

# E F M

ESSENTIAL FLEET MANAGER *Magazine*

ISSUE 3 2023

## Special Feature

*Tyre Safety*

Industry News | Legal Updates | Supplier Insights





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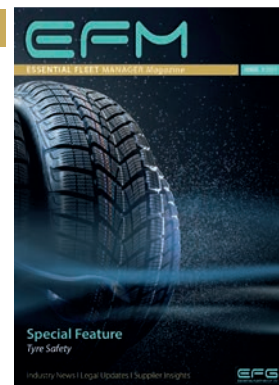
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# Essential Fleet Manager - Issue 3 (2023)

Welcome to Issue 3 2023 of Essential Fleet Manager Magazine, published for fleet professionals that operate the vehicle fleets that support the UK's essential services.

We've always been committed to providing the great advice and workable solutions that assist in meeting the ever greater demands on compliant, efficient and environmentally responsible operations and this issue is no exception.

Essential Fleet Manager is available in a free to view digital edition or printed paid-for subscription.

We have published a great number of Fleet Insight Interview features over the last few years and if you would like to be featured, to highlight your achievements and to share ideas with your industry colleagues, please get in touch.

For more information please email [production@essentialfleetgroup.co.uk](mailto:production@essentialfleetgroup.co.uk)

Regards, Debbie Cheadle - Editor

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**Essential Fleet Manager Magazine** is owned and published by: Essential Fleet Group Ltd | [www.essentialfleetgroup.co.uk](http://www.essentialfleetgroup.co.uk)

The Essential Fleet Group Ltd's other title is:

**Essential Fleet Operator**

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# DVSA sets out vision to keep Britain moving safely and sustainably

**By the end of this decade, DVSA will have made progress against five important challenges and opportunities.**

These are to:

- make roads safer
- improve services for its customers
- make road transport greener and healthier
- harness the potential of technology and data
- grow and level up the economy

## Enabling a transport revolution

DVSA is launching its ambitious vision at a time when the country is on the cusp of a transport revolution.

By 2030

There will be rapid change between now and the end of the decade. By 2030:

- the sale of new fully petrol or diesel cars will have been banned
- 10 million battery electric vehicles are expected on the roads
- 1 in 8 new cars sold could have self-driving features
- half of all journeys in towns and cities will be made by walking or cycling

## What DVSA will do

DVSA already plays a leading role in:

- setting driver and vehicle standards, and assessing that drivers and vehicles are safe
- licensing, accrediting, regulating and enforcing in industries including driver training, MOT testing and commercial vehicle operators

Under its new vision, DVSA will significantly increase its work to inform, educate and advise the public and businesses.

Overall, these activities will help to make sure that:

- driving standards and driving tests are suitable for self-driving vehicles
- taking theory tests and driving tests becomes more convenient
- existing drivers are able to use self-driving vehicles safely
- the vehicle approval process promotes innovation in automation and net-zero emissions
- MOT testing and in-service vehicle safety keep up with the latest vehicle technology, such as artificial intelligence, radar and lidar (light detection and ranging)
- vehicle data is accessible and easy to use
- commercial vehicle operators have clear standards to follow that reflect the latest technology
- more commercial driver and vehicle non-compliance is detected remotely through better data and technology
- commercial vehicle operators have access to tailored guidance to help them

## Making a difference to society

The vision focuses on outcomes that help make a real and lasting difference to everyone living in Great Britain.

It will guide work to:

- reduce the numbers of people killed and seriously injured on our roads, which in turn reduces pressure on the NHS
- help people to use new connected and autonomous mobility technology safely, giving people more independence
- improve public transport services, enabling more and better access to work and education
- help the road haulage industry become more efficient and keep

supply chains resilient, helping everyone with the cost of living

- help to create 38,000 jobs in the self-driving vehicle industry
- help to end the UK's contribution to climate change by becoming net zero
- help reduce air pollution from road transport, as human-made air pollution causes between 28,000 and 36,000 deaths every year

Loveday Ryder, DVSA Chief Executive, said:

*"Whatever your stake in DVSA, we want to set out what the DVSA plans to achieve on behalf of our customers and stakeholders. That's whether you work for us or in partnership with us, or you are responsible for holding us to account"*

*"Our strategic plan to 2025 and vision to 2030 set out our ambitions and the challenges we set ourselves to achieve our vision to 2030 of keeping Britain moving, safely and sustainably."*

*"The transformative plans in these documents demonstrate our drive for more efficient services. We will always keep looking for ways to build on this to support the government's ambitions."*

## Strategic plan to 2025 sets out immediate priorities

DVSA's vision to 2030 is supported by a strategic plan to 2025. This sets out the most immediate priorities to:

- help you through a lifetime of safe and sustainable journeys
- help you keep your vehicle safe to drive
- protect you from unsafe drivers and vehicles

DVSA's business plan for 2023 to 2024 will be published later in spring. It will set out the priorities and targets for the coming year. ●



## All new smart motorways scrapped

### Plans for new smart motorways will be cancelled, delivering on the Prime Minister's summer campaign pledge.

New smart motorways – including the 11 already paused from the second Road Investment Strategy (2020 to 2025) and the 3 earmarked for construction during the third Road Investment Strategy (2025 to 2030) – will be removed from government road-building plans, given financial pressures and in recognition of the current lack of public confidence felt by drivers.

Initial estimations suggest constructing future smart motorway schemes would have cost more than £1 billion and cancelling these schemes will allow more time to track public confidence in smart motorways over a longer period.

Prime Minister Rishi Sunak said:

*"All drivers deserve to have confidence in the roads they use to get around the country.*

*"That's why last year I pledged to stop the building of all new smart motorways, and*

*now I'm making good on that promise.*

*"Many people across the country rely on driving to get to work, to take their children to school and go about their daily lives and I want them to be able to do so with full confidence that the roads they drive on are safe."*

Transport Secretary Mark Harper said:

*"We want the public to know that this government is listening to their concerns.*

*"The announcement means no new smart motorways will be built, recognising the lack of public confidence felt by drivers and the cost pressures due to inflation."*

Independent road safety campaigner, Meera Naran, whose 8-year-old son Dev, died in a motorway collision on the M6 in 2018, said:

*"Since successfully campaigning for the 18-point action plan, £900 million commitment and the pause in the roll out in January 2022, there has been a lot of joined up thinking in mutually coming to this decision.*

*"I thank ministers and executives for inviting me to work alongside them in memory of Dev, towards a mutual goal and for their commitment over the years."*

The government and National Highways continue to invest £900 million in further safety improvements on existing smart motorways.

This includes progressing plans on installing 150 extra emergency areas across the network in line with the commitments made in response to the Transport Select Committee, as well as further improving the performance of stopped vehicle detection technology on every all lane running smart motorway.

The government will also continue to give motorists clear advice when using existing smart motorways.

While no new stretches of road will be converted into smart motorways, the M56 J6-8 and M6 J21a-26 will be completed given they are already over three quarters constructed. ●



By: Tim Ridyard, Partner Transport and Regulatory, Ashtons Legal.

# DVSA Investigations

**When a container lorry, or one carrying other goods, is stopped and checked by the Driver & Vehicle Services Agency (DVSA) at the roadside or at a port, what happens next?**

Assuming all is well - nothing. However, it may also be the start of an invasive and painful process for the haulier. This document sets out below how things can play out. And what to do.

DVSA investigations into a road transport operator's compliance now take two main formats: there will either be actual visits to an operator's premises, or, very frequently now, desk-based assessments (DBAs).

Any DVSA investigation will normally have been triggered by some event, or series or pattern of events, such as, though not limited to the following:

- a S-mark prohibition on the vehicle that indicates significant maintenance failings;
- significant excess weight offences or insecure loads;
- an accumulation of repeated prohibitions;
- poor annual test history;
- driver's hours offence including false records.

This will trigger the investigation.

How the road transport operator reacts at this point is critical – a hearing before the local area Traffic Commissioner may be inevitable, regardless – conversely, it can

possibly be avoided with a comprehensive reply and plan of action to put things right.

Unfortunately, numerous operators provide far too little information, not realising that any response to DVSA will form part of the papers before the Traffic Commissioner, and, generally, a comprehensive reply is needed. It is vital at this stage to take professional advice and construct the fullest response and plan of action. In short, everything should be thrown at it – including the proverbial kitchen sink.

## Maintenance and traffic inspections/visits

Visits to operators to carry out DVSA investigations take place as maintenance investigations and/or traffic investigations.

DVSA mark the investigation visit as satisfactory or unsatisfactory and then recommend action (from no further action to simple advice - to referral to the Traffic Commissioner). This marking system is not ideal since it does not weight categories in terms of safety importance relative to each other one unsatisfactory mark one whole area of compliance as unsatisfactory. Also, some are arguably over-policed e.g. the area of emissions and safety recalls. It can be something of a blunt instrument.

## Maintenance investigations look at:

- the condition of vehicles examined (if any);
- operating centre;
- inspection/maintenance records: (suitability and completion of records, satisfactory inspection intervals, forward planning, VOR systems and safety recall);
- driver defect reporting; inspection

facilities and maintenance arrangements;

- vehicle emissions;
- wheel and tyre management;
- load security;
- security requirements;
- continual professional training of transport managers and evidence of them being in effective and continuous control.

## Traffic investigations cover:

- driving licencing and training;
- driver's hours and record keeping including working time;
- vehicle monitoring systems (annual test, insurance, tax);
- operating centres;
- information about systems and documentation for all these areas.

The traffic report is a scored system. Eleven or more points means a referral to the Traffic Commissioner, but must happen anyway if there are any serious infringement, there is an issue with the integrity of the operator or the transport manager, a change of legal entity or where it is discovered that a variation to the licence was needed.

## Desk-based assessments (DBAs)

All of the information listed above is required, but, in addition, each operator has to supply extensive explanations of systems, evidence of training and other evidence to prove compliance. It is a very invasive document.

A problem with the DBA system is that it is all document-based. It is based and marked on written explanations, rather like an exam paper. There is no human interaction. It is impersonal and sterile.

When inspection visits or desk-based assessments have occurred, DVSA will normally require the operator to provide within 14 days any responses to issues raised. Here, it is imperative that operators respond in full with clear plans to put things right – such plans should be realistic and achievable. Further down the line e.g. at a Traffic Commissioner hearing, it has to be assumed that evidence of the implementation of the promised improvements can be produced – there has to be action, not

just words.

There are important conclusions to take from this:

- these investigations or assessments must never be underestimated and have to be taken very seriously.
- the most comprehensive responses and supporting documents need to be produced.
- it should be assumed that any statement or document will end up before the regulator i.e. the Traffic Commissioner

- where necessary, realistic and achievable changes need to be put in place that can be evidenced when required.
- proper responses to DVSA could be the difference between action against the operator's licence or not.
- it is essential to take professional advice to work through these investigations – the operator's licence is the "crown jewels" for road haulage business, without which it simply cannot operate. ●

## Vehicle Safety Recalls

The 2023 DVSA Guide to Maintaining Road Worthiness updates how operators should deal with safety recalls from a manufacturer. There appears to be some divergence as to what system operators should actually have in place: the DVSA Guide has one approach whilst on DVSA assessments/visits there is a different position that is aligned with Senior Traffic Commissioner guidance.

The DVSA Guide states that *"Operators should act promptly to make sure rectification work is carried out if they receive notification of a safety recall from a manufacturer. This will remove the risk that the potential defect may cause the vehicle to become unsafe to drive or break laws."*

The Guide goes on say that operators should have a robust system in place, ensuring that:

- (a) vehicles do not have an outstanding vehicle safety recall; and
- (b) rectification is arranged as soon as possible when they receive a recall notification (such rectification normally being carried out at the next safety inspection unless parts are unavailable or there is a long lead time for the manufacturer's workshop).

The Guide does not expressly state that operators should have a system that searches for or tracks manufacturer

vehicle safety recalls. Rather, the system is that operators should *"act promptly"* when they receive a safety recall notification from a manufacturer.

So far, so good – however.....

In practice, when carrying out desk-based assessments or on-site inspections, DVSA may mark down an operator as not having a fully satisfactory system if they "only" have a system that is the prompt observance of safety recalls they receive. HM Government has an online facility to check if vehicles or parts or accessories have been recalled. This is at [www.gov.uk/check-vehicle-recall](http://www.gov.uk/check-vehicle-recall). DVSA assessments check operators deploy this service, though they do not expressly recommend frequency.

The Senior Traffic Commissioner Statutory Guidance and Directions Document No. 1 (Good Repute) also sets out the following:

*"Operators are expected to follow best practice guidance which is aimed at improving road safety....."*

The DVSA Guide is deemed to be good practice and does not positively direct there be safety recall searches. However, specifically in relation to safety recalls, the Senior Traffic Commissioner document states the following:

*"Operators should adopt a risk-based approach by regularly checking vehicle safety recalls on the GOV.UK check vehicle recalls service."*

So, operators seemingly should not only act promptly in the event of any safety recall from a manufacturer, but also

proactively have a regime for regular checks. The steer is that there should be some degree of checking using this method, with a risk-based assessment presumably dictating the frequency of this.

However, there is a school of thought that this could be an unnecessary additional layer or routine that may not be necessary. After all, operators will have recall correspondence sent to them directly by the manufacturer, given they own or lease their fleet. And, should an operator be actually regarded as managing their fleet unsatisfactorily, if they 'only' act promptly in the event of any defects and do not carry out routine searches on the Government website? In short, is this over-cautious, notwithstanding vehicle safety recalls obviously play a vital role for everyone's safety?

An issue in all this is that an operator can seemingly comply with the 2023 Guide with respect to safety recalls, but this does not apparently go as far as DVSA would want when they carry out inspections or is the approach set out in the Senior Traffic Commissioner Statutory Document.

Operators may wish to re-visit this area, in anticipation of any interaction with DVSA and/or the Traffic Commissioner, where their safety recall procedures may come under scrutiny. ●

### Ashtons Legal advice and representation

If you require any advice with regard to Goods and Passenger Operator Licencing, including advice concerning DVSA Investigations, correspondence with the Office of The Traffic Commissioner or Traffic Commissioner Preliminary Hearing/Public Inquiry work, then please get in touch.

Contact: Tim Ridyard, Partner Transport and Regulatory T: 01284 732111 E: [Tim.Ridyard@ashtonslegal.co.uk](mailto:Tim.Ridyard@ashtonslegal.co.uk)

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# The Wildlife Trusts equipped to accelerate EV charging rollout after Siemens study

## Nature conservation charities, The Wildlife Trusts, are accelerating their rollout of electric vehicle (EV) charging infrastructure to meet emissions goals and the needs of future visitors, following an extensive study completed by Siemens.

Worcestershire Wildlife Trust, one of 46 trusts in the federation, will be the first to begin a strategic EV charging rollout based on the study by Siemens as part of a phased approach.

The site, near Worcester, expects to install 10 fast chargers by 2025, and another four by 2028 to meet the increased charging demand by 2,500 visitors annually.

Worcestershire Wildlife Trust is also planning to roll out solar PV panels at the site to support increased electricity demand from EV chargers. Siemens expects the site's energy use will grow by as much as eight times to support visitors' charging needs and has provided recommendations for renewable electricity generation to minimise the extra electricity needed from the grid.

Charging provision will support The Wildlife Trusts to improve green credentials and contribute to sustainability goals by enabling staff and visitors to use electric vehicles. This additional EV charging services will also increase the potential to attract more visitors to the site.

The charities currently manage 2,300 nature reserves across the UK. The Wildlife Trusts are reviewing plans to deploy charging technologies across these UK-wide sites following the study. The impact the charities can make towards cleaner air, reduced noise with a positive effect on local wildlife, improvement in

green credentials and contribution to sustainability goals is significant.

Rachel Hall, Climate and Nature-Based Solutions Officer, at The Wildlife Trusts, said: "We recognise our responsibility as major landowners and energy users to make an authentic contribution to tackling the climate emergency. This includes transforming our estates to accommodate the electric charging needs of our fleet and commuting staff as demand increases.

