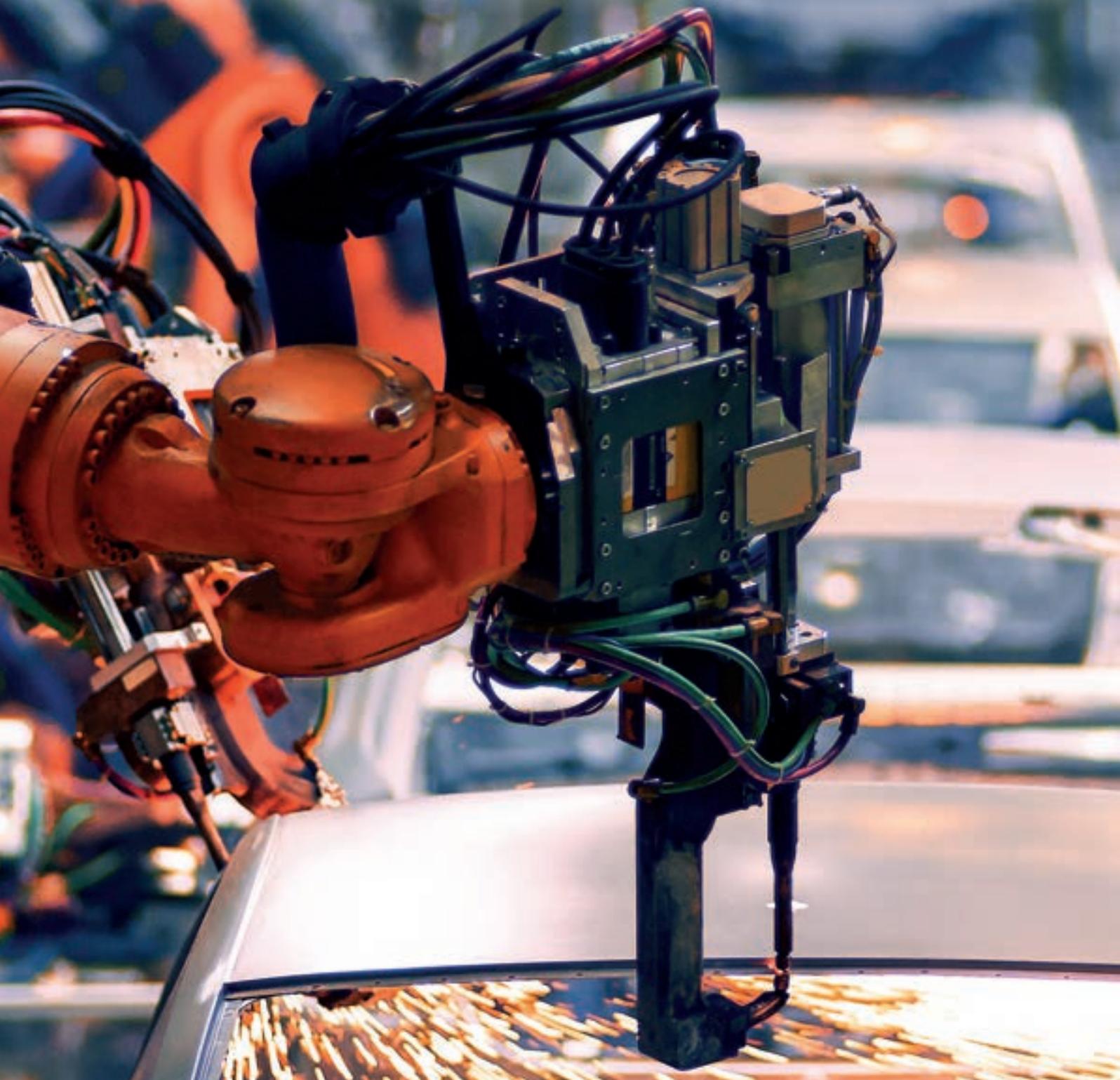


ESSENTIAL

FLEET Manager

MAGAZINE

ISSUE 2 2022



PUBLIC SECTOR • HOUSING • UTILITIES • INFRASTRUCTURE MANAGEMENT

Essential Fleet Manager - Issue 2 (2022)



Welcome to issue 2 (2022) of Essential Fleet Manager Magazine, published for fleet professionals who work for organisations that operate within the Essential Services Sector.

The Essential Fleet Sector includes: Local Authorities, Major Housing Associations, Central Government Departments & Agencies, NHS Trusts, Police & Fire Authorities, Specialist NHS Authorities, Educational Establishments, Power Generation, Gas Supply, Telecommunications, Water Authorities, Road Rail, Infrastructure Management, and Construction.

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If you would like to feature your fleet operations in a future issue of Essential Fleet Manager - get in touch, we would love to work with you on highlighting your achievements.

Regards, Debbie Cheadle - Editor

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160 Kemp House
City Road
London
EC1V 2NX
Company Reg No: 12345195

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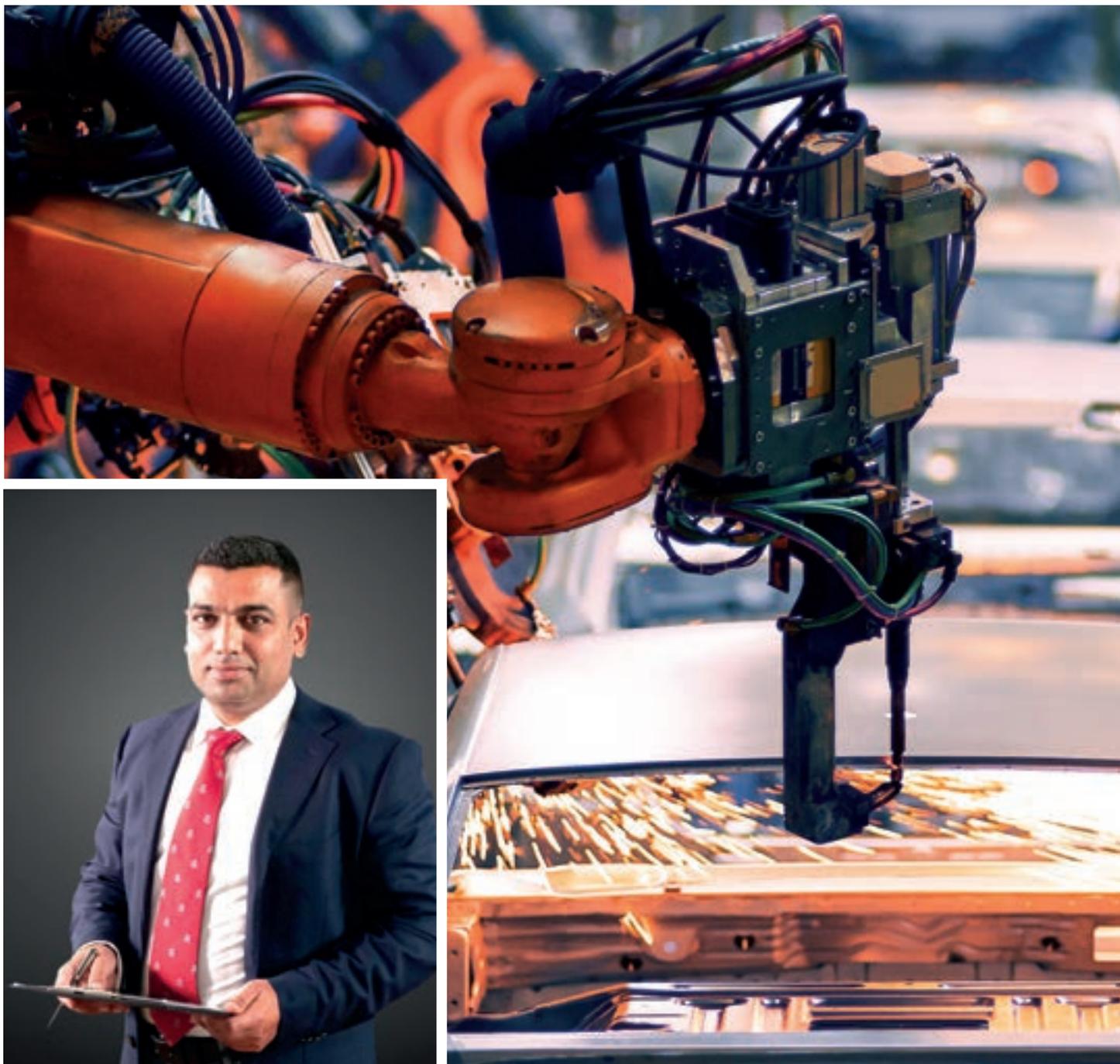
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Will UK automotive sector see a bounce back in 2022?

By: Mr. Kunal Sawhney - CEO, Kalkine Group

2021 was a gloomy year for the UK automotive industry due to several headwinds like shortage of parts due to supply chain issues, staff absenteeism, and closure of factories.

As per the latest release of the Society of Motor Manufacturers and Traders (SMMT), there was a 6.7% decline in the

UK's car production in 2021, and with just 859,575 units, the new car output fell to its lowest level since 1956. Most strikingly, the figure represents a 34% drop in the pre-pandemic levels in 2019.

The industry body has also termed shortages of semiconductors as the major cause of the productivity slump. Additionally, the domestic demand for

automobiles fell drastically during the pandemic, leading to the involuntary closure of showrooms amid the rising labour shortages. Despite these headwinds, the UK automotive sector may potentially recover in 2022, and the main reason for this optimism is a substantial boost in the number of UK-built electric cars.

Optimism is high for 2022

Despite the overall bleak performance of the sector, certain developments have resulted in increased optimism for 2022 and beyond. In 2021, electric cars built in the UK accounted for over one-fourth (26.1%) of the total number of cars made, owing to the production of plug-in hybrid and hybrid cars which rose by 16.4%. Also, there was a 72% year-on-year increase in the production of battery-electric cars, like the Nissan Leaf and Mini Electric last year. Evidently, the long-term goal of the UK automotive industry is to shift towards electric vehicles.

The government has also been supporting the industry and recently, the UK battery company, Britishvolt was offered funding for its planned gigafactory in Blyth, Northumberland, through the Automotive Transformation Fund (ATF). This funding will provide support to the UK's automotive industry as batteries for more than 300,000 EVs can be manufactured in the factory every year. This move by the government would potentially increase the private investments in the sector along with creating thousands of direct and indirect jobs.

Still, when compared with its continental neighbours, the UK is lagging behind in terms of charging infrastructure. As per the Department for Transport's data, 28,375 public EV charging devices were there in the country at the start of the year, while rapid chargers accounted for only 20% out of these. This figure is almost half of the total number of installed chargers in the Netherlands and a third of what it is in Germany, as per the EU's European Alternative Fuels Observatory data. EVs account for more than half of the total car sales in countries like Norway, and the UK needs to make

huge investments in EV infrastructure to compete with these countries.

Exports to Europe may see a rise

The UK car manufacturers are heavily reliant on global exports, with around 80% of the manufactured cars being shipped overseas. In 2021, the volumes for the domestic market dropped by 10.6% to 153,749, which was a bigger decline when compared to the 5.8% drop in the annual production for overseas markets to 705,826 units.

The largest market for the UK continues to be the European Union, where the percentage of total exports has gone up from 53.5% to 55% last year, despite the number of units sold falling by 3% as compared to 2020. Shipments to the other top export destinations, which include US and Japan, also fell down by 10.5% and 36.1%, respectively.

Brexit-related uncertainty has been efficiently tackled with the Trade and Cooperation Agreement (TCA). Following this, the investment for the industry in 2021 touched its highest level since 2013, reaching £4.9 billion. A major part of these investments went towards the development of EV facilities.

How are the industry majors gearing up?

Due to the global supply chain disruptions, there was a semiconductor shortage, which is a vital component in the production of cars. Despite a dismal year, Nissan bosses have shown confidence in the bright future of its Sunderland plant, which was among the hardest hit car plants due to the shortage. Nissan Sunderland is all set to be converted into a flagship EV hub with its EV36Zero project. There are various other companies that are setting an outline for the automotive sector's future.

According to Volkswagen Group UK's managing director, Alex Smith, heavy investments in charging infrastructure will play a key role in the UK's transition to EVs and help it achieve its 2030 deadline of prohibiting the sale of cars with internal combustion engines. Thus, over the next five years, the UK arm of Volkswagen is planning to invest €89bn (£74bn) in EVs and support the transition.

The UK's automotive sector has received a significant boost with the recent announcement by Indian tech company Ola with its plans to invest £100m in an R&D facility in the UK for EVs. The company, which is a rival of Uber in cities like London and Birmingham, has introduced a road-going scooter recently and is pushing into EVs, which is aligned with the UK's decarbonisation goals.

2022 could be the beginning of a major recovery

Even though 2021 was a miserable year for the UK automotive sector, there's strong optimism for recovery in 2022. The sector is receiving huge investments and is transitioning towards a zero-emission future. The most positive development that emerged amid the adversity was that it was one of the most successful years for EV buying, and it also shows what is going to be the trend.

There has been an enormous amount invested in the emerging and advanced technologies by the car makers in line with the consumer's latest preferences. It's for the industry to ensure that the investments made in the sector must be accompanied by increased competitiveness, skill development, and mitigation of the soaring energy costs. On the government's part to incentivise the adoption of EVs, work on chargepoint constraints and work for public and private sector coordination.





The rise of sustainability reporting and how fleet managers can simplify grey fleet compliance

Fleet managers are being urged to look at the accuracy and efficiency of their carbon and sustainability reporting, with both mandated and voluntary reporting on the rise.

According to the KPMG Survey of Sustainability Reporting 2020, 80 per cent of the 5,200 companies included reports on sustainability. For UK-based organisations it's 90% – a higher rate likely impacted by the 2019 introduction of Streamlined Energy and Carbon Reporting (SECR). And that's predicted to rise with the UK government announcing at COP26 plans to enshrine in law climate disclosures for the country's largest companies.

Legislation centring on carbon and sustainability reporting in the UK is largely focused on bigger organisations, with the mandatory disclosure of climate-related financial information only relevant to over 1,300 of the largest UK-registered companies and financial institutions.

The SECR applies to companies that fit into two of the three following requirements: more than 250 employees, greater than £36 million in annual revenue, and a balance sheet greater than £18 million.*

Yet many other organisations voluntarily choose to report on their carbon footprint, including the sustainability of their fleets, to demonstrate being carbon neutral or reducing efforts to stakeholders and customers. According to the aforementioned KPMG survey:

"Scrutiny over sustainability...from financial stakeholders, especially asset owners and managers, has become markedly more intense and demanding over the last 3 years according to professionals at many KPMG firms."

Sustainability reporting is becoming commonplace in modern day organisations, and fleet managers should expect to contribute with data such as emissions tracking through to accurate monitoring of grey fleet vehicles.

Banishing the burden of fleet sustainability reporting

Selecting the relevant fleet operations data for a sustainability report, ensuring its accuracy and using it to make informed, purposeful decisions can appear to be a mammoth task – but technology can help.

Vehicle tracking technology – telematics – can track exact mileage and produce emissions reports: vital when measuring the environmental impact of fleet vehicles. Such data can also be consistently presented year on year, arming organisations with evidence of trends, and hopefully improvements, over time.

Areas for improvement in fleet efficiencies can also be flagged using such technology. The likes of market-leading telematics

solutions, such as ABAX, can track driving behaviours – along with the status of vehicles – to highlight potentially fuel-wasting habits such as idling or sharp accelerating. Such insights can provide clear ways to cut fuel usage and improve the sustainability of fleets – great additions to any carbon reporting.

The tracking of fleet vehicles can also provide opportunities for route optimisation. Vehicles can be monitored and assigned according to their proximity to a job, ultimately saving on mileage and emissions but also time and productivity.

What's more, mixed fleets can also benefit from telematics, particularly where vehicles aren't the only emission-producing asset and, as a result, the likes of plant machinery and power tools should also be included in sustainability reporting. ABAX telematic solutions can be applied to mixed fleets – giving consistent and easily-managed data on all assets.

Benefits beyond sustainability

Being able to back up sustainability claims is one of the inherent benefits of sustainability reporting. Many acknowledge that more and more customers are actively seeking out sustainable options – the likes of Customer Thermometer even claim that 13% of consumers would pay 31-50% more for products or services if they were under the impression that the business was making a positive impact.

But the benefits extend far beyond proving sustainability. Environmental savings through the use of telematics also equate to financial savings.

Assessing the use of telematics for fleet tracking, the Department for Transport's Energy Saving Trust states that:

"In one study of company car drivers, a telematics system identified a 50% difference in fuel economy being achieved in identical cars over similar journeys. Much of the excess fuel use was down to driving style, including excessive speed and harsh acceleration. By improving fuel economy and reducing time spent idling, a business can reduce its emissions and costs."

