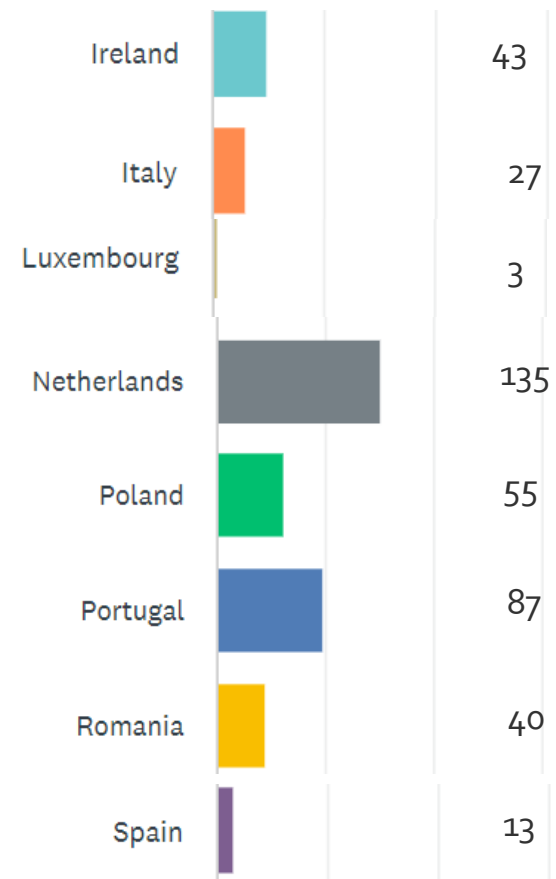
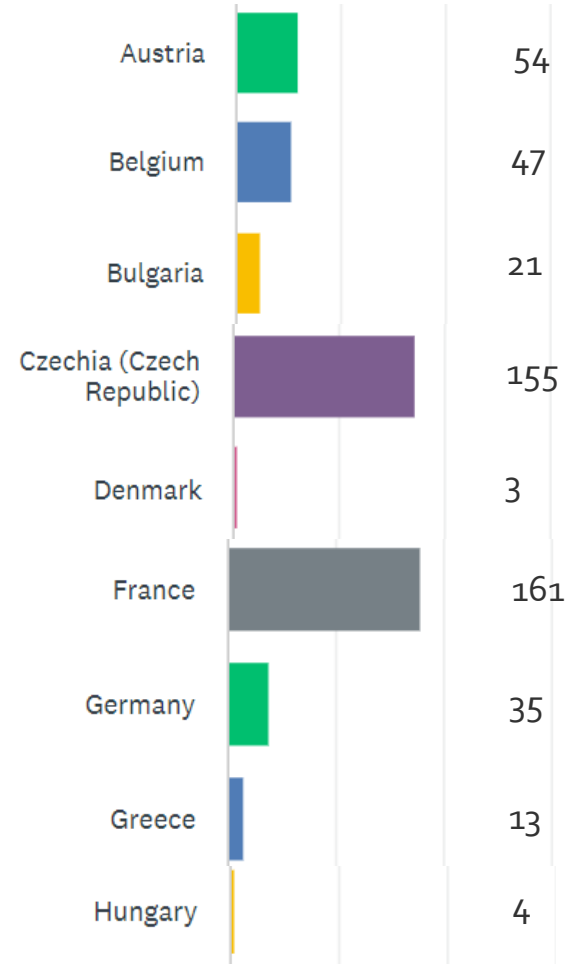


