

# E F M

ESSENTIAL FLEET MANAGER *Magazine*

ISSUE 1 2024

*In this issue:*

**Fleet Management**  
Best Practice Guide

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# Essential Fleet Manager - Issue 1 (2024)

The publication for fleet professionals that operate the vehicle fleets that support the UK's essential services



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The magazine is available as a 'free' digital edition or can be delivered in 'printed format' for a paid subscription.

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

Regards, **Debbie Cheadle** - Editor

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## Driver CPC changes will bring flexibility to industry

**Changes to the way in which HGV drivers can achieve their professional qualifications will give the logistics industry flexibility in how and when training is taken, according to business group Logistics UK.**

The Driver Certificate of Professional Competence (CPC) is continual professional development which is carried out throughout a professional HGV driver's career. Currently, drivers must undertake a block of 35 hours' training, but as Chris Yarsley, Senior Policy Manager, Road Freight Regulation explains, the new regulations will introduce more flexibility and better targeted training for the businesses on which the whole of the economy relies:

*"Road safety is the bedrock on which professional drivers operate," he says, "and the Driver CPC regime is at the heart of this commitment. As we enter the next five-year cycle of training and qualifications for the nation's HGV drivers, Logistics UK is heartened to see that government's new legislation will provide more flexibility for professional drivers to undertake training in smaller blocks of time (35 hours in blocks of 3.5 hours is now permitted, rather than blocks of 7hrs) while still attaining the standards required. The increased flexibility that the new legislation will permit will enable logistics businesses to keep goods moving through the supply chain, while ensuring that their drivers remain up to date on key professional driving legislation."*

As Yarsley continues, the changes will also provide more e-learning opportunities (12 hours of training will

be permitted in the total of 35 hours) to give drivers time to complete training away from the classroom, and enable lapsed drivers to return to the sector more easily via a seven hour access course, which will help to ease the pressure on driver vacancies:

*"Under the new legislation, to be laid before Parliament in the spring, lapsed drivers will be able to start their return to the workforce with a seven hour course, which will provide driving rights for one year while they complete their full CPC qualification. This is good news for businesses still finding it hard to recruit new drivers to the sector, and ease the passage back into the workforce for those returning to the industry – with time available for them to undertake their full CPC training."*

The new Driver CPC regime will introduce two classes of qualification – a National CPC for those intending only to drive in the UK, and an International CPC, close in its parameters to the current national standard, which would permit driving in the UK and abroad.

However, Logistics UK does have a word of caution for the government over another of the proposed reforms to Driver CPC legislation, which would replace training with a periodic test, of around 50 questions:

*"HGV driving is, by its nature, one of the most heavily regulated industries in the economy for a reason – the risks involved for drivers and other road users cannot be overlooked. The industry remains concerned by this proposal, which would replace training with a periodic test – in the opinion of our members, this will not provide sufficient assessment and evaluation to ensure drivers' abilities are fully tested and should simply be discounted now. The safety of all road users is of paramount importance, and along with the rest of the industry, Logistics UK will maintain the logistics sector's pressure on government to ensure that professional drivers can continue to move goods both in the UK and overseas safely and effectively."●*

## Progressing zero emissions van deployments is top of fleet list for 2024

**Progressing zero emissions van deployment is top of the fleet agenda for 2024, according to the Association of Fleet Professionals (AFP).**

Chair Paul Hollick said that the issue was proving difficult for some businesses with several tricky practical and strategic issues needed to be overcome.

*"The view of most van fleets is that electrification, which obviously forms the backbone of the move towards zero emissions, is going to be very much an incremental process because of compromises imposed by the current technology when it comes to key areas such as payload, range and charging."*

*"Across our membership, the feeling is that these issues can be resolved but that it will take time and a wide range of strategies will need to be applied. For us, it appears that making progress in these areas – and the incremental best practice policies that need to be developed to make this happen – will be the dominant fleet topic for 2024."*

The most immediate problem to tackle, he added, was probably resolving 4.25 tonne electric van derogation, which has been beset by a degree of confusion that had caused many fleets to cancel or delay orders.

*"We're talking to the relevant official bodies about this and are hopeful that workable solutions will soon appear. Being able to practically operate 4.25t electric panel vans is central to many fleets' zero emissions plans and this is something that is very much acting as a roadblock to progress."*

A longer-term issue that also needed attention was finding solutions to van charging, with both rapid proliferation of on-street chargers and better access to forecourt charging facilities sorely needed.

*"Where drivers can charge a van on their driveway overnight, fleet operations have a head start. However, it is now known*



that around half live in terraced houses or apartments. The ideal solution to this conundrum is on-street charging and the AFP has been working on a national 'heat map' in recent months to show where these are most needed, making the data available to relevant parties such as local authorities and charger companies.

"Also, we've been talking to charging companies about better access to forecourt chargers. Simply, the bays are often not big enough or aren't designed to accommodate light commercial vehicles, and this is proving a major hindrance to fleets that want to use electric vans. Like on-street charging, this is not a problem that will be solved overnight but we are hopeful that progress will be made on both these fronts in 2024."

The AFP is also planning to create a new working group to investigate the practicalities of shared depot charging, where fleets provide mutual access to on-site facilities.

"We know from our research that there is much potential interest in this idea. What we now need to work out is whether it can be made to work on a practical level," Paul said.

A further subject that was likely to be on the minds of fleet operators looking for zero emissions solutions in 2024 was hydrogen, he added.

"We'll be saying more about this soon but the arrival of the Vauxhall e-Vivaro Hydrogen represents probably the first viable opportunity for van fleets to adopt hydrogen. The advantages are a fast refuelling time, 250 mile range, and a purchase price as low as £32,000. The list of disadvantages is long though, starting with a refuelling infrastructure that is so small that it barely exists.

"However, it is clear that at least some of our members are keen to try this vehicle in operational roles where electric vans are considered impractical, creating a multi-fuel zero emissions strategy."

All of these subjects illustrated the value of being a member of the AFP for van fleet operators, Paul concluded.

"It's a moment when having access to the expertise and ongoing dialogue that is present within the AFP has massive benefits for any light commercial vehicle fleet that is working towards zero emissions." ●



For more information visit: <https://www.theafp.co.uk/>

# Release of LEVI funding

By: Chris Pateman-Jones, CEO of electric vehicle charging infrastructure company Connected Kerb

**The LEVI Fund marks one of the biggest moments in the UK's EV transition, by providing local authorities across England with the necessary funding and expertise to deploy chargers further and faster than ever before.**

*"However, a core focus for councils must be to ensure that the grant funding is intelligently deployed, to ensure charge point rollouts are equitable. This means putting a focus on the sites that actually need the funding to get off the ground."*

**The political landscape surrounding the EV industry:**

*"The electric vehicle transition has become a frontline political issue over the past year – from pushing back the phase out of new petrol and diesel cars to 2035, to the likes of ULEZ. To transform the UK's transport system at the pace and scale science demands, a supportive political environment in 2024 will be key.*

*"But political controversy doesn't change the facts – the EV transition is well underway and accelerating at pace. EV sales have continued to soar month on month, and the ZEV mandate, set to begin in January 2024 will see car manufacturers sell an increasing number of EVs every year. So, charge point operators, like us at Connected Kerb, need to remain laser-focused on providing the reliable, affordable, and convenient charging infrastructure that'll make 2024 the best year yet for EV drivers across the UK."*

**Driver experience:**

*"Driver experience will be a core focus for 2024. As more people make the switch to EVs, it's increasingly important that all drivers can find, use, and pay for charging with ease.*

*"The Public Chargepoint Regulations implemented this year provided a real boost for drivers' hopes of an even better user experience, one that Connected Kerb has always been committed to delivering.*

*"We'll also see independent bodies like Zap-Map becoming increasingly important in 2024 as a single source of truth for drivers, rightly holding networks to account for maintaining high standards for user experience."*

**Smart charging:**

*"As the EV charging networks scale at pace to meet growing demand, the EV charging industry must find way to become a smarter part of the UK's energy system – smart charging makes this possible.*

*"The choice to schedule a charge when electricity is at its cheapest will become a game changer in shifting public perceptions on EVs, whilst making charging far less of a burden on the power grid.*

*"We know from experience that smart charging works brilliantly for both drivers and networks. Our Agile Streets trial – the first public smart charging trial in the UK – highlighted the significant efficiency and cost benefits. Scaling public smart charging solutions across our network will be a key focus for 2024."*

**Misinformation about EVs:**

*"The move from early adoption to mass market has seen misinformation reach new heights. Underpinned by today's 24-hour news cycle, misinformation spreads far and wide in no time.*

*"There is a real need for the industry to unite to tackle mistruths and bring clarity to consumers. Otherwise, we'll witness a sea of confusion amongst new and prospective EV drivers which will inevitably*

*have a negative impact on uptake.*

*"Uniting the industry will therefore be key for 2024. The new industry body, ChargeUK, has already laid the groundwork for a stronger, more collaborative EV industry, whilst bringing together Government and other key stakeholders to accelerate overcome key challenges and drive forward the EV transition at the pace and scale required to reach net zero."*

**EV adoption:**

*"Whilst the number of EVs on the UK's roads has grown month in, month out, demand for EVs from individual buyers has slowed down since mid-2023, with growth in EV registrations mainly driven by business fleets. However, in 2024 this is likely to change.*

*"Factors such as cheaper models of EVs due to hit the market in 2024, through to volatile oil prices, will likely have a positive influence individual uptake of EVs, as they become increasingly affordable to own and operate.*

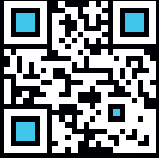
*"As ever, Connected Kerb is focused on making it as easy as possible for all drivers to access reliable and convenient charging infrastructure throughout the UK – giving drivers more and more confidence in the transition to electric."*

**Consolidation within the EV charging market:**

*"2023 saw major milestones hit for the EV industry, including the installation of the UK's 50,000th public EV charger. However, it also saw major challenges for the entire industry.*

*"As we enter 2024, smaller networks may struggle to remain competitive in the face of rising interest rates, leading to a consolidation of operators." ●*

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## Versatile waste vehicles first of their kind in UK

**Versatility of fleet vehicles is increasingly important in Refuse Collection for both the Public and Private Sector. The Zoeller HG range of vehicles, meets these requirements.**

Using the PCR2015 compliant TPPL NEPO HGV & Specialist Vehicle framework, TPPL were able to advise and assist Southampton City Council with their requirements for these specialist Faun Zoeller Micro HG refuse vehicles. The Micro HG has been operating in Europe for several years, however these are the first to have been supplied in the UK and we are proud TPPL were chosen as the first Public Sector framework to supply these vehicles from Faun Zoeller.

Stewart Gregory, Commercial Director – Faun Zoeller UK, commented; *“Versatility really is the best word to describe the Zoeller Micro HG. Our clients need vehicles that are able to perform a number of tasks. These are great for collecting in public spaces such as parks, they can collect missed bins whatever*

*the waste type due to the compaction system. Plated below 7500kg, they offer even more flexibility on who can operate them, too”.*

The steel constructed robust bodies are available in volumes from 2.5-6m<sup>3</sup>, so it can be configured for a client’s specific requirements. It has a hydraulic compaction and ejection plate maximising the payload on this compact vehicle. The unique Zoeller Micro HG vehicles for Southampton City Council have a body volume of 4m<sup>3</sup> and are mounted on Mercedes Sprinter Chassis with a Gross Vehicle Weight of 3500kg. The overall vehicle length is just 5430mm. Waste is loaded into the body from the sides. It has a near side bin lifter capable of lifting EN840-1 compliant containers up to 360 litres, which when operated, actuates a roof hatch to tip the material in, when the lifter is in its stowed position the roof panel automatically closed securing the waste inside.

Further versatility is provided by two additional side loading hatches. One on each side. This is ideal for loading smaller items of recyclable / waste material. Southampton also chose the Toolbox Option, which gives another versatile compartment for crew storage.

*“We were delighted the council chose to work with TPPL to support the procurement of these specialist vehicles. I would like to thank Southampton City Council for their continued support since becoming members in 2018 and I look forward to continuing our relationship for years to come.”* Pete Vickers, TPPL Business Development Manager – South, commented.

*“The flexibility of the vehicles will help us deliver valued street cleansing services with increased efficiency, particularly our street litter bin collections. We will be able to reduce fuel usage and emissions with lighter vehicles running new euro 6 engines with start stop technology. We are demonstrating our ongoing commitment to reducing emissions wherever possible whilst striving to make our city cleaner, greener and a great place to live and work.”*

**Councillor Eammon Keogh,  
Cabinet Member for Environment  
and Transport, Southampton  
City Council. ●**

For more information visit: <https://www.tppl.co.uk/>



# Newcastle University enhances Utility Fleet with two Goupil G4s

**Newcastle University has bolstered its fleet of utility vehicles through procuring two Goupil G4s from the UK's leading electric utility vehicle supplier and manufacturer, Bradshaw EV.**

The vehicles have been acquired by Newcastle University's Grounds Maintenance team, where they will utilise the Goupils to help manage and maintain the campus' green spaces throughout the calendar year. In order to facilitate this, both vehicles have been customised with a cage tipper attachment.

Available as pick-ups, vans and waste collectors, the Goupil G4 is designed to provide total versatility. With an operational range of up to 101 miles, a 1200kg payload and a maximum speed of 31mph the G4 is purposefully designed with a variety of body types and features a safe and secure cabin with both left and right hand drive options.

The Goupil G4 range also provide an environmentally friendly and sustainable solution for organisations looking to reduce their carbon footprint while similarly being able to be adapted to the specific requirements of the customer.

With Newcastle University setting its sights on reaching Net Zero by 2030, the decision to purchase the all-electric Goupil G4s has come at a time where the institution is accelerating its sustainability pledges. Having previously used a Ford transit to embark on its ground maintenance work, which did not comply with the city's recently introduced Low Emission Zone, the need to find a compliant solution to avoid costly charges was also a key in the decision-making process for the University.



