

Tyre Manufacturers' Technical Advisory Committee

Minutes of the meeting held 23rd March 2021 by video-conference

Present					
Chris Baxter	Hankook	Vincent Bezard	Cooper Tire Europe	Rob Blurton	Michelin
Alistair Brown	GiTi	Steve Howat	Continental	Alan Meaker	Toyo
Steve Morris (Chair)	Goodyear	Gerry Murphy	ITMA	Gary Powell	Bridgestone
Nigel Winfield	Pirelli				
Steve Cope	DVSA	Russell Hall	DVSA	Andrew Sefton	DVSA
Dave Wood	DVSA				
In attendance					
Graham Willson	BTMA				

1. Welcome and housekeeping matters

<i>Discussion</i>	<i>Decision</i>
Graham welcomed participants to the call, particularly those from DVSA. Introductions were made.	Noted.

2. Compliance statement

<i>Discussion</i>	<i>Decision</i>
Graham highlighted the need to respect Competition law and the requirements of the TIF compliance statement.	Members agreed to abide by the requirements of the compliance statement.

3. Minutes of last meeting held 25th February 2021

<i>Discussion</i>	<i>Decision</i>
Review of the minutes of the meeting held 25 th February 2021.	The minutes were approved unanimously.

4. Matters arising not elsewhere on the agenda: none

5. Review of tyre age limit enforcement re DOT code not visible

<i>Discussion</i>	<i>Decision</i>
DVSA presented summary findings following the introduction of the tyre age ban. 95% of advisory notices were age ban-related. (Slides issued with these minutes. DVSA clarified that the data presented are in relation to 75 000 MOT tests). DVSA engagement with operators, individually and collectively via Trade Associations, has "lowered the temperature" since the early days. DVSA indicated that they will continue to monitor the situation and may consider revising the enforcement policy regarding twin wheels in due course.	Industry participants welcomed the DVSA feedback and agreed that the situation had calmed down in recent weeks. They supported the proposed review of enforcement policy.
DVSA presented an analysis of defects identified at roadside inspections of heavy commercial vehicles. Out of 19 000 inspections 48 advisory notices had been issued for tyre age-related defects.	Noted.
Review of DVSA roadside tyre pressure checking policy The above analysis of roadside inspections also showed that the large majority of cases of underinflation leading to prohibition were blatant. There were few prohibitions reported on the basis of pressure test.	Participants agreed that a review of the pressure checking procedure was unjustified, in view of the infrequent occurrence of roadside pressure measurement by DVSA.

6. Review of guidance re replacement tyres load capacity

<i>Discussion</i>	<i>Decision</i>
Graham presented the present guidance on the BTMA website and the different sidewall markings associated with load carrying capacity.	Industry participants agreed that the load index was a sufficient indicator of a tyre's load carrying capacity and that there was no need to provide further guidance regarding load-related prefixes and suffices.

7. Guidance re van tyres

<i>Discussion</i>	<i>Decision</i>
<p>DVSA confirmed the heightened interest in improving the roadworthiness of light goods vehicles and indicated support for the proposed guidance on tyre management on LGVs.</p> <p>DVSA presented previously-provided roadside inspection data indicating that the top 3 tyre-related defects leading to prohibition on light goods vehicles were tread depth, inflation and tyre damage. This contrasts with heavy commercial vehicles where the 1st and 3rd-placed items are interchanged.</p> <p>DVSA indicated that other sectors were working on guidance related to trailers and towing safety and that it might be judicious to provide links to this guidance from the proposed guidance on van tyre management.</p> <p>The proposed first-stage edits to the existing Guide to tyre management on heavy commercial vehicles were reviewed.</p>	<p>Agreement to first pursue a comprehensive guide aimed at fleet operators from which a lightweight check-list aimed at owner-operators might then be produced.</p> <p>Noted.</p> <p>Noted.</p> <p>A first draft of a guide to tyre management on Light Goods Vehicles is distributed with these minutes.</p>

8. Tyre labelling implementation

<i>Discussion</i>	<i>Decision</i>
Graham gave a brief outline of the planned roll-out of the new tyre labelling regulation. There was little discussion as the information had been issued previously.	Noted.

9. Review of 2021 activity plan

<i>Discussion</i>	<i>Decision</i>
<p>Inflation procedure for agricultural tyres:</p> <p>Steve H reported that the hoped-for technical solution to provide an initial blast of air to seal the tyre to the rim had proved unachievable.</p>	Industry participants agreed to stop work on this item and to fall back on the guidance provided by individual manufacturers.
<p>Frequently-occurring consumer tyre injuries:</p> <p>In light of the declining availability of independent tyre consultants, Graham suggested that a "self-service" approach might be facilitated by the provision on the BTMA website of information relating to the most-frequently occurring tyre injuries giving rise to unsuccessful claims.</p>	Industry participants agreed to add this topic to the work plan for the second half of the year.

10. Any other urgent business

<i>Discussion</i>	<i>Decision</i>
Gary alerted members to the forthcoming meeting of BSI committee AUE/4 scheduled for 12 th April.	Noted.
Steve M reported difficulties arising from the wording regarding response times contained in the Guide to consumer complaints. Other related concerns were raised in discussion.	Graham to proposed amended texts for the Consumer guide and the Industry procedure.

Date of next meetings: Van tyre guidance: 21st April 10:00 – 12:00 on Teams

Full session: 15th July 13:30 – 15:30 *note revised times*