

- 1) Changes to the GTMR.**
- 2) Operating AFV vans.**
- 3) CVWRS.**
- 4) Guidance.**

1) Changes to the GTMR.

(Guide To Maintaining Roadworthiness)

1) GTMR changes – June 2024

- New subtitle added.
- Added version control.
- Added a change table.
- Updated 'What happened at the end of the test'.
- Added additional links to vehicle safety recalls.
- Additional advice for outsourcing maintenance work.
- CVWRS.
- Updated advice in 'wheels and tyres'.
- Updated advice for using a decelerometer.
- Added a new section 5.3(a) – Brake testing from April 2025.
- Removed DVSA accreditation for EBPMS.
- Updated parking brake performance procedures for EBPMS.
- Added example of brake performance risk assessment.



1) Brake testing: wef April 2025

5.3 (a) Braking performance assessment requirements from April 2025

- To follow best practice and comply with legislation there is an expectation that every safety inspection will include a brake performance assessment using either an RBT, a suitable electronic brake performance monitoring system (EBPMS) or a decelerometer with temperature readings.
- If EBPMS is not used it is strongly recommended there is a minimum of **four** laden brake tests spread evenly across the year, this can include the annual test.
- Where a laden brake test is not carried out a risk assessment detailing the reasons, must be completed by a competent person who understands braking systems and components.
- If using EBPMS to monitor brake performance, there must be an evaluation of the vehicle/trailer performance report before every safety inspection by a competent person who can interpret the data. The evaluation must be signed, dated, and attached to the vehicle record together with the performance data report.
- To allow flexibility vehicles can be presented for brake testing up to 14 days before the safety inspection date; this allows the operator to conduct a laden brake test during the vehicle/trailer normal activities without the need to specially load it.

1) Brake testing: wef April 2025

Risk assessment when not carrying out a laden brake assessment.

- A risk assessment must be available to support every safety inspection where a laden brake test is not completed, or where an EBPMS evaluation is not available.
- The risk assessment must be evaluated as part of the safety inspection to confirm that it is still relevant and reviewed every 12 months.
- Where it is anticipated that there will be no change in the use of the vehicle/trailer during a twelve-month period a single risk assessment may be used. Any change in use would require an updated risk assessment.
- The risk assessment should consider the following:
 - ❖ Age and type of vehicle.
 - ❖ Recommendations of the vehicle manufacturer.
 - ❖ Nature of the vehicle's load, the equipment, and fittings it carries or supports.
 - ❖ Type and range of operations on which the vehicle is likely to be engaged.
 - ❖ Type of terrain and the nature of the environment in which the vehicle operates or is likely to operate.
 - ❖ Distance and speeds at which the vehicle travels and the journey times.
 - ❖ Previous inspection brake performance results.
 - ❖ Previous inspection brake system and component condition.
 - ❖ Acceptable reasons for not carrying out a laden brake assessment.



1) Brake testing: wef April 2025

Acceptable reasons for not carrying out a laden brake assessment.

Vehicles where laden brake assessment may not be possible or where additional loading would be difficult are listed below (this is not an exhaustive list). Where these acceptable reasons are used, they must be detailed as part of the risk assessment and the operator must be satisfied the reasons are appropriate for their operation.

- Unladen Tri-axle Semi-Trailer (ULTAST) – Trailers where under normal operating conditions (more than 70% of the time) run at less than 65% of the permitted axle weights.
- Vehicles where under normal operating conditions (more than 70% of the time) run at less than 65% of the permitted axle weights. This may include car transporters where they are designed for that specific task.
- ADR – Only when the load is considered dangerous and specialist facilities are not available.
- Livestock carriers – Where other means of loading are not possible.
- Noxious load carriers – Only when designed and constructed for this purpose.
- Furniture removal vehicles – Only when designed and constructed as a furniture removal vehicle.
- Vehicles operating at 50% or more of permitted axle weights when unladen – This could include fixed plant, mobile libraries, compactor vehicles, exhibition type vehicles, bullion vehicles, etc.
- PSV – Includes prisoner transfer vehicles.
- Where the construction or weight prevent the use of an RBT – This could include vehicles where their load compartment consists of racking, the design of the floor compartment cannot withstand the necessary load that would need to be imposed on it, the load compartment is used for carrying food products and simulated loads would cause contamination of the compartment, etc.

