TOUGH ON THE STREETS – EASY ON THE ENVIRONMENT
Road sweepers designed and manufactured in the UK
Clean, fuel efficient sweeping is a core competence of the FAUN VIAJET sweeper. Wherever the VIAJET has been operated, the quality of life improves.

The VIAJET combines outstanding performance, reduced pollution, and complete efficiency. Whether hard at work in road construction projects or cleaning our streets, the FAUN VIAJET sweeper range performs effortlessly.

Why don’t you experience this combination of ‘German Engineering’ and ‘British Design’ for yourself?:

Tel: +44 (0)1527 594700
Email: sales@faun-zoeller.co.uk
www.faun-zoeller.co.uk
Cutting hedges

Local authorities and their contractors demand more efficiency and productivity from their groundcare equipment – and long life reliability and ease-of-maintenance are also factored into the procurement process.

Agency drivers

A new system provides agency drivers with reliable operation for waste collection operations.

Mobile phone

Elias Fattal, MD at Romexworld, discusses mobile phone technology and how developments in this field have impacted a company’s ability to comply with current Health and Safety legislation.

Green fleet in Southwark

Summer 2014 saw Veolia and Southwark Council introduce a new collection fleet as part of their 25-year waste and recycling partnership.

Flood fighters

A-one+ (a Highways Agency contractor) has acquired a powerful HydroSub150 mobile pumping unit from Hytrans Systems of the Netherlands.

Winter is coming

Aebi Schmidt has recently launched its Stratos III spreader, with the aim to provide operators greater control of winter operations.

Vehicle test

Steve Banner tests the Ford Transit Courier.

Tyre management

We list twelve essential issues that operators should know about tyre management.

LCV maintenance

Preventive maintenance is not a luxury to be discarded when money gets tight.

Windscreen repairs

Windscreen repairs can now be carried out within a matter of minutes with a minimum of vehicle downtime.

News, comment and events

The latest news on industry contracts won, and new product developments.

Clifford Comments

Phil Clifford tackles fleet procurement. In this issue he wonders where all the sales people have gone.

Single engine sweepers

Engineers at Scarab have built a machine with a high speed fan incorporated, so even the toughest dirt can be tackled.

Features

Whole Vehicle Type Approval

In October 2014, Whole Vehicle Type Approval became mandatory for all N3 category complete vehicles. As a result, all chassis/body combinations now need to be certified.

Compliance

What do Stage III/BI/Tier 4i emission standards mean for waste site operators? LAPV outlines how vehicle manufacturers are ensuring that emissions regulations are attained.

Green fleet in Southwark

Summer 2014 saw Veolia and Southwark Council introduce a new collection fleet as part of their 25-year waste and recycling partnership.

Flood fighters

A-one+ (a Highways Agency contractor) has acquired a powerful HydroSub150 mobile pumping unit from Hytrans Systems of the Netherlands.

Winter is coming

Aebi Schmidt has recently launched its Stratos III spreader, with the aim to provide operators greater control of winter operations.

Vehicle test

Steve Banner tests the Ford Transit Courier.

Cutting hedges

Local authorities and their contractors demand more efficiency and productivity from their groundcare equipment – and long life reliability and ease-of-maintenance are also factored into the procurement process.

Agency drivers

A new system provides agency drivers with reliable operation for waste collection operations.

Mobile phone

Elias Fattal, MD at Romexworld, discusses mobile phone technology and how developments in this field have impacted a company’s ability to comply with current Health and Safety legislation.

Green fleet in Southwark

Summer 2014 saw Veolia and Southwark Council introduce a new collection fleet as part of their 25-year waste and recycling partnership.

Flood fighters

A-one+ (a Highways Agency contractor) has acquired a powerful HydroSub150 mobile pumping unit from Hytrans Systems of the Netherlands.

Winter is coming

Aebi Schmidt has recently launched its Stratos III spreader, with the aim to provide operators greater control of winter operations.

Vehicle test

Steve Banner tests the Ford Transit Courier.

Tyre management

We list twelve essential issues that operators should know about tyre management.

LCV maintenance

Preventive maintenance is not a luxury to be discarded when money gets tight.

Windscreen repairs

Windscreen repairs can now be carried out within a matter of minutes with a minimum of vehicle downtime.

News, comment and events

The latest news on industry contracts won, and new product developments.

Clifford Comments

Phil Clifford tackles fleet procurement. In this issue he wonders where all the sales people have gone.

Single engine sweepers

Engineers at Scarab have built a machine with a high speed fan incorporated, so even the toughest dirt can be tackled.

Features

Whole Vehicle Type Approval

In October 2014, Whole Vehicle Type Approval became mandatory for all N3 category complete vehicles. As a result, all chassis/body combinations now need to be certified.

Compliance

What do Stage III/BI/Tier 4i emission standards mean for waste site operators? LAPV outlines how vehicle manufacturers are ensuring that emissions regulations are attained.
LAPV Future Fleet Forum – call for papers!

Note June 24, 2015 in your diary because this is the day when LAPV is presenting a brand new interactive industry forum, as a follow up to the successful fleet procurement conference we held in March 2014 at Edgbaston Cricket Ground.

At this event it was concluded that there is a substantial requirement for more industry dialogue between local authority officials, private sector organisations, suppliers (SME/OEM), procurement organisations, industry associations and Central Government. The LAPV Future Fleet Forum, which will be held at Stoneleigh Park in Warwickshire, will deal with the following issues amongst others: upcoming legislation; how to run a compliant fleet management operation; improving fleet procurement; creating a better industry dialogue; how to improve fleet safety processes and procedures (with a particular focus on cyclist safety and driver training); improving the communications process between all parties involved in fleet maintenance and aftercare; reducing downtime and increasing efficiency; and many other relevant topics. The LAPV Future Fleet Forum will have a programme of high-level speakers from Central and local Government as well as private sector with case studies from the UK and abroad. This will be accompanied by lively debate sessions, workshops, and new vehicle drive-and-go sessions. This will all be accompanied by an exhibition with the latest fleet-related technology. It will be a must-attend industry event, which will bring our industry together on one platform, so we can truly deliver ‘best value’.

At this moment in time we are still looking for top class speakers, so if you and your organisation have something truly innovative and interesting to share, that is related to the topics mentioned, please get in touch, either by phone on: (landline) 01935 374000, (mobile) 07920453860, or by email via: am.knegt@hguk.com.

Ann-Marie Knegt, Editor LAPV
Software system helps Portsmouth CC to reduce missed bin collections

Software from Yotta is helping Portsmouth City Council record and resolve issues relating to its household waste collection, disposal and collection service, resulting in tangible improvements in key performance indicators. Using Mayrise Waste Management, issues reported to the Council are logged, their location identified and the nature of the concern recorded against a list of predefined codes.

Dependent on the nature of the issue, the incident is then either automatically communicated – in real time – to the Council’s collection contractor or to the client team for investigation. Intelligence gained during the course of any investigation is also recorded in the Mayrise software, where it can be used to report back to the customer or used for further action by the Council.

Customer service experienced by residents of Portsmouth City Council’s Waste Services is reflected in the either steady or improving high key performance indicator (KPI) figures. For 2013/14 these include no overall drop in KPIs, a drop in both missed recycling collections and missed refuse collections, and an improvement in street cleanliness.

Vincent Venus, Street Environment and Parks Manager at Portsmouth City Council, said: ‘The system is easy to use for customer service operatives, our client team and our waste contractor, it allows for real time monitoring and reporting and supports our goal for continuous improvement as demonstrated by our steadily improving KPI.’

South West Water brings bespoke Peugeot vans into service

South West Water has created a bespoke ‘Leak Detection Team’, previously outsourced, to demonstrate its commitment to this strand of their business. The team has been equipped with all the best possible equipment including an initial fleet of 54 specially-equipped Peugeot Partner vans. Converted by its local Dealership – Hawkins Motors in St Austell, Cornwall – 54 Partner SE L2 HDI 92 vans have been converted and equipped with specialist leak-detection equipment and traffic management signs and bollards to cater for roadside incidents.

Mark Karkeek, South West Water Transport Manager, said: ‘Faced with the opportunity to specify a whole new bespoke range of vans for this purpose provided us with a chance to do things quickly and utilised the expertise of our suppliers, helped by having first-hand experience of the durable Peugeot Partner van. Getting them modified for purpose by Hawkins, our local Peugeot Dealer, who converted the vehicle with our specific and exacting conversion requirements, was greatly appreciated.’

Staff for the new Leak Detection Team have been transferred from the previous outsourced supplier and started operational deployment with their new vans in October.

The supplying Peugeot Dealerships are Hawkins Motors and the Truscotts Group. This initial supply was handled by Hawkins as it was also commissioned to manage the specialist conversion requirements emphasising South West Water’s commitment to using local suppliers with its operational area.

South West Water has a considerable van fleet, such is the nature of its business and since 2001 Peugeot is its primary supplier of light commercial vehicles. The 54 Partner vans have been funded by Peugeot Contract Hire via a bespoke five-year 100,000 mile finance lease scheme and maintenance agreement that was specifically developed for South West Water.

Grundon trade waste fleet adopts dynamic bin weighing system

The UK’s largest privately-owned waste management company, Grundon has installed the Enviroweight bin weighing system from Vehicle Weighing Solutions (VWS) in over 50 of its trade waste collection vehicles, and the number is set to keep rising.

Stephen Townend, Group Fleet Manager, Grundon, explains: ‘Many customers now stipulate bin-weighing equipment on tender specifications so this is a direct response to market demand. At the moment we use the technology to identify heavy containers, but ultimately we are moving towards pay-by-weight because that’s what our customers are starting to ask for.’

The vehicles are a mixture of FELs and Trade Waste, which range from the 32-tonne FEL on Volvo chassis to 18-26 tonne Trade Waste on DAF chassis with a combination of Heil, Dennis, NTM and Geesink equipment.

‘The Enviroweigh system is highly accurate and, because it is ‘weights-and-measures approved’, it can be used for pay-for-weight services. It can also be installed onto all makes and models of vehicles. Combined with potential bin tag and chip technology we will have the necessary data to monitor collections closely and help our customers to improve their recycling efficiency, hence reducing landfill tax from residual waste.’

As part of the contract, VWS worked with the Heil factory to engineer the fitment of load cells onto the forks of four Euro Half Pack Front End Loaders, for which VWS built a 45ft testing ramp to make sure the weighing equipment still functioned accurately even when the vehicle is operating at extreme gradients.

CTS invests in new vehicles after RWM

Refuse vehicle hire and maintenance company Collett Transport Services (CTS) has ordered six new vehicles to expand its municipal hire fleet, including its first Euro VI-compliant RCV.

The vehicles, all fitted with NTM bodies, comprise 2x12-tonne and 1x15-tonne RCVs with DAF chassis, and 2x7.5-tonne RCVs with Isuzu chassis, plus a Euro VI Dennis Eagle Elite 6x2 with Olympus 19 body and Terberg OmniDEL bin lift. The first NTM has arrived at the end of October with the remaining vehicles being delivered up to April 2015.

CTS has a fleet of over 120 vehicles, comprising primarily refuse and recycling collection vehicles and is continually investing in new fleet. Andy Collett, Director, CTS said: ‘Feedback from visitors at the show was very encouraging and we are getting busier by the day. We are committed to continually renewing and expanding our stock.’
New Isuzu Urban at the City of London Cart Marking ceremony

One of the latest Euro VI Isuzu Urban 7.5 tonne rigid's made a big splash this year’s annual historic ‘Cart Marking’ ceremony in the City of London. Cart Marking is a multi-vehicle parade and vehicle drive-past, in the presence of the Rt Hon Mayor of London, the Sheriff of London and other city officers.

In the livery of long-time Isuzu customer MC Truck & Bus, the Isuzu truck taking part in the Cart Marking ceremony was one of the first of the new Isuzu Urban N75.150 rigid recently launched by Isuzu as part of its new 2014 Euro VI product portfolio.

The Isuzu Urban 7.5 tonne rigid featured Isuzu’s latest Euro VI, four-cylinder turbocharged and intercooled 3.0 litre diesel engine, producing 150PS, matched to Isuzu’s popular Easyshift automated gearbox. The vehicle was also fitted with a standard curtain-sided body.

The ceremony acts as a reminder of centuries of service a unique vehicle number and the Carmen Arms. Each plaque carries a unique vehicle number and the Carmen Arms. The ceremony acts as a reminder of centuries of service by transport organisations to the City of London.

Dean Hedger appointed as head of Public Sector

Business mobility specialist Alphabet has appointed Dean Hedger as Head of Public Sector to further strengthen its team.

Hedger, former National Sales Manager of Lex Autolease’s Public Sector team, is an experienced and respected fleet professional with over 22 years in the industry. Not only does he bring invaluable public sector knowledge and insight to the position, but he also has prior experience of working as a fleet manager within an NHS Trust.

As part of his new role, Hedger will be tasked with growing Alphabet’s business mobility offering in the public sector by developing key relationships, increasing understanding of the full product portfolio and its ability to reduce mobility costs.

