



# TYRE INDUSTRY FEDERATION

## Tyre Manufacturers' Technical Advisory Committee

### Truck tyre task force

#### Minutes of the meeting held 10<sup>th</sup> March by 'phone conference

<b>Present</b>					
Chris Baxter	<i>Hankook</i>	Rob Blurton	<i>Michelin</i>	Alistair Brown	<i>GiTi</i>
Steve Morris (Chair)	<i>Goodyear</i>	Gary Powell	<i>Bridgestone</i>		
Steve Cope	<i>DVSA</i>	Dave Wood	<i>DVSA</i>		
<b>Apologies</b>		Steve Howat	<i>Continental</i>		
<b>In attendance</b>		Graham Willson	<i>BTMA</i>		

#### 1. Welcome and housekeeping matters

<i>Discussion</i>	<i>Decision</i>
Graham welcomed participants to the call. Apologies were received from Steve Howat.	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 27<sup>th</sup> January 2020

<i>Discussion</i>	<i>Decision</i>
The minutes of the last meeting, held 27 <sup>th</sup> January, were reviewed.	The minutes were approved unanimously.

#### 4. Matters arising not elsewhere on the agenda

<i>Discussion</i>	<i>Decision</i>
None	

#### 5. DVSA inflation policy – areas for amendment

<i>Discussion</i>	<i>Decision</i>
The discussion at the previous meeting was briefly revisited. In particular, the issue of hot vs cold pressure measurement. DVSA presented the principal causes of prohibitions in the year to date from April '19. See annex I. DVSA agreed to provide the number of encounters for the same period and to provide updated data at each future meeting.	Participants recognised that operational constraints required acceptance of hot pressure measurement and that this gave the benefit of the doubt to the vehicle operator. Also, that so far, the number of prohibitions arising from the application of the policy was small in relation to other causes. No proposals for amendment to the policy were advanced.

#### 6. Driver / workshop guidance – minimum technical content

<i>Discussion</i>	<i>Decision</i>
Existing driver guidance from a member was used as a starting point for discussion. Several issues & limitations were identified, principally related to the need for specialist knowledge & ability. Workshop guidance was not discussed.	Comments are summarised in an outline for a driver checklist to be reviewed at the next meeting. See annex II. <b>Members agreed to submit relevant company documents.</b>

#### **Constituent Associations:**

- British Tyre Manufacturers' Association • Imported Tyre Manufacturers Association
- National Tyre Distributors Association • Tyre Recovery Association

## 7. Guide to tyre management on heavy commercial vehicles:

Discussion	Decision
<p>A number of topics for inclusion were reviewed. There was close alignment between the topics proposed by industry and DVSA.</p> <p><b>DVSA offered to gather field data regarding the use and abuse of valve extensions. DVSA invited the industry to propose photos / guidelines re valve extensions for possible inclusion in Categorisation of Defects.</b></p> <p>DVSA pointed out the importance of good rendition of the document when accessed on a mobile device.</p> <p>The opportunity of producing a guide targeting light commercial vehicles was considered.</p>	<p>Graham to propose draft wording to address the following: Trailer tyre management, valve extensions, retro-fit TPMS, tyre repair (use of "string", putty, etc) &amp; KERS / FRT.</p> <p>Also, to propose improved wording regarding: Directional tyres, impact of under-inflation, tyre age / ageing, retreading (benefits, where to fit, etc), wheel security.</p> <p>Graham to update DVSA contact details in draft document.</p> <p>Agreement to review the DVSA "Careless torque costs lives" against the requirements of the revised BS AU 50.</p> <p>The proposal to pursue an LCV guide was adopted.</p>

## 8. Photographic guidance for inclusion in DVSA Guide to Defect Categorisation

Discussion	Decision
<p>The opportunity and feasibility of providing support (short article plus photographs) regarding the assessment of tyre condition was discussed.</p>	<p>DVSA supports publication of a separate guide (not part of Categorisation of Defects) on GOV.UK</p> <p>Graham to propose outline (based on previous guide) and invite members to contribute photos as appropriate.</p>

