

<b>Recipients :</b>	Stoneridge Network
<b>Release date :</b>	September 24 <sup>th</sup> , 2024
<b>Update Purpose :</b>	Initial release
<b>Object :</b>	New event !09, DTC 2480, for Abnormal acceleration

The new Smart 2 tachograph comes with some specificities which must be highlighted to workshop technicians and controllers.

### **!09 Event, DTC x2480**

With introduction of the new Annex 1C, the tachograph is now monitoring Motion Sensor input for abnormal acceleration. This is based on Annex 1C paragraph 3.9.12 *'Motion data error' event*, which new Smart 2 wording added the following trigger:

"This event shall also be triggered, while not in calibration mode, in case the speed calculated from the motion sensor pulses increases from 0 to more than 40 km/h within 1 second, and then stays above 40km/h during at least 3 seconds."

If such an event is detected, the tachograph will:

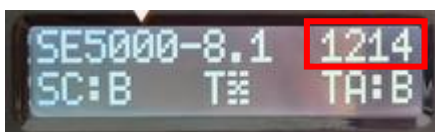
1. Register an event !09 in the Fault & Events section
  - a. for a duration of up to the next standstill, so 4h30 maximum
2. Log a DTC x2480
3. Display "Sensor Data Error" on VU display

The occurrences reported so far are linked to the SE5000 Smart 2 SWID 1214 & 1619 software algorithm detecting false positives. No alleged tampering attempt have been identified so far. The software will be revised to avoid the logging of false positives.

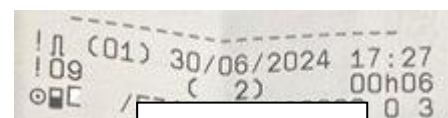
When faced with such !09 events, please consider this:

1. !09 events closed when the truck comes to standstill are false-positive events
2. False-positive can be confirmed by detailed speed showing no speed jump from 0 to 40+ km/h
3. In such cases, no action is required from driver nor from workshop
4. We communicated this SIL to CORTE, and are asking the responsible authorities to refrain from punishing such cases when found in this context

SWID 1214 or 1619 in VU INFO Menu:



Example of !09 event in Fault&Event printout:



## **Additional notes for Fleets and Workshops**

*Remote Download CAN interface* can be a contribution factor to those false-positive events. If such code is triggered more than once, our recommendation is to modify the download schedule so that the VU Mass Memory is **downloaded when the truck is standing still**.

Also, if the fault keeps occurring, the truck should visit a workshop for the **CAN wiring to be investigated** via standard recommendations: wiring and impedance checks per CAN Bus standards, DDD and Diag File, Remote Download testing.