Period 21 August 2023 – February 2024



Results IRU survey G2V2 retrofit – main trends

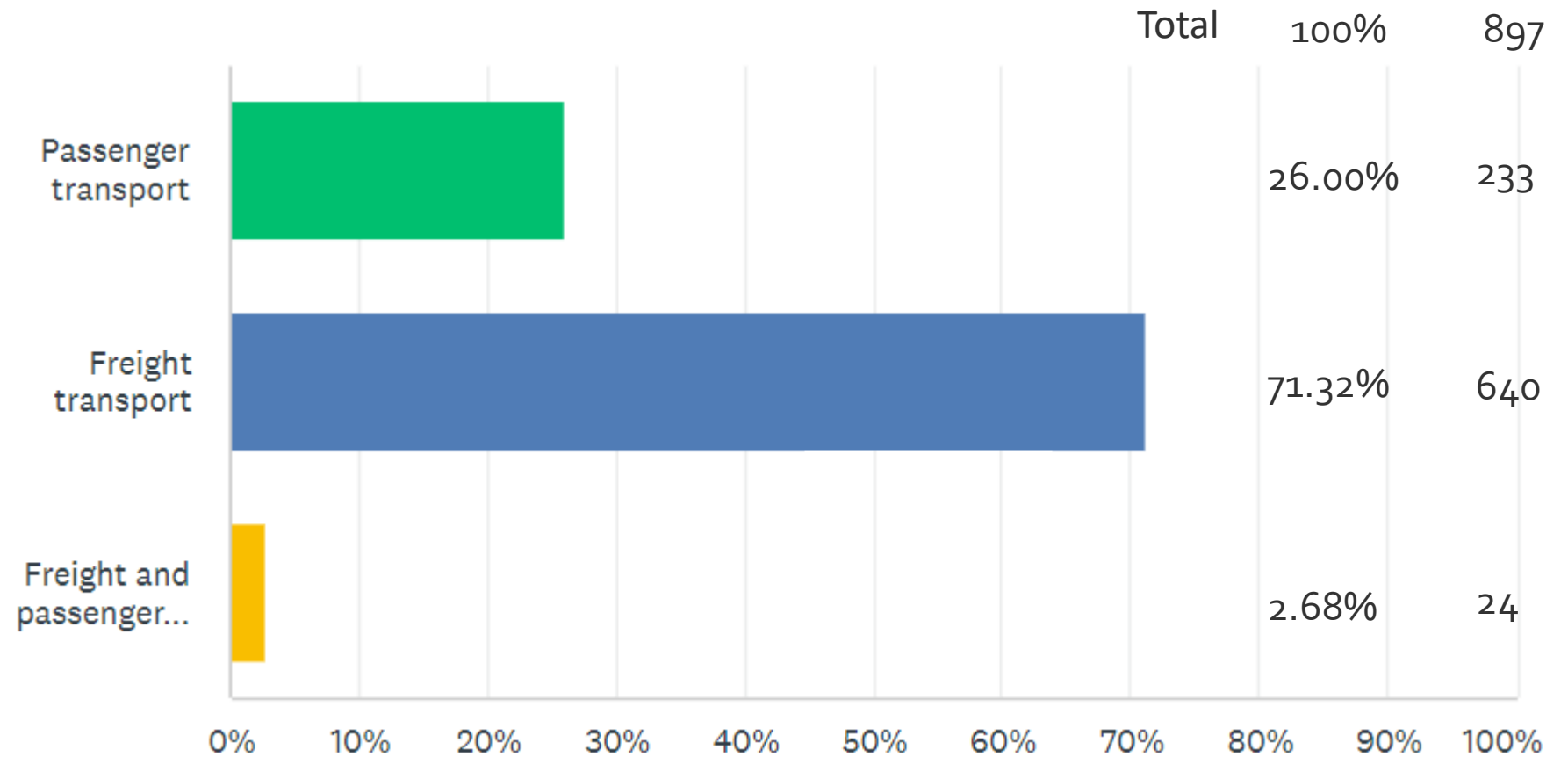
# Overview of responses



Total number of respondents: **897**

Period 21 August 2023 – February 2024

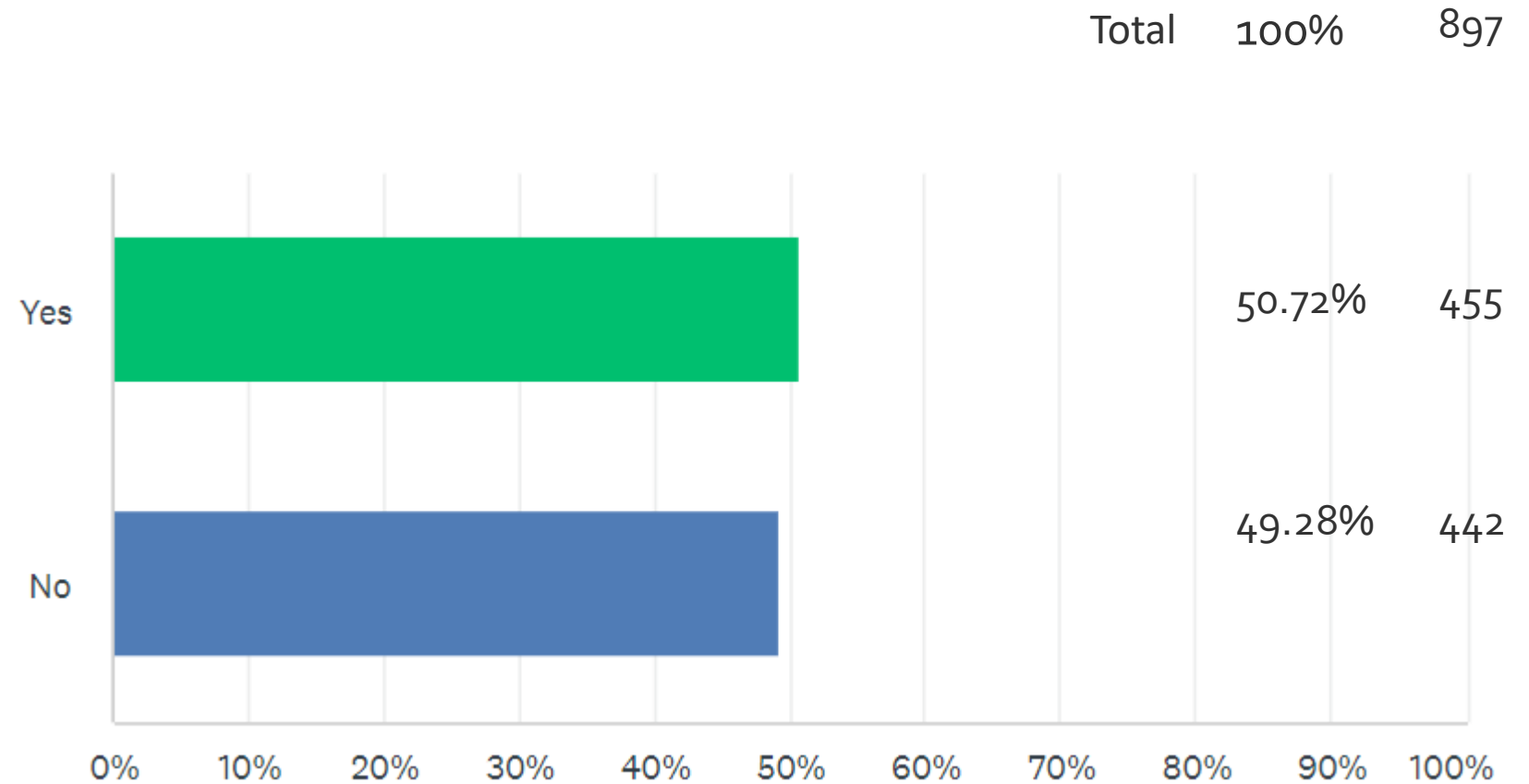
# Type of companies



Period 21 August 2023 – February 2024

# Has a planning been made in your company for vehicles eligible for retrofit?

Need to step up efforts to inform and promote retrofitting during the calibration



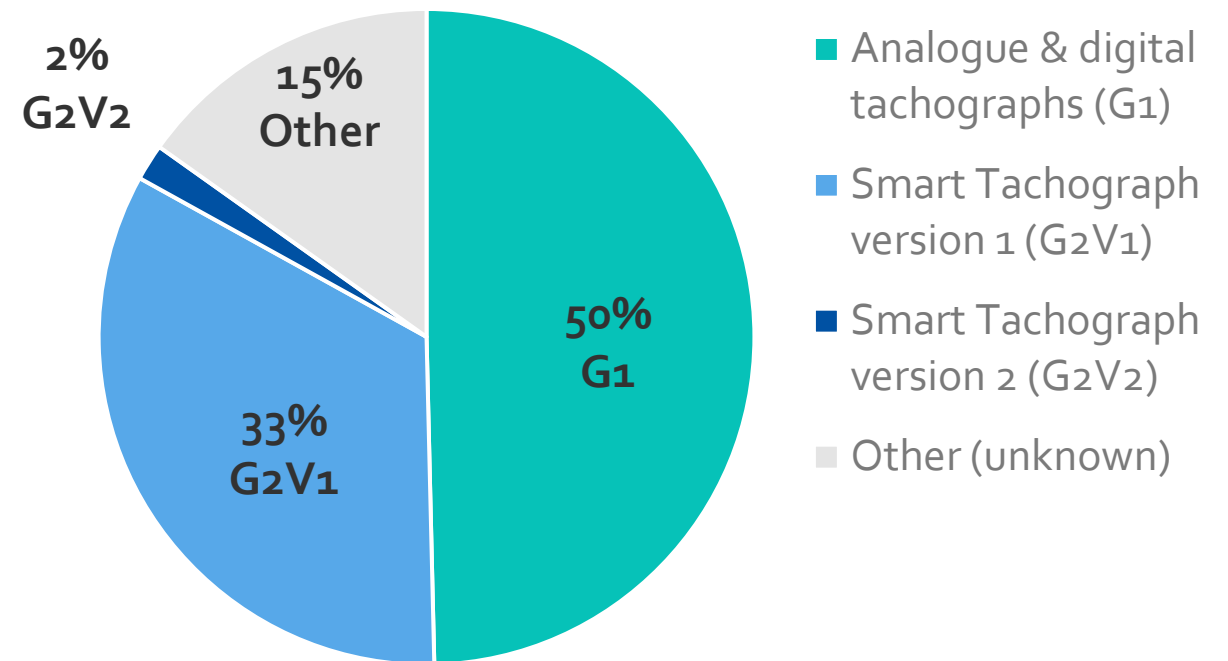
Period 21 August 2023 – February 2024

# Number of vehicles in the survey

	Number of all vehicles surveyed
Total number of vehicles owned by the companies surveyed	43.658
Total number of vehicles with analogue & digital tachograph (G1)	21.664
Total number of vehicles with smart tachograph version 1 (G2V1)	14.591
Total number of vehicles already equipped with smart tachograph version 2 (G2V2)	783
Other	6.620

The breakdown of the type of tachograph did not coincide with the total of vehicles. Operators might not be aware of the breakdown of the type of tachograph (G1 or G1V1) on their fleet, especially for smaller operators, but also have part of their fleet <3.5 tonnes or used in national traffic only.

