



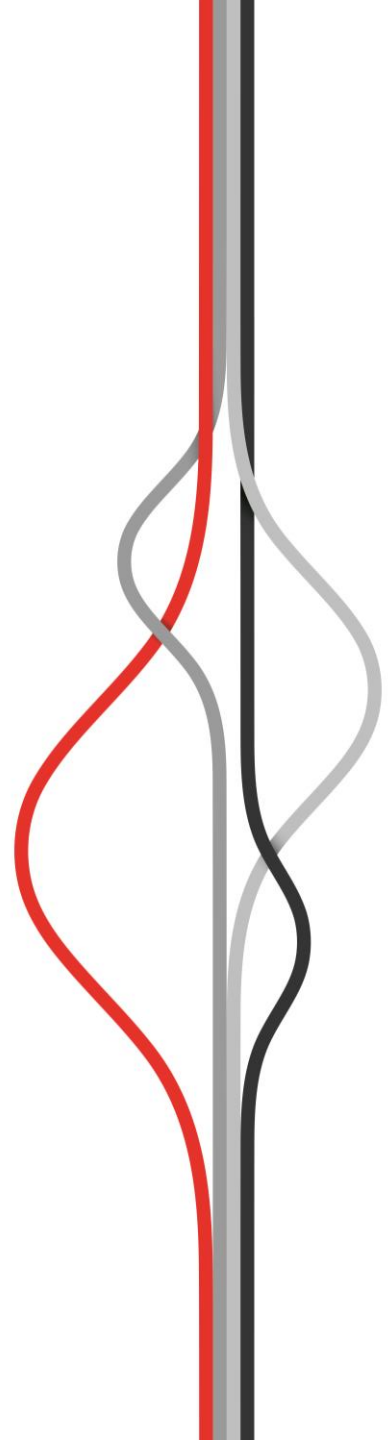
Freight Transport Association

**Legislation update  
and  
Engineering issues**

Rob Saunders

Manager of Engineering Information

FTA Member Advice Centre





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# Legislation update

# October/November 2016

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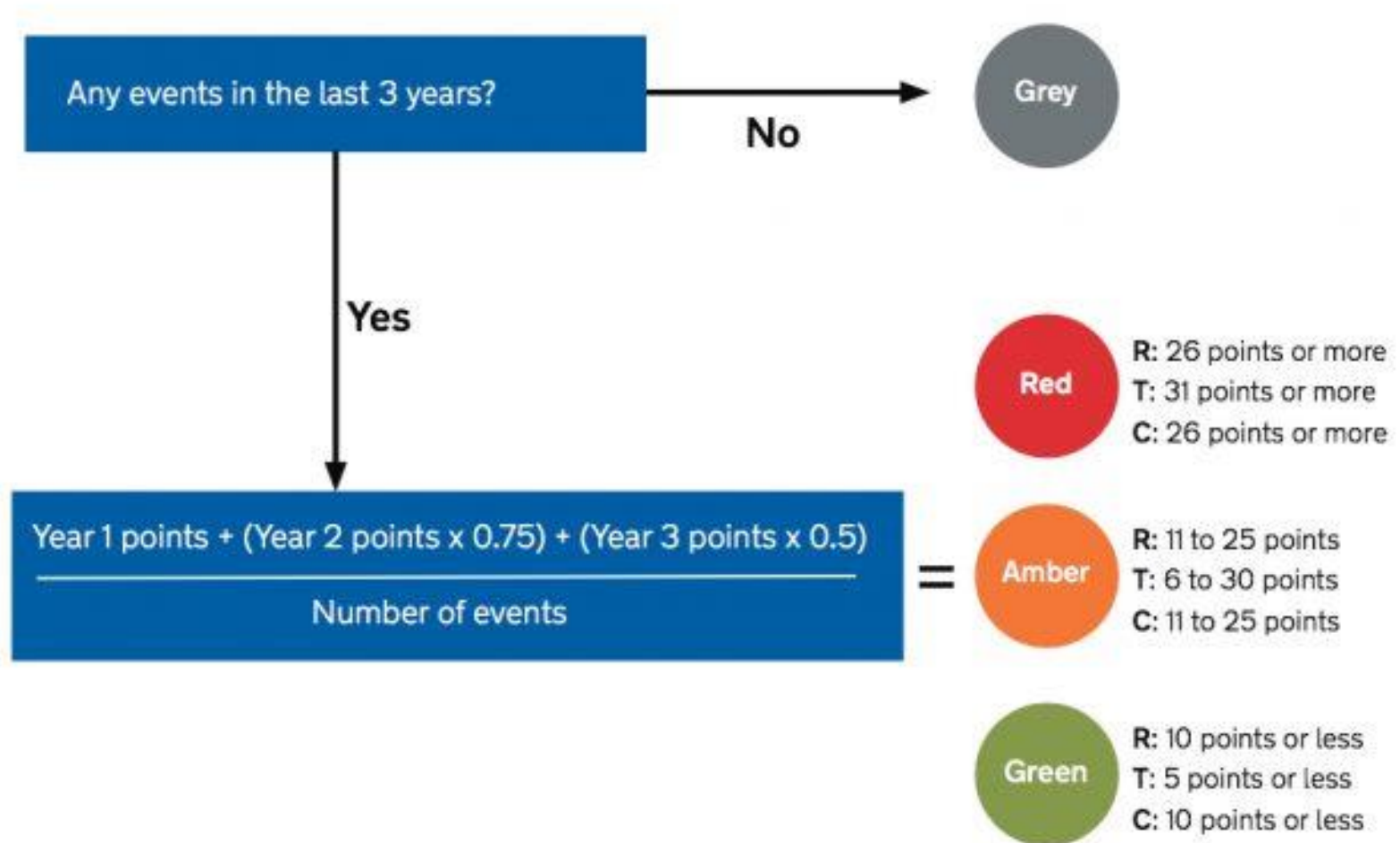