And it's results like this that ABAX fleet

tracking solutions customers see too.

On average, ABAX users save 18.5% on fuel costs, find up to 30 minutes per employee, per day in timesheets and are able to analyse driving behaviour for a safer, greener fleet that spends £22.30 less per vehicle, per month.

The use of telematics can also lead to cost-savings thanks to data-led insurance. The likes of partnerships between telematics provider ABAX and insurer Zego allow fleets to insure their vehicles on a usage or fixed-rate basis – depending on the size of fleet. Driving behaviour can also be monitored to inform premium prices at renewal. The result is that fleet businesses are provided more control over how their assets are managed, allowing an increase in business efficiency, reduced risks and money saved on insurance premiums.

Cutting out the grey areas

Another potential challenge that fleet managers may face when it comes to sustainability reporting is the accurate and effective monitoring of grey fleet vehicles.

It has been estimated that 14 million grey fleet vehicles are in use on the UK's roads, with 9 million used for business journeys on a regular basis. In the words of the Energy Saving Trust "it is crucial that opportunities to reduce emissions and cut costs from grey fleet are identified". But that can seem daunting if all companies have to rely on is mileage and expenses claims.

Thankfully telematics can help here too. Privacy law compliant trackers can be installed onto personal cars – and drivers can easily choose which trips to declare as business.

Undeclared trips won't be tracked or logged, and can't be claimed back in mileage. But trips that are declared can be easily factored in to carbon reports – particularly as the telematics technology will know the emissions level of the personal car and automatically adjust mileage rates for each user based on the vehicle type and miles claimed per month.

Even better is the fact that the data is HMRC compliant and easily on hand should there be an audit.

Smaller fleets can benefit too

Although larger companies, and therefore fleets, are the ones subject to mandatory carbon and sustainability reporting, smaller fleets can still benefit from the likes of ABAX telematics technology to make both environmental and financial savings.

In fact, according to research from Sewells UK Van Fleet Market, 41% of van fleets greater than 25 and 53% of van fleets greater than 50 are using telematics. This compares to less than 10% for smaller fleets – leaving up to 90% missing out on the benefits.

Whatever the size of organisation – and whether private or public sector – sustainability reporting needn't be arduous for fleet managers. The right technology is a powerful tool in their toolkit and one which can give quick and easy access to vital sustainability data – and provide insights into where improvements could be made. In turn that can translate to fleet optimisations and cost-savings, which in current times all organisations are searching for.

ABAX telematics units are self-installable, provide HMRC compliant data and offer live-tracking solutions, all allowing you to access actionable location and usage data on all your assets – and via one easy-to-use interface. Grey, mixed, large and small fleets can all be tracked in an efficient and cost-effective manner, whilst also provide vital reporting data on demand.



If you're looking for your fleet to make environmental, financial and productivity savings, then ABAX could be the solution for you.

Go to [ABAX.com/uk](https://www.abax.com/uk) or call 01733 698888.

**ABAX are not tax advisors. It is therefore recommended that you contact your tax advisor to understand the many exclusions to the legislation.*



Plan set out for all drivers to have affordable access to the UK's electric charge network

The UK automotive industry has published a new seven-point plan to ensure every driver in Britain can benefit from an electric vehicle charging network that is affordable, available and accessible to all. The plan, designed to drive collaboration between government, industry and all other stakeholders, calls for mandated targets for infrastructure rollout, backed by an independent regulator to keep consumers at the heart of planning.

Since 2011, government, local authorities and the charging infrastructure sector have successfully delivered a 3,000% increase in the number of standard public chargepoints, and the UK's provision of one rapid charger per 32 battery electric vehicles is the best in the Western world, behind only China (1:11), South Korea (1:12) and Japan (1:17).

However, as demand for electric vehicles has surged – accounting for more than one in six new cars in 2021 – standard public charging infrastructure has struggled to keep pace. Plug-

in cars on the road grew by a phenomenal 280.3% between 2019 and 2021, but standard chargepoints increased by just 69.8% in the same period. Meanwhile, battery electric cars in the parc rose by a staggering 586.8%, whereas rapid/ ultra-rapid charger stock grew by only 82.3%. This is undermining consumer confidence to make the switch, with range anxiety now replaced by charging anxiety.

Although most current plug-in car users charge at home, public chargers remain critical to consumer confidence and are still relied upon by many commercial fleets, as well as the third of British households that do not have designated off-street parking. Furthermore, drivers face a growing regional divide in chargepoint availability. At the end of 2020, the ratio of electric cars to standard public chargers was 1:37 in the north of England, compared with 1:26 in the south – and in 2021, the ratio deteriorated significantly in the North to 1:52, compared with 1:30 in the south.

To give all drivers the confidence they will be able to charge

as easily as they refuel, wherever they live or work, the sector is proposing a nationally coordinated and locally delivered infrastructure plan that puts the needs of consumers first, while also giving chargepoint operators and local authorities certainty to install the right number of the right chargers in the right places ahead of need, across every part of the UK.

The industry is also calling for the creation of a new regulatory body, 'Ofcharge' (the Office of Charging), to monitor the market, including charging price levels and affordability, and to enforce regulated minimum standards. This would keep the consumer at the heart of infrastructure planning and rollout to ensure every region of the UK is in readiness for the end of sale of new petrol and diesel cars in 2030, with a unified approach bringing together drivers, chargepoint operators, energy companies and local authorities.

With car makers having already invested billions of pounds to bring more than 140 models of plug-in car to market in the UK and 55 more to be launched this year, a guarantee on infrastructure provision will give consumers the confidence to

make the switch in even greater numbers.

Seven steps to delivering consumer-centric charging infrastructure for zero emission mobility

- Embed consumer-centricity in policy and a national plan on charging infrastructure
- Develop and implement a nationally coordinated but locally delivered infrastructure plan
- Invest significantly to uplift all types of charging infrastructure, particularly public chargers, ahead of need
- Set binding targets to ensure adequate public chargepoint provision and social equity
- Enact proportionate regulation to deliver the best outcomes for consumer experience and expansion of provision
- Provide adequate enabling support to incentivise and facilitate delivery of charging infrastructure
- Ensure electricity networks are future-proofed and fit for purpose for zero emission mobility



The automotive industry is up for the challenge of a zero-emission new car and van market by 2035. Delivering this ambition – an ambition that would put the UK ahead of every major market in the world – needs more than automotive investment. It needs the commensurate commitment of all other stakeholders, especially the charging industry as surveys show that range anxiety has been replaced by charging anxiety.

Our plan puts the consumer at the heart of this transition, assuring them of the best possible experience backed by an independent regulator. With clear, equivalent targets and support for operators and local authorities that match consumer needs, government can ensure the UK has a chargepoint network that makes electric mobility a reality for all, cutting emissions, driving growth and supporting consumers across the UK.

Unlocking the full environmental and socio-economic benefits of the transition to zero emission mobility is contingent on collaboration involving industry, government and key sectors, including fleets, infrastructure and energy. If action is taken, SMMT forecasts the new plug-in car market will continue to grow rapidly, resulting in a UK car parc comprising 9.3 million plug-in cars by 2030 (27.0%) and 18.4 million by 2035 (54.8%), of which 6.9 million (20.1%) and 15.3 million (45.6%) respectively are zero-emission, thus ensuring road transport delivers its part in the UK becoming the first major nation to be net zero.

Mike Hawes, SMMT Chief Executive

Seven-point plan to boost Britain's EV charging infrastructure



Put the consumer at the centre of infrastructure policy and planning to ensure their needs are met at every stage



Establish a new regulator "Ofcharge" to ensure charging is affordable, accessible and as easy as – if not easier than – refuelling



Deliver a national plan to provide consumers with the right number of the right chargers in the right places



Boost chargepoint rollout with enhanced and ringfenced funding for local authorities and innovative public-private partnerships that de-risk investment



Invest to establish a 'right to charge' for drivers of all electric vehicles, in all regions and from all backgrounds



Ensure the electricity system decarbonises at pace so that all 'green' cars are chargeable with 'green' energy



Mandate legally binding targets to ensure an abundance of chargepoints in every part of the UK



First Hydrogen and Cambridge University sign Hydrogen collaboration agreement



First Hydrogen, the leading designer and manufacturer of zero-emissions, hydrogen-powered utility vehicles has confirmed that, for an initial five-year period, the team at the University of Cambridge will undertake a number of research projects into hydrogen production and mobility.

At its centrepiece, the collaboration enables the joint development of hydrogen related technologies to unlock the hydrogen economy with particular focus on the automotive industry, the hydrogen production and the fuel distribution industries.

The partnership will be led by Professor Seamus Higson of the Department of Chemical Engineering and Biotechnology, a world leading institution in energy transition and the department that first developed the hydrogen fuel cell, which was subsequently used in the Apollo moon missions.

The first project of the partnership will develop an AI software tool to harvest user and supplier information related to hydrogen usage, which will better inform hydrogen business cases and help to direct significant investment into hydrogen mobility and related infrastructure. The tool is expected to become an additional revenue generating service that First Hydrogen offers and will also help the company develop its own technology and infrastructure investments in the hydrogen sector.

Nicholas Wrigley, Chairman at First Hydrogen, says: "We are very pleased to announce this industrial and commercial partnership with Professor Higson and such a prestigious and world-renowned institution as the University of Cambridge. The engineering teams within the University are leading the way to decarbonising our futures and their world-class researchers will help First Hydrogen become a leading player in the hydrogen automotive and technology businesses."

Professor Higson at the University of Cambridge comments: "I am delighted to have reached agreement to work with First Hydrogen in a field where we see huge growth and a conversion of the automotive industry to full scale adoption of hydrogen as a primary fuel source. This collaboration between the University of Cambridge and First Hydrogen also contributes to the United Kingdom leading the way to decarbonisation and reaching our ambitious net zero targets."

Professor Clemens Kaminski, Head of the Department of Chemical Engineering and Biotechnology at the University of Cambridge, says: "This partnership exemplifies the opportunities that can arise when academia combines with commercial entities. The hydrogen economy is rapidly evolving, and this project offers an excellent opportunity to solve industrial problems and reduce impact on the environment. I am absolutely delighted that this venture is going ahead."

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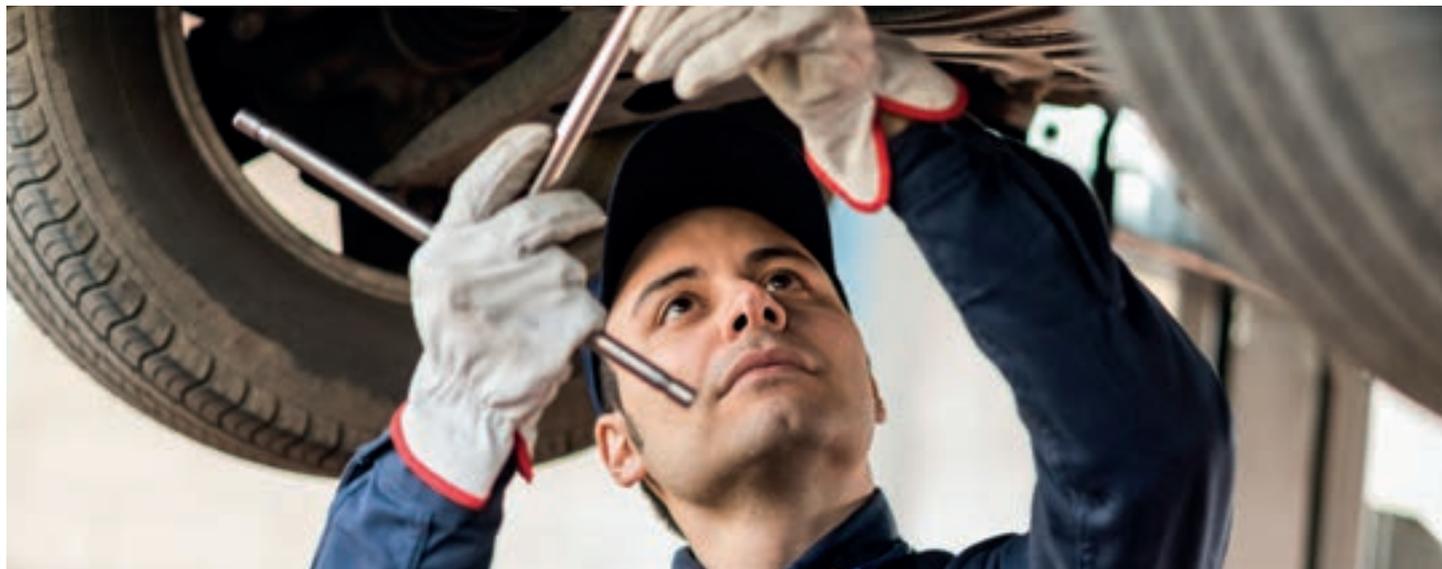
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Change is here to stay

With 2022 set to be a year of uncertainty as well as opportunity for the sector, Prestige Fleet Servicing explains how business can effectively optimise their fleets for the challenges ahead.

The fleet landscape in 2022 remains complex. Supply chains for new vehicles and replacement parts are likely to continue to be affected by the global semiconductor shortage, as well as growing constraints on raw materials for lithium-ion batteries and other components. What this means is that fleets will need to continue to get the best performance out of older vehicles.

Ensuring vehicles are well-maintained also has a vital role to play in optimising efficiency at a time when fuel prices are at their highest level for over a decade and continuing to rise.

With a strengthened senior team in place Prestige Fleet Servicing (Prestige), part of the AA, is perfectly placed to help businesses make the most of their existing fleets as they explore options for the future.

As a trusted service, maintenance and repair (SMR) supplier to many fleets in the UK, Prestige Fleet Servicing has grown significantly to a network of more than 600 garages nationwide over the past 18 months, with membership increasing by almost 40%. Plans for network growth don't stop there. Prestige is committed to increase the footprint to over 1,000 garages in the UK to enhance its capability to provide widely accessible and resilient services when and wherever they are needed.

For businesses looking for ready access to a provider that can keep their vehicles on the road, this is good news as businesses look to de-risk their fleets as much as possible.

Beyond ensuring fleets perform well during times of uncertainty, the Prestige team is developing and investing in services that also looking to help fleets to adapt and transition to electric vehicles ahead of the 2030 decarbonisation deadline. This is the point at which vehicle manufacturers will cease production of fossil-fuel based vehicles, a deadline that well may be under threat as a result of supply chain issues, but that many aspire to nonetheless as companies put their own net zero strategies in place.

The reality is that UK vehicle registrations rose just 1% to 1.65 million last year, about 29% below pre-pandemic levels.¹ While supply chain issues are easing in some areas, in others they are growing again, making it difficult to plan a major overhaul, especially of larger fleets.

When these issues do abate, the pent-up demand for new vehicles is likely to be tempered by future business needs, balancing rising costs with the need for investment. What this means in practice is that many older vehicles are being retained on fleets, while used vehicles continue to retain higher residual values, leaving managers balancing the demands of an ageing fleet alongside the complex operational considerations of the transition to low-carbon vehicles.

As businesses look to decarbonise their fleets, some are diversifying with a mix of vehicle and fuel types. While some companies have been able to replace their fleets with EVs, for many it is not so straightforward. Businesses are balancing being able to access available grants and financial incentives to refresh their fleets with EVs, with the need to know that the vehicles will perform as needed and the charging infrastructure is available in the geographies they cover.² Record energy prices and market volatility are also factored into future operational cost planning for many. Extending company vehicle replacement cycles has become the norm for many businesses, with supply chain issues prompted by semi-conductor shortages and COVID-19, causing significant disruption to the market in 2021 and rising energy prices and component supply issues leading to cuts in production until more market stability returns

Another impact of the pandemic was the seemingly unstoppable rise of the grey fleet vehicle. Such vehicles, which are owned by the employee rather than the employer, make up 85% of the sector, thanks to shifts in working patterns, leaving firms to shoulder an increasingly hefty duty of care burden.

The good news is that businesses and their workforces are on the move again. The challenge is that costs of running a fleet are rising, so fleet performance is critical, as is minimising downtime.

Whether you're visiting buildings in your management portfolio to review critical repair work or deploying mobile service engineers to site, vehicle off-road (VOR) – the time businesses lose to the unplanned repair and servicing of company or grey fleet vehicles – can put a serious dent in business profits.

Research indicates that vehicle downtime costs fleets £2.4 billion annually,³ with the cost to a business in terms of lost work for each day a commercial van is off the road potentially exceeding £800 per day, potentially even more when the unavailability of the ancillary equipment on board is considered.

In an average fleet, 20% of vehicles incur unplanned downtime from accidents alone, and that's before we consider unanticipated mechanical failures, particularly from older vehicles. Older models are more at risk of downtime and, on average, also consume more fuel and generate more emissions. They carry a higher risk of breakdown and may not comply with new environmental legislation such as clean air zones (CAZs).