## Breakdown of vehicles by type of tachograph



# Types of tachograph

Analysis of data extracted only from operators having provided **full and accurate breakdown of their fleet** (partial and incomplete answers excluded)

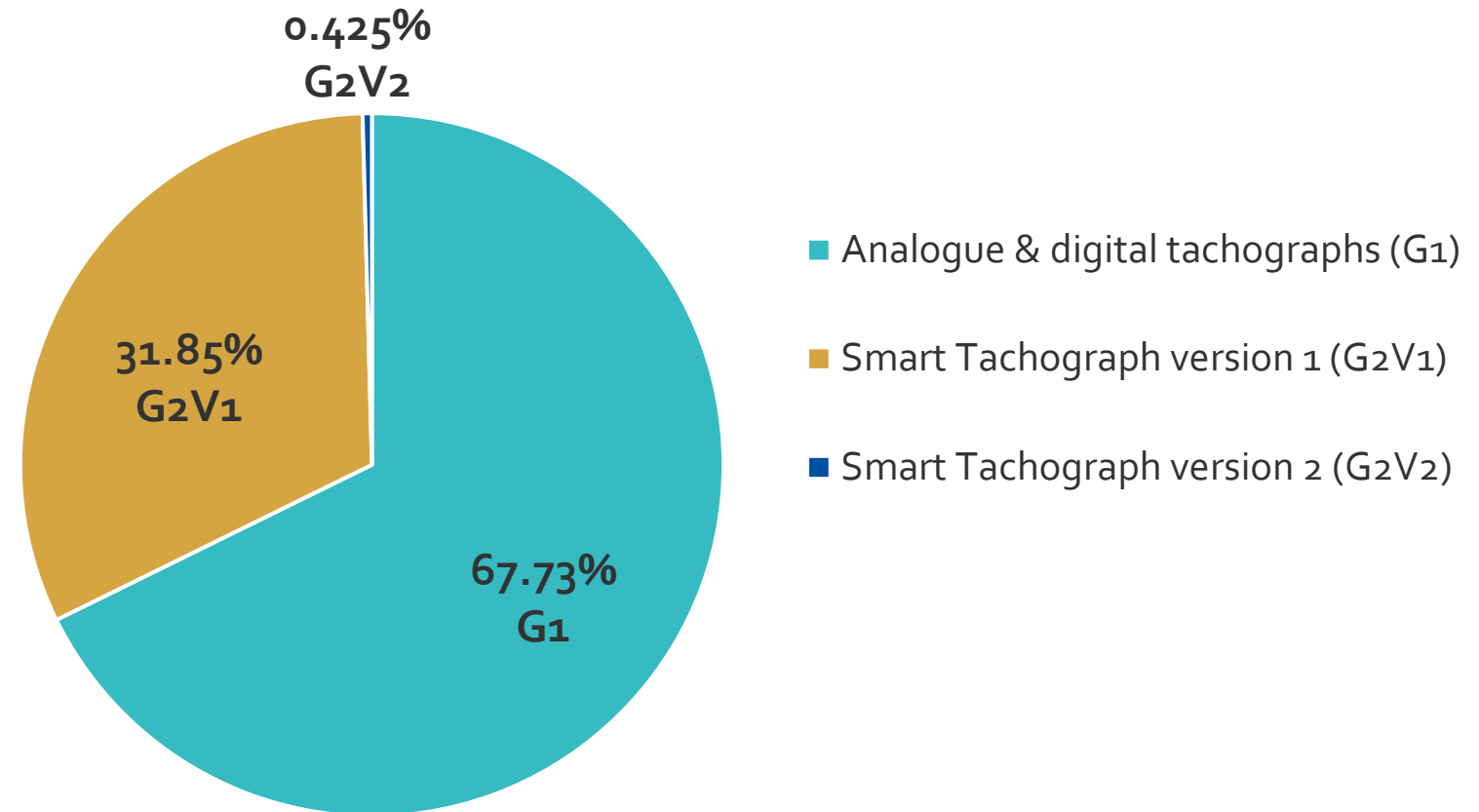
ESTIMATED: For the period August 2023 - February 2024 – between **0.425 and 2%** of G1 and G2V1 retrofitted – **initial delay of 23%**!

