

## Guide to Maintaining Roadworthiness

- Process for reporting of vehicles being fit to be put back into service, if to be included in the GTMR needed to reflect the reality and challenges of the situations
- GTMR stipulation the process for brake testing small trainers, as this was way beyond that which any of them undertook, would be expensive to put in place and potentially dangerous!
- Guidance of defect recalls need to be workable.
- DVSA are aiming to have a revised GTMR completed by end March, with publication and release at the CV Show.

- DVSA's plans to digitise MOT certificates and Plating Certificates
- Challenges placed with DVSA to link data to VOL, etc to make the process seamless.
- Although members agreed that this was the way to go, many preferred to be issued with a paper copy at the time of test and agreed that there would need to be a simple process to ensure that movement towards Digital was more favourable than paper.

## Preparer ID

- Some rental/leasing vehicles have been presented for MOT poorly prepared, resulting in failures and impacting of the operators OCRS. This was becoming a bigger problem and unless removed from VOL ?
- Option to reinstate Preparer ID as a means of at least shedding some light on presenters and potentially developing a type of OCRS for presenters/workshops.

## **Problem area in the safety inspection process**

- Processes and challenges to ensure that where defects are encountered during a safety inspection and repaired elsewhere (or by AN Other) how the marriage of the repair/s and the safety inspection sheets are completed to ensure that
  1. the sign-off as fit for use is completed, and
  2. how the records are notified (aligned to the process being proposed for the revised GTMR).

## **Other discussion points raised include**

- Free Rolling Tyres
- Inspection Manual Changes
- Seat belts and webbing failures
- Particulate Numbers
- PRS
- Obscuring direct vision

# **Commercial Vehicle Workshop Rating Scheme (CVWRS)**

## **Purpose**

Although there are several accreditation schemes available for workshops, there is no rating scheme within those schemes that differentiates workshops regarding the competency levels of the workshop staff and the range of facilities available.

The CVWRS is not intended as a replacement to current accreditation schemes, but more a scheme of rating those accreditations, based on the workshops capability in providing vehicle safety-inspections, which are a fundamental requirement of an HGV or PSV Operators Licence regime for maintaining their vehicles in a safe and roadworthy condition.

The aim of the CVWRS is to:

- 1) provide commercial vehicle operators/owners with
  - a. a simple rating scheme against which they can judge the likely standard of vehicle safety-inspections that can be provided by those workshops (akin to Hygiene ratings at food outlets/restaurants).
  - a. a better understanding of the competence levels of staff employed in those workshops as well as the range inspection facilities available.
- 2) to help drive an improvement in the level of vehicle safety-inspections at commercial vehicle maintenance workshops.
- 3) at some point, be used as a tool that DVSA and the Traffic Commissioners can use to identify the suitability of maintenance arrangement that HGV/PSV operators have in place.

## Rating outcome

There are 7 ratings bands:

- 1) Orange
- 2) Yellow
- 3) Green
- 4) Blue
- 5) Bronze
- 6) Silver
- 7) Gold

# Commercial Vehicle Workshop Rating Scheme

**Low Rating**  **High Rating**