Tom Vasey, Grounds Manager at Newcastle University commented: *"We were delighted to take delivery of our two Goupil G4s featuring Bradshaw's cage tipper attachments. The vehicles have been procured to help us provide a more seamless solution to our grounds maintenance work, as with much of the campus now pedestrianised and located within Newcastle's newly introduced Low Emission Zone the transit van that we originally used simply was no longer suitable.*

*"Following the introduction of 20mph zones throughout the city and the low-speed nature of the operation on campus, the continuous low RPMs would lead to a number of issues with the transits. Therefore, given the nature of the operation a battery powered vehicle was considered a more appropriate option in terms of ensuring vehicle uptime.*

*"As the University has ambitious aims of becoming carbon neutral by 2030, we also wanted to find a solution that helped contribute towards this all-important goal through procuring a vehicle which was emission free."*

Tom continued: *"While we trialled a number of different vehicle options, once we came across Bradshaw's Goupil range we felt that it ticked several boxes and more. Its compact size and low speed meant that our grounds operatives could seamlessly navigate through the pedestrianised areas of the campus without endangering pedestrians and its aesthetic was unanimously preferred by our team members.*

*"Bradshaw's ability to customise their*

*vehicles in line with the customers' requirements was also a big draw to the Goupils. When we initially spoke to suppliers in the procurement process, all with the exception of Bradshaw were unable to provide a solution that aligned to our bespoke needs which was problematic as the tipper attachment was crucial to ensuring operational efficiency wasn't compromised.*

*"While we were keen for a battery-powered vehicle option, one challenge we felt could cause issues was the lack of charging infrastructure throughout the city centre and on site, however as the Goupils can be charged by a traditional mains socket this immediately put us at ease. Ultimately, from their bespoke offering to their level of service they have been excellent to work with and their expert consultation and continued support in facilitating the provision of our new two Goupil G4 vehicles has been invaluable."*



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# Investment in two state-of-the-art vehicles boosts fire service response

**Staffordshire Fire and Rescue Service have invested in two new state-of-the-art aerial ladder platform vehicles (ALPs), worth a total of £1.3 million, to help keep firefighters safe and to tackle difficult to reach fires.**

The ALPs will be based at Longton and Burton, and will be used from February this year. They are designed to apply water to fires from above and will also help with rescues from taller buildings and difficult to reach locations. They can also be used as observation platforms.

The new ALPs will replace existing vehicles which have been used by the service for just under 20 years.

They have been built by Angloco, a specialist fire fighting vehicle manufacturer to the Service's specification with the input from firefighters. They can extend to 32 metres and the cages can accommodate wheelchairs and five firefighters at any one time.

Firefighters from the Staffordshire Fire and Rescue Service have been training with the new vehicles since they arrived, including on taller buildings.

Chief Fire Officer, Rob Barber, said: "I am delighted that we have invested in this important equipment, which is part of the programme to update the service's fleet with vehicles incorporating the latest technology.

"To maintain a modern fire and rescue service, it is important that we provide fit-for-purpose, 21st century operational equipment to support our firefighters in the delivery of excellent services to the



communities we serve."

Station Manager, Matthew Melland, said: "The new ALP cage and ladder can extend further away from the vehicle than our older fleet which means greater flexibility at incidents to perform rescues and operational tasks.

"New technology will allow joint-working with our rope rescue team and enable operational crews to carry out more complex rescues at height and in confined spaces."

*"These new aerial ladder platforms are a significant investment in the future of our Fire & Rescue Service, and will help to ensure the safety of our firefighters and the communities of Staffordshire and Stoke-on-Trent."*

**Ben Adams, Staffordshire Commissioner for Police, Fire & Rescue and Crime.** ●

## New electric van fleet helps council reach its carbon-neutral target

**Wiltshire Council has invested in 61 new electric vans to replace its current fleet of diesel vehicles. The transition to electric is already taking place, with 18 of the new vehicles now on the roads.**

The new fleet is a mix of 26 Nissan Townstar Tekna and 35 Peugeot e-Partner

vans. They have a range of 180 miles and are used by a number of services across the council, including highways, parking services and facilities management.

As part of meeting its net zero target, the council is seeking to ensure the method of battery production for the new vehicles is carbon friendly, and as a result lithium-ion cells are used instead of cobalt batteries.

Cllr Caroline Thomas, Cabinet Member for Transport, said: "It's fantastic to see our new fleet of electric vehicles out on Wiltshire's roads, replacing our older fleet of diesel vehicles."

"These new electric vehicles help to reduce our carbon footprint, improve air quality, and save money on fuel and maintenance costs. It's another example of the substantial changes we're making to reach our target of being carbon neutral by 2030."

Wiltshire Council has pledged to be

carbon neutral as an organisation by 2030. The pledge relates to the council's carbon emissions that are within the council's direct control such as emissions from operating buildings and its vehicle fleet. To achieve this, carbon emissions will be drastically reduced including decarbonising heating, improving energy efficiency, and expanding renewable electricity generation. Any residual emissions will be offset. ●



## Clenergy EV joins Octopus Electroverse to expand easy EV charging in Wales

**Octopus Electroverse customers can now charge their electric vehicle (EV) at any public charge point powered by Clenergy EV software with just one tap of their Electroverse app or card.**

This strategic partnership will see up to 4,000 new public EV charge points added to Octopus Electroverse with 750 being available in Wales. This has been made possible via the integration with Clenergy EV which includes brands such as Dragon Charging, EV Dot, Nest and era SuperCharge.

According to SMMT (Society of Motor Manufacturers and Traders), there are more than 1 million EVs on the UK's roads. As the UK's transition to EVs picks up pace, EV drivers must have adequate access to public EV charge points while they are on the move.

Electroverse launched in 2020 to make charging on the go as easy as possible. It

gives access to nearly 600 charge points brands removing the need for multiple apps. By providing even greater choice and a more convenient experience for customers, these two industry stalwarts are further opening up the UK's public EV charging network and helping to drive away EV charge and range anxiety.

UK EV drivers are not the only ones to benefit from this latest deal. Chargepoint operators (CPOs) embracing e-Roaming by partnering with Clenergy EV will see their EV networks become available and accessible to a wider pool of EV drivers, generating a potential new revenue stream for these savvy CPOs to tap into.

Will David, CEO at Clenergy EV explained: "The EV industry is at a pivotal moment in the rollout of an effective public charging network - it will only be truly successful if it offers EV drivers a positive charging experience. We firmly believe that



*collaboration is the key, and our partnership with Octopus Electroverse is another step forward in our journey to ensure that EV charge points are accessible and hassle-free for all."*

Matt Davies, Director at Octopus Electroverse said: "Through this latest deal with Clenergy EV, drivers can access even more charge points with just one tap of their Octopus Electroverse card. We're on a mission to make charging on-the-go as simple as possible for drivers – and it's brilliant to be partnering with Clenergy EV to expand our charge point coverage across Wales."●



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# Fleet management best practice

- how best to achieve efficiency whilst staying compliant



## The Challenges within fleet management

As a fleet or transport manager, managing your fleet of vehicles is a complex challenge, especially in today's dynamic and evolving landscape.

**Effective fleet management is critical for both a smooth operation of the day-to-day activities of your organisation and to lessen the impact of rising costs for your organisation as a whole.**

Within a medium to large organisation, the vehicle fleet can also be the most significant cost that needs to be budgeted for, so procurement strategy throughout must be rigorously designed to balance the need for the right products and services, at the right time, with the most efficient form of funding for your needs.

## Fleet management systems should be robust and automated

Technology and automated processes within fleet management are essential for effective fleet management. These systems can provide real-time data on vehicle location, fuel usage, maintenance schedules, and driver behaviour. The data provided allows a fleet or transport manager to make informed decisions and to drive improvements in overall fleet efficiency.

**Data, correctly used, will not only inform the steps needed to improve driver and vehicle safety and efficiency, but also how fleet operations can better meet the needs of each department within an organisation.**

As a single example, the HR Department may be prioritising employee wellbeing and sharing fleet driver data can be a

significant help.

Implementing an automated system streamlines operations and provides valuable insights into fleet performance. This data-driven approach enables fleet managers to identify patterns, predict maintenance needs, and make proactive decisions to reduce downtime and extend vehicle life. Essentially, data led fleet management tools will provide vital data for both real-time operational needs and predictive data that manages Service, Maintenance and Repair routines and systems.

There is also an increasing awareness of the value of fleet data in underpinning legal defences when the operator's vehicle has been involved in an incident. Clearly, when data can prove that a driver's behaviour is not at fault, or, for example, the vehicle was not at the incident location, legal defence is straight forward.

...Cont'd on page14

# AI Fleet Optimisation

AI Fleet Optimisation allows utilities companies to create efficient and cost-effective driving routes and schedules. Trakm8 have developed flexible, scalable algorithms that revolutionise schedule planning for utility fleet operations.

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Reduces harmful emissions



Improves driver satisfaction



Decreases total fleet mileage



Improvements in miles per job



Meets customer service expectations

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Data driven insights

...Cont'd from page 12

### Prioritise vehicle maintenance

Regular vehicle maintenance is essential to extending the life of your fleet vehicles and therefore in turn ensuring their reliability and safety. If your fleet is well-maintained is less likely to encounter breakdowns, leading to reduced downtime and repair costs. Implementing a preventive maintenance program for each vehicle, which includes regular checks and servicing, will save you money in the long run.

Data as mentioned above, is now an important part of managing vehicle maintenance and can also demonstrate that a vehicle is properly maintained and is regularly checked if vehicle defects are a probable cause of an incident.

**Rigorous adherence to standard maintenance and service schedules should be considered a minimum requirement for all fleet vehicles.**

In addition, engaging with your drivers and training them to perform basic vehicle checks and to report any issues promptly, will not only encourage a greater sense of responsibility towards the vehicles they drive, but it will also help in the early detection of any potential issues.

There are now Apps available that allow full vehicle pre-use checks to be carried out remotely with information fed back to the fleet team. Again, the best of these apps will strengthen the legally defensible position of the operator if an incident may be the result of a vehicle defect.

### The importance of driver training

Drivers underpin your fleet operation, and if there are any issues with their

performance, it will directly impact your fleet's efficiency and safety.

It is essential therefore to carry out regular assessments to ensure that your drivers are equipped with the necessary skills and knowledge.

Driver Training should be offered for all new vehicles entering your fleet. On a more general basis, all drivers should be made aware of safe driving practices, efficient route navigation, and offered a refresher on compliance. Ideally you are trying to instil a culture of safety.

**The use of telematics data allows fleet managers to identify key areas for improvement by gaining insights into driving habits. Driver Training can then be targeted towards individual drivers who flag up 'safety concerns'.**

Monitoring driver performance through telematics data can also identify exemplary performance. Encouraging a culture of safety and efficiency among drivers not only enhances fleet operations but will also contribute to the overall well-being of your drivers.

There is an increasing trend for and momentum towards a "carrot" rather than "stick" approach with the safest and most efficient driver behaviour being rewarded and recognised through prizes that might be financial, gift based or even extra leave. It is worth fleet managers looking at which sort of reward might provide the best motivation for drivers and at the same time, not looking for ways to "punish" drivers who display issues.

In some sectors, such as Social Housing Maintenance, most fleet drivers are

employed as, for example, electricians or joiners. This can lead to a culture where there is a great deal of focus on how they perform in their key role, but a lack of focus on their other day to day responsibility to drive safely and efficiently. Therefore, fleet teams need to communicate to other departments within an organisation that anybody, whatever their key role, if they are driving for work then they must be scrutinised and managed as fleet drivers.

### Ensure your fleet is Compliant with Regulations

Staying compliant is not an optional choice within fleet management. You are required to meet regulations, such as, those that cover vehicle emissions, safety standards, and driver working hours.

Staying updated with any changes in transport law and industry standards is crucial for maintaining high operational standards.

**Non-compliance can result in legal and financial penalties, which can be detrimental to your organisation.**

On larger vehicles, there is a substantial amount of legislation that must be complied with to retain the organisation's 'O' Licence. As a golden rule, the principals that underpin compliance with 'O' Licence regulations, should also be applied to operating Van fleets.

Even though regulation is far less stringent when it comes to operating vans, if the 'O' License principals are applied, van fleets will by default be compliant and operated in as safe and efficient manner as possible.

...Cont'd on page 16





## Fleet Solutions for Business

Our innovative approach can help you navigate your organisation through the changing face of fleet management

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### Take time to optimise your vehicle fleet mix

It is vital to analyse and map out vehicle usage within your fleet mix to ensure it meets the needs of your organisation. If you have got it right, your fleet should have the right number and type of vehicles, to meet demand.

Are your vehicles fit for purpose and utilised correctly? Having oversized vehicles may prove to be an unnecessary expense and so are vehicles that are rarely used. It is therefore good practice to regularly assess your fleet composition to find out whether for example it would be cheaper to hire a specialist vehicle that is rarely used rather than committing capital spend that could be used more effectively elsewhere.

**It is critical when selecting the right vehicles that there is effective communication between user departments, fleet teams, finance and procurement.**

In complex organisations it is very difficult to ensure that the needs of all departments are met. For example, as said above, an oversized vehicle can be an unnecessary expense. However, so is an undersized vehicle if, for example, multiple journeys are being made when fewer would be needed with the right sized vehicle.

### Maintenance of older vehicles - knowing when it is best to replace

Older vehicles on your fleet could be costing your organisation excessive and escalating maintenance costs, increasing vehicle downtime.

**Decisions on vehicle replacement should be based on an analysis of maintenance costs, vehicle performance, and the evolving needs of your organisation in general.**

Most often, vehicles that are outright purchased will be "written-down" over a specific amount of time. If vehicles are planned for disposal in this way, then the operator has the opportunity to engage with an expert remarketing organisation for "de-fleeting" and gaining the best possible return and at the same time, so long as there has been sustained engagement with suppliers, plan the on-fleeting of new vehicles at the correct time.



### Addressing environmental concerns

Environmental concerns and how they are addressed is an important topic within fleet management. Whether that is shown via the adoption alternative fuels to petrol or diesel or transitioning to a fully electric fleet, it is vital in that to meet requirements it is done in a way that achieves value for money and that benefits not only the organisation, but also society as a whole.

Some operators call this approach "People, Pocket, Planet", where the case for fleet electrification is built around wellbeing benefits for the drivers, financial benefits for the business and, of course, environmental benefits.

**In recent years, as fleet decarbonisation is no longer optional, addressing and meeting targets to achieve net-zero have brought increased pressure on fleet**

and transport managers.

Consideration of meeting these targets must be given in many transport or fleet procurement decisions. Many organisations, who have a number of company car drivers, have implemented procurement policies based purely on emissions, along with implementing eco-friendly driving practices and route optimisation which can also contribute greatly to sustainability efforts.

Van fleets are increasingly being electrified as the capabilities of vehicles and availability increases and there are an increasing number of low or even zero emission options on the market for heavier vehicles.

It is worth mentioning here that HVO (Hydrolysed Vegetable Oil) rewards the operating organisation with significant reductions in emissions, with no modifications needed to diesel vehicles.