New glass separator will reduce glass going to landfill

Siltbuster, a recycling equipment specialist, has unveiled its new Gritbuster Glass Separator. Using this technology, Material Recovery Facilities (MRFs) can now recover virtually all the glass from their waste streams and process it in a standard suitable for re-use, reducing by 90-95% the amount of glass potentially going to landfill. This saves a typical MRF £800,000 in landfill tax per annum and also enables the material to be traded on the PRN (packaging waste recycling note) market.

With landfill sites under pressure and local authorities keen to improve their rates of recycling, MRFs are looking for new ways to boost their recycling. Glass is an obvious area of focus, but it is notoriously difficult to recover. Whilst whole bottles and large pieces of glass can be easily hand-picked, the smaller particles become intermixed with paper, bone, plastic and other pieces of debris, making recovery using traditional process commercially non-viable.

The Gritbuster Glass Separator ingeniously addresses this by using water as a means to separate the light and dense constituents within MRF waste, whilst also removing very fine particles that discoulour the surface of the glass and make further downstream processing using optical sorters unreliable. Dirty glass and water are fed into the top of an inclined revolving barrel, here the glass particles rub against each other creating a natural washing/scrubbing action. As the barrel revolves the lighter fraction containing the plastic, wood, paper and card separate from the glass and becomes suspended in the water stream or floats to the top. The denser glass sinks to the bottom and is carried out of the end of the barrel.

During pilot trials, the Gritbuster Glass Separator has been used by a number of waste recycling companies and to date more than 1,000 tonnes of MRF waste fines have been treated – resulting over 900 tonnes of valuable glass being diverted from landfill for further processing and reuse.

Volvo launches gas-powered chassis for refuse operations

Volvo Trucks is expanding its model range in Europe with a new version of the Volvo FE running entirely on methane gas. The Volvo FE CNG (Compressed Natural Gas) has been primarily developed for operations involving short driving cycles with repeated stop-starts such as refuse collection and local distribution. It is equipped with a new 9-litre Euro VI gas-powered engine featuring spark plug technology and automatic transmission.

‘With the Volvo FE CNG we can now offer companies that drive predominantly in urban environments a truck with a far lower environmental impact. Many cities worldwide are looking for alternatives to diesel-powered trucks. In the field of refuse handling, for example, renewable fuels are often a requirement for securing a contract,’ says Christina Eriksson, Business Manager Alternative Drivelines at Volvo Trucks. Methane gas is odourless when combusted and it contains very low levels of harmful particles. If the methane is a biogas, that is to say based on organic materials, emissions of carbon dioxide are up to 70% lower than those of a diesel truck.

The Volvo FE CNG is powered by an all-new 9-litre Euro VI engine featuring spark plug technology that produces 320 hp and 1356 Nm of torque.

‘Spark plug technology is particularly suitable for driving cycles where the truck covers short distances with a lot of start-stop traffic,’ explains Christina Eriksson. Thanks to its six-speed fully-automatic transmission, the truck retains the same excellent drivability and productivity as the conventional Volvo FE. The automatic transmission also gives faster driveline response. ‘Methane gas is the fuel that will become a sustainable alternative to diesel in the long-term. Right now the focus is on working together with the various public authorities and private corporations to draw up the relevant rules and create the right conditions for positive development,’ says Lars Mårtensson, Environmental Director at Volvo Trucks. Sales of the new Volvo FE CNG have started in Europe in August, with series production getting under way in early 2015. John Comer, Product Manager for Volvo Trucks Great Britain and Ireland, adds: ‘The new Volvo FE CNG is primarily aimed at centrally-operated municipal and refuse operators working from transfer stations where there is a renewable source of methane available.’
Introducing Geesinknorba’s GPM IV

Geesinknorba’s new GPM IV series represents the future of refuse collection, offering more efficiency and productivity on any route.

Designed to handle wet, large or bulky waste, the flexible front-line vehicle has been re-engineered to:

- Increase payload
- Reduce compaction cycles needed
- Reduce wear and corrosion
- Improve energy efficiency
- Improve access for maintenance
- Increase driver control

The GPM IV operates efficiently with the full range of integrated lifts and the body has been shaped to fit perfectly when mounted on any new Euro 6 chassis.

Geesinknorba’s GPM IV: the next generation
Where have all the sales people gone?

I am a great fan of the internet! I think it is a phenomenal resource, the power of which never fails to amaze me, and I often wonder where I would be today if the web had been available to me when I was at school. I am however finding that it (the web) seems to have been adopted by many suppliers as the only point of contact with their respective sales departments.

I recall in days gone by that I would be visited on a regular basis by real people keen to meet me to talk show their wares. Such visits could be time consuming but they did give one the opportunity to discuss, in depth, the pros and cons of the said products and services.

Supplier relationships developed to the extent that, when a need to source a product arose, a quick phone call to the salesperson was all that was needed to elicit current specifications, dimensions, capabilities and, most importantly, budget pricing for products and/or services.

Having said that there are, as I am sure we are all aware, vast differences between good sales people and bad ones. This was brought home to me several years ago when I was invited to meet a company with a view to possibly being supplied on a website. Capital purchases of vehicles and equipment need buyers and sellers to engage with each other face to face.

As I said at a recent procurement event, ‘People do business with people because they choose to, not because they have to... It is the personal connection that makes the difference.’ Remember the BT advertising slogan from 1994 – ‘It’s good to talk? Good advice for the procurement process!’

Needless to say I wasn’t offered the role but to be frank, after that initial discussion, I realised how lucky I was to be a buyer after all.

So, back to today, a typical foray into the market relies on me approaching the manufacturer/dealer/seller usually by looking them up on the internet. This should be straightforward, shouldn’t it?

In one recent case, it wasn’t so straightforward. I was asked to source a product (item of plant) that I wasn’t familiar with, but at least I knew which manufacturer provided this item. I Googled their name and, after about three pages of web directory links I realised I had got their name slightly wrong. I eventually located their site and then looked for details of their dealer network. Two of the dealers listed were local and known to me so, no problem. A third dealer sounded promising but, when I rang their number, I got fed up with waiting for an answer. Being clever (or so I thought) I decided to send an email from their ‘contact us’ page requesting a call back. Two weeks on and I am still awaiting a response!

Now I appreciate this sounds like just one isolated incident but it isn’t. More and more, I am finding it hard to make contact with a real person who knows what they are talking about and, more importantly, understands what I am talking about! Add to the above the fact that there seem to be fewer manufacturers or suppliers of the products that I need, and it all seems that I am now left to fulfil the duties of both buyer and seller.

So, who is at fault? I think my fairest (and most politically correct) answer to that would have to be both parties. As buyers in the public sector we are almost certainly operating with much less time and resources than we once did; and, we are dealing with a supplier base that is similarly squeezed to reduce prices because of course, as buyers, we demand more for less.

I hear stories that in many cases the dwindling band of sales people have difficulty in making appointments to see buyers such as myself and I confess that I am sometimes guilty of putting off some meetings with suppliers citing (genuine) pressures of work.

So how do we actually improve on this situation? I feel that a significant part of being a buyer, particularly of vehicles, is to keep abreast of developments in the industry and, as I alluded to in my last article in LAPV have become actively involved in influencing those developments.

Sellers, however, also have to adapt to meet the challenge. I am sure that British Airways would not enter into a deal to buy a modern jet airliner solely on the basis of information supplied on a website. Capital purchases of vehicles and equipment need buyers and sellers to engage with each other face to face.

As I said at a recent procurement event, ‘People do business with people because they choose to, not because they have to... It is the personal connection that makes the difference.’

Philip Clifford
Phil Clifford is the Fleet Manager for both Forest Heath District and St Edmundsbury Borough councils, operating under the joint brand of West Suffolk.
His specialisms include: fleet procurement, use of vehicle telematics, development and use of fleet management software systems. He is a strong advocate of benchmarking and sharing best practice. He is the founder and board manager of the Public Authority Transport Network (PATN); member of the Freight Transport Association, East of England Freight Council, and committee member of the British Standards Institute working group B/508/01 (Waste containers and associated lifting devices on refuse collection vehicles).
He can be contacted at philip.clifford4@btinternet.com or follow him on Twitter: @thefleetman.

LAPV December 2014

8

COMMENT
REFUSE ANYTHING LESS.

INTRODUCING THE NEW ISUZU EURO VI URBAN

For kerbside collection what could be better than the latest addition to our 7.5t range - the new Euro VI Urban, with its low emission 3.0 litre engine? The 150PS power output, combined with a market-leading payload capacity and automated gearbox, make it ideal for local authorities engaged in stop/start operations in cities, towns and other tight spaces.

To find out more give our team a call on 01707 282930, visit isuzutruck.co.uk or email info@isuzutruck.co.uk

www.isuzutruck.co.uk

Built around you
The solution, which the designers and developers at Scarab Sweepers have found, is to build a machine that combines all the fuel savings and environmental benefits of a proven and reliable power system that drives both the truck and the sweeping mechanism, and then give it a hefty tweak with a high-speed fan.

The result is that the most aggressive and unpleasant materials, such as hard-stuck, heavy mud, can be targeted, swept and sucked away into a capacious hopper, and the machine then immediately returned to its standard, cost-saving, high efficiency speed and power.

‘The new high-speed fan model of the Scarab Magnum combines all the environmental care and fuel savings of the range, but with an additional boost to maintain the big, proven benefits of using a single machine,’ said Scarab’s Paul Mannering.

Where waste is extremely difficult to shift, conventional road sweepers may struggle and put undue stress on engine power capacity and capability. The solution may consist of repeated passes over the offending waste, or even of the use of manual labour with shovels and brushes. This is both wasteful of manpower and time, as well as being inefficient and unproductive.

Control of the brushes’ revolution is also important. If the brushes, revolving at a very high speed, meet loose gravel — for example — before it is sucked into the hopper it can be thrown right across the highway to land in the opposite channel. As a result, when the sweeper treats that channel it will be collecting the material it should have picked up on its first pass.

‘There has to be a ratio, a fine balance between the suction fan power and the speed of the revolving brushes. Once that has been achieved, and the power of operation is correctly controlled by the driver, then the job can be completed satisfactorily at minimum cost and to maximum effect,’ Paul added.

Scarab’s new Magnum has been developed to achieve the best possible performance at the same time as minimising running costs and reducing its impact on the environment. The high-speed fan can be brought into service quickly and for the required time only, at the discretion of the operator and not restricted by an on-board limiter.

‘The key to design is to develop something that is of benefit to the operator. Local authorities, contractors, construction firms and all other customers are under pressure to make savings wherever they possibly can. We share that sentiment — our philosophy is to provide a sweeper that not only does the job, but does it well and at the least possible cost in terms of fuel, time and effect on the environment.

‘On mainland Europe sweeper operators are recognised as technicians and it is a well-respected profession, much more so than in the UK. Contractors are able to charge more for the job because it is seen as an important role in environmental care. Here in the UK the role is less well thought of and contractors are tightly restricted on what they can charge. We developed the Magnum with continental operators in mind, so UK customers are getting exactly the same high standards of design and build quality as our continental operators,’ Paul adds.

Scarab is a leader in designing-in practical technology. The company pioneered the use of CANbus engine management and has long held the belief that efficient use of a single engine, and power take-off to drive the sweeping mechanism, will reduce costs. Emissions are lower from a single engine, and all engines, vehicle drive or auxiliaries, have to meet Stage IIIb, Stage IV and Euro VI emission levels, but a single engine meets it once, not a second time. With a single engine, the ratio of travel speed and sweeping speed enables maximum power to the brushes and fan whilst maintaining moderate engine rpm levels.

The single-engine Scarab Magnum will return fuel consumption rates of 7 litres per operating hour, based on real operator
experience rather than manufacturer’s data, which can sometimes only be achieved under unrealistic, ideal conditions. Sweepers are almost invariably working in harsh and aggressive environments, so ideal conditions do not exist in its day-to-day working world.

‘There will, naturally, be an increase in fuel consumption and noise when the high-speed fan is engaged, but this is for short periods only, and power will be returned to standard setting, with low consumption and low noise, immediately afterwards.

‘We believe that, on economy grounds alone, the single engine sweeper has the advantage, but if one factors in the benefits to the environment in carbon reduction too, the argument becomes decisive. Every litre of diesel fuel used creates 2.63 kg of carbon dioxide (CO₂) as a by-product of combustion. Therefore, with a dual-engine sweeper consuming some 4 litres per hour of operation more than its single engine equivalent, over a 5-hour period it will use an additional 20 litres. That’s an increase in CO₂ of over 52kg a day, which becomes 260kgs per week (5 days) and over 12,480kg a year,’ said Paul.

A hydrostatic gearbox is mounted in the chassis driveline of the Scarab and supplies hydraulic power to the sweeping and driveline systems. This system provides the Magnum with the ability to vary its speed, and giving a drive similar to an automatic gearbox. It has the added advantage of virtually eliminating clutch and brake wear when sweeping, as forward and reverse motion is controlled by the hydrostatic drive. Hydrostatic drives gives the driver/operator close and easy control and is at its best when sweeping at low speed and working in confined areas where intricate vehicle control is required.

