

NFDA TRUCK AND VAN UPDATE

September 2018



No MOT required on vehicles in the Isles of Scilly, Cornwall but they don't have a Traffic Commissioner either. (taken August 2018)

Dear Colleague,

This month saw Light Commercial Vehicle (LCV) registrations up to 3.5 tonnes grow 5% in August indicating that business confidence is returning to the market. Factors such as road tax changes or the recently introduced Worldwide Harmonised Light Vehicle Test Procedure (WLTP) is not due to affect commercial vehicles to any great extent as the majority of CV as WLTP changes start from September 2019. Therefore, we anticipate that September vans sales will continue at the same growth levels. See this month's news for a full breakdown of figures.

Despite Brexit, vans of 2.5 tonnes-plus may still have to comply with proposed new EU rules on O Licensing, especially when deliveries take them across the border. Vans could come within the scope of operators' licensing (O-licensing), however, only certain types of operation would be affected, i.e. hire or reward business. The number of UK-based light commercials likely to be affected is comparatively small but this could have an impact on the cross-border traffic between Northern Ireland and the Republic. Read more below.

NFDA is your trade association: we are here to help and advise you on regulatory and operational issues that affect your business. If there are issues that we have not covered or you have concerns about, please do contact us on the NFDA helpline 01788 538303.

Steve Latham
Head of NFDA Truck & Van Division
Mob: 07515 975 157
Email: stephen.latham@rmif.co.uk

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AUGUST DRIVES VAN SALES UP 5%

It was encouraging to see that UK light commercial vehicle sales were up 5% in August, indicating that business confidence is returning to the market as the SMMT's light commercial vehicle registration figures show.

The most significant growth came from the 2.5 – 3.5t sector which represents 67% of light commercials registered. This particular sector of vans are used primarily by professional operators for transport and delivery needs, showing confidence in the domestic home-delivery and the service sectors.

Lighter vans and mid-size vans 2.0 -2.5t suffered a surprising decline of -29.7%, and some of this shortfall in August could be down to buyers opting for heavier vans to optimise load capacity. Year-to-date the sector is down -3.9%.

As in previous months, pick-ups - particularly the double-cabs that nearly every manufacturer offers as a derivative, has shown continuous growth and was up 21.4% in August. Many of these vehicles are often bought by self-employed people as a cross-over vehicle that is a tax efficient way of having a passenger carrying commercial vehicle that can be used for both business and domestic use.

It is worth noting that Ford is now able to fulfil orders for the new revised Transit Custom, and Mercedes has also introduced their new Sprinter range which has helped the August market grow. These two brand models sold higher volumes than any of their competitors.

Factors such as road tax changes or the introduced Worldwide Harmonised Light Vehicle Test Procedure (WLTP) emission standards for cars is not due to affect commercial vehicles of mid-size or large vehicles until September 2019. It is anticipated that September vans sales will continue at the same levels of growth.

VAN USERS MAY NEED O-LICENCES IF EU CHANGES ITS RULES

Despite Brexit, vans of 2.5 tonnes-plus may still have to comply with EU rules, especially when deliveries take them across the border.

Vans could come within the scope of operators' licensing (O-licensing) thanks to legislative changes under discussion in Europe; but only certain types of operation would be affected.

It stems from a European Commission proposal to amend two sets of regulations – EC 1071/2009 and EC 1072/2009 – as part of what it refers to as the Mobility Package.

Assuming the proposal goes through, this means that businesses operating vans grossing at 2.5 tonnes and above on international hire and reward work will have to hold an O-licence and comply with its requirements.

That would, among other things, include the installation of a tachograph and obeying the Drivers Hours rules.

On the face of it, the number of UK-based light commercials likely to be affected is comparatively small. Where it could have an impact, though, is on cross-border traffic between Northern Ireland and the Republic.

“It’s come about as the consequence of hauliers in Western Europe becoming increasingly annoyed by operators from Eastern Europe trying to compete with them with vehicles that, in theory, are 3.5 tonners but, in practice, may be running at a rather higher weight,” says James Firth, head of road freight regulation policy at the Freight Transport Association (FTA).

If the regulatory change does come into force then it may not be until after the UK’s planned departure from the European Union next March.

British operators could still be affected after that date, however, because, should they cross into EU territory, European enforcement officials may require them to show evidence that they are O-licence holders.

“Those officials may, of course, then find themselves having to determine whether the goods in the back of a van belong to the van’s owner or are being transported on behalf of a third party,” Firth says.

“While they are sifting through the paperwork, they will not be doing what they should really be doing, which is checking the vehicle’s roadworthiness and weighing it to ensure that it is not over-loaded.”

Regardless of the EC’s proposal, there is an argument in favour of extending the O-licence regime within the UK down to three tonnes in order to encompass light commercials grossing at from three to 3.5 tonnes and subject to Class 7 MOT tests.

ADDITIONAL DANGEROUS GOODS YOU CAN TAKE TO ‘AMBER’ ATFs



From Saturday 1 September, you'll be able to take heavy goods vehicles laden with compressed hydrogen and liquefied argon for ADR testing at amber ATFs. This will be subject to satisfying product specific health and safety conditions.

Amber ATFs will only be able to accept 1049 compressed hydrogen if:

- the presenter has correctly completed a revised VTG15 form
- all cylinders have been isolated and all pipework has been depressurised prior to inspection

- system pressure is reduced to a maximum of 40 bar prior to inspection
- the vehicle is leak tested within 24 hours of the test and is certified leak free on the VTG15 form
- the presenter provides a hydrogen detection monitor for the examiner to wear during the examination

Amber ATFs will only be able to accept 1951 liquefied argon if the presenter provides an oxygen deprivation monitor for the examiner to wear during the examination.