As a rule, **25%** of vehicles need to be retrofitted **per 6-month period** (August 2023 – August 2025 =  $4 \times 6 = 100\%$ )

The issue of **older vehicles** – more lengthy and costly to retrofit

Period 21 August 2023 – February 2024

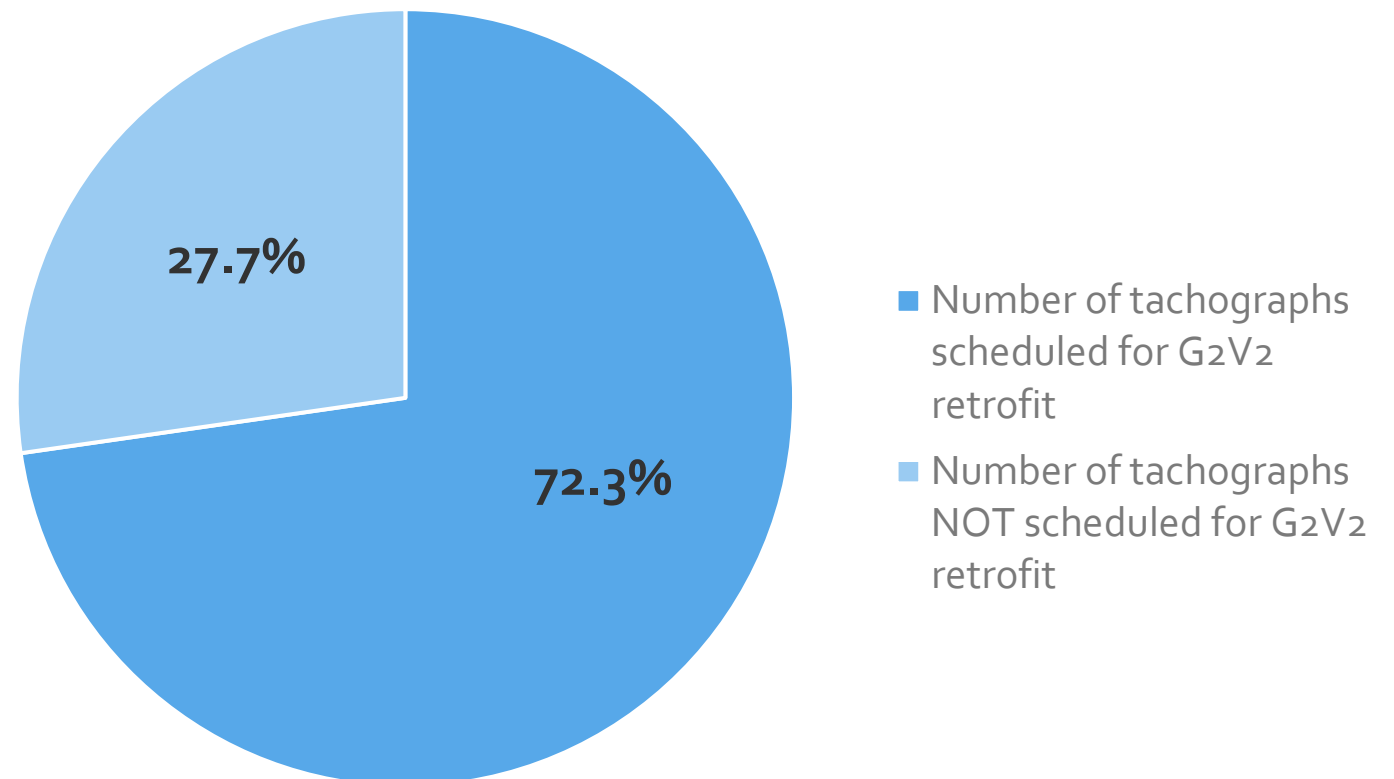
## Type of tachograph



# Among the tachographs up for calibration, how many were planned to be retrofitted?

Out of the the tachograph scheduled for calibration, 72.3 % were scheduled to be retrofitted with a G2V2 and 27.7% are a missed opportunity.

Out of the tachographs up for calibration, which tachographs are scheduled for G2V2 retrofit?