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## SSE and Applied Driving extend partnership after successful driver risk management solution

**SSE, a leading generator of renewable electricity, has extended its partnership with Applied Driving following success in compliance with permits to drive, as well as a significant reduction in collisions.**

Since the company's driver risk management programme was launched in 2015 – implemented and managed by Applied Driving – SSE has significantly lowered the number of high-risk drivers, while reducing serious road traffic incidents.

Applied Driving's Riskmapp platform hosts risk assessments, licence and grey fleet checks, permits to drive and e-learning access for 9,000 company and grey fleet drivers. As part of the permit to drive (PtD) process, each driver undergoes an annual risk profiling and licence check to ensure they meet legal and company requirements.

SSE's extensive driver education programme is designed to combat fleet risk through targeted training, combining e-learning, classroom and in-vehicle sessions. Using insights from telematics data, risk assessments and post collision events to identify risks, supportive tools and actions can be issued to drivers where they need it most. Meanwhile, novice drivers – those under the age of 23 or with less than two years of driving experience – receive individual development plans and undertake essential skills training that includes a workshop and in-vehicle assessment.

Over the next 12 months, SSE will continue to evolve its training provision as part of its commitment to keep employees and members of the public safe on the roads. The company will integrate its fleet telematics system with Applied Driving's Riskmapp system, so

*"Our ongoing partnership with Applied Driving has consistently delivered measurable improvements in terms of road safety, legal compliance and duty of care.*

*By working together, we are well-placed to evolve our approach and continue to mitigate the threat of fleet risk within the business, enabling us to better protect our employees, the local communities we operate in, and the wider general public."*

**Stephen Wilson, Group Road Risk Safety Manager at SSE.**

driving data can be shared, analysed, and automated actionable insights can be created. This will enable SSE drivers to take advantage of the Companion+ Telematics tool, which automatically assesses at-risk driving events and sends Triggered Training™ in the form of safety messages, videos and e-learning modules tailored specifically to their individual needs.

Nigel Lawrence, Director of Client Partnerships at Applied Driving commented: *"We are hugely excited by this latest extension with SSE, because it allows us to build on the road safety successes achieved to date. Our successful partnership demonstrates what can be accomplished by fleets through the creation and ongoing development of a sustainable safety culture that targets fleet risk and promotes responsible driving among employees."* ●



For more information visit: <https://www.applied-driving.com/>

...Cont'd from page 16

### Keeping your Fleet Management strategies on track

As with any type of management task, changes in emerging technologies can cause throw up issues. Taking time to regularly review and adjust your fleet management strategies is essential for staying ahead of these changes.

**Regularly analysing fleet performance, staying informed about industry trends, and being open to adopting new technologies and practices can drive continuous improvement and success in fleet management.**

When undergoing a fleet replacement programme, problems in the supply chain that have a diverse range of causes and are set to continue, can be offset by effective and constant communication with suppliers. Good suppliers will be able to keep you informed every step of the way and be able to offer alternatives or solutions where possible.



### In summary

Effective fleet management is integral to the success of any organisation that relies on its vehicle fleet. By implementing robust fleet management systems, ensuring regular maintenance, managing fuel and drivers efficiently, staying compliant, right-sizing your fleet size, adopting sustainable practices, and continuously reviewing and adapting strategies, as a fleet or transport manager, you can navigate the complexities of fleet management.

Data over-load can be a real problem. Using and reporting using fleet management software will help not only to free up more time for other management tasks, but will ensure that the data produced by your fleet activity is interpreted correctly and in a more effective way.

By incorporating data-led technologies into your fleet management processes it will improve your management of:

- Maintenance and repair scheduling of your fleet vehicles, and other assets
- Workshop inspections, defect reporting and audits
- Inventory control
- Analysis of fuel use and emissions
- Vehicle use
- Fleet performance
- Risk management
- Driver licence checks
- Regulatory and legal compliance
- Budgets and forecasting

If you would like a PDF copy of this best practice guide, please contact: [debbie@essentialfleetgroup.co.uk](mailto:debbie@essentialfleetgroup.co.uk)

# AI Fleet Optimisation revolutionising Utility Fleet Operations in 2024

**In the rapidly evolving landscape of utility fleet operations, the year 2024 marks a transformative era driven by innovative AI Fleet Optimisation solutions. As utility companies seek increased efficiency, sustainability, and cost-effectiveness when attending customer appointments & maintenance jobs, flexible and scalable algorithms are emerging as the driving force reshaping traditional approaches to fleet management.**

## **Addressing the Challenge of Escalating Operational Costs:**

Utility companies face a constant challenge of rising operational costs. AI Fleet Optimisation solutions come into play with a dedicated focus on achieving excellence in utility fleet operations. These solutions leverage advanced algorithms to find the delicate balance between meeting customer demands for appointments and managing operational costs effectively.

## **Sustainability at the Core:**

With a growing emphasis on eco-friendly practices, AI fleet Optimisation solutions play a pivotal role in aligning service schedules with environmental goals. By optimising routes for customer appointments and maintenance, utility vehicles cover fewer miles, resulting in reduced carbon emissions and a more environmentally friendly footprint.

## **Enhancing Customer Appointment Experience:**

Customer satisfaction is paramount in utility fleet operations, especially when it comes attending customer appointments. AI Fleet Optimisation technology steps in to improve the customer appointment experience by providing optimised scheduling and routing. This results in a decrease in missed/late appointments and ensures timely service fulfilment, ultimately contributing to an enhanced customer service experience.

## **Driving Operational Efficiency:**

AI Fleet Optimisation stands out in its ability to significantly reduce fuel

costs for utility companies conducting customer appointments and maintenance. Real-time analysis and optimisation of routes minimise unnecessary mileage, allowing fleets to operate more efficiently. This not only results in financial savings but also contributes to a greener and more sustainable future for utility fleet operations.

## **Labour Cost Reduction:**

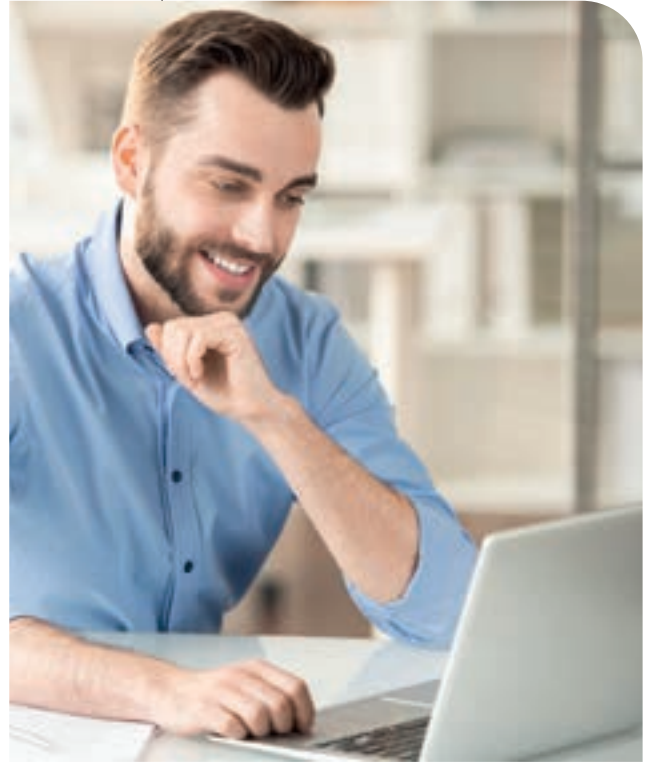
AI Optimisation solutions are designed to streamline utility fleet operations, thereby reducing the need for excess labour during customer appointments & maintenance. Automated route planning and scheduling ensure that the workforce and vehicles are utilised optimally, eliminating inefficiencies and unnecessary costs associated with excess workforce.

## **Efficient Scaling without Additional Resources:**

The scalability of AI Fleet Optimisation solutions is transformative for the utility industry. Fleet managers can handle increased appointment volumes without the need for additional shifts or vehicles. This not only saves on operational costs but also allows utility companies to adapt seamlessly to fluctuations in customer demand, providing unprecedented flexibility in traditional fleet management models.

## **Optimising Miles per Service:**

In the utility sector, the efficiency of each customer appointment route is crucial. AI Fleet Optimisation excels in fine-tuning routes to maximise the number of appointments per trip, reducing the total fleet mileage. This contributes to faster and more efficient services, enhancing the overall productivity of the utility network



## **Enhancing Driver Job Satisfaction:**

AI Fleet Optimisation significantly improves drivers' job satisfaction during customer appointments & maintenance jobs by providing optimised routes. This ensures that drivers face less pressure and stress, as they no longer contend with tight schedules. Optimised routes eliminate the need for rushing, reducing stress levels associated with meeting deadlines. Additionally, by streamlining routes, the technology promotes a safer working environment for drivers, eliminating the temptation for speeding and reckless driving.

In conclusion, as utility companies navigate the operational landscape in 2024, the role of AI Fleet Optimisation solutions is pivotal. These advanced technologies bring not only cost savings and operational efficiencies but also contribute to sustainability goals. With the promise of reducing fuel and labour costs, decreasing total fleet mileage, and enhancing the overall customer appointment experience, AI Fleet Optimisation is poised to redefine the standards of excellence in utility fleet operations for years to come. ●



# Fleet in Focus: Eric Wright Group

With Steve Openshaw, Group Fleet and Transport

## Introduction

With origins as far back as the 1920s, Eric Wright Group works across the public and private sectors, leading projects in construction, civil engineering, utilities and infrastructure. The work carried out will often result in environmental and social improvements, but in the lead up to project completion, organisations must ensure that operations are as efficient and environmentally responsible as possible.

In practice, this means a commitment to minimising waste and protecting biodiversity across all project sites and mitigating any negative impacts. It also means that with a CNZ target of 2030, Eric Wright Group is taking huge steps towards significantly reducing emissions from the essential fleet operations that are integral to their work.

In charge of the fleet is Steve Openshaw, Group Fleet and Transport Manager, who talked to Essential Fleet Manager Magazine, not only about the longer-term strategy of decarbonisation, but also about the day-to-day challenges of operating a diverse fleet and of implementing change.

## Interview

### ***What is the current breakdown of all your fleet assets?***

The current fleet is 498 in total, with 354 cars and 144 commercial vehicles.

### ***As someone who adopted their first Electric Vehicle (EV) in 2013, you can be considered something of a pioneer! How has the company car fleet at Eric Wright evolved since 2020 and transitioned towards EVs?***

In 2020, I had the only EVs on fleet, with around 10 PHEVs added since then. The percentage of EV company cars has risen to 73% pure EV and 91% ULEV compliant.

### ***What steps have you taken to ensure the availability of infrastructure to support the EVs and how do you manage the costs of charging?***

In 2022 we increased the EV charge points at our head office from 4 sockets to 20 enabling staff to charge at work, this has made it easier for staff with no home charging to be able to charge at work, making easier to switch to an EV.

Where practicable, we have also installed charge points at our regional offices and our construction site. We have partnered with a major provider to manage the cost

charged to staff making it a simple process to manage.

### ***There are, as you mentioned, challenges at present to electrifying your commercial vehicle fleet. What are those challenges and how will you be meeting them?***

As we don't have a return to depot commercial fleet, the main issue is charge point availability close to where the drivers live. This is having the biggest impact on commercial EV adoption. We are working with our clients to install charge points to enable deployment of commercial EVs when practicable.

### ***How much assistance can organisations such as Association of Fleet Professionals (AFP) be in lobbying government to promote change that meets the needs of fleet operators. How much more can government do?***

Organisations like the AFP are crucial to lobby government and other bodies on the challenges Fleets face in the Zero emission transport space. The collective value of professional bodies is vital in the provision of information to government.

### ***In your view, what are the major considerations when decisions are made in providing infrastructure for EVs?***

Collaboration, information, partnerships and more collaboration. You need to involve as many stakeholders as possible, be well informed with data on journeys, frequency of use and most of all, driver engagement. Drivers have a wealth of practical experience and information on how you fleet operates, without drivers on board, it will never work.





Pictured: Steve Openshaw taking part in the EV Rally in 2023



## Veolia and Brent Council charge ahead with new Electric Vehicles

**Brent Council is rolling out nine electric collection and street cleansing vehicles in partnership with Veolia to provide a cleaner, greener, and quieter service for residents across the borough.**

These new electric vehicles will save over 50 tonnes of carbon dioxide (CO<sub>2</sub>) compared to their diesel predecessors, they are also less noisy to operate, allowing for cleaner and quieter collection services. In addition to reducing CO<sub>2</sub>, they will contribute to a reduction in nitrogen oxide (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM) emissions, which all contribute to poor air quality.

Gisela Endres, Senior Contract Manager for Veolia Brent, said:

*"It is crucial for us to explore different ways of reducing the impact of our operations on the local environment. Upgrading our fleet with electric vehicles plays a vital role in helping us determine the most efficient and cost-effective ways of delivering sustainable services to Brent residents on behalf of their Council."*

After declaring a climate emergency in 2019, Brent Council has worked hard to build a fairer and greener borough and Veolia is proud to support them on their net zero journey and help them achieve carbon neutrality by 2030.

*"It was really exciting to see our contractor's new electric fleet of vehicles that will be used to keep Brent clean and green. Electric vehicles are a key component of our ambitious target of becoming carbon neutral by 2030, that is why we are installing high amounts of electric vehicle charging points across the borough and transitioning to electric fleets of vehicles where possible."*

**Cllr Krupa Sheth, Cabinet Member for Environment, Infrastructure and Climate Action at Brent Council. ●**

**With a fleet of commercial vehicles that are not returned to depots, what are the vehicle security concerns involved and how do you address them?**

We have a number of security options for different workstreams, both physical and electronic, which as you will understand, I cannot elaborate on further.

**Although all your drivers "drive for work", they are not professional drivers. How do you manage driver risk in this environment?**

We have an in-depth driver induction, including familiarisation with vehicles, online assessments, practical driver assessment, EV driving and ongoing information roll outs via toolbox talks and driver briefings. The fleet team are also invited to stand down days to discuss current issues and highlight best practice with our fleet drivers.

**How is vehicle risk managed alongside that of the drivers?**

Managing vehicle risk alongside that of drivers involves implementing comprehensive strategies to minimize potential dangers associated with both the vehicles and the individuals operating them. Key elements of this risk management approach include:

- Driver Training and Education
- Regular Vehicle Maintenance
- Telematics and Technology
- Driver Monitoring and Feedback
- Enforcement of Safety Policies
- Risk Assessment and Analysis

- Regulatory Compliance
- Emergency Response Planning

**Are there additional challenges when managing risk when vehicles are on short or medium-term hire?**

Short to medium term hire vehicles have the same risk to be managed as our longer term vehicles.

