

Maintenance



Vehicle Maintenance



- Operator licence undertakings
- Road Traffic Act and C&U Regulations
- Health & Safety
- Civil law duty of care

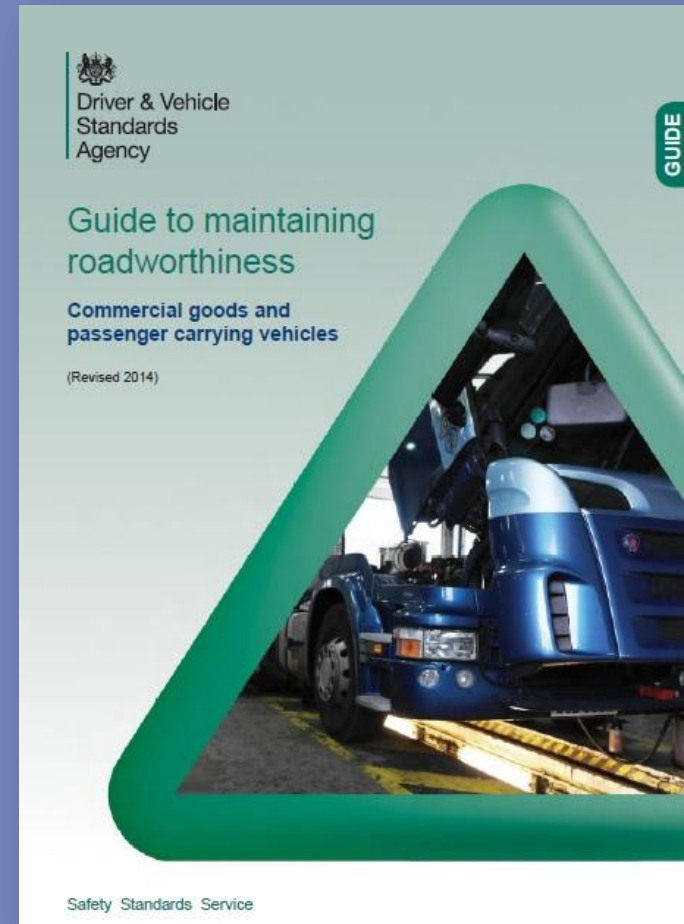


Guide to Maintaining Roadworthiness



Some of the key issues:

- Safety inspection intervals
- Brake testing
- Inspection facilities



Guide to Maintaining Roadworthiness



Foreword by Traffic Commissioners Sarah Bell and Kevin Rooney



As the two Traffic Commissioners who work with DVSA on enforcement matters at a national level, we are pleased to welcome this updated guidance for the commercial vehicle industries, with particular emphasis on operator licence holders, their drivers and transport managers.

Running roadworthy vehicles is critical to keeping our roads safe for everyone. It's also a vital component of our regulatory responsibilities as traffic commissioners.

This guide sets out industry good practice for keeping vehicles fit and safe. Nothing in the guide is mandatory, but operating as outlined in this guide will ensure you meet the relevant conditions and undertakings on your licence. These are the commitments you make when first applying for a licence.

We encourage you to review the guide in detail and use it to check your own systems and educate your staff on the importance of keeping vehicles roadworthy.

We would also like to draw your attention to three particular areas:

- ▶ flexibility of inspection date
- ▶ unaccompanied trailers
- ▶ professionalism in inspections

Readers will be pleased to see the guide acknowledges that one size does not fit all operations for inspection frequencies. It formally recognises that inspections can be carried out within the week they are due to fall, or mileage based time scale, but should not go beyond.

A new section provides advice to operators who pull third party trailers. If you are doing this type of work, it's vital to have proper procedures so that trailers are roadworthy when they are running under your licence.

Finally, the guide promotes the importance of fit-for-purpose inspection facilities – whether you invest in your own or contract out to a third party.

Transport, whether passengers or freight, is a professional industry. We believe this guide reinforces that.

A handwritten signature in black ink that reads 'Sarah Bell'.

Sarah Bell
Lead Traffic Commissioners - Enforcement

A handwritten signature in black ink that reads 'K Rooney'.