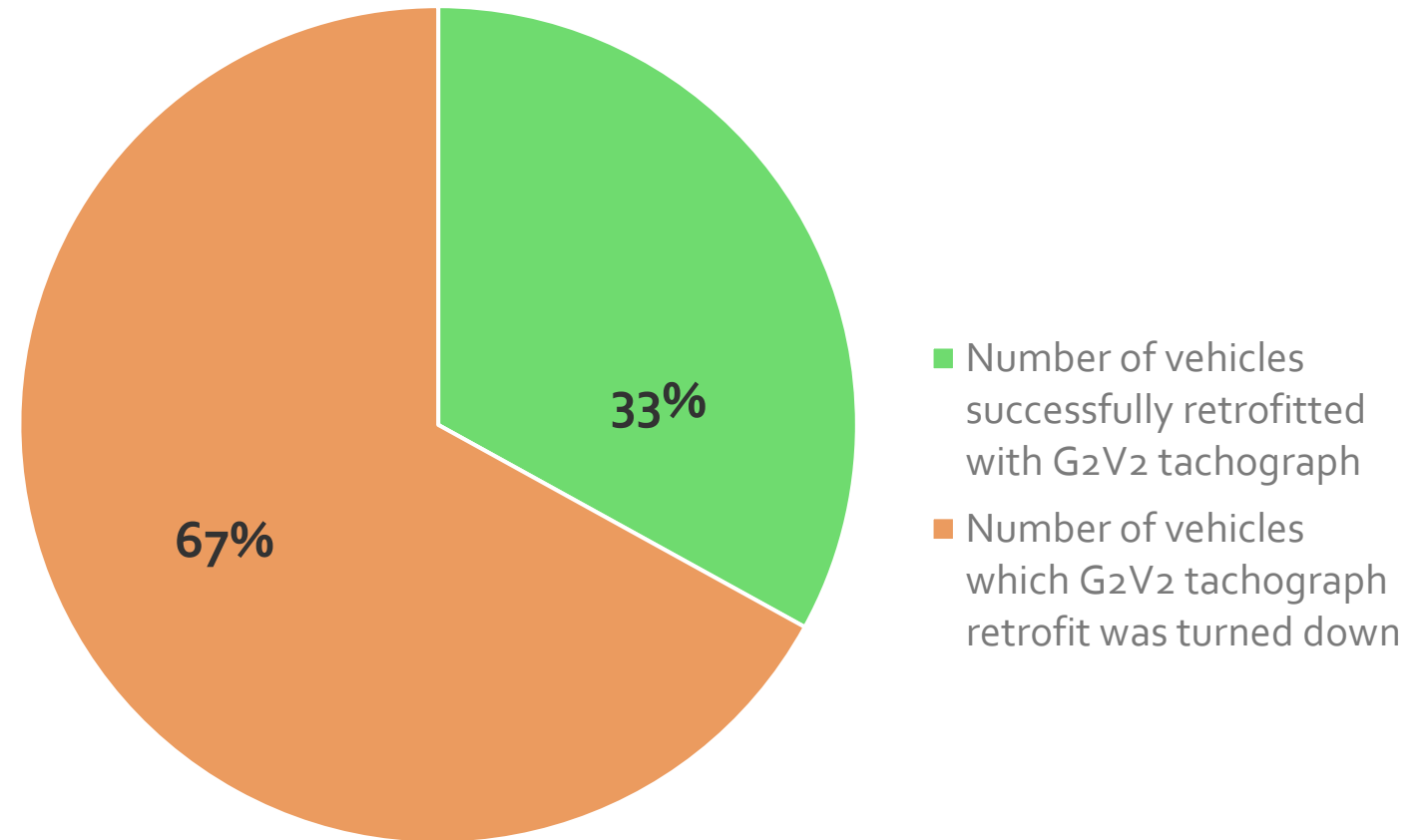
Period 21 August 2023 – February 2024

# Ability to retrofit (vehicles for which a request for retrofitting was made)

Probably indicating issues with workshops

Reflects also the fact that in the first months of the period G2V2 were not available for retrofitting