*"Deploying EV charging technology represents an important enabler towards achieving our overall purpose of providing meaningful action for nature and climate. But it will also futureproof us – local people love visiting our wild places and these are also major visitor attractions. Charging availability is likely to influence where many people choose to spend their time in the coming years and beyond."*

*"This transformation is the result of a huge body of work. We're extremely grateful that Siemens has given us a clearly defined plan of what our organisation needs to do to deliver our ambitious vision."*

Joy Aloor, Head of Siemens' PTI consulting & energy business advisory, said: "UK organisations are looking to accelerate plans to rollout EV charging infrastructure to meet emissions targets and to support colleagues, customers and other visitors as more motorists go electric.

*"However, organisations the size of The Wildlife Trusts can rarely take a plug and play approach to EV charging implementation. Getting the right energy tariff, installing cabling, balancing energy loads, securing financing and forecasting demand represents only a few of the considerations for owners of large estates."*

*"As part of our broader work together, we are proud to support The Wildlife Trusts in navigating the energy requirements for its EV charging rollout and delighted to see this strategic vision is now taking shape."*

Siemens donated the extensive feasibility study to The Wildlife Trusts, with consultants deployed to analyse sites with different infrastructure and needs. Experts in energy transition, mobility and transportation detailed the pathway for sustainable transformation to benefit the Trusts, when restrictions during the pandemic stopped its colleagues from volunteering on-the-ground at Wildlife Trust nature reserves around the UK. The work was conducted under Siemens commitment to its long-term partnership with the charity.

The Wildlife Trusts supplied Siemens with information about their car parks, site visitor numbers, visitor dwell time, and their locations' existing electricity usage. Siemens provided guidance to help Wildlife Trusts to forecast EV charging demand and understand the number of charging points that might be needed. The guidance also recommended the necessary charging times of EV charge points and the size of solar PV installations required to help individual Wildlife Trusts meet their goals.

The assessment also advised on requirements to balance the load of electricity taken from the grid against what is generated on site, cabling capacity, roof suitability for solar PV installations, considerations for contractors, and any unforeseen costs such as connection upgrades. In addition, the report provided a guide for the next steps and potential financing and funding options to deliver this transformation. ●

For more information visit: <https://new.siemens.com/global/en/company/topic-areas/smart-infrastructure.html>





One of the newly wrapped Kerb-Sort vehicles for Gloucester City Council

**CVW** | Creative Vehicle Wrapping

## Gloucester City recycling fleet transformed with vinyl wrapping

**Gloucester City Council, the latest shareholder in environmental services company Ubico, has given its kerbside recycling fleet a vinyl wrapping makeover.**

14 x 6-year-old Romaquip Kerb-Sort recycling vehicles have been given a new lease of life using high quality vinyl and updated graphics, designed and installed by Creative Vehicle Wrapping (CVW). The existing wrapping needed to be removed from all the compartments before the vehicles could be re-wrapped with a new design. New decals were

installed to the cabs, along with chevrons and messaging that were applied to the rear of the body.

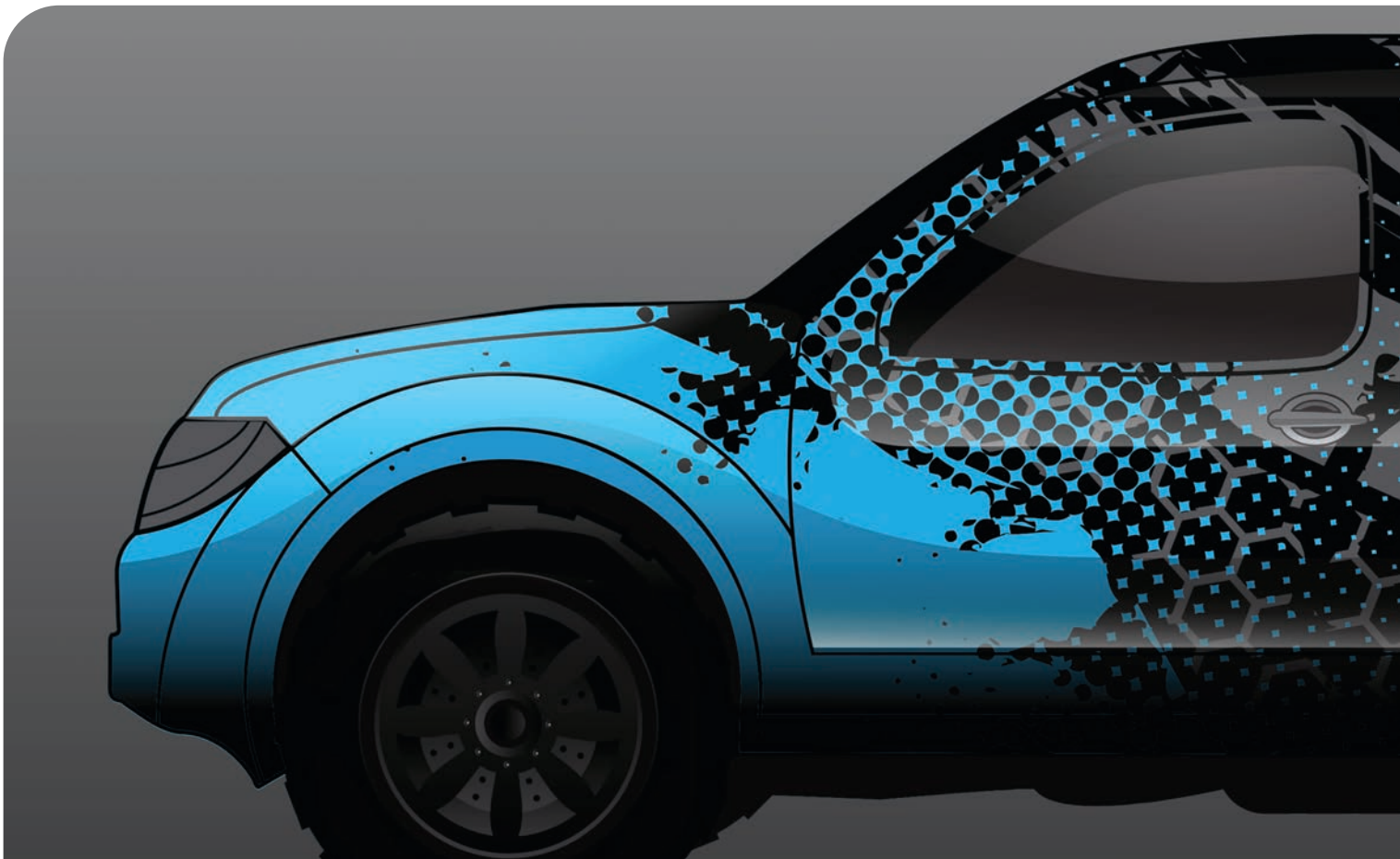
Ian Bourton, Head of Fleet Operations, Ubico Ltd: "The vehicles are in good condition from an operational point of view, but they were looking very tired and carried branding from the previous contractor.

"CVW has done a great job in bringing them back to life. The quality of vinyl and the clarity of the images and graphics is first class, and the in-house design expertise at CVW is excellent. We are delighted with the results."

Jon Siviter, Director, Creative Vehicle Wrapping: "This was a complex project involving the removal of existing vinyl from the vehicle's compartments before we could start to re-wrap the vehicle. The great thing is that although the vehicles are 6 years old, the previous wrapping has protected the bodywork and was therefore suitable for wrapping. We're really pleased to have given the vehicles a second life."

CVW also installed new decals to the cabs, along with chevrons and messaging which was applied to the rear of the vehicle. ●

For more information about CVW Tel: 03330 150510; email [sales@creativevehiclewrapping.co.uk](mailto:sales@creativevehiclewrapping.co.uk); visit [www.creativevehiclewrapping.co.uk](http://www.creativevehiclewrapping.co.uk)



## Vehicle branding - increasing your visibility

### Choosing to brand your vehicle fleet means increasing your organisation's visibility in the communities your vehicles operate in.

For a Fleet Manager, applying vehicle graphics is also an important tool in achieving standardisation and consistency within a vehicle fleet. Vehicle wrapping, for example, can be used to ensure different coloured vehicles appear the same. Often this type of wrapping offers added protection against minor scuffs and scratches – especially important if end-of-contract charges are a consideration.

#### Types of vehicle branding

- **Full Wrap** – This is covering the entire vehicle with vinyl, including in some cases rear
- windows, completely changing the colour of the vehicle.
- **Partial Wrap** – This covers a substantial part of the vehicle, usually up to 1/2 the area.
- **Decal** – This type of branding is usually covers just one area, usually a flat surface, such as a side or

rear door.

- **Lettering** – This is usually used for call to actions, or identification.
- **Magnetic Panels** – This type of panel is easy to remove or used for temporary branding.

As a starting point, when you are considering branding your vehicle fleet you should think about how your graphics will work on a mixed fleet, your budget and the length of time your vehicles are used within your fleet. Most graphics will only last approx five years, and the lifespan of your vehicles is obviously much longer.

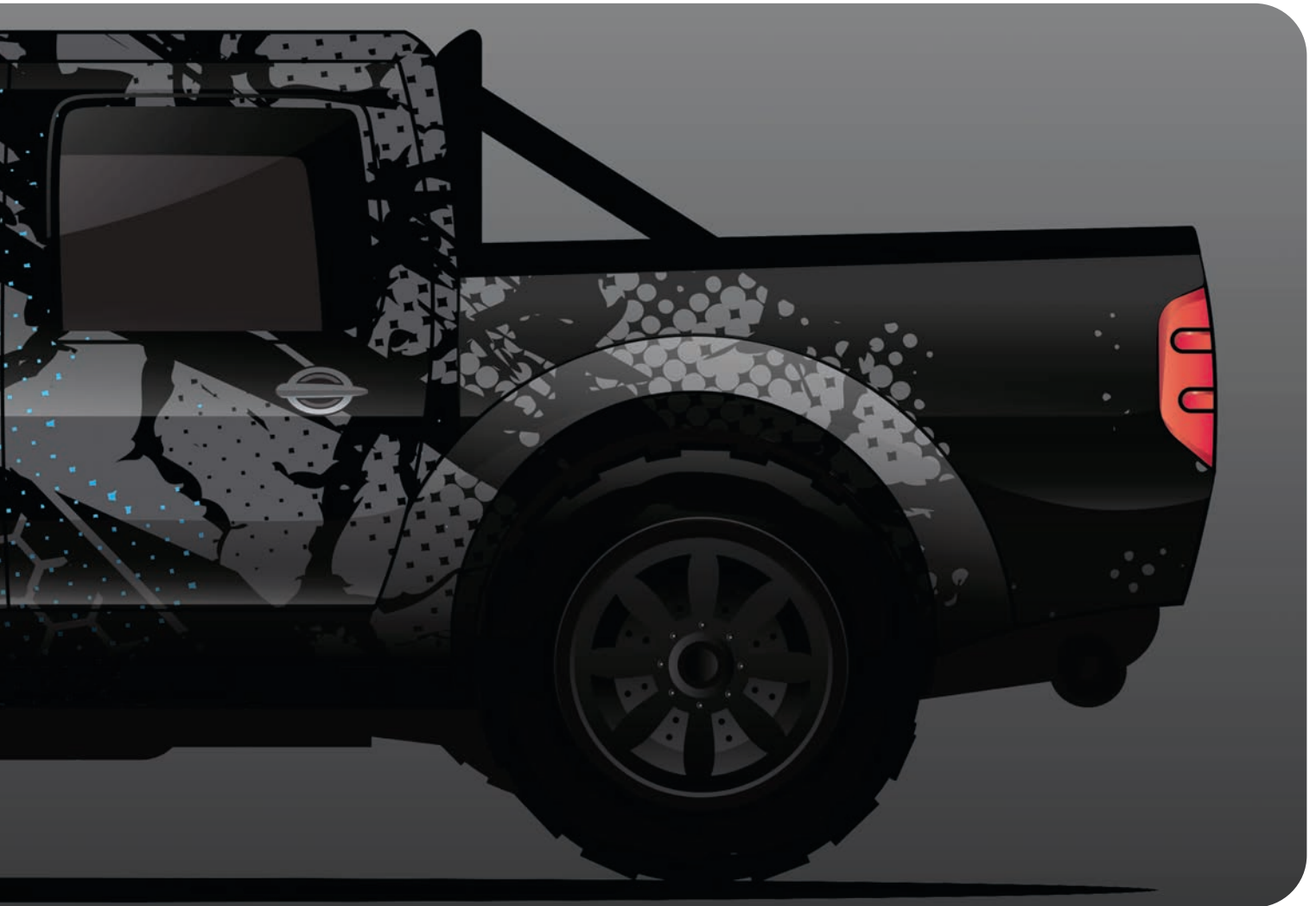
Keep things simple, don't opt for long messages that might be out of date next year, stick to the organisational logo and contact details – a web address is less likely to be changed than a phone number or tag line. Add your social channels this will also help drive people to your organisation to read more about how you operate, or your latest environmental campaigns for example. If your fleet has been awarded any accreditation – this should be added as

a sticker and not thought of as part of the branding.

If you are wanting to convey a message, such as 'recycle more' or something that is relevant for a shorter period of time to any given community, you may want to consider removable or interchangeable graphics, these work especially well on council vehicles.

Vehicles operating within urban areas are more likely to pick up minor dents and scuffs, low impact reversing damage for example, which means regular trips to the body shop. With this in mind, if your vehicle branding covers the wheel arches or bumper this may prove to be expensive, as each time a graphics repair or renew will be required. So think about which points on your vehicles pick up most damage and avoid applying any graphics in that area.

Before finding a supplier to work with, you should carefully audit your vehicle fleet, making sure you have a comprehensive list of every vehicle make, model, registration number and also all scheduled maintenance – in



addition whether the vehicles are leased or outright purchased. For any leased vehicles, you will have to seek permission from the provider and ensure the graphics are removed before return. Most importantly your graphics partner will have a full picture of what they need to provide and will be able to quote more easily if all the information is to hand.

Set a budget but don't compromise on quality. If you opt for the cheapest quote, it may mean you pay more in the long run. Make sure your provider gives you realistic time scales, having to replace poorly applied graphics that were rushed to meet an impossible deadline is costly and means vehicle downtime is increased. Most providers will offer a warranty for your vehicle graphics, but this may only cover you for replacement if the graphics appear damaged after application or start to peel away. You are better off choosing a provider that will offer a Service Level Agreement in addition to the warranty – the SLA will set out clearly what you expect from the provider in terms of repairs and

replacement and it will also outline what services are provided as part of that agreement.

Many graphic providers have in-house designers that will work with your organisation to produce your vehicle branding, if not there are many graphic design companies that can help. Your own communications or marketing team will also be instrumental in making sure the vehicles are branded correctly. It is important to request several examples and vehicle mock ups before committing to any design as your choice has to last for many years to come and that these are shared with all stakeholders.

Once you have agreed on your vehicle branding, think about your insurance policy, are you changing the colour of any of your vehicles with a full wrap? Check that you have declared any modifications with your provider.

The Police and other enforcement agencies also rely on DVLA records for vehicle related investigations and therefore any colour change should be reflected in the vehicles paperwork. It

may be worth noting that if a vehicle has had its colour changed it is more likely to be stopped for a Police check as the original colour will not match the original details when an ANPR check is made.

Vehicle graphics that display bright and clear logos also have the added advantage of making them much less attractive to thieves. The work involved in removing graphics makes a branded vehicle an unattractive proposition to the opportunist thief.

Your vehicle graphics form an important part of your corporate image. The condition of the graphics and how they look to potential customers, says a lot about your organisation so take care of them. With a small amount of care and preventive maintenance, quality vinyl vehicle graphics will stay fresh for years. Your graphics partner will be able to offer the best advice for cleaning.

The above information is meant as a general overview of vehicle branding, every fleet is different but the core principles remain the same. ●

# State-of-the-art ambulances specially designed for the streets of London arrive in the capital

**Nine brand new bespoke ambulances have been delivered to London Ambulance Service – with dozens more arriving in the next few months.**

The MAN ambulances are replacing older vehicles in the fleet and were designed after consultation with frontline crews to ensure they are suitable for the demands of caring for patients in the capital.