Some customers insist on an auxiliary engine and with their M6 model, Scarab can provide this with minimum operating costs and, as the engine that powers the sweeping mechanism can be legally be run on rebated (red) diesel where available, there can be additional savings on fuel purchase cost.

So, in an age of well-publicised dire warnings of austerity, capital spending cuts and increasing emphasis being placed on getting more productivity for less outlay, where does the new Scarab Magnum fit?

Paul commented: ‘The answer is potentially right at the top of the choices for customers and operators looking to provide the best possible service at the least cost.

‘The reliability of Scarab’s range of sweepers is legendary – just ask any operator – and technological progress means that today’s Scabrs meet all the environmental rules and regulations and actually go a bit further. Fuel consumption has been reduced dramatically.

Scarab Sweepers is a global frontrunner in the design, manufacturing and supply of compact and truck-mounted road sweepers. Scarab products are all designed and built to a high standard at our manufacturing headquarters in Kent, England.

Our truck-mount models are built on a vehicle manufacturers chassis of your choice from 7.5 tonne to 18+ tonne GVW. Operators can select the type of transmission and power delivery system that best suits their needs. Hopper capacities available from 5.2m³ to 8.2m³ fitted alongside water tanks between 900 and 4200 litres.

If you need something out of the ordinary our design team will work with you to build a bespoke sweeper to your requirements.

www.scarab-sweepers.com
The trailed widesweep brush is adjustment-free and has been designed to ensure parallel usage.

Rochester-based MW Sweepers was set up five years ago by Managing Director Mike Walsh. With a fleet of Johnston and Scarab Road Sweepers the company uses the latest technology and therefore MW Sweepers has become the first sweeping contractor in the UK to install the Cyclear cyclist warning display system from Innovative Safety Systems Ltd (ISS) to its fleet.

ISS designs, supplies and maintains a range of vehicle safety and lighting equipment, including reversing radars, CCTV camera systems, warning beacons and LED lighting. MW’s fleet has also been fitted with ISS RX3 Hard Disk Recording and Reversing Radar and any new additions will be equipped with the same technology.

‘More and more customers are asking for pedestrian and cyclist safety features and we believe that this kind of equipment will be standard in a few years time. To date none of our sweepers have been involved in any accidents with pedestrians or cyclists and we want to keep it that way,’ said Mike Walsh.

‘I did quite a bit of research into what’s available in the market over the years and Scarab sweepers are designed to maximise fuel use, but fuel is not the only consumable cost and our engineers have ensured that the most efficient use is made of such items as hydraulic fluids, oils and the mechanical equipment, including sweeper brushes and components.’

The Magnum requires a truck chassis of between 15 and 18 tonnes GVW. It has a wheelbase of 3,260mm to 3,900mm, length of just over 6 metres and a height of just over 3 metres, depending on the chassis selected. The hopper’s payload capacity is up to 9 tonnes, with a water tank carrying 1,800 litres as standard or 2,350 litres as an option, and a diesel fuel tank capacity up to 150 litres.

The Magnum has a powerful variable displacement volumetric hydraulic system. The engine normally runs at maximum efficiency at around 1,200 rpm to ensure a long working life, with a working vehicle speed of up to 20mph. The suction fan on the standard Magnum is 900mm in diameter and usually operates between 1,500-2,200rpm. Fabricated from stainless steel it has a 3mm thickness top plate, 2mm blades and a 1.5mm base plate. However on the high-speed fan version, the 760mm diameter impeller is still stainless steel, but now with a 5mm thick top plate, 3mm blades onto a 2mm base.

Operating revolutions now begin at 1,800 rpm all the way up to 3,400rpm, though this does require the engine to spin at a slightly higher 1,600rpm for maximum performance.

‘There is a need for all drivers to receive training, and our Scarab instructors themselves go through rigorous training sessions themselves at least four times a year. We have found that good driver operators who use the Scarab sweepers to their potential also take care of their machines. It is industry-wide recognised that a driver who enjoys operating his or her vehicle will also achieve the best fuel consumption and the most effective use of the sweeping mechanisms. That is one of the big reasons why the Scarab range has been designed ergonomically with the driver in mind, not just the boss,’ Paul Mannering concluded.

MW Sweepers adopts vehicle safety system to protect road users place and ISS products came out on top every time. Our vehicles operate in very harsh environments and we need equipment that can operate optimally in severe conditions. The great thing about ISS equipment is that it uses the latest high规格 technology but is also extremely reliable and built to last.’

Cyclear is a three-stage system comprising: an illuminated sign that warns cyclists against travelling down the side of the vehicle when it is turning left; an additional speaker giving an audible warning of the vehicle’s intended manoeuvre; and a sequencing sensor that detects when a cyclist is travelling from the rear to the front of the vehicle and alerts the driver with a programmable, audible warning. Customers can choose one or both elements of Cyclear. Gavin Thoday, Director for ISS said: ‘Cyclear is the only system of its kind to be developed for this purpose. Although there are other systems they have been put together using existing technology. We have designed Cyclear from the ground up to do a specific job. Other systems with sensors are known to continually false alarm, making them unreliable and therefore not fit for purpose.

‘Cyclear’s sensor filters out any objects that aren’t moving from the rear to the front of the vehicle and has therefore eliminated nearly all of the false alarms that have made the technology unsuccessful in the past.’

Not only does safety equipment keep pedestrians and other vulnerable road users safe, it can also help provide a better service. RX3 DVR equipment records every movement of the vehicle, which is very helpful for staff training and monitoring. The recorded footage is also useful to verify whether insurance claims are real or false.

The ISS Reversing Radar enables the detection of both moving and stationary objects for up to 10 metres away. Less sophisticated radars require a closing distance and are not as effective at detecting stationary objects. Mike concluded: ‘The equipment, service and after-sales support from ISS has been spot on. If I need any advice there is always someone at the end of the phone day or night. I can’t fault them.’
WHAT’S YOUR NO 1 BIN WEIGHING CONCERN? GO TO www.vwsltd.co.uk/five
LET ME KNOW!
I’M HAPPY TO HELP!

Julian has over 37 years weighing and load cell experience with
over 270,000 British built load cells manufactured and supplied world-wide.
Creative and innovative, he’s an award winning industry expert.

VWS - THE ONE STOP SHOP FOR ALL YOUR VEHICLE WEIGHING NEEDS

Need quick answers?
Go to www.vwsltd.co.uk/five
for FREE REPORT
and AVOID
5 common mistakes
when fitting a Bin Weighing System

CONTACT US NOW ON 0118 324 1100
OR EMAIL sales@vwsltd.co.uk

On Board Vehicle & Bin Weighing Systems
The correlation between tyre maintenance and tyre longevity is significant. For example, truck tyres that are removed prematurely and where regroove opportunities are ignored, will reduce potential final run-out kilometres by as much as 30%. It is a fact that it is not the cost of tyres that determines annual tyre expenditure, but the number of tyres replaced.

Without quantifiable management information how do you make the right decisions to specify the correct products and services to control costs and reduce expenditure?

Tyre products and services are a notoriously difficult area of procurement. Invariably, tyre contracts outsource substantial areas of contract delivery and control to specialist third party service providers. This has major implications on contract expenditure, contract compliance and operational legality.

Controlling, measuring and enhancing the value of a third party supplier is not possible without one key component – management information.

The following areas should be carefully considered before entering into a supply and service agreement with your selected tyre and service management provider.

1. Service level agreement
   It is essential that a service level agreement (SLA) is prepared and signed off by both parties. This should include, but not be limited to:

2. Management – personnel
   Define who key contacts are including contact details for sales, operations and finance, including an emergency telephone number to ring in the event of a roadside breakdown.

3. Tyre policy
   Choosing the right tyre can seem a confusing and daunting task! Getting it wrong can be dangerous and it can also cost a lot of money. So the tyre policy should be selected after giving due and careful consideration to your specific needs, operation and the work that the vehicles are used for.

   The tyre policy should clearly state the agreed tyres to be fitted along with agreed alternative fitments in the event that the main policy tyre is not available for whatever reason. So in effect this could be shown as a first choice, second choice and possibly third choice.

4. Regrooving
   Do you have a regrooving policy? We mentioned earlier that by not carrying out regrooving at the appropriate time, can reduce the final run-out kilometres by as much as 30%. So management of this key area of activity is critical and can have a major detrimental effect on your tyre costs if it is ignored.

Ian Woodfinden, Commercial Director for DTM in Skelmersdale, lists the 12 most important aspects for achieving healthy tyre management.

Consider the fact that a poor service performance by a third party service provider can increase annual tyre expenditure in excess of 20% above ‘true’ costs, while increasing the number of unplanned events at roadside.

Twelve things operators should know about tyre management
5. Tyre wear and road conditions

In an ideal world, truck tyres would only be used at correct pressures on flat motorways, perfectly surfaced with good tarmac. That would enable them to realise 100% of their working life expectancy.

In the real world there are things like corners, roundabouts, steep hills, potholes, badly-built roads and the occasional need for braking. Two factors that have the greatest effect on truck tyre performance and durability are: tyre pressures and road conditions. We often can’t control road conditions but tyre pressure monitoring is vital.

Tyre wear can be caused by underinflation, so the wrong pressures can be dangerous as well as costly. The correct pressure is one that relates to the load being carried by the tyre. The following gives some idea of the effect of wrong tyre pressures:

- concrete surfaces – 20% extra tyre wear even if used only on flat motorways – but concrete surfaced instead of tarmac – life expectancy could fall by as much as 20%.
- class B roads – 24% extra tyre wear used only on Class ‘B’ roads, with hills and bends, the life expectancy falls by 24%.
- country roads – 50% extra tyre wear. With a lot of steep hills and tight turns – the life of the tyre is halved
- poorly made – broken surfaces – 78% extra tyre wear. If the roads are poorly made, tyre life can be cut by as much as 78%.

6. Management of part-worn tyres

Part worn tyres will be generated within any well run fleet through tyres requiring: minor repair, major repair, regroove and twinning etc. Part worn tyres represent a valuable asset and need to be refitted to the fleet at the earliest opportunity, to ensure optimum cost control is maintained. The day-to-day management and control of part worn tyres is critical. Reporting should be (but rarely is) totally transparent, so the operator can see from which vehicle the tyre has been removed, and on which date. This report should also include: the wheel position, reason for removal, the remaining tread depth, previous work carried out, date refitted, vehicle refitted to and its wheel position. The appointed service provider should be subject to audit, and be able to verify that the part worn tyres are recorded in the system and are physically held in stock. We recommend regular and ad-hoc audits to ensure compliance.

7. Casings

Casings are another valuable asset, where management and control is essential, to ensure complete cost control and expenditure. Who they belong to should be clearly documented. Equally, how are casings disposed of at the end of their life? Have you had sight of the waste carrying license? Who pays for scrap disposal?

8. Roadside breakdowns

Preference should be given to a management company that operates its own customer service centre (CSC), staffed by people employed in-house 24/7/365. All calls in to and out of the CSC should be voice recorded for quality and training purposes. MP3 recordings and or transcripts of any calls should be made available upon request to a customer. Too many management companies outsource this activity outside normal working hours, potentially leaving a void in the service delivered.

Measurable KPIs should be set to ensure that expectations are being met with KPI reports being produced on a monthly basis to verify the real position. The following KPIs should be measured:

- The time of call to service provider to the time of arriving at the vehicle.
- The time from arriving at the vehicle to the work being completed.

Typically quoted times are 60 minutes for a daytime call and 90 minutes for a night or evening call respectively. Incidents within the M25 area can generally take longer due to traffic congestion, so an exception can be made for this. Arrival at the vehicle to completion of the work and mobilisation of the vehicle, can typically take 30 to 60 minutes depending on the nature of the work required.

9. Wheel security

Do you have a wheel security policy? If not, we would strongly recommend this. Start with looking at the British Standard Code of Practice for the Selection and Care of Tyres and Wheels for Commercial Vehicles, BS AU 50 Part 2 Section 7a 1995.

10. Fleet inspections

Be clear on the fleet inspection frequency that is required to meet the needs of your organisation. For many operators a monthly fleet inspection is adequate with details available of the number and percentage of vehicles seen. This is done in the best manner via a web log. The details of any corrective work required should also be available. It is equally important to be aware of vehicles that haven’t been inspected so these details can be made available at the earliest opportunity.

11. Quality, complaints and escalation procedure

Be sure to check the scope of any company that is certified to ISO 9001:2008 Quality Management System to ensure that it encompasses the key areas that you require to meet the needs of your organisation, and that equally the standard doesn’t relate to a subsidiary company or process!

In the event of a service failure or complaint, it is useful to know who you
need to report this to and agree within the SLA; the timings for an initial response; along with full investigation to identify the root cause, corrective and preventative actions.

