>These notes disappear automatically after three seconds. No steps must be taken.</td>
</tr>
<tr>
<td>UTC correct. impossible!</td>
<td>It is not possible to use the menu function:</td>
<td></td>
</tr>
<tr>
<td>printout started ...</td>
<td>Acknowledgement of the selected function.</td>
<td></td>
</tr>
<tr>
<td>entry stored</td>
<td>Acknowledgement that the DTCO 1381 saved the entry.</td>
<td></td>
</tr>
<tr>
<td>display not possible!</td>
<td>No data can be displayed as long as the printing is in progress.</td>
<td></td>
</tr>
<tr>
<td>please wait!</td>
<td>The tachograph card has not yet been read completely. It is not possible to call up menu functions.</td>
<td></td>
</tr>
</tbody>
</table>
### 7. Messages

<table>
<thead>
<tr>
<th>Picto / Reason</th>
<th>Meaning</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>![calibration][1]</td>
<td>The next periodic inspection is due, for example in 18 days. Inspections required due to technical alterations cannot be taken into account! An authorised workshop can program when the notice should start to appear. For more details, see “Compulsory Tachograph inspections” from page 83.</td>
<td>These notes disappear automatically after three seconds. No steps must be taken.</td>
</tr>
<tr>
<td>![expires][2]</td>
<td>The released tachograph card, for example, expires in 15 days! An authorised workshop can program the day as of which the notice should appear.</td>
<td></td>
</tr>
<tr>
<td>![download][3]</td>
<td>From Release 2.1: The next download of the driver card will, for example, be due in 7 days (default setting). An authorised workshop can program when the notice should start to appear.</td>
<td></td>
</tr>
</tbody>
</table>

---

[1]: #calibration[1]

[2]: #expires[2]

[3]: #download[3]
Product description

Operating modes of the DTCO 1381
  Tachograph cards
  Saved data
  Time management
  Care and maintenance
  Technical data
8. Product description

Operating modes of the DTCO 1381

The DTCO 1381 has four operating modes:
- Operational "●"
- Company "▲"
- Control "▼"
- Calibration "■"

According to the inserted tachograph card(s), the DTCO 1381 automatically changes to the following operating mode:

1. Display of the operating mode

<table>
<thead>
<tr>
<th>Operating modes</th>
<th>Card slot -1</th>
</tr>
</thead>
<tbody>
<tr>
<td>No card</td>
<td>No card</td>
</tr>
<tr>
<td>Driver card</td>
<td>Operational</td>
</tr>
<tr>
<td>Company card</td>
<td>Company</td>
</tr>
<tr>
<td>Control card</td>
<td>Control</td>
</tr>
<tr>
<td>Workshop card</td>
<td>Calibration</td>
</tr>
</tbody>
</table>

In this condition, the DTCO 1381 only uses the tachograph card inserted in card slot 1.
8. Product description

- **Tachograph cards**

The authorities in the individual EU member states will issue the tachograph cards specified by the legislature.

- **Driver card**

The driver uses the driver card to identify himself to the DTCO 1381. The driver card is used for normal driving operation and permits storing, displaying, printing, or downloading (with only one inserted driver card) of activities under this identity.

- **Company card**

The company card identifies a company and authorises access to the data of this company. With the company card, the data saved in the data memory of the Vehicle Unit as well as in the inserted driver card can be displayed, printed, and downloaded. If necessary (once per unit), the entry of the authorising member state and the official registration number in the DTCO 1381.

It is also possible to download load data remotely with the corresponding fleet management system. This company card is intended for the owners and operators of vehicles.

- **Control card**

The control card identifies an official of a control body (like the police) and permits access to the data in the data memory. All saved data and the data of an inserted driver card are accessible. This data can be displayed, printed, or downloaded through the download interface.

- **Workshop card**

Persons of an authorised workshop who are approved to program, calibrate, activate, test, etc. will receive the workshop card.

- **Locking the tachograph cards**

If the DTCO 1381 accepts an inserted tachograph card, removal of the card will be mechanically blocked. It is possible to remove the tachograph card only when:
  - the vehicle is stationary,
  - the user requests removal,
  - after the data defined by the regulations has been saved on the tachograph card.

**Automatic ejection**

If the DTCO 1381 recognises a fault in the card lock, it tries to transfer the existing data to the tachograph card before it is automatically ejected. In this case, the completeness and authenticity of the data on the tachograph card can no longer be guaranteed!
The rights to access data saved in the data memory of the DTCO 1381 are regulated by law and will be released with the corresponding tachograph card only.

<table>
<thead>
<tr>
<th></th>
<th>Without card</th>
<th>Driver card</th>
<th>Company card</th>
<th>Control card</th>
<th>Workshop card</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Driver data</strong></td>
<td>X</td>
<td>V</td>
<td>V</td>
<td>V</td>
<td>V</td>
</tr>
<tr>
<td><strong>Vehicle data</strong></td>
<td>T1</td>
<td>T2</td>
<td>T3</td>
<td>V</td>
<td>V</td>
</tr>
<tr>
<td><strong>Parameter data</strong></td>
<td>V</td>
<td>V</td>
<td>V</td>
<td>V</td>
<td>V</td>
</tr>
</tbody>
</table>

| **Displays**       | X            | V           | V            | V            | V             |
| **Driver data**    | X            | V           | V            | V            | V             |
| **Vehicle data**   | T1           | T2          | T3           | V            | V             |
| **Parameter data** | V            | V           | V            | V            | V             |

| **Read out**       | X            | T2          | V            | V            | V             |
| **Driver data**    | X            | X           | T3           | V            | V             |
| **Vehicle data**   | X            | X           | T3           | V            | V             |
| **Parameter data** | X            | X           | V            | V            | V             |

**Print**
- **Driver data** = Data on the driver card
- **Vehicle data** = Data in the data memory
- **Parameter data** = Data for device adaptation / Calibration

**Displays**
- **V** = Unlimited access rights
- **T1** = Driver activities of the last eight days without driver identification data
- **T2** = Driver identification only for the inserted card
- **T3** = The associated company’s driver activities
- **X** = not possible
8. Product description

**Saved data**

**Driver card**
- Data for identifying the driver.

After any use of the vehicle the following data:
- Vehicles used
- Activities of the driver, during normal driving operation at least 28 days.
- Country entries
- Appearing events / faults
- Information about control activities
- Specific conditions including Out of Scope and ferry / train operations

If the memory capacity is full, the oldest data will be overwritten by the DTCO 1381.

**Company card**
- Identifies a company and authorises access to the data of this company.

The following data regarding company activities:
- Type of activity
  - Lock-in / lock-out
  - Downloading the data from the data memory
  - Downloading the data from the driver card
- Period of time (from / to) for which the data was downloaded.
- Vehicle ID
- Driver Card number and card issuing Member State (when downloading a Driver Card)

**Data memory**
- The data memory records and saves the data required according to the Council Regulation (EEC) 3821/85, annex I B, over a time period of at least 365 calendar days:
  - The evaluation of activities occurs in 1 minute intervals and the DTCO 1381 will evaluate the longest continuous activity for each interval.
  - Speed values are saved over a time period of 168 hours at a resolution of 1 second. The DTCO 1381 saves each second of the driven speed with date and time.
- Saved speed values with a higher resolution (one minute before and one minute after an unusual deceleration) can be analysed in the event of a collision.