Prestige has been working with businesses to optimise the performance of their fleets, minimise short term risks and contain costs by helping them to take a proactive approach to preventative maintenance, including pre-planning servicing and MOTs.

Poorly maintained vehicles can cause costly business downtime issues and, more critically, leave employers widely exposed under the Corporate Manslaughter Act 2007. Failure to properly manage service intervals, collisional damage and uninsured losses in the event of an incident can result in additional unplanned downtime and expense.

In considering the future, we anticipate a number of changes ahead for the sector. Meeting low emissions requirements will remain key. The clean air initiatives introduced across the UK have seen London, Bath, Birmingham and Glasgow begin to fine polluting vehicles in a bid to keep them out of their city centres. Bradford and Greater Manchester will also introduce charging for older more polluting vehicles this year.⁴ Checking vehicles registrations online will indicate whether this will add to the running costs of existing vehicles on fleet.

Rising running costs will focus minds on ensuring everything is done to increase fuel efficiency through proactive maintenance as well as driver education.



If replacement is not an option for these vehicles, and it may be worth exploring other courses of action. The Energy Saving Trusts' Clean Vehicle Retrofit Scheme website provides a list of all technologies that can be used to minimise emissions from older vehicles, particularly commercial vehicles, allowing them to meet much higher certified standards that can make them compliant and avoid the expense of clean air zone charges.⁵

The industry is poised to invest heavily to meet future changes. With the UK transport sector already on the road to transitioning to low-carbon technologies, we are investing in the technicians and equipment needed, with more than a third of our garages EV capable already.

Attracting and developing new recruits will be a major priority for both Prestige and the wider industry in 2022. The IMI suggests that 90,000 technicians will be required to provide a workforce capable of meeting the government's 2030 Road to Zero deadline. What's more, with sales of electric vehicles (EVs) forecast to exceed diesel vehicles next year, staff training to capitalise on this trend will be widespread.

Over the next year, there is a lot for fleet managers to contend with, and there are plenty of options that need to be explored and costed to keep businesses fully operational and competitive, while starting on the journey to decarbonisation.

At Prestige, we have access to market leading expertise and capabilities that can help you make the right decisions and take a planned approach to looking after your fleet and keeping your teams on the road.

Whatever the changes you need to make, we can work with you to help you drive your fleet forward with confidence. Our expert team is ready and waiting to take away the associated stress and strains of managing your fleet.



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From the **AA**

Visit <https://www.theaa.com/business/prestige-fleet-servicing> to find out more about how we can help.

¹ <https://www.bloomberg.com/news/articles/2022-01-06/u-k-carmakers-see-sales-rebound-in-2022-as-chip-crunch-eases#>

² <https://www.gov.uk/guidance/workplace-charging-scheme-guidance-for-applicants>

³ <https://www.commercialfleet.org/news/van-news/2019/04/02/van-downtime-costing-business-24bn>

⁴ <https://www.gov.uk/clean-air-zones>

⁵ <https://energysavingtrust.org.uk/service/clean-vehicle-retrofit-accreditation-scheme/>



Prepare your vehicles for adverse weather

With the weather as unpredictable as ever, as a Fleet or Transport Manager it is essential to ensure your vehicles are ready for the adverse driving conditions that your drivers may face.

MAINTENANCE AND TYRES

Ensure that your scheduled servicing is up to date and most importantly that your vehicles are regularly visibly inspected by your drivers or operatives using them..

Keeping your vehicles serviced correctly is an essential part of making sure your drivers stay safe out on the road. It is also important to do so within the manufacturer's guidelines to ensure your warranty isn't invalidated - it also forms part of your obligations under any leasing agreement.

By ensuring your vehicles stay road-worthy at all times is also crucial in helping you to meet your duty of care requirements, as a Fleet or Transport Manager.

As part of any visual vehicle check your drivers should pay particular attention in winter to the following:

- **Tyres:** check for wear, pressure and measure tread depth.
- **Battery:** is there power and are there any warning lights on the dash?
- **Windscreen wipers:** check they working effectively.
- **Windscreen:** check glass is clean and free from snow and ice.
- **Fluid levels:** are levels sufficient?
- **Lights:** test all lights to check they are fully functional.
- **Heaters:** ensure all are functional.

Focusing on tyres and tread depth is so important at any time of the year. Worn tyres will land you with a stiff penalty and you are endangering your drivers' lives and that other road users by allowing a vehicle out on the road that doesn't meet the legal requirements. Having worn tyres can also invalidate your insurance.

Tyre treads clear water from the road surface, and provide good grip - worn tyres provide no grip and could cause the driver to fail to stop or skid for longer.

When faced with hazards on the road, your drivers need to

brake and come to a safe stop as quickly as possible to avoid a collision - having low tyre tread depth means the chances of doing so are significantly reduced.

BELOW IS A GUIDE TO TYRE TREAD DEPTH:

- **8mm:** Tyre is 0% worn - EXCELLENT
- **7mm:** Approximately 15% worn - VERY GOOD
- **6mm:** About 30% worn - GOOD
- **5mm:** Around 45-50% worn - OKAY
- **4mm:** Tyre is approximately 65% worn - ACCEPTABLE
- **3mm:** Tyre is nearly 80% worn - CHANGE TYRES NOW
- **2mm:** Tyre is 95% worn - EXTREMELY WORRYING
- **1.6mm:** MINIMUM LEGAL DEPTH
- **Under 1.6mm:** ILLEGAL

As well as checking the tyre tread-depth, it is also vital to maintain the correct tyre pressure. If tyres are under-inflated, they tend to have too much contact with the road surface which adversely affects the tyre shape. Being too flat at the base leads to uneven tyre wear and a reduction in grip and as a result, the handling characteristics of the vehicle are compromised.

Under-inflated tyres are also softer than they need to be, and that means they are more prone to sustaining damage caused by sharp objects such as nails and glass. They will also harm the vehicle's fuel efficiency, 20% below the correct pressure causes a 4% increase in fuel consumption and 40% below an increase of 8%, this not only has cost implications but contributes to higher emissions.

On the flip-side over inflated tyres can be just as dangerous, increasing the chances of having a high-speed blow-out due to them being too stiff and rigid and lacking the flexibility they require to function optimally. Particularly, over inflated tyres are vulnerable to sudden impacts, like hitting a pothole, or when running over debris on the road.

Maintaining the correct tyre pressures and ensuring that tread depth is good and legal, work together to ensure the safety of drivers and other road users. Good practice in this area will also prolong the life of your tyres.



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- reduced carbon emissions

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<https://www.crowncommercial.gov.uk/products-and-services/corporate/fleet/maintain/>

Power to your procurement



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Autotech Training creates suite of EV training options for organisations electrifying fleets

By 2025, the UK fleet vehicle industry is expected to account for 75% of all electric cars on the road.

Faced with the increasing need to decarbonise road transport, local authorities and organisations are expected to set the standard for the electric revolution, and many are already electrifying their fleets.

However, a lack of essential electric/hybrid vehicle training could render fleet electrification a 'tick the box' exercise for many organisations.

In a bid to remove this bottleneck, Autotech Training, the dedicated training division of Autotech Group, has created a suite of EV training options enabling an organisation to create a bespoke programme which directly meets their needs – from basic awareness training, which offers core knowledge to enable employees to work safely around EVs, through to IMI Level 4 electric/hybrid vehicle training which will enable fleet service managers to service and maintain an electric vehicle fleet.

The high voltage nature of electric vehicles introduces new hazards, therefore, as the sector continues to electrify its fleets, basic EV awareness training should be planned for all members of staff to enable them to safely work alongside these vehicles. In accordance with the Electricity at Work regulations, enforced by the Health & Safety Executive (HSE) all employers have a responsibility to ensure that employees are adequately trained – otherwise they may find themselves liable.

Electric vehicle awareness training will provide employees with an introduction to the knowledge of safe working practices, the dangers surrounding EV's, and the precautions required to avoid potential injury when near EVs.

Certified to teach IMI Levels 2 to 4 electric/hybrid vehicle training, Autotech Training can deliver training from their dedicated EV Training Suite within its Milton Keynes headquarters, or on the premises of any organisation to minimise downtime and employee travel expenses.

Autotech Group is the UK's largest employment and training solutions provider for the automotive aftermarket. Its training suite has the capacity to teach a group of employees on an EV course at any one time, and also features an electric car for hands-on learning.

"It is vital that employees, whether they will drive an electric fleet vehicle or not, receive training to ensure they can safely work alongside EVs," comments Mandla Ndhlovu, Training Delivery Director for Autotech Training. *"We can work with any organisation to create an EV training programme to suit their exact needs. All courses are delivered by highly-experienced trainers and feature an electric vehicle, to not only provide awareness, but offer a hands-on approach to learning."*

For further information on Autotech Training visit www.autotechrecruit.co.uk/training



Maintenance matters for fleet safety

By: Helen Betts, Category Lead for Tyres and Vehicle Hire - Fleet, Crown Commercial Service



The safety of your fleet could not be more important. Your vehicles must always be in peak condition - fully maintained, using quality products and services.

Fleet managers will, understandably, want to source products and services from known and trusted suppliers. And our new agreement for the supply of tyres, glass and fast fit solutions, with access to the fitter network, offers you a simple route to vehicle safety - with maintenance and servicing from suppliers you know and trust.

You may already source your tyres and vehicle glass parts from the fitter network. But the network now offers a wide range of other services as well - with fast fit solutions and common vehicle services available under this new agreement.

You can access both planned or ad-hoc maintenance services across the United Kingdom. And with this fast fit, reliable maintenance available to you on demand, you can make sure that all your vehicles are always safe and roadworthy.

The widest range of products is available - from the smaller automotive parts such as bulbs, windscreens and wipers, roof bars, boxes, tow bars and dog guards, to larger items such as batteries, brakes and exhausts.

The network also provides all the essential services needed by manufacturers to retain the vehicle warranty, as well as those services required by law to keep vehicles, their drivers, passengers and other road users safe. These services include mechanical and electrical testing, MOTs, vehicle servicing and pre-emptive checks.

More extensive maintenance is also available - from brakes, exhausts, batteries, transmission, shock and suspension to an air conditioning recharge or an engine oil and filter change.

This vast range of services now offered by the network provides you with a one-stop shop for the maintenance and safety of your fleet. Your vehicles will spend less time off the road - saving you time and money. And, importantly, you will be able to ensure vehicle safety with suppliers you can trust.

Windscreens and glass

Defective glass is, of course, a key risk to safety and performance. Small chips and cracks in the glass must be dealt with as quickly as possible. A windscreen chip can turn into a crack at any time. And this can have a serious impact on driver

safety. If a windscreen chip is more than 10mm, your vehicle will fail its MOT, resulting in further time off the road. But, as the windscreen provides up to 30% of the vehicle's structural strength, full strength will be reinstated following repair.

The safety of glass is always a priority and the network now offers the maintenance and repair of glass - including windscreen replacement and repair, side and rear windows, panoramic roofs and sunroofs. Calibration services are also available - at supplier depots, on the highway or on your premises - 24 hours a day.

There are, unfortunately, some cases where replacement glass is necessary, due to the type, size and position of the damage, but repair is always preferable. Repair of glass takes less time than replacement and, as there are less wasted materials, repair is always better for the environment.

Tyre management

Your choice of tyres and their maintenance is vital to the safety and performance of your fleet. This can also impact upon the manufacturer's warranty. But you may not have the time or expertise to carry out tyre management. If so, you can now outsource this service.

Experts in tyre management can provide a tailored, holistic approach to all tyre decision making, to vehicle inspections and maintenance. They will ensure your tyres are compliant with tyre policy and the law - allowing your vehicle to achieve peak performance.

You can outsource tyre management on a fixed price contract or on a pay-as-you-go contract with a 'price per mile' model. These contracts will help you budget - giving you a clear idea of tyre costs.

And, of course, the expertise of tyre management brings environmental benefits. The correct choice and use of tyres will reduce carbon emissions and noise pollution - helping to achieve your Carbon Net Zero target.

Maintain a safe fleet with Crown Commercial Service

Crown Commercial Service will add power to your procurement - helping you maintain a safe fleet. Our new agreement for the supply of tyres, glass and fast fit solutions offers you an extensive range of products and services.

Find out more visit our website for more information about fleet maintenance or <https://www.crowncommercial.gov.uk/products-and-services/corporate/fleet/maintain/>



What can businesses do to address their HGV driver shortages?

By: Debi Bell, Head of HR Services at Lanes Group

Over the last few months, HGV driver shortages have become an unfortunate and troubling reality across many industries that rely on trucks and lorries for transportation and service provision. Businesses across the UK have found it more and more difficult to fill crucial vacancies within their fleets, undermining their ability to deliver their key services in many cases.

The reasons for this shortage are manifold and, although there have been signs of this trend easing up over the last couple of months, it remains an ongoing issue for many businesses. As such, it is useful for employers to consider what steps they can take to help ease their driver shortages, and how they can improve staff retention by nurturing existing talent and attracting new workers to join their teams.

What is causing the HGV driver shortfall?

The recent driver shortage is not necessarily a new phenomenon. Figures from Logistics UK indicate that even before 2020, the UK's professional driver workforce was around 76,000 below the ideal level.

However, the problem has become exponentially worse since 2020 for a number of reasons:

- The UK's departure from the European Union has resulted in many drivers from the EU choosing to return to their home countries without being replaced
- Brexit has also introduced a number of new administrative barriers that have made it harder for foreign professionals to live and work in the UK
- The COVID-19 pandemic has made it harder for new drivers to train and qualify for professional driving roles, while exacerbating staff shortages by increasing the number of sickness-related absences
- Professional drivers are an ageing workforce, meaning older staff are retiring without necessarily being replaced by younger new recruits

All of these factors have conspired to create a perfect storm that has led to real difficulties for all companies that depend on professional drivers. This has not only impacted haulage and transportation businesses, but also companies like Lanes Group, which hires and trains professional drivers to work as drainage engineers, manning and operating their fleet of drain jetting vehicles.

What steps can companies take to attract more drivers?

Although numerous steps have been taken to try and solve this problem - including temporary visas for lorry drivers to work in the UK, and improving access to training - many organisations will be looking for ways to address the issue more directly, and give themselves the best possible chance of competing for the available talent.

Here, we examine some of the key ways in which businesses can react positively to the current trend, based on Lanes' own initiatives over the last two years:

Provide more generous incentives

The simplest and most straightforward way to make your driving roles more appealing to potential applicants is to provide a

more generous employment package and financial incentives. This could come in the form of a higher basic salary, or through achievement or loyalty-based bonus schemes.

Lanes Group has recently introduced a £1,000 joining bonus for new recruits to its depot network team, and is also offering to pay for candidates who do not currently have a Certificate of Professional Competence (CPC) to secure this qualification prior to joining.

Improve the efficiency of your recruitment processes

In a competitive jobs market, businesses cannot afford to allow potentially interested candidates slip away due to an inefficient recruitment process. When drivers apply for a role, it should always be a priority to get in touch with the candidate as soon as possible, providing transparent communication and a clear understanding of how the onboarding process will work; otherwise, the business runs the risk of the driver looking elsewhere.

Deliver better job satisfaction and greater flexibility

Flexibility is a key consideration for professionals in a post-pandemic world, so job listings for driver roles should look to emphasise this. Although long hours are often a necessity in driving roles, these should be mitigated by offering a choice of flexible shift patterns, and a healthy respect for work-life balance.

Creating a strong sense of community and job satisfaction among driving staff is also essential, as this helps to enhance

job satisfaction and the appeal of the roles, while also delivering a better-functioning team dynamic.

Do more to reach out to female drivers

According to Logistics UK, only 1.2% of all UK professional drivers are female. Lanes has been working to proactively advertise roles to women, making sure to utilise more inclusive language and imagery around job listings. Efforts are also made to emphasise the various elements of our roles that would potentially appeal to women, including flexible shift options, long-term career development opportunities, healthcare support and a friendly work environment.

Highlight the aspects that make your roles unique

In a marketplace where countless firms are competing for a small pool of available driving professionals, it is vital for employers to emphasise any aspects of their roles that make their listings stand out. This may include unique benefits provided by the company, or specific aspects of the job that go beyond the norm.

In Lanes' case, roles can be advertised on the basis that they offer more responsibility than a typical driving role, with staff receiving training and development to involve them in the day-to-day provision of drain maintenance services, operating heavy equipment and liaising with customers directly. This allows us to differentiate our roles and advertise them as a fresh start for professional drivers looking for a change.

It is clear that the HGV driver shortage is not yet over, nor will there be a simple, quick-fix solution to the problem. However, by taking the right steps to enhance their recruitment offering for drivers, businesses will be able to keep things ticking over and ensure their essential service requirements are still being met.