- Re-organisation of Traffic Commissioners
- Change to DQC validity periods
- Mandatory fitment of level 2 for Advanced Emergency Braking Systems for new types of vehicles
- Go live of new Vehicle Operator Licensing System (VOLS)

- **Changes to OCRS**
  - New combined enforcement score



# December 2016



R: Roadworthiness. T: Traffic enforcement. C: Combined score.

- **Changes to OCRS**

- New combined enforcement score
- Removal of 'straight to red'
- Verbal warnings
- Lowering points for prosecutions and Band 5 offences



- Latest issue of ADR published January 2017
  - Additional substances in Class 4.1 to include Polymerising or chemically unstable substances and Polyester resin kits
  - New Special Provision for Celluloid UN2000
  - Re-defining vehicles and battery operated equipment
  - Engines and machinery removed from UN3166
  - New marks/labels for lithium batteries
  - Changes to Instructions in Writing

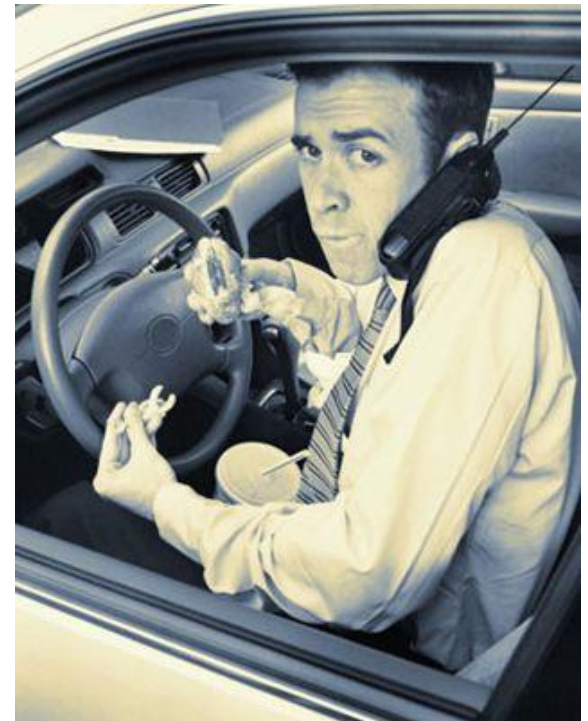


- **Changes to the Trade Licence process**
  - New validation required for first application and renewals
    - Companies house registration number
    - Copy of 'Public liability' insurance
    - Copy of 'Motor Trade' insurance certificate
  - Failure to produce will result in application being returned un-processed