## 9. Agricultural tyre inflation procedure

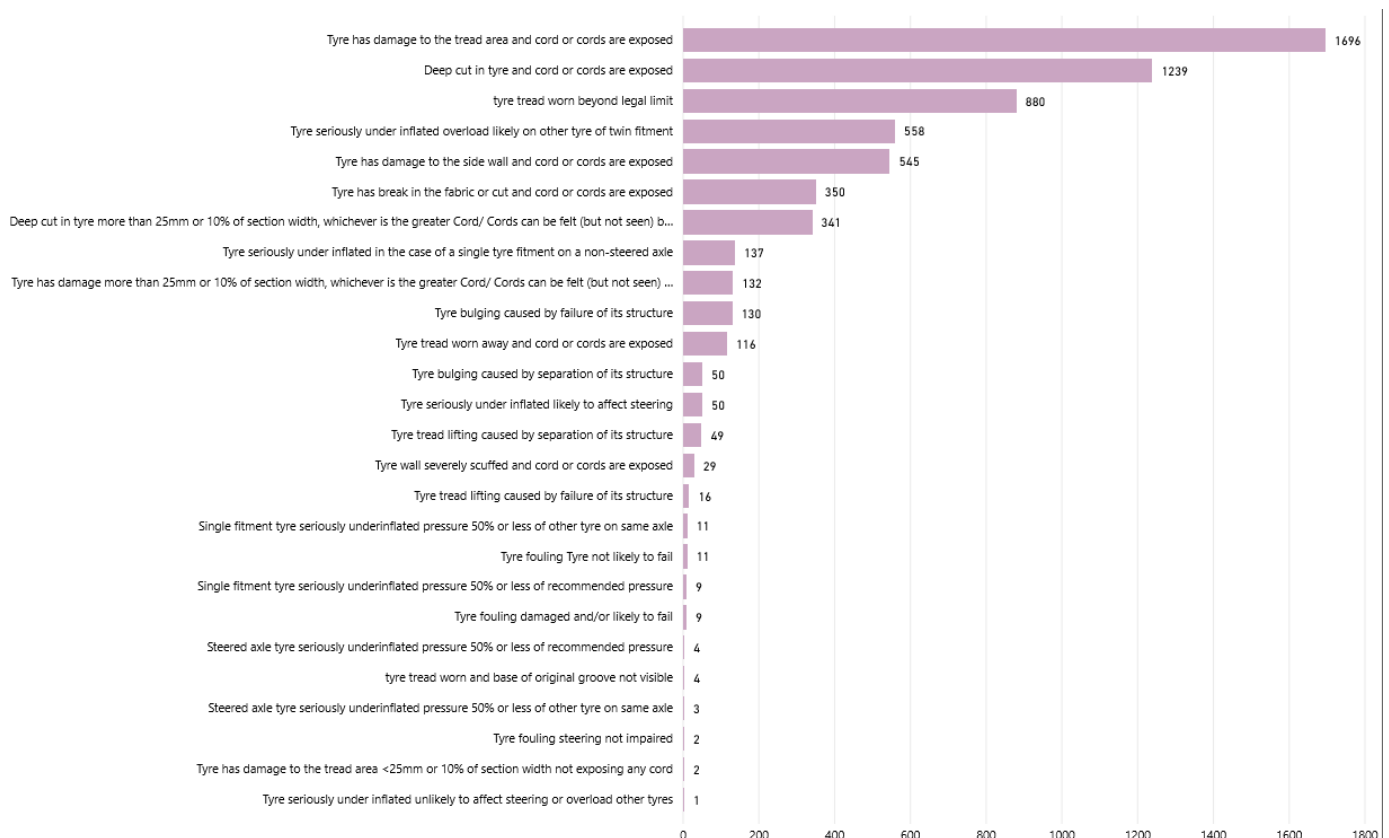
Discussion	Decision
<p>Graham reported on discussion with suppliers to address the safe use of an unrestricted airline. PCL advise that the Qube is unsuitable but may have a solution subject to trials.</p>	<p>Await outcome of trials.</p>

## 10. Any Other Business

Discussion	Decision
<p>DVSA industry meeting dates: Heavy vehicle industry forum 6<sup>th</sup> May Technical issues working group 20<sup>th</sup> May</p>	<p>Noted.</p>

**Date and venue of next meeting:** Graham to poll members for availability before 6<sup>th</sup> May.

## Annex I – DVSA prohibitions data April '19 to date



## **Annex II – key points for driver walk around check**

List is informed by DVSA analysis of prohibitions. All checks are visual – no driver intervention required.

### **Inflation**

Visual check only. What about TPMS? DVSA deploying gadget to detect if warning ignored.

### **Wear**

Tread depth (ref tread wear indicators but what about regrooving?), uneven tread wear (across tyre, flat spots, etc), sidewall scuffing (cords visible), markings not legible?

### **Damage**

Cuts, bulges, tread separation, pieces of tread torn out.

### **Foreign bodies**

Embedded in the tyre, wedged in the tread or between twin tyres.

**If in doubt have it checked – Driver may be fined if the vehicle is found to be defective.**