According to Logistics UK, only 1.2% of all UK professional drivers are female

Oxford Direct Services partners with Webfleet Solutions to spearhead Oxford City Council's drive to fleet electrification



Urban infrastructure maintenance providers Oxford Direct Services (ODS) has teamed up with telematics specialist Webfleet Solutions to support a trailblazing fleet electrification project for Oxford City Council.

ODS, which manages a fleet of over 300 vehicles to maintain the council's housing stock, parks, highways, streets and waste disposal, is leveraging Webfleet telematics data to pinpoint the most suitable vehicles to swap for electric models. The software is also helping to optimise EV charging efficiencies and cut fuel use by improving driver behaviour.

The move supports Oxford Council's commitment to Britain's first Zero Emission Zone (ZEV), the pilot for which began on the 28 February 2022, in Oxford. It is hoped the initiative's success can be replicated by other UK local authorities.

Data is being fed via the Webfleet API into Oxford's Fleet Reporting Database, with outputs used to support learning and evaluation at Energy Superhub Oxford, an ambitious initiative to decarbonise Oxford by 2040.

Owain Pearce, Transport Manager at Oxford Direct Services explained: *"The published ranges of EVs, based on dynamometer testing, can often be lower in 'real world' conditions, with load, temperature, terrain and driving behaviour all affecting performance.*

"With Webfleet's reporting, we can see what daily 'real world' mileages are being achieved by both ICE and electric vehicles, along with criteria ranging from road types to standstill times,

signposting vehicles' true EV potential, total cost of ownership and emissions savings."

Webfleet data will also help ODS plan for the most cost-effective EV charging strategy.

Workflow planning for existing EVs is optimised with real time battery levels, remaining driving ranges and pre-emptive maintenance alerts available for every vehicle within the platform.

Fuel usage and CO2 is also being cut through Webfleet's integral OptiDrive driver behaviour monitoring.

"Some of our vans are used by several different drivers in one day," explained Owain. "With Webfleet each driver has to log on and off allowing us to carefully monitor driving behaviour across the team.

"Real time alerts will highlight incidents such as harsh cornering, braking or speeding, while simple traffic light coding will tell us which drivers we need to offer extra support and training to."

ODS has already purchased 50 electric vehicles for its inner city fleet, including cars, vans, an electric refuse vehicle, a JCB, a sweeper and two tippers. It is aiming to replace at least 25% of its ICE fleet by 2023, with further targets planned for the next few years.

The company has also signed up as an official Webfleet Solutions research partner to help shape the company's ongoing fleet electrification research and development programme.



"Drivers returning to our depots at the end of the day might be prone to plug-in immediately - but 4pm to 7pm is usually the most expensive time to charge."

"Webfleet is helping us to educate our team and to predict how many charge points will be needed in the future."

Tina Mould, Capital Programme Project Manager, Oxford City Council.



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'One-stop shop' refuse collection vehicle specialist RVS teams up with City West Commercial to deliver a landmark Mercedes-Benz Econic

Three years after it began running Approved Used Mercedes-Benz Econics, Wilrose Environmental has commissioned its first with an entirely new chassis.

The company purchased its latest low-entry waste collection truck, pre-bodied and ready to work, from trusted supplier Refuse Vehicle Solutions (RVS). RVS sourced the chassis from City West Commercial, the dedicated Mercedes-Benz Trucks Dealer for the South-West – the two businesses enjoy a long and successful partnership.

Wilrose Environmental has headquarters in Walton-on-Thames. It provides commercial waste collection services to customers from a wide range of sectors including retail, hospitality, health, education and industry, throughout its home county of Surrey, as well as Middlesex and London

Most of Wilrose Environmental's 20 trucks wear three-pointed stars. The new arrival is its twelfth Econic refuse collection vehicle – all are 26-tonne six-wheelers with the exception of a single 4x2 18-tonner. The line-up also includes a pair of 32-tonne Mercedes-Benz Actros hook-loaders and an 18-tonne Antos skip-loader.

A 2630 L variant, the most recent addition to the fleet is powered by a 7.7-litre in-line six-cylinder engine that transmits its 220 kW (299 hp) output to the road via a six-speed automatic Allison gearbox. A rear-steer axle significantly enhances

manoeuvrability in areas where access is restricted.

The Econic was delivered at short notice, having been pre-built for RVS's RediTruck programme, which provides customers with a quick and easy way of avoiding long body manufacturer lead times. The vehicle's Dennis Eagle Olympus OL21 compaction body is paired with a Beta 2 trade lift with 500kg capacity, by Terberg Matec.

Husband-and-wife team Andy and Carey Bishop founded Wilrose Environmental in 2015, the same year that RVS launched RediTruck. "We've been buying Mercedes-Benz vehicles since day one," revealed Mr Bishop, who had gained previous experience of the brand's products in other roles within the waste and recycling industry.

"Most have been supplied by RVS, on which we rely heavily to keep our fleet up to date and efficient. Its team are always accessible and provide a fantastic, no nonsense service. If I'd tried to line up a new chassis, body and bin lift myself it would have taken an eternity. RVS relieves me of all the hassle and can invariably deliver at short notice too."

Mr Bishop continued: "We've bought pre-owned Econic chassis in the past, and they've always been reliable and cost-effective to run. As it's completely new, though, I'd like to think the maintenance costs on the one we've just put to work will be even more attractive.

"The Econic's air-conditioned, low-entry cab is also very popular with



our drivers – in terms of access, it's a winner all day long. Plus, of course, the Mercedes-Benz is well ahead of the rest when it comes to safety, and given that we operate on some of the country's busiest and most congested streets that's always a top priority."

Econic drivers benefit from an unrivalled view of the conditions around them, thanks to the vehicle's deep, wraparound windscreen and low seating position. The Econic attracts a top, five-star Direct Vision rating from Transport for London, when specified with the fully glazed, bus-style folding side door as fitted to Wilrose Environmental's new truck. This allows the individual at the wheel to make direct eye contact with cyclists or pedestrians at junctions and in traffic, a key advantage in helping each to understand the other's intentions.

The new Econic is also equipped with Active Brake Assist 5 emergency braking technology, which boasts an industry-leading pedestrian recognition capability, and an Electronic Parking Brake that is applied automatically when the engine is switched off.

Active Brake Assist 5 combines camera and radar technology to detect vehicles ahead and stationary objects in its own lane, at speeds of up to 56 mph (90 km/h). Detection of a dangerous situation triggers a three-stage reaction: first, the system warns the driver with visual and audible alerts; then, if the driver fails to react, it applies partial (approximately 50%) braking; finally, if the driver has still not intervened, it initiates maximum braking to bring the truck to a halt, applying the Electronic Parking Brake and activating the hazard warning lights to alert drivers behind.

At speeds of up to 31 mph (50 km/h) Active Brake Assist 5 is capable of applying full braking when encountering pedestrians crossing its path, approaching from the front or walking ahead. Not only does this remarkable system increase safety for vulnerable road users and vehicle crews, but it also helps to relieve stress for drivers.

RVS operates from two sites with a total of fifteen workshop bays and a two-storey parts department at Cam & Dursley, near Stroud. It offers a full complement of refuse vehicle services, including new or quality used vehicles for sale, vehicle remanufacturing, a substantial hire fleet, preventative maintenance and repairs, breakdown support, parts, finance and vehicle transportation.

The RediTruck solution is particularly attractive to operators that have to start work on a recently won contract at relatively short notice. RVS also purchases, refurbishes and in some cases modifies, then retails pre-owned refuse vehicles – each undergoes rigorous quality checks and a full service, and is supplied with a 12-month MoT.

Managing Director Spencer Law commented: "Wilrose Environmental is a highly valued customer and we're very proud to have supplied Andy and Carey with their first refuse collection vehicle to be built on a new Econic chassis.

"For our part, RVS has purchased hundreds of Mercedes-Benz trucks since 2005. Last year alone we took more than 20 from City West Commercials, as well as a handful of 7.5-tonne FUSO Canters.

"We've worked with Truck Sales Executive Simon Johnson-Taylor for a long time now and he provides an excellent service, while the Dealer's after sales support is great too. We rate it an excellent vehicle partner."

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Trakm8 helps fleets drive up efficiency with Connect 430 S

With the COVID-19 pandemic encouraging more businesses than ever before to embrace a mixed or grey fleet, leading vehicle technology specialist Trakm8 has launched a new telematics solution that can easily be installed in employee vehicles.

The Connect 430 S has been engineered specifically for use in the fleet sector, providing a compact and robust solution that can be quickly and easily installed into any vehicle thanks to its self-install option. Via deep CANBus connectivity, the C430 S provides fleet managers with data rich insights into driver behaviour and vehicle status, alongside highly accurate GPS location data.

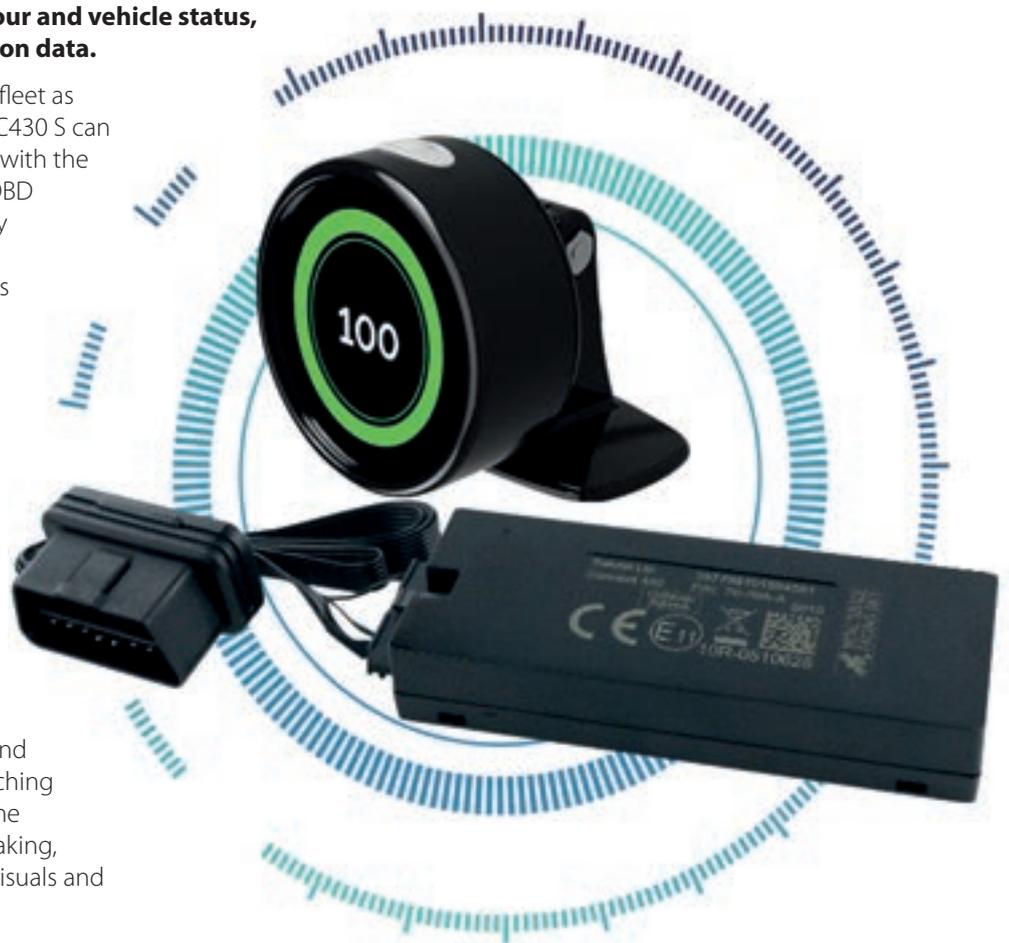
Designed to make the transition to grey fleet as seamless as possible for businesses, the C430 S can be easily moved from vehicle to vehicle, with the self-fit device connecting to a vehicle's OBD socket via a ribbon cable. Among the key insights the C430 S delivers to fleets are real-time driver feedback, including alerts to speeding, harsh driving events such as braking, cornering and acceleration, and excessive idling.

Using Trakm8's Insight online portal, fleet managers can access information from this rich array of data and use it to monitor their fleet, optimise efficiency and monitor fleet health to reduce vehicle downtime. What's more, the C430 S can also help businesses identify driver training opportunities – ultimately promoting fleet safety. Coupling the C430 S with Trakm8's ACC750 Driver ID and feedback device provides live driver coaching and scoring with a wide range of real-time alerts, highlighting for example harsh braking, cornering and acceleration, using clear visuals and audible prompts.

Chris Horbowyj, Channel Sales Director at Trakm8, said: *"This innovative device provides users with a significant amount of vital vehicle information, helping drivers to optimise their time and bolstering fleet productivity. This reduces overheads by eliminating downtime and giving fleets the opportunity to be more fuel conscious. The data gathered by the device can also help strengthen fleets, as it provides information that will help fleet managers plan training by identifying areas of improvement.*

"The ease of installation means the device can be simply plugged in without the costliness of an engineer. It's particularly beneficial for grey fleets that need maximum flexibility. The C430 S device is designed as a solution for fleets that are becoming increasingly reactive as ways of working continue to differ from traditional approaches."

Trakm8's latest technological offering continues to demonstrate the company's commitment to state of the art solutions and innovative technology that help fleets adapt to the increase in grey fleets.



Trakm8
Data driven insights

For more information on the full range of products and services offered by Trakm8, please visit: www.trakm8.com



Raising motoring taxes in an EV World raises eyebrows

Venson survey reveals that UK motorists do not favour proposals for a nationwide pay-as-you-drive scheme but accept an EV related tax.

In a bid to plug tax revenue losses as a result of the UK's electric vehicle (EV) transition, MPs on the Transport Committee are urging the Government to consider introducing a 'pay-as-you-drive' scheme using telematics technology. However, according to research by Venson Automotive Solutions, this proposal does not win favour with motorists. Only 22% of motorists it surveyed agreed with its introduction, whilst 38% backed the introduction of a specific EV tax.

The Venson survey asked motorists which options they would support if the Treasury were to propose them. A specific EV tax that is applied to a vehicle was the most popular option (38%), followed by

the introduction of charges at currently free public EV charging points (32%). A 'Road Miles' system, not dissimilar to a 'pay-as-you-drive' scheme, which would see motorists who exceed a set annual mileage pay a per-mile premium (31%), was the third.

The impact the fleet sector is having on EV take-up has not gone unnoticed by motorists. One in four (27%) believe that a specific EV 'business use' charge should be introduced, payable by businesses operating EV fleets not drivers.

Alison Bell, Operations Director at Venson Automotive Solutions comments, "With the ban on the purchase of new petrol or diesel vehicles coming into force from 2030, followed by a ban on hybrid vehicles from 2035, the UK Government has very little time to introduce a fair and cost-effective nationwide solution to recoup the lost taxes. Our research clearly shows that a pay-as-you drive system is not what motorists want, but they are not averse to an alternative, such as a specific EV related tax."

Road pricing schemes are not a new idea. Back in 2005 the then Labour Transport Secretary Alistair Darling proposed a similar scheme. However, it was met with a petition signed by over

1.8 million people who stated the idea of tracking every vehicle at all times is sinister and wrong, and a 'big brother' state and invasion of privacy. The boom in vehicle telematics usage over the last decade, particularly in relation to insurance discounts for younger drivers and Fleet Management systems, should have softened motorist disapproval to share driving and vehicle data, but the Venson survey suggests many motorists are still reluctant to embrace this type of technology.

Bell concludes, "The increased uptake of EVs ahead of the 2030 ban does create a significant dilemma for Government, as it does need to make up the revenue short-fall in vehicle excise and fuel duty taxes. However, interestingly, the Transport Committee Road Pricing Report¹ does state that a switch to road pricing should be 'revenue neutral' and not cause motorists to pay more than they do currently, particularly high-mileage drivers such as road hauliers and those living in rural communities. However, until a new system is introduced, motorists may well fear that Government will be looking to create a 'cash cow' in wake of wider economic challenges."

For more information please visit: www.venson.com



Speed cameras should be checking your tax, insurance, and MOT according to 89% of motorists

The UK's largest independent road safety charity, IAM RoadSmart, is highlighting to the police, councils and safety partnerships that the overwhelming majority of UK motorists support the use of safety camera technology to check for insurance, MOT and road tax offences.

Indeed, research conducted by the charity in the annual Safety Culture Report, which gauges drivers' attitudes to key road safety issues over time, revealed that nearly 9 in 10 (89%) of over 2,000 motorists surveyed supported the idea of safety cameras being used to spot those who decide to flout the rules and drive illegally on public roads without the required documentation.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "As with previous years, the results from our Safety Culture Report demonstrate that law-abiding citizens are totally in favour of a zero-tolerance approach when it comes to catching those who are a menace to other motorists on UK roads.