In response to a survey, more than 400 clinicians submitted ideas and suggestions for the new ambulances which were built in Germany by a manufacturer specialising in emergency vehicles.

Rob Macintosh, Head of Fleet at London Ambulance Service (LAS), said:

*"We worked with our ambulance crews to design a vehicle that is safe and reliable for both our patients and our people.*

*"We are really excited by the new ambulances which are more accessible and use a powered system to load the stretcher, which will make things easier for our crews.*

*"They are more energy efficient and digitally enabled for the future. They also have an asset management system that tracks our emergency equipment and notifies staff if anything is lost or needs replacing."*

The fully equipped ambulances cost £156,000 and will be paid for by internal capital and money LAS secured from commissioners.

A further 11 MAN ambulances and 112 ambulances have been ordered. All the new ambulances are lightweight, greener and more efficient than the Service's current ambulances and meet the clean air zone targets in London, which are the most stringent in the country.

Because the MAN ambulances are the first of their kind in England, they have had to undergo rigorous evaluation by academics and ambulance experts.

Rob Macintosh inspected the vehicle against a 950 point check-list, then a team of professors from Loughborough University conducted an ergonomic evaluation to ensure the ambulances are safe, reliable and easy to use.

The ambulance has been crash-tested and its fuel consumption, emissions, brake-fading and handling also checked.

All the new ambulances are fitted with a Crew Safety System to help keep clinicians safe. The system includes video cameras, panic buttons and electronic tracking.

They will also contribute to the Service's efforts to comply with the ultra-low emission zone in London and to reach its zero emission goal by 2030. Meanwhile four fully electric ambulances are expected to be delivered to LAS later this year.

Chief Executive Daniel Elkeles said:

*"It's very exciting to see the delivery of the next generation of ambulances – designed by us – which will help us respond to 999 calls across the capital.*

*"They are not only better for the environment and will help to alleviate air pollution, but will be safer and more comfortable for our crews and for the patients they care for."*



*Pictured: New ambulances at Rainham, with (L-R) Development Projects Officer Paul Henry, Fleet Modernisation Manager Chris Rutherford, Paramedic Dawn Baxter, James Cook (NHS England), Chief Financial Officer Rakesh Patel and Chief Executive Daniel Elkeles.*



*Pictured: Paramedic Dawn loading a patient stretcher on a new MAN ambulance.*



**Broadview**  
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# Yorkshire Ambulance Service NHS Trust replaces entire Rapid Response fleet with 106 fully converted Škoda Kodiaq SUVs

Škoda's flagship Kodiaq SUV is continuing to prove its worth on the frontline, with Yorkshire Ambulance Service NHS Trust set to add 106 specially modified vehicles to its Rapid Response Vehicle (RRV) fleet.

The 106 Kodiaqs will take over from the

much-loved cohort of Octavia Scouts that have been run as rapid response vehicles for six years. The Octavia Scouts clocked-up 90,000 miles of service on average, with some being used for up to 130,000 miles due to location.

Taking on emergency response duties, the

Kodiaqs have been converted by Pressfab EVO Limited to carry a comprehensive range of medical equipment and supplies to support frontline operations. As well as 360-degree lighting, bespoke storage, livery, all the vehicles are equipped with emergency services'





Pictured L-R: Steven Tawlks - Fleet Engineering Manager, YAS NHS Trust; Jeff Gott - Head of Fleet Services, YAS, Martin Gay, Skoda

communication equipment.

The Trust covers an area of nearly 6,000 square miles, and in 2021-22 it responded to nearly 850,000 incidents, making its rapid response vehicles a vital resource when responding to the needs of patients in an emergency.

The Kodiaq's wide range of powertrains has given the Trust everything it requires to support day-to-day activities. With DSG gearboxes across the model range, and a mix of powerful petrol and frugal diesel engines, versatility was an important consideration in

replacing the fleet of Octavia Scouts.

Jeff Gott, Head of Fleet at Yorkshire Ambulance Service NHS Trust, says: *"The Kodiaq combines 4x4 capability, a smooth drive, reliability, and a large interior for our clinical staff and life-saving equipment. The new fleet replaces our outgoing Škoda Octavia Scout models, which proved to be an incredible workhorse that could consistently meet the 24/7 demands of being on the road."*

*"The first consignment of converted Kodiaqs has been delivered and some of the vehicles have been put into service; we've had very positive*

*initial feedback from the teams running them."*

The Kodiaq can be converted for Ambulance, Police and Fire and Rescue teams via Škoda's bespoke emergency service convertors. This includes full integration of the emergency services' communications platform within the existing Škoda infotainment touchscreen and 360-degree lighting. Individual customer conversion requirements can be catered for with Škoda's approved specialist convertors. ●

# Connected Kerb and Surrey County Council announce ambition to play a leading role in delivering the 10,000 public EV chargers required across the county by 2030

*UK's largest rollout of public EV charging infrastructure by a single local authority.*

**Connected Kerb and Surrey County Council have announced that, together, they will take the lead role in delivering the 10,000 electric vehicle (EV) charge points needed across the county by 2030. The rollout which is the largest deployment of EV chargers by a UK local authority, will see charge points installed at over 1,500 locations across streets and public car parks in Surrey to accelerate EV uptake in the area.**

The contract will release up to £60 million of investment from Connected Kerb to install public EV charging points both on-street and in public car parks. At present, there is one charger per 9,000 residents in Surrey, but the rollout will see this figure dramatically increase. The partnership expects to deliver over 5,000 fast charging points by 2027, including a over 500 rapid charging points across the county.

The recent net Zero Review, published by the Government's advisor Rt Hon Chris Skidmore MP, highlighted the opportunity for local authorities to take a leading role in the rollout of charging infrastructure. The partnership between

Surrey County Council and Connected Kerb supports the delivery of ambitious EV charging infrastructure rollouts at the scale and pace needed to meet targets set by the government and to keep pace with rapidly growing EV adoption – up 40% in 2022 compared to 2021.

Chris Pateman-Jones, CEO of Connected Kerb, said:

*"If one local authority can deliver such a significant boost to the UK's charging network, just imagine what we could achieve by 2030 if every city, county, and combined authority was empowered to do the same. The recent Net Zero Review was clear – local authorities can become the driving force behind the rollout of charging infrastructure across the country, and our partnership with Surrey County Council is case and point."*

*"If local authorities are the door to a clean transport future, then charging networks like Connected Kerb are the key, providing the tools and expertise needed to unlock the transition at the pace and scale required to reach net zero. Although the Government's estimate of 300,000 chargers by 2030 may feel ambitious, it's eminently possible – and necessary – to achieve; this deal proves it."*

Matt Furniss, Cabinet Member for Transport, Infrastructure and Growth, Surrey County Council, said:

*"High-quality, reliable, and accessible charging infrastructure is critical to accelerating the uptake of electric vehicles across the county and serving the needs of all our local communities. Surrey County Council has a commitment to be a carbon net zero county by 2050, and a large part of us achieving that come from supporting residents to make the switch to electric vehicles."*

*"Over the last two years, we've installed over 100 EV chargepoints in Surrey and this has given us the opportunity to trial different suppliers and processes. We have an established relationship with Connected Kerb and this contract will enable us to expand our network of chargepoints and speed up the installation process, to provide services to our residents faster."*

The partnership will see a rapid rollout of on-street chargepoints, with plans to install hundreds of chargepoints within the first year. The ambition is to make one in five of the EV charging bays accessible to drivers with disabilities, in recognition of the need to make EV adoption a



## Connected\_\_Kerb

### About Connected Kerb

Connected Kerb are one of the UK's leading charging point providers, delivering future-proof, cost-effective and sustainable EV charging solutions for the public sector, developers, fleets, workplaces, car parks and other organisations to help accelerate the transition to EVs for all. Its unique solution combines power and data at the kerb to deliver user-friendly and reliable charging and provide the foundation for connected cities and communities.

practical reality for the 2.35 million blue badge holders on UK roads

Connected Kerb report shows how local authorities are "in the driving seat" of the UK's EV revolution

News of the partnership with Surrey comes as Connected Kerb publishes its annual report, 'Sustainable Mobility For Everyone'. The report outlines all deals secured by the company in 2022, which has grown its total network to 1700 public charging points at over 550 locations across the UK. This directly supports the findings of the Net Zero Review which highlighted the opportunity for local authorities to take a leading role in the UK's EV charging rollout.

Inclusivity and accessibility were also central to both the Net Zero Review and Connected Kerb's annual report, which focus on ensuring equal access to reliable charging in all regions – urban and rural – to support drivers without access to driveways. The company's focus on accessibility and reliability led to a 99.1% charging network uptime in 2022.

Rt Hon Jesse Norman MP, Minister of State for Decarbonisation and Technology,

Department for Transport, said:

*"This announcement marks another step in the growth of our public chargepoint network, enabling more and more motorists to make the switch to electric vehicles."*

*"The UK is seeing hundreds of millions of pounds of private investment in EV charging across the country, with valuable support from the Government, and it's great to see innovative British companies like Connected Kerb working with local authorities to deliver ambitious projects such as this one."*

Connected Kerb is on an enormous growth trajectory following a £110 million investment from Aviva Investors to deliver 190,000 chargepoints before 2030 – 63% of the UK government's 300,000 chargepoint estimate. As an enabler for central government, local authorities, commercial and residential developers to reach net zero targets, Connected Kerb is on track to dramatically accelerate public charging infrastructure around the UK.

The roll-out in Surrey will consist of Connected Kerb's entire product range, including 7kW and 22kW Gecko chargers, Chameleon chargers for on-street and car parks, the wall-mounted Limpet

and the Scarab throughout housing developments. Connected Kerb's Chameleon charger has been designed specifically to cater to those with accessibility needs.

The rollout of charging infrastructure across Surrey is an example of how local authorities can deliver this type of ambitious project at a time when budgets are squeezed more than ever. Most of the project is being funded by Connected Kerb. Other funding options, such as central government grants, are also available to make these kinds of projects feasible.

In addition to the EV charging points, the contract will deliver significant value to Surrey residents through Connected Kerb's social value projects. These will cover a range of initiatives including working with local educational centres to provide industry support to pupils interested in learning about EV chargepoints, providing employability support to vulnerable young people, as well as supporting a number of charities within the county. ●

# Reducing risk - stay compliant with good tyre management

**As a fleet or transport manager you have a duty of care to ensure your drivers are provided with a safe working environment, which includes the provision of safe and roadworthy vehicles. It is not only essential but a legal requirement.**

Given that tyres are one of the most important parts of a vehicle - tyre maintenance should therefore be a top priority. Ensuring the wear and tear on your vehicles tyres is regularly checked, not only protects your drivers but also other road users.

## **Keep the pressure under control**

Tyre pressure can have a significant impact on your vehicles handling, braking and mileage. If tyres are under or over inflated, it can also increase fuel consumption and make them more susceptible to wear and tear. It's important to make sure that your drivers check their vehicle's tyre pressure at least once a month, or that isn't possible, to ensure this is done at the depot where your vehicles are stored, including all spare tyres by your vehicle maintenance team.

It's also worth bearing in mind that the pressure number marked

on the tyres is the absolute maximum the tyre can take and should not be used as an indicator for daily use.

## **Be aware of tyre damage and unusual wear and tear**

With many vehicles any given fleet being used by different drivers on a daily basis, a vehicle pre-use check should be encouraged if not made compulsory. This should include a physical check of the vehicle's tyres, looking out for any signs of unusual wear or damage. This could also include cuts and bulges. Any reported defects should be investigated further and if necessary the defective tyre should be replaced before the vehicle is in use again.

## **Ensure you have enough tread**

Tyre treads have a direct impact not only on the performance of your vehicles but also its overall safety, especially in poor weather conditions. Vans and LCV's are subject to the same tyre law as cars so they must have a minimum of 1.6mm of tread across the central three quarters of the tyre around its entire circumference. If any of your vehicles have a tread that is at or

*If you are involved in an accident and the vehicle you are driving has illegal tyres any insurance claim made as a result of that accident could be invalidated.*

*In addition, driving with dangerous or defective tyres also puts drivers at risk of a fine of up to £2,500 and three points on their license.*

*That is per tyre, so four illegal tyres could mean a fine of £10,000 and 12 penalty points.*



below the minimum depth, those tyres will need to be replaced straight away.

Vans and even car derived vans, usually require specific tyres which are designed to cope with the payload of the vehicle. Car tyres are often not suitable for vans. If in doubt, speak to a local tyre retailer for specific advice on the most appropriate tyre your needs and load requirements.

Remember, if you allow a driver to go out in a vehicle with tyres below this limit is not only illegal but also extremely dangerous. Having the correct depth is essential to ensuring good control and maximising the safety - so don't chance it check it.

### **Avoid overloading your vehicles**

Overloading a vehicle beyond its maximum permitted weight limit is an illegal offence and the legal consequences for both drivers and operators can be serious and far-reaching. A vehicle carrying a lot of weight can compromise the handling and cause excessive wear on the tyres due to excessive heat. This could cause a tyre explosion and put your drivers at greater risk danger of being involved in a road collision.

### **Keep your wheels aligned**

Incorrectly aligned wheels can result in uneven tyre wear, which can weaken them and make them more prone to damage. It can also reduce the driver's control of the vehicle and increase fuel consumption.

### **Watch where you park**

Many of your vehicles will be used to visit customers in residential areas where pulling up to park on a busy street means sometimes mounting the kerb is unavoidable. Mounting the kerb can cause the tyre's sidewall to become pinched between the kerb and the wheel, causing them to weaken and potentially resulting in a tyre blow-out.

Ideally, you should encourage your drivers to avoid mounting the kerb altogether, it also illegal in some areas. The Highway Code rule 242 states: "You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road."

### **Maintain good driving habits**

It is important to encourage your drivers to practice good driving habits and to respect the vehicle they are driving. Excessive braking or acceleration or constantly stopping and starting in traffic, can have a detrimental effect on your tyres and cause them wear more quickly.

With this in mind encourage drivers to drive as smoothly and consistently as possible. It is more or less impossible to avoid uneven road surfaces and hazards such as potholes, but by taking extra care, drivers can help to prevent wheels from being knocked out of alignment unnecessarily. ●



*Peter Gittens - Head of MFS*

## MFS fleet proposition drives strong 2023 business performance

**Peter Gittens, Head of Micheldever Fleet Solutions (MFS), discusses MFS's positive start to 2023, what's driving the growth in key industries such as the utilities sector and how access to innovative tyre products is helping customers and their vehicles on the road.**

Peter said: "It's been a really positive start to the year. We have seen significant growth in sales through MFS over the last six months, with an improved share of fleet business and new contract wins.

"A significant part of this growth is down to the unique service proposition we can provide to fleet companies across the UK. This has especially been the case during the recent period of uncertainty around manufacturing, product availability, cost increases and labour shortages within many customer service sectors.

"MFS are able to supply an extremely

high level of support to fleet businesses by utilising the strength of the full Micheldever Group across UK wide tyre supply, fitment and associated fleet management services. This helps to ensure we are keeping our customers' fleets constantly moving with minimal downtime and disruption.

"As a leading multi-branded, multi-fitment tyre distributor across the UK, along with being part of the fifth largest global tyre manufacturer, we can provide impartial and specialist tyre advice, to ensure the best choice of tyre brand for specific fleet usage and application.

"MFS can therefore provide any fleet with the correct tyre policy and full management of the process from tyre supply, fitment, emergency breakdown and additional services such as SMR and MOT.

"We have a comprehensive UK-wide fitting network, which includes local, independent tyre fitting centre partners and company-owned retail sites (Protyre) and a mobile fitting network covering all UK locations and 24/7/365 tyre breakdown support.

"Our relentless focus on providing specialist services and high levels of customer service, along with very consistent product cost and availability has resulted in significant contract wins

for MFS, especially during this period of significant disruption within many customer service sectors.

"MFS is also enabling utility companies and other fleet operators to take their vehicles into new working environments by offering the first true all-terrain tyre for vans, available in the market.