12. Review meetings
When entering into a new contract, we would recommend that a monthly meeting is initially held with attendees taking part from within the various facets of the business. All interested parties will be able to have their say in how the contract is performing and quickly resolve any issues. Review meetings can be extended to bi-monthly and quarterly as the contract moves on and everyone becomes more comfortable.
A standard agenda should be agreed to allow appropriate reporting of the key areas of the business, along with KPIs, exceptions reports and trend information.

Ian Woodfinden commented: ‘Direct Tyre Management boasts the most advanced, web-based, management information systems in the UK tyre industry. ‘Our Direct Tyre system creates a tyre contract solution that, through the transparency of processes, will deliver a significantly improved and measureable performance across all key aspects of contract success.
‘DTM’s mission is to accommodate the fleet market with a truly customer focused approach to tyre contract management. This manifests in a determination to offer the fleet operator an escape from repeatedly navigating traditional sources of tyre product and service provision for a credible solution, by championing an ambitious programme of tyre contract innovation that really delivers the financial and operational promise.’

With a combination of advanced tyre management reports and carefully selected key performance indicators, the Direct Tyre system will identify key areas of exposure associated with outsourced processes and develop steps to mitigate those exposures. Providing a total control of tyre replacements thus having a dramatic positive impact on current levels of tyre expenditure.
‘In an industry that customarily provides minimal management information on contract performance, Direct Tyre turns this tradition on its head. From a single fleet location overview to a detailed ‘drill-down’ of an individual vehicle, the control of service provider tyre replacements is absolute,’ concluded Ian.
Fleet Management Specialists for Commercial and Municipal Sectors

- Fleet Management
- Truck Rental
- Fleet Maintenance
- Contract Hire
- Tyre Provisions
- Bodys Shop Paint & Accident Repairs

Visit our website for a full list of services

24/7
365 days a year
customer service centre

www.nrgfleet.com - enquiries@nrgfleet.co.uk - Tel: 01695 455 255

NRG Fleet incorporating - www.riversidetruckrental.com - www.directtyre.co.uk
Keeping van maintenance costs down is a major priority for every commercial fleet operator, but Gates training and technical support specialist Andrew Vaux argues that preventive maintenance is not a luxury to be discarded when money gets tight.

There is little doubt that preventive maintenance is the key to keeping the fleet and the business in good shape. If the workshop has responsibility for repairing vehicles run by a third party, there’s also a reputation for expertise to protect. Ten years ago it was common practice to replace drive belts in isolation. Over 90% of belt replacements these days involve a kit that includes metal parts like tensioners and idlers, for example.

The vital preventive maintenance question to ask is – which other components in the drive system are subject to wear?

As a drive systems specialist with a strong OE pedigree, Gates is well aware that small maintenance issues have the potential to develop into major-sized repairs with bills to match. This is particularly true of front-end drive systems (or Auxiliary Belt Drive Systems - ABDS) and timing belt systems.

Interconnectivity

The timing belt (or Synchronous Belt Drive System - SBDS) and the multi-ribbed belt in the ABDS play critical roles in the performance of the engine. Interconnectivity between the components in each of the systems they drive means that an issue with one component can adversely affect the performance of others. And yet, the replacement of associated components is often low on the list of priorities when it comes to preventive maintenance.

In each drive system, the belt has been designed to function at its optimum level for the entire drive cycle. In order to do so, similar performance levels are demanded from the other components in the drive system that must perform at their optimum levels too.

ABDS

As a component begins to fail, its function declines. Increasingly, many light vans are fitted with Torsional Vibration Dampers. Their function is to protect the ABDS drive from excessive vibration to reduce noise and therefore help to improve the quality of the ride. It is not hard to appreciate that as the TVD shows signs of failure, the intensity of vibrations will increase and rate of wear on the other components will begin to rise.

As the function of the ABDS is to drive systems such as the alternator, power steering pump and air conditioning compressor, it is easy to see how the cost of repair can mount up.

In each drive system, the belt has been designed to function at its optimum level for the entire drive cycle. In order to do so, similar performance levels are demanded from the other components in the drive system that must perform at their optimum levels too.

The belt itself provides power, but in return it needs:

- Tensioners to deliver the appropriate tension and damping
- Torsional Vibration Dampers (TVDs) to remove harmful vibrations
- Overrunning Alternator Pulleys (OAPs) to help prevent belt flutter, reduce wear and eliminate noise.

There is a very real danger than unless the interconnectivity of these parts is appreciated and replacement as part of a drive system overhaul is considered, premature failure of the ABDS is a very real possibility. If it does fail, destruction of the SBDS is a potential consequence.

SBDS

In many light commercials, the timing belt drives the water pump. A common issue is that when the belt and tensioners are changed as part of a scheduled maintenance programme, the water pump is simply checked for leaks and left in place.

Think about this for a moment. A duty cycle for today’s SBDS belts can be anywhere between 60,000-150,000 miles. The belt has been designed to operate for one full cycle, and so is the water pump. That is why the typical standard time for replacing the belt includes installing a new water pump. To upgrade the belt and tensioners – but not the water pump – is to imply that the water pump will now run for two full duty cycles.

Catastrophic engine failure is the inevitable consequence of a water pump failure and a seized engine. That is a significant and unnecessary risk for the operator.

Collective efficiency

Gates urges fleet managers and workshop managers to think ahead whenever the vehicle is in the workshop and suggests:

1. Make at least a visual inspection whenever the bonnet is lifted
2. If a belt drive component shows signs of wear, it’s time to replace it.
3. Follow the manufacturer’s replacement schedule for all of the components in the drive system.
4. Consider whether the vehicle’s harsh environment can adversely influence the operational lifetime of the belt.

The ABDS is an extremely efficient system. As the number of components in the drive has increased, the maintenance required has increased too. The interconnectivity of these parts is such that if one part requires replacement, it’s probably a good indication that all of the other components in the drive should be replaced at the same time.

That’s why suppliers such as Gates have expanded their ranges of belt kits. ABDS kits can now include TVDs and OAPs, for example. SBDS kits can include water pumps. Furthermore, there is the added comfort of knowing that if all of the parts supplied are from the same Gates kit, they are all covered by the manufacturer’s warranty in the unlikely event of a premature drive system failure.

Gates believes that workshop managers who see the benefits of a complete drive system overhaul as the key to controlling long term maintenance costs are those more able to guarantee the continued high performance of the fleet.

They are also those more likely to experience growing customer satisfaction levels based on confidence, greater fleet reliability and reductions in downtime.

---

Introducing the all new 
Citymaster 1600

available for demonstration in 
January 2015

sales@hako.co.uk | 01788 825600 | www.hako.co.uk
Doing a cracking job

Neil Skidmore of Esprit Windscreen Maintenance outlines how windscreens repairs can now be carried out within a matter of minutes with a minimum of vehicle downtime.

In the early days of motoring windscreens were made out of ordinary window glass. A cheap, readily available product with only one major problem; in the event of an accident the motorist could be seriously injured by the broken glass. After a number of law suits, the motor manufacturers looked for a more suitable material for windscreen manufacture, this was toughened (also known as Tempered) glass. This was cheap, had good optical properties and if broken in an accident it would fragment into thousands of small mostly harmless pieces. The downside to this type of windscreen was that a simple stone impact would shatter the glass, leaving the motorist with no choice but to remove the remains of the windscreen until a replacement could be organised.

In 1903 a French Chemist, Edouard Benedictus, discovered the principal of laminated glass. His early work on the production of a glass plastic composite for automobile windscreens was not immediately adopted by the manufacturers. The first large scale adoption of this new laminated type of glass was in the production of the eyepieces in World War 1 gas masks. Henry Ford pioneered the use of laminated glass automobile windscreens; between 1919 and 1929 he ordered the use of laminated glass in all his vehicles.

Laminated glass windscreens overcome the main problems of the earlier toughened windscreen because when hit by a stone the impact would not shatter the windscreen. The downside now was that you had a localised area of damage that would eventually spread, still resulting in the replacement of the glass.

It was to overcome this problem that Esprit developed its first windscreen repair system in 1982. A windscreen repair is a simple bonding process where an optically clear resin is injected into the damaged area of glass. When the resin is cured it produces a permanent repair that restores strength to the damaged area and also regains about 90% of the optical performance.

Two of the main features of windscreen repair are the low material cost per job (about £2.00 per repair) and minimum vehicle downtime with a repair taking 20 to 30 minutes, after which the vehicle can be used as normal. Another major factor that makes windscreen repair an attractive addition to the workshop is that with modern equipment, it is an easy process that can lead to big financial savings. The next part of this article will take you through the simple steps of a stone chip repair.

**Preparation**

At the centre of all damage is an impact point where the stone hit the glass. This impact point is the natural injection point for the repair resin. It is possible that the impact point will be blocked with broken glass and dirt, which will restrict the flow of the resin into the break, so it is important to clean out the impact point using a 1mm tungsten drill bur.

The next step is to set up the repair bridge. With the Esprit Elite repair bridge this is a simple process of raising the lever, positioning the repair bridge, pressing it down and then lowering the leaver. The injector body is screwed into the holder until the rubber seal makes firm contact with the glass.

**Filling the damage**

Using the syringe and needle supplied, 0.2 ml of the windscreen repair resin is put into the injector. The piston is then screwed into the injector barrel. As the plunger is screwed down, it will begin to compress the resin, building up pressure, forcing the resin into the break. When the system is pressurised, wait three minutes, giving the resin time to penetrate into the break. As the resin is forced into the damaged area, the air is displaced leading to the visual improvement.

We then repeat the three-minute pressure cycle followed by 30 seconds pressure off. This time the glass is warmed immediately behind the damage.

It is now time to inspect the break. Move the injector to one side, wipe away any excess resin and inspect the break. If air remains in the break then repeat the three-minute pressure cycle. If the break has filled with resin then finish the repair by curing the resin as follows.
After inspection

Pit Fill resin is applied to the surface of the chip and covered with a square of the UV film. To cure the resin, press the UV lamp onto the glass immediately over the repair area. Switch the lamp on and leave it for a minimum of five minutes. After curing, shave off the excess resin with a single sided razor blade and polish the repaired area using the pit fill polish and a piece of very soft polishing cloth to put the final shine on the pit fill area. The repair is now complete and the vehicle is now ready for use without any further downtime.

Fueltek can provide a simple affordable solution to your FUEL STORAGE, FUEL DISPENSING, AND FUEL MANAGEMENT problems.

- Stops unauthorised use of fuel.
- Provides accurate stock control.
- Provides management reports / information on fuel usage.

Fueltek can provide the Complete package or just a single fuel pump. We are Specialists in Commercial Vehicle re-fuelling.

For further information ring now on 01254 291391.

Fueltek Ltd Lang Court, Nuttalls Way, Blackburn, Lancashire. BB1 2JF
01254 291391 | info@fueltek.co.uk | www.fueltek.co.uk
In October 2014, Whole Vehicle Type Approval became mandatory for all N3 category complete vehicles. As a result, all chassis/body combinations now need to be certified. Andy Graves, Product Marketing manager for Dennis Eagle, explains more about the legislation and looks at the impact it is likely to have on the industry over the coming months.

The concept of Type Approval legislation has been in place for chassis manufacturers since 1982 and, as a result, refuse collection vehicle manufacturers have had systems in place for quite some time to ensure chassis obtain the approval needed to achieve Conformity of Production.

To successfully achieve Conformity of Production, manufacturers must adhere to quality management standards and production processes that meet Conformity of Production. If all requirements have been met then manufacturers can issue a Certificate of Conformity.

Whole Vehicle Type approval is an EU Directive developed to enable a vehicle design to be “type approved” for sale across all countries within the EU without the need for further testing in individual member states. Testing every single vehicle would be extremely time-consuming and costly, so the legislation enables manufacturers to test a single production vehicle as a representative of a certain vehicle ‘type’, with checks covering a wide range of attributes, including handling, braking systems and exhaust emissions.

It is hoped the introduction of Whole Vehicle Type Approval will save manufacturers a significant amount of time and expense by standardising legislation across the EU. The legislation will ensure all vehicles in the EU are manufactured and approved to the same standard of road safety and environmental performance, preventing member states from refusing to register vehicles which hold a valid Certificate of Conformity, minimising the time it takes to get vehicle approval and making it easier for businesses to export vehicles across the EU.

The new EU Whole Vehicle Type Approval has been introduced in two phases. From October 2012, incomplete vehicles (ie chassis) were required to meet Whole Vehicle Type Approval requirements. However, the major change came on 29 October 2014, when complete vehicles also had to comply with the legislation. Due to Dennis Eagle producing both incomplete and complete vehicles, we need to comply with both categories and have been gearing up for the introduction of full Whole Vehicle Type Approval for some time.

All chassis/body combinations now need to be certified, including all variations of bodywork, binlifts and recycling pods. It is the responsibility of the manufacturer to show Conformity of Production Approval for their products. This must demonstrate that the product has been produced in a controlled way, with the build process, checks and measures completed in accordance with an agreed plan. A Certificate of Conformity will then be issued to declare compliance.