THE NEW HEAVY VEHICLE TEST – SETTING IN AND MOVING ON



The major changes that were introduced to the heavy vehicle test on 20 May went smoothly. DVSA would like to thank everyone who made it possible.

Although it's early days, there are some trends DVSA has picked up.

What the test tells us

The data on the new test suggests that, with the exception of emissions, there's been little impact on test failure rates. This is in line with what they expected.

It's resulted in emissions entering the top 10 defects for both HGVs and PSVs and accounts for around 1% of test failures.

We're only a couple of months into the new test but DVSA hopes to see failures for emissions go down over a full year as operators become more familiar with changes to the test.

The increase in the emissions fail rate has happened because they have added several new or amended elements to this area of testing including:

- using manufacturers' plate limits for smoke testing
- using a stricter default limit for Euro 6 vehicles
- checking for smoke coming from a DPF-equipped vehicle
- checking if emissions control equipment is missing, modified or showing signs of tampering
- checking if the engine MIL is operating correctly

DVSA will continue to identify trends on test failures and prohibition issues over the next few months.

Previously exempt vehicles

If you're taking advantage of the phased approach for vehicles that are no longer exempt, make sure you apply in good time for a plating certificate.

You'll need to do this before you get a test. Without a test certificate you won't be able to tax the vehicle next time it's due.

Don't forget that if you're using a fast tractor, any trailer, or a volumetric concrete mixer on the road, you should already have had it tested.

More information on previously exempt vehicles now needing testing.

Diesel smoke testing

Authorised Testing Facilities (ATFs) should have had their diesel smoke meter replaced, updated to the new smoke testing limits or new software installed by September. If not, DVSA may suspend their ability to test.

ATFs can let DVSA know if they're still experiencing problems with their suppliers by sending an email to vtr@dvsa.gov.uk.

Changes to test certificates

As an operator, if you've had a test carried out on any of your vehicles since Saturday 14 July, you'll have seen that the test certificates are now printed on plain paper. This brings the certificates in line with those for the car MOT.

Trailer operators will also notice that there's no longer a trailer disc. Instead, you can now find details of test history for lorries, buses and trailers on the [check MOT history service](#).

DVSA has also extended the [MOT reminder service to cover heavy vehicles](#).

The future

As well as continuing to refine manuals and standards, DVSA will be taking a look at new technology and the testing of electronic systems to make testing faster and more effective.

DVSA is currently working on a digital transformation programme for heavy vehicle testing. This programme aims to transform how DVSA's frontline staff work at ATFs by enabling them to capture test information in real-time.

It'll also make it easier for customers to do business with DVSA as they will be able to access everything they need through a single online service.

As always, if you have any feedback or comments, please let them know. It would be good to know how you have found the changes to the test.

They will continue to monitor feedback and provide clarification on any points that may come up in the future.

Read the blog online: <https://bit.ly/2x9Hyf0>

MOT SPECIAL NOTICE 10-18: ELECTRIC GOODS VEHICLES EXEMPTIONS

From Saturday 1 September 2018, electric goods vehicles with a design gross weight (DGW) not exceeding 3500kg and which were first used on or after 1 March 2015, will no longer be exempt from test.



As a result, you may start to get customers presenting this type of vehicle for test. You should carry out the MOT test on these vehicles as normal.

MAN BEGINS ELECTRIC TRUCK TRIALS

Truck manufacturer, MAN, is to begin trials of its new all-electric eTGM model this autumn. The 26-tonne rigid, which will be one of the primary exhibits on the company's stand at the IAA Hannover Commercial Vehicle Show next month, will commence trials with nine companies in October.

All nine of the operators will be based in Austria, chosen for its huge variety of road types and topography.



The 26-tonne trucks have batteries mounted under the cab and on the chassis, giving them a maximum range of 180km, or 118 miles. Power comes from a 264kW electric motor, generating 3,100Nm of torque.

Each of the trial vehicles will have a different type of duty and a different body, with applications ranging from a refuse collection vehicle to a 4x2 tractor unit, as well as a refrigerated box body, a detachable container body and a standard curtain side. They will be evaluated in real world conditions and data will be collected to help MAN monitor their performance and suitability for series production.

SEARCH IS ON FOR THE OLDEST DAF TRUCK STILL IN SERVICE

DAF Trucks is searching for its oldest truck still in transport operation. The Dutch manufacturer wants to hear stories about DAF vehicles that have survived the decades, with the search focusing on typical DAF vehicles from the early-90s, 80s and 70s or even earlier.



1962 2600 EUROTRAILER

It comes as DAF Trucks celebrates its 90th anniversary this year. The company initially focused on the construction of lightweight semi-trailers and commenced truck production in 1949.

DAF often receives images from operators and drivers from around the world proudly showing trucks that left the production line many decades ago and are still in daily use. This has triggered DAF Trucks' interest: *what is the oldest DAF truck still in operation and where is it?*

DAF owners and operators are invited to share images, videos and stories on the DAF Trucks Facebook page. At the end of November, the oldest in-service DAF truck will be announced.



JOHN TARRENT AND HIS DAF 2100 FROM 1984

Irishman John Tarrent has already shared his classic DAF 2100 from 1984 on the company's Facebook page. The vehicle is still working hard today.

Mr Tarrent said, "She has 34 years of work done, never let us down and she always comes back to base, whether it's night or day."



1964 50,000TH TRUCK

If any of our Truck members have issues relating to the Group Action they should seek guidance from their franchised manufacturer and also can seek advice and guidance from the **NFDA helpline on 01788 538 303.**