"The popular Grabber AT3 is a versatile and robust tyre that combines exceptional off-road capabilities with outstanding grip on the road in all weather conditions. It's been created by the engineers at General Tire, who have listened to the market requirements and to Micheldever's experts, who have also had input into the tyre's development.

"The size has been approved for speeds of up to 106 mph and the load capacity is 1450 kg for individual mounting and 1360 kg for dual fitment (load indexes 121 and 119 respectively).

"The Grabber AT3 also features robust blocks that interlock with the ground, and allow the vehicle to move forward, steer precisely, and ensure short braking distances. It's also equipped with aggressive shoulder blocks that reach into the sidewall of the tyre and prevent the sidewall from being damaged. For off-road use, the deep tread grooves provide additional grip when the vehicle is travelling over muddy roads or slippery grassland.

"So, whether it is a four-wheel drive, or an all-wheel drive vehicle being used by breakdown recovery vehicles or utility vehicles working on varied terrains, the Grabber AT3 is ideal for working vehicles used in off and on-road conditions.

"The Grabber AT3 is one of the best all-terrain tyres on the market. It's also an excellent mid-range tyre, which is good news for fleet operators in the current climate as it means they can save money without compromising on the quality of the product."

MTS is one of the largest UK suppliers of 4x4 and SUV tyres, with a national network of over 250 independent 4x4 and SUV tyre specialists. As well as the Grabber AT3, MTS offers an exclusive range of tyres from well-established brands such as General Tire, BF Goodrich and Falken, across various niche sizes and fitments. ●

## New MFS guide offers Fleet Managers advice on getting to grips with 4x4 tyre knowledge

**Micheldever Fleet Solutions (MFS) has released a new tyre guide designed to help Fleet Managers get to grips with the tyre fitting requirements of the 4x4 tyre market.**

MFS - the fleet tyre division of Micheldever Tyre Services, one of the UK's leading tyre wholesalers – has unveiled its new 'Getting to Grips with 4x4 Tyres' Guide - available as a free download from the MFS website, <https://micheldeverfleet.co.uk/>

With fleets operating an increasingly diverse range of specialist vehicles, the new 'Getting to Grips with 4x4 Tyres' Guide is the ideal solution for Fleet Managers looking for advice and insight on ensuring they fit the right tyre for the job.

The 4x4 Tyre Guide provides an overview of the current market, advice on selecting the correct tyre fitments, the expertise and support available from MFS and case studies demonstrating how MFS has provided 4x4 tyre solutions for customers operating in the utilities sector.

The guide also contains detailed insight into the rise of the all-terrain tyre and its increasing application to meet a variety of on and off-road challenges. There is also a specialist product section showcasing three of the best all-terrain tyres - BF Goodrich all terrain KO2, Falken Wildpeak AT3WA and General Grabber AT3 – currently available on the market.

Peter Gittens, Head of MFS, said: *"For those fleets operating in often diverse and difficult terrains, the correct tyre choice is crucial to ensuring they get the job done and to the best of their capabilities."*

*"The price paid by Fleet Managers for getting it wrong can come in financial*

*penalties for time lost on the job or worse still, in accidents or vehicle breakdowns. This results in additional costs through potential injury to staff and vehicle downtime, with trucks and utility vehicles taken off the road while essential repairs are carried out.*

*"There is a lot for Fleet Managers to consider when running 4x4 and SUV vehicles and it's essential they are up to speed on selecting the best and most suitable tyre fitments for the vehicles they are operating in their fleet.*

*"We have produced the new 'Getting to Grips with 4x4 Tyres' Guide to help Fleet Managers fill any gaps in their 4x4 tyre knowledge and to support them in developing their position as 4x4 tyre experts within their business."*

The utility fleet managers MTS work with have demanding requirements for their fleets to meet. Getting the job done regardless of the terrain is paramount and having the right vehicles, including 4x4, SUV and pick-up trucks, on the right tyres makes all the difference.

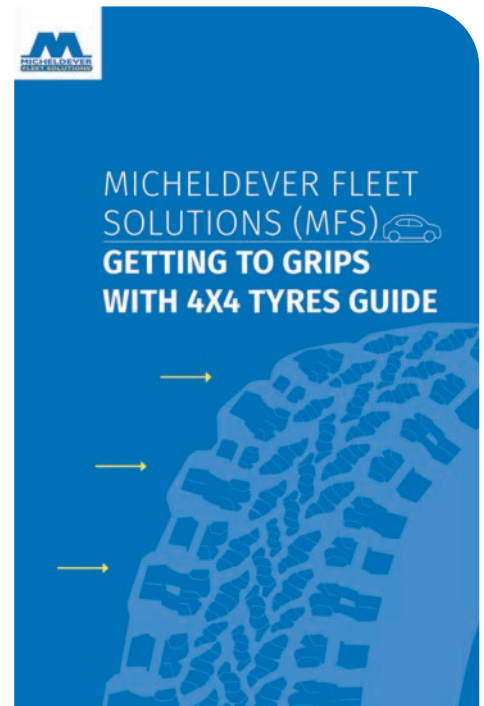
For instance, there is no easy 'off the shelf' solution for 4x4s as the demands on these vehicles often change, dependent on the individual fleet.

A key issue for 4x4s that we often see is that the original equipment tyre is not always suitable for the conditions of service the fleet wants to use the vehicle for. The fleet operator may want to use the vehicle all year round in all types of conditions and is therefore looking for the most cost-effective solution to meet this requirement.

For example, a 4x4 vehicle may be involved in repairing overhead pylons or telegraph poles that will require them to go off-road. If so fleet operators need to be reassured that their vehicles, won't get stuck with their equipment in difficult terrain, such as fields etc, as a result of fitting the wrong tyres.

At MFS, we listen to a fleet's requirements and tailor the correct tyre fitment to suit, so that the fleet can operate in all types of weather conditions, all year round and deliver performance in all kinds of terrain, including exceptional mileage.

Through our supplier agreements, we have access to well-established brands



**Download FREE** from the MFS website, <https://micheldeverfleet.co.uk/>

such as General Tire, Falken Tyres and BF Goodrich, enabling MFS to offer a comprehensive range of tyres suited to all types of terrain, on and off-road.

As well as identifying the right tyre to suit the right vehicle, MFS can also find a solution for disposing of the original equipment tyres that are now surplus due to the vehicle conversion process.

MTS partners with their customers to ensure tyres taken off vehicles are successfully redeployed - both removing the hassle for the customer and allowing the tyres to be put to an alternative use that is beneficial to all involved.

The one-stop shop solution for fleet services makes MFS quite unique in the sector and therefore very attractive to businesses looking for a joined-up service. The MFS team works with several different sectors to create bespoke custom-built solutions, including tyres, MOT and maintenance. ●



For more information on a range of tyre solutions for fleets, including those with specialist technical requirements, please contact Peter Gittens at [Peter.Gittens@micheldever.co.uk](mailto:Peter.Gittens@micheldever.co.uk)

# Why are tyres for Electric Vehicles different

Owners of EVs should be aware these tyres have characteristics which separate them from those designed for use on petrol and diesel cars. As such, when they are replaced, TyreSafe recommends like-for-like replacement of EV tyres for reasons of safety, but also to ensure that the criteria of performance is best suited to minimise long-term costs.

One key reason why tyres for electric vehicles are typically different to those of a petrol or diesel car is weight. At present, battery packs are extremely heavy, even more so than traditional engines, making EVs overall heavier than a petrol or diesel engine model.

That weight is ultimately carried by the tyres. Without adaptation to compensate for this weight, the tyres would be susceptible to premature wearing, much more quickly than an owner is used to, making replacement far more frequent. As a result, EV tyres are constructed to carry the higher loadings, are reinforced and may carry the HL loading markings.

Tyres work at their best when their tread (the part in contact with the road) is at its optimal shape, which is determined by the right amount of air pressure being used at the weight being carried. When a tyre is carrying too much weight, or has insufficient air pressure, the sidewall will bulge (creating a pillow-shaped tyre footprint), placing additional stress on the 'shoulder' of the tread. That means it will wear more quickly.

Underinflation will also cause the the 'stiffness' of the tyre to reduce allowing it to deform when it shouldn't. Drivers are most likely to experience this when cornering as the amount of control they have will be compromised.

In addition the tyre's rolling resistance will be affected, leading to higher energy consumption.

To stop that happening, some tyres for EVs feature a 'reinforced sidewall' and may operate at higher pressures than for non-EVs. The sidewall of a tyre is what we see when we approach a vehicle from the side, easily identified as it has all the markings of the manufacturer, type, size, date of manufacture and so on clearly visible. By adding strength – or 'reinforcing' – that sidewall the tyre will more readily keep its shape and stiffness if it is kept at the correct pressure. That means owners of electric vehicles need to be aware of the importance of correctly selecting a tyre and need to pay close attention markings on their tyres beyond simply their size.

## Tyre markings

The first is **load index**, which is displayed as either two or three-digits, for example, **95** or **108**. The higher the number, the more weight it can carry.

Equally, **speed rating** is of importance. Displayed as a letter, such as **'Y'**, this determines the maximum speed at which the tyre will perform when supporting permitted loads.

Load index and speed rating are shown next to each other, in close proximity to the tyre's size marking. Drivers can expect to identify them as, for example, **225/45 R18 95Y**.

In addition to load index and speed rating, tyres for EVs may well have a **reinforced sidewall**. At present, an **'XL'** marking means a tyre can carry extra load which is typically, but not always, at a higher pressure than standard. An **'HL'** marked tyre means the tyre is capable of carrying even higher loads at similar pressures to an **'XL'** tyre.

So for the driver, it's important to match the markings on the tyres recommended by the vehicle manufacturer with their replacement. An example might be **225/45 R18 95Y XL**. Replacement of that tyre with one which has no **'XL'** marking, is likely to lead to accelerated wear and a reduction in the vehicle's range. Insurance claims could also be null and void.

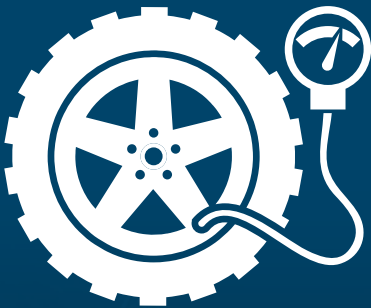


## EASY REFERENCE GUIDE

# CAR TYRES

CAR TYRES ARE ESSENTIAL FOR KEEPING YOU AND YOUR PASSENGERS SAFE ON THE ROAD. **THE DRIVER** IS RESPONSIBLE FOR TYRE CONDITION.

### CHECK YOUR TYRES AT LEAST ONCE A MONTH



#### AIR PRESSURE

Check your tyres are at the manufacturer's recommended pressure. This may be in the door shut, fuel filler cap or owner's manual



#### CONDITION

Remove any stones or objects from the tyre's tread. If you spot lumps, bumps or cuts, get your tyres checked by a professional.

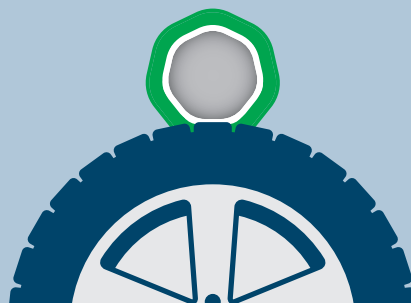


#### TREAD

The UK legal minimum tread depth is 1.6mm across the central three quarters of the tread. Check you're safe with the 20p test below.

Simply place a **20p coin** into the main tread grooves of your tyres.

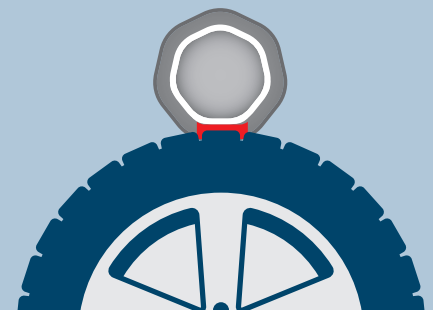
Check at least three locations around each tyre.



If the outer rim of the coin is **obscured**

Your tread depth is above the legal limit.

Stay safe by checking your tyres at least once a month.



If the outer rim of the coin is **VISIBLE**

Your tyres may be illegal and unsafe.

Get them checked immediately by a tyre professional.



*Pictured: Biffa COO Maxine Mayhew and Lunaz CEO David Lorenz*

## Biffa and Lunaz to up-cycle and electrify bin lorry fleet for sustainable and emissions-free collections

**Leading sustainable waste management company Biffa, and the UK's fastest growing vehicle electrification and upcycling business Lunaz, have taken a landmark step towards cleaning up one of Britain's largest fleet of bin lorries.**

The two British companies are combining expertise to give Biffa trucks a new lease of life by replacing diesel engines with electric. This ensures older vehicles are upcycled instead of scrapped as Biffa transitions its fleet to zero-emissions powertrains.

In signing a fleet electrification and upcycling agreement, Lunaz commits to supporting the transition of Biffa's existing diesel refuse trucks over the next decade to clean-air electric powertrains through its proprietary upcycling and electrification process and technology. The British companies are working together to create an innovative solution for the transition of large vehicles to EV to reduce emissions and tackle global

climate change.

This multi-year production programme is expected to see growing numbers of vehicles delivered to Biffa over the mid-term. With an initial order of up to ten 26-tonne Upcycled Electric Vehicle (UEV) refuse trucks saving up to 210 tonnes in embedded carbon.

Lunaz's home in Silvertstone, England has a capacity to up-cycle more than 1,110 industrial vehicles every year. The company has already committed to expanding its UK up-cycling and electrification footprint to meet surging demand for electrified vehicles in the run-up to the 2030 ban on the sale of fossil fuelled vehicles.

Following the successful completion of technical trials and due diligence, first deliveries will take place for operations on UK refuse collection routes in 2023. Biffa's UEV refuse trucks will operate on both commercial and municipal waste collection routes.

The company's chose a fitting place,

the company's first depot at its home in High Wycombe when it was established in 1912, to sign an agreement that forms a key part of Biffa's long term sustainability strategy.

### **Better for the planet, better for the taxpayer**

For UK councils, the procurement of these vehicles represents a significant saving for the taxpayer, with more than £1 million in public money saved for every 20 vehicles upcycled and electrified versus buying new EV equivalents.

The British economy further benefits as Biffa and Lunaz are pioneering growth in circular practices at a critical time by supporting more than 300 jobs and a new, green capability.

### **The Journey to waste Net Zero**

This agreement represents a key milestone for Biffa, signalling clear progress regarding its 2030 sustainability commitments in line with the UN's sustainable development goals. This



includes:

- Reducing emissions by 50% by 2030, building on a 70% reduction in emissions since 2002.
- The cessation of buying fossil fuelled trucks as soon as practicable.
- A commitment to building a circular economy.

By upcycling and electrifying its existing diesel vehicle fleet in partnership with Lunaz, Biffa moves significantly closer to fulfilling these commitments on the very front line of the UK's leading waste management operation.

Every up-cycled electric vehicle produced by Lunaz saves 82% of the embedded carbon within that vehicle. For context, at full capacity, Lunaz' factory in Silverstone, UK, will save the equivalent weight of the Eiffel Tower every year in embedded carbon by upcycling rather than scrapping existing fleet vehicles.

Furthermore, Lunaz stands alone in subtracting a polluting vehicle from the global car park with every vehicle it electrifies. This is through its '1 for 1' policy that ensures the decommissioning of every fossil fuel engine before recycling its components. This practice ensures existing polluting engines are completely eradicated and replaced with clean-air equivalents.

The Waste Management industry is at the frontline of a critical requirement to reduce carbon emissions from road logistics. According to a report by the World Economic Forum, 'for the industry to limit temperature increases to no more than 1.5 degrees centigrade, two-thirds of trucks sold this decade must be zero-emissions.'

However, this must not come at the cost of scrapping millions of perfectly serviceable vehicles, in doing so increasing the carbon burden in waste and the manufacturing process. The Lunaz approach, in line with the principles of the circular economy, answers this and also creates major economic benefits.

A Lunaz UEV represents a significant Total Cost of Ownership (TCO) saving versus either existing diesel equivalents or new EVs. This accelerates the adoption of clean air vehicles by creating a more economically viable route to fleet transition.