The process is designed to provide a database of approved manufacturers across the EU and ensure that any complete vehicles that include components – such as bodies or bin lifts – from different manufacturers, are fully compliant with the legislation. The business that fits the final piece of equipment on the vehicle is now responsible for the Conformity of Production and Certificate of Conformity for every part of the vehicle and will need to ensure previous build stages completed by other manufacturers in the supply chain have met with the required production and quality standards to ensure compliance.

For manufacturers such as Dennis Eagle, who produce numerous product variants to meet customers’ bespoke requirements, the introduction of Whole Vehicle Type Approval has not been without its challenges. Each different vehicle model or type requires a new approval, and all chassis and body combinations needing to be certified, so for each chassis type, the body installation must be approved to ensure that features such as lamp installations are fully compliant with regard to componentry, dimensional position and viewing angles.

As we build chassis and bodies in different lengths and specifications, this effectively means we need to approve more vehicles. The process of Whole Vehicle Type Approval would be more efficient and less complex if we only had one standard chassis, so that the different bodies we added wouldn’t affect the vehicle type. However, we are committed to meeting our customers’ wide and varied needs, therefore this approach would not be in keeping with the ethos of customisability and versatility.

In theory, Whole Vehicle Type Approval has been designed to eliminate the need for Individual Vehicle Approvals, which can take up to three months to process, but until the first of each type of vehicle is inspected and approved, the volume of vehicles requiring approval means that there are some initial delays while this backlog is processed.

The introduction of Whole Vehicle Type Approval has been a learning curve for all controlling agencies involved, and in some cases it has been discovered that information traditionally supplied for National Type Approval was not always submitted in the early stages, slowing up registrations and introducing errors into documentation. As a result, data has had to be resubmitted, with systems updated to ensure adequate information is supplied. In addition, administrative processes vary across the EU due to differences in interpretation of the legislation by different territories. It is therefore sometimes taking longer than anticipated to achieve Whole Vehicle Type Approval.

In instances where there are delays with the Whole Vehicle Type Approval
process, vehicles need to be processed under the Individual Vehicle Approval Scheme, and there are currently very few test stations around the UK that can handle these inspections, so travelling time, scheduling delays and additional costs may need to be factored in. Operators ordering the first manufactured vehicle of any new type should allow additional time for the approval process and are advised to check that any product which requires a multi-stage build by different manufacturers has the necessary approvals and documentation at each stage of the build in order to minimise delays.

In short, as with the introduction of any new legislation, there are challenges to be overcome, and Whole Vehicle Type Approval is no exception. However it is important to look beyond the short term and ahead to the future benefits that Whole Vehicle Type Approval will deliver.

For manufacturers selling their products across the EU, vehicles now only have to pass one series of tests, and these shared regulations provide peace of mind that all vehicles imported and exported around the EU have been examined and tested to the same high environmental and safety standards.

There are also benefits for the general public too, with all vehicles now required to be fitted with features such as spray suppression devices, as well as sideguards, which have been designed to benefit the safety of vulnerable road users, and in particular cyclists who are at risk of being dragged underneath a vehicle in the event of a collision.

In the long term, Whole Vehicle Type Approval will lead to greater efficiencies, removing the need for vehicles to be reengineered for different markets. This will remove barriers to trade, driving competition and innovation across borders and ensuring consistently high performance, environmental and safety standards across the EU.

It’s not something we wanted to make a noise about

The CN101

Our CN101 sub-compact sweeper resolves the ‘Performance-v-Environmental Impact’ with stunning results.

Producing only 73Dba at driver’s ear, it works quietly and efficiently without disturbing the neighbours. What’s more, increased on-station time is achieved through a massive 50% fuel saving against comparable models, along with a recirculation system that conserves water.

So the CN101 saves valuable resources whilst at the same time saving by a massive 10T of Carbon each working year.

With whole body vibration minimised for enhanced worker comfort and ISO 14001 accredited for the environment, everybody benefits.

The CN101. Fresh thinking for cleaner streets and a quieter life.

Contact us at +44 (0)1306 884722, email enquiries@johnstonsweepers.com or visit www.johnstonsweepers.com

www.johnstonsweepers.com
What do Stage IIIIB/Tier 4i emission standards mean for waste site operators? Fred Bell, JCB’s business manager for the waste, recycling and demolition industries, outlines how vehicle manufacturers are ensuring that emissions regulations are attained, helping their customers to reduce the impact their activities have on the environment.

What is Stage IIIIB/Tier 4i?

Put simply, these are emissions regulations aimed at making the world a cleaner place in which to live and work. Most of the machines now manufactured to operate within the European waste industry comply with Stage IIIIB/Tier 4i engine legislation. These terms refer to stages within engine emissions regulations, which aim to reduce the hazardous exhaust emissions of brand new, on- and off-highway vehicles sold in the European Union and North America. Although both terms effectively mean the same thing, they are referred to as Stage IIIIB in Europe and Tier 4i (where the ‘i’ refers to ‘interim’) in North America. Machines used within waste operations are classed as off-highway.

Stage IIIIB/Tier 4i are part of a five-stage process that started in 1996, aimed at reducing harmful emissions. These emissions typically contain Nitrogen Oxides (NOx), Particulate Matter (PM), Carbon Monoxide (CO) and Hydrocarbons (HC).

What do all those initials mean?

- **Nitrogen Oxides (NOx)** are produced during combustion, when nitrogen and oxygen in the air react at high temperatures and pressure. They include Nitrogen Monoxide (NO) and Nitrogen Dioxide (NO₂).
- **Particulate Matter (PM)** is a regulated diesel emission composed primarily of carbon soot and other combustion by-products including residues of lubricating oil.
- **Carbon Monoxide (CO)** is a product of incomplete combustion, caused by insufficient air entering the combustion chamber, resulting in the production of this compound of carbon and oxygen.
- **Hydrocarbons (HC)** is the name given to a family of compounds that mainly consist of incompletely combusted fuel and oil residues.

When did Stage IIIIB/Tier 4i become ‘law’?

This particular stage came into being on 1 January 2011 – all engines greater than 130 kW that were manufactured on or after that date had to comply by the regulations.

What do organisations need to do to comply with these regulations?

These emissions regulations apply solely to original equipment manufacturers (OEMs). This means that all brand new machines must contain engines that comply with the regulations. Waste site operators with older vehicles, manufactured before the regulations came into effect, can still use those machines. However, when buying new machinery they can be sure that the latest technology has been used to make models for waste and recycling environments that are even more environmentally-friendly.

At JCB, our Ecomax T4i engines feature advanced combustion systems that give very low emissions and fuel consumption, and this...
**BRITISH MADE ROAD SWEEPERS**

Prince Edward graduates with honours as a Stocks Road Sweeper Driver:

**Prince Edward**  
Royal Sweeper Driver

Watched eagerly by members of the press and his wife, the Countess of Wessex, the prince boldly takes on driver training in the CANbus S6400!

Model Driven  
S6400 15t 6.5m³

We manufacture & supply quality sweepers  
Available in the UK & Globally  
Our sweepers are better value  
Our sweepers out-perform our competition

**CALL US FOR A FREE DEMONSTRATION**  
0845 203 6400

**CUSTOMER SUPPORT & SWEEPER PARTS**  
We supply spare parts for a wide range of road sweepers  
Our competitive prices & quality next day delivery service are unbeatable

**CALL NOW 0845 203 6400**

Parts for S6400/S8400 plus all truck mounted sweepers 600, VT 650/651
is achieved without the need for Diesel Particulate Filters (DPFs). The benefit of no DPF is that there is no requirement for servicing or replacing this after-treatment item, therefore offering a considerable cost saving over alternative systems.

An Exhaust Gas Recirculation (EGR) system is used to reduce NOx emissions. EGR works by recirculating a small volume of the engine’s exhaust gas back into the cylinders. This gas is routed back into the combustion chamber because the exhausted air is much hotter than the intake air. Introducing this warmer gas means that the incoming air/fuel mixture reaches the optimum combustion temperature more quickly, meaning that the engine runs more efficiently.

Are there any other technological solutions that reduce engine emissions even further?

Selective Catalytic Reduction (SCR) not only has the ability to reduce emissions to very low levels, it can also deliver 3-5% diesel fuel savings.

This technology reduces levels of NOx using ammonia as a reductant within a catalyst system. The reducing agent reacts with NOx to convert the pollutants into nitrogen, water and tiny amounts of carbon dioxide (CO2).

SCR technology is used in JCB’s Ecomax engines that comply with Tier 4 Final/Stage IV, the last step in this suite of regulations.

**Fuel savings and efficiencies from JCB machines at RWM 2014**

JCB launched a guide to choosing the best machines for waste and recycling sites at RWM 2014 – and the models on its stand embodied all of the attributes needed to work in such demanding environments – along with some extra innovations.

1. **JCB 5CX Wastemaster**
   The JCB 5CX Wastemaster has been designed to do a large number of different types of jobs. Purpose-built for busy civic amenity sites, the ability to switch attachments quickly means that the machine can perform a wide range of tasks including: moving containers; compacting; picking and sorting; loading; materials handling; sweeping up on site; and pallet handling.

   ‘Customer feedback has helped to create this flexible and productive machine, which incorporates additional length rear stabilisers and a front frame or waste multishovel with top grab, both incorporating hydraulic legs. This combination raises the entire machine well clear of the ground, offering exceptional views into a bin, shredder or baler when compacting or loading material with a selector grab, jaw bucket or dedicated compaction wheel,’ said Fred Bell.

2. **Tier 4 Final Teletruk**
   JCB unveiled its TLT 35D 4x4, a machine which offers customers fuel savings of up to 32% over the previous model. It is powered by a JCB Diesel by Kohler engine and meets stringent European Union Stage IIIIB and Environment Protection Agency (US) Tier 4 Final emission regulations without the use of a Diesel Particulate Filter (DPF).

   The model on the JCB stand featured solid traction tyres to prevent punctures and enhance durability, a low cab option to aid container-loading duties, and a single carriage pin designed for heavy duty applications. ‘A key benefit of this model is its time and space saving capability,’ said Fred.

   Forwards reach allows it to load and unload delivery trucks from one side – saving up to 50% of yard loading space. This also means curtain-sided vehicles only need to be opened from one side, improving site safety as this allows forklift operations to be separated from pedestrians through clearly marked zones.

3. **JCB 437 Wheeled Loader**
   JCB has taken its larger machine technology and used it to enhance a mid-weight model, the 437 Wheeled Loader. Like the TLT 35D, the machine complies with current emissions legislation with no need for a DPF or exhaust after treatment additives. Other engine innovations include low idle setting (700 rpm), power and economy modes, and optional idle shutdown.

   The 437 offers extra traction due to new optional automatic differential locking axles and up to 16% improvement in fuel consumption delivered through optional five-speed transmission and lock-up converter.

   ‘Operator comfort has not been forgotten, as the 437 boasts a vastly enhanced cab interior. Full colour LCD monitors, optional climate control, and the ability to include a Grammer Actimo XXL seat, which incorporates heating, armrests, lumbar support and air suspension, all help to boost productivity,’ concluded Fred Bell.
New Southwark waste fleet is greener and safer

Summer 2014 saw Veolia and Southwark Council introduce a new collection fleet as part of their 25-year waste and recycling partnership. The new vehicles are Elite 6 from Dennis and have been met with enthusiasm by staff and residents of the borough alike. They meet every aspect of the Euro VI standard and have been praised for being safer and greener than ever.

The Euro VI fleet has been introduced to replace the previous vehicles which conformed to the Euro III standard, providing a significant reduction in emissions of Nitrogen Oxides (5g/kWh down to 0.4g/kWh), Hydrocarbons (2.1g/kWh down to 1.5g/kWh), Carbon Monoxide (0.66g/kWh down to 0.13g/kWh) and Particulate Matter (0.1g/kWh down to 0.01g/kWh), therefore contributing to better air quality.

Safety features
- Cycle safety bars fitted to every vehicle
- On-board cameras let drivers see more, improving visibility of cyclists and other road users as well as crew working around the vehicle
- An audible warning device is activated when the vehicle is reversing or turning left
- An auto-stop device is activated if anything comes too near to the rear of a reversing vehicle or the bin lift.

Environmental features
- Improved miles to the gallon versus previous Southwark fleet
- Engines can deliver greater turning power at lower revs, which means less fuel is used
- Monitoring systems allow the team to track fuel consumption and work with drivers when necessary to improve their fuel efficiency
- Emissions are more environmentally friendly – emissions of harmful gases such as Nitrogen Oxides have been significantly reduced. Tight controls are also in place to restrict emissions of Carbon Monoxide, Hydrocarbons and other Particulate Matter in line with the latest Euro VI emission standards
- Audible warnings adjust to the noise levels around the vehicle: the quieter the area, the quieter the warning sound. These have been tested extensively on the Veolia London Municipal fleet and have been found to deliver added protection to the public without causing an undue disturbance.

The fleet was due for replacement as part of Veolia and Southwark’s partnership, which began in 2008. The existing fleet was close to 10 years old and the new fleet will deliver a more efficient service for residents.