"However, despite the vast majority of drivers agreeing for several years now that we should be using the widely available technology, we have at our disposal to catch illegal drivers, many police forces are yet to leverage the equipment to its full capabilities.

"The inconvenience, as well as pain and financial misery uninsured drivers often inflict on other road users should not be overlooked, meaning we should be doing all we can to deter and punish drivers who think the rules don't apply to them. It is well known that enforcing 'paperwork' offences often leads to the detection of other more serious crimes. This is why we support drivers in their calls for cameras to be used against those who violate the rules of the road."

Meanwhile, there was also support among respondents for more fines to be handed to those who decide to exceed the speed limit with 82% agreeing that cameras should automatically fine drivers who go more than 10mph over the limit in school zones and urban areas. There was also support for similar schemes to be enforced for those who decide to exceed the speed limit in residential areas and motorways, albeit to a lesser extent (78% and 64%, respectively).

Neil added: *"Speeding is simply unacceptable, and it's encouraging to see that the public are largely in support of looking for new ways to identify motorists who are endangering the lives of others. Introducing automatic detection will deter drivers who are tempted to speed, which in turn will help reduce the number of casualties on our roads."*

To learn more about IAM RoadSmart, visit www.iamroadsmart.com



Fleet managers urged to increase safety measures now ahead of new mobile phone laws

Fleet managers are being urged to take action to protect their business and their staff from the risks posed by using a mobile phone while driving, in light of imminent changes to the law.

From March 25, it will become illegal to use a hand-held mobile phone while driving under virtually any circumstance, following amendments to the Road Vehicles (Construction and Use) Regulations.

Currently, the legislation around the use of hand-held mobile phones while driving is open to interpretation and has been difficult for the police to enforce.

The stricter regulations mean drivers are now more likely to receive a £200 fine and six penalty points on their licence, if they are caught using a hand-held phone at the wheel. This means an instant ban for HGV drivers or for motorists that passed their test in the last two years.

HGV drivers also face a maximum fine of £2,500 for a mobile phone offence.

The tightening of the law has been welcomed by the road safety community, with research showing that a driver is four times more likely to be involved in a crash if they use a phone at the wheel.

But mobile phone technology developer and road safety advocate, Nick Evans, believes that the new law creates an even bigger concern for employers.

"Companies now need to be more careful than ever about the way that they manage the use of mobile phones while their staff are driving. It is not enough to just tell people not to do something," he said.

"If one of their vehicles or their drivers is involved in a collision as a result of being distracted by a mobile phone, it could have widespread negative implications."

In 2020 alone, 17 people were killed, 114 people were seriously injured and 385 were slightly injured on the UK's roads in crashes involving drivers distracted by mobile phones.

But apart from the human cost, in the event of a collision employers also face:

- Loss of driver - due to injury or loss of licence
- Damage to vehicle - inconvenience due to vehicle out of use and cost to repair or replace
- Reduction in service - due to staff and/or vehicles being out of action
- Damage to reputation - press reports or images about the incident

Mr Evans, a driver, cyclist and motorcyclist, became passionate about improving safety on the roads after his son was injured in a serious collision on a motorway eight years ago, aged 10.

In response, he developed the DriveCommander software - an app designed to disable or partially restrict the use of mobile phones while a vehicle is in use.

The technology, which has been successfully used on National Express trains in Germany since 2019, is ideal for companies and can be easily adapted to suit the requirements of individual organisations.

For example, the app can disable a phone completely, except for emergency calls, as soon as it detects that a vehicle is in use, or it can stop all but a few essential incoming calls from certain numbers.

The technology not only controls the active use of a mobile phone to text, call or access the internet, but can also remove the risk of distraction caused by a simple sound or alert taking the driver's attention away from the road.

Furthermore, companies that use the technology are likely to see a considerable reduction in insurance premiums.

Mr Evans added: *"So much more can and should be done by organisations to actively reduce the risks posed by mobile phones while driving, one of the leading causes of road death and injury in the UK."*

"Companies are now under increasing pressure, both legally and as part of their corporate social responsibility, to do everything within their power to reduce these risks."

"We have the technology that can really make a big difference, so let's use it and help to reduce the horrifying number of deaths and injuries that occur on our roads every single day."

For more information please visit: <https://drivecommander.com>



e-scooters are they the most dangerous mode of transport on the roads?

Since the launch of e-scooter rental schemes across the UK in 2020, the growing trend has spread to more than 50 cities and towns across the country.

However, according to new research from National Accident Helpline, consumers would be encouraged to use e-scooters if more safety regulations were introduced.

More than a third of Brits strongly believe that e-scooters are not safe on public roads and cause traffic accidents (35%), with those living in Scotland (41%) and South East (40%) most likely to question the safety of them. More than half of those surveyed in Wales agree they are not safe (68%) and 72% of those in Northern Ireland and Scotland, respectively.

Looking to discover the nation's views and the safety of e-scooters, the personal injury experts commissioned an online Census survey of around 2,000 members of the public.

Safe or reckless?

While e-scooters are currently being trialled in 51 locations, with a few being extended in Newcastle and York until late 2022, nearly a third of Brits believe there aren't enough safety regulations in place (32%). 54% would be encouraged to use an e-scooter if there were either more safety rules in place (26%), specific lanes for e-scooters (25%), clear rules of usage (24%) and more awareness among drivers (19%).

The Department for Transport reported more than 700 e-scooter injuries, between June 2020 and June 2021, as well as three fatalities. 882 accidents involving e-scooters were also reported – 173 of these were single vehicle accidents, which is around 20% of all e-scooter accidents. It's not surprising that e-scooters are deemed to be the most dangerous mode of transport on the road for car drivers (39%) and pedestrians (47%).

Lack of awareness

Results also revealed a lack of understanding and awareness from the nation on the current guidelines, when using an e-scooter, with only 14% believing you need a driver's or

provisional license to use one in a government trial and 26% think it is a legal requirement to wear a helmet.

There also appeared to be little knowledge surrounding the age limit on using a government rented e-scooter, as only 36% of those surveyed believe you must be over the age of 16 to use an e-scooter. Suggesting more needs to be done to highlight the legal requirements to make riders, as well as other road users, aware.

The future of e-scooters

Although it is not clear whether e-scooters will become a permanent mode of transport or even replace bike schemes in the future, half of Brits would like wearing a helmet to become a legal requirement for people riding them (50%) following trials.

44% also stated they'd like legal guidance to be provided on using e-scooters and more than a third would prefer fines or criminal convictions for those caught using an e-scooter without a license (38%).

When asked where they would like to see e-scooters used, if they became a permanent mode of transport, more than a third opted for university campuses (34%), 28% would prefer to see them in town centres and 22% in business parks.

Jonathan White, Legal and Compliance Director at National Accident Helpline, says: "Although e-scooters have become a more attractive transport option, many rental schemes have been put in place without the adequate safety or enforcement measures.

"The accident rates are concerning and we're calling on the government to introduce more robust enforcement and safety measures to protect all vulnerable road users – particularly as the Government has extended some trials across the UK until late 2022, while legalisation is weighed up.

"We're also urging e-scooter users to be vigilant when riding them, wear a helmet at all times and keep a safe distance from other road users. It's important that people are using them responsibly, to keep themselves and others safe."



Rhino Products launch Connect+® for the Renault Master!

Rhino Products, Europe's leading manufacturers of commercial vehicle accessories, have launched their extremely popular rear step parking sensor integration product, Connect+®, for the Renault Master and Vauxhall Vivaro platforms.

Rear vehicle steps are an important accessory for many van uses, providing a safe and secure platform to enter the vehicle, as well as access the roof.

Reversing sensors for commercial vehicles have long been an expectation for many years now, however making alterations to introduce an external step with parking detection technology has previously been a time-consuming process, often requiring specialist knowledge, complicated rewiring and of course, added expenditure.

Connect+® neatly solves this problem by integrating each OEM sensor into the step via a simple 'plug and play' cable.

The process could not be simpler, the existing (OEM) sensors are removed from the van, before reconnecting these sensors

directly into the Rhino Products step. The wiring loom is then reconnected into the vehicle, and blanking plugs are provided to fill the space where the OEM sensors were previously located. The van's sensors then work as normal, with the added reassurance that the step at the rear of the vehicle is also protected when reversing.

Having already proved to be a hugely popular solution for modern commercial vehicles, Connect+® is now available for Rhino's AccessStep, TowStep and TowStep Duo range, for a new and much larger selection of Europe's most popular LCV variants. This new announcement means that Connect+® is available for the Renault Master, Nissan NV400, Vauxhall Movano, as well as the Vauxhall Vivaro, Citroën Dispatch, Fiat Scudo, Peugeot Expert, and Toyota Proace.

Rhino Products continue to be at the forefront of design and innovation in the commercial vehicle accessories sector, providing products of unrivalled quality and aesthetics to tradespeople throughout Europe and beyond.

Connect+ providing a safe and secure platform for vehicle access, integrating the functionality of reversing sensors



For more information please visit: www.rhinoproducts.co.uk.



Ford Transit converted to mobile clinic to assess the effects of long COVID in partnership with NHS

The NHS in Essex has teamed up with Ford and local community health leaders to identify and assess the effects of 'long COVID' by offering a mobile clinic specialising in spirometry testing using the Ford Transit Van.

Spirometry is a diagnostic test for lung conditions such as chronic obstructive pulmonary disease (COPD) and other respiratory diseases. Patients breathe into the device which measures their lung capacity.

The Transit will house the equipment, allowing NHS clinicians and health workers to offer a 'one-stop-shop-service' to assist residents in the county that may have mobility issues, language barriers or live in more rural areas of the town.

This comes just months after the pilot launch of the Ford Transit Vax Van, which helped the NHS administer vaccines to minority groups and rural communities. It incentivised hundreds of people to take up first-time vaccinations. With feedback from patients praising the "easy" and "convenient" service.

Dr Sharon Hadley, Clinical Lead at Mid and South Essex Partnership said: "Building on the success of the Essex Vax Van, we are launching a similar outreach model to help reach under-served groups to make sure they get the right care for breathlessness linked to long COVID.

"Many people are reporting ongoing breathing difficulties. With a decline in spirometry testing during the pandemic, the diagnosis of conditions such as chronic obstructive pulmonary disease (COPD) is estimated to have fallen by half in the past year*, tens of thousands of people across the country could be living with the serious condition without knowing.

"In the same way that COVID-19 posed a greater threat to certain communities, we need to get out and find those most at risk and make sure people have the knowledge, care and treatment they need to avoid serious life limiting illness."

Lisa Brankin, Managing Director at Ford of Britain and Ireland said: "Ford are delighted to support this outreach programme using our new Transit van, which enables the NHS in Essex to directly target the communities that need it most.

"Working with the NHS to bolster outreach and uptake of such an important test, has been an incredible way to continue the momentum of the 'Vax Van'. This spirometry testing van, further anchors Ford as a leading organisation, with a 'people-first' approach in everything we do.

"I am sure that this Transit will continue to increase access for more people around the county."

The bespoke vehicle is based on a Ford Transit, the UK's most popular commercial vehicle for 56 years was crowned #1 best-selling vehicle in 2021 and has now been converted by West Yorkshire-based specialist vehicle builders, Venari Group to support the NHS. As well as spirometry testing equipment, the Ford Transit's specification also includes medical grade refrigeration with WIFI monitoring capability, vaccine transport coolers, a collapsible chair for administering vaccines as well as an integrated tablet for accessing and updating health and vaccination records.

The Ford and NHS Essex Transit has now taken to the roads, the programme will continue to run as a pilot, with scope to increase the number of vehicles and explore further outreach models in the future.

Kia partners with Surrey Wildlife Trust

Kia UK Limited has announced a new three-year partnership with Surrey Wildlife Trust, to support the conservation of nearly 100 acres of rare chalk grassland on nature reserves across the North Downs in Surrey.

Kia's significant financial donations and fundraising activities for the Trust will provide young people with reserves management training, equipping them with skills essential for future nature conservation across the region. Kia UK staff will also take part in practical conservation efforts and help the Trust raise awareness of biodiversity and the important role it plays in the Surrey countryside.

The new partnership comes at a key turning point for Kia, having recently announced a future sustainability vision and roadmap to achieve carbon neutrality by 2045.

Paul Philpott, President and CEO of Kia UK Ltd said, "This new partnership between Kia UK and Surrey Wildlife Trust demonstrates our focus on sustainability, one of the core pillars of our business. Kia recently outlined a new vision to help protect the environment globally and working with the Surrey Wildlife Trust is our local commitment, and enables Kia UK and our staff to support the safeguarding of habitats across the county. As our business continues to grow in the UK, I'm very proud to be able to donate time and funds to this great cause."

James Herd, Surrey Wildlife Trust director of reserves management, explained: "The financial contribution from Kia will help us conserve many of Surrey's chalk grassland sites to



improve biodiversity, boosting butterfly numbers and rare plants. For example, by clearing encroaching scrub, we can support rare species of orchid and the small blue butterfly."

The partnership will support conservation grazing and other ways of caring for precious species and rich open grassland at a number of nature reserves on the North Downs. These include Fames Rough, a haven for rare wildflowers, part of the Chipstead Downs; Quarry Hangers south west of Caterham, with orchids, butterflies and skylarks; Dawcombe to the east of Dorking; and Hackhurst Downs, north of Abinger Hammer. Altogether Surrey Wildlife Trust manages over 7000ha of land for wildlife on more than 70 nature reserves across the county.

Kia, which has its UK headquarters in Surrey, has a vision to become truly sustainable, including achieving carbon neutrality globally by 2045. As part of its recently announced Plan S strategy, the brand will launch 11 fully electric vehicles by 2026 globally. Kia is committed to offering a fully electrified vehicle line-up in Europe by 2035.



Green Oldham: Environmentally friendly council trials solar panels on vehicles

Oldham Council has teamed up with local firm TRAILAR to trial new solar panel technology aimed at reducing fuel costs and making its vehicle fleet more environmentally friendly.

Over the next year the Council is looking to fit solar panels to 14 of our vehicles – seven bin waggons and seven other trucks used for various duties, including the delivery of new bins to residents.

The panels sit on top of the vehicles and use solar power to charge the batteries while the vehicles are working.

It is estimated that by using solar power to top up regular engine power, each of these bin waggons will save up to 400 litres of fuel and over 1,000kg of carbon emissions each year.

There may also be other potential savings brought about by the additional benefits of improved battery care and a tracking system that allows performance to be checked in real time.

This trial is the largest TRAILAR, who are based in Hamilton Street, is carrying out with any local authority in the country.

Councillor Abdul Jabbar, Deputy Leader of Oldham Council and Cabinet Member for Finance and Low Carbon, said: "We want Oldham to be carbon neutral by 2030 and are working hard to make it a greener, smarter and more enterprising place.

"That's why over the last few years we've developed imaginative and economically sound ideas which benefit the borough and its people.

"We want to keep Oldham at the forefront of development and cutting-edge environmental technologies. This partnership with TRAILAR fits the bill and I'm glad we are able to work with and support a local firm.

"It's great to see such a forward thinking and environmentally friendly company in Oldham and I hope they go from strength to strength."

TRAILAR supports more than 100 commercial fleets in 15 countries around the world to reduce their environmental impact, supporting them to tackle emissions as well as providing valuable and communications insight.

Euro NCAP Announces Safest Commercial Vans of 2022

Euro NCAP has revealed the 2022 list of the best and worst commercial vans available on the European market, based on an evaluation of crash avoidance system fitment and performance. The picture that emerges is one of slow but steady improvement, with several vans being better equipped than they were a year ago, with systems that perform better than they did. Where manufacturers have made more substantial updates to their vehicles, big performance improvements are seen and one – the FIAT Ducato – becomes the first van to achieve the top platinum rating.

Last year, Euro NCAP drew attention to the poor level of fitment of safety equipment to commercial vans. As the workhorse of choice for couriers and small businesses, these vehicles spend a lot of time on the road where, because of their size and mass, they represent a larger hazard to smaller vehicles and vulnerable road users if they are involved in a collision. New legislation will force van manufacturers to fit basic avoidance systems, already widely available on passenger cars, in a few years' time. In the meantime, Euro NCAP's commercial van ratings aim to encourage manufacturers to fit more advanced systems more quickly.

For this release, Euro NCAP revisited nineteen vans representing the lion's share of commercial vans sold in Europe. Only one van assessed was rated as 'Not Recommended', as opposed to five last year. While the FIAT Talento has been discontinued, the Opel/Vauxhall Movano is now built on a new Stellantis platform and gets a bronze medal. The Renault Master has also gained a bronze medal this year, thanks to small but notable improvements to its speed and lane assistance systems. Its twin, the Nissan Interstar (previously the NV400), also gets these improvements, however, for the time being, still lacks an Autonomous Emergency Braking (AEB) system and so remains in the Not Recommended category.