**How do technology and data led systems assist with all your risk management and compliance responsibilities?**

Technology and data-led systems play a crucial role in enhancing risk management and compliance responsibilities in various ways. There are some key ways in which technology and data-driven approaches contribute to these efforts such as Journey tracking, driver behaviour, route optimisation and automated record keeping.

By leveraging technology and data-driven systems, organisations can not only enhance their ability to manage risks and ensure compliance but also foster a culture of continuous improvement and adaptability in response to changing conditions and regulations.

**How do you think you will be able to accurately describe your fleet in five years' time?**

Simply 'different' development is running so fast you need a dedicated professional manager to guide a company on this exciting journey. ●

## Supplier Insight: Clayton Power

# Stop idling! Carry on working with the LPS II

### Introduction

Fleet operators in infrastructure services, utilities, government agencies and other essential services must, of course, go as far as possible to reduce the environmental impact of operations. Fleets in these sectors also often have the added pressure of needing to consider not only the direct impact of vehicle emissions when travelling, but also those when stationary and idling to provide power to on-board equipment and tools or to maintain battery charge to support the use of vehicle ancillaries.

For around a decade in the UK, Clayton Power has been providing mobile and off-grid power solutions for the automotive, leisure and marine sectors. Essential Fleet Manager caught up with Karl Jones, Head of UK Sales at Clayton Power, who explained the fantastic benefits of the compact but powerful Lithium Power Supply system, (currently marketed as LPS II). Developed and manufactured at Clayton Power's European Headquarters in Odense, Denmark, the system uses the latest Lithium technology to reduce the need for costly and environmentally damaging engine idling and generator usage.

### Interview

**Q: Could you briefly describe how LPS II works and how it reduces demands on the vehicle engine?**

Put simply, the Lithium Power Supply II or LPS II, is an all-in-one lithium battery and inverter which allows the user to power all their 12V and 230V appliances, tools and equipment without having to engine idle. It's astonishing to think that there are tens of thousands of commercial vehicles on the road, that still needlessly engine

idle to power roadside operations. There are some, believe it or not, that even resort to engine idling solely to recharge laptops! It's not uncommon for fleets to be using more fuel parked up at the side of the road engine idling and running generators, than they do travelling from A to B! The good news is that this issue is easily avoidable.

**Q: Which industries and sectors have the greatest demands on vehicle power and therefore gain the most from the LPS II solution?**

Our products have found their way into a diverse array of applications and use cases. Whether it's utility fleets, supermarket home delivery vehicles, platform lifts, camper vans, narrow boats, mobile DJ booths or Hollywood film sets our solutions are making a mark! Our customers' power demands range from simply recharging batteries for power tools and laptops, to handling heavier tools like welders, induction hobs, compressors and hot water boilers! The benefits are just as varied; some are looking to silence their operations by getting rid of loud generators and compressors, while others are keen on reducing fuel costs and trimming down their CO2 footprint.

**Q: What, in summary, does LPS II achieve for roadside operations?**

In conventional internal combustion engine (ICE) vehicles, the LPS II allows the user to turn off the engine while maintaining power to their equipment. In an electric vehicle (EV) it enables users to independently power all systems without relying on the vehicle's traction battery.

Switching to EV feels a little counter intuitive if you need to depend on a generator for power. The shift to using the LPS II has the potential to generate substantial financial savings over the lifespan of the vehicles, translating into a highly appealing ROI model for the majority of our customers – all this while drastically cutting CO2 emissions.

**Q: What are the extra demands on vehicles operating off-road and on remote sites and how does the LPS II reduce and mitigate the impacts of these demands?**

An often-overlooked advantage of the LPS II is its 'jumpstart' capability. In the event of a drained vehicle starter battery – say for example the driver has left their lights or blowers on by mistake – the LPS II can recharge the vehicle battery and get you back on the road in no time! This feature has been very popular among many of our customers as it avoids costly and time-wasting roadside recovery callouts!

**Q: There are a range of recharging options for LPS II, that maximise the unit's effectiveness and efficiency. What are those options?**

The unit has a number of recharging options, including the vehicle's alternator, mains hook up and even solar panels. Standard recharging via the alternator or mains from 0-80% takes approximately 60 minutes, a time that can be halved to around 30 minutes with the addition of our optional supercharger. The solar feature is particularly interesting – the built in solar charger means you can plug solar directly into the LPS II resulting in



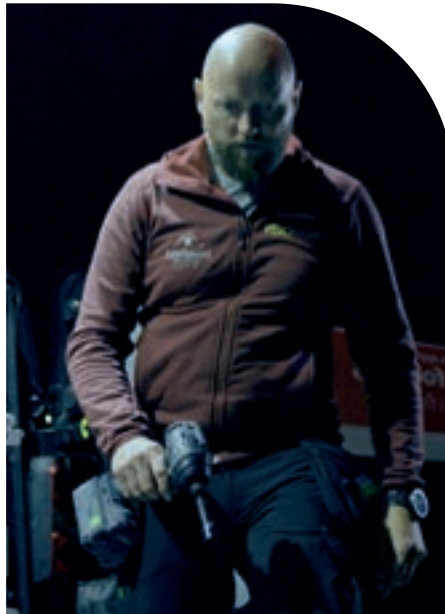
a recharging time of around 90 minutes from 0-80% depending on the weather conditions and panel size (up to 400W) of course. Our experiences with solar have been remarkable – for example; over the 5 months of operating our demo van with a 360W solar panel on the roof, we have achieved 32 full recharges through the solar, surpassing the 10 full recharges via the vehicle's alternator. That equates to just over 65,000Wh or 65Kwh of free energy!

**Q: Demands on operators reaching and working on remote sites, become even greater during the colder, winter months. Part of this is maintaining heat in vehicles when individuals or teams remain inside, often for prolonged periods. We understand that you are working with leading vehicle converters to develop a solution that provides the warmth required in the vehicle, without the need for engine idling. How does this work and what are the issues that this avoids?**

That's right, we are working on some interesting initiatives when it comes to heating. A lot of our customers have been seeing substantial reductions in EV range in cold weather, a contributing factor being the excessive use of cab heating. We've collaborated with conversion companies to develop a heating pack solution. This consists of an electric heater powered by our LPS II units and the system is equipped with a thermostat for precise temperature control - similar to the way it functions in your home. It gets the cab and/or rear compartment up to temperature and shuts off ensuring valuable energy isn't wasted.

**Q: How does the lightness of LPS II further benefit the operator, compared to the use of traditional power systems?**

Our lightest model, the 1500Wse – 100Ah LPS II weighs just 22.5kg! To put that in perspective, a comparable set-up using



an AGM system would weigh at least three times as much. Even our 3000W – 160Ah unit at 27.5kg, is far lighter compared to the nearly 100kg equivalent in other set-ups. Not only are our systems significantly lighter and easier to install, they are also more compact, making it easier to tuck away and not use up too much of the valuable space. And let's not forget customers who are replacing generators – our solution trims down both space and weight considerably there too.

**Q: How does your zero-emission technology benefit the health and welfare of teams working around vehicles?**

In the past 5 years I've spent a significant amount of time out on the road closely shadowing operators. This hands-on approach has given me a genuine, real-world understanding of their day-to-day operations and the challenges they face. Throughout these experiences, I've been a first-hand witness to the downsides associated with engine idling and generator use. From the frustration of trying to get generators to start, to enduring the constant noise and fumes, the drawbacks are evident. Imagine spending hours right next to these running engines! The sad reality, very often, is that even during lunch breaks, crews will gather around the back of a van with its engine ticking over. What struck me is that these operatives, despite their discomfort, awareness of the environmental impact and significant impact on health, find themselves with no alternative.

**Q: Clayton Power and LPS II contributes greatly to the need**

**to reduce vehicle emissions, particularly important when fleets cannot completely electrify due to operational demands. However, when electrification is possible, what are the benefits of LPS II when incorporated into an EV?**

Range anxiety is a familiar concern, but what if we could lift the burden of all ancillary power needs from the vehicle? This ensures the traction battery is solely dedicated to driving! Adding a solar panel to the roof gives you a self-sufficient setup, recharging the unit from the sun!



Karl Jones, Head of UK Sales

**In summary...**

**We've covered how LPS II addresses various challenges in different sectors. If van rackers, conversion specialists and fleet managers are looking to enhance their operations and explore the benefits of this versatile power solution, how can they reach out to Clayton Power for more information and assistance?**

We would love to hear from anyone who is interested in finding out more.

Visit our website at: [claytonpower.com](http://claytonpower.com) for additional details.

If you have any questions or want to start a conversation, drop me an email at [kj@claytonpower.com](mailto:kj@claytonpower.com) and we can get the ball rolling! ●



**Power, where you need it - the all-in-one lithium battery and inverter, LPS II**



## Welsh Ambulance Service adds state-of-the-art emergency ambulances to its fleet

**THE Welsh Ambulance Service has introduced 48 state-of-the-art emergency ambulances to its fleet.**

Fitted with the latest technology, the ambulances have been added as part of the Trust's commitment to modernising its fleet, ensuring that each of its operational vehicles are fit-for-purpose, reliable and provide a safe environment for staff and patients.

The ambulances are comprised of 13 additional vehicles and 35 replacements and will operate across Wales.

The brand-new Mercedes ambulances are equipped with a more efficient engine ensuring that they are environmentally friendly.

The Trust's non-emergency service – its Ambulance Care Service – is also piloting five new environmentally-friendly MAN Class B licenced ambulance vehicles, which will initially be based in Barry and Cwmbran.

The pilot is designed to ensure

the Trust is providing the most appropriate vehicles to its staff and ties into the Trust's aims of reducing its carbon footprint.

David Holmes, the Trust's National Fleet Manager, said: "Even after 30 years of fleet management, I still get a buzz of excitement when seeing new vehicles going into service.

"The latest Mercedes ambulances with the newly developed nine-speed automatic gearbox deliver a very smooth driving experience for both staff and patients.

"When combined with an ergonomically designed saloon area equipped to the highest clinical standards, WAST ambulances become the marque that other ambulance services need to aspire to.

"Meanwhile, the Class B licenced ambulance is an exciting project that has taken a lot of input from all key stakeholders, and it will be interesting to see how the design of the vehicle develops further now they are being used in earnest."

*"Despite current funding challenges, we remain committed to the continuing replacement and modernising of our fleet, recognising how important having modern, well equipped, comfortable and fit for purposes vehicles are for our staff and patients.*

*"This latest batch of emergency ambulances have been prioritised within available funding in the 2023/24 financial year and we continue to seek additional funding to replace a further range of vehicles across our whole fleet going forward.*

*"We remain grateful to Welsh Government for its continued support for our rolling vehicle replacement programme.*

*"Having a modern, fit-for-purpose fleet does not only provide the best working environment for our crews and as comfortable experience as possible for our patients, it is also financially beneficial by reducing fuel, maintenance and repair costs, as well contributing to our decarbonisation and environmental sustainability targets."*

**Chris Turley, Executive Director of Finance and Corporate Resources. ●**





# Used vehicle marketplace update January 2024

**By: Graham Howes**  
**Head of Fleet at The Motor Auction Group**

**In our last piece on the current used vehicle market (EFM Issue 8) the question regards “is the used vehicle/ car market returning to normality” was posed and we stated that what we have now is the new normal and we have seen more examples of this in December. What we witnessed was the very rare sight of the value of used cars continuing to fall in the final month of the year, but what about 2024?**

The year has started strongly for us particularly with the dealer part exchange stock with good availability of desirable vehicles matched to buyers who are stocking up. Our fleet sales have started more slowly as the exchange of used for new cars has as always been hampered by the Christmas break. With regards sale values we have seen a definite

stabilization in values particularly after the falls through the last quarter of 2023.

Turning to Commercial vehicles. The sale of used Light Commercial Vehicles (LCVs) has been strong for some considerable time, maybe not as striking as the heady days following the Pandemic when every used van sold presumably for use in the home delivery workplace.

Well over 55% of the vehicles we sell in our fleet sales are LCV's including panel vans, chassis conversions, and vans with work-related items installed both in and on them with a wide range of age and mileages, attracting a large range of buyers. In some cases, we are asked to decommission vehicles, this means removing items and returning them to our customers. In a lot of cases this is a simple exercise such as removing and exterior livery and or removing trackers and telematics. In some cases, as with our emergency services customers, the removal of and proof of removal of livery, telematics and or sensitive items is critical to the sale of the used vehicles including recording and sharing the buyer's details to ensure they don't end up in the wrong hands.

Going back to work related fitments, some customers ask if they “should remove these items” and we are talking about racking, invertors, and ladder racks etc. or do these items add extra value to a used van.

Good question, well in our opinion it is better to leave these items with the vehicle.

In most cases a vehicle fitted with racking or other accessories will be more saleable, attract more buyers because they can advertise with the items which may attract a buyer as sourcing racking in the aftermarket may be prohibitive or our buyer can remove and dispose of the racking before sale. We on the other hand have seen work related additions both add and effect values for example if a vehicle has a jetting unit or other intrusive equipment installed leaving these items in can add value as the individual item has value, where removing the jetting unit leaves potentially expensive reinstatement repairs to the vehicle.

One area that can add value and saleability to a used van is the quality and condition of any load area lining you may have fitted. Imagine when the used van is imaged the lining is damaged or broken the buyer may think maybe that hasn't been looked after or has a heavy life and may sway that buyer away. Historically we have advised vendors to invest in replacing damaged sections or removing the lining completely.

In summary used van sales have weathered the rough seas of the recent cost of living crisis and we expect their values and sale conversions to remain steady for 2024. ●

*If you have any specific questions or would like anymore information please email: [Graham Howes gh@mag.co.uk](mailto:Graham Howes gh@mag.co.uk).*



# Chinese Battery Electric Vehicles, a threat, or an opportunity for fleets?

*Fleet managers should take time to consider Chinese BEVs which look set to stay in the UK, says Simon Staton, Director Client Management, Venson Automotive*

## **New free white paper empowers fleet teams to drive the next company vehicle advancement**

There has been much debate surrounding the penetration of Chinese Battery Electric Vehicles (BEVs) into the UK market. While a lot of the discussion is geopolitically motivated, UK fleet managers 'on the coalface', tasked with green transition to meet corporate sustainability goals, are more concerned with what BEVs, whether European, from China or elsewhere, are available in the here and now. Additionally, what matters to most fleet managers is the likely Total Cost of Ownership (TCO) of BEVs to their fleet, rather than the total cost to UK plc.