These data can be read via the download interface:
- legal download 24 hours,
- the complete mass memory by means of special download software.

**VDO GeoLoc * (from Release 2.1)**

The recording of vehicle position data via GPS is possible as an option. Refer to “VDO GeoLoc * (from Release 2.1)” on page 17.
Time management

The DTCO 1381 saves all time entries for working time, availability time, driving time, rest time, etc. in UTC time.

Time zone "0" = UTC

UTC time corresponds to time zone "0" of the 24 time zones (-12 ... 0 ... +12) distributed across the globe.

In principle, the time shown in the display is set at the factory in UTC time. You can set the local time through the menu function.

Refer to “Set Local time” on page 61.

<table>
<thead>
<tr>
<th>Time zone offset</th>
<th>Countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>00:00 (UTC)</td>
<td>UK / P / IRL / IS</td>
</tr>
<tr>
<td>+ 01:00 h</td>
<td>A / B / BIH / CZ / D / DK / E / F / H / HR / I / L / M / N / NL / PL / S / SK / SLO / SRB</td>
</tr>
<tr>
<td>+ 02:00 h</td>
<td>BG / CY / EST / FIN / GR / LT / LV / RO / TR / UA</td>
</tr>
<tr>
<td>+ 03:00 h</td>
<td>RUS</td>
</tr>
</tbody>
</table>

Example:

Local time in Germany = 15:30 (daylight-savings time)
UTC time = Local time – (ZO + SO)

UTC time = 13:30 Time

Converting to UTC time

UTC time = Local time – (ZO + SO)

ZO = Time zone offset
SO = Daylight-savings time offset
(this offset is not used after daylight-savings time ends)
Care and maintenance

Cleaning the DTCO 1381
Clean the casing, the display and the function keys with a slightly moistened cloth or with a microfibre cleaning cloth.

Cleaning the DTCO 1381

Cleaning the DTCO 1381

Compulsory Tachograph inspections
Preventive maintenance work is not required for the DTCO 1381. At least every two years, the proper operation of the DTCO 1381 must be checked by an authorised workshop.

Follow-up inspections are necessary if

- changes were made to the vehicle, e.g. concerning the distance pulse or the wheel circumference,
- a repair was made to the DTCO 1381,
- the vehicle registration number of the vehicle has been changed,
- the UTC time deviates by more than 20 minutes.

Make sure that the calibration plaque is renewed during every 2 year inspection and contains the required data.

Make sure that the supply voltage of the DTCO 1381 is not disconnected for more than 12 months at a time, for example due to disconnection of the battery from the vehicle.

Behaviour when repairing / replacing the DTCO 1381
The authorised workshops can download the data from the DTCO 1381 and hand them over to the company.

If, due to a failure, the saved data cannot be downloaded, the workshops are instructed to document this with a certificate and to contact the company in writing.

Disposal of the components
Please dispose of the DTCO 1381 with its associated system components in compliance with the guidelines for disposing EC recording equipment effective in the respective member states.

Do not use any abrasive cleaning agents or solvents like thinner or petroleum spirits.

Archive the data or carefully keep the documentation for possible requests by control bodies.

Make sure that the calibration plaque is renewed during every 2 year inspection and contains the required data.

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## Technical data

### DTCO 1381

<table>
<thead>
<tr>
<th>Topic</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measurement range end value</td>
<td>220 km/h (according to annex I B)</td>
</tr>
<tr>
<td></td>
<td>250 km/h (for other vehicle deployments)</td>
</tr>
<tr>
<td>LCD</td>
<td>2 lines with 16 characters each</td>
</tr>
<tr>
<td>Temperature</td>
<td>Operation: -25 to 70 °C</td>
</tr>
<tr>
<td></td>
<td>Storage: -40 to 85 °C</td>
</tr>
<tr>
<td>Voltage</td>
<td>24 or 12 Volt DC</td>
</tr>
<tr>
<td>Power supply</td>
<td>Standby: max. 30 mA (12 V) max. 20 mA (24 V)</td>
</tr>
<tr>
<td></td>
<td>Typical during oper.: max. 3,0 A (12 V) max. 1,0 A (24 V)</td>
</tr>
<tr>
<td>EMV / EMC</td>
<td>ECE R10</td>
</tr>
<tr>
<td>Thermal printing mechanism</td>
<td>Character size: 2,1 x 1,5 mm</td>
</tr>
<tr>
<td></td>
<td>Print width: 24 characters/line</td>
</tr>
<tr>
<td></td>
<td>Speed: appr. 15-30 mm/sec.</td>
</tr>
<tr>
<td></td>
<td>Printout of diagrams</td>
</tr>
<tr>
<td>Protection type</td>
<td>IP 54</td>
</tr>
</tbody>
</table>

### Paper roll

<table>
<thead>
<tr>
<th>Topic</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ambient conditions</td>
<td>Temperature: -25 to 70 °C</td>
</tr>
<tr>
<td>Dimensions</td>
<td>Diameter: approx. 27.5 mm Width: 56,5 mm Length: approx. 8 m</td>
</tr>
<tr>
<td>Order no.</td>
<td>1381.90030300</td>
</tr>
<tr>
<td></td>
<td>You will receive original spare paper rolls from your local VDO distributor.</td>
</tr>
</tbody>
</table>

### Possible special equipment

- ADR variant
- Customer-specific panel, illumination of display and buttons
- Automatic setting of the activities after ignition on/off
- Printout and download of v-/n profiles, status entry D1/D2
- VDO Counter
- VDO GeoLoc (from Release 2.1)

![Please note!]

Use (order) only paper rolls (original VDO printer paper) on which is visible the tachograph model (DTCO 1381) with approval mark "84" and the valid approval mark "174" or "189".
Pictograms and printout samples

Overview of the pictograms
Country symbols
Printout examples
Explanation of printout examples
Data record purpose during events or faults
### Overview of the pictograms

#### Operating modes
- 🌐 Company
- 🗡 Control
- ⚙ Operational
- 📊 Calibration
- ⚙_production status

#### Persons
- 🌐 Company
- 🗡 Controller
- ⚙ Driver
- 🔄 Workshop / inspection centre
- ⚙ Manufacturer

#### Activities
- 🕒 Availability time
- 🚘 Driving time
- ⏸ Break and rest time
- ⏸ Other working time
- 🕒 Valid interruption / break
- 🚚 Unknown

#### Devices / functions
1. Card slot 1; Driver 1
2. Card slot 2; Driver 2
- Tachograph card (read correctly)
- Tachograph card inserted; relevant data read.
- 🕒 Clock
- ⭐️ Printer / printout
- 🚊 Entry
- 🌐 Display
- 🌐 VDO GeoLoc * is switched on. (from Release 2.1)
- ⚙️ External saving
- ⌚️ Data transmission running
- ⚙️ Sensor
- ⚙️ Vehicle / Vehicle unit / DTCO 1381
- 🚘 Tyre size
- 🚘 Power supply