The Renault Trafic has been re-engineered and its safety extensively improved since it was last tested. It now has a robust AEB car to car as an option and jumps to a silver medal ranking, making it one of the most markedly improved vehicles this year.

The new FIAT Ducato, however, is the clear winner, claiming the top spot on this year's list. Last year ranked bronze, the vehicle has had a major safety make-over and now features an advanced sensor set, offering AEB pedestrian and AEB cyclist, and excels in these tests. The Ducato's 88 percent overall score



sees it leapfrog the competition to become the first platinum-rated commercial van. Sadly, the other Stellantis vehicles with which the Ducato shares its platform – Peugeot Boxer, Citroën Jumper and Opel Movano - did not get the same equipment upgrade and remain in lower medal positions than their FIAT counterpart.

VisionTrack is expanding its computer vision development team to deliver next-generation AI video analysis that provides faster FNOL, improved understanding of driver behaviour and greater insight into fleet risk. Babak Rezaeirowshan and Arif Elahi have joined the company as computer vision engineers to further strengthen VisionTrack's in-house expertise across relevant fields of artificial intelligence.

"As the video telematics sector evolves, we are needing to watch and analyse ever greater volumes of video content and data, which is simply not possible without advances in AI," explains Mark Raymond, CTO of VisionTrack. *"We are already collecting 30 billion data points and 55 million hours of video a month, so complex computer vision systems are needed to process the footage and gain unique fleet insight beyond traditional telematics black box data analysis. Babak and Arif will help us accelerate the ongoing development of leading cloud-and edge-based AI solutions."*

Babak Rezaeirowshan is a computer vision and machine learning research and development engineer with over five years of experience in real-time algorithms for 3D reconstruction, object detection and tracking. Most recently he was a C++ Algorithm Engineer at Continental where he developed optimised real-time computer vision algorithms for Advanced Driver Assistance System (ADAS) solutions.

Arif Elahi joins VisionTrack from Mark Roberts Motion Control (MRMC) where he was a computer vision engineer within the company's R&D department that was responsible for designing robotic camera systems. He completed his Master's in Electrical Electronic Engineering at The University of Manchester last year, studying both computer vision and machine learning.

Simon Marsh, CEO of VisionTrack commented: *"We are continually pushing the boundaries of what is possible. We are becoming a major disruptor in the marketplace by growing our in-house development team and recruiting the best big data, AI, computer vision and cybernetics specialists. This is enabling us to drive video telematics innovation and transform how vehicle operations approach road safety, claims management, duty of care, fleet compliance and operational risk."*



"We are seeing promising signs that commercial vans are being upgraded with more advanced safety systems, closing the gap between passenger car and commercial vehicle segment. In general, it looks as though manufacturers are starting to take the safety in this segment more seriously and, while there is a way to go, we are inspired by the improvements – some modest, some impressive – that we have seen in the last year."

Euro NCAP's Secretary General, Michiel van Ratingen.



Volkswagen: new ID. Buzz and ID. Buzz Cargo

Volkswagen Passenger Cars and Volkswagen Commercial Vehicles are giving the new ID. Buzz and ID. Buzz Cargo their world premiere today in Hamburg. With Europe's first all-electric bus and transporter range, Volkswagen is providing yet another solution to sustainable and CO2-free mobility. The ID. Buzz comes with the latest ID. software and sets new standards in its segment with the latest systems and functions for safety, comfort and charging.

As is the case for all the models in Volkswagen Passenger Car's ID. family, the ID. Buzz is based in engineering terms on the Group's Modular Electric Drive Kit (MEB). The world's first scalable mass production platform for all-electric cars provides the cross-brand basis for all sorts of different models and segments.

Included as standard in the ID. Buzz and ID. Buzz Cargo is the 'Car2X' local warning system, which utilises signals from other vehicles and the transport infrastructure to spot hazards in real time. Also included as standard: the 'Front Assist' emergency braking function and, in the MPV, the 'Lane Assist' lane-keeping assistant. With new software, new assistance functions are also making their way into the ID. family. Available as an option is 'Travel Assist with swarm data', which facilitates partially automated driving across the entire speed range and, for the first time, assisted lane-changing on the motorway. Also new: the 'Memory Function' for automated parking on a previously saved route.

The ID. Buzz and ID. Buzz Cargo are launching across Europe with a 77 kWh battery (gross energy content: 82 kWh). The lithium ion battery can be charged from wall boxes or public charging stations using 11 kW alternating current (AC). Via a CCS

plug connector at a DC rapid-charging station (direct current) the charging power increases to as much as 170 kW. When charged in this way, the battery charge level rises from 5 to 80% in about 30 minutes. Using the latest ID. software, the model line will also offer the 'Plug & Charge' function in the future. Via this function, the ID. Buzz authenticates itself at compatible DC rapid-charging stations via the charging connector using the ISO 15118 standard. It also exchanges all necessary data with the charging station in this way – an added convenience. Bidirectional charging enables the ID. Buzz to feed unneeded energy from the battery into the customer's home network (Vehicle-to-Home). The power transfer and communication take place via a special DC bi-directional wall box.

ID. Buzz drivers and passengers can experience a spaciouly designed interior. The layout is very clear and optimises the space inside the cabin. Five people have ample room for travelling and for their luggage (1,121 litres of capacity). If the second row of seats is folded down, the load capacity increases to up to 2,205 litres. Customers can choose from two or three seats up front and a fixed partition separating off the 3.9 m³ cargo space are distinctive features of the ID. Buzz Cargo. The zero-emission cargo version can take two loaded euro pallets, loaded in transversely.

By virtue of what, in relation to the overall length, is a very long wheelbase, optimal use is made of the vehicle footprint. Including roof aerial, the two versions of ID. Buzz measure, dependent on specification, 1,937 mm or 1,938 mm in height.

The ID. Buzz and ID. Buzz Cargo will come onto the market in the first few European countries this autumn. Advance sales are due to start in May.

Reflex Vehicle Hire partners with TrustFord to meet growing demand for mobile servicing



Reflex Vehicle Hire is expanding its nationwide mobile servicing network in a major new partnership with TrustFord amid growing demand for 'maintenance while you work' services.

Companies throughout the UK want to minimise vehicle downtime and maximise utilisation as they respond to growing customer demand, while also keeping vehicles safe and efficient.

Mobile servicing brings technicians to the customer's location, so drivers don't have to drop vehicles off at garages or source replacements during maintenance periods.

Reflex Vehicle Hire can now access TrustFord's national fleet of 112 mobile servicing vans and technicians through a central helpline in an agreement that covers all Fords and any other make of vehicle outside of warranty terms.

The partnership enhances Reflex Vehicle Hire's pioneering commitment to mobile servicing, which has provided 'garage on the go' services to hundreds of fleets over the years.

Customers praise the flexibility of having vehicles serviced during periods of inactivity, such as outside working hours or while vehicles are parked on site.

The partnership with TrustFord enables Reflex Vehicle Hire to respond to more mobile servicing requests amid predicted future growth for its award-winning flexible vehicle hire services.

TrustFord's Mobile Service Vans are fully equipped with state-of-the-art equipment, allowing over 80% of repairs to be carried out at a convenient location, therefore maximising uptime.

Andrew Beesley, Reflex Vehicle Hire head of maintenance, said: "Our customers rely on their fleet vehicles and our mobile servicing strategy minimises downtime and related costs, so our clients can cost effectively meet the needs of their own customers."

"TrustFord shares our ethos of providing the highest levels of service and working as a business partner to customers, with a focus on flexibility and reliability. Working together, we will keep UK businesses moving and support the economic recovery."

Mark Wilkie Fleet and Commercial Vehicle Director at TrustFord added: "I am delighted that TrustFord not only supply Reflex Vehicle Hire with great vehicles, but we can now support them with our mobile servicing offering."

"Our growing mobile van service is becoming increasingly popular with existing and prospective customers. With fleet customers demanding greater convenience, offering mobile servicing and repairs at a convenient location and time is industry leading, supporting our ambition to be the envy of our competitors."

"We look forward to another long and happy partnership with the team at Reflex Vehicle Hire."

For more information visit: www.reflexvehiclehire.com



New D-Max: a waiting list worth joining

Along with the entire automotive industry, Isuzu UK is faced with unprecedented and complex trading conditions, due to a worldwide shortage of key components, semi-conductors and materials, which is having an impact on vehicle production and availability.

Isuzu UK is working hard to meet the high customer demand for the Award-Winning Isuzu D-Max pick-up but is faced with unique production and shipping challenges which are resulting in longer than normal customer waiting times for new vehicles. Alan Able, Brand Director, Isuzu UK said *"As the Pick-Up Professionals, we are committed to providing the most transparent sales process possible and urge any customers who may wish to purchase a D-Max later in 2022 or perhaps into 2023 to start discussions with their local Isuzu dealer as soon as possible."* He continued *"Although not impacted as severely as many other manufacturers, we are still working tirelessly with the vehicle production facility in Thailand to minimise customer waiting times and we will provide as much information to dealers as we can to ensure our customers are always on the fastest route possible to a new Isuzu D-Max."*

The Isuzu D-Max range caters for every need and is available in

single, extended or double cab body styles. The business aimed Utility specification features wipe-clean vinyl floor covering, hard-wearing cloth upholstery and automatic headlights & windscreen wipers. The DL20 specification adds items such as heated front seats, rear parking sensors and 18-inch silver alloy wheels.

Moving towards the All-Purpose and Adventure models, the DL40 features even more SUV-like specifications such as a keyless entry & push-button start system, dual-zone climate control, leather interior and a reversing camera, along with a 7-inch multimedia system that includes Apple CarPlay & Android Auto compatibility. The range is topped by the best-selling V-Cross model which adds a 9-inch multimedia system along with an eight-speaker sound system and distinctive gun-metal grey exterior styling elements.

Customers looking to purchase a new Isuzu D-Max are encouraged to begin discussions with their local Isuzu dealer now to ensure they remain on the fastest route to a new Isuzu D-Max.



SsangYong Musso: own your territory

Musso is an award-winning multi-role four-wheel drive pick-up, blending functionality with style and bold features that project stability and on-road presence.

Its striking new, multi-faceted chrome radiator grille and the curves of the bonnet present a robust look and a real impression of strength. The shoulders - now a characteristic styling cue of the brand, stretches out to the headlights, while the dynamic character lines to the side, and especially the rear add to its powerful stance.

Designed to carry passengers in comfort and transport loads securely, the Musso combines a five-seat crew-cab body style with a workman-like load deck of a utility pick-up and quality SUV means Musso offers the perfect blend of functionality, practicality, performance and comfort to the driver and family or workmates and boasts one of the largest cabin interiors in its class.

Musso is powered an e-XDi220 engine and delivers a maximum power of 181ps at 3,800rpm and a maximum torque of 420Nm at 1,600 to 2,600rpm. This highly efficient, quiet, and proven engine delivers progressive acceleration from a standing start, and strong low-end torque typical of SsangYong power units. Musso Saracen achieves a CO2 emission level of 214 (NEDC) and economy of up to 29.5 mpg on the WLTP combined cycle and achieves 0-62mph in 11.9 seconds (auto) and 11.3 seconds (manual). The power train has been proven to deliver outstanding output in the low to mid-range. Musso is available with either a 6-speed manual or an Aisin 6-speed automatic with its success proven by SsangYong and several other automotive brands.

Its 4-wheel drive system draws on SsangYong's years of experience in all-wheel-drive technology. For better efficiency and greater fuel economy, it features a selectable 4-wheel drive system with power delivered permanently to the rear wheels, and front wheel drive dialed in electronically as required, with high and low ratios available as on and off-road conditions demand. The system includes hill descent control and hill start

assist to provide optimum grip, traction, and safety.

With new technologies and features, the new SsangYong Musso ensures excellent levels of safety and includes six airbags on all models. With the high-strength steel construction of its quad-frame, the vehicle is stiffer than its competitors, achieved by using 1.5Gpa-grade ultra-strength steel - a world first, and featuring 79.2% high density steel. This not only gives greatly improved body strength but also reduced weight. The pick-up also features impact absorbing elements in the steering wheel and steering column to minimise injuries from a frontal collision, while the structure and materials employed in the frontal area of the body are designed to improve pedestrian safety.

The Musso doesn't just offer real advances on-road and off-road, it also offers them on-screen. All models feature an advanced infotainment system that includes DAB radio, Bluetooth, and MP3 connectivity, while Apple CarPlay and Android Auto come with the middle and top specification models, as does a rearview reversing camera. Everything is displayed on either an 8.0" screen or a 9.2" screen with TomTom navigation on the top models. Other standard features include an adjustable tilt & telescopic steering wheel, electric windows, cruise control, central locking, and air-conditioning with fine dust filters.

Available in a 2.2 diesel engine with a 6-speed manual or a 6-speed automatic transmission, comfortably seating 5 passengers with the versatility that you would expect from a modern pick-up. There are four trim levels to choose from - the entry-level EX, mid-spec Rebel and the high-spec Saracen in a short-bed model and the ultimate top-spec Rhino in the long bed variant only. Sharing the same body style and powertrain, the key specification differences are as follows:

The Euro 6d compliant short-bed EX offers the market-entry truck that is built for a hard day's work at an unbeatable price. It comes with newly designed 17" alloy wheels, a DAB audio/Bluetooth system, 6 airbags, electric windows, remote central locking that includes the tailgate, manual air conditioning, automatic headlights, rain sensing wipers and AdBlue.

The short bed Rebel builds on the EX specification, adding roof rails, an 8" smart audio infotainment system with Google CarPlay and Android Auto, a rear-view reversing camera, leather-look seats, front seats that are both heated and ventilated, heated leather steering wheel, black and silver side steps, new triple LED front fog lights and Rebel graphics.

Adding a premium feel, short bed Saracen is instantly recognisable black exterior pack, its newly designed 18-inch black alloy wheels, nappa leather seats, power adjustable drivers and front passenger seats, heated rear seats, dual zone automatic climate control, a 9.2" screen with TomTom navigation, cruise control, front and rear parking sensors, black and silver side steps and Saracen graphics. Saracen also boasts a new instrument panel, projection headlamps, LED daylight running

lights, triple LED fog lights, dark tinted rear privacy glass, Blind Spot Detection (BSD), Lane Change Assist (LCA) and Rear Cross Traffic Alert (RCTA).

The new long-bed Rhino is really very special. Available in all colours in the range, it features 6-speed Aisin automatic transmission, dual zone automatic climate control, newly designed 17" alloy wheels fitted with XL tyres, front and rear parking sensors, BSD, RCTA, LCA, dark tinted rear privacy glass, new instrument panel, LED front fog lights and Rhino graphics. The Rhino is the only Musso available in the long-bed variant, offering an extra 310mm in the load bed.

One of the toughest pick-ups on the market, SsangYong is backing its faith in the new Musso by supplying a sector-leading 7-year/150,000-mile warranty.

New Amarok: with striking new design



The new Amarok will be launched in 2022 with a whole host of new features. These include numerous driver assistance systems that are new in this segment which will make daily driving much more comfortable.

The numerous convenience functions will give the new 'wolf' even better off-road characteristics than previous generations thanks to greater ground clearance.

As powerful as ever: the new pick-up from Volkswagen

Commercial Vehicles once again boasts a V6-TDI. This will not just delight existing Amarok fans – it will win new target groups for the premium pick-up.

The whole exterior of the new, sporty Amarok is now even more defined and promises plenty of towing power and torque.

The premium character of the interior has also been further enhanced which will ensure that the new Amarok raises the benchmark for pick-ups in the global one-ton B-segment to a whole new level.



Ford Ranger Raptor: next-generation

The next-generation and next-level Ford Ranger Raptor has arrived. Built to dominate in the desert, master the mountains and rule everywhere in between, the second-generation Ranger Raptor raises the off-road performance bar.

With smarter technology controlling tougher, next-generation hardware, Ranger Raptor blends raw power with mechanical and technical precision to create the most advanced Ranger ever.

The biggest news for performance fans is the introduction of an all-new twin-turbo 3.0-litre EcoBoost V6 petrol engine tuned by Ford Performance to produce a targeted 288PS and 491Nm of torque.

The V6 engine boasts a compacted graphite-iron cylinder block, which is around 75 per cent stronger and up to 75 per cent stiffer than the iron used in traditional castings. Ford Performance ensured the engine delivers immediate response to throttle inputs, and a race-bred anti-lag system similar to that first seen on the Ford GT road car and Focus ST enables rapid delivery of boost on demand.

Ranger Raptor's new powertrain delivers effortless acceleration on gravel, dirt, mud and sand. To match this comprehensive performance, an electronically-controlled active exhaust system amplifies the engine note in four selectable modes enabling Ranger Raptor to adapt its vocal character.