Retrofit success rate



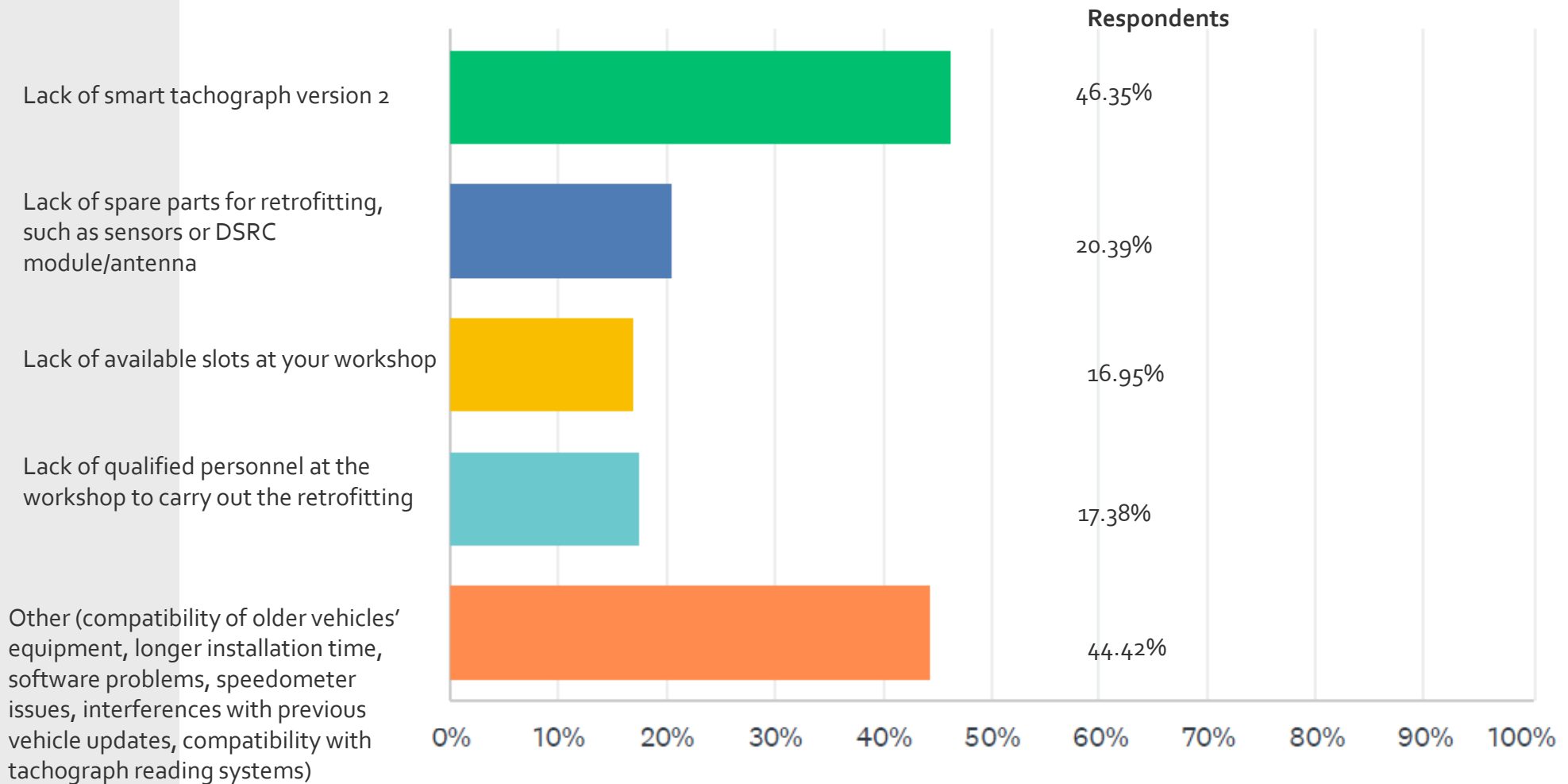
Period 21 August 2023 – February 2024



# Reasons for turning down requests for G2V2 retrofit

Period 21 August 2023 – February 2024

Answered: 466

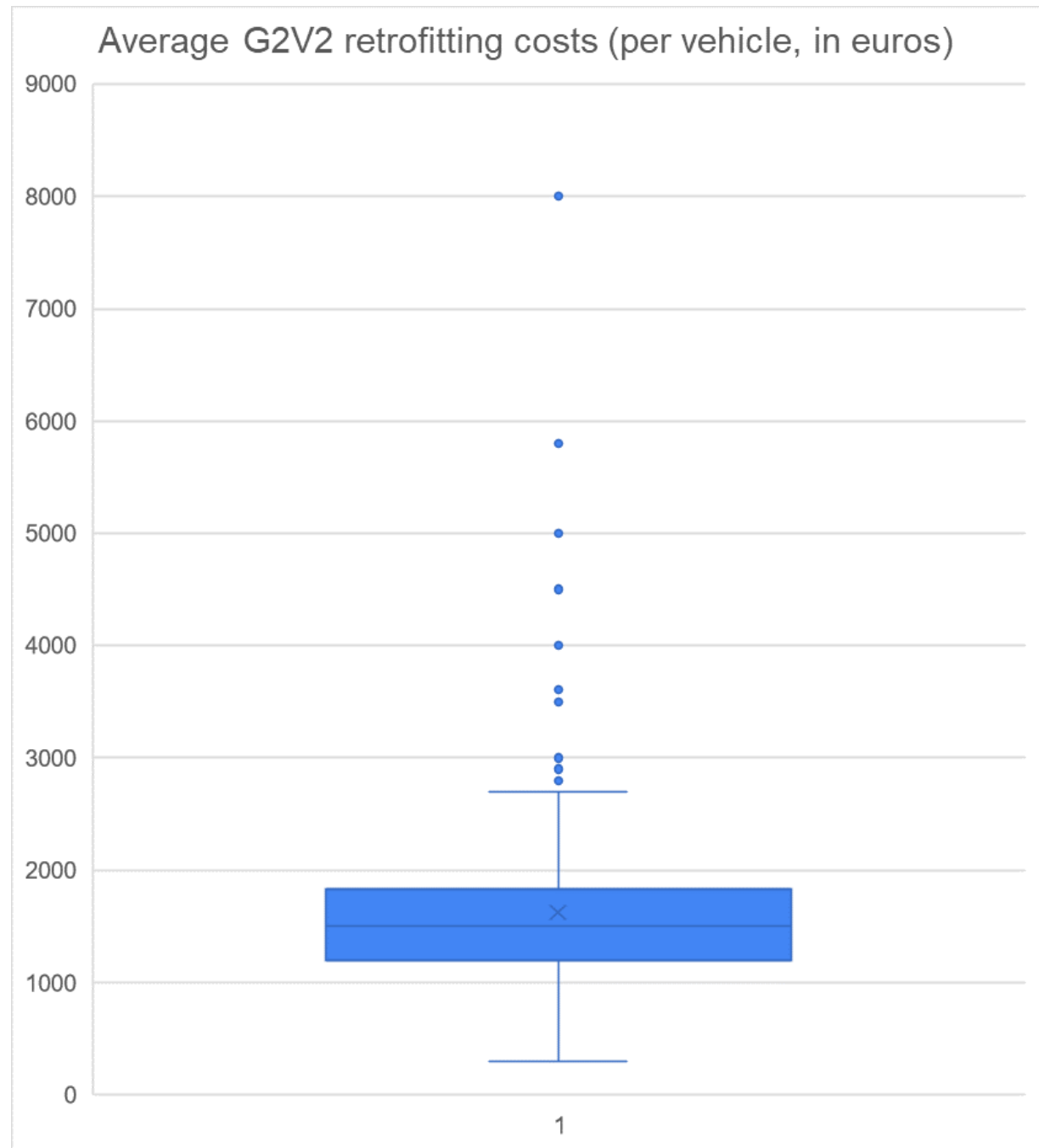


# Price of G2V2 retrofit

Price  
(in euros)

	Price (in euros)
Price range taken into account	300- 8000
Average price	1625.52
Median price	1500
Minimum price	395
Maximum price	8000

Overview of 422 responses where cost was reported



# Country reports



# FNTR France

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- **FACTS**

- 97% of FNTR members are SMEs
- France ranks 4th in Europe for road freight transport (in million ton-km)
- Only 7% of the operations are international

- **ISSUES REGARDING RETROFIT**

- Main issue in January 2024 : not enough G2V2 available
- Other issues in January 2024 : not enough capacity in the workshop

Main issue today (also in January 2024): the cost – average price is between 1 500 € and 2 000 €, retrofit in the short term following the recent purchase of a tractor

→ Example of a company: Out of the 88 tractors, 50 are affected by the first deadline of 31/12/2024 and 25 by the deadline of 21/08/2025, giving a total of 75 tractors (20 tractors have been renewed over the last 2 years), or 85% of the fleet, i.e. 112 500 €



LA MOBILITÉ EST EN NOUS

# PORTUGAL

- **International vehicles: 45.000**
    - 30.000 - With analogue or non-smart digital tachograph (G1)
    - 15.000 - with first-generation smart tachographs (G2V1)
  - 27 tachograph installers and repairers and 67 metrologically-certified verification bodies
- So... **it makes it materially impossible to comply with the retrofit timeline**

## Other Issues caused by installation of G2V2:

- **Technical Issues**
- Shortages in supply chains:  
Only two brands are marketing tachographs in the EU intelligent digital versions 2. (Continental VDO and Stoneridge) Because of technical problems that its equipment presented, Stoneridge recently, interrupted the commercialization of that equipment, with new upgrades being prepared for them.