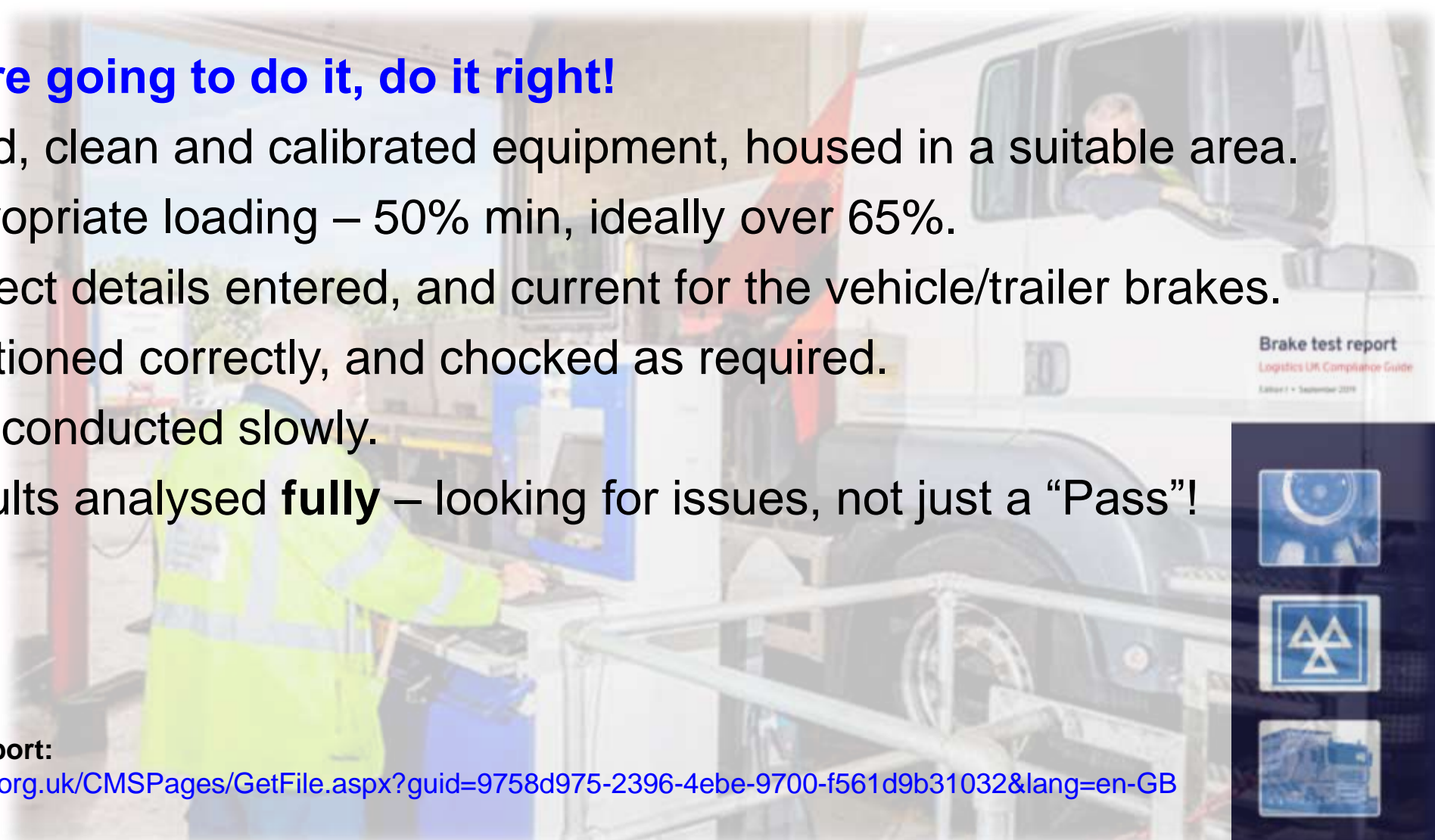
1) Brake testing

If you're going to do it, do it right!