#### Miscellaneous
- ! Event
- ✗ Fault

#### Specific conditions
- 🛁 Recording equipment not required
- 🚤 Vehicle located on a ferry or on a train

#### Qualifiers
- 24h Daily
- 🤔 Weekly
- 🌐 Two weeks
- 🐴 From or to
## Pictogram combinations

### Miscellaneous
- Control location
- Start time
- End time
- Begin Out of Scope: Recording equipment not required
- End Out of Scope
- Location at beginning of work day (shift beginning)
- Location at end of work day (shift end)
- From vehicle
- Printout driver card
- Printout vehicle / DTCO 1381
- Entry vehicle / DTCO 1381
- Display driver card
- Display vehicle / DTCO 1381
- Local time
- UTC correction

### Cards
- Driver card
- Company card
- Control card
- Workshop card
- No card

### Displays
- Daily driver activities (daily value) from the driver card
- Events and faults from the driver card
- Daily driver activities (daily value) from vehicle / DTCO 1381
- Events and faults from vehicle / DTCO 1381
- Over-speeding
- Technical data
- Company

### Driving
- Crew
- Driving time over two weeks

### Printouts
- Daily driver activities (daily value) from the driver card
- Events and faults from the driver card
- Daily driver activities (daily value) from DTCO 1381
- Events and faults from DTCO 1381
- Over-speeding
- Technical data
- Driver’s activities
- v-diagram
- Status D1/D2 diagram *

### Technical Data
- Speed profiles *
- Rpm profiles *
### Overview of the pictograms

#### Events

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="insertion_of_an_invalid_tachograph_card" /></td>
<td>Insertion of an invalid tachograph card</td>
</tr>
<tr>
<td><img src="image" alt="time_overlap" /></td>
<td>Time overlap</td>
</tr>
<tr>
<td><img src="image" alt="insertion_of_driver_card_while_driving" /></td>
<td>Insertion of driver card while driving</td>
</tr>
<tr>
<td><img src="image" alt="over_speeding" /></td>
<td>Over-speeding</td>
</tr>
<tr>
<td><img src="image" alt="communication_fault_with_the_sensor" /></td>
<td>Communication fault with the sensor</td>
</tr>
<tr>
<td><img src="image" alt="time_adjustment_by_workshop" /></td>
<td>Time adjustment (by workshop)</td>
</tr>
<tr>
<td><img src="image" alt="cards_conflict" /></td>
<td>Cards conflict</td>
</tr>
<tr>
<td><img src="image" alt="driving_without_valid_driver_card" /></td>
<td>Driving without valid driver card</td>
</tr>
<tr>
<td><img src="image" alt="last_card_process_not_completed_correctly" /></td>
<td>Last card process not completed correctly</td>
</tr>
<tr>
<td><img src="image" alt="interruption_of_power_supply" /></td>
<td>Interruption of power supply</td>
</tr>
<tr>
<td><img src="image" alt="security_breach" /></td>
<td>Security breach</td>
</tr>
<tr>
<td><img src="image" alt="over_speeding_control" /></td>
<td>Over-speeding control</td>
</tr>
<tr>
<td><img src="image" alt="motion_data_conflict_during_vehicle_movement" /></td>
<td>Motion data conflict during vehicle movement</td>
</tr>
</tbody>
</table>

#### Faults

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="card_fault" /></td>
<td>Card fault</td>
</tr>
<tr>
<td><img src="image" alt="display_fault" /></td>
<td>Display fault</td>
</tr>
<tr>
<td><img src="image" alt="printer_fault" /></td>
<td>Printer fault</td>
</tr>
<tr>
<td><img src="image" alt="internal_fault_dtc_1381" /></td>
<td>Internal fault DTCO 1381</td>
</tr>
<tr>
<td><img src="image" alt="download_fault" /></td>
<td>Download fault</td>
</tr>
<tr>
<td><img src="image" alt="sensor_fault" /></td>
<td>Sensor fault</td>
</tr>
<tr>
<td><img src="image" alt="ims_independent_motion_signal_missing" /></td>
<td>IMS = Independent motion signal missing</td>
</tr>
</tbody>
</table>

#### Driving time warnings

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="break" /></td>
<td>break!</td>
</tr>
</tbody>
</table>

#### Manual entry process

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="entering_activities" /></td>
<td>Entering &quot;activities&quot;</td>
</tr>
<tr>
<td><img src="image" alt="entering_unknown_activity" /></td>
<td>Entering &quot;unknown activity&quot;</td>
</tr>
<tr>
<td><img src="image" alt="entering_location_at_the_end_of_the_shift" /></td>
<td>Entering &quot;location&quot; at the end of the shift</td>
</tr>
<tr>
<td><img src="image" alt="entering_location_at_the_beginning_of_the_shift" /></td>
<td>Entering &quot;location&quot; at the beginning of the shift</td>
</tr>
</tbody>
</table>

#### Operational notes

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="wrong_entry" /></td>
<td>Wrong entry</td>
</tr>
<tr>
<td><img src="image" alt="menu_access_not_possible" /></td>
<td>Menu access not possible</td>
</tr>
<tr>
<td><img src="image" alt="please_enter" /></td>
<td>Please enter</td>
</tr>
<tr>
<td><img src="image" alt="printout_not_possible" /></td>
<td>Printout not possible</td>
</tr>
</tbody>
</table>

#### Faults

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="drawer_open" /></td>
<td>Drawer open</td>
</tr>
<tr>
<td><img src="image" alt="no_paper" /></td>
<td>No paper</td>
</tr>
<tr>
<td><img src="image" alt="printout_delayed" /></td>
<td>Printout delayed</td>
</tr>
<tr>
<td><img src="image" alt="card_defective" /></td>
<td>Card defective</td>
</tr>
<tr>
<td><img src="image" alt="incorrect_card" /></td>
<td>Incorrect card</td>
</tr>
<tr>
<td><img src="image" alt="ejection_not_possible" /></td>
<td>Ejection not possible</td>
</tr>
<tr>
<td><img src="image" alt="process_delayed" /></td>
<td>Process delayed</td>
</tr>
<tr>
<td><img src="image" alt="recording_inconsistent" /></td>
<td>Recording inconsistent</td>
</tr>
<tr>
<td><img src="image" alt="internal_fault" /></td>
<td>Internal fault</td>
</tr>
<tr>
<td><img src="image" alt="expires_in_days" /></td>
<td>Expires in days ...</td>
</tr>
<tr>
<td><img src="image" alt="calibration_in_days" /></td>
<td>Calibration in days ...</td>
</tr>
<tr>
<td><img src="image" alt="download_of_driver_card_in_days" /></td>
<td>Download of driver card in days ... (from Release 2.1)</td>
</tr>
</tbody>
</table>