- **Time do Install:** 4 hours, given the need to mount electrical installation, antenna, among other peripherals to the tachograph itself, software configurations, etc. Plus, the time regarding the need for that device to be subject to a metrological verification with a metrological verification body.

**The cost issue** – Average retrofit cost - EUR 2000 per tachograph = **Total cost PT EUR 90 mio**

# G2V2 retrofit – the case of the Netherlands

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TLN started informing members already in 2020 about retrofit obligation and called for action in articles, meetings, webinars, trainings, etc.

## **Between August 2023 and April 2024**

- 7.159 vehicle have been retrofitted (from a total of 90.000 = **8%**)
- 32 analogue, 3.726 G1 and 3.411 G2V1 (Source: national authorities)

## **Technical issues**

- Many general issues/errors
- Many issues with communication tachograph and vehicle (In particular retrofit from G1 to G2V2)
- In many cases also update vehicle. This makes it difficult to always go to your own workshop.
- In some cases vehicles were several days in the workshop
- Several members have stopped retrofitting due to the above problems!!



## CZECHIA

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Totally number of around 100 000 trucks and buses must be retrofitted (incl. own account transport)

The share in international use of analog/digital vs G2V1 is around 50 : 50 (60:40)

Number of workshops: 300 main with around 700 of business premises, 1000 in total

Technical troubles caused by (non)compatibility between wiring (CAN BUS bus) and G2V2 tachographs

Main problems with older vehicles

Different versions of older vehicles need a different retrofit procedure, it takes long time at least

Neither time nor capacity can be predicted