



TYRE INDUSTRY FEDERATION

Tyre Manufacturers' Technical Advisory Committee

Truck tyre task force

Minutes of the meeting held 28th April 2020 by 'phone conference

Present					
Rob Blurton	<i>Michelin</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>				
Apologies					
Chris Baxter	<i>Hankook</i>	Dave Wood	<i>DVSA</i>		
In attendance					
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 Chris Baxter and 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. Minutes of last meeting held 10th March 2020

<i>Discussion</i>	<i>Decision</i>
The minutes of the last meeting, held 10 th March, were reviewed.	The minutes were approved unanimously.

4. Matters arising not elsewhere on the agenda

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

5. Amendments to Guide to tyre management on heavy vehicles

<i>Discussion</i>	<i>Decision</i>
Proposals were reviewed and amended to address Trailer tyre management, Valve extensions, Retro-fit TPMS and Trailer axles fitted with KERS. Proposals for amendments to existing text regarding Directional tyres, Inflation, Tyre repair and Retreading were refined.	Adopted texts are included in the draft revised guide issued with these minutes.

6. Guidance on wheel security

<i>Discussion</i>	<i>Decision</i>
Following a read-across exercise, Graham confirmed that the content of BS AU 50 pt2:7b 2017, the revised FTA guide to wheel security (2015) and the DVSA guide 'Careless torque costs lives' was broadly aligned. The latter 2 should refer to the latest version of the British Standard (2017).	Noted.

Constituent Associations:

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

7. Driver walk-around checks

<i>Discussion</i>	<i>Decision</i>
A proposed text was reviewed and amended.	Adopted text is presented in Annex.

8. Workshop guidance

<i>Discussion</i>	<i>Decision</i>
Following the decision at the last meeting to produce a workshop guidance poster, Graham proposed that attention should first be focused on producing the revised Guide to tyre management, the driver's walk-around checklist and the photographic support to Guide to Defect Categorisation. Once completed, these should provide the source material for the workshop poster.	Proposal adopted.

9. Photographic guidance in support of DVSA Guide to Defect Categorisation

<i>Discussion</i>	<i>Decision</i>
Discussion centred on the most appropriate structure of the document so as to maximise its utility. Steve Cope provided a brief synopsis of the MOT inspection procedure.	Agreement that Graham should propose an outline document (addressing first the tread and then the sidewalls) for members to enrich with relevant defects and accompanying photographs.

10. Agricultural tyre inflation procedure

<i>Discussion</i>	<i>Decision</i>
Steve Howat confirmed that tests of a pressure limiting device proposed by PCL were in obedience due to Covid19.	Await outcome of trials.

11. Any Other Business

<i>Discussion</i>	<i>Decision</i>
Discussion of proposals tabled prior to the meeting by Steve Howat for further amendments to the Guide to tyre management.	Adopted amendments are included in the draft revised guide issued with these minutes. Further consideration is required regarding the inclusion of text concerning sidewall bulges and tread tears.

Date and of next call: Provisionally 1st June 13:30 – 15:30.

Annex I – key points for driver walk around check

Check the vehicle at the start of every shift. Check trailer tyres each time you hitch up.

Any concerns should be reported immediately and the vehicle should not be driven without clear authority.

Wheel rims

Check for buckling or other damage. Check for cracks, especially around the fixing holes, missing wheel nuts and signs of looseness, e.g. bright metal or rust marks in the area of the fixings.

Inflation

Check for excessive sidewall deflection. If the vehicle is fitted with a Tyre Pressure Monitoring System with a manual check feature, use it.

Wear

Check tread depth against the wear indicators moulded into the pattern. Check for uneven wear across the tread, flat spots and excessive sidewall scuffing. The reinforcing cords must not be exposed. Sidewall markings must be legible on at least one side of the tyre.

Damage

Check for deep cuts, bulges, tread separation, pieces of tread torn out or visible reinforcing cords.

Embedded objects

Report nails and other objects embedded in the tyre or stones wedged in the tread or between twin tyres.

If in doubt have it checked – as driver you may be fined if the vehicle is found to be defective.