#### VDO Counter *

<table>
<thead>
<tr>
<th>Pictogram</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="remaining_driving_time" /></td>
<td>Remaining driving time</td>
</tr>
<tr>
<td><img src="image" alt="beginning_of_the_next_driving_time" /></td>
<td>Beginning of the next driving time</td>
</tr>
<tr>
<td><img src="image" alt="release_2_0" /></td>
<td>Release 2.0</td>
</tr>
<tr>
<td><img src="image" alt="release_2_1" /></td>
<td>Release 2.1</td>
</tr>
<tr>
<td><img src="image" alt="future_driving_time" /></td>
<td>Future driving time</td>
</tr>
<tr>
<td><img src="image" alt="release_2_0" /></td>
<td>Release 2.0</td>
</tr>
<tr>
<td><img src="image" alt="release_2_1" /></td>
<td>Release 2.1</td>
</tr>
<tr>
<td><img src="image" alt="remaining_break_time_rest_period" /></td>
<td>Remaining break time / rest period</td>
</tr>
<tr>
<td><img src="image" alt="remaining_time_until_the_beginning_of_the_daily_weekly_rest_period" /></td>
<td>Remaining time until the beginning of the daily, weekly rest period</td>
</tr>
</tbody>
</table>
## Country symbols

<table>
<thead>
<tr>
<th>Value assignment</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Austria</td>
</tr>
<tr>
<td>AL</td>
<td>Albania</td>
</tr>
<tr>
<td>AND</td>
<td>Andorra</td>
</tr>
<tr>
<td>ARM</td>
<td>Armenia</td>
</tr>
<tr>
<td>AZ</td>
<td>Azerbaijan</td>
</tr>
<tr>
<td>B</td>
<td>Belgium</td>
</tr>
<tr>
<td>BG</td>
<td>Bulgaria</td>
</tr>
<tr>
<td>BIH</td>
<td>Bosnia and Herzegovina</td>
</tr>
<tr>
<td>BY</td>
<td>Belarus</td>
</tr>
<tr>
<td>CH</td>
<td>Switzerland</td>
</tr>
<tr>
<td>CY</td>
<td>Cyprus</td>
</tr>
<tr>
<td>CZ</td>
<td>The Czech Republic</td>
</tr>
<tr>
<td>D</td>
<td>Germany</td>
</tr>
<tr>
<td>DK</td>
<td>Denmark</td>
</tr>
<tr>
<td>E</td>
<td>Spain ¹</td>
</tr>
<tr>
<td>EC</td>
<td>European Community</td>
</tr>
<tr>
<td>EST</td>
<td>Estonia</td>
</tr>
<tr>
<td>EUR</td>
<td>Rest of Europe</td>
</tr>
<tr>
<td>F</td>
<td>France</td>
</tr>
<tr>
<td>FIN</td>
<td>Finland</td>
</tr>
<tr>
<td>FL</td>
<td>Liechtenstein</td>
</tr>
<tr>
<td>FR/FO</td>
<td>Faroes</td>
</tr>
<tr>
<td>GE</td>
<td>Georgia</td>
</tr>
<tr>
<td>GR</td>
<td>Greece</td>
</tr>
<tr>
<td>H</td>
<td>Hungary</td>
</tr>
<tr>
<td>HR</td>
<td>Croatia</td>
</tr>
<tr>
<td>I</td>
<td>Italy</td>
</tr>
<tr>
<td>IRL</td>
<td>Ireland</td>
</tr>
<tr>
<td>IS</td>
<td>Iceland</td>
</tr>
<tr>
<td>KZ</td>
<td>Kazakhstan</td>
</tr>
<tr>
<td>L</td>
<td>Luxembourg</td>
</tr>
<tr>
<td>LT</td>
<td>Lithuania</td>
</tr>
<tr>
<td>LV</td>
<td>Latvia</td>
</tr>
<tr>
<td>M</td>
<td>Malta</td>
</tr>
<tr>
<td>MC</td>
<td>Monaco</td>
</tr>
<tr>
<td>MD</td>
<td>Republic of Moldavia</td>
</tr>
<tr>
<td>MK</td>
<td>Macedonia</td>
</tr>
<tr>
<td>MNE</td>
<td>Montenegro</td>
</tr>
<tr>
<td>N</td>
<td>Norway</td>
</tr>
<tr>
<td>NL</td>
<td>The Netherlands</td>
</tr>
<tr>
<td>P</td>
<td>Portugal</td>
</tr>
<tr>
<td>PL</td>
<td>Poland</td>
</tr>
<tr>
<td>RO</td>
<td>Romania</td>
</tr>
<tr>
<td>RSM</td>
<td>San Marino</td>
</tr>
<tr>
<td>RUS</td>
<td>The Russian Federation</td>
</tr>
<tr>
<td>S</td>
<td>Sweden</td>
</tr>
<tr>
<td>SK</td>
<td>Slovakia</td>
</tr>
<tr>
<td>SLO</td>
<td>Slovenia</td>
</tr>
<tr>
<td>SRB</td>
<td>Serbia</td>
</tr>
<tr>
<td>TM</td>
<td>Turkmenistan</td>
</tr>
<tr>
<td>TR</td>
<td>Turkey</td>
</tr>
<tr>
<td>UA</td>
<td>Ukraine</td>
</tr>
<tr>
<td>UK</td>
<td>United Kingdom, Alderney, Guernsey, Jersey, Isle of Man, Gibraltar</td>
</tr>
<tr>
<td>UZ</td>
<td>Uzbekistan</td>
</tr>
<tr>
<td>V</td>
<td>Vatican City</td>
</tr>
<tr>
<td>WLD</td>
<td>Rest of the world</td>
</tr>
</tbody>
</table>

¹ Refer to “Symbols of the regions” on page 90.
Symbols of the regions

### Value assignment – Spain

<table>
<thead>
<tr>
<th>Code</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>AN</td>
<td>Andalusia</td>
</tr>
<tr>
<td>AR</td>
<td>Aragon</td>
</tr>
<tr>
<td>AST</td>
<td>Asturias</td>
</tr>
<tr>
<td>C</td>
<td>Cantabria</td>
</tr>
<tr>
<td>CAT</td>
<td>Catalonia</td>
</tr>
<tr>
<td>CL</td>
<td>Castile-León</td>
</tr>
<tr>
<td>CM</td>
<td>Castile-La Mancha</td>
</tr>
<tr>
<td>CV</td>
<td>Valencia</td>
</tr>
<tr>
<td>EXT</td>
<td>Extremadura</td>
</tr>
<tr>
<td>G</td>
<td>Galicia</td>
</tr>
<tr>
<td>IB</td>
<td>Balearic islands</td>
</tr>
<tr>
<td>IC</td>
<td>Canary islands</td>
</tr>
<tr>
<td>LR</td>
<td>La Rioja</td>
</tr>
<tr>
<td>M</td>
<td>Madrid</td>
</tr>
<tr>
<td>MU</td>
<td>Murcia</td>
</tr>
<tr>
<td>NA</td>
<td>Navarra</td>
</tr>
<tr>
<td>PV</td>
<td>Basque Community</td>
</tr>
</tbody>
</table>

[Map of Spain with symbols labeled for each region]
9. Pictograms and printout samples

Printout examples

Daily printout from the driver card

Printout examples
Points to note with "Daily printout of the driver card"