Maxine Mayhew, COO Collection & Specialist Services, said of the partnership: "I am thrilled to announce Biffa and

*Lunaz' fleet electrification and upcycling partnership. As the UK's leading sustainable waste management company we are committed to enabling the circular economy while reducing emissions and carbon expenditure in every aspect of our business. By working with Lunaz to meet our goal of buying no more fossil fuelled vehicles by 2030 while breaking the replace-with-new cycle, we pioneer an approach in this industry that saves millions of tonnes in embedded carbon. I am proud that every electric vehicle upcycled by Lunaz for Biffa's fleet will mean one less tailpipe emission emitting vehicle for our planet. This long-term partnership with Lunaz is a major pillar in our collective effort to achieve our 2030 commitments. We are proud to work with an innovative UK company to realise the transformational power of upcycling to save thousands of tonnes of embedded carbon in our transition to clean-air refuse truck fleets."*

David Lorenz, Founder & CEO of Lunaz, added:

*"Biffa has led from the front in pioneering more sustainable waste management practices here in the UK. At Lunaz, we are proud to assist in delivering Biffa's sustained commitment to leading the waste management industry's transition to net zero. By embracing the power of upcycling as a dramatically more sustainable course to the transition to a clean air fleet, Biffa delivers economic value to its stakeholders while delivering a great ecological dividend to the planet. By finding new life for diesel-emitting vehicles, we are delighted to stand together with a leading UK company in creating the potential to reduce global emissions at scale."*

David Beckham, Lunaz investor:

*"This deal is a strong endorsement of Lunaz' innovative approach to finding sustainable solutions and I'm delighted to be an investor in this fast growing and exciting British company."*

### **Designed from the ground-up for waste management**

*"We have built Lunaz to answer the critical requirement to transition global industrial vehicle fleets to clean-air powertrains while reversing the ecologically damaging cycle of replacing-with-new. In taking a leadership position, Biffa presents commercial and municipal clients with a solution that is better for the planet, for stakeholders and the taxpayer. This solution represents sustainability without functional and financial penalty and the ultimate win-win for operators and local authorities."*

David Lorenz, Founder & CEO  
Lunaz Group

Each UEV by Lunaz has been designed based on primary research in the field, dramatically improving the carbon impact of these vehicles and contributing to quieter and cleaner communities in which they operate.

The upcycling process also creates significant functional and operational advantages. In collaboration with Biffa's technical team, Lunaz' 150 specialist engineers are developing key modifications exactly tailored to Biffa, its clients and its drivers' operational requirements.

This includes the ability to tailor the size of the powertrain to a specific route profile, enabled by the Lunaz modular proprietary powertrain. This means for shorter, more urban routes, Biffa is not burdened with the extra cost and weight of an overspecified battery-pack.

Critical enhancements to the cabin augment significant safety improvements. This includes the use of 360 cameras with person and cyclist detection and the re-location of the handbrake to ensure drivers never need to take their hands off the wheel.

The camera monitoring system also dramatically improves driver awareness. Two assemblies containing three cameras are mounted on the top corners of the UEV, feeding digitised rear-view mirrors.

The screens also feature object detection, highlighting cyclists, pedestrians and potential hazards to the driver. Unlike standard mirrors, these operate under all conditions, including rain, snow and total darkness, dramatically increasing safety.

Lunaz UEV refuse trucks have been developed following live operator feedback with Lunaz engineers frequently taking part in refuse truck rounds to ensure an intimate understanding of front-line requirements. Critical enhancement to driver comfort and operation have been included, ensuring Biffa's operational crew feel the benefit of the latest technology and innovations.

Every UEV by Lunaz undergoes an exhaustive process of remanufacturing, re-engineering and electrification. This takes place at the company's state-of-the-art upcycling and electrification campus on the Silverstone Technology Park. This will support more than 300 highly skilled jobs by 2025. ●

# Ways to reduce your workshop staff training costs without sacrificing quality



Workshop employees need to be given opportunities to expand their expertise and knowledge to meet current market demands and stay up-to-date with technological and legal developments in the automotive industry. For any technical staff, continuous upskilling is a necessary part of their job, but, obviously, it comes at a price. Here are some cost-reduction options offered by Autotech Training that won't jeopardise the quality of training.

## 1. Host our training at your premises

Autotech Training is able to deliver the majority of our IMI-approved training courses at client's premises which means:

- Lower cost per delegate
- Reduced workshop downtime
- Training times can be scheduled around your business's needs (weekend courses are one of the options)
- No hotel or travel costs
- Tailored training content

## 2. Join up with other garages to receive a discount

There's no doubt it's not just your staff that need training, other local garages are probably in the same situation. Why not join together to take advantage of our cheaper multi-delegate rates and book a course to cover the requirements of all the businesses.

## 3. Book a 'training bundle' and save

If you are looking to complete your IMI EV training Levels 2, 3, and 4 we can offer you a discounted training package. Our courses are rated excellent by our customers and we offer flexible payment options and dates. The courses can be delivered at our new EV training suite in Milton Keynes or onsite at your premises.

Not every business's requirements fit into the "one course fits all" model and we might be able to help you find even a more cost-effective solution to suit your needs. We have a great track record in successfully tailoring our training courses, most recently electric/hybrid vehicles, to meet clients' bespoke requirements. Get in touch with the Autotech Training team for more information. ●



Part of Autotech Group

## ELECTRIFYING YOUR FLEET? THE SAFETY OF YOUR STAFF SHOULD BE YOUR NUMBER ONE PRIORITY!

We can provide **Electric/Hybrid Vehicle Training (IMI Levels 1-4)** at either your own workshop or at our bespoke training suite in Milton Keynes.



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## Preston Council hires electric refuse vehicle to gain 'deeper understanding'

**Preston City Council is the latest Local Authority to take advantage of CTS Hire's new electric refuse vehicle rental fleet and is trialling an eRCV on waste and recycling collections for six weeks. The council took the decision to hire the 100% electric vehicle to get a better idea of the pros and cons of using this kind of electric vehicle technology.**

Duncan Coward, Head of Waste Management, Preston Council: "CTS Hire have provided us with the perfect opportunity to have an electric RCV for an extended period to gain a deeper understanding of this type of vehicle without being committed to a long-term purchase.

*The vehicle is a Renault Trucks E-Tech D Wide electric rear-steer chassis with the Dennis Eagle OL21 body & Terberg Xtra bin lift."*

*Duncan continued: "We are also able to get some insight into Renault electric vehicle technology and when we do come to purchase an electric vehicle, we will be in a much better position to understand what we want. The teams at CTS Hire and Renault have been incredibly helpful and the whole process has been simple and painless."*

*Bob Sweetland, Managing Director, CTS Hire: "The electric vehicles are getting booked up fast as word spreads. It's a great opportunity for councils to see how these vehicles perform in their own collection environment and see for themselves what*

*the transition from a diesel fleet to an electric fleet may require operationally and from an infrastructure perspective."*

CTS Hire is the municipal vehicle rental division of contract hire and fleet management company Specialist Fleet Services Ltd (SFS). CTS offers a wide range of high-quality, FORS, LEZ and DVS compliant vehicles, featuring the latest technological and safety enhancements, supported by a 24/7 national mobile engineer and workshop network. The fleet includes 3.5t-26t Refuse Collection Vehicles (RCV), specialist recycling vehicles, caged tippers, hook loaders and skip loaders, all available for short to long-term hire including contract hire options. ●

For more information about CTS Hire: Tel: 01453 511 050; email [info@ctshire.co.uk](mailto:info@ctshire.co.uk); visit [www.ctshire.co.uk](http://www.ctshire.co.uk)

# Welsh Ambulance Service unveils more high-tech additions to its fleet



**The new vehicles have taken pride of place in the Trust's Non-Emergency Patient Transport Service, which takes people to and from their routine hospital appointments and discharges people home after a stay in hospital.**

The latest features include USB ports, patient call buttons and entertainment systems to improve the experience of those on board.

New handrails make it easier for patients to get on and off the vehicle, and new tail lifts mean crews no longer need to push patients up a ramp, reducing the risk of injury.

The vehicles also boast dementia-friendly flooring, blinds and colour schemes, while improved safety features like seatbelt warning systems, CCTV and driver assistance systems now come as standard.

Mark Harris, the Trust's Assistant Director of Ambulance Care, said: "The non-emergency arm of our service is all about transporting people to and from their appointments, so having the best possible

vehicles is really important to delivering that service.

"We're immensely proud of the new additions to our fleet, which are the result of a fantastic collaboration of colleagues from across the business, including Fleet, Finance, Operations and Trade Union partners.

"Not only will the new vehicles improve the experience of our staff and patients, but they're helping to support our decarbonisation agenda by driving down CO2 emissions."

Among the new additions is a Toyota RAV4 self-charging hybrid car, a custom Ford Transit small ambulance and two refreshed Renault Masters to cater for wheelchair users and patients requiring a stretcher.

The majority of vehicles are speed-limited to improve fuel consumption, and almost all vehicles in the 270-strong non-emergency fleet have been installed with solar panels to minimise the need for mains charging.

David Holmes, Fleet Manager, said: "Modern ambulance vehicles are essential

in order that we can continue to provide the best possible experience for our patients.

"They're also important for staff who can spend hours at a time during the course of a shift operating and driving in these vehicles.

"These vehicles make for an exciting addition to our expanding fleet, and we look forward to rolling them out across Wales."

Chris Turley, Executive Director for Finance and Corporate Resources, added: "The modernisation of our fleet is a piece of work which never stops.

"The new features of these vehicles are without a doubt impressive, but what's as important to us is their improved efficiency.

"As Wales' national ambulance service spread over an area of 8,000 square miles, lowering our emissions and reducing our carbon footprint is something we're very committed to.

"With demand on our service increasing year-on-year, it's more important than ever to have a fleet which literally keeps the wheels turning on our ambulance service." ●



## Specialist Groundwork and Civil Engineering firm Parchow, adopts Trakm8's RH600

**Parchow Groundworks Ltd, a specialist groundwork and civil engineering firm, is reaping the benefits of increased fleet efficiency and reduced insurance premiums since utilising Trakm8's innovative RH600 4G Integrated Telematics Camera for its nearly 40-strong vehicle fleet.**

Based in Hampshire, Parchow Groundworks offer a variety of services, including groundworks, foundation projects, drainage system installations and hard landscaping.

With a workforce of 120 out on site, and a duty of care to protect those workers, having high levels of health and safety is paramount in all Parchow Groundworks operations. With this in mind, the business wanted to adopt a telematics system that not only improved driver behaviour and enhanced the protection of its drivers, but also gave a full overview of fleet performance to identify areas where efficiency gains could be made.

Specifically, Parchow Groundworks wanted to target and provide training to drivers who speed and accelerate harshly in the attempt to bring down fuel costs. In addition, the business wanted to

implement solutions to protect its drivers from accidents and to reduce insurance claims, ultimately leading to reduced insurance premiums.

AMS Portsmouth Ltd, an authorised reseller of Trakm8, identified the RH600 4G Integrated Telematics Camera as the best solution for Parchow Groundworks Ltd. The contract was awarded not only due to the powerful reporting its telematics system offers, but also the detailed insights Parchow Groundworks could access of the vehicle health of its entire fleet, all from one device.

Installed across the entire Parchow Groundworks fleet is Trakm8's RH600. The most advanced 4G integrated telematics camera in the UK, the award-winning RH600 combines rich telematics data with an industry-leading in-cab camera system, providing drivers and fleet managers alike with a fully integrated and truly cutting-edge solution.

The RH600 has gained a reputation of helping reduce insurance premiums and incident costs by providing real-time driving performance data and easy access to road and in-cab video. Discreet yet powerful, the RH600 can help protect

businesses from reputational and financial damages caused by accidents. ●


*"Given the nature of the work we carry out, it's important our fleet runs efficiently and as safely as possible to provide the highest levels of service to our customers.*

*"Only recently the RH600 captured footage during an accident where one of our drivers was hit by a vehicle driving in the incorrect lane, saving all costs on our insurance claim, so we are already seeing benefits realised very quickly.*

*"Trakm8's innovative telematics solutions pay for themselves, and we are now able to have a holistic view of our entire fleet that is simple to manage and the detailed insights allow us to identify areas where we can enhance efficiencies quickly."*

**Steve Hale, Health & Safety Manager at Parchow Groundworks**

For more information visit: [www.trakm8.com](http://www.trakm8.com)



## New Electric Vehicle mileage cost calculator created by AFP

**A new electric vehicle (EV) mileage cost calculator has been created by the Association of Fleet Professionals (AFP) to help with accurate reimbursement of company car drivers.**

It shows potential pence per mile costs for more than 70 models, comparing a variety of home and public charging tariffs in a variety of weather conditions against the current nine pence per mile Advisory Electricity Rate (AER) rate from Her Majesty's Revenue and Customs (HMRC).

Paul Hollick, chair at the AFP, said: "This answers a very real need from fleets for information about real world EV charging cost performance, given the variance that exists between what is being paid for electricity and how efficiency changes at different temperatures.

"We expect members to choose to use the information in several ways. The first is simply to look at the mileage costs of different EVs and use the figures to inform future decision making, especially which models should be included on choice lists.

"Secondly, it should also support arguments to encourage more home charging and less use of public facilities, showing just how much this impacts on costs on a per vehicle basis.

"Finally, and perhaps most importantly, it will help to enable more accurate reimbursement of drivers for charging. While the increased nine pence per mile AER rate is an improvement, the calculator does show conclusively how it easy it is for this figure to be exceeded in any number of circumstances. We already have several AFP members who are paying substantially more than AER in order to reimburse employees fairly."

The calculator has been created by AFP member David Watts of Volkswagen Financial Services | Fleet and plans are underway to make the data it produces widely available across the membership body.

Paul said: "This is a good example of how the huge expertise that is available within the AFP can help to create new and innovative tools that immediately help to improve fleet management

best practice."

David Watts, Fleet Product Manager at VWFS Fleet said "Having been instrumental in raising the issue of the Advisory Electricity Rate (AER) and its appropriateness from a fleet perspective, back in 2020 (when it was £0.04), it was good to explore this further with the AFP.

"The exercise demonstrated the significant variance in energy consumption across the EV range, coupled with the huge variance in energy costs, depending where and when you charge up – from home and off-peak, all the way through to ultra-rapid charging – together with seasonal variations. This insight was then compared with the HMRC's AER business mileage reimbursement to develop a more effective tool to support accurate EV charging reimbursements.

"Importantly, the new tool will enable fleet managers to more accurately calculate fleet charging costs, ensuring reimbursement strategies are fair for drivers, incentivising the switch to EVs in line with the government's wider sustainability agenda." ●



## Businesses turn to BESS to beat grid limitations on EV charging

### Battery energy storage systems (BESS) could hold the key to unlocking faster fleet electrification.

As fleet operators move from early-stage deployment of EVs to mass adoption, many are finding their plans constrained by electricity supply issues. All too often, depots are simply not equipped with a grid connection that can support large numbers of EV chargers. Typically, the solution is an expensive upgrade from the distribution network operator (DNO), but BESS offers a lower cost alternative.

*"Battery energy storage systems come at a lower cost than some DNO upgrades and can be installed in a fraction of the time,"* said Matthew Lumsden, CEO of Connected Energy. *"We're seeing a spike in interest from local authorities and private sector fleet operators who are realising that many of their depots do not have a grid connection that can meet their electrification goals."*

Connected Energy's E-STOR takes batteries from Renault electric vans

and gives them a second life in BESS applications. If a depot's grid connection isn't high enough to accommodate banks of EV chargers, E-STOR can bridge this gap. It works by drawing energy from the grid or on-site renewables during periods of low demand, then providing that power to the charge points as it is needed.

Connected Energy is working with EV charging providers across the UK to assess where BESS could help make projects more commercially viable.

*"There have been projects for both the private and the public sector that have not progressed because of the cost of the energy works,"* said Simon Kendrew, Marketing and Commercial Director – EV Solutions at Equans, which owns GeniePoint.