## **ZEV mandate accelerates the UK's Chinese EV take-up**

With the introduction of the ZEV mandate last Autumn, 22% of new cars and 10% of new vans sold in the UK will need to be electric in 2024, ramping up

to 80% of cars and 70% of vans by 2030, and increasing to 100% of both by 2035. While many fleet managers may ideally prefer to 'buy British', or at least European, Chinese brands accounted for 5% of all new car sales in the UK in the first seven months of 2023, a market share second only to Sweden. In terms of total sales, therefore, the UK is now the biggest market in Europe for Chinese EV brands. Whether we like it or not, Chinese BEVs look set to play an increasingly significant role in UK fleet electrification.

## **So why the negativity surrounding Chinese BEVs?**

While both the SMMT and the Department for Business and Trade (DBT) are keen to foster relations, as illustrated by their recent joint trade mission, others are less enthusiastic about China's electric car sales triumphs. In fact, the President of the IMI, Jim Saker recently reported that Chinese BEVs pose a serious threat to national security, due to security vulnerabilities and spyware. "A car manufacturer in Shanghai could stop 100,000 to 300,000 cars across Europe," he said. "Virtually every country is trying to fight against an overreliance on China, except the UK."

Meanwhile Parliament's Intelligence & Security Committee agrees that China is actively targeting British interests "prolifically and aggressively" by "seeking to control key industrial and energy assets". All this is before we even mention the current EU anti-subsidy investigation which is examining whether EU vehicle manufacturers efforts are being impeded by market distortions and unfair competition.

Yet with the established success of Chinese BEVs in the UK, no matter what the outcome of the EU investigation

Chinese BEV power is already proving its worth to UK fleet operators. There's no denying that Chinese BEVs are invigorating and injecting new and used car and van markets with quality new vehicles and opening a greater choice of finance options and price competition.

## **Chinese designs star at the Paris Motor Show**

Fleet managers acknowledge this expanded range of BEVs is not just about pricing and finance though. Many recognise the turnaround in design capability coming out of the Chinese market. Chinese vehicle manufacturers were once derided for their copycat designs. An important moment was the 2019 Beijing court victory for Jaguar Land Rover (JLR) against Jiangling Motors, over a Range Rover Evoque parody which JLR challenged on grounds of copyright infringement and unfair competition. Fast forward three years and the picture could hardly be more different. In October 2022, Auto Retail ran the eye-catching headline "Chinese brands star at Paris Motor Show".

## **Carry on carrying on...**

There are over nine months to run until the conclusion of the European Commission's anti-subsidy investigation. Meanwhile, the debate surrounding UK security fears of using Chinese manufacturers rumbles on. While we wait for the outcome of both, the BEV market moves forward with European motor manufacturers investing in their Chinese counterparts and the Middle East funding Chinese too. It's clear that the market is shifting. While GB PLC is a legitimate concern for those up the food chain, fleet managers must carry on carrying on, and make their fleet choices from what is presented to them. ●

For more information visit: <https://www.venson.com/white-papers/>

## The Northern Lighthouse Board reduces the number of fleet incidents by almost 40%

**The Northern Lighthouse Board (NLB), the General Lighthouse Authority for the waters surrounding Scotland and the Isle of Man, has regained nearly three weeks' worth of management working hours and reduced the number of driver incidents on the road by 40% through a new partnership with road safety expert, TTC.**

NLB manages a considerable number of commercial vehicle and grey fleet drivers, including around 170 engineers, technicians, mariners, retained lightkeepers and office staff. Safeguarding drivers against being involved in incidents on the road has always been of paramount importance. However, recognising the opportunity to surpass its level of employee protection, NLB now embraces TTC's licence checking, risk assessment and training services as a matter of course.

NLB provides a vital safety service for mariners in its waters. It is responsible for

the superintendence and management of 208 lighthouses and 174 buoys and beacons, significantly contributing to the prevention of accidents and incidents around its coastline. As such, NLB is safeguarding not only lives and property, but also its precious marine environment. Some employees perform their NLB role part-time, often alongside another occupation such as farming, fishing or emergency services, and can be required to work and drive on remote terrain and in perilous weather conditions.

*"The relationship with TTC kick-started with a 40-point Risk Assessment for every employee driving on behalf of NLB," Trish Donaldson, Compliance Officer at The Northern Lighthouse Board. "This enabled us to identify potential risky driving behaviour and knowledge gaps, and provide eLearning based on the needs of individual employees. The assessment will be repeated every two years, allowing us to better monitor and manage driver risk and improve safety for our employees and those they serve."*

*"In addition to ticking the compliance and risk assessment boxes, TTC's training supports NLB drivers with relevant training courses. This provides a holistic approach to always keeping our drivers safe," adds Lynn Armstrong, Human Resources Manager at The Northern Lighthouse Board.*

*"The automation of licence checking with TTC has significantly improved efficiencies and NLB has regained almost three working*



*weeks of time. Non-UK licences are also now automatically checked and verified for compliance. Checks and regular eLearning are available to employees through TTC's end-to-end driver risk management tool, Continuum, which also sends prompts to manage outstanding driver tasks."*

Jim Kirkwood, CEO of TTC commented: *"Working together we are helping NLB to not only meet its statutory requirements but also radically reduce the chances of its employees being involved in dangerous incidents while on the move. As an end-to-end solution, TTC actively provides intervention solutions, rather than just identifying problems: Continuum highlights issues when they arise and puts training in place to develop skills and greater understanding of the importance of being a responsible driver. We look forward to developing our partnership further in future, bringing a wider range of solutions to deliver greater benefits to NLB and its employees, strengthening its ability to conduct vital safety services as a General Lighthouse Authority."* ●

## Double certification achievement for Creative Vehicle Wrapping!

**Commercial vehicle wrapping company Creative Vehicle Wrapping is celebrating achieving two major certifications. – ISO 9001 for Quality Management and ISO 14001 for Environmental Management – awarded by UKAS, the UK's leading certification body.**

Jonathan Thomas, Founder and Director, CVW: *"This is fantastic news and confirms our commitment to maintaining the highest standards across every area of the business, which is reflected in the quality of our customer service and wrapping installations. It's a team effort and we are so proud of our staff for their dedication in helping us achieve this accomplishment."*

Interface NRM, a leading UKAS Accredited Certification body, audited CVW for compliance and provided support during the process.

Jonathan added: *"Huge thanks to Interface NRM for their guidance and continued support on our certification journey."*

Amy Buckler, Marketing Manager, Interface: *"We are thrilled that Creative Vehicle Wrapping has achieved UKAS ISO 9001 and ISO 14001 certification. This accomplishment showcases their commitment to excellence, quality, and environmental sustainability. We are proud to be associated with a company that prioritises continuous improvement."*

The International Organisation for Standardisation (ISO) was set up in 1946 to facilitate the international coordination and unification of industrial standards. ISO 9001 is defined as the international standard that specifies requirements for a quality management system (QMS).

Organisations use the standard to demonstrate the ability to consistently provide products and services that meet customer and regulatory requirements. ISO 14001 is an internationally agreed standard that sets out the requirements for an environmental management system. It helps organisations improve their environmental performance through more efficient use of resources and reduction of waste, gaining a competitive advantage and the trust of stakeholders.

An Avery Dennison accredited installer, CVW are experts in commercial and specialist vehicle wrapping, providing a one-stop shop for design, printing and installation. The company has its own fully equipped installation unit and has built a reputation for creating impactful 'wrap' campaigns on specialist commercial vehicles. It is the UK market leader in refuse vehicle wrapping. ●

For more information visit: [www.creativevehiclewrapping.co.uk](http://www.creativevehiclewrapping.co.uk)

# Veolia successfully completes pioneering V2G trial in the UK: Waste collection trucks become a flexible energy source to boost energy security

At its “Deep Dive Energy” event in London, Veolia unveiled a world-first vehicle-to-grid (V2G) innovation that will enable waste collection trucks to power UK homes by feeding back stored energy from their batteries to the grid.

UK’s largest waste collection fleet operator, Veolia plans to electrify all of its 1,800 Refuse Collection Vehicles, RCV, in the country by 2040. This transformation will enable the company to provide to the grid around 200 MW of flexible power capacity daily, an equivalent of the evening peak energy demand of over 150,000 homes, supporting the country’s energy security.

With electricity demand in the UK expected to double by 2050 and Government’s targets to decarbonise the National Grid by 2035, batteries have a role to play as they can not only recharge from the electrical grid, but they can also feed back stored energy from their batteries to the grid using to V2G. This can provide energy during peak demand periods, contribute to grid stability by regulating frequency and voltage, and even store excess renewable energy for later use.

Veolia has taken the potential of this technology to a new level by applying it to collection vehicles, which are ideally suited to V2G as their batteries are six times larger than those in an average car, and the fleet is usually parked at peak energy consumption times for the National Grid.

The first phase of the trial performed by Veolia has been successfully completed, enabling 110 kW of energy to be charged and discharged from two specially designed bi-directional vehicles, enough to supply power to 110 households for over two hours during peak evening hours. Veolia now plans to expand the trial and test it out on the streets, using Westminster council collection vehicles to pilot the innovation. In addition, Veolia will maximize the use of local decarbonizing energy from its waste-to-energy plants to power its vehicles, creating a perfect circular loop. This will include the Landmann Way vehicle depot in North London, powered by low-carbon electricity from the SELCHP plant.

Gavin Graveson, Senior Executive Vice President Veolia Northern Europe Zone said: “Flexibility is the key to super-charging the UK’s energy security and the transition to a smarter and more sustainable market. We have to adapt to increasing energy demand and adopt smarter energy systems to bring resilient, dependable and low carbon energy to our homes and businesses. Flexibility innovations

like this one have the potential to revolutionise the way we manage our energy usage and represent a huge opportunity to cut costs and carbon”.

For this project Veolia has partnered with electric vehicle charger manufacturer, Turbo Power Systems (TPS), vehicle repower experts Magnetic Systems Technology (Magtec) and EV charge point management software provider Fuuse, with support from technology provider, Advantics.

“We need to innovate in local decarbonizing energy and transform our traditional approaches to take advantage of untapped sources. This requires a change of mindset and a collective willingness to rethink the way we produce, distribute and consume energy. The success of the V2G demonstration illustrates this perfectly. By enabling electric vehicles to become active players in the power grid, we are harnessing their potential to balance energy supply and demand, reduce carbon emissions and promote renewable energy”.

**Estelle Brachlianoff, CEO of Veolia.**

Veolia has a strong history of innovation in developing local decarbonizing energy solutions for the benefit of local communities and industries. The Group operates 10 Energy Recovery Facilities in the UK. These facilities take around 2.3 million tonnes of non-recyclable waste and transform this into electricity for over 400,000 homes, and this combined generating capacity of 180MWe takes pressure off the stretched UK electrical grid and effectively avoids using fossil fuels for generation. Some of these facilities also produce heating for communities through district heating networks, by using combined heat and power technology. ●





# First **Volvo FE Electric skiploader** for **Biffa**, as part of significant fleet investment programme

**Biffa, the UK's leading sustainable waste management company, is to put its first electric skiploader into service, with a new 18-tonne Volvo FE Electric 4x2 rigid bringing zero tailpipe emission operation to the Isle of Wight.**

The arrival of the FE Electric forms part of an order for 104 new Biffa vehicles from Volvo Trucks, being deployed across the UK as part of a major fleet modernisation programme – with all trucks supplied through Abdi Ali, Key Account Manager, Volvo Trucks UK & Ireland.

The Volvo FE Electric has been mounted with Boughton Engineering skiploader bodywork and is powered by two electric motors, generating a peak torque of 850 Nm and driven by a two-speed transmission, offering a very smooth driving experience. This power is handled by a unique traction control system developed to master even slippery surfaces, while different drive modes are available to set the desired performance, comfort, and energy usage levels.

Equipped with four batteries, it offers a range of approximately 190km and can be recharged in just 2.3 hours with the use of a 150kW DC charger. The Biffa team can also take advantage of top-up charges mid-shift, as the battery can be charged more quickly up to 80% capacity.

Hannah Burgess, Director of New Vehicles Sales at Volvo Trucks UK & Ireland, adds: *"The Biffa team have incredibly high standards for what they require from any vehicle entering their fleet, and the FE Electric ticked all the boxes and is ideally suited to this application. It's great to see another Volvo electric truck entering service with a major fleet."*

Founded in 1912, Biffa operates a 4,000 strong commercial vehicle fleet spread across more than 100 depots in the UK.


In addition to the new FE Electric, the order also comprises 48 Volvo FM 8x4 hookloaders, 34 Volvo FM 8x2 front-end loaders, 7 Volvo FH 6x2 tractor units, 3 Volvo FE 6x2 food and glass collection vehicles and an additional 11 Volvo FL 4x2 skiploaders. All these vehicles benefit from the latest generation Euro-6 Step E diesel engine technology, for optimum fuel efficiency and sustainability.



*"As a business we have more than a century's worth of experience in helping our customers keep their environment clean, and are committed to reducing our carbon footprint. Central to this is the transition of our fleet to alternative fuels and naturally we wanted to be amongst the first fleets to gain real-world experience of operating an electric truck."*

*"The support from Volvo Trucks has been fantastic: they've had the answers for us at every stage and the suitability and performance of the FE Electric for this application is already clear to see. It offers significant potential for us, as we look to transition more of the fleet to electric in line with our 'Resourceful, Responsible' sustainability strategy."*

**Anthony Holley, Fleet & Facilities Director at Biffa. ●**



## RAC advice: The **everyday** **medicines** that could get you **fined** or **banned from driving**

**With the winter season upon us, it brings with it the usual unwelcome rise in coughs, sneezes and sniffles for a nation of road users. The RAC is advising motorists to be careful with the use of many legal medicines and widely-used painkillers as they could impair their driving – and it's an offence in England, Scotland, and Wales to drive with specified limits of certain drugs in your blood.**

Drivers convicted for drug-driving face a minimum one-year ban and a criminal record – so it pays to be vigilant when using even common prescription drugs.

You can also receive an unlimited fine, up to six months in prison, and your driving licence will also show you've been convicted for drug driving for the next 11 years.

The maximum penalty for causing death by careless driving under the influence of drugs is life imprisonment.

Codeine, for example, which is found in painkillers like Nurofen Plus is used to treat the symptoms of the common cold,

and can cause drowsiness in users.

The active ingredient is also found in Migralve, Syndol and Boots branded tablets. It can lead to dizziness and may even cause changes to your hearing which could lead to confusion behind the wheel if you're not used to it.