- **Increase penalty for use of mobile phone**
  - Number of endorsement points increased to 6
  - Fine increased to £200



# May 2017



- EU proposals for changes to operator licensing rules
  - Possible regulation of light commercial vehicles
- New EU regulation 45/2014 periodic testing of vehicles

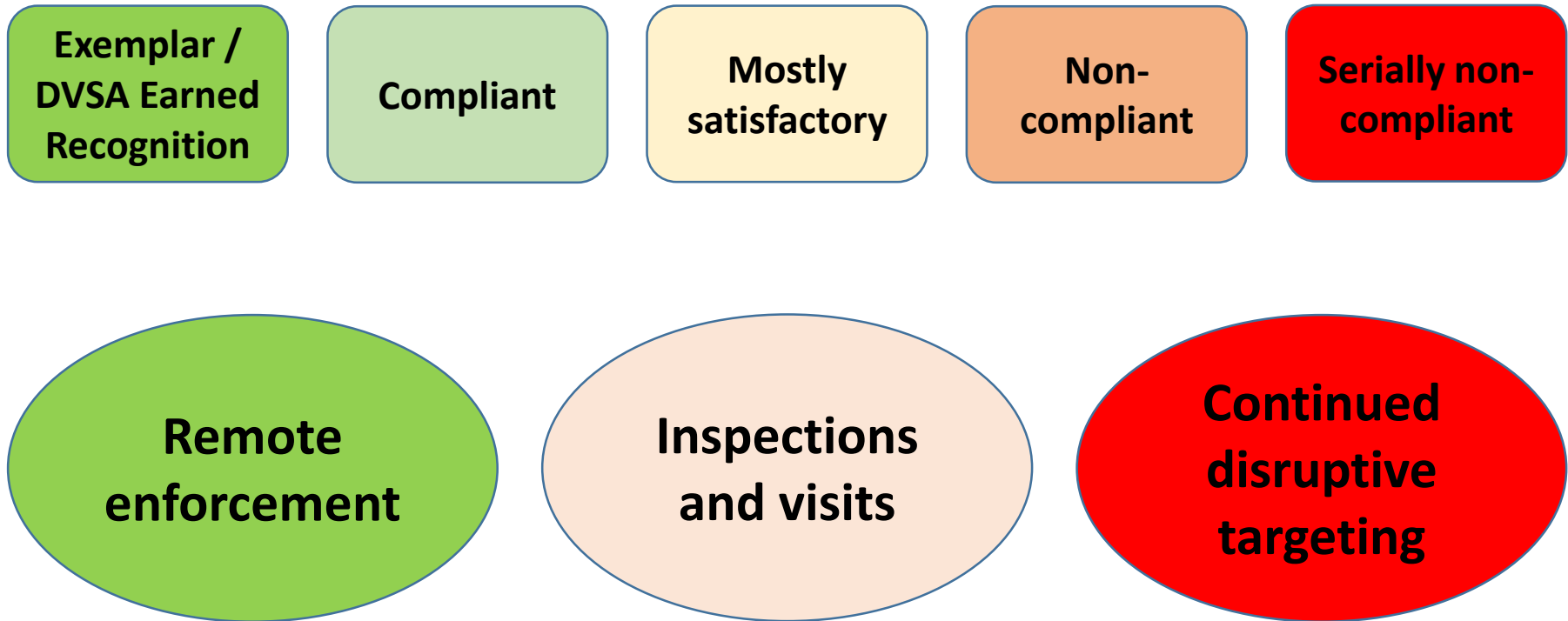


# During 2017



## Earned Recognition pilot scheme

- Purpose

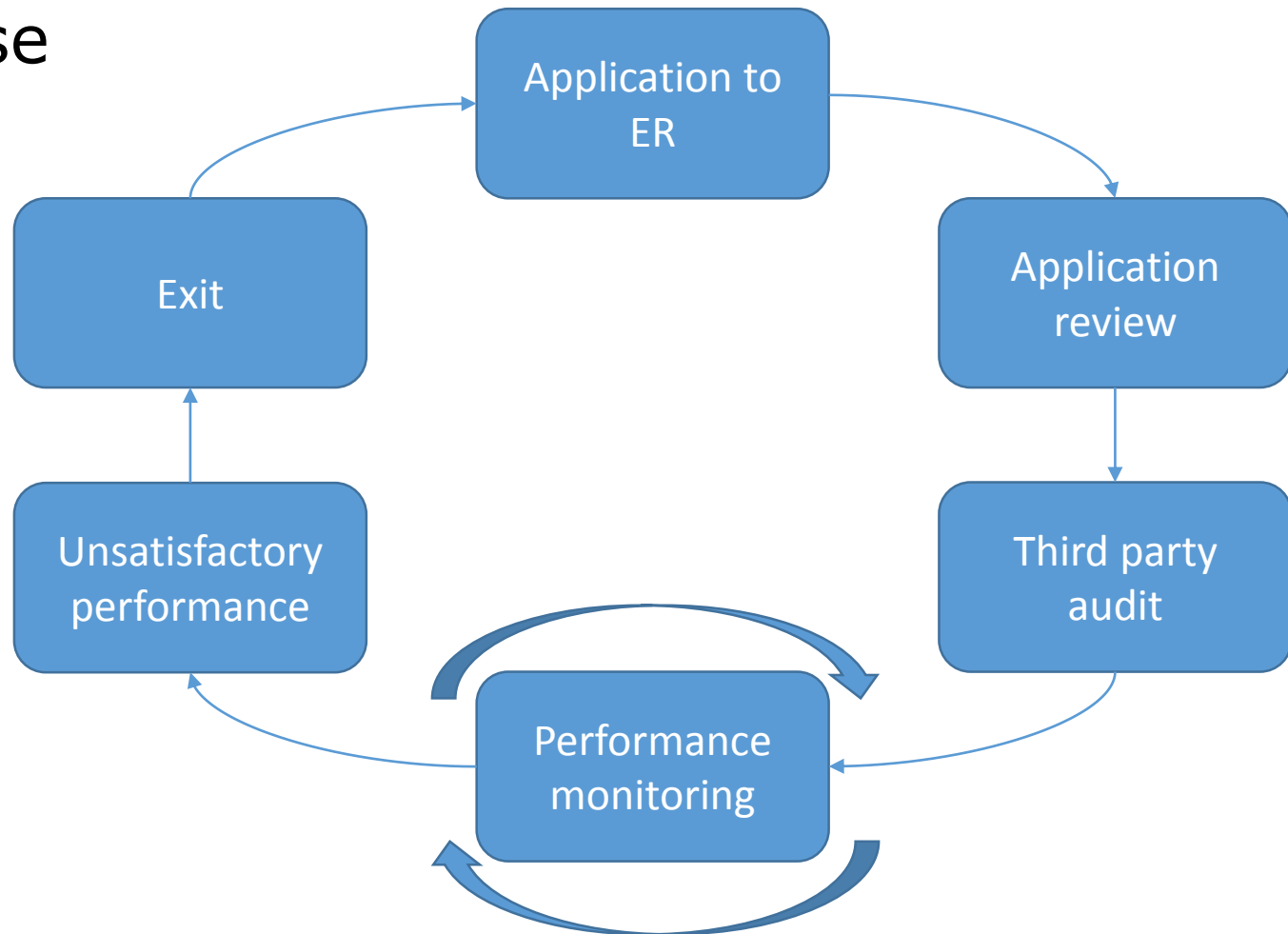


# During 2017



## Earned Recognition pilot scheme

- Purpose



## Engineering issues, including;

- Fuel spillages
- Tyre incidents
- Wheel issues



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# Fuel leaks and spillages

# Fuel leaks and spillages



Fuel tank rupture in accidents – unforeseen & unavoidable incidents

- Fuel tanks are 'Type Approved'
- Type Approval includes pressure testing
- Collisions tests
- Strict requirements on sealing and venting