Events / faults from the driver card
### Daily printout of the vehicle

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
</tr>
</thead>
<tbody>
<tr>
<td>27.11.2013 16:55 (UTC)</td>
<td>24h</td>
<td><img src="profile" alt="Schmitt Peter" /></td>
<td>Continental Automotive GmbH 1381.201345678901</td>
<td><img src="profile" alt="NFZ-Profi Service &amp; Vertrieb" /></td>
<td>25.11.2013 11:11</td>
<td>25.11.2013 00:00</td>
<td>06h17</td>
<td>09:00</td>
<td>00h05</td>
<td><img src="profile" alt="Rogenz Winfried" /></td>
</tr>
<tr>
<td>24.11.2013 18:54</td>
<td><img src="profile" alt="Mustermann Heinz-Dieter" /></td>
<td>S /LCR 243</td>
<td>D /M MS 680</td>
<td><img src="profile" alt="Anton Max" /></td>
<td><img src="profile" alt="Rosenz Winfried" /></td>
<td><img src="profile" alt="Rosenz Winfried" /></td>
<td><img src="profile" alt="Rosenz Winfried" /></td>
<td><img src="profile" alt="Rosenz Winfried" /></td>
<td><img src="profile" alt="Rosenz Winfried" /></td>
<td><img src="profile" alt="Rosenz Winfried" /></td>
</tr>
</tbody>
</table>
### Points to note with "Daily printout of the vehicle"

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>24.10.2013</td>
<td>16:07</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>05.08.2013</td>
<td>09:23</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>10.08.2013</td>
<td>08:12</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>10.08.2013</td>
<td>08:20</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13a</td>
<td>11.10.2013</td>
<td>07:02</td>
<td></td>
</tr>
<tr>
<td>13c</td>
<td>11.10.2013</td>
<td>07:02</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13b</td>
<td>05.05.2012</td>
<td>07:15</td>
<td></td>
</tr>
<tr>
<td>13c</td>
<td>05.05.2012</td>
<td>07:15</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>12.09.2013</td>
<td>21:00</td>
<td></td>
</tr>
</tbody>
</table>
9. Pictograms and printout samples

Printout examples

Over-speeding

1. 24.10.2013 14:50 (UTC)
   90 km/h
   Mustermann Heinz-Dieter
   aF /12345678901234 5 6
   16.06.2013
   ABC12345678901234
   D /VS VM 612

2. 13.03.2013 14:15
   98 km/h 92 km/h
   Förster Thomas
   eD /98765432109876 5 4

3. 15.10.2013 11:10 00h30
   98 km/h 95 km/h
   Rosenz Winfried
   eD /45678901234567 7 8

3a. 20a. 20c

19. 24.05.2012 14:02 00h06
   98 km/h 92 km/h
   Mustermann Heinz-Dieter
   eF /12345678901234 5 6
   16.06.2013
   ABC12345678901234
   D /VS VM 612

20. 20b

20c. 21

Technical data

1. 25.10.2013 14:50 (UTC)
   90 km/h
   Spedition Mustermüller
   e0 /12341234123412 3 4
   16.06.2013
   ABC12345678901234
   D /VS VM 612

2. 14
   Continental Automotive GmbH
   H. Hertz-Str. 45 78052
   VS-Villingen
   1301.12345678901234567
   e1-84
   12345678
   2013
   17.04.2013
   V xxx
   17.04.2013
   87654321
   e1-175
   08.03.2012

3. 15
   08.03.2012
   e1-175
   08.03.2012

3a. 16
   Fa. Mustermann & NFZ-Hersteller
   Schillerstr. 10 Musterkirchen
   e0 /45678901234567 8 9
   21.01.2013
   17.04.2013
   Fa. Mustermann & NFZ-
   Hersteller
   Schillerstr. 10 Musterkirchen
   e0 /45678901234567 8 9
   21.01.2013

3b. 17
   28.08.2012 13:00
   Kienzle ARGO GMBH
   Bismarckstr. 19 Berlin-Steglitz
   e0 /89012345678901 5 6
   19.10.2013

3c. 18
   18.10.2013 06:34
   Kienzle ARGO GMBH
   Bismarckstr. 19 Berlin-Steglitz
   e0 /89012345678901 5 6
   19.10.2013

3d. 19
   SWUM
   V xxx

25
   Source: speed
   Gain: 0.00390625
   Factor: 0.926

26
   CR(EU) No. 1266/2009: XX

© Continental Automotive GmbH
9. Pictograms and printout samples

## Speed profiles *

- **1**
  - 27.11.2013 17:05 (UTC)
  - Spedition Mustermüller
  - D /12341234123412 3 4
  - ABC12345678901234
  - Rogenz
  - Winfried
  - DK /45678901234567 7 8
  - 04.01.2014
  - D /87654321087654 3 2
  - 02.04.2012
  - Continental Automotive GmbH
  - 1381.12345678901
  - NFZ-Profi Service & Vertrieb
  - D /12345678901234 5 6
  - 11.11.2013 12:11

- **2**
  - 27.11.2013 17:05 (UTC)
  - Spedition Mustermüller
  - D /12341234123412 3 4
  - ABC12345678901234
  - Mustermann
  - Heinz-Dieter
  - 25.11.2013 18:37
  - 26.11.2013 00:00
  - km/h
  - 0 <=v< 1 05h02
  - 1 <=v< 10 00h01
  - 10 <=v< 16 00h02
  - 16 <=v< 24 00h04
  - 24 <=v< 32 00h05
  - 32 <=v< 40 00h05
  - 40 <=v< 48 00h04
  - 48 <=v< 56 00h00
  - 56 <=v< 64 00h00
  - 64 <=v< 72 00h00
  - 72 <=v< 80 00h00
  - 80 <=v< 88 00h00
  - 88 <=v< 96 00h00
  - 96 <=v< 104 00h00
  - 104 <=v< 112 00h00
  - 112 <=v< 221 00h00

- **3**
  - 27.11.2013 17:05 (UTC)
  - Spedition Mustermüller
  - D /12341234123412 3 4
  - ABC12345678901234
  - Spedition Mustermüller
  - D /12341234123412 3 4
  - 25.11.2013 00:00
  - 25.11.2013 06:17
  - km/h
  - 112 <=v< 221 00h00

- **4**
  - 27.11.2013 17:05 (UTC)
  - Spedition Mustermüller
  - D /12341234123412 3 4
  - ABC12345678901234
  - D /VS VM 612
  - 25.11.2013 18:37
  - 26.11.2013 00:00
  - rpm
  - 0 <=n< 1 05h02
  - 1 <=n< 234 00h00
  - 234 <=n< 469 00h00
  - 469 <=n< 703 00h00
  - 703 <=n< 938 00h00
  - 938 <=n< 1172 00h00
  - 1172 <=n< 1406 00h00
  - 1406 <=n< 1641 00h00
  - 1641 <=n< 1875 00h00
  - 1875 <=n< 2109 00h00
  - 2109 <=n< 2344 00h02
  - 2344 <=n< 2578 00h00
  - 2578 <=n< 2812 00h00
  - 2812 <=n< 3047 00h00
  - 3047 <=n< 3281 00h00
  - 3281 <=n< 3281 00h00

### Printout in local time

- **1**
  - 25.11.2013 01:00
  - UTC +01h00

- **2**
  - 25.11.2013 15:55 (LOC)

- **31**
  - 26.11.2013 00:00

- **32**
  - 26.11.2013 01:00

- **33**
  - 26.11.2013 01:00

- **34**
  - 26.11.2013 01:00
Explanations of printout examples

Every printout consists of a string of different data blocks that are identified by block identifiers (1).
A data block contains one or several data records that are identified by means of a data record identifier (2).
A data record identifier will not be printed immediately after a block identifier!