According to the government, you should ask your doctor whether you should drive if you've been prescribed any of the following:

- **amphetamine, for example dexamphetamine or selegiline**
- **clonazepam**
- **diazepam**
- **flunitrazepam**
- **lorazepam**
- **methadone**
- **morphine or opiate and opioid-based drugs, for example codeine, tramadol or fentanyl**
- **oxazepam**
- **temazepam**

If police suspect a motorist of driving under the influence of drugs they can carry out a 'field impairment

assessment' – a series of tests that could see you asked to walk in a straight line, for example.

DrugWipes – dubbed "drugalysers" – which use a mouth swab to screen for cannabis and cocaine, can also be used.

Drivers who are convicted of drug driving can also face further problems. Offenders will likely see their insurance premiums increase, and you will face difficulties being able to enter some countries.

If you drive for your career, then your employer will see your conviction details.

However, if you are using prescription drugs under very specific scenarios. You can drive if you've been prescribed them and followed advice on how to take them by a healthcare professional. Also, you can only get behind the wheel if the drugs are not causing you to be unfit to drive even if you're above the specified limits.

Failing to inform the DVLA of a medical condition and a prescription that can affect your driving can see you fined as much as £1,000.●



# 10 top tips to make your EV journeys this winter as seamless as possible

By: Asif Ghafoor, CEO and co-founder of Be.EV

**We have seen chaotic scenes at charging points in the past few years as the number of EV owners has grown. There's no need for this to happen. Simple things like coming off the motorway to charge your car, and being aware of battery efficiency in the cold can save drivers a lot of hassle. Here are our 10 top tips to make your journeys this winter as seamless as possible.**

## 1. Knowledge is power

There are four common levels of EV charger - Slow, Fast, Rapid and Ultra-Rapid. 'Slow' is what you see with lamppost chargers. These take a long time to charge and are pretty inefficient. 'Fast' is the type you see in an office park, or on your driveway. They need to be plugged in overnight or throughout the day.

'Rapid' chargers fill an average electric car in around an hour or two. 'Ultra-Rapid' chargers can get you on your way in as little as 20 minutes.

## 2. There's more than just service stations

Look for a charging option that fits with your travel plans. As of the end of November 2023, there are over 53,000 charging points across over 30,000 locations, meaning there's a good chance you will find one charging point that doesn't have a queue.

## 3. Quality and quantity

It also helps to look for a high quantity and quality of charging locations. The most modern charging sites use Dynamic Load Balancing technology to allow charging power across 10 or 20 EVs. If you can go to one of these stations, you're far less likely to find yourself waiting for long, as there's space for everyone to take the charging power that they need.

## 4. Charge or get off the spot

Charging slows down significantly past 80-85% to protect the vehicle's battery. Trying to charge to 100% will end up costing you far more time than is necessary. If you're nearing a full battery and have noticed your charging speed is slowing down,

it's best to move on - this will not only shorten your journey, but will also save time for your fellow EV drivers.

## 5. Don't wait till the last minute

Queues are to be expected at peak times. If you arrive at the charge point with a little more battery power than you normally would, then you have a safety net to get to another charger if plan A doesn't work.

## 6. Beware of the cold

We all feel more drained when it's colder at this time of year, and your EV is no different. Using the pre-heat function that comes with most EVs via your EV app before getting into the car pre-conditions the battery so it's at its most efficient temperature when you start your journey. This will save you battery while keeping you nice and toasty when it's cold outside.

## 7. Eco-mode

Most EVs have this as an option. This will do various things for different vehicles, such as reducing power to the climate control or softening throttle response. Regardless, this increases your efficiency by reducing output to what's essential, increasing your overall driving range.

## 8. Drive slower

It's not only safer but allows you to preserve your battery for much longer and helps to avoid any emergency charging nightmares.

## 9. Little and often

Charging an EV is different to filling up a petrol or diesel vehicle. Little and often is usually quicker than one long charge.

## 10. Beware of overcharging fees

Some operators have a limit to how long you can connect to a charger without being hit by a fine - like if you go past your pay and display parking ticket time so read the signage attached. At Be.EV, there's no fee for overcharging. We don't want to create a clamping culture - we're trying to build something that people actually want to use. ●

For more information and to download the latest guides visit <https://be-ev.co.uk/>



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Attendees can expect a seminar sessions, interactive exhibitions and ample networking opportunities for fleet decision-makers and suppliers alike. The event will also include a Conference and the day will culminate in a black-tie gala dinner featuring the Great British Fleet Awards.

<https://greatbritishfleetevent.co.uk/>

23 - 25 APRIL 2024 • NEC • BIRMINGHAM



The Commercial Vehicle Show is the largest and most comprehensive road freight transport, distribution, and logistics event in the United Kingdom. The show offers commercial vehicle manufacturers, dealers, distributors, and hundreds of sector suppliers.

Visit: <https://cvshow.com/>

2 - 3 JULY 2024 • THE INTERNATIONAL CENTRE • TELFORD

The exhibition focuses on transport for Ambulance, Fire & Rescue & Police but also attracts exhibitors and visitors from the other Emergency Services, local authorities and some Government departments. On display will be a comprehensive range of vehicles, equipment and services for the benefit of this specialised area of the public sector.



Visit: [www.napfmevent.org.uk](http://www.napfmevent.org.uk)

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# Peugeot - supplying vehicles to **Police Authorities** for **25 years**

**Peugeot is celebrating its long-standing relationship with the UK police. The brand has supplied specialist and general purpose vehicles to Police Authorities across the country for over 25 years, with the 308 and 308 SW the latest models to join the police fleet.**

This relationship continued in 2023 with more than 1,700 vehicles registered and over half of those being PEUGEOT 308 and 308 SW models. Almost 60% are marked cars which are used as 'General Purpose Patrol Vehicles'.

Working with selected conversion partners across the UK, including Stellantis' own Special Vehicle Operations division in Coventry, Peugeot is responsible for designing and testing all of its turnkey conversions to ensure conformity throughout the process, and to guarantee the highest quality and safety standards are achieved. The manufacturer is continually engaging with all UK Police Authorities as this is essential to ensure that the turnkey vehicles are fit for purpose for the variety of operational requirements.

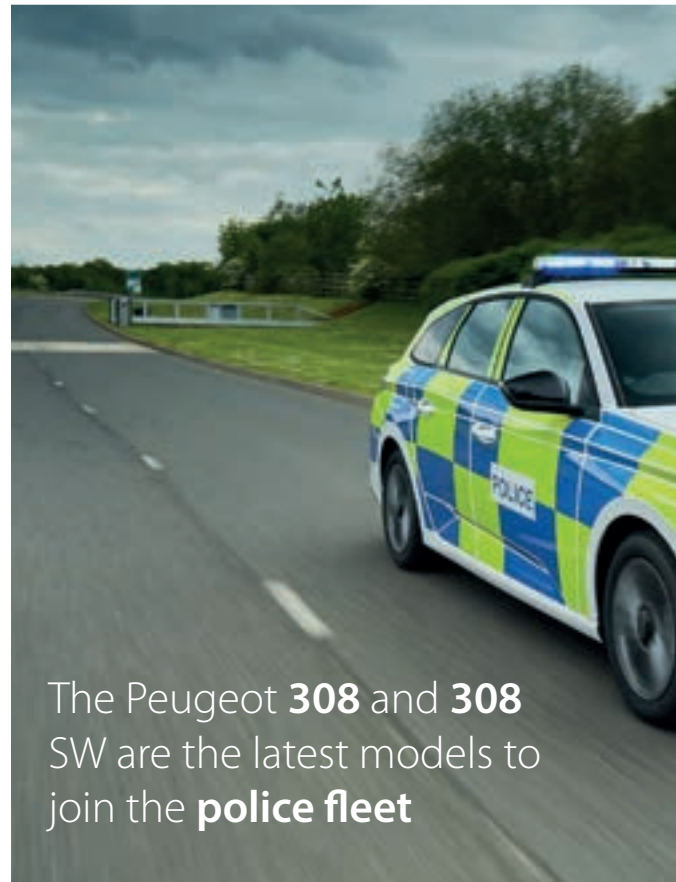
The Peugeot 308 and 308 SW are the latest models to join the police fleet, featuring the brand's distinctive design and latest-generation i-Cockpit® interior. At the front, the 308 and 308 SW were the first models to wear the brand's new coat of arms, a roaring lion's head which also neatly houses the radar sensors used by the autonomous driving aids for a cleaner and more sleek look.

In addition to the 308 and 308 SW 'General Purpose Patrol Vehicles', Peugeot also supplies Police Authorities with other models from its multi-award-winning range. This includes a significant volume of Peugeot Expert vans, which are deployed primarily as prisoner transport vehicles, as well as 208, 3008 & 5008 models.

Adam Wood, Managing Director, Peugeot UK, said: "We're proud of our long-standing support for public services in the UK, and it's great to see our vehicles being used by Police Authorities up and down the country to help keep us all safe. The fact the Police Authorities continue to put their faith in Peugeot models, is a testament to the quality, robustness and reliability of our vehicles."

Richard Abbott, Head of Specialist Fleet, Stellantis, said: "The Police Authorities are valued partners and I'm pleased that Peugeot has been able to support their vital work for so long. The 308 is the latest in a long line of PEUGEOT police vehicles, and a testament to the high-quality conversions carried out through our Special Vehicle Operations division and trusted conversion partners."

Peugeot is also working with multiple Police Authorities to trial electric vehicles from across its model range. By 2025, PEUGEOT will have a 100% electric version available across its entire line-up, and in 2030 will sell only electric vehicles in the UK.



The Peugeot **308** and **308 SW** are the latest models to join the **police fleet**





*"The new 308 is ideally suited to our needs and our previous experience with PEUGEOT models means we know it will be a reliable addition to our fleet. We're thankful for PEUGEOT's commitment to the Police, and their ongoing support to keep police vehicles on the road"*

**Huw Jones, Fleet Manager, North Wales Police. ●**



For more information: <https://www.peugeot.co.uk/>

# Škoda Enyaq range - the new L&K model

**Škoda is expanding its award-winning Enyaq range with the addition of a new L&K model. Introduced as part of a wide-ranging model year update that delivers improved performance, faster charging and longer driving ranges, the new variant becomes the first L&K model to be powered solely by electric.**

Available in both SUV and Coupé guise, the new L&K model is named after brand founders Václav Laurin and Václav Klement and will offer a luxury interior, bespoke exterior styling setting it apart from the rest of the range, as well as extensive safety and digital features.

The Enyaq L&K features a 77 kWh (net) battery, a 286 PS motor mounted on the rear axle and a WLTP combined driving range of up to 345 miles (SUV 342 miles). The new model is capable of accepting a DC rapid charge at speeds of up to 135 kW, and can charge from 10-80 % in as little as 28 minutes when connected to suitable DC rapid charger. 0-62mph can be completed in just 6.7 seconds while top speed is 111mph.

The design of the Enyaq L&K features exclusive Platinum Grey detailing on its model-specific bumpers, rear diffuser and exterior mirrors. The window frames and roof rails are finished in chrome while the side skirts are painted in the body colour. L&K models include Škoda's unique Crystal Face grille, which is illuminated by 131 LEDs that deliver a dramatic light signature at night. Full LED matrix headlights, which can avoid dazzling oncoming cars are also fitted as standard, along with full LED rear lights. Both Enyaq L&K models are equipped with unique 20-inch Asterion anthracite metallic alloy wheels with larger 21-inch Aquarius anthracite alloy wheels available as an option. Completing the exterior design package is privacy glass on the rear side windows and L&K badging on the front wings.

Inside, customers can choose between two bespoke Design Selections; L&K Shell and L&K Black. The former features beige leather upholstery as standard, while the latter comes with black leather. Both feature front seats with ventilation and massage functions – which are exclusive to the L&K version. The seats are controlled via the infotainment system, with occupants able to choose between ventilation, heating or a combination of the two. The massage function, along with position adjustment, can also be activated via the same screen. L&K models also come with heated rear seats, a head-up display and CANTON sound system as standard, along with heated windscreen and L&K logos on the seats. ●



For more information visit: [www.skoda.co.uk](http://www.skoda.co.uk)



## New Corsa now available with 48V hybrid powertrain

### The New Vauxhall Corsa Hybrid, features 48-volt hybrid technology for improved efficiency and lower emissions compared to equivalent petrol models.

The new hybrid powertrain features a lithium-ion battery with a useable capacity of 432Wh, which is recharged automatically under certain driving conditions. This is combined with a new generation of 1.2-litre three-cylinder turbocharged petrol engine specially developed for hybridisation. It is available in two states of tune, with peak power of 100hp or 136hp produced at 5,500rpm and maximum torque of 205Nm or 230Nm available at 1,750rpm.

The engine is coupled to a new electrified six-speed dual clutch automatic transmission that has also been designed specifically for hybrid applications. A permanent magnet synchronous electric motor is integrated into the gearbox and produces peak power of 21kW (28hp) and maximum torque of 55Nm. The transmission casing houses the electric motor, the DC inverter and the ECU (Engine Control Unit), optimising the size and weight of the drivetrain and ensuring that excellent driving performance is delivered. The battery is installed under the front left seat to ensure no compromise on boot space.

The efficient and user-friendly, 48V hybrid technology is ideal for the New Corsa. Compared with the similar non-electrified Corsa 1.2 (100hp) with an eight-speed automatic transmission, the new 100hp Corsa Hybrid offers a reduction in fuel consumption of approximately 20 per cent (60.1-62.8 mpg, WLTP combined) and lower CO<sub>2</sub> emissions (102-106g/km CO<sub>2</sub>, WLTP).

In everyday driving, on a mixture of city and country roads, the Vauxhall Corsa Hybrid's petrol engine and electric motor operate together or separately to optimise energy consumption and performance. The system offers advantages above all in city traffic.

The electric motor allows the New Corsa Hybrid to be driven short distances on electric power alone under low torque requirements (e.g. when manoeuvring or under 18mph in city traffic). It also assists the petrol engine under acceleration, such as when launching from a standstill. This contributes to a 0-62mph time of 10.7 seconds for the 100PS powertrain and 8.6 seconds for the 136PS powertrain – both 0.1 seconds quicker than the equivalent petrol models.

During deceleration, the petrol engine stops and the e-motor acts as a generator to recharge the hybrid system's 48V battery. The battery also stores the energy recuperated by the regenerative braking system.

The new petrol engines have been optimised for efficiency and operate in the Miller combustion cycle. This thermodynamic cycle is enabled by the variable geometry turbocharger, which enhances performance at low rpm, and variable valve timing. A belt-driven starter combines with the e-motor to start the petrol engine from cold. The belt-starter also restarts the engine quickly and seamlessly while driving.