Kevin Rooney

It is a guide

'nothing in the guide is mandatory, but operating as outlined in the guide will ensure the relevant conditions and undertakings of an operators licence are met'

Guide to Maintaining Roadworthiness



Inspection intervals

Clarifies previous ambiguity

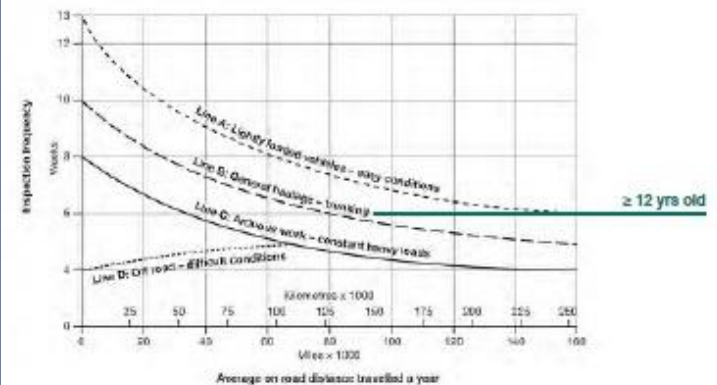
- 6 weeks or 42 days?
- In the ISO week (Mon-Sun)

Older vehicles

- Six weekly inspections

Annex 4

A guide to safety inspection intervals



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Brake testing

Strongly advises

- roller brake test at each inspection

Calibrated decelerometer

- acceptable

Road test method

- not acceptable at all inspections

Normally expected

- at least 3 brake tests plus annual test



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Brake testing

Best practice

- Laden
- Print out

Essential

- Results of test recorded on inspection sheet

Flexibility

- Brake test can be within the same week of the planned inspection



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Brake testing

**Failure to meet
guidance
standards**



**Brake
performance
issues:**

Annual test

**Roadworthiness
inspections**

**Operational
performance**



**Traffic
Commissioner
may take
regulatory action**

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Inspection facilities

Lists facilities which should be in place

Originally

- Traffic Commissioner approval required for any deviation

Final document

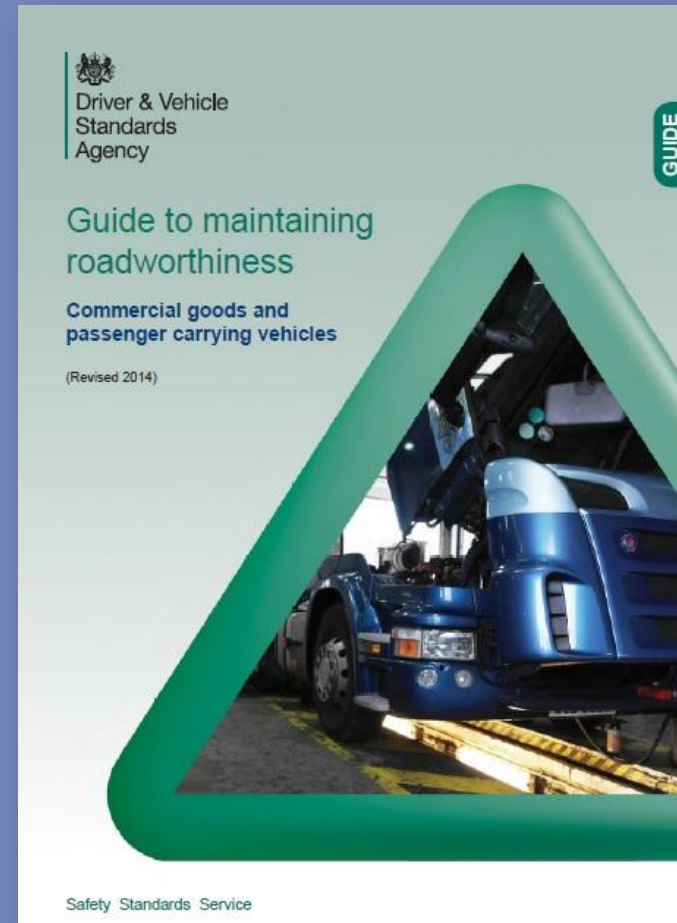
- *“if an operator fails to maintain vehicles in a safe and roadworthy condition with the facilities provided, the Traffic Commissioner may take regulatory action”*

Guide to Maintaining Roadworthiness



Other changes

- Experienced operators
- Third party traction
- More emphasis on competence
- Quality monitoring
- Driver walk round checks
- First use inspections



Questions



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Member Advice Centre

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