



# TYRE INDUSTRY FEDERATION

## Tyre Manufacturers' Technical Advisory Committee

### Truck tyre task force

#### Minutes of the meeting held 27<sup>th</sup> January at the offices of Hankook Tyre UK Ltd., Daventry

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

#### 1. Welcome and housekeeping matters

<i>Discussion</i>	<i>Decision</i>
Chris welcomed attendees and addressed housekeeping matters. Apologies were received from Dave Wood.	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. Ambition for clear, unambiguous and aligned guidance for operators

<i>Discussion</i>	<i>Decision</i>
<p>The following points were recognised:</p> <ul style="list-style-type: none"> <li>Increased focus on CV tyre condition by DfT, DVSA, Traffic Commissioners, and the road safety lobby;</li> <li>Proliferation of sources of tyre-related guidance from gov't &amp; industry bodies, not always aligned;</li> <li>DVSA animates the Heavy Vehicle Industry Forum (CPT, FTA &amp; RHA) &amp; a Technical Working Group informing the Categorisation of Defects document;</li> <li>DVSA blog is informed by several DVSA functions, not always co-ordinated regarding tyre-related issues;</li> <li>Differing interpretation of written procedures &amp; guidance by MOT testers &amp; roadside vehicle examiners;</li> <li>Transition of DVSA documents to HTML format on .GOV website &amp; the need to use Gov't Digital Service Simple English.</li> </ul>	<p>Participants agreed:</p> <ul style="list-style-type: none"> <li>Shared ambition for improved guidance &amp; communication leading to better outcomes;</li> <li>Improved guidance is a necessary outcome but not sufficient alone;</li> <li>Need to work on improved co-ordination within gov't &amp; industry &amp; between gov't &amp; industry;</li> <li>Action required is one-off (to update documents) &amp; also ongoing to assure better communication of policy changes, etc to all parties concerned;</li> <li>Priority to be given to update of Guide to Tyre Management on Heavy Commercial Vehicles as the basis for alignment of other guidance documents;</li> <li>Guidance re wheel security to be reviewed later.</li> </ul>

#### 4. Scope of remit: proposal that driver guidance should be led by operator associations

<i>Discussion</i>	<i>Decision</i>
Highways England & the Traffic Commissioners (amongst others) have identified the opportunity for improved tyre-related guidance for drivers. Many resources exist. Multiple constraints need to be considered. Is this a tyre industry or operator issue to address?	<p>Tyre industry should define the minimum technical content. Operator associations should address practical &amp; organisational issues.</p> <p>Use of infographics is to be preferred (international drivers). Consider check-list &amp; poster for maintenance garage use. Members to share their existing resources.</p>

#### **Constituent Associations:**

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

## 5. Proposed amendments to Guide to tyre management on heavy commercial vehicles

<i>Discussion</i>	<i>Decision</i>
<p>Draft amendments circulated before the meeting were considered and revised prior to adoption.</p> <p>Report was received of vehicle manufacturer service agents refusing to check or correct tyre inflation under the pretext of not being insured for the activity.</p>	<p>Additions to § 2: Tyre Management System were adopted:</p> <ul style="list-style-type: none"> <li>• That a vehicle-specific tyre inflation pressure policy is established and periodically reviewed in light of operating experience.</li> <li>• That all tyre pressures should be checked cold with a calibrated gauge at least at the same frequency as the periodic vehicle safety check required under the fleet Operating licence conditions.</li> <li>• That responsibility for regularly checking, reporting and maintaining tyre pressure to policy is explicitly defined between the vehicle lessor, lessee, maintenance garage, operator, etc., as applicable.</li> <li>• That the workshop responsible for tyre pressure maintenance is equipped with an airline capable of delivering dry air at 10 bar / 147 psi or at least 0.7 bar / 10 psi more than the highest pressure in the tyre inflation policy.</li> </ul> <p>Graham to pursue the issuer of service agent insurance with SMMT.</p>

## 6. Proposed amendments to DVSA Guide to Defect Categorisation

<i>Discussion</i>	<i>Decision</i>
<p>The different but complementary roles of guidance &amp; enforcement were recognised. Also, in respect of enforcement, the need for inspector training resources in addition to policy definition. The need for improved clarity &amp; consistency was acknowledged. More &amp; earlier dialogue were recognised as key contributors to greater 'Right first time' implementation. The practicalities of re-establishing photographic guidance as a complement to the written text regarding tyre defects were explored. A historical poster prepared by RMA &amp; amended by Bridgestone was reviewed. Ambiguity regarding the use of tyres marked "FRT" was highlighted. Graham reported that he had asked for clarification from ETRTO.</p>	<p>Steve Cope to explore the availability of the resources used in the original photographic guidance.</p> <p>Gary to supply pdf of the earlier guidance: Graham to circulate with the minutes of the meeting.</p> <p>Agreement to pursue updated guidance in A4 &amp; poster formats.</p> <p>Graham to pursue FRT issue with ETRTO.</p>

## 7. Review of Guide to Maintaining Roadworthiness to improve effectiveness and alignment

<i>Discussion</i>	<i>Decision</i>
<p>The trend towards referencing external documents in the Guide to Maintaining Roadworthiness is likely to increase with the transformation to HTML format.</p>	<p>The tyre summary page will be reviewed once the Guide to Tyre Management on Heavy Vehicles has been revised.</p>

## 8. FTA / IRTE guide to wheel security

<i>Discussion</i>	<i>Decision</i>
<p>Attention was also drawn to the older 'Careless torque costs lives' published by DVSA. The FTA / IRTE guide was last revised in 2015.</p>	<p>Graham to conduct a read-across of the revised BS AU 50, the FTA / IRTE guide &amp; the DVSA guide to identify the need for alignment / rationalisation.</p>

## 9. Use of low-profile car tyres on vans – problem of load capacity & inflation pressure

<i>Discussion</i>	<i>Decision</i>
<p>A brief discussion highlighted the fact that the vehicles were type-approved fitted with C-type tyres. The replacement low-profile tyres are not C-type.</p>	<p>Graham to pursue.</p>

## 10. Agricultural tyre inflation procedure

<i>Discussion</i>	<i>Decision</i>
<p>The draft circulated before the meeting was reviewed. It was highlighted that the key issue is achieving a seal between the tyre &amp; rim (to enable inflation), not seating the tyre. The use of proprietary regulators (PCL Qube, Michelin, etc) was discussed as a safe way of achieving the 'open airline' effect.</p>	<p>Graham to pursue further member input, revise the draft &amp; re-circulate.</p>

The issue of how to disseminate the guidance was briefly discussed. NTDA bulletin, BTMA position statement, ETRTO Recommendations, HSE guidance, IRTE & NFU were suggested.	
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### 11. Any Other Business

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

**Date and venue of next meeting:** 10<sup>th</sup> March 10:30 – 12:30 at the offices of Michelin, Stoke-on-Trent