The New Corsa Hybrid widens the powertrain options available to customers, with the Corsa also available with a choice of two fully electric powertrains as well as efficient petrol engines.

In line with Vauxhall's simplified trim

line-up, the New Corsa Hybrid is available in Design, GS and Ultimate specifications.

Design is the entry-point to the New Corsa range and is extremely well equipped. It features 16-inch alloy wheels and chrome-effect badging, while inside it benefits from a new 10-inch touchscreen, with Apple CarPlay™ and Android Auto™ included as standard. All Design models feature LED headlights and daytime running lights, high beam assist and rear parking distance sensors as well as an array of driver-assistance tech, including lane departure warning with lane keep assist, speed sign recognition, driver drowsiness alert, cruise control and automatic emergency braking with pedestrian detection.

GS models add a sporty flavour to the New Corsa's design. Among the enhancements are a contrasting black roof and A-pillars, high-gloss black B-pillars, a black Griffin logo and Vizor frame at the front and 17-inch diamond-cut gloss black alloy wheels. Other additions over Design specification include LED front fog lights and tail-lights, front and rear parking sensors and a rear view camera.

Top-of-the-range Ultimate models enhance the Corsa even further, with Vauxhall's class-leading IntelliLux adaptive LED® Matrix headlights providing enhanced visibility at night without dazzling other road users. A heated steering wheel, heated seats and keyless entry and start provide additional comfort and convenience. More advanced driver-assistance features such as enhanced automatic emergency braking and extended traffic sign recognition are also included. ●

For more information visit: [www.vauxhall.co.uk](http://www.vauxhall.co.uk)

# Volkswagen's all-new flagship electric vehicle, the ID.7

**The ID.7 is Volkswagen's first all-electric upper mid-sized car and is the brand's top-of-the-range ID. model. It has already drawn positive reviews on the back of its world premiere in April 2023, thanks to its sleek design, premium features and outstanding efficiency and is now on sale in the UK.**

The introductory model, the ID.7 Pro Launch Edition, allows fast DC charging at up to 175 kW and offers an extensive 384-mile range. A larger-battery version due to arrive in 2024 will allow charging at up to 200 kW and is projected to have a range of about 430 miles – enough to drive from London to Edinburgh without stopping.

Dynamic driving comes courtesy of the newly developed APP550 drive unit; it is the most powerful and highest-torque electric drive motor in a Volkswagen ID. model so far, with 210 kW (286 PS) on tap.

The ID.7 is almost five metres long and its aerodynamic design, with an elegantly sloping roof and coupé profile, helps it achieve a remarkably low drag coefficient for its size of just 0.23 Cd. The long wheelbase and short overhangs also create exceptional space for occupants.

Luxurious, high-quality materials combine with a smooth ride and excellent noise suppression to ensure quiet, relaxed journeys. Comfort can be enhanced even further with Volkswagen's new optional ergoActive premium seats, which have been certified by the German Campaign for Healthier Backs (AGR). The new front seats feature innovative massage programmes, automatic air conditioning and an advanced activation function for muscle groups in the spine and

pelvic regions.

Interior temperature is optimised using smart air conditioning, which the car initiates automatically as the driver approaches with the key. Best-in-class assistance systems are also included, such as Travel Assist with swarm data, which introduces assisted lane changing at speeds above 90 km/h on motorways, and automatic parking with memory function over a distance of up to 50 metres.

The new panoramic sunroof with smart glass can be switched between opaque and transparent by touch control. Like many other functions in the ID.7, the roof can also be operated by means of natural voice commands, using the new IDA voice assistant.

The ID.7 is equipped with a head-up display and a new 38-centimetre (15-inch) infotainment operating and display concept, complete with freely assignable favourites buttons and – in response to feedback from customers – illuminated sliders to control cabin temperature.

*"We are really excited to introduce the ID.7 to our customers.*

*We know lots of people – including many business drivers – have been eagerly awaiting its arrival. The ID.7 is a hugely attractive package, offering state-of-the-art technologies that impress through their exclusivity, premium comfort and a really high degree of everyday usability."*

**Rod McLeod, Director of Volkswagen UK. ●**





## Volkswagen T-Cross – Revamped and enhanced

**The new T-Cross comes to market with its revamped design, enhanced standard equipment, new technology features and a newly designed high-quality interior.**

From the outside, the updated T-Cross is immediately recognisable by the new design of its front and rear, with new integrated LED headlights, LED daytime running lights and LED tail light clusters. Volkswagen's IQ.LIGHT LED matrix headlights are offered for the first time on the T-Cross.

The central element inside is the free-standing infotainment display. The standard touchscreen measures 20.3 cm (eight inches) across the diagonal, while the top-of-the-range version has a 9.2-inch (23.4-cm) display. The dash panel has

also undergone a complete redesign with soft-upholstered and high-quality surface materials – as in larger Volkswagen models – and the same applies to the front door trims of the Style and R-Line versions

The T-Cross has always had one of the most spacious and versatile interiors of all compact SUVs. It impresses with its proven operating concept, well-arranged space for up to five people, a rear bench seat that can be moved by 140 mm, and an extremely flexible luggage compartment. When all the seats are occupied, the T-Cross offers a luggage compartment capacity of between 385 and 455 litres when loaded up to the height of the rear bench seat. Folding down the rear bench seat (60:40 split) creates a flat load area with a stowage volume of up to 1,281 litres (up to the height of the front seat backrests).

Volkswagen has also increased the towbar load from 55 to 75 kg. This additional 20 kg increases the maximum load that can act vertically on the removable towbar (optional). The new T-Cross therefore offers greater scope for towing and carrying loads such as bicycles, including three e-bikes.

It comes equipped with Travel Assist as standard. Depending on the traffic ahead and the permitted speed, the T-Cross can control its speed with automatic acceleration and braking. Within the system limits, Travel Assist can also include speed limits, bends and roundabouts in its control interventions. At the same time, Lane Assist helps to keep the vehicle in its lane. The new T-Cross can assist drivers in traffic jams with the stop-and-go function, when fitted with a direct-shift gearbox (DSG).

The significantly upgraded T-Cross now includes LED headlights, new LED tail light clusters, Dynamic Road Sign Display, the Digital Cockpit and a new, free-standing infotainment display for all versions. All new T-Cross models in the UK are powered by Volkswagen's proven and efficient TSI engines.

The T-Cross has captured a top position among compact SUVs, and more than 1.2 million have been sold worldwide since the model launched just four years ago. With an average of 300,000 units produced every year, the T-Cross – which is also offered outside Europe under the names Tacqua and Taigun – is currently one of the most successful Volkswagen models worldwide. ●

For more information visit: <https://www.volkswagen.co.uk>

## MG4 EV - all-electric hatchback designed to offer customers **zero-emissions motoring** without compromise

**Competitively priced, the fully-electric MG4 EV hatchback optimises space, technology with affordability and is the first to use the innovative new Modular Scalable Platform (MSP) that will underpin a new generation of MGs, featuring rear-wheel drive, 50:50 weight distribution and thin battery technology.**

Three specifications are offered - the MG4 EV SE Standard Range, the SE Long Range and the Trophy Long Range.

With battery capacities from 51kWh to 64kWh, the MG4 EV Standard Range is capable of 218 miles on the WLTP cycle, with Long Range SE and Trophy models capable of 281 miles and 270 miles respectively.

This range of battery options gives customers the opportunity to find their most suitable driving specification and price point.

The 64kWh battery is also capable of recharging at up to 135kW, meaning a charge time of only 35 minutes from 10% - 80% using a 150kW DC rapid charger.

MG Pilot advanced driver assistance as standard on all models, with Blind Spot Detection, Lane Change Assist, Rear Cross Traffic Alert and Door Opening Warning on Trophy models.

The MG4 EV's simple, elegant interior combines minimalist design with hi-tech integration and functionality.

Customers are offered a choice of black fabric upholstery (SE) or leather style with cloth inserts (Trophy)

MG iSMART connected car features are offered as standard, with live services on Trophy models.

Trophy models also gain satellite navigation, 360° parking camera, heated front seats and steering wheel, height-adjustable loading floor, wireless phone charging, Bluetooth key and auto-dimming rear view mirror.

The iSMART system integrates car, internet, and user communication, now with voice activation and remote control features.

The MG4 EV comes with a 7-year/80,000-mile fully-transferable warranty as standard.

The MSP also allows for integration with future technologies, including battery swap systems.●



For more information visit: <https://www.mg.co.uk/>





## Alfa Romeo unveils **new trim line-up** and pricing structure across the range

**Alfa Romeo has revised its trim levels and pricing for Tonale, Giulia and Stelvio representing even better value across the range.**

The trim line up has been revised with Sprint, Veloce and the new range topping Tributo Italiano variants available throughout the range. Tonale is available for the first time in Sprint trim, replacing the previous TI version. Giulia and Stelvio benefit from safety technology

upgrades as well as stylistic upgrades on Veloce versions.

Tonale Sprint models benefit from sportier aesthetic enhancements over the previous TI variants, including black inserts on the body kit and skid plate, black and white wheel centre caps and a dark Miron scudetto front grille. Tonale is also available with a highly shock resistant, lightweight (15g) wearable key, that is water resistant up to 15 metres.

The Tonale Sprint variant offers good value for customers, with a competitive pricing for the 1.5-litre MHEV 160 DCT version. The revised structure means that customers will also benefit from savings on the MHEV Veloce version too.

Tonale Veloce variants benefit from an increased specification, including heated leather seats as standard with four-way driver and passenger lumbar adjustment, heated steering wheel and washer nozzles and ambient dash lighting. On the exterior, the body kit is now

gloss black.

Tributo Italiano models are available exclusively in the three colours of the Italian flag and feature exterior stylistic additions including body coloured bodykit and interior changes including new perforated leather seats with red accents.

Giulia and Stelvio gain additional safety technology including Driver Attention Alert (DAA) and Traffic Sign Recognition (TSR) on top of the standard tech and safety systems included on previous generations. The Sprint trim across both models adds new black cloth seats, while Veloce variants gain standard dark tinted rear windows and red painted brake calipers.

On Giulia, customers benefit from savings on the Sprint and Veloce variants. While on Stelvio, customers can benefit from savings on Petrol Sprint and Veloce variants. ●

For more information visit: <https://www.alfaromeo.co.uk/>



## Toyota Professional advances with increased product power and leading customer service

The Toyota Professional brand was launched in 2019 to bring focus and dedication to Toyota's LCV presence, in every aspect of the customer experience, from seamless purchase through to dependable quality and trusted after-sales care, all dedicated to keeping businesses on the road.

The Proace and Proace City vans, plus their Verso people carrier variants, have led the way in terms of offering battery electric powertrains.

In addition to the hard-working Proace family, Hilux is a powerful presence in the Toyota Professional line-up, with its tough looks and famous quality, durability and reliability (QDR). Since its launch in Japan in 1968, it has become one of Toyota's most recognisable workhorse vehicles.

A powerful product portfolio, that in the UK also includes Land Cruiser Commercial and Corolla Commercial vans, and a commitment to customer care are at the heart of Toyota Professional's plans to strengthen its position in the LCV sector.

A bold makeover elevates the versatile Proace and Proace City platforms with a striking new frontal design which sets the tone for a contemporary update inside and out. The absence of upper grilles between the headlights creates

a sophisticated, distinctive appearance while the trapezoid-shaped lower grille reflects similar designs across the Toyota range. The look is accentuated by new headlamps, including full LED options and alloy wheels on higher grades.

The cabin is finished with a sturdy, comfortable interior trim. All UK versions feature new digital instrument clusters and 10-inch touchscreens for the fully connected infotainment system, which includes built-in navigation. A new leather-trimmed steering wheel enhances comfort and appearance.

The complete Toyota Professional line-up offers extended protection via the latest Toyota Safety Sense package of active safety and driver assistance systems, which feature Adaptive Cruise Control from 30 km/h, Intelligent Speed Assist with optional overspeed alert and an improved Lane Keep Assist. Parking is made easier via Side Parking Assist with Blind Spot Detection, which alerts the driver to approaching vehicles which may be difficult to see during parallel parking. New safety measures have been implemented in the construction of the Proace and Proace City as well, including new front side airbags in the front seats, a new bumper design, collapsible steering column and updated structural parts for greater strength.

### Proace

The Proace medium-duty van and Proace Verso people carrier add a strong new appearance to their renowned adaptability and efficiency. Customers have a choice of formats, including a van in medium and long body lengths, while a Crew Cab has an extra row of seats, and a Platform Cab allows bespoke and specialist body types. Proace Verso can carry up to nine passengers in comfort with grades intended for daily working use or as family transport.

The new Proace is available with an electric powertrain which offers zero-emission daily driving with a practical range of up to 217 miles between charges for the 75kWh battery – a distance that's ample for regular local driving without requiring a daily recharge. A smaller 50kWh battery is also available, with both providing 134bhp/136 DIN hp/100kW of power and the relaxed ride of an EV.

A proven 2.0-litre diesel engine is also available, with outputs up to 177bhp/180 DIN hp/132kW depending on the transmission. Six-speed manual and eight-speed automatic options are available while a 1.5-litre 118bhp/120 DIN hp/88kW engine with six-speed manual transmission is exclusively available for the Proace van.

As well as the power to get the job done, the Proace van has excellent load-carrying capabilities. It has a maximum load volume of 6.6 m<sup>3</sup>, with a best-in-class 1,400kg payload and 2,500kg towing capacity.

A compact 1.9m height for the Proace and Proace Verso allows the vehicles to enter standard car parks, while urban manoeuvring is made easier with a 12.4m turning circle between kerbs (for standard 4.98m-length models).

### Proace City

With its smart redesign and class-leading attributes, the Proace City compact panel van and Proace City Verso people carrier – new to the UK market – meet the needs of both business customers and active families. The Verso version can seat up to seven; both models can comfortably accommodate three front passengers.

Proace City has an impressive list of best-in-class qualities, including clever load-carrying solutions which increase space up to a capacity of 4.4 m<sup>3</sup>. The battery electric model can take an 800kg payload; for the diesel and petrol versions it's a maximum of 1,000kg.

Toyota knows that a van often serves as a mobile office as well as a means of getting to and from jobs. Proace City conveniently doubles as a well-equipped place of work with top-quality connectivity features, active safety systems and a cabin designed for flexibility and ease-of-use.