Paul Deleo, collection vehicle driver for Veolia in Southwark, said: ‘I have worked for Southwark for almost nine years and these vehicles are a sight for sore eyes! They are a pleasure to drive and make us drivers feel much more secure on busy roads, especially with the high number of people cycling in the borough.’

Ben Velmans, Veolia’s Municipal Contract Manager in Southwark, added: ‘The new vehicles have been a huge boost to morale and already we have seen the safety and environmental features making a difference out there on the road.’

Councillor Darren Merrill, cabinet member for environment and recycling, commented: ‘The upgraded recycling fleet means that not only do we have vehicles that are better for the environment but that they are better for all road users including the borough’s growing cyclist population. In our recent manifesto, we promised to continue the excellent progress in recycling rates and to reduce the amount of waste we have to send to land fill sites, I hope these new vehicles will help meet our ambitious targets.’
A surging tide of dirty brown floodwater can devastate properties, but the damage it does doesn’t stop there. It can render roads impassable, impeding the emergency services and causing widespread economic disruption. This explains why A-one+ (a Highways Agency contractor) has acquired a powerful HydroSub150 mobile pumping unit from Hytrans Systems of the Netherlands.

Total weight is approximately 3.0 tonnes and the container sits on skids. Equipped with slots so that it can be moved around using a forklift truck and with hook lift eyes that also allow it to be lowered into position by a crane or helicopter, the box and its contents can be monitored via the GSM network if that is what is required.

So how much water can HydroSub 150 shift? It can pump 2,500 ltr/min at 12 bar, 3,000 ltr/min at 11 bar and 8,000 ltr/min at 2.1 bar if the hi-flow impeller that has been specified is installed.

'The big advantage so far as we're concerned is its ability to pump volume over distance,' Lee says. 'We've got 3km of hose we can use which means we can push water some way away and we can put a kilometre of hose out in half- to three-quarters of an hour.'

Although it is not an option that A-one+ has taken, Hytrans can, if required, marry the HydroSub 150 to a so-called FloodModule that has three flood pumps that allow a remarkable 50,000 ltr/min to be pumped at low pressure over short distances. 'We're talking about 200m to 250m,' says sales manager, Johan Kramer.

Low noise level
Nor does HydroSub 150 disturb the peace excessively when in action. The level of sound insulation means that the noise produced by the engine is no more than 90dB(A) at 1 metre.

The HydroSub 150 and a hose box with 1,000m of flaked hose sit on a Duo Container 6500 platform. The platform also plays host to a double full-height front cabinet with eight access doors – four on each side – made from aluminium chequer plate, as is the roof. Both roof and doors are anodised and seawater proof.

Tipping the scales at around 3,500kg, the platform and cabinet accommodate the HRU200 Power Slide hydraulic two-speed automatic hose recovery unit, which adds to the weight. It can retrieve hoses of from 4ins to 8ins depending on the coupling type and can be operated by remote control.

A-one+ has actually been supplied with no less than three
1,100kg hose boxes with sidewalls made of stainless steel and floors made from aluminium chequer plate. They too have forklift slots and lifting eyes, are designed to withstand hook-arm handling, and can carry 1,000 metres of 6ins hose each.

The MAN carries one box at a time and can go back to fetch the other boxes if they are required. The boxes are on skids.

The decision to acquire the HydroSub 150 was influenced by witnessing the performance of similar equipment deployed by West Yorkshire Fire and Rescue Service during heavy flooding in 2012. While the fire services can always be asked to render assistance if main roads risk being engulfed, help may be delayed if fire crews are battling to keep floodwater out of homes and rescuing householders at the same time.

As a consequence A-one+ decided to acquire a high-performance pump of its own.

**National asset**

“In the past we’ve hired in all our pumps from third parties,” says Lee. “However this obviously costs us money, pumps get booked up quickly if the weather is bad and while the pumps that are available are usually decent ones that can pump a lot of water over short distances, what we wanted was a long-distance capability.”

Based at Bradbury near Junction 60 on the A1(M), but treated by A-one+ as an asset that can be deployed nationally, the HydroSub 150 looks set to stay in service for from seven to 10 years.

Because it can be demounted the MAN can be put to other uses if needs be. “We can, for example, use it to transport kits that can be used to contain major spillages,” Lee says.

Getting the best out of a big-capacity pump and doing so safely requires training. “Thirty-two of our staff have been trained – Hytrans came across to help – and we’ve sent people on a water-awareness training course with Rescue North East on the River Tees at Barnard Castle,” he says. Nobody should be left in any doubt of the danger that deep, fast-flowing floodwater presents.

The training programme A-one+ has embarked on means it now has personnel who are DEFRA (Department of the Environment, Food and Rural Affairs) Water Rescue First Responder qualified says Lee.

Sourced through Batley, (West Yorkshire), dealer Angloco, the Hytrans package embraces a host of other equipment including LED lighting, 150mm coupling spanners, 150mm gate valves, non-return valves, Y-pieces, pressure meters, a truck hydraulics set and squeeze hose ramp sets. And the entire vehicle is finished in orange: that way, nobody will confuse it with a fire appliance.
The first 100 units of the third generation of Aebi Schmidt’s Stratos spreader have rolled off the production line in the Netherlands. The new spreader comprises several new features and the company has developed a new high-tech, touch-screen control system for the new machine.

Arjan explained that each Stratos III has been through a 16-step production process. ‘Many will be familiar with the user-friendliness and efficiency of the latest generations – hallmarks of Schmidt equipment, but the control system takes winter operation to the stratosphere.

‘My role is to be the eyes and ears in the market and translate that into the development of our products,’ he explained.

‘We aim to integrate the latest developments engineering and design, and my role is to ensure that our equipment has been designed and built according to the requirements of our international customerbase. There is a constant process of evolution for the equipment and our customers have been elementary to the development of many of the new Stratos’ innovative features.’

Maintaining good an after-sales network and service with the understanding of what it takes to keep equipment working without downtime for longer are important aspects of a high quality product, Arjan said. For example, Schmidt created enhanced access to the maintenance conduit on the Stratos III – this is a single point where the hydraulics hose and electric cables run from the front to the back of the machine.

The high-tech new-built factory in Holten (Netherlands) has been operational since 2007, and there has been an increase in units coming off the production line since.

‘Over the years we have produced more spreaders overall, but there are fewer people involved in the production of each unit. We even had to employ more people because our production rate has increased so much,’ said Arjan.

‘Robots are taking care of welding and blasting, for example, and together with the expertise of our engineers and other staff this contributes to the most efficient, cost-effective production process possible.’

Market demand

The Stratos III prototype and pre-production models were manufactured last winter, and the full series production commenced in June 2014. Stratos III has now started replacing previous models and the production will eventually be increased to 1,700 units per year, a number that meets market demand but leaves some capacity for stock.

‘Given the nature of the equipment, we see a definite seasonal demand pattern. In spring we have more reserve capacity but at this time of year [Autumn] we are producing at a maximum. However, we always retain flexibility in production and we can provide customers with the equipment they require regardless of the time of year.’

Fleet managers are increasingly seeing spreaders as components of a larger operation in order to create a truly effective winter
maintenance strategy. Local knowledge, weather forecasts and traffic conditions are just a few considerations.

‘Stratos III is more than a spreader,’ commented Arjan, referring to the new Schmidt Evolution Line control systems and the Evolution Smart (ES) system. ‘We have been working on a dynamic spreading concept which can communicate what is happening in real time and react to the weather and other variables and adapt operation accordingly.’

Modules

With this in mind, Stratos III can be fitted with three optional modules that can be added to the control system: WinterCare, ThermoLogic and the GPS-based route-guidance system, AutoLogic.

WinterCare is a tracking system that enables fleet managers to recall information about spreading operations. On route, the system sends data to the office, which is then communicated back to the control panel so the spreader can react.

ThermoLogic is an infrared temperature sensor that measures road temperature and adapts salt dosages accordingly. The colder it is, the more salt is used, but just as importantly, it saves salt in warmer conditions.

Arjan explained AutoLogic in more detail: ‘The main purpose of AutoLogic is to have automated control of spreading according to pre-programmed route planning. If a customer has a plan to spread on roads X and Y, they can gather intelligence over the summer months by taking a control panel out in an inspection vehicle or even a personal car. Depending on the type of terrain and the width of the roads, the system programmes in a spreading method customised to those roads. AutoLogic is more advanced than just entering information from a digital map or other perceptions gathered from behind a computer screen.’

While greater automation might suggest otherwise, AutoLogic has been designed around the collation of local knowledge. While in essence it provides automation, the entire concept is customer-driven.

Don’t settle for anything less...

- Winter equipment specialists
- 24/7 technical support
- Mobile engineers nationwide
- Fully equipped and stocked vans
- Increased stock holding of key seasonal parts

...24/7 support this winter

Call us now on 01733 363 391 to arrange your demo or winter check-up
Event though there is so much information available for operators who use a touch-screen control panel some customers prefer the knobs and buttons, which are also part of the new system. ‘This is often down to the generation of the operator,’ he commented. ‘The smart phone generation prefer to use the screen but the older generation usually prefer the more traditional method.’

That analogy can be used again in describing WinterCare, ThermoLogic and AutoLogic as modules for the ES system. They can be added in a similar fashion to an app on a mobile phone, for example. AutoLogic was available on the older systems as a separate box. Now this technology has been integrated, all information can be accessed on one colour screen control interface.

‘The easier the controls are to operate, the more the driver can concentrate on the road and the traffic around him,’ Arjan added.

**Operation and maintenance**

The new spreader offers two mounting options with the mounting frame suitable for de-mount legs, hook-lifts and fixed-mounted systems or for ro-ro (roll-on/roll-off) operation. In both cases the spreader can be demounted with a full hopper and full tanks.

Stratos III is available as a dry or pre-wet gritter. Side-mounted brine tanks of 2,400-litre capacity are made of impact-proof polyethylene with level indicators, while automatic dry material reduction is applied when the brine supply is switched on. The brine pump with dry running prevention automatically reduces the speed when the pre-wet setting is switched on.

‘The evolving market requires spreading equipment to be a flexible winter tool. There are more and more contractors doing work out there without dedicated winter maintenance vehicles, so equipment needs to provide flexibility in performance, whilst maintaining ease of operation and saving salt and other resources.’

**Fixed and demountable options**

In the UK a fixed spreader solution is still preferred, while Arjan’s local customers might prefer the range of demountable options available. A number of enhancements have been made to the Stratos to aid maintenance and service particularly on fixed spreading units. For example, the belt can be replaced without taking the spreader from the truck, and accessibility of the technical compartment (where the hydraulic hoses are) has been improved.

‘We have also used more stainless steel in the construction, so there is less chance of corrosion. Furthermore, the spreading disc at the back has been fitted with a spring, which enables it to move forward if hit. So if the driver is not careful driving backwards, this will prevent damage to the spinner. We’re always trying to help customers avoid unnecessary repairs.’

Another key feature is the patented belt system. Arjan explained that the belt profile and cleaning mechanism keeps the belt free of salt so it doesn’t fall from the belt onto the chassis, again keeping corrosion to a minimum and reducing maintenance costs.

Arjan did point out that complacency with the equipment should be avoided. ‘When used by a contractor, we advise a lifetime for the Stratos III of 15 years. However, I was in Hungary this week and there was a 30-year-old Schmidt spreader still in good working order. However, such longevity depends on the care a customer takes in cleaning and maintaining the machine in line with the manual.’

The UK’s recent Cold Comfort show demonstrated increased interest in Schmidt UK’s two demonstration machines, providing dry and pre-wet gritting options. ‘A third model will be tested by a customer this winter before Stratos III becomes more prevalent on our highways from late 2015 onwards. Stratos III is manufactured, supplied and maintained with Schmidt’s Total Lifetime Care (TLC) ethos at its core,’ concluded Arjan.
Wanted: All Municipal Equipment

Contact 01159 652 200
sales@rctuxfordexports.com
www.rctuxfordexports.com

Now Recycling Municipal Equipment
Licensed Facility

RC TUXFORD
Global recycling of trucks, plants and parts

4 Cameras
1 Image
0 Blind Spots

Backeye® 360
NEW, intelligent, 360°
camera monitor systems

Backeye® 360 eliminates problem blind spots; potential dangers for anyone or anything in a vehicle’s path.

Digital images from four ultra wide-angle cameras are combined to create a 360°, bird’s-eye view of the vehicle, delivering a clear, real-time picture on the driver’s monitor, preventing accidents, saving money and lives.

Actual Backeye® 360 image.

One machine, many jobs

• Compact size – machine weights 650 - 1700 kg. Easy transport on standard plant trailer
• Strength – lifting capacities 350 - 1500 kg
• Manoeuvrability – articulation and compact size allows access to area other machines cannot reach.
• Light footprint – can be operated on sensitive surfaces
• Power – massive power to weight ratio and auxiliary hydraulic capacity
• Versatility – one machine for many jobs!