- Good, clean and calibrated equipment, housed in a suitable area.
- Appropriate loading – 50% min, ideally over 65%.
- Correct details entered, and current for the vehicle/trailer brakes.
- Positioned correctly, and chocked as required.
- Test conducted slowly.
- Results analysed **fully** – looking for issues, not just a “Pass”!

Brake Test Report:

<https://logistics.org.uk/CMSPages/GetFile.aspx?guid=9758d975-2396-4ebe-9700-f561d9b31032&lang=en-GB>



Brake test report
Logistics UK Compliance Guide
Edition 1 • September 2019



2) Operating AFV vans.

(Alternatively Fuelled Vehicle) – vans over 3.5t – 4.25t

2) AFV vans, over 3.5 – 4.25 tonne

LOGISTICS UK

Vehicle classification

- Vans up to and including 3.5 tonnes maximum mass = N1.
 - ❑ MOT required – after 3 years.
 - ❑ MOT test – either at Class 4 or Class 7 garage.
 - ❑ Standards applied – Class 4 or Class 7.



Alternative Fuels Vans – over 3.5 and up to 4.25 tonnes maximum mass.

- Vans over 3.5 tonnes = N2 (Heavy Good Vehicle).
 - ❑ MOT required – after 1 year.
 - ❑ MOT test – at DVSA site (ATF).
 - ❑ Standards applied – HGV.



2) AFV vans, over 3.5 – 4.25 tonne..... be aware!

LOGISTICS UK



- Category B licence.
- Five-hour training requirement.
- Tacho and EU hours exempt.
- Driver CPC exempt.
- Exempt from Operator Licensing.
- No towing.
- Speed limiter required.



3) CVWRS.

(Commercial Vehicle Workshop Rating Scheme)

3) CVWRS: Proposition

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).
 - b) Better understanding of the competence levels of staff employed in those workshops, as well as the range inspection facilities available.
- 2) 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.



3) CVWRS: Progress

LOGISTICS UK

➤ Various stakeholders meeting held:



➤ Principles included at TM 2023 – with high levels of endorsement:

- ❖ 95.0% think a workshop rating scheme would help TMs in their choice of workshops.
- ❖ 94.1% think a Workshop rating scheme would help improve maintenance standards.
- ❖ 98.8% think there should be a minimum standard that all workshops obtain.

3) CVWRS: Plan

➤ Principles and standards now agreed, with 5 levels:

- Qualified (level 1)
- Bronze (level 2)
- Silver (level 3)
- Gold (level 4)
- Platinum (level 5)

➤ IRTE will now host platform and administer scheme.



➤ IRTE to amend their Workshop Accreditation scheme to align.

➤ Explanation to be include in revised GTMR – June 2024.

➤ Will run trail from July 2024, with ability to expand scheme to include others.

➤ Subject to trial outcome, aim to launch via the revised GTMR – April 2025.

3) CVWRS: What success looks like

LOGISTICS UK

People:

- Increased numbers of engineers trained in inspection techniques.
- Increased numbers of engineers trained to work on electric/hybrid vehicles.
- Increased CPD for engineers.
- More Master Technicians.
- Supervision/management with a better understanding of QC and compliance.

Places:

- Improved inspection facilities.
- Better equipped facilities.
- Increased ATF type facilities.

Outcomes:

- Higher levels of compliance.
- Lower MOT failure rates.



4) Guidance.

