



Driver & Vehicle
Standards
Agency

The Guide to Maintaining Roadworthiness 2014

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Working with Industry



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Pass Rates: All Vehicle Types



HGV and PSV pass rates continued their improving trend in 2011/12. Last year we tested 414,000 trucks, 225,000 trailers and 32,000 trailers/trailers. More than three quarters of trucks and four fifths of trailers and trailers are now passing their annual test at the first attempt. When minor or relatively easy defects are rectified at the time of test the first pass rate rises to approximately 90%. In VOSA we believe that is good news for us, good news for the industry and good news for road safety.

Pass Rates - All Vehicle Types

2011/12		2010/11		2009/10		2008/09	
141,648	79.9%	138,000	78.5%	135,000	77.5%	132,000	76.5%
18,414	82.3%	18,000	81.5%	17,500	81.0%	17,000	80.5%

One group of vehicles however remain of concern: the first test pass rate for the 800,000 light goods vehicles (Class 7s) including most 111 category vehicles, continues to improve must pass 50%. For the third year in a row almost half failed at their first attempt and even when roadside defects were repaired on-site more than two thirds still failed.

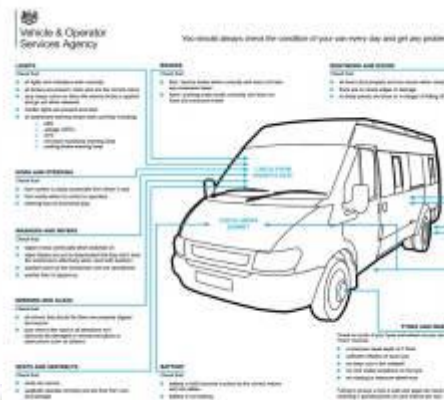
We estimate that approximately two thirds of licensed truck operators also run light goods vehicles. It would be reasonable to assume that the principles and procedures adopted for regulated vehicles would be applied to those not regulated, like Class 7s. Or would it?

Test Simplification

We are still working on our plans to simplify heavy vehicle testing. We hope to be able to stop jacking the special cases of most heavy vehicles, just like they do in most of Europe. Modern vehicle designs and heavy duty wheel play detectors have given us the opportunity to make test time savings that can be passed on to customers. Jacking may be required in some circumstances as we cannot eliminate jacking entirely.



You Tube





The Guide to Maintaining Roadworthiness 2014





About the guide

DVSA has updated this Guide, which explains the responsibilities and systems involved in maintaining vehicles in a roadworthy condition, regardless of operating conditions, fleet size or vehicle type.

The procedures and systems explained in this Guide are useful for operators, drivers and all those who are responsible for operating, maintaining or providing commercial goods and passenger carrying vehicles.





The Main Changes

TC Forward – Endorsed by Sarah Bell and Kevin Rooney the two Traffic Commissioners who work with DVSA on enforcement matters at a national level.

Safety Inspection Intervals - Clarification that the inspection can be completed “**Within**” the week the safety inspection falls and recommends an ISO week numbering system is used for planning.

Older Vehicles & Trailers - Recommended 6 week maximum Safety Inspection interval for vehicle & trailers 12 years and older





The Main Changes – 2

Updated Safety inspection reports - Now included tyre depths and pressures, monitoring code, updated IM descriptions including additional braking devices & driver related defects.



Traction / Shared Trailer Operation - Guidance for how operators could manage this type of operation.



Monitoring Quality - Use of SI reports, gate checks, outside contractors to monitor quality.

Case studies - Demonstrating how operators have the flexibility to tailor their safety inspections to meet operational needs.





The Main Changes – 3

Maintenance Facilities – The maintenance facilities must be adequate for the vehicles and trailers being operated

– but one size does not fit all

Brake Testing – Improved guidance for performance brake testing at safety inspections

Updated walk around checks HGV & PSV including –

- Pictures of check items
- Load security
- Number plates
- PSV Accessibility





Safety Inspection Completion Date

However you decide your safety inspection intervals – mileage, time-based or a mix of both – you must not exceed them.

We recommend that an International Organisation for Standardisation (ISO) week planning system is used to allow some flexibility when you plan safety inspections.

Most wall planners display ISO week numbers. (Monday to Sunday)

With this system, you should complete the safety inspection within the relevant ISO week it falls.





Older Vehicles & Trailers



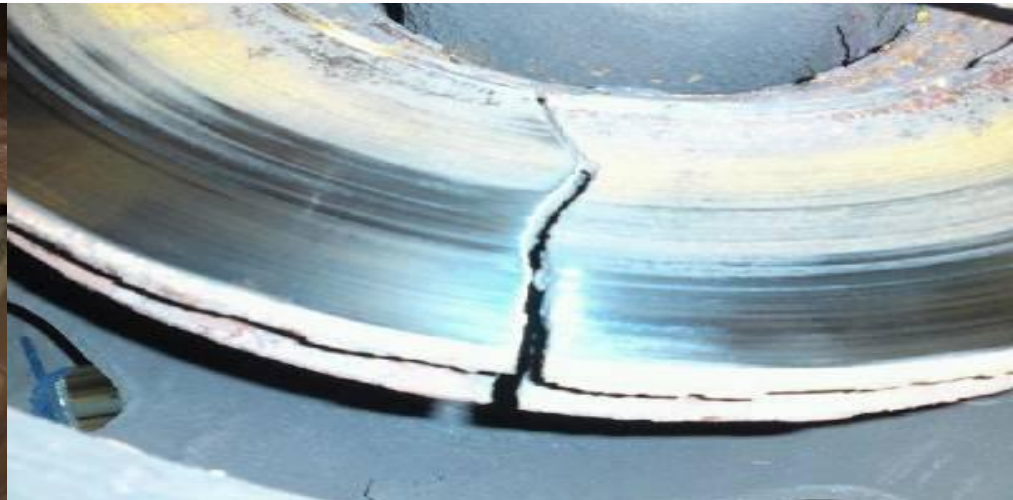


Maintenance & Inspection Facilities





Roadworthiness Defects





Brake Testing