Legend of the data blocks

1. Date and time of the printout in UTC time
2. Type of printout:
   - 24h = Daily printout of the driver card
   - !x = Events / faults from the driver card
   - 24hA = Daily printout from the DTCO 1381
   - !x = Events / faults from the DTCO 1381
   - >> = Over-speeding
   - = Technical data
   - !lD = Status D1/D2 diagram *
   - !n = Speed profiles *
   - !n = Rpm profiles *

Information about the cardholder of the inserted tachograph card:
- = Controller
- = Driver
# = Company
= Workshop / inspection centre
- = Last name
- = First name
- = Card identification
- = Card valid until ...

If tachograph cards are not associated with a person, the name of the control body, the company, or the workshop will be printed instead of the person’s name.

Information about the cardholder of the other tachograph card

Vehicle identification:
- Vehicle identification number
- Authorising member state and vehicle registration number

Identification of the tachograph:
- Tachograph manufacturer
- Part number of the DTCO 1381 tachograph
9. Pictograms and printout samples

Explanations of printout examples

<table>
<thead>
<tr>
<th></th>
<th>Most recent tachograph calibration:</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>• Name of workshop</td>
</tr>
<tr>
<td></td>
<td>• Workshop identification</td>
</tr>
<tr>
<td></td>
<td>• Date of calibration</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Most recent control:</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>• Control card identification</td>
</tr>
<tr>
<td></td>
<td>• Date, time, and type of control</td>
</tr>
<tr>
<td></td>
<td>= Downloading from the driver card</td>
</tr>
<tr>
<td></td>
<td>‿ = Downloading from the DTCO 1381</td>
</tr>
<tr>
<td></td>
<td>¶ = Printing</td>
</tr>
<tr>
<td></td>
<td>☐ = Displaying</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>List of all driver activities in the order they appear:</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>• Calendar day of the printout and the usage counter (number of days that the card was used.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>? = Time period that the card was not inserted:</th>
</tr>
</thead>
<tbody>
<tr>
<td>8a</td>
<td>• Manually entered activity after insertion of the driver card, with pictogram, beginning and duration.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6b</th>
<th>Insertion of driver card into slot (card slot 1 or card slot 2):</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Authorising member state and vehicle registration number</td>
</tr>
<tr>
<td></td>
<td>• Odometer reading when card inserted</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8c</th>
<th>Activities of the driver card:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Beginning and duration, and driving status</td>
</tr>
<tr>
<td></td>
<td>☼ = Crew operation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8d</th>
<th>Specific conditions:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Time of entry and pictogram, for example: ferry or train</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>8e</th>
<th>Withdrawal of driver card:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Odometer reading and distance travelled since most recent insertion</td>
</tr>
</tbody>
</table>

| 8f| Attention: Possible inconsistency in the data recording since this day was saved twice on the tachograph card. |

<table>
<thead>
<tr>
<th>8g</th>
<th>Activity not completed:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Duration of activity and daily summaries might be given incompletely when printouts are made when the driver card is inserted.</td>
</tr>
</tbody>
</table>

| 8h| The specific condition "OUT of scope" was switched on at start of the day. |

<table>
<thead>
<tr>
<th>9</th>
<th>Beginning of list of all driver activities in the DTCO 1381:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Calendar day of printout</td>
</tr>
<tr>
<td></td>
<td>• Odometer readings at the times 00:00 and 23:59</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10</th>
<th>Chronology of all activities from card slot 1:</th>
</tr>
</thead>
<tbody>
<tr>
<td>10a</td>
<td>Time period in which no driver card was inserted in card slot 1:</td>
</tr>
<tr>
<td></td>
<td>• Odometer reading at the beginning of the time period</td>
</tr>
<tr>
<td></td>
<td>• Set activity or activities in this time period</td>
</tr>
<tr>
<td></td>
<td>• Odometer reading at the end of the time period and distance traveled</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>10b</th>
<th>Insertion of the driver card:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Last name of driver</td>
</tr>
<tr>
<td></td>
<td>• First name of driver</td>
</tr>
<tr>
<td></td>
<td>• Card identification</td>
</tr>
<tr>
<td></td>
<td>• Card valid until ...</td>
</tr>
</tbody>
</table>
Explanations of printout examples

- Authorising member state and vehicle registration number of the previous vehicle
- Date and time card was removed from the previous vehicle

Odometer reading when driver card inserted
\[ M = \text{the entry was done manually} \]

List of activities:
- Pictogram of the activity, beginning and duration, and driving status
\[ \odot = \text{Crew operation} \]

Entry of specific conditions:
- Entry time and pictogram of the condition
\[ \odot = \text{Ferry transfer or train transfer} \]
\[ \text{OUT} \odot = \text{Begin (Recording equipment not required)} \]
\[ \text{OUT} = \text{End} \]

Withdrawal of driver card:
- Odometer reading and distance travelled

Chronology of all activities from card slot 2

- The specific condition "OUT of scope" was switched on at start of the day.

Daily summary

Entered locations:
- \( \odot \odot = \text{Beginning time with country and region (if applicable)} \)
- \( \odot \odot = \text{Ending time with country and possibly region} \)
- Vehicle odometer reading

Summary of times with no driver card in card slot 1:
- Entered locations in chronological order (no entry in example)
- Total activities from card slot 1

Summary of times with "no driver card" in card slot 2:
- Entered locations in chronological order (no entry in example)
- Total activities from card slot 2

Daily summary "Total values of activities" from the driver card:
- Total driving time and distance travelled
- Total work and availability time
- Total rest time and unknown time
- Total time in crew activities

Summary of the activities, chronologically arranged by driver (cumulative for each driver for both card slots):
- Last name, first name, card identification of the driver
- \( \odot \odot = \text{Beginning time with country and region (if applicable)} \)
- \( \odot \odot = \text{Ending time with country and possibly region} \)
- Activities from this driver with:
  - Total driving time and distance travelled, total work and total availability time, total rest time, total time in crew activities.

List of the five most recent saved events or faults on the driver card.
9. Pictograms and printout samples

Explanations of printout examples

12a List of all saved events on the driver card, arranged according to type of fault and date.

12b List of all saved faults on the driver card, arranged according to type of fault and date.

12c Data record of the event or fault.
   Line 1:
   • Pictogram of the event or fault
   • Date and beginning
   Line 2:
   • Events subject to security breach are broken down with an additional code.
     ➔ Refer to “Data record purpose during events or faults” on page 105.
   • Duration of the event or fault
   Line 3:
   • Authorising member state and vehicle registration number of the vehicle in which the events or faults appeared.