*"We've found many businesses have a strong motivation to transition to electric, to meet organisational objectives and support their sustainability credentials. However, the cost of the energy upgrades and energy works haven't been*

fully understood. Once you get into a requirement for a substation the costs can really escalate, and there have been projects where that is the requirement.

*"The market started off with businesses installing small numbers of charge points, starting slowly as they tested the feasibility of electric vehicles. That meant that their current electrical supply could cope with just a few vehicles charging. The phase we're now entering, for cars and commercial vehicles, is many more vehicles charging at once. And vehicles are critical for fleets, they need to be able to get those vehicles charged and back out onto the road. Within that context, energy is often a significant cost, it could be 50% of a project's cost or even more."*

Connected Energy is working with fleet operators to provide E-STOR systems that enable large scale EV charging. It has also produced a white paper for fleet operators interested in finding out more about how battery energy storage can support EV charging demands. ●

The paper is free to download from <https://connected-energy.co.uk/whitepapers/ev-charging/>



# A guide to electric vehicle batteries

*By renewable energy company, Drax*

## **What are EV batteries made of, how do they work, how long do they last, and what can we do with them after their useful lives?**

The power in an electric vehicle (EV) comes from something not very different to the battery in your mobile phone. Both are lithium-ion battery packs. But while your phone only has one power pack, the batteries in an EV are made up of thousands of individual lithium-ion cells.

### **What are lithium-ion cells made from?**

They're made from a number of substances including cobalt, lithium, manganese and nickel.

### **Why choose lithium-ion batteries for EVs?**

Lithium-ion cells are now an economic battery technology, making them a suitable choice for EVs. They have fallen in price dramatically over the last 30 years, and are predicted to continue to get cheaper still.

### **How does the battery generate electricity?**

In a lithium-ion cell, lithium ions flow from one part of the battery (the anode) through a liquid called the electrolyte to another part of the battery (the cathode). This forces electrons to flow through an outside circuit. (During charging this process happens in reverse.)

The electricity that is generated is then turned into mechanical energy in the EV's electric motor. This occurs because of the interaction between the motor's

magnetic field and the electric current flowing through the motor's wire winding. This then generates force which turns the motor's drive shaft.

A charging cycle is one full charge and discharge of a battery.

Each completed charging cycle very gradually reduces the amount of power the batteries can store. This means that after every charging cycle, an EV can drive for very slightly less distance on a single charge. It also means it will take very slightly less time to charge the battery. This process normally takes many years.

### **What's the lifetime of an EV battery?**

Individual batteries are different, but there's general agreement that EV batteries have a lifetime of between 10





[www.drax.com](http://www.drax.com)

and 20 years. That's much longer than the typical manufacturer's warranty. Manufacturers create 'excess capacity', to allow the batteries to continue effective charging cycles even as they age.

#### **Is there any way to increase the lifetime of EV batteries?**

Batteries are 'buffered', so they can't use absolutely all of the charge they contain. This effectively reduces the number of complete charging cycles they go through, so they can last longer. EVs are also fitted with special equipment designed to keep batteries cool, which can help extend their life, too.

#### **Does battery size affect range?**

The larger the size – measured in

Kilowatt hours (KWh) – of an EV's battery, the greater its charging capacity, and the longer its range on a single charge. And of course, the vast majority of EV journeys are for very much shorter distances than their total range. This is still true for fleet drivers, as our telemetry shows.

#### **What happens to EV batteries after their working lifetime?**

Batteries are reused in other functions – storing power for use in the electricity network for instance, or in people's homes. This demand is expected to continue to grow. When batteries can't be used to store power, they're recycled. Currently, around 50% of the materials used in batteries can be re-used in this way. However, manufacturers are already working

on ways to make battery recycling more effective.

#### **How sustainable are EV batteries?**

Batteries are made from lithium ion. There are emissions associated with the mining of this material, and with the production of the battery itself.

However, the batteries have long lifecycles, and the most efficient models take just two to three years of driving to save the amount of carbon emitted in producing their batteries.

Since batteries can also be used in domestic settings beyond its life in a car. Some estimates place this secondary lifespan at between 10 and 15 years, which means they can continue to payback emissions for longer. ●

# New state of the art fire engines set to serve Cumbria

**Cumbria Fire and Rescue Service (FRS) are pleased to introduce six new fire engines to its fleet of vehicles to serve the communities of Cumbria.**

Cumbria County Council's £1.5M investment into Cumbria FRS's fleet and equipment will benefit and enhance the Service's emergency response to Cumbrian communities through improvement of technology, modern equipment, and the safety of firefighters.

Cumbria FRS are committed to providing the best possible vehicles and equipment to enable firefighters to respond effectively and efficiently to emergency incidents within Cumbria. The six new vehicles will be placed at Carlisle East, Ulverston, Whitehaven, Windermere, Appleby, and Walney Fire Stations.

Cumbria Fire and Rescue Service's Chief Fire Officer, John Beard said:

*"Ensuring the safety of our crews and the communities we serve is our upmost priority, which is why these new fire engines have been designed with the direct involvement of our firefighters. A lot of hard work has gone into making sure that these new models will enable our crews to work safely and effectively both now and, in the future, so that we can continue to provide a first-class emergency response for years to come within Cumbria."*

Cumbria County Council's Cabinet Member for Fire and Rescue, Cllr Janet Willis, said:

*"I am delighted to officially see the latest additions to Cumbria Fire and Rescue Service's fleet. It gives me immense pride to be investing in the latest fire and rescue equipment. The new fire engines offer a wide range of improvements and better equip our firefighters to serve the people of Cumbria."*

Each of the new fire engines has been branded featuring different messages:

- **Water safety** - It is important to educate the whole community about the risk open water poses if you are not a trained professional with the correct equipment. Cumbria FRS want people to enjoy the water safely and are fully committed to preventing drowning incidents from happening in the first place.
- **Road safety** - It's vital all motorists drive safely and ensure their vehicles are road worthy to help prevent accidents. Lives are still being destroyed by the failure of drivers to be responsible behind the wheel before and during their travels.
- **Home fire safety** - Smoke and carbon monoxide alarms can save lives, but only if they are working. The Service aims to raise awareness on the importance of people having working smoke and carbon monoxide alarms in their home.
- **Wildfires** - Wildfires are becoming much more common



across the UK and in Cumbria and cause devastating damage to wildlife, agriculture, environment and properties. Help protect our rural areas in Cumbria from wildfires.

- **Pride** - Having a fire engine wrapped with this design shows Cumbria FRS's commitment to engaging with and supporting their local communities and being an inclusive organisation.
- **Hate crime** - Cumbria FRS continue to raise awareness of issues surrounding violence and hate crime and its impact on the communities it serves and the organisation.

Cumbria FRS hope that this will create awareness around the county.

Cumbria Fire and Rescue Service's Assistant Chief Fire Officer, Nathaniel Hooton said:

*"Our appliances provide a fantastic presence in our communities, and we have decided to use this to help spread some important messages. We want to engage with everyone in our communities, and this is another way of doing that. I hope people will keep an eye out for their local fire engine and see what messages it is displaying." ●*

## Collisions, casualties and convictions are increasing – but when will the government take action to stop Britain’s drug-driving crisis?

*A statement from Anthony Kildare, IAM RoadSmart CEO*



**In March, IAM RoadSmart called on transport ministers and MPs to take the long-overdue steps needed to finally address Britain’s growing drug-driving crisis. This is an issue the government claims has been on its radar since 2011, and yet since 2012, the issue has shown no signs of improving.**

Collisions and casualties have gone up by over 260 per cent over the last ten years, and convictions are increasing every year, reaching nearly 28,000 in 2021. The impact is devastating, far-reaching, and only getting worse.

Such sobering statistics clearly require urgent action – unfortunately, it appears our calls for drug-driving to be treated as a standalone issue have been overlooked. Our worrying research findings indicate the potential scale of the issue. Indeed, IAM RoadSmart’s survey of over 2,000 motorists discovered that:

- 1-in-10 motorists have driven, or been a passenger in a vehicle where the driver has been under the influence of illegal drugs
- 14 per cent of people would not stop a family member or friend who was planning to drive while under the influence of drugs
- 6 per cent of people would be comfortable with driving while under the influence of drugs

And Britain’s drug-driving issue does not just apply to illegal drugs, but also, perhaps surprisingly, commonly-used prescription and over-the-counter (OTC)

drugs such as antihistamines, painkillers and anti-depressants – which can have just as much of a profound impact on a driver’s judgement while behind the wheel. Our research also revealed that:

- 1-in-3 motorists do not know maximum dosages of prescription medication before it will impact their ability to drive
- 1-in-5 rarely, or never, check whether prescription medication will impact their ability to drive
- 1-in-4 drivers are unlikely to avoid driving after taking OTC medications that warn against using heavy machinery, like antihistamines or cold and flu remedies

Despite the government choosing not to take any new actions on this issue, we are determined to continue raising awareness of driving after consuming illegal and prescription drugs. We have already attracted strong engagement with the general public and the media, and now is the time for the government to give it the priority it deserves.

This is why IAM RoadSmart is, again, calling for a meeting with government so we can discuss how we can work together to finally get to grips with this issue. We wish to reiterate our previous calls for:

### **An outcome from the government consultation**

We have been waiting since last summer for the government to announce the results of its own consultation entitled

“Protecting the public from repeat drug-driving offenders” so that we can all work together to help drug offenders tackle their issues.

Separate rehabilitation schemes

We want drug-driving to be reprioritised as a standalone issue, and we are calling for an in-depth investigation, looking at the underlying issues that lead to the offence - recognising that it is a distinct issue from drink-driving.

### **Develop a course**

As the UK’s leading independent road safety charity, we want to work with the government and all interested parties to support the development of a rehabilitation option for drug-driving, with a particular focus on illegal substances, that is effective in reducing reoffences.

### **Support the prescribing process**

We want to work with partners, in government and the health sector, to raise awareness and advise on some of the potential outcomes that prescribed medications can have on a driver’s ability behind the wheel.

Together we can fight the tide and begin to see a decline in drug-driving collisions and casualties on Britain’s roads, before the situation gets any worse. ●

*To find out more about IAM RoadSmart’s drug-driving campaign, visit <https://www.iamroadsmart.com/about-us/research-and-policy/drug-driving/>.*

## Driver mental health hit by soaring cost pressures, research reveals

**More than three quarters (76 per cent) of fleet operators believe that work pressures facing drivers are intensifying in the wake of the 'cost of business' crisis.**

A similar number (75 per cent) also believe the cost-of-living crisis is negatively impacting their mental health, according to a new study from Bridgestone and Webfleet – Bridgestone's globally trusted fleet management solution.

*"If commercial vehicles are the workhorses of the UK economy, drivers are their very heartbeat,"* said Andrea Manenti, Vice President North Region, Bridgestone EMIA.

*"Fleets are facing considerable cost pressures – from high inflation to rising interest rates – but their strategies for navigating this volatile landscape must be balanced with a supportive working environment. Positive mental wellbeing is not only intrinsic to*

*driver safety, it is vital for strong productivity, skills retention and an organisation's reputation as an employer of choice."*

The study, conducted among 210 commercial fleets, found that excessive business and personal finance pressures are not only taking their toll on the wellbeing of drivers. Fleet decision-makers' have also been impacted, with three-fifths (59 per cent) considering a career change.

Almost three-quarters (74 per cent) admitted they need to review their current systems and processes to alleviate workforce stress. Seventy-one per cent, meanwhile, plan to introduce new fleet tech to help mitigate rising costs and operational pressures.

*"By investing in fleet and tyre management solutions to streamline workflow, simplify operations and digitise tasks, businesses can boost efficiency while fostering a happier, healthier working environment,"* said

Beverley Wise, Webfleet Regional Director for Bridgestone Mobility Solutions.

*"Jobs, for example, can be dynamically assigned or reallocated according to capacity, with schedules optimised to ensure sensible workloads and realistic deadlines. Intelligent routing can reduce time spent behind the wheel, alleviating driver frustrations and the pressures of leaving customers waiting.*

*"Managers can keep closer tabs on driver hours and rest break protocols to prevent fatigue, while burdensome admin can be alleviated by digitising everything from maintenance scheduling, tachograph management and asset tracking to mileage capture, claims processes and vehicle safety checks.*

*"Cost control can consequently be achieved without compromising the health, safety, wellbeing and job satisfaction of the fleet workforce." ●*

# The CV Show 2023

**This year's Commercial Vehicle Show (18th – 20th April at the NEC, Birmingham) highlighted the CV industry's net zero ambition with next generation trucks and vans being showcased. Taking place over three days, the exhibition gave visitors the opportunity to see first-hand, new technological advances in action.**

Light commercial vehicles always feature prominently at the Show and once again there was a comprehensive line-up of vans and pick-ups, with class-leading vehicle conversions also being heavily featured. There were new electric vans from Ford, Iveco, Maxus and Nissan, and new collaborations that are hoped will help accelerate the adoption of electric light vehicles by fleet managers across the UK and Europe.

With over 200 exhibitors, visitors to the show could find out more information

about and view products that feature in every aspect of fleet management from telematics innovations, to repair and maintenance advice and so much more.

Complementing the vast range of vehicles, services and components there were live theatres presentations, including 'the future of the industry' in the Road Ahead Theatre, and 'in-depth engineering expertise' in the Workshop Theatre.

Lisa Fuller, Brand Marketing and Communications Manager for Iveco UK said: "Iveco were very pleased to be at this year's Commercial Vehicle Show, especially as our brand new all electric eDaily made its UK debut."

Alex Williams, Head of Brand and Communications at Renault Trucks UK and Ireland, said: "Renault Trucks were excited to be back at the CV Show this year with a battery-electric 18T E-Tech D Wide rigid from the Vertellus fleet. The Vertellus

*EV Discovery programme is a unique opportunity for fleets to test EV products in their operations for a fixed 3-month period."*

In addition to vehicle manufacturers, a number of the UK's top leasing and rental providers displayed examples of their latest offerings that meet the needs of the whole of the transport sector.

Show sales and marketing manager, Tim Mustin, said: "Road transport operators need to make big decisions about which vehicles they need and how best to run them, for both today's business needs and tomorrow's opportunities.

"The Commercial Vehicle Show has always been the best place for visitors to get the latest information and advice on every aspect of running a fleet.

"Businesses can make all their annual purchasing decisions in one place in the halls of the UK's top exhibition venue." ●



## MAXUS eDELIVER 7 launched

**MAXUS once again electrified this year's CV Show with the unveiling of its newest all-electric commercial offering for right hand drive markets – the eDELIVER 7.**

Pitted as a medium-sized eLCV, the eDELIVER 7 will bridge the gap between MAXUS' current eLCV offerings, the smaller eDELIVER 3 and big

brother, the eDELIVER 9.

The latest MAXUS eVan offers considerable range, clocking up to 226miles /365km (WLTP combined) on a single charge (88kWh battery).

Available in three size configurations, with a payload of up to 1200kg, the eDELIVER 7 features a 150kW /330Nm high power, low energy motor with an acceleration time of 0- 100km in 11 seconds.