A series of Raptor-specific mounts and reinforcements for

elements including the C-pillar, load box and spare wheel, as well as unique frames for the jounce bumper, shock tower and rear shock bracket all combine to ensure Next-Gen Ranger Raptor can handle punishing off-road conditions.

A high-performance off-roader needs the running gear to match, so Ford engineers completely redesigned the suspension. All-new tough yet lightweight aluminium upper and lower control arms, long-travel front and rear suspension and a refined Watt's link rear end have been designed to deliver more control across rough terrain at high speed.

Ranger Raptor's ability to tackle rough terrain is further enhanced with some serious underbody protection. The front bash plate is almost double the size of the standard Next-Gen Ranger's unit and is made from 2.3mm-thick high-strength steel. This plate, combined with the engine undershield and transfer case shield, is designed to protect key components such as the radiator, steering system, front crossmember, engine sump and front differential.

Twin rated tow hooks at the front and rear provide flexible recovery options while driving off-road; the design facilitates access to one of the tow hooks if the other is buried, as well as enabling the use of balance straps during snatch recoveries in deep sand or thick mud.

For the first time, Ranger Raptor gets an advanced full-time four-wheel drive system with an all-new electronically-controlled on-demand two-speed transfer case, combined with front and

rear locking differentials.

Helping Next-Gen Ranger Raptor handle anything from smooth roads to mud and ruts, plus everything in between, are seven selectable drive modes, including the off-road oriented Baja mode, which configures the vehicle's electronic systems for ultimate performance during high-speed off-roading.

Each selectable drive mode adjusts a number of elements from engine and transmission to ABS sensitivity and calibration, traction and stability controls, exhaust valve actuation, steering and throttle response. In addition, the gauges, vehicle information and colour themes on the instrument cluster and centre touchscreen change with the selected drive mode. 2

On-road

- Normal – designed for comfort and fuel efficiency
- Sport – more responsive for spirited on-road driving
- Slippery – for more confident driving on slippery or uneven surfaces

Off-road

- Rock crawl – for optimum control in very low speed driving over extreme rocky and uneven terrain
- Sand – optimises gearchanges and power delivery for progress in sand and deep snow
- Mud/Ruts – for maximum grip during launch and maintaining vehicle momentum
- Baja – sets all systems to maximum attack for peak high-speed off-road performance

The vehicle also features Trail Control™, which is like cruise control for off-roading. The driver simply selects a set speed

below 20mph and the vehicle will manage its acceleration and braking while the driver concentrates on steering through difficult terrain.

Matching the enhanced capability of Ranger Raptor is an all-new look that builds on Next-Gen Ranger's bold, strong style. Flared wheel arches and C-clamp headlight designs emphasise the pick-up's width, while bold F-O-R-D lettering on the grille and the tough separate bumper add more visual muscle.

The matrix LED headlights with LED daytime running lights push the Raptor's lighting performance to new levels, featuring predictive curve lights, glare-free high beam and auto dynamic levelling to deliver better visibility for drivers and other road users.

Inside, the theme continues to emphasise Ranger Raptor's off-road performance and high-energy nature. The cabin features all-new, jet fighter-inspired sports seats in the front and rear to increase comfort and offer more support during high-speed cornering.

The Code Orange accents on the instrument panel, trim and seats are mirrored by Ranger Raptor's ambient lighting, which bathes the interior in an amber glow. A premium leather sports heated steering wheel with thumb swells, on-centre marking and cast-magnesium paddle shifters completes the sporty feel.

Occupants will also benefit from the latest digital technology; the high-tech cabin features a 12.4-inch all-digital cluster and 12-inch centre touchscreen boasting Ford's new-generation SYNC 4A® connectivity and entertainment system that delivers wireless Apple CarPlay and Android Auto™ compatibility at no extra cost. A 10-speaker B&O® sound system provides the soundtrack to your next adventure.



Sustainable fuel, lower emissions: Audi approves many of its V6 diesel engines for use with renewable fuel



Like the entire Volkswagen Group, Audi is pursuing the vision of carbon-neutral mobility and wants to achieve net climate neutrality by 2050. The focus is on vehicles with electric batteries. In addition, Audi is increasing the environmental sustainability of its combustion engines: The company has now approved many of its current six-cylinder diesel engines for use with the renewable fuel HVO (hydrotreated vegetable oil).

Renewable fuels, or reFuels as they are sometimes known, make it possible to operate combustion engines in a more climate-friendly manner. They are an effective means of defossilization – both in the short term and after 2033, when the last Audi with a combustion engine will roll off the production line in Europe.

Audi models with V6 diesel engines up to and including 210 kW (286 PS) that are leaving the company's factories as of the middle of February can be filled up with the HVO fuel in accordance with the European standard EN 15940. Hydrotreated vegetable oil (HVO) is a sustainable fuel that enables CO₂ reductions of between 70 and 95 percent compared to fossil diesel. Another advantage of HVO is its significantly higher cetane rating, which means more efficient and cleaner combustion in comparison to conventional diesel. The most popular engine variants were prioritized to allow the maximum possible number of customers to use renewable fuels.

Biological residual and waste materials for HVO

Residual and waste materials, such as waste cooking oil from the food industry or residues from agriculture, are used in the manufacture of HVO. By incorporating hydrogen

(hydrogenation), the oils are converted into aliphatic hydrocarbons. This modifies the properties of the vegetable oils to make them suitable for use in diesel engines. They can be added to conventional diesel, replacing fossil components, or else used unmixed as 100% pure fuel.

HVO is a so-called BTL (biomass-to-liquid) fuel. In addition to BTL, there are other manufacturing methods for synthetic diesel fuels, such as GTL (gas-to-liquid) and PTL (power-to-liquid). The latter can be obtained sustainably from renewable electricity, water, and CO₂ from the atmosphere. As a collective noun for these fuels governed by EN 15940, the term XTL (X-to-liquid) is used, with the "X" standing for the original component. Fuel pumps containing these fuels are duly indicated using this symbol. Approved Audi models have an XTL sticker in the fuel tank cap.

HVO approval for numerous models

All V6 diesel engines with power up to and including 210 kW (286 PS) in the series A4, A5, A6, A7, A8, Q7, and Q8 that are manufactured as of mid-February 2022, can be filled up with HVO fuel. The HVO release for the Q5 will follow at the beginning of March, and then the A6 allroad in the expansion stage up to 180 kW (245 PS) (Combined fuel consumption in l/100 km*: 6.2 – 6.1 (37.9 – 38.6 US mpg); combined CO₂ emissions in g/km: 164 – 160 (263.9 – 257.5 g/mi)) in the summer. At Volkswagen, the Touareg in performance classes 170 kW (231 PS) (Combined fuel consumption in l/100 km*: 7.0 (33.6 US mpg); combined CO₂ emissions in g/km: 184 (296.1 g/mi)) and 210 kW (286 PS) can run on the sustainable diesel fuel.

In addition, HVO has been approved in Europe for the 4-cylinder diesel engines in the Audi A3, Q2, and Q3, which have been built since June 2021. In the models based on the modular longitudinal platform, the R4 TDI in the A4, A5, A6, A7 and Q5 series have been HVO-capable since the middle of last year in Sweden, Denmark and Italy, as market demand has been greatest in these countries to date.

HVO diesel is already available at over 600 filling stations in Europe – with most of them located in Scandinavia, where environmental requirements are particularly stringent. In Germany, only a few filling stations here and there offer HVO at present, although the trend is moving in the right direction. The reason for this is that the fuel standard EN 15940 has not yet been incorporated into German fuel-quality regulations (Ordinance on Fuel Quality and the Labeling of Fuel Quality – 10th Ordinance for Implementation of Federal Immission Control Act) (Verordnung über die Beschaffenheit und die Auszeichnung der Qualitäten von Kraft- und Brennstoffen – 10. BImSchV) – in contrast to almost all other EU countries.

Compatibility of combustion engines with renewable fuels (reFuels)

With various pilot projects, such as the power-to-gas plant in Werlte, Audi has acquired valuable insights into the manufacture of sustainable fuels, which are being utilized throughout the Volkswagen Group. These experiences are also an important basis for developing concepts for a general sustainable energy system. The VW Group is cooperating with mineral oil manufacturers and other energy suppliers and is contributing its technical expertise to ensure the compatibility of existing engines with reFuels.

Since March 2021, for example, environmentally friendly R33 Blue Diesel has been available at Audi plant filling stations in Ingolstadt and Neckarsulm. This diesel has a renewable component of up to 33 percent, based exclusively on residual and waste materials. R33 has two major advantages: Firstly, it reduces CO2 emissions by at least 20 percent compared to fossil diesel in the well-to-wheel analysis. Secondly, it is a premium fuel that has a positive effect on wear and service life through special additives. R33 Blue Diesel fulfils the most prevalent standard today, EN 590, and is therefore certified for all diesel vehicles – even older ones. The Volkswagen Group played a significant role in developing the fuel and its expertise helped get the fuel ready for market. In addition to the plant filling stations at Audi and VW, the fuel is already available at some public filling stations. However, fossil diesel fuel with up to 7 percent biodiesel content is still the norm in Germany. This fuel is indicated by the symbol B7 at filling stations. Soon, R33 Blue Gasoline will also be available for gasoline engines – the gasoline counterpart to R33 Blue Diesel. Like the environmentally friendly diesel fuel, it can be used across the entire existing fleet.

For the future, Audi and the entire Volkswagen Group are planning to approve further combustion engines for renewable synthetic fuels, thus making a valuable contribution to defossilization.

Registration for the 2022 Commercial Vehicle Show now live!



Visitor registration for the Commercial Vehicle Show has now opened, as the UK's largest road transport exhibition returns to its Spring-time date. Taking place at the NEC, Birmingham from 24-26 May.

The Commercial Vehicle Show is renowned for attracting hundreds of exhibitors representing a broad spectrum of vehicle manufacturers, trailers and equipment suppliers bringing the latest products, services and technology solutions to the industry. The annual business event is the perfect platform to see product launches, re-engage with existing contacts and connect with key decision makers, creating new growth opportunities for operators of all sizes. This year will be no different, featuring exhibitors such as Ford, Harris Maxus, Whale Tankers, Trakm8 and Totalkare, demonstrating the Commercial Vehicle Show's longevity and uniqueness as the largest and best attended commercial vehicle event in the UK.

Last year's Commercial Vehicle Show brought businesses back to a face-to-face environment, giving attendees the opportunity to get their hands on tangible products and to network in person. The Show was hailed as a success for providing exhibitors with a high number of quality engagements.

As 2022 unfolds, the commercial vehicle sector continues to feature multiple challenges, from short term shortages in resourcing, to long-term fleet planning and preparation towards the end of sale of conventionally fuelled vans in 2030 and HGVs in 2040. A host of Show content will be available to help visitors address these challenges, including the return of a series of expert panel discussions. Panellists will also field questions from visitors, as part of live theatre sessions across all three days at the NEC.

Murray Ellis, Show Director, said: *"Despite the challenges the industry has faced in recent months, it is time to look ahead, to prepare businesses large and small for the future. The 2022 Commercial Vehicle Show is the place for everyone working within the commercial vehicle sector to be at – offering the ideal opportunity for seeing new products and services, gathering information and networking with industry colleagues to discuss the most important issues facing SMEs and large operators. The Commercial Vehicle Show is the event where business gets done."*

Register for your free tickets - visit www.cvshow.com



ŠKODA ENYAQ Coupé iV: electrifying, emotive and elegant

The new ŠKODA ENYAQ Coupé iV makes a statement with its dynamic looks, sporty and elegant lines it also marks the debut of the brand's first all-electric member of the sporty vRS family.

The classic trim levels for the interior have been replaced with the Design Selections that have been inspired by modern living environments and follow a cohesive style regarding the materials used for the upholstery, decorative trims and dashboard.

There is a choice of rear- or all-wheel drive, and two power variants with outputs of 204* and 299 PS (vRS variant). Depending on the specification it delivers a range of more than 335 miles.

At first glance, the dynamically designed, four-door coupé is characterised by a roofline that gently slopes towards the rear from the B-pillar, merging with the tailgate that features a sharp trailing edge. The vehicle's lines are further accentuated by a dark tinted panoramic glass roof, which comes as standard.

There is a choice of two powertrain variants for the ENYAQ Coupé iV. Power output starts at 204 PS with the rear-wheel-drive ENYAQ Coupé iV 80, which is equipped with an 82-kWh battery (net: 77 kWh). The ENYAQ Coupé iV vRS, uses a second motor on the front axle to provide all-wheel drive and produces 299 PS.

The interior is defined by the Design Selections which are inspired by modern living environments and use natural, sustainably processed and recycled materials, same as in the ENYAQ iV. Key vehicle functions can be operated intuitively using the 13-inch central infotainment screen. The 5.3-inch Digital Cockpit, which can be supplemented by a head-up display with augmented reality, allows the driver to keep an eye on the most important driving data and information on the vehicle status at all times.

The slim, precision-cut headlights of the new coupé are equipped with LED modules for low beam, high beam and daytime running lights as standard, with full-LED Matrix headlights, available as an option.

The range of standard equipment for the new ENYAQ Coupé iV includes dual-zone Climatronic and a two-spoke multifunction leather steering wheel featuring paddles. Extras can easily be added thanks to clearly structured option packs.

With its long wheelbase, the vehicle offers a generous amount of space for five people. The flat floor means there is plenty of legroom and the thinner glass roof contributes to the headroom being on a par with the ŠKODA OCTAVIA estate. When equipped with an electric tailgate, the 570-litre boot can also be opened via the virtual pedal by waving a foot under the rear bumper. The low loading sill makes for effortless loading of the boot.



Hyundai IONIQ 5: UK Car of the Year 2022

Pictured: Ashley Andrew (centre), MD, Hyundai UK receives the UK Car of the Year 2022 trophy from John Challen (left), director of the UK Car of the Year Awards and Phil Hall (right), senior editor at heycar

The Hyundai IONIQ 5 has claimed the title of UK Car of the Year 2022. The win means that in three out of the past four years, battery power has triumphed over the internal combustion engine.

Electric vehicles dominated the final round of voting, with the IONIQ 5 finishing ahead of the Škoda ENYAQ, with BMW's iX and the Taycan from Porsche in joint third place. However, none could match the affection for the Hyundai, which follows up its category win in the Best Family class, announced on 1st March. In the overall category, the IONIQ 5 triumphed over nine other contenders to take home the top prize.

"The IONIQ 5 feels like the future of motoring, only it's here today," said John Challen, director of the UK Car of the Year Awards. "The design, performance and practicality make it a fantastic proposition for those looking for an EV – and also a very worthy winner of the title 'UK Car of the Year 2022.'"

Meanwhile, Challen's co-director in the Awards, Alisdair Suttie added: "Quite where Hyundai has found so much space inside a family car is a mystery, but one we're more than happy to ponder for many years to come."

Receiving the winner's trophy, Ashley Andrew, MD, Hyundai UK, was delighted with the win. *"The IONIQ 5 has really captured the attention of UK consumers, offering a stylish, premium full EV experience that appeals to almost every type of new car buyer. Its innovative layout means its spacious enough for large families, its efficient zero emissions powertrain is perfect for company car buyers and its luxurious eco-friendly interior elevates Hyundai into a*

genuine premium product," he said.

"It is a huge endorsement to receive the title of UK Car of the Year," he added.

There were ringing endorsements for the IONIQ 5 from the 29-strong judging panel. *"A great introduction into the next stage of Hyundai electric vehicles. It looks great, has loads of space and makes going electric easy,"* commented Company Car Today's Paul Barker.

Freelance journalist Guy Bird added: *"The Hyundai Ioniq 5 blazes an EV trail. It's right up there with the best of the volume carmakers and could steal sales from premium players too. Innovative, desirable, practical and brilliantly designed to make full use of its electric-only platform."*

Top Gear's Tom Ford enthused: *"The Ioniq 5 does a decent impression of a mobile lounge, soothing away commutes and longer journeys. Big space for all occupants and 800v fast charging helps there, too. Plus, it looks fantastic."*

Freelance journalist Alex Robbins observed: *"Retro-futuristic sci-fi looks teamed to a wonderfully airy interior with versatile seating and lots of space. One of the best EVs out there,"*

Mat Moakes, CEO of heycar UK – sponsor of the UK Car of the Year Awards – commented: *"We are delighted to see that Hyundai's IONIQ 5 has been crowned overall winner at the UK Car of the Year Awards in 2022. Hyundai's success highlights the strengths of this exciting car, and we were particularly impressed by IONIQ 5's charging speed - 10% to 80% in 18 minutes is quite something!*

"Despite fierce competition, Hyundai is leading the way in the electric car market with cutting edge design and class leading technology. Hyundai has presented to the world the future of electric vehicles, and thanks to the IONIQ 5, this future is looking very bright."