13 List of the five most recent saved or still active events / faults in the DTCO 1381.

13a List of all recorded or continuing events of the DTCO 1381.

13b List of all recorded or continuing faults of the DTCO 1381.

13c Data record of the event or fault.
   Line 1:
   • Pictogram of the event or fault
   • Coding of data record purpose.
     ➔ Refer to “Data record purpose during events or faults” on page 105.
   • Date and beginning
   Line 2:
   • Events subject to security breach are broken down with an additional code.
     ➔ Refer to “Coding for more detailed description” on page 107.
   • Number of similar events on this day.
     ➔ Refer to “Number of similar events” on page 106.
   • Duration of the event or fault

Line 3:
• Identification of the driver card(s) (maximum of four entries) that was inserted at the beginning or at the end of the event or fault.
  • "□□□□" appears when no driver card is inserted.

14 Identification of the tachograph:
• Tachograph manufacturer
• Address of the tachograph manufacturer
• Part number
• Type approval number
• Series number
• Year of manufacture
• Version and date of installation of the user software

15 Identification of the sensor:
• Series number
• Type approval number
• Date of initial installation (first pairing with a DTCO 1381)

16 Calibration data
Explanations of printout examples

9. Pictograms and printout samples

**16a** Listing of the calibration data (in data records):
- Name and address of the workshop
- Workshop identification
- Workshop card valid until...

**16b** Date and purpose of the calibration:
1 = Activation; Recording of known calibration data at the time of activation
2 = Initial installation; first calibration data after activation of the DTCO 1381
3 = Installation after repair - replacement unit; first calibration data in current vehicle
4 = Periodic inspection; calibration data of a periodic inspection
5 = Entry of the vehicle registration number by the company
- Vehicle identification number
- Authorising member state and vehicle registration number

**17** Time settings

**17a** Listing of all available data about time setting:
- Date and time, old
- Date and time, changed
- Name of workshop that set the time
- Address of workshop
- Workshop identification
- Workshop card valid until...

**18** The most recently recorded event and the current fault:
- ! = Most recent event, date, and time
- × = Most recent fault, date, and time

**19** Information on "over-speeding" control:
- Date and time of the most recent control
- Date and time of the first instance of over-speeding since the most recent control and the number of subsequent over-speeding instances.

**20** First instance of over-speeding since the most recent calibration.

**20a** The five most severe instances of over-speeding of the last 365 days.

**20b** The 10 most recently recorded instances of over-speeding. For each day the most severe instance of over-speeding is recorded.

**Note**: In the second data record it can be seen that the UTC time was corrected by an authorised workshop.
9. Pictograms and printout samples

Explanations of printout examples

**20c** Entries during instances of over-speeding (chronologically arranged by highest average speed):
- Date, time, and duration of over-speeding
- Highest and average speed of the over-speeding instance, number of similar events on this day

**20c**
- Last name of driver
- First name of driver
- Card identification of the driver

Note: If no data record for an instance of over-speeding appears in a block, then the following appears: ">>>---".

**21** Handwritten information:
- = Location of control
- = Signature of the controller
- = Start time
- = End time
- = Signature of the driver

**22** Information about the cardholder of the recorded profile:
- Last name of driver
- First name of driver
- Card identification

Note: Missing information about the cardholder means: no driver card inserted in card slot 1.
- Beginning of the profile recording with date and time
- End of the profile recording with date and time

New profiles are created:
- by inserting / withdrawing a tachograph card into / from card slot 1
- by a day change
- by a correction of the UTC time
- by a voltage interruption

**23** Recording of speed profiles:
- List of the defined speed ranges and period in this range
- Range: $0 \leq v < 1 = \text{Vehicle stationary}$

The speed profile is divided into 16 zones. During installation, the individual ranges can be adjusted individually.

**24** Recording of rpm profiles:
- List of the defined motor rpm ranges and period in this range
- Range: $0 \leq n < 1 = \text{Engine off}$
- Range: $3281 \leq n < x = \text{unlimited}$

The rpm profile is divided into 16 zones. During installation, the individual ranges can be adjusted individually.

**25** Manufacturer-specific data:
- Version number of the software upgrade module (SWUM)
Explanations of printout examples

9. Pictograms and printout samples

26 Configuration of the "independent motion signal"
- CAN: Vehicle data bus 1 or 2
- Source: Signal source;
- speed = ABS / wheel = wheel speed / odometer (GPS) = GPS unit
- Gain: Conversion factor for adapting the unit of measurement between "independent signal source" and sensor signal.
- Factor: Factor for adaptation to the sensor signal.

27 Information on the installed sensor (from Release 2.1):
- OK: The installed sensor (KTAS2+) meets the requirement 161a (CR (EU) No. 1266/2009).
- ?.: The sensor must be checked by an authorised workshop.

28 Recording of the activities:
- Legend of the symbols
- From the selected day on, there are profiles of the activities of the last 7 calendar days.

29 Recording of the speed data on the selected day.

30 Recording of additional statuses, such as the use of blue lights and sirens on emergency vehicles, etc.:
- Legend of the symbols
- From the selected day on, there are profiles of status inputs D1/D2 of the last 7 calendar days.

31 Please note: Not a legal printout!
A printout in local time can not be used for legal purposes and is not in accordance with the relevant Regulations (e.g. retention requirements).

32 Period of the printout in local time:
- ◈ = Start of recording
- ◐ = End of recording
- UTC +01h00 = Difference between UTC time and local time.

33 Date and time of the printout in local time (LOC).

34 Type of printout e.g. "24h" in local time "\(\downarrow\)."
Data record purpose during events or faults

For each established event or each established fault, the DTCO 1381 will register and save the data according to the specified rules.

(1) Data record purpose
(2) Number of similar events on this day

The data record purpose (1) indicates why the event or fault was recorded. Events of the same type appearing several times on this day are displayed at pos. (2).

Coding of data record purpose

The following overview shows the events and faults arranged according to error type (cause) and the assignment of the data record purpose:

<table>
<thead>
<tr>
<th>Events</th>
<th>Picto / reason</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cards conflict 2)</td>
<td>![ ]</td>
<td>0</td>
</tr>
<tr>
<td>Driving without valid card 2)</td>
<td>![ ]</td>
<td>1 / 2 / 7</td>
</tr>
<tr>
<td>Insertion while driving</td>
<td>![ ]</td>
<td>3</td>
</tr>
<tr>
<td>Card not closed</td>
<td>![ ]</td>
<td>0</td>
</tr>
<tr>
<td>Over-speeding 2)</td>
<td>![ ]</td>
<td>4 / 5 / 6</td>
</tr>
<tr>
<td>Power interruption</td>
<td>![ ]</td>
<td>1 / 2 / 7</td>
</tr>
<tr>
<td>Sensor fault</td>
<td>![ ]</td>
<td>1 / 2 / 7</td>
</tr>
<tr>
<td>Motion conflict 2)</td>
<td>![ ]</td>
<td>1 / 2</td>
</tr>
<tr>
<td>Security breach</td>
<td>![ ]</td>
<td>0</td>
</tr>
<tr>
<td>Time overlap 1)</td>
<td>![ ]</td>
<td>–</td>
</tr>
<tr>
<td>Card invalid 3)</td>
<td>![ ]</td>
<td>–</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Faults</th>
<th>Picto / reason</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Card fault</td>
<td>![ ]</td>
<td>0</td>
</tr>
<tr>
<td>Internal fault</td>
<td>![ ]</td>
<td>0 / 6</td>
</tr>
<tr>
<td>Printer fault</td>
<td>![ ]</td>
<td>0 / 6</td>
</tr>
<tr>
<td>Display fault</td>
<td>![ ]</td>
<td>0 / 6</td>
</tr>
<tr>
<td>Download fault</td>
<td>![ ]</td>
<td>0 / 6</td>
</tr>
<tr>
<td>Independent motion signal missing 2) (IMS = Independent Motion Signal)</td>
<td>![ ]</td>
<td>0 / 6</td>
</tr>
</tbody>
</table>

1) This event will be saved only on the driver card.
2) This event / fault will only be saved in the DTCO 1381.
3) The DTCO 1381 will not save this event.
<table>
<thead>
<tr>
<th>Overview Data record purpose</th>
<th>Number of similar events</th>
</tr>
</thead>
<tbody>
<tr>
<td>0  =  One of the 10 most recent (or last) events or faults.</td>
<td>0  =  For this event, it is not necessary to save &quot;Number of similar events&quot;.</td>
</tr>
<tr>
<td>1  =  The longest event for one of the last 10 days of occurrence.</td>
<td>1  =  One event of this type appeared on this day.</td>
</tr>
<tr>
<td>2  =  One of the 5 longest events over the last 365 days.</td>
<td>2  =  Two events of this type appeared on this day, but only one was saved.</td>
</tr>
<tr>
<td>3  =  The last event for one of the last 10 days of occurrence.</td>
<td>n  =  &quot;n&quot; events of this type appeared on this day, but only one was saved.</td>
</tr>
<tr>
<td>4  =  The most serious event for one of the last 10 days of occurrence.</td>
<td></td>
</tr>
<tr>
<td>5  =  One of the 5 most serious events over the last 365 days.</td>
<td></td>
</tr>
<tr>
<td>6  =  The first event or fault having occurred after the last calibration.</td>
<td></td>
</tr>
<tr>
<td>7  =  An active / on-going event or fault.</td>
<td></td>
</tr>
</tbody>
</table>
9. Pictograms and printout samples

Data record purpose during events or faults

Coding for more detailed description

Events subject to security breach "!/?" are broken down with an additional coding (1).

Security Breach Codes relating to the DTCO 1381

10 = No additional information
11 = Failed authentication of the sensor
12 = Authentication errors of the driver card
13 = Unauthorised changes to the sensor
14 = Integrity error, the authenticity of the data on the driver card is not assured.
15 = Integrity error, the authenticity of the saved user data is not assured.
16 = Internal data transmission error
17 = Unauthorised opening of the casing
18 = Manipulation of the hardware

Security Breach Codes relating to the impulse sensor

20 = No additional information
21 = Failed authentication
22 = Integrity error, the authenticity of the memory data is not assured.
23 = Internal data transmission error
24 = Unauthorized opening of the casing
25 = Manipulation of the hardware
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## Automatic setting of the activities after ignition on/off

### Automatically set activity ...

<table>
<thead>
<tr>
<th>... after ignition on</th>
<th>... after ignition off</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ Break time / rest period</td>
<td>☑ Break time / rest period</td>
</tr>
<tr>
<td>☉ Other working time</td>
<td>☉ Other working time</td>
</tr>
<tr>
<td>☑ Availability time</td>
<td>☑ Availability time</td>
</tr>
<tr>
<td>– No change</td>
<td>– No change</td>
</tr>
</tbody>
</table>

**Important!**

The vehicle manufacturer may have already programmed defined settings of the activity after ignition on/off!

Please mark the set functions in the table by "√".

<table>
<thead>
<tr>
<th>Driver 1</th>
<th>Driver 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑ Break time / rest period</td>
<td>☑ Break time / rest period</td>
</tr>
<tr>
<td>☉ Other working time</td>
<td>☉ Other working time</td>
</tr>
<tr>
<td>☑ Availability time</td>
<td>☑ Availability time</td>
</tr>
<tr>
<td>– No change</td>
<td>– No change</td>
</tr>
</tbody>
</table>

### During the "Manual input" (addition of activities on the driver card) this option is disabled! There is no change of activity after ignition on/off!

For details on the standard setting, see "Setting activities" as of page 35.

### Information about the DTCO 1381

Type: 

No: 

Year: 

Setting date: _______________________

Signature: _______________________
Notes
EG-Konformitätserklärung nach Richtlinie Nr. 94/9/EG (ATEX)
EC Declaration of Conformity under the terms of Directive No. 94/9/EC (ATEX)

Nr. HOM_001

Wir erklären hiermit als Hersteller, dass die nachstehend beschriebene Einrichtung die Anforderungen der Richtlinie Nr. 1994/9/EG vom 23. März 1994 für Geräte und Schulzusysteme zur bestimmungsgemäßen Verwendung in explosionsgefährdeten Bereichen erfüllt. We as manufacturer hereby declare that the following described equipment complies with the fundamental requirements of the Directive No. 94/9/EC of 23 March 1994 concerning equipment and protective systems intended for use in potentially explosive atmospheres.

Hersteller
Manufacturer
Continental Automotive GmbH
Heinrich-Hertz-Str. 45, 78052 Villingen-Schwenningen

Gerät
Equipment
Digitaler Tachograph Typ DTCO 1381.x
Digital tachograph type DTCO 1381.x

EG-Baumusterprüfbescheinigung
EC type examination certificate
TÜV 03 ATEX 2324 X

Benannte Stelle
Notified body
TÜV NORD CERT GmbH, Geschäftsstelle Hannover, Am TÜV 1, 30519 Hannover, CE 0044

Gerätekennzeichnung
Marking of the equipment
II3(G) Ex ia IIC T6

Verwendete harmonisierte Normen
Used harmonized standards
EN 60079-0: 2006
EN 60079-11: 2007
EN 60079-15: 2005

Andere angewandte Richtlinien
Other used directives
VO (EWG) Nr. 3821/85, ECE R10, RL 72/245/EWG

VS-Villingen, den / the 2012-02-08
Continental Automotive GmbH

Winfried Rehentz
Head of Homologation

 Unterschrift
Signature

Dr. Harald Jordan
Head TTS Product and Project Quality

 Unterschrift
Signature

Diese Erklärung bescheinigt die Übereinstimmung mit den genannten Richtlinien, ist jedoch keine Beschaffungs- oder Haltbarkeitsgarantie nach § 443 BGB. Die Sicherheitsanweisungen der mitgelieferten Produktdokumentation sind zu beachten.
This declaration certifies the conformity to the specified directives but does not imply any warranty for properties. The safety documentation accompanying the product shall be considered in detail.