There are two battery options from which to choose: 77kWh and 88kWh. ●



## Isuzu D-Max maintains award-winning 4x4 expertise with significant cosmetic enhancements.

**Isuzu UK unveiled the New-Look Isuzu D-Max range with the changes for the 2023 model being primarily cosmetic.**

Although there have been no technical modifications to the revamped range, each trim level has received significant visual enhancements, most notably a freshly styled front grille and new wheel designs for the vehicles. While every pick-

up in the range has implemented the refreshed grille, only the All-Purpose and Adventure models have received the new wheels, with the Business range keeping the practical and durable steel wheels which have become a staple of the Isuzu D-Max Utility model. In addition to the revised front grille and wheel designs, the introduction of two new colours is also a key feature of the New-Look Isuzu D-Max models, with the new Dolomite White replacing Pearl White, and Biarritz Blue replacing Sapphire Blue. The Biarritz Blue metallic paint finish will be available for both Isuzu D-Max DL40 and V-Cross models, while the Dolomite White pearlescent will be exclusive to the range-

topping V-Cross. The interior has also been given some modifications. Although the hard-wearing cloth interior of the Business range models has remained unchanged, the Isuzu D-Max DL20 seats are covered in a more premium woven fabric with a refreshed design. Moving up the range, both the DL40 and V-Cross have been upgraded thanks to the newly designed leather upholstery, utilising horizontal layering for a more spacious feel. A rear-differential lock option is also now available on all manual 4x4 Utility models in the range. This feature was made available for the 2022 Isuzu D-Max pick-ups and is continuing with the New-Look Isuzu D-Max. ●





## IVECO eDaily makes its UK debut



**Attendees of this year's CV Show had the first chance to get up close and personal with the new IVECO eDaily.**

This new electric LCV features a broad range of capabilities and retains its rugged truck-based chassis enabling an unrivalled payload, superior

3.5-tonne towing capacity, and more body types than any other vehicle in its class. It is the same IVECO Daily operators depend on, just electric. IVECO eDaily is currently the only eLCV on sale to provide a 15kW ePTO. The vehicle's applications are wide-

ranging including tippers, chilled and refrigerated box vans, ariel platforms and much more, meaning each can take advantage of the eDaily's game-changing onboard power. Joining the eDaily on the IVECO stand was an IVECO S-Way 460hp Natural Gas

truck. This vehicle when powered by biomethane produces up to 95% less CO<sub>2</sub> than an equivalent diesel model. In addition an IVECO S-Way 490 'fuel hero' was also available for attendees to get behind the wheel in the show's Ride & Drive located outside Hall 5. ●



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## The Nissan LCV range and all-new Townstar EV



**The all-new Townstar EV is an innovative electric van that helps customers adapt to changing emissions regulations, increased urbanisation, and the rapid shift towards electrification.**

With a range of 183 miles WLTP Combined – or up to 269 miles on the City Cycle – it joined Nissan's LCV line-up at this year's CV Show.

On the Nissan stand attendees could also view the Primastar and Interstar, both of which have recently been significantly upgraded in terms of equipment and a new range of efficient engines.

The all-new Townstar EV boasts a cutting-edge electric powertrain that

has been optimised with intelligent energy management and battery thermal cooling technology. This advanced system delivers a class-leading zero-emission range, making it one of the most capable and versatile commercial vehicles on the market today.

The Townstar EV's 45kWh battery offers both AC charging (11 kW or 22 kW) or DC CCS quick charging, the latter of which enables users to charge the battery from 15% to 80% in as little as 37 minutes. Battery thermal cooling combined with the 22kW AC and 80kW DC CCS charging is standard from Acenta grade onward.

When it comes to carrying capabilities,

Townstar provides a generous payload of up to 600kg (SWB) or 800kg (LWB). In addition, the maximum braked towing capacity is 1,500kg.

The Townstar brings a broad range of safety systems and advanced driver assistance features such as Intelligent Emergency Braking, Hands-Free Parking, Intelligent Cruise Control and Around View Monitor (AVM), putting it at the forefront of its category.

Every Nissan LCV boasts an industry-leading five-year or 100,000-mile warranty. The Townstar EV expands on this offering with an eight-year warranty on the battery state of health up to 70%. ●

## DVS regulations under the spotlight with Brigade

**Brigade Electronics took the stage at the CV Show's live theatre to outline proposed changes to the Direct Vision Standard regulations and to highlight areas of concern.**

The changes have been designed to introduce more stringent rules for mandatory safety equipment which supports a driver's direct vision from a cab, reducing the risk of collisions with vulnerable road users.

James Ashford, Head of UK Connected Services at market-leading Brigade, said while the company applauded the efforts to vastly reduce accidents on the roads there were still areas of concern. The regulations stipulate all false alerts – for example drawing the driver's attention to a parked car or a bollard instead of pedestrian or cyclist – must be eliminated. But Brigade says if enforced, drivers may end up colliding with stationary objects because the ability to warn the driver has been removed.

The proposals also include completely eliminating blind spots. But in the event of an incident Brigade is questioning how complete elimination is determined and who by – whether transport operators, manufacturers, or Transport for London.

James also raised concerns about the lack of technical specifications provided by Transport for London. Brigade is recommending in its consultation feedback that customers with systems fitted between 2022 and 2024 should have permit extensions to alleviate the current burden of costs on operators and to allow installers extra time to equip the vehicles adequately. A phased approach would also help to alleviate the issue of engineer shortages and the mammoth tasking of fitting all affected vehicles by the deadline.

Launched in the mid-1970s Brigade was the first company to introduce reversing alarms to the UK and over the decades has consistently been at the forefront of road safety.

Its SideScan® Predict side-detection system, designed for rigid vehicles, calculates the risk of impact at the side of an HGV and alerts drivers to potential dangers. It reduces false alarms by differentiating between moving objects such as

pedestrians and cyclists to static objects such as parked cars and bollards.

Radar Predict is Brigade's latest system which meets both DVS proposals and Regulation UN.151. Designed for articulated vehicles Radar Predict was launched at the CV Show and can detect whether the vehicle has a trailer, eliminating false alerts during articulation. It is also able to determine when a tractor is driving without a trailer and can adapt for vehicles carrying interchangeable trailers.

CAREYE® is a premium AI camera that is also predictive, calculating the future course of motion of vulnerable road users or objects on the nearside of a vehicle and giving visual and / or audible warnings to the driver.

In 2022 more than 112,000 Direct Vision Standard permits, allowing operators of lorries over 12 tonnes to operate in most of Greater London, were issued among vehicles that met the one-star minimum requirement.

Next year the minimum requirement will rise to three stars. But even with three stars the number of new permits issued is expected to rise 165,000. ●

# Ford Pro delivers next level of commercial EV leadership with smarter, fully connected, all-electric E-Transit Courier



**Ford Pro revealed the E-Transit Courier, at the CV Show, a ground-up new all-electric commercial vehicle bringing enhanced connectivity and productivity for compact van customers.**

Extending Ford Pro's line-up of innovative electrified and connected cargo vans, the all-new E-Transit Courier is fully integrated with Ford Pro's platform of software and connected services to further drive efficient operation including end-to-end charging solutions and management tools from Ford Pro Software.

To further boost productivity, it has been completely redesigned around a larger, more flexible cargo area that delivers 26 per cent more load volume than the outgoing model, plus enhanced capability including increased payload and space for two Euro pallets.

Part of Ford's global push to lead the EV revolution, the E-Transit Courier is the next step as the company electrifies its iconic Transit family of commercial vehicles,

joining the larger E-Transit and E-Transit Custom models in the Ford Pro portfolio.

The new vehicle made its public debut at the Commercial Vehicle Show in Birmingham, and is scheduled to enter production later in 2024. Customers will be able to order petrol- and diesel-engine Transit Courier models from summer 2023 for delivery before the end of the year.

**All-electric productivity and charging solutions**

E-Transit Courier's all-electric powertrain has been engineered to deliver an uncompromised driving experience for customers, including a powerful 100kW (136PS) motor and one-pedal driving capability. Full performance and range details will be confirmed closer to launch.

Ford Pro Charging offers an end-to-end solution for home, depot and public charging, including hardware installation and management software that helps to optimise the charging process. Simplified billing and administration via Ford Pro Charging software also supports

businesses whose drivers take their work vehicle home, as well as streamlining public charging.

Ford Pro expects E-Transit Courier to be popular with customers who charge at home; Ford Pro Charging is targeting an 11 kW AC overnight home charge in 5.7 hours, and charging can be scheduled to take advantage of cheaper overnight energy using the in-vehicle touchscreen or depot charging software.

To support efficient public charging, the vehicle offers DC fast charge capability up to 100kW. Ford expects the system to add 54 miles of range in 10 minutes, and charge from 10-80 per cent in less than 35 minutes. It also comes with a year of complimentary access to the BlueOval Charge Network, which is set to include 500,000 public chargers by 2024.

Customers with five or more vehicles can also benefit from one year of complimentary access to the tailored features of Ford Pro E-Telematics. The

system uses live data to help maximise productivity, as well as delivering features to support effective and intuitive use of Ford Pro Charging. These include current charging status, vehicle-specific state of charge, and remaining range with customisable low range alert thresholds.

Plug and Charge enables E-Transit Courier owners to simply plug in and walk away when using compatible BlueOval Charge Network chargers. Charging begins automatically, and a bill and charge summary are sent to the owner after unplugging. To go further between charges, cloud-powered Intelligent Range aggregates data to deliver more accurate range figures.

### Customer-focused design

Its all-new body design delivers increased load capacity in all dimensions. Width between the rear wheelarches is 1,220mm, enabling the compact van to carry two Euro pallets for the first time. Total cargo volume is now 2.9 m<sup>3</sup>, 26 per cent more than the outgoing model. This can be further increased using the new load-through bulkhead feature, which enables customers to carry items such as planks or pipe over 2,600mm long. Maximum payload for the all-electric model is 700kg, with a maximum towing weight of 750kg.

E-Transit Courier helps businesses to stand out, with a bold, distinctive exterior design and a spacious, practical interior designed around compact van users' needs. The all-new model offers a very comprehensive standard equipment specification including unique cabin features with "squirrel" steering wheel design to improve leg room and visibility for the driver, as well as a column-mounted gear shifter, push-

button ignition and an electronic handbrake to deliver increased configurable storage space.

The "digiboard" instrument panel contains a 12-inch digital cluster and 12-inch centre touchscreen with Ford's latest SYNC 4 system. 6 Subscription-based Connected Navigation can boost productivity and reduce driver workload with updates on traffic, parking, charging and local hazards. Wireless Android Auto and Apple CarPlay compatibility is standard. An innovative, class-unique Office Pack includes a foldaway flat work surface and lighting to make using a laptop, filling in paperwork or taking a break in the cab easier and more comfortable.

Driver and cargo safety are paramount concerns for van operators and Ford Pro. E-Transit Courier sets a new benchmark in the segment with its comprehensive suite of advanced driver assistance systems as standard. An optional further bundle includes Adaptive Cruise Control with Lane Centring and Stop & Go, Blind Spot Information System with Cross Traffic Alert, Intersection Assist and Reverse Brake Assist for more peace of mind in urban driving.

Every Courier features a built-in modem as standard, enabling always-on connectivity with the Ford Pro ecosystem and wireless software updates that can evolve the vehicle's capability over time without requiring a dealer visit.

### Improved security and cost of ownership

After activating the built-in modem, operators can benefit from enhanced vehicle security alerts for collisions and break-ins via Ford Pro Software. With Fleet

Start Inhibit, fleet managers can remotely enable and disable E-Transit Courier to help prevent theft or unauthorised use outside of work hours.

To improve security without the time and cost of aftermarket solutions, Ford Pro partnered with vehicle security experts TVL to offer factory-fit lock packs for E-Transit Courier. The packs include secondary hook locks to mitigate against "peel and steal" attacks, as well as auto-locking for the sliding side door to reduce driver workload and shave seconds off each delivery.

Ford Pro Service expects E-Transit Courier's non-scheduled maintenance costs to be at least 35 per cent lower than on diesel-powered models. The all-new van is backed by the same comprehensive Ford Pro Service network – including an expanding Mobile Service capability, the unique FORDLiive connected uptime system and Europe's largest dedicated commercial vehicle dealer network – as the rest of the Transit family.

The vehicle is first available in 2023 with a range of fuel-efficient petrol and diesel engines. The line-up features a choice of attractive series including the high-specification Limited and Active models. All models will be built in Craiova, Romania, by Ford Otosan, the manufacturer of the best-selling Transit Custom and segment-leading E-Transit. Ford Otosan is Europe's largest producer of commercial vehicles, with annual production set to exceed 900,000 units by 2025. ●



# UK's first zero emission hydrogen-electric truck revealed at CV Show

**Emerging zero emission truck developer Hydrogen Vehicle Systems (HVS) unveiled its new 40-tonne HGV as it bids to put the first British designed and built hydrogen-electric truck on UK roads.**

HVS revealed the demonstrator with a powertrain that uses a fuel cell and energy storage system to deliver electricity to an electric motor, which then transmits power to the wheels. It also uses the Kinetic Energy Recovery System (KERS) to capture energy while braking and slowing down.

It means that the truck has a range of 370 miles and can refuel in around 20 minutes, similar to diesel.

In addition to zero tailpipe emissions, the hydrogen-electric powertrain improves fuel efficiency using HVS's advanced control system SEMAS, and enables improved spatial ergonomics within the cab, such as better access for the driver and more room at the controls.

HVS, headquartered in Glasgow, is currently planning to open an R&D, engineering and pilot production facility alongside a permanent UK-based production facility. While today it has around 600 employees, it is expected that, with government targets to phase out non-zero emission HGVs between 2035 and 2040, it will employ an additional 10,000 people in Britain's supply chain in the coming decades, boosting the UK's net zero skills base.

Jawad Khursheed, HVS Chief Executive, said: "This technology demonstrator showcases our ground-breaking hydrogen-electric commercial vehicle design and advanced powertrain technology. Our zero emission trucks are a key part of decarbonising the logistics sector.

"Hydrogen is the perfect fuel for the haulage industry, offering long ranges and quick refuelling thanks to stations being easily integrated into existing key transport networks. What's more, we will supply our customers with the most advanced HGV in the sector, delivering a step change in driving experience and efficiency." ●



## HVS invites fleet operators to trial UK's first zero-emission hydrogen-electric HGV

Hydrogen Vehicle Systems (HVS), invites fleet operators to register expressions of interest in trialling its state-of-the-art, clean-sheet-designed hydrogen-electric Heavy Goods Vehicle (HGV) prior to purchasing.

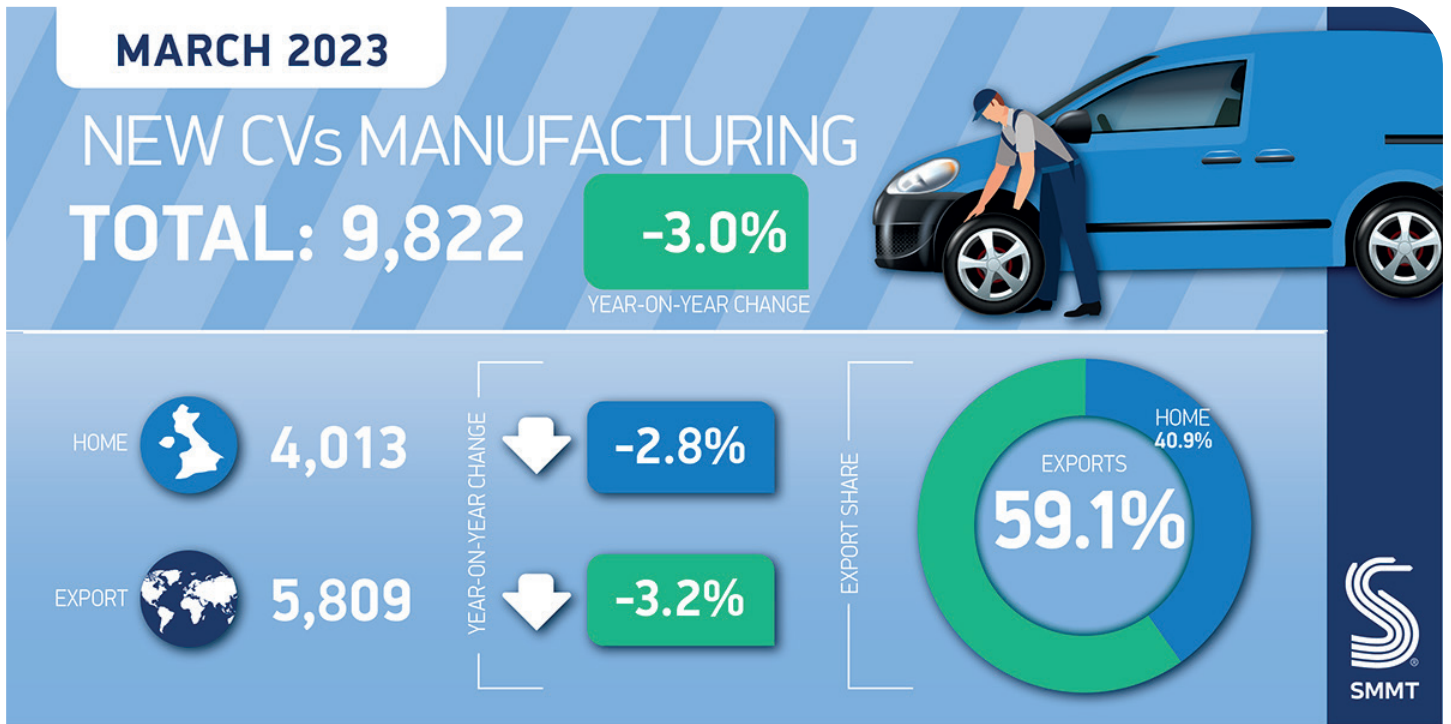
Supported trials are set to commence in Q4 2025 once the exhaustive pre-production prototyping phase is completed and the HGVs are ready to enter volume production in the UK.