However,

Side impact testing is not a requirement

Fuel tanks are vulnerable to impact damage



# Fuel leaks and spillages

Some fuel spill incident **are avoidable**

- Fuel tank caps
- Tank cap seals
- 'Temporary' / Non Approved tank caps

Fuel tank cap requirements

Must be -

- Automatic opening/closing non-removable, or
- Tethered/chained, or
- Lockable, with ignition key
  - Key only removable in locked position

**Non-Approved caps –issue????**  
**Auxiliary fuel tanks?**





# Fuel leaks - enforcement

- Enforcement action – fuel leaks
- Amended & more stringent
- Immediate Prohibition
  - Fuel leak
  - Defective cap/seal

## IMMEDIATE PROHIBITION

- Such as to permit fuel spillage and cause a hazard to the vehicle and other road users





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# Tyre incidents

# Tyre incidents

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What are issues?

- Overheat
- Overload
- Under inflation
- Catastrophic failure
- Excess wear & cord exposure

Did you see any truck tyre carcass debris on your journey today?



# Tyre incidents

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## Driver walk around checks

- Tread depths
- Pressures
- Wear and defects

## Often overlooked?

- Inner tyres on twin assemblies
- Mis-matched tyres



# Tyre pressures

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## What is your company policy on driver checks on tyres for correct inflation?

1. Visual check by driver
2. Use of tyre pressure gauges by driver
3. Use of Tyre Pressure Monitoring Equipment
4. No policy





# Tyre incidents

## Maintenance providers – considerations

- Inspection interval
  - 6 week/12 week
- Workshop air supply
  - 120psi?
- Policy on under inflated tyres?

RESPONSES TO UNDER INFLATION	
0-10% under inflation	Examine for external damage before re-inflation Re-inflate as soon as possible
10-20% under inflation	Examine for external damage before re-inflation Re-inflate immediately Monitor for continuing deflation
20%+ under inflation	<b>Remove tyre from rim and inspect for possible internal damage</b> <b>Monitor for continuing deflation</b>

# Industry guidance

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**GUIDE TO TYRE  
MANAGEMENT ON  
HEAVY VEHICLES**



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# Wheel issues





# Wheel Issues

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Drivers daily walk around checks play an important part in spotting any potential issues.

Drivers trained in spotting tell tale signs

# Wheel Issues



Mis-aligned  
wheel nut  
indicators

Elongation  
(ovalation) of  
stud holes



Bright metal around the  
seating area of nuts or  
captive washers

Cracks in the nave  
radiating from the  
stud hole

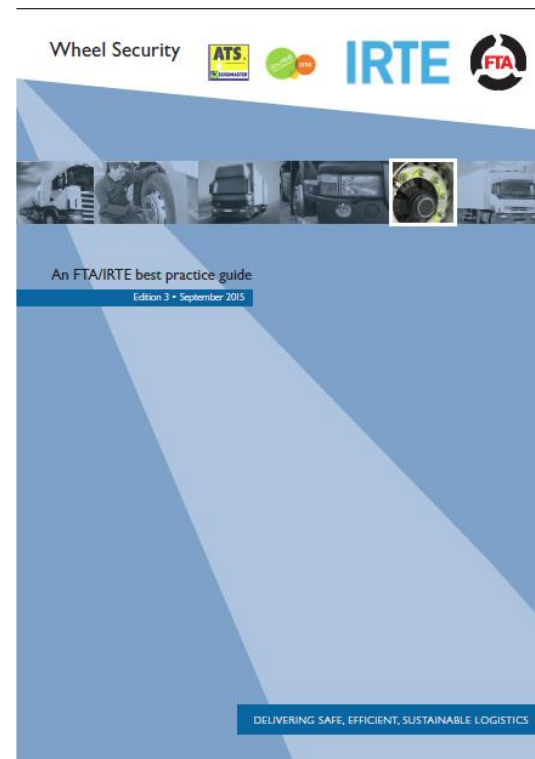
Rust marks  
running from  
the fixing area



# Wheel issues

Remains an industry issue

- Issues are usually maintenance related
- Driver checks are vital
- **Follow the FTA guidance**





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Thank you



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**Any questions?**