AVANT Tecno (UK) Ltd.
Norwich, Norfolk NR16 2RX
Tel (01953) 714 896
E-mail: sales@avanttecnoco.uk

www.avant.co.uk

Driving Global Safety

brigade-electronics.com
Call 01322 420300 for a trial, or visit your stockist

• Axiom V
• Axiom 360

Bradford, West Yorkshire BD1 3AA
Tel 01274 570 011
E-mail: sales@brigade-electronics.co.uk

www.brigade-electronics.co.uk

Axiom V Tachograph
Axiom 360 360° Blind Spot Camera
Ford Transit Courier test

Eager to cover every single niche in the light commercial vehicle market, Ford is sliding a new model into its line-up that occupies the slot between Fiesta Van and the bottom end of the Transit Connect range, writes Steve Banner.

With the launch of the new front-wheel-drive Transit Courier, the Big Blue Oval is offering a challenge to Fiat, Peugeot and Citroen. Up until now they have had this sector pretty much to themselves, with the Fiorino, Bipper and Nemo respectively.

The three vans share the same basic design and represent the fruits of a joint venture between Fiat and PSA, Peugeot and Citroen’s parent company. LAPV elected to try out a Courier in Trend trim – entry-level base is the alternative – with a 95hp 1.6-litre Duratorq TDCi diesel under its bonnet. Maximum power bites at 3,750rpm while top torque of 215Nm kicks in at 1,750rpm.

Also available are a 75hp 1.5-litre Duratorq TDCi diesel and the 100hp 1.0-litre EcoBoost petrol engine. Transit Courier is additionally produced as a Kombi with a second row of seats and rear glazing. In every model, the five-speed manual gearbox comes as standard.

Independent suspension with MacPherson struts is deployed at the front, while the rear of the vehicle is supported by a semi-independent twisting axle, dampers and dual-rate springs.

Our test van’s 15ins alloy wheels were shod with 195/60R15 Conti Premium Contact 2 tyres. The alloys are a £300 option – all prices quoted here exclude VAT – and one that local authorities seem unlikely to select.

Electric power-assisted steering delivers a 10.5m kerb-to-kerb turning circle increasing to 10.9m wall-to-wall. Disc brakes are fitted at the front with drums installed at the back and Electronic Stability Control is standard. So are ABS, Traction Control, Electronic Brakeforce Distribution, Emergency Brake Assist, Emergency Brake Warning, Roll-Over Mitigation and Hill Start Assist.

Though compact, Courier’s cab offers a surprising amount of useful storage space.

Stowage facilities for all the bits and pieces van drivers lug around with them include a bin in each door with a cup-holder apiece, a roomy, lockable glove box and a deep tray between the two front seats that can play host to an A4 clipboard. Two more cup-holders sit close by.

Trend models additionally boast a full-width shelf above the windscreen and a useful drawer under the passenger seat. The steering column can be altered for reach and rake and the height-adjustable driver’s seat in Trend variants is equipped with a neanside armrest and a lumbar support.

LAPV’s Trend demonstrator featured a driver’s airbag, electric windows, electrically-adjustable and heated exterior mirrors, a DAB radio/CD player with Bluetooth connectivity and voice control, Aux-in and USB sockets and a 12v power point in the cargo bay. Air-conditioning for an extra £400 helped keep the windows de-misted in seasonal autumn weather.

Opt for Trend trim and you benefit from rain-sensing wipers and front fog lights not to mention Ford SYNC with Emergency Assist. It will help alert the emergency services after a serious collision and additionally includes Ford’s Eco Mode driver information system.

Reversing sensors will set you back an extra £150 while side rubbing strips helped protect our Courier’s £300 metallic paint finish from minor scratches and scrapes.

Rear access to the 2.3m³ cargo bay is by means of twin asymmetric doors – the slimmer of the two is on the offside – with...
simple-to-undo stays that allow to push them through their maximum 158 degrees.

Trend trim provides a nearside sliding door as well. A full-height steel bulkhead should stop wayward cargo slithering forwards into the cab, but the way it cants backwards into the load area slightly obstructs the side door aperture.

Six cargo tie-down points are fitted but a handful of sound-deadening panels represent the only defence against dents and dings incurred during loading and unloading. Buyers would be well-advised to have a ply lining kit fitted to provide proper protection.

Maximum load length is 1,620mm. Maximum width is 1,488mm narrowing to 1,012mm between the wheel boxes while maximum height is 1,244mm. Maximum loading height is 547mm. The rear door aperture is 1,100mm high and 1,103mm wide. The dimensions for the side door aperture are 1,044mm and 453mm respectively.

An ultra-bright LED load area light for an extra £40 made sure that we could see what we were doing after dark.

With a gross weight of 1,795kg our test van could shoulder a gross payload of 660kg and tow a trailer with an all-up weight of 500kg.

So what’s it like to drive? If you want a compact, lively load lugger that is more than capable of coping with the cut-and-thrust of big-city traffic then look no further.

Transit Courier offers brisk acceleration and a slick gearshift means the driver can make the most of the performance that is on offer. To those plus-points can be added an impressive degree of manoeuvrability and sharp and predictable handling.

On the downside, wind noise and road roar can be intrusive, and engine noise can become irritating after a while if the van is allowed to idle. The ride can be a bit choppy too though no worse than that of light commercials of similar size.

CO₂ emissions are set at 105g/km and Ford quotes a combined fuel consumption figure of 70.6mpg. Our demonstrator wasn’t quite as frugal as that but we averaged upwards of 60mpg, by no means a bad figure for a brand-new van.

Regenerative braking is included in the deal, which helps keep diesel usage and CO₂ output down, but Auto Start Stop is a cost option

Transit Courier is covered by a three-year/100,000-mile warranty including roadside assistance in the first year plus a 12-year anti-perforation corrosion warranty.Service intervals are set at one year/20,000 miles. Insurance group is 3E.

A 95hp 1.6-litre TDCi Transit Courier in Trend trim will cost £12,445. Add on all the extras fitted to our vehicle and the total comes to £13,635.

Verdict?

A well-thought-out, well-put-together little package that’s well worthy of further investigation.
A mong the first targets for Government austerity measures have been services that can be trimmed back, and grounds care, highway and verge maintenance have slotted neatly into that category.

Unfortunately the affect of cutbacks impacts on a vital service that plays a major role in the safety and maintenance of road networks. It isn’t just potholes and resurfacing that road users need for safety and the free flow of traffic, it’s line-of-sight of road signs and junctions, stability of pavements, and the vital effect that root structures have on the stability of verges and embankments.

On one level, highway verges and embankments play a visual role. Driving is safer if the view from the driving seat is interesting and the black tarmac of the road is contrasted with vegetation, including grass, shrubs and trees. But there are several other reasons why vegetation must be protected, nurtured and maintained. Natural drainage is more effective in the long term than the built environment can offer: trees and shrubs extract massive amounts of water that would otherwise flow over the roads surface, and the root systems of most grasses ensures the water seeps through rather than over the ground. There is also the vitally important security and integrity of embankments, where well-rooted trees and shrubs stop slippage and protect the road surface.

For nature to play its part, natural vegetation must be looked after and encouraged. This is where the manufacturers of vehicles and their attachments, grass cutting machines, and hedge trimmers have developed solutions that provide a safe working environment as well as easy and efficient operation.

At Avant Tecno, a Finnish company with a strong UK presence, Managing Director Raimo Ala-Korpi, believes that the way forward is versatility. ‘Our range covers several areas of operation. We can provide a machine that is ideal for ground care, but is also just as effective, using a different attachment, in for example, the construction industry.

Increasing productivity

‘We have found that there is growing demand for our range of smaller equipment. That may be because customers are ‘doing it themselves’ rather than employing large contractors and they do not need large vehicles. It may also be that with the versatility of attachments that we can offer, customers and operators are getting the most productivity out of their chosen machine.

‘Growing demand by the grounds care and landscaping industries is a major driver in our policy of constantly improving the current range as well as developing new attachments. In 2015 we will be launching several new attachments, beginning with a newly designed lawnmower series.’

Avant Tecno has this year launched its largest compact tool carrier with the 760i machine, which is more than three metres long and nearly 1.5 metres wide. The new Kohler KDI engine delivers 57bHP at 2,200 rpm, but meets the emissions restrictions of Tier 4 Final, without the need for a diesel particulate filter or diesel exhaust fluid.

Compared with Avant’s previous range topping 750, the new model offers 20% more engine power, 40% more torque and 20% lower fuel consumption.

The 760i’s hydrostatic transmission offers a maximum travel speed of 30 km/h, and it has high stability, even at maximum speed, as a result of larger and wider tyres that also minimise damage to surfaces. The auxiliary hydraulic system can supply oil flow of up to 80 l/min for powering a huge range of available attachments.

Local authorities and their contractors demand more efficiency and productivity from their grounds care equipment – and long life reliability and ease-of-maintenance are also factored into the procurement process, reports Tony Richards.
Whilst versatility of machinery and equipment is central to the needs of all sorts, shapes and sizes of customer, it is also increasingly beneficial to offer a wide range of different products for different tasks. It helps if the supplier can also, like Avant Tecno and Farol, offer specialist help, maintenance, servicing and parts.

'The market for groundscare is cyclical and it is dependent upon the suppliers and manufacturers to ensure that they have the right products and back-up service to meet customers’ needs,’ says Guy Champion at Farol.

Wide range of products

Farol is a family-owned business that since its foundation less than 40 years ago has invested heavily in equipment for a wide range of industries, including local authorities and contractors. By the end of next year a 30,000 square foot building at the headquarters in Oxfordshire will house the workshops — a division that is already operating in the new building — a large showroom, offices and a vast parts store. This is in addition to the services offered by branches in Northamptonshire, Berkshire, Leicestershire and West Sussex.

‘We are succeeding because we are able to offer such a wide range of products to several industries. It means we can provide a small ride-on grass mower or a large agricultural tractor with a range of hedge trimmers, mowing attachments and even foragers. It’s a one-stop-shop that also includes service, parts and tyres.

Fast payback

‘We are still dealing with local authorities and, when the combination of budget holder and hands-on operator is right, we can develop excellent long term relationships. The difficulty only arises where the budget holder cannot see the advantages of highly productive equipment that does the job efficiently and effectively, and the actual operator is unable to communicate this. In most cases we find that local authorities have become very professional in the way they procure equipment and that means we can establish a good relationship,’ Guy adds.

Coping with rough terrain

Farol operates franchises for many of the leading manufacturers of groundscare products, including John Deere, one of the world’s largest, Bomford Turner, and Manitou, and as such is able to meet the detailed demands of customers of all sizes. The product range includes mowers for rough terrains, steep slopes, large area mowers, high manoeuvrable equipment for working in tight areas and where there is restricted access, cut and collect machines, pedestrian operated and ride on equipment.

The company has grown and developed because of a long-term view of the market. In the short term, local authorities may be suffering from restricted capital budgets, but grass will still grow, so Farol is able to offer the same levels of product service to private contractors, and even one-man operators, as well as large councils.

The emphasis has switched to practical as well as financial reasons firmly behind using the right equipment for the designated task. Whereas long life product reliability and effective maintenance of machines that necessarily work in reasonably harsh environments in all weather remains paramount, operators must see a tangible return on their investment. Local authorities must justify any capital spending and contractors will not buy unless they are absolutely convinced that the machinery will pay for itself and generate a handsome profit.

The ball, as they say, is in the hands of the designers and engineers who are developing groundscare products for the future as well as the present.
No matter how good their driving skills, no matter how experienced they are behind the wheel of a refuse collection vehicle, if drivers don’t know the route they are following they are more likely to make mistakes.

That can mean missing collections, not knowing the precise location of the bins and getting lost. And from an operator’s perspective it means disrupted schedules, inefficiency, contract defaults, customer complaints and additional costs.

With these issues in mind waste management technology providers c-trace set out to deliver a quick and cost-effective solution for waste fleet operators. ‘FollowMe is an easy-to-use navigation system that accompanies drivers on their rounds, helping them through each step of any route with spoken instructions, clear maps and any number of simple audible and visible messages,’ said Ian Martin, UK Sales Director for C-Trace.

It provides a guide to all aspects of a collection round from which side of the road the bins are on to more specific warnings such as: ‘Beware of the dog at No 42’.

The information is recorded by simply driving the rounds in a truck or car with the c-trace software on a smartphone or tablet, which records the route through a GPS system and invites you to add details at appropriate locations. The route records are referenced and stored.

The information itself is then delivered to drivers through a fixed cab installation or via a mobile platform – either an android smartphone or tablet. Many rounds can be stored – even special catch up round plans after holidays.

So on any day, a new driver can get into the cab, select the correct round and drive away. A further option for vehicles with the fixed installation even enables rounds to be planned entirely in the office on ‘c-ware’ and transmitted to a vehicle’s computer while it is on the road.

The system performs equally well in town or country – here it can even guide drivers along un-adopted roads and even farm tracks leading to isolated properties.