Fleet operators will be offered extensive trial periods to test the hydrogen-electric HGV tractor unit, putting it through its paces and evaluating how the zero-emission vehicle will perform within their fleets.

Jawad Khursheed, CEO of HVS said: *"In response to the huge levels of interest we have received from fleet operators we are inviting them to register expressions of interest in trialling our Hydrogen Goods Vehicle on the HVS website [<https://www.hvs.co.uk/contact>].*

*"We understand the challenges of introducing disruptive technology such as zero-emission trucks to the logistics sector, so we will be offering extensive trials to fleet operators so they can thoroughly evaluate the technology and understand how it will perform within their fleets before they purchase our vehicles, which will help them achieve their environmental targets.*

*"Hydrogen is the perfect fuel for the haulage industry, offering long range and quick refuelling thanks to stations being easily integrated into existing key transport networks, and we're keen to help prospective customers learn all about this exciting technology." ●*



## CV manufacturing up in Q1 despite March fall

**UK commercial vehicle (CV) manufacturing output decreased by -3.0% in March, with 9,822 vans, trucks, taxis, buses and coaches produced.**

The decline of just 308 units must be set against March 2022, which was the best March since 2011, and draws an uneven first quarter of the year to a close, with a large rise in January followed by declines in February and March as temporary supply

shortages continued to affect output.

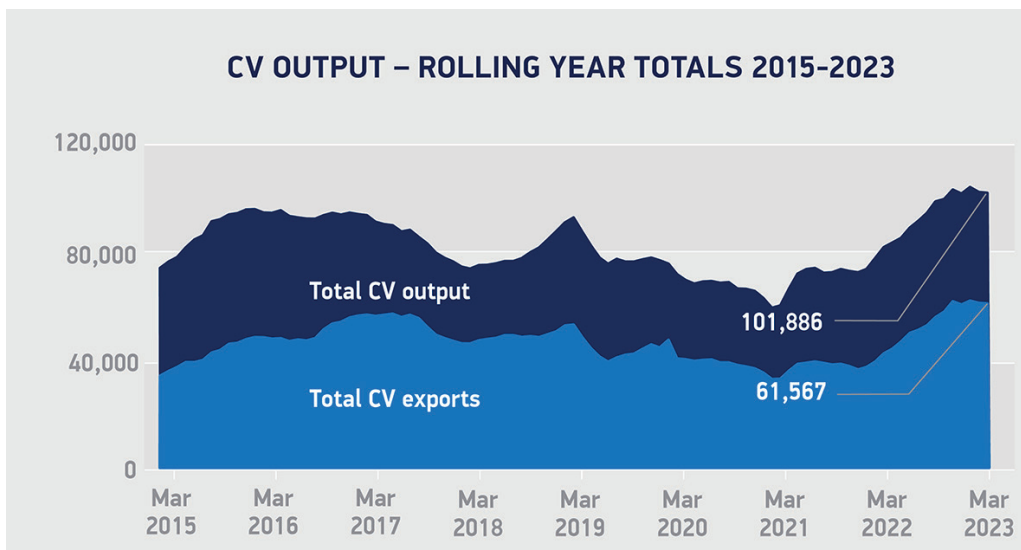
Vehicles produced for overseas markets declined in March, with exports decreasing by -3.2% to 5,809 units – with 92.8% heading for the EU.1 Output for the domestic market also fell, by -2.8% to 4,013 units. Production volumes are expected to increase in the coming months as new electric van manufacturing comes on stream and supply

chain constraints ease.

Even with the March fall, manufacturing output remains up 1.1% in the year to date, at 25,554 units, with the growth driven primarily by a strong January performance and overseas demand. Exports are up 2.6% in Q1 to 14,574 vehicles with 91.8% destined for EU customers, while production for the domestic market declined marginally by -0.8% to 10,980 units. ●

*Despite some incidents of supply chain turbulence, UK commercial vehicle production kicked off 2023 in decent health and the overall trend is one of growth with volumes expected to rise as the year goes on. To secure long term success, however, given the once-in-a-generation challenges involved in transitioning to new, zero emission technologies, the sector must remain competitive. We therefore need government to introduce measures that stimulate fresh investment, with the UK's high cost of energy the biggest barrier to competitiveness, and action to reform business rates essential.*

**Mike Hawes, SMMT Chief Executive**



# North Tyneside Council fights anti-social behaviour with Fleetclear



*Pictured: One of North Tyneside Council's refuse vehicles fitted with Fleetclear's RXLite LIVE camera system*

## North Tyneside Council is using LIVE camera systems from fleet technology company Fleetclear, to counter anti-social behaviour in the district and protect crews.

Steve Whitworth, Operations Manager, Operations and Logistics, Local Environmental Services, North Tyneside Council explains:

*"We had a crew member assaulted and needed to put some safeguards in place to protect staff. We also need the video footage as evidence to invalidate the increasing number of false insurance claims made against the service."*

Steve added: *"We contacted Fleetclear because they have a very good reputation in the industry. We were impressed with their products and the after sales support."*

Fleetclear's RX Lite LIVE camera system is web-based and doesn't require the installation of software on the council's servers. Information can be accessed

online rather than using the council's network.

Steve continued: *"We can access information about the vehicles from any online device and the system provides real-time vehicle tracking, so we can see where any vehicle is at any time and gather data about different rounds."*

*"The live video streaming is great, not just for the collection service but also for our Community Protection teams who often need to respond quickly to situations and provide immediate footage to the police."*

Gavin Thoday, CEO, Fleetclear: *"Vehicle accidents, health and safety best practice monitoring and false insurance claims are just some of the challenges that our local authority customers face every day. Proving the circumstances is often the most difficult and time-consuming task. That is why we developed a highly reliable, user friendly, and feature-rich system that always captures essential information and can deliver the relevant footage in seconds."*

*"We are pleased to be able to provide North Tyneside Council with a Live camera recording and vehicle tracking system that helps to improve crew safety and enhance fleet efficiency as well as contribute to the fight against anti-social behaviour."*

Steve concluded: *"Back-up support is key for us and Fleetclear are very proactive. Any issues are dealt with speedily and the mobile engineering team are quick to respond. However, the quality of the equipment is such that we rarely incur problems and reliability is extremely good."*

Any new collection vehicles on the North Tyneside fleet are now automatically fitted with RXLite as standard, along with the Fleetclear Reverse Radar, which is the most flexible, accurate and powerful blind spot monitoring solution available in the marketplace. It can detect up to 16 stationary and moving targets simultaneously, and is deployed in over 80,000 vehicles, over 37 countries. ●

## About Fleetclear

Founded over a decade ago as Innovative Safety Systems Ltd (ISS) and rebranded to Fleetclear in 2022, the company has evolved from a market leading vehicle safety and technology manufacturer into a complete fleet solution provider with an end-to-end solution for all fleet operators.

Fleetclear installs solutions to over 60% of local authorities in the UK and is responsible for innovative commercial vehicle safety solutions including the Cyclear cyclist safety warning device, anti-rollaway and driver ID technology, superior camera recording systems and reverse radar.

*For more information about Fleetclear visit [www.fleetclear.com](http://www.fleetclear.com) or tel: 01386 630155*



## Specifications: Mercedes-Benz eVito



**The next level, fully electric Mercedes-Benz eVito new panel van offers significant advances in efficiency, reliability and connectivity. It also offers an impressive 162-mile range, making electric mobility a feasible proposition for many businesses that have yet to switch from diesel.**

What's more, its 66 kWh lithium-ion battery can be restored to 80% of full usable capacity in just 35 minutes†, using a publicly available rapid charging point. As a result, a short stop to recharge can extend the vehicle's range by approximately 105 miles (WLTP combined).

AC fast charging to 100% capacity takes six-and-a-half hours using an 11kW Wallbox Type 2 charger, and approximately 20 hours using a regular domestic power outlet. eVito customers can take advantage of Mercedes-Benz Vans' home charge point offers, which are redeemable via its infrastructure partners EO and New Motion. EO charging can also support customers with depot and business charging rollouts.

As with previous eVito models, gearshift paddles allow drivers to adjust the recuperation mode by which battery charge is extended through the recovery of energy when decelerating. A 'first' for the latest version is the DAUTO recuperation mode, which determines whether the van should glide with least possible resistance, or decelerate and recover energy into the battery.

The eVito's electric motor drives the front wheels, delivering peak and steady outputs of 116 hp and 95 hp respectively, and up to 360 Nm of torque. The 3.2-tonne vehicle offers a

payload allowance of up to 807 kg and a maximum load volume of 6.6m<sup>3</sup> – the battery is safely housed beneath the floor, so does not impinge on the available space. The cargo area is easily accessed via sliding doors on body sides of the vehicle, as well as from the rear.

Mercedes-Benz Vans is widely acknowledged as the market leader when it comes to safety, and the new eVito achieves a 'Gold' rating from the independent crash testing body Euro NCAP. Additions to the outgoing version's standard specification include Active Brake Assist with pedestrian recognition technology; Attention Assist, which detects drowsiness in the driver and encourages them to take breaks when tired; and Cruise Control with Adaptive speed limiter function.

As with all Mercedes-Benz vans, the eVito comes with a three-year, unlimited mileage warranty, although the battery cover extends to eight years or 160,000 km. Anti-theft protection in the form of double locks and a Thatcham Category 1-approved alarm, and award-winning MobiloVan support with free, round-the-clock emergency roadside assistance including out-of-charge cover, add further peace of mind for customers.

The new van is also equipped as standard with an intuitively-operated, seven-inch touchscreen with smartphone integration, and comes with a three-year subscription to the Mercedes me app. This provides connectivity via digital devices to a variety of services, including remote eCharging, Navigation with Electronic Intelligence, which allows routes to be plotted with reference to public charge points, and live tracking

and remote locking.

Drivers can use the pre-conditioning function in the Mercedes me app to programme cooling or heating of their van while it is charging, conserving battery life and maximising range, while simultaneously ensuring the cab temperature is perfectly comfortable from the 'off'.

To minimise vehicle downtime, Mercedes me also monitors the 'health' of critical parts and provides real-time updates on upcoming maintenance requirements that can be relayed remotely to the customer's official Mercedes-Benz Dealer.

Choice is extended too. Like its predecessor, the new eVito is available in the PROGRESSIVE trimline – standard specification includes air conditioning, a Comfort driver's seat with heating, a reversing camera, and the AUDIO 30 entertainment system with DAB radio, Apple CarPlay and Android Auto.

Now, though, customers can opt for the enhanced specification of the new PREMIUM line. This adds styling features such as metallic paint with colour-coded bumpers, 17-inch, aerodynamically-optimised light alloy wheels, a chrome grille and a leather-covered steering wheel, along with practical driver aids including PARKTRONIC parking sensors, front fog lights, electrically-folding door mirrors and lumbar support for the seat.

To simplify its offer and provide extra value, Mercedes-Benz Vans UK has also introduced four option packages. These incorporate additional features in attractively priced bundles. They are: Load Area Package, Technology Package PLUS, Comfort Package PLUS and Driver Assistance Package. ●



# Midlands Truck & Van Electric commercial vehicles

## Why choose an Electric Vehicle for your fleet

Midlands Truck & Van are here to help you make the right choice when it comes to picking your electric van.

[eVito](#) - Change the game with the all-new eVito. Designed to keep business moving into a sustainable future. Our new eVito raises the standard for the mid-size electric market once again, with a game-changing WLTP combined range of 162 miles and rapid DC charging of up to 80% in 35 minutes. It also has enhanced connectivity and safety features



[eVito Tourer](#) - Keep your passengers and your business moving in style with the game-changing eVito Tourer. With an impressive 217-221 mile combined WLTP range, plenty of room for the driver, 8 passengers plus luggage, and the ability to rapid charge up to 80% in just 40 minutes, the eVito Tourer is the most efficient and sustainable people carrier around.



[eSprinter](#) - The intelligently connected, hardworking large van in our electric line-up, the eSprinter can keep businesses moving cost-effectively and sustainably. The eSprinter is a powerhouse with all of the reliable practicality you'd expect from the UK's class-leading large van, plus advanced MercedesMe software to help you manage security, schedules, routes, charge and range.



For more information contact,  
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# Mercedes-Benz Trucks unveils refrigerated eActros electric demonstrator

**Mercedes-Benz Trucks UK has teamed up with leading bodybuilder Solomon Commercials to launch Britain's first fridge-bodied eActros electric truck.**

The 19-tonne GVW eActros made its debut at the ITT Hub event in Farnborough on 9 May. A fully operational vehicle, it will now be offered for live demonstrations to operators across the country.

The truck is based on a 4x2 eActros 300. Fitted with three nickel manganese cobalt battery packs, for a total installed capacity of 336kWh, it boasts a range of up to 330km (205 miles). The batteries can be recharged from 20 to 80% in 75 minutes, using a 400A 160kW charger.

The eActros is designed from the ground up as an electric truck. Its twin electric motors are located within the rear eAxle. With no need for a prop shaft, chassis space is freed up for the batteries to be set across the full width of the vehicle. This helps to create a low centre of gravity which, in turn, translates into improved driving dynamics. The motors drive through a special transmission with two forward and two reverse gears, allowing the truck to cruise at up to 89 km/h (55 mph). The absence of a combustion engine under the ClassicSpace cab means there's much less noise and vibration than in a traditional diesel-powered truck.

The body, meanwhile, is designed for optimum aerodynamic efficiency to reduce drag and thereby help to maximise range. It features a full Solomon Slipstream system incorporating tapered bulkhead, 3D roof deflector and sloping Kamm tail. Refrigeration is controlled by a Carrier TRS Syberia overcab chiller unit and Carrier Datacol temperature monitoring system.

At the rear there's a 1,500 kg Dhollandia column tail lift, as well as a reversing camera which is integrated with the truck's Multimedia Cockpit display

screens, so no extra in-cab hardware is required. Other standard equipment includes MirrorCam, Active Brake Assist 5, and an Acoustic Vehicle Alerting System.

Launched last year, the eActros is also available as a 6x2 chassis, with 27-tonne GVW and a body-and-payload allowance of 16.6 tonnes, and as an eActros 400 with four batteries allowing up to 400 km (249 miles) of range. Deliveries of the first vehicles to UK customers are now underway.

Mercedes-Benz Trucks Head of Future Sustainability, James Venables, said: *"The eActros is a truck for a new era, and by launching this refrigerated demonstrator we're showing that it's ready to work in real-life applications – anyone interested in trialling this exciting vehicle should contact their Mercedes-Benz Dealer as soon as possible.*

*"We're here to support operators on the journey towards CO2-neutral transport too, though. All our Dealers are fully qualified and eTruck-ready, while our team of eConsultants can provide valuable advice and assistance on all aspects of electric truck operation, from charging infrastructure, to a range of digital services to increase utilisation and optimise the total cost of ownership."*

Solomon Commercials Managing Director Anthony Clegg added: *"The road to net zero is no longer an optional extra; it's a certainty, and more and more customers are actively looking to introduce carbon-neutral policies and to minimise the impact of their vehicles on the environment.*

*"We're proud to work with manufacturers such as Mercedes-Benz, helping customers transition to zero-emissions transport. Adopting these vehicles is certainly picking up pace, particularly with the Government wanting to reach stringent emissions targets and create clean-air cities. Electric vehicles will play an important role in ensuring this is achieved." ●*







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