LOGISTICS UK

4a) Guidance: Gas

- Developed by Logistics UK's Engineering Forum members.
- Webinar conducted on 24th April.
- Now hosted on Logistics UK's website.
- LinkedIn article on 26th April.
- Share with Logistics UK's Training Team for course development.

[GetFile.aspx \(logistics.org.uk\)](http://logistics.org.uk)

Working with gas powered vehicles

Guidance document

When purchasing new gas powered vehicles, they are frequently maintained by the main dealer network utilising their trained staff who are specialised to their particular product. For those running their maintenance in house, options for training staff on maintaining these vehicles becomes more limited. If or when the vehicles move into the second-hand market, training options for maintenance staff become almost non-existent.

Logistics UK has been working with members to identify both training requirements and training provisions for gas powered vehicles. This guidance document highlights the risk to those who may operate and/or work on gas powered vehicles, and outlines a framework of suggested training to be undertaken to demonstrate a minimum level of competence.

Background

In regard to vehicle propulsion systems, motor vehicle apprenticeships and continuous professional development (CPD) of engineers/technicians has, over the past decades, primarily been focused on petrol and diesel internal combustion engines (ICE). Over the past few years and in fitting with the drive towards net zero emissions, there has been a trajectory towards the acquisition of vehicles powered by alternative fuels - one such source is gas.

Over the past five years the motor vehicle industry has been upskilling itself for the rise in electric vehicles and there are now a variety of technical training courses widely available for engineers/technicians to develop their competence in this area. However, what is not widely available are the same courses for gas powered vehicles, possibly due to this being a power source concentrated mainly for heavy vehicles, where vehicle volumes are substantially lower than that for cars.

Working with Logistics UK members established that beyond training offered by original equipment manufacturers (OEM) when purchasing their gas vehicles, there is little else available on the wider market. This is of concern as those vehicles are likely to go into the second-hand market in a few years and there is currently no training available to those who are not buying new vehicles. This potentially leading to a knowledge gap in the industry and hence a rise in the Health and Safety (H&S) risk for those working on such vehicles, their employers, and those in the vicinity.

What is LNG, CNG, LPG and H₂?

Liquefied Natural Gas (LNG)

- Mainly methane though may contain some ethane, propane and butane.
- LNG is created by cooling natural gas to -162°C thereby creating a liquid.
- This liquid is colourless, odourless, and non-toxic, but it is an extremely cold (cryogenic) fluid.
- At ambient pressure and temperature, 1 litre of LNG will expand to 600 litres of natural gas.
- Although LNG vapours are not toxic, LNG is classified as a simple asphyxiant and as such can reduce the oxygen content of an atmosphere, especially within confined spaces.



Fig 1: LNG vehicle

4b) Guidance: MOT failures

- Developed by Logistics UK's Engineering Forum members.
- Webinar conducted on 24th April.
- Now hosted on Logistics UK's website.
- LinkedIn article on 26th April.
- Review and update in 2025.

[GetFile.aspx \(logistics.org.uk\)](http://logistics.org.uk/GetFile.aspx)

MOT failures

The main defect items presenters miss, which DVSA don't! (And what you can do about this)

[Guidance document](#)

The Driver and Vehicle Standards Agency (DVSA) are responsible for carrying out vehicle annual tests (MOT). Although HGV MOT fail rates have continued to drop year on year, the top failure items tend to remain the same.

Logistics UK has been analysing the detail behind these failures, to identify the main causes. This guidance document highlights the common failure items and provides ideas on how to ensure those preparing vehicles for MOT don't miss the defects DVSA will identify.