Ian Martin said: ‘We developed the system in response to a number of enquiries we had from operators seeking a solution to the challenges their temporary drivers face. ‘It was relatively straight forward for us – it just meant taking the data our systems were already collecting and giving it another purpose. It may be providing a new service to customers, but this is based on the tried-and-tested modular software use by c-trace customers day-in day-out.

‘The beauty of FollowMe lies in its simplicity. The clear navigation shows both sides of the road and allows messages to be simply produced and delivered showing exactly where to collect from.

‘If the driver goes to the tip or off-route for any other reason the navigation system will guide them back to the point where the round was interrupted. So if the driver has to go a different way because of road works they will be shown where the original route is and once they get back to it they will be shown how to continue.

‘Sometimes addresses do not appear on digital maps – we are all familiar with the shortcomings of sat nav systems – but with this software operators can record advice on how to find a ‘missing address’ as well as what to do when you get there.’

There are two types of FollowMe system; the fixed installation with Windows7 on-board touch screen computer is intended for communication with the office and is also able to operate other c-trace systems fitted to a vehicle.

It is able to store the ‘master routes’ planned and produced in the office on c-ware, and it can also use rounds already stored in c-ware from id or weighing records. The routes are sent to the vehicle by GPRS, either while it is...
telematics

out on round or before it embark. Routes can be altered and updated in the office.

It also has functions beyond FollowMe so it can act as the interface with a weighing system or identification system. And it can register and evaluate truck performance data via the FMS system from the chassis. The system interrogates the fleet management data (FMS) via J1939, which is the standard set of chassis signals used to produce telematics data on vehicle performance.

The fixed installation can also interface with the c-fleet order management system which communicates continuously with a web server via a mobile network. This system takes the user to an exact location for the bin collections. The order management system can also communicate with a customer’s ERP system and data from this can be sent directly to the vehicle at any time during the working day.

The system will optimise the route so that bins are emptied in the most efficient order. The driver is directed to each site by the navigation system and updates the order status via the touch screen.

The data exchange is completed via GPRS and back in the office the job can be invoiced.

‘Training can be carried out via a ’Team viewer’ system where the trainer is based in the office training the driver in the truck to help with familiarisation of the in-cab product.

‘The in cab computer itself has a Windows7 operating system and is securely linked to make it part of the network so that maintenance and updates are simple, explained Ian Martin.

This is a flexible device that records and displays the route on a mobile device. The routes are not sent to or from the office. The app is a new development for a fully mobile rugged Android tablet or an Android smart phone.

It has been designed to be easily recorded in the cabin. The tablet computer is touch screen and portable because not every truck needs its own tablet, but the system also comes with a cradle for easy use.

The tablet also supports all the other c-ware apps, such as a bin survey and inventory for asset management, or the latest order management mobile app.

They are able to work alongside the installed FollowMe app.

Order management on a mobile app can deal with real-time order processing and take ad-hoc orders from the office when they arise. The system gives the driver the full work schedule and produces real-time order status throughout the day.

The mobile device camera is also used to give a picture report and can be really useful to report on problems with the round. Order management is also supported by the routing module and navigates the user to the sites to complete the work.

Ian Martin said: ‘The mobile platform is really flexible and even while c-ware is loaded it can still be used for a variety of other tasks. The mobile device option for FollowMe undoubtedly represents exceptionally good value for money.

‘And the system itself is eminently transposable. We have developed it in response to requests from operators to help their agency drivers, but the same system could also be used for winter or summer street cleansing operations and a whole variety of other services. Its beauty lies in its simplicity.’

WE ARE HELPING LOCAL AUTHORITIES TO IMPLEMENT A ZERO WASTE STRATEGY FOR FUEL USAGE

Lewes District Council has implemented a web-based fuel management service to help improve the efficiency of its fleet of refuse wagons and utility vehicles. The new Merridale system, now installed at the Newhaven transport depot, is backed up by an automatic stock control and fuel usage reporting service, provided by MIS Fuel Monitoring of Wolverhampton.

“We have replaced manual records with Merridale FuelWorks, an electronic monitoring system that records fuel usage automatically and provides us current stock status and usage reports, as and whenever they are required. It’s a computer system but with none of the hassle.”

Kevin Mansell, Transport Manager, Lewes District Council

For other fuel management success stories, visit: www.fuelmanagement.co.uk

MERRIDALE Fuel Management One Solution

FUEL MONITORING SYSTEMS | FUEL PUMPS | FUEL TANKS | TANK GAUGES | MANAGEMENT SOFTWARE

call 01902 350700 email sales@merridale.co.uk visit www.merridale.co.uk

December 2014 LAPV 39
Mobile phones – essential business tool or hazard?

Elias Fattal, MD at Romexworld, discusses mobile phone technology and how developments in this field have impacted a company’s ability to comply with current Health and Safety legislation.

Mobile phone technology has advanced so far in recent years that we now have the whole world at our fingertips accessed via our phones. A car is considered an extended office, workers use this time to make and receive calls and people have begun to get used to the idea of being accessible 24/7. We have all embraced this development and it has certainly increased productivity in many areas. However it is now shown to be putting workers at risk. No matter what profession, these days a mobile phone will be considered a tool of the trade.

Smart phones now enable us to send and receive emails, so clients can always get in touch, texting too. Those running social media marketing campaigns are no longer confined to the office, it can all be done on the move. All appointment scheduling, job completion and job sign off can be done from a hand-held phone. There is no need to return to the offices. Many workers now use their phones for photography – for example when collecting rental cars, they can record damage and send it straight through to the office.

Additionally, workers can use their phones for mileage validation, record time spent at premises, manage their expenses, as a lone worker-monitoring tool and in turn validate their efficiency. So realistically, workers can now manage their entire working lives from their vehicle.

The Health and Safety at Work Act (1974) requires employers to ensure, so far as is reasonably practicable, the health and safety of all employees while at work. This establishes the Duty of Care employers have to their employees that, according to ACAS, means employers ‘should take all steps which are reasonably possible to ensure their health, safety and wellbeing.’

In practical terms, this means identifying, assessing and managing risks to employees in the workplace, and to other people (the general public) who may be affected by their work activities. A failure to manage these risks exposes the organisation to prosecution. Taking the worst case where there is a fatal accident, this can result in prosecution for Corporate Manslaughter which can lead to a fine of up to £10,000,000 and severe reputational risk from a Publicity Order requiring the company to advise all stakeholders, including customers, suppliers and shareholders, of their failings.

Ongoing prosecutions

Whilst there have only been three prosecutions under this Act since it came in to effect the number of cases is increasing dramatically. Research conducted by law firm Pinsent Masons shows that ‘in total 141 cases have been opened since 2009, with 56 prosecutions currently ongoing’ (http://www.workplacelaw.net/content/45883). And the number of cases in 2012 is 40% higher than in 2011.

However, what many employers do not recognise (or fail to address) is the fact that ‘the workplace’ is not limited to company premises. Not only does it include the places where employees have to go in order to work (for example a customer’s premises) but also the vehicle they use to get there. In their publication ‘Driving at Work’ (available at www.hse.gov.uk/pubns/indg382.pdf) the Health and Safety Executive (HSE) notes ‘Health and Safety law applies to

Top: Elias Fattal is MD of Romexworld.
on-the-road work activities as to all work activities, and the risks should be effectively managed within a health and safety management system.

Whilst the user is not physically distracted by having to handle and hold the phone, their mind is just as distracted — this is now known as ‘cognitive Distraction’. It is recognised that whilst the mobile phone or tablet is a normal and essential part of everyday business use, it still presents the biggest danger to employees during the course of their working day.

Blind spot
For many organisations this is a real blind spot despite the fact that the most likely cause of a fatality at work is driving on business. RoSPA, the Royal Society for the Prevention of Accidents, notes that ‘Driving is the most dangerous work activity that people do. Research indicates that about 20 people are killed and 250 are seriously injured every week in crashes involving someone who was driving, riding or otherwise using the road for work purposes’. For those organisations where the majority of employees drive on business this is a major risk. Indeed, it is only the handful of companies in the UK with no employees who (ever) drive on business that do not face this risk every day.

It is in ‘Driving at Work’ (INDG 382) that the HSE outlines the risks that need to be managed in order to address the health and safety of employees who drive on business. This HSE publication requires that employers ‘…collect sufficient information to allow you to make informed decisions… and monitor and review your assessment to ensure risks to those who drive, and others, are suitably controlled.’

Where this relates to documents or information that are only needed or updated annually, including checks on drivers’ licenses, eyesight tests, MOT certifications, service records and insurance policies, this is quite straightforward.

However, in relation to the journeys that employees make, how they drive and how to manage key risks including speeding, fatigue and distractions, compliance becomes far more challenging and costly — in particular if manual record keeping is employed.

As a result, some companies have chosen to implement in-vehicle ‘Black Box’ telematics into company-owned vehicles (generally just HGVs and LCVs) to help them manage journey records and speeding. However, this technology falls short in helping manage driver fatigue relating to the hours an employee has worked. Vehicle-centric systems cannot monitor an employee whilst they are not in the vehicle. These systems are also not able to manage the

It is recognised that whilst the mobile phone or tablet is a normal and essential part of everyday business use, it still presents the biggest danger to employees during the course of their working day.
distraction from using a mobile phone whilst driving. Vehicle telematics ignores company car drivers and those employees who use their own vehicle for work (AKA the grey fleet) who may well make up the majority of the employees who drive on business for the organisation. Therefore a large percentage of a companies’ workforce is not protected from risk.

For example, research by Brake, the road safety charity, found that even among the safety conscious community of companies that subscribe to the charity, ‘nearly one in three (32%) report that their policies on vehicle checks and maintenance do not extend to grey fleet vehicles’ – see ‘Managing The Grey Fleet – Guidance For Fleet Managers’. But as noted by the Department for Transport, ‘The law is clear… the grey fleet needs to be managed as diligently as company-owned vehicles.’

Policy for road safety

In other words, in-vehicle telematics cannot provide an answer to the question, ‘How do I make the company’s policy on work related road safety a reality for all our employees?’.

Making policy a reality is particularly true about the use of mobile phones whilst driving. Following the recommendations of bodies such as RoSPA and Brake, most companies now have a policy that mobile phones should not be used whilst driving. But without the means to check this easily, they assume the policy is being followed. However, the latest Department for Transport roadside observations taken in 2012 show that 3% of car drivers and 5% of van and HGV drivers are on the phone at any one time during the day on weekdays. With these percentages reducing in the evenings and at weekends, it is clear this is related to business use – which means employees are not adhering to company policy.

Managing health and safety does not end when the employee gets to where they are going – in particular if the employee is a lone worker. These risks are outlined in the HSE publication, ‘Working Alone (INDG73), which is available at www.hse.gov.uk/pubns/indg73.pdf. In this case the employer has to ensure they are protected when they get there, covering both ‘trips and falls’ and deliberate attacks. It is a startling statistic that more than 150 lone workers in the UK are attacked every day.

In INDG73 the HSE notes that employers should put in place procedures to monitor lone workers to ensure that they have returned to their base or home once their task is completed. Again, in-vehicle telematics fall short of the requirement as it cannot monitor an employee when they are away from their vehicle and cannot help at all when an employee uses public transport or travels on foot.

Track and monitor

The simple solution to these complex demands is to track and monitor the employee using an application on a GPS enabled mobile phone. With no limitation on which vehicle an employee uses, or whether they use public transport or even travel on foot, this single hardware option is the simplest and most cost effective solution to managing the demands of compliance with current Health and Safety legislation and monitoring where employees are and where they have been every minute of the working day, and both how far and how fast they have travelled.

So whilst it appears that technology has created a problem, it has in fact also delivered a solution. The Romex Mobile Employee Management Solution (MEMS) is a ‘one-stop-shop’ addressing operational efficiency, enabling compliance with Health and Safety Regulations and through active features cut costs, all through the use of existing smart phones.

Businesses utilising this application will be safe in the knowledge that they are not putting their employees at risk and that they are able to validate business mileage as well as the number of hours worked.

The software is able to locate the best placed person for a job at any given time whether they are in vehicle, on foot or using public transport, giving management total visibility. The efficiency this module provides pays for both the Driver distraction prevention and as the other Health and Safety modules for speeding and driver fatigue that have been incorporated within the Romex MEMS.
SAVE THE DATE

WINTER MAINTENANCE 2015 | SURVEYOR EVENTS

2ND ANNUAL SCOTTISH WINTER MAINTENANCE CONFERENCE & EXHIBITION

30TH APRIL 2015
AIRT CASTLE, SCOTLAND
WWW.COLDCOMFORTSCOTLAND.SURVEYOREVENTS.COM

24TH ANNUAL WINTER MAINTENANCE CONFERENCE AND EXHIBITION

19TH - 20TH MAY 2015
STONELEIGH PARK, WARWICKSHIRE
WWW.COLDCOMFORT.SURVEYOREVENTS.COM
Prepared & ready to go

To find out more about how Whole Vehicle Type Approval will affect you, visit www.dennis-eagle.co.uk