BMW 2 Series Active Tourer: redesigned

The UK market launch for the completely reengineered BMW 2 Series Active Tourer commences this month (March 22), with the model offering a host of new features to create an even more tempting proposition in the premium compact segment.

Notably, it marks the debut of BMW Operating System 8 and the new generation of the BMW iDrive control system with BMW Curved Display in a compact-class BMW. Until now the advanced system has only featured in the fully-electric BMW iX and BMW i4. Likewise, the range of driver assistance systems specified as standard or available as options sets a new benchmark both for the BMW model line-up and the sector.

The new BMW 2 Series Active Tourer's all-new architecture is designed to accommodate both electrified drive systems and conventional engines. New engines, the second generation of 48V mild hybrid technology from BMW, the seven-speed Steptronic dual-clutch transmission fitted as standard in all model variants, and extensively updated chassis technology take both efficiency and agility to new heights.

Customers can choose from two petrol engines and one diesel, with the range set to expand from summer 2022 with the addition of two plug-in hybrid models equipped with fifth-generation BMW eDrive technology for a significantly extended electric range.

A choice of Sport, Luxury and M Sport variants, plus the availability of extensive individualisation options, ensure the new BMW 2 Series Active Tourer appeals to a wide number of drivers.

At the front of the car is the iconic BMW kidney grille, which has a radar sensor for the optional driver assistance systems integrated into the central section. The addition of full LED headlights as standard adds to the front end's fresh look. A new interpretation of the distinctive light graphic divides the headlights into three clusters for low beam, high beam and daytime driving light, the

latter also performing the role of turn signal indicators. Adaptive LED Headlights, available as an option (or standard on the M Sport models), include a cornering light function, non-dazzling matrix high beam, urban lights, a motorway beam pattern and bad weather light.

The new model is larger than its predecessor – by 32mm in length, 24mm in width, and 21mm in height. Passengers can also enjoy increased headroom, shoulder room and elbow room in both rows of seats compared to its predecessor. Rear seat passengers also enjoy a noticeable increase in kneeroom over the previous model.

The BMW 2 Series Active Tourer is offered in Sport, Luxury and M Sport specification. Sport includes 17-inch alloy wheels, Sport seats with anthracite cloth upholstery, LED headlights, high-gloss Shadowline exterior trim, and Parking Assistance with reversing camera and Park Distance Control as standard. Luxury cars feature 17-inch V-Spoke alloy wheels, Aluminium exterior trim, Vernasca leather upholstery, and heated front seats. The M Sport package introduces a distinctive front apron design, 18-inch Bi-colour alloy wheels, Adaptive M Sport suspension, Adaptive LED headlights, folding exterior mirrors, Sport seats with Alcantara/Sensatec upholstery, Luxury Instrument Panel, heated seats, Comfort Access, and wireless charging.

Two non-metallic and nine metallic paint finishes are available, including the new Sparkling Copper Grey metallic. 17-inch light-alloy wheels are fitted as standard to Sport and Luxury models, with additional 18- and 19-inch wheels as options.

The interior has been completely redesigned. Taking its cues from the BMW iX, the BMW Curved Display – with its frameless glass surface angled towards the driver – brings a modern highlight to the cabin, as well as enhancing the spacious and open feeling of the cabin. Five interior trim variants, including the new Aluminium Hexacube and open-pore fine eucalyptus wood, enable owners to individualise their car. The newly designed

control panel contains the redesigned gear selector, Start/Stop button, volume control, and buttons to activate the parking brake, My Modes, Park Assist and vehicle settings. The front area of the centre console serves as a smartphone tray with wireless charging an option, or standard for M Sport models. Newly-developed seats also provide improved long-distance comfort and enhanced lateral support.

ISOFIX child safety seat fasteners are integrated into the rear outer seats, and the 40:20:40 split rear backrests can be folded down to expand boot capacity. The backrest angle can be adjusted separately, allowing the boot capacity to grow by up to 90 litres, while the forward/back adjustment allows up to 13cm of travel.

Load capacity can be expanded from 470 to 1,455 litres (BMW 218d Active Tourer) or from 415 to 1,405 litres (BMW 220i Active Tourer, BMW 223i Active Tourer). The boot of the plug-in hybrid model holds up to 1,370 litres of cargo. Automatic tailgate operation comes as standard, while the optional Comfort Access (standard for M Sport) adds hands-free opening and closing.

A Sport steering wheel is standard, while the M Sport specification includes an M leather steering wheel with shift paddles, joined by an anthracite M headliner, Sensatec/Alcantara sport seats, M pedals and an M logo in the information display.

A host of further options allow owners to individualise the premium interior to their own tastes and requirements, including an electric panoramic roof with a new multi-layer roller blind cover and a 12-speaker Harman Kardon Sound System.

Driving pleasure, reduced fuel consumption and lower emissions are key features of the new BMW 2 Series Active Tourer, with petrol and diesel engines taken from the latest generation of the BMW Group's EfficientDynamics engine family. A more powerful version of 48V mild hybrid technology makes its debut in the new BMW 2 Series Active Tourer, with two plug-in hybrid variants to follow. All engines are married to a new seven-speed Steptronic dual-clutch transmission as standard.

Two latest-generation petrol engines are available from launch, starting with a new 1.5-litre three-cylinder unit. Its output of 156hp is assisted by a 19hp electric motor for a combined output of 170hp and peak torque of 280Nm. As a result, the new BMW 220i Active Tourer accelerates from 0-62mph in 8.1 seconds. The 2.0-litre four-cylinder unit powering the BMW 223i Active Tourer develops 218hp (204hp plus 19hp) and 360Nm. It sprints from 0-62mph in 7.0 seconds, yet emits just 137-149g/km and achieves 42.8-47.1mpg.

The new BMW 218d Active Tourer is offered with a 2.0-litre four-cylinder diesel engine that has undergone extensive development. With 150hp and 360Nm, the new 218d accelerates from 0 to 62mph in 8.8 seconds, while returning 53.3-58.9mpg with emissions of just 125-138g/km.

The new BMW 2 Series Active Tourer is the first to feature a new version of the seven-speed Steptronic dual-clutch transmission. The latest generation of BMW's automatic transmission features all-electric actuation, a wider gear spread, better shift quality and higher internal efficiency. It also offers a gear selection strategy adapted to the route profile and now includes a coasting function in all My Modes options. When the engine is switched off, the transmission now automatically shifts into the P position.

Mild hybrid technology has enabled the BMW 223i and 220i Active Tourer models to deliver improved driving dynamics and optimised efficiency. The 48V electric motor acts as a starter generator and power booster for the engine and is now integrated into the automatic transmission. It delivers an extra 19hp when pulling away from a standstill, or during mid-range acceleration. The starter generator enhances the smoothness of the Auto Start Stop function, with the energy required stored in a 48V battery located underneath the boot, charged by recuperation during overrun and braking.

Plug-in hybrid technology is expected to join the range from summer 2022 with the BMW 230e xDrive and 225e xDrive Active Tourer.





Nissan JUKE: new hybrid powertrain

Nissan's iconic compact crossover, the JUKE, will soon welcome a new powertrain to its line-up with the addition to the line-up of a hybrid powertrain, delivering responsive performance combined with reduced emissions/consumption.

The JUKE hybrid powertrain consists of a new generation, state-of-the-art Nissan internal combustion engine specifically developed for working in a hybrid powertrain application. It produces 69kW (94hp) and 148Nm of torque.

On the electric side, Nissan supplied the main electric motor which produces 36kW (49hp) and 205Nm of torque, while Renault provided the 15kW high voltage starter/generator, the inverter and the 1.2kWh water-cooled battery, as well as the highly innovative gearbox. The net result is a powertrain providing 25% more power than the current petrol engine option, with a fuel consumption reduction of up to 40% in urban cycle, and up to 20% combined. (Figures subject to homologation)

Key to the driving pleasure at the heart of the Nissan JUKE Hybrid is an advanced low friction multi modal gearbox that provides optimal use of the propulsive power, whether electric, petrol engine, or both.

The gearbox is controlled by an advanced algorithm, managing the shift points, battery regeneration, as well as the advanced series-parallel architecture. The powertrain can navigate through different hybridisation type possible (series, parallel, series-parallel) according to acceleration and power requirements seamlessly and without any driver input. As a result, driver will enjoy trouble-free responsive acceleration as well as efficient low emissions – the best of both worlds.

The JUKE Hybrid's intelligent drive system governs the powertrain according to many parameters, with the objective of optimising the amount of time JUKE spends in EV mode. The system will automatically maximise EV usage, but JUKE Hybrid also gets a dedicated EV mode switch that can be used as a feature for when the driver does not want the engine running, such as residential areas, around built up areas like schools, car parks, drive-through and in traffic jams. While battery state of charge permits, it will force the JUKE Hybrid to operate as an electric-only vehicle.

When slowing down, the electric motor will act as a generator and capture kinetic energy, turning it into electricity to be stored in the hybrid propulsion battery.

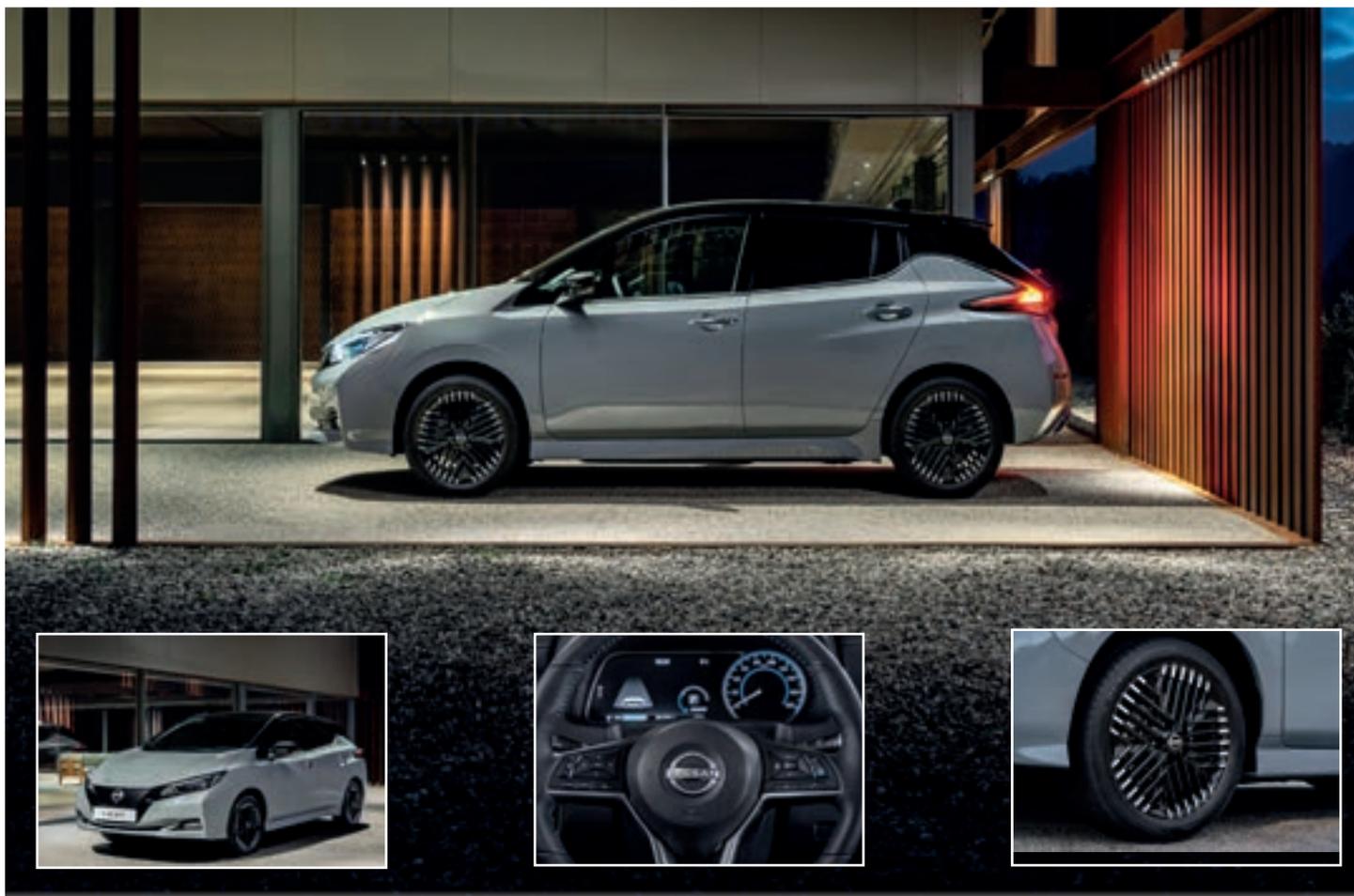
As with the LEAF pure EV, the JUKE Hybrid will be equipped with Nissan's e-Pedal step system, which, when activated, allows the progress of the car to be controlled using the accelerator pedal. When the foot is lifted from the accelerator, moderate braking is applied (up to 0.15g) and will decelerate the JUKE to creep speed (~5kph/3mph). Additional foot braking may sometimes be necessary to decelerate, and is needed to achieve full stop (auto hold function can be selected for convenience). Using e-Pedal quickly becomes intuitive and the effect is to reduce the workload of the driver during their urban drive and in doing so, it provides a smooth & relaxing driving experience, while maximising hybrid battery regeneration opportunities, further enhancing the EV experience.

The sporty coupe crossover design of the JUKE remains on the new Hybrid version. Close attention has been paid to every detail and a series of small changes have been made to optimise its aerodynamic efficiency – and to identify the JUKE Hybrid as the electrified version. "Hybrid" badges have been applied to the front doors and the tailgate.

The design of the front grille is now mesh and has a smaller opening area to optimise aero efficiency, made possible thanks to lower cooling requirements of the Hybrid version. Modifications have also been made to the bodywork below the bumper to improve airflow and, uniquely for the hybrid, a radiator grille shutter has been added, allowing airflow to be automatically adjusted according to cooling needs, reducing aero drag as much as possible.

All-new two-tone 17" alloy wheels will be introduced at the same time as JUKE hybrid (also available on ICE versions), as well as NISSAN Ariya-derived two-tone 19" aero wheels for visual impact and efficiency.

The boot space is 354 litres, a slight reduction of 68 litres compared to the petrol version, as a consequence of the packaging of the 1.2kWh battery pack. With rear seats folded, load space remains best in class with 1237 litres, while rear knee room remains unchanged at 553mm.



Nissan LEAF: new sharp design and advanced tech

Nissan gives a fresh glow to the world's first mass-market electric vehicle with LEAF 2022, with the iconic model offering more eye-catching style and innovative technology.

LEAF 2022 receives a refreshed exterior design, from intricate detailing to striking alloy wheel options – offering customers a dynamic aesthetic in line with Nissan's new brand identity.

A refinement of the highly successful LEAF, the model 2022 also provides a tried-and-tested suite of advanced driving assistance features such as ProPILOT, and infotainment technologies such as the on-board NissanConnect system.

The LEAF 2022 lands in Europe in April, building expectation as Nissan prepares for a strong product offensive with a fully electrified line-up offering after the summer.

"The Nissan LEAF has always been about making advanced technology and the thrill of electric driving accessible to everyone with over 577,000 customers worldwide. LEAF has been designed around families' needs to offer seamless connectivity and an efficient powertrain," said Arnaud Charpentier, Region Vice President, Product Strategy and Pricing, Nissan AMIEO region.

From the wheels up, LEAF 2022 introduces intricate exterior styling refinements, enhancing the dynamism of the model's distinctive appearance. The model also features Nissan's new brand logo on the wheels, front grille and rear.

New 16- and 17-inch alloy wheel options bring an increased element of sportiness, with a slick black fascia enhancing their

premium feel.

Customers also benefit from a refreshed line-up of exterior colours, from the sleek to the bold and energetic. Joining a range of five monotone colours and five two-tone options, two new hues are available after its success on iconic models like Qashqai and Ariya: Pearl Blue with a rich and mature tone, and Magnetic Blue that brings an enhanced sense of vibrancy to the model.

Offered with two battery options that deliver up to 239 miles (WLTP) of autonomy in the LEAF e+, LEAF 2022 combines an efficient electric driving experience with extensive driving assistance and connectivity technologies, infused with over 10 years of Nissan electric vehicle knowledge and innovation.

The ProPILOT technology enables LEAF 2022 to automatically stop, start and maintain a safe distance to the vehicle in front, while the innovative e-Pedal provides the option to accelerate, decelerate and stop with only one pedal for maximum comfort on the move.

LEAF 2022 also offers customers a suite of infotainment features within the on-board NissanConnect system, featuring Android Auto and Apple CarPlay smartphone integration.

Remote operation of features such as climate control are also available through the NissanConnect Services app (available from N-Connecta grade and above), while customers can link their LEAF to their Amazon Alexa1 smart home device for added convenience.



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