HG	V	Year	
		2022-23	2021-22
1	Aim of headlamps	2.28%	3.34%
2	Lamps	2.15%	3.33%
3	Brake systems and components	1.7%	3.80%
4	Service brake performance	1.27%	1.86%
5	Steering	1.13%	2.43%
6	Suspension	0.99%	2.59%
7	Condition of tyres	0.79%	5.27%

Trailer	Year		
	2022-23	2021-22	
1	Service brake performance	3.20%	4.36%
2	Parking brake performance	2.17%	3.12%
3	Brake systems and components	1.32%	2.65%
4	Lamps	1.21%	1.91%
5	Suspension	0.82%	1.95%
6	Rear markings and reflectors	0.47%	0.77%
7	Spray suppression, wings etc	0.45%	1.06%
8	Condition of tyres	0.43%	2.15%

Introduction

DVSA Vehicle Assessors (VA) carry out the vehicle inspections utilising the HGV Inspection Manual to provide details of what items get inspected and the reasons for rejection. Defects not meeting the minimum standard are categorised into one of three categories depending on their severity:

- Minor – deficiencies having no significant effect on the safety of the vehicle/trailer or impact on the environment and other minor non-compliances.
- Major – deficiencies that may prejudice the safety of the vehicle/ trailer, have an impact on the environment, put other road users at risk or other more significant non-compliances.
- Dangerous – deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.

Note: The MOT inspection is the minimum acceptable standard of roadworthiness and doesn't allow for further deterioration in service as a normal preventative maintenance inspection should.

Our analysis used DVSA data for the top failure items 2022-23 and defect description data 2023-24 (up to and including 15 November 2023).

Each defect category is listed and analysed to identify the main causes with prevention guidance.

Service brake performance (vehicle – No 4, trailer – No 1)

For 'service brake performance', the main defect for trailers (76%) is failing to achieve the overall percentage brake performance.

The main defect for vehicles (53%) is significant brake imbalance (failing to achieve 50% of the brake effort of the other wheel across an axle). DVSA categorise this as a 'Dangerous' defect and could result in prohibition action and possible follow-up action.

4c) New industry guidance: Wheel Chocks

When to use wheel chocks:

Wheel chocks should be considered for use when a vehicle is being maintained, repaired or inspected.

It should be noted that a vehicle is at greater risk of inadvertent movement when:

- The handbrake is released.
- A wheel is removed.
- One wheel or more is off the ground.
- During repairs where an axle is lifted (even if axle is on stands).
- The brakes are off.
- Inspection or work is being conducted on the underside of a vehicle.
- The vehicle is on an uneven surface or inclination.

For a copy, or to view, go to:

<https://www.soe.org.uk/resources/wheel-chocks---best-practice-guide-pdf.html>



4d) New industry guidance: Recovery operators

LOGISTICS UK

New guidance release. Go to:

<https://www.gov.uk/government/publications/recovery-operators-working-with-electric-vehicles/recovery-operators-working-with-electric-vehicles>



The screenshot shows the GOV.UK website page for 'Recovery operators: working with electric vehicles'. The page is titled 'Guidance Recovery operators: working with electric vehicles' and is updated as of 4 December 2023. The page is part of the Department for Transport's guidance on zero emission and electric vehicles. The page includes a 'Contents' section with links to 'Introduction', 'Electric vehicles', 'Training', 'Safety equipment', 'How to be SAFE', 'S: study', 'A and F: assess and formulate', 'E: execute', 'Towing or moving an EV', 'Tunnels', and 'Storage'. There is also a 'Print this page' button. The 'Introduction' section begins with the text: 'There has been a rapid increase in the number of vehicles with an electric powertrain on public roads, which use high voltage (HV) systems incorporating high energy batteries and this trend will continue. For the motor vehicle industry, HV systems are defined as those operating at voltages of 60 volts DC and up to 1500 volts DC. These systems pose different hazards from those associated with an internal combustion engine and these hazards need to be considered when working with such vehicles. The information in this guidance provides a reference for professionals involved in the roadside recovery of all types of electric vehicles (EVs), to better understand the hazards associated with these vehicles and the expectations on themselves and others. This guidance is not exhaustive, is not intended to be a training document and should not be used as an alternative for undertaking suitable training.'



LOGISTICS UK

Thank you!