The electric powertrain delivers 134bhp/136 DIN hp/100 kW performance from the 55kWh battery. Driving range has been increased to up to 205 miles (WTLTP standard), 31 miles further than the current model. When more energy is required, a 100kW DC fast-charging system can recharge the battery up to 80 per cent in around 30 minutes.

The class-leading 1.5-litre diesel has six-speed manual and eight-speed automatic transmission options, with power output up to 128bhp/130 DIN hp/96kW, depending on the specification.

### Expanded Proace and Hilux ranges

The hard-working Proace family now includes the all-new Proace Max, Toyota's first large commercial van, which achieves accomplished load carrying and class-leading capacity alongside the benefits of all-electric driving.

A high-performance battery electric powertrain brings an effortless drive and



*The all-new Toyota Proace Max*

a smooth, comfortable ride. Power of 268bhp/272 DIN hp/200 kW combines with a responsive 410Nm of torque and an impressive driving range of up to 261 miles (WTLTP standard).

The Toyota Hilux has a new electrified option, the Hilux Hybrid 48V, which brings increased efficiency and enhanced driving performance – on and off road – without compromising the pick-up's formidable toughness.

The 2.8 litre diesel engine has been strengthened by the addition of a hybrid electric system specifically designed for the special demands of Toyota's dual-use pick-up, delivering more responsive acceleration, improved braking, a smoother ride and greater fuel efficiency.

A more effective stop-start system responds more quickly and quietly from standstill and, by allowing the engine to remain switched off for longer, improves fuel efficiency by up to 5 per cent, in addition to the other fuel consumption benefits of a hybrid electric powertrain.

A Multi-terrain Select system makes its debut on a Hilux model, providing even better performance and control by adjusting vehicle stability control settings according to the driving conditions. An Auto mode allows the vehicle to select the most appropriate setting; alternatively, the driver can choose one of five pre-set options – Dirt, Sand, Mud, Deep Snow or Rock – calibrated to regulate power and wheelspin to enhance traction and manoeuvrability.

### Accessories and customisation

The Proace family offers a wide range of accessories and customisation possibilities to give customers options to support a wide range of professional or

accessibility requirements.

Proace Max is available in body-on-frame format so customers can specify a specific body to meet their needs. A Platform Cab, with a flat rear deck, and a Chassis Cab, with an exposed ladder frame, provide the foundation for specialist conversions.

Supporting Toyota's ultimate goal of realising "Mobility for All," Proace and Proace City can be converted to enable wheelchair access. A lowered floor and foldable rear entry ramp give easy access to the vehicle, with LED illumination for safe operation at night. Additional features include a manual or automatic side step and electric winch.

An extensive accessory list has been developed specifically for the needs of business users, focusing on protection inside and out, load carrying, and security devices. Additional storage on the roof can be gained using roof platforms and racks, while inside the vehicle, a range of racks and storage compartments can be installed.

The new Proace, Proace City and Proace Max will be available in 2024. ●



*The Toyota Proace City*

For more information visit: <https://www.toyota.co.uk>

# Vauxhall **Combo Life Electric** and **Vivaro Life Electric** updated with new design and increased range, new motors and battery options



Vauxhall **Vivaro Life Electric**



## **Vauxhall has announced updates to its Combo Life Electric and Vivaro Life Electric models, ideally suited for leisure, long-distance travel or as shuttle vehicles.**

Depending on the variant, the Combo Life offers space for up to seven people, while the Vivaro Life comfortably accommodates up to nine occupants.

In the battery-electric people carriers, drivers and passengers will be able to travel even further between charging stops, while enjoying outstanding comfort and optimum safety.

The two newcomers immediately make a statement with a redesigned front end. For the first time, both vehicles wear the bold and pure Vauxhall Vizor, the brand's characteristic fascia. With the Vauxhall Griffin logo in the centre, the Vizor extends seamlessly into the LED headlights. And in the fully digital cockpit, the driver and

front passenger can look at intuitive infotainment systems with 10-inch colour touchscreens based on the Snapdragon® Cockpit platform from Qualcomm Technologies, Inc. – wireless smartphone connection and inductive charging included.

With the Combo Life customers can once again choose from two vehicle lengths: The 4.41-metre version (L1) offers space for up to five people, while the 4.76-metre version (L2) can optionally accommodate up to seven passengers in three rows. If desired, the Combo Life Electric offers additional flexibility with three individual seats in the second row. Passengers enjoy the best views with the panoramic roof with electrically activated sun protection and versatile overhead storage. In total, 27 storage options with a total capacity of up to 186 litres offers plenty of space for travel essentials or everyday items.

Depending on the seating configuration, the new Combo Life offers between 775 (L1) and 4,000 litres (L2; up to the roof) of load volume. The unique access option to the cargo area via the separately opening window in the tailgate and the horizontally foldable passenger seat backrest are particularly practical when loading the vehicle.

The battery-electric Combo Life Electrics has a practical underfloor location of the 52kWh battery (50kWh useable). The new electric vehicle also makes emissions-free travel even more pleasant and can travel up to 205 miles (WLTP) on a single charge – around 31 miles (18 per cent) more than the previous model. This is made possible by the further development of the fully electric drivetrain and the highly efficient heat pump, which helps to conserve battery range in low temperatures.

Powered by a new electric motor with

100 kW/136PS and 260 Newton metres of torque, the new Combo Life Electric can reach a top speed of 84mph. Depending on their personal preference, drivers can choose between the Eco, Normal and Power driving modes. To ensure particularly energy-efficient driving, the Combo Life Electric has a regenerative braking system that can be adjusted in three recuperation levels using paddle shifters behind the steering wheel. With an 11 kW (AC) on-board charger and 100kW (DC) capability, the battery can be recharged to 80 per cent of its capacity in around 30 minutes at a 100 kW public charging station.

For the first time in its history, the spacious Combo Life comes with the adaptive, glare-free IntelliLux LED® Matrix light. A total of 14 LED elements – seven on each side – ensure that the road is optimally illuminated in the dark and without glaring other road users. The Vivaro Life also has full LED headlights that light up the night, providing the driver with the best visibility.

In total, the new Combo Life Electric and the new Vivaro Life Electric each offer up to 18 state-of-the-art driver assistance systems. The highlights include Intelli-Grip with hill descent control provides a firm grip on difficult surfaces such as snow, mud or sand. Sensors at the front and rear as well as flank guard and blind spot warning facilitate safe manoeuvring. Numerous additional systems such as Driver Attention Alert, Traffic Sign Recognition, Lane Keep Assist and Forward Collision Alert with Emergency Braking complete the portfolio.

Safety and comfort are further increased by the ergonomic cockpit, which has been redesigned in both the people carriers. If desired, customers can order the fully digital 10-inch driver information display, which delivers all important information (including from the navigation system) and, for the battery-electric variants, also provides information on energy consumption and charging. The new infotainment systems with 10-inch colour touchscreens use the integrated Snapdragon Cockpit platform from Qualcomm Technologies and enable, among other things, state-of-the-art graphics, multimedia and computer vision functions. In addition, important functions can be operated via the “Hey Vauxhall” natural voice recognition. Compatible smartphones can be wirelessly connected to the vehicle’s multimedia systems using Apple CarPlay and Android Auto and charged wirelessly.

Anyone who needs a vehicle that is both flexible and comfortable to offer shuttle services will find what they are looking for in the new Vivaro Life Electric. The large people carrier is available in two lengths (4.98 metres and 5.33 metres) and offers space for up to nine people. If desired, it can be particularly comfortable in the rear with four independent seats. Sensor-controlled, electric sliding doors on both sides of the vehicle make it easier to get in and out of rows two and three. The optionally available panoramic glass roof creates an even more airy feeling of space and enables a clear view of the sky.

The new Vivaro Life has a load volume

of up to 1,500 litres in the configuration with nine seats. With five seats, up to 3,000 litres can be transported and 4,900 litres with two or three people on board. Further practicality is provided by the new Vivaro Life Electric’s height – at just 1.90 metres it is fully suitable for underground car parks.

In terms of efficiency and range the new Vivaro Life Electric is even better than before. The all-electric people carrier is available in the UK for the first time with a 75kWh (68kWh useable) battery. With the 75 kWh battery, a range of up to 217 miles (WLTP) is possible between charging stops – over 79 miles more than with the 50kWh battery (46.3kWh useable), which also remains available. To further increase energy-efficiency, the Vivaro Life Electric has regenerative braking. The system can be adjusted to three recuperation levels using paddle shifters located behind the steering wheel. The shuttle and family all-rounder can be quickly charged with alternating current using the 11 kW onboard charger, which comes as standard. At a 100 kW DC rapid charging station, the 50 kWh battery can be charged to around 80 per cent of capacity in around 38 minutes (45 minutes for the 75 kWh battery).

The new Vivaro Life Electric is powered by a 100 kW/136PS electric motor. The maximum torque of 260 Nm is available from the first squeeze of the accelerator, so that the locally emissions-free van can accelerate briskly up to a top speed of 81 mph. Depending on their preferences, drivers can choose between three driving modes: Normal, Eco and Power. ●

## Vauxhall Combo Life Electric



For more information visit: <https://www.vauxhall.co.uk>



## Vauxhall partners with Ryze to develop Hydrogen charging solutions

**Vauxhall is partnering with UK company Ryze Hydrogen to develop hydrogen charging infrastructure solutions for fleet operators, allowing businesses to run hydrogen vehicles and refuel them either on-site or at a located refuelling facility.**

Vauxhall's partnership with Ryze forms part of the brand's wider hydrogen strategy, which will inform the development of a widespread and workable hydrogen refuelling infrastructure for companies running fleets across the UK.

The partnership announcement comes ahead of the Vauxhall Vivaro HYDROGEN commencing fleet evaluation trials in the UK in 2024. Later in 2024, orders will open for the hydrogen version of the Movano, Vauxhall's largest light commercial vehicle (LCV), ahead of first customer deliveries in 2025.

The Vauxhall Movano HYDROGEN provides the perfect solution for drivers wanting to travel long distances emissions-in-use-free with a range of up to 311 miles (WLTP) and can be refuelled with hydrogen in only around five minutes.

Mark Gilks, Head of Business Development – Mobility at Ryze, said: "Vauxhall is making hydrogen a key component of its net zero strategy. Ryze is at the forefront of green

hydrogen production and supply and we are incredibly excited to be working with Vauxhall and its customers on tailored solutions to their net zero ambitions.

"Every business is different and while some may want their own fuelling facility at their depot, others may be looking at a co-location solution, and that is where our experience comes in."

Hydrogen LCVs offer an effective zero-emission solution without compromise in payload capacity or refuelling times. Large vans such as the Vauxhall Movano largely operate from depot to depot. Vauxhall's partnership with Ryze provides charging solutions for corporate fleet operators which require their own hydrogen refuelling stations.

Ryze Hydrogen is a UK company which operates affordable hydrogen distribution infrastructure for commercial vehicles. Ryze is already involved in a number of projects including a low-carbon hydrogen production and dispensing facility, with accompanying hydrogen refuelling facilities in Bradford.



"We are delighted to be partnering with Ryze to develop hydrogen refuelling solutions for customers across the country. Next year, our new Movano Hydrogen will be available for fleet and business customers to order, offering a new practical, long-range, zero-emissions vehicle. With the help of businesses like Ryze, drivers will be able to add hydrogen vans to their fleet trouble free and with accessible charging options at convenient locations."

**James Taylor, Managing Director, Vauxhall.** ●



## UK demand for new vans grows in every month of 2023 – as businesses go electric in record numbers

**According to the latest figures published by the Society of Motor Manufacturers and Traders (SMMT), UK demand for new light commercial vehicles (LCVs) grew by 21.0% to reach 341,455 units in 2023. More businesses invested in fleet renewal every month compared with the year before – with a record number of zero emission vans joining Britain's roads.**

Britain saw an additional 59,316 LCVs of all types and sizes join its roads than in 2022, following an extra £2 billion spend by companies that carry out essential roles in the economy, from local trades to retailers and online delivery services.

December was particularly strong, with demand up 36.1% – the best total for the month since 2015. As a result of rising vehicle investment across the year, 2023 saw the highest demand for new vans since the sector's post-pandemic bounceback in 2021, with the market just -6.6% below 2019 levels.

Popular demand for the largest vans (weighing more than 2.5 tonnes to

### REGISTRATIONS OF VANS plus HCVs 3.5T-6T by YEAR-TO-DATE

	YTD-23	YTD-22	% change
Pickups	41,003	29,564	38.7%
4x4s	8,063	3,541	127.7%
Vans <= 2.0t	5,955	7,805	-23.7%
Vans > 2.0 - 2.5t	57,992	32,501	78.4%
Vans > 2.5 - 3.5t	228,442	208,728	9.4%
All Vans to 3.5t	<b>341,455</b>	<b>282,139</b>	<b>21.0%</b>
Rigids > 3.5 - 6.0t	5,800	4,787	21.2%

3.5 tonnes) continued, rising 9.4% to 228,442 registrations – with these models representing 66.9% of all new vans as operators opted for payload efficiencies.

The largest growth in volume was for medium-sized vans (weighing above two tonnes to 2.5 tonnes), surging by 78.4% to 57,992 units, with such vehicles still able to carry heavy loads while at the same time delivering the smaller vehicle size requirements of urban operators. Demand for pickups and 4x4s also rose, by 38.7% and 127.7% to 41,003 and 8,063 units respectively, while registrations of the smallest vans (weighing equal to or less than two tonnes) declined by -23.7% to 5,955 units.

Positively, uptake of new battery electric vans (BEVs) hit record volumes in the year as volumes grew by 21.0% to 20,253 units – with some 28 different models registered – representing 5.9% of the market. The year ended on a high as BEV uptake jumped 73.8% to 2,964 units in December, with the very greenest vehicles representing 10.0%

of registrations in the month – the second highest ever monthly BEV share. It means that since 2019, some 58,226 BEVs have joined UK road, helping make the UK the third largest BEV market in Europe by volume – but behind several other European nations by market share, including Germany, France and Spain.






With the ambitious Zero Emission Vehicle Mandate now in place, however, 10% of every van manufacturer's sales in the UK must be BEVs this year. Given the market share of BEVs flatlined last year compared with 2022, ensuring LCV demand matches supply presents a major challenge. Immediate action to reduce existing barriers to BEV uptake is crucial, therefore, with the single biggest obstacle being the insufficient number of van-suitable public chargers – requiring significant infrastructure investment in every UK region. At the same time, a long-term commitment to the Plug-in Van Grant will be necessary to make the switch accessible and equitable for operators across all sectors and parts of the country. ●



# POWER FOR FLEETS

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