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Welcome

As we move into autumn of what – for some – has seemed like the longest year of their lives, there is still an air of uncertainty caused by the continued presence of Covid-19. At the time of writing, various parts of the country have been locked down, meetings of more than six people are not allowed and curfews are in place.

But it's not all doom and gloom when it comes to the transport and logistics sector. Hauliers continue to keep the country stocked with supplies – both necessary and more frivolous online purchases. And there has also been positive news in the quest for improving safety and care for vulnerable road users.

Certain trade bodies have come out against the installation of temporary cycle lanes to ease the pressure on a reduced public transport network, citing them as short-term solutions.

Despite the resistance, the rollout has continued regardless and, in many cases, has been hailed a success. Local residents in some areas have complained that 'no-one uses the lanes outside of the school run/rush hours', but one look at the actual evidence – i.e. going out in the middle of the day to see if the lanes are occupied – proves

that is not the case. The welcome 'Indian summer' has helped keep the lanes populated and many users are simply those who feel more confident now they have their own designated space on the road.

The other recent news related to vulnerable road users is the announcement of a delay of the introduction of Transport for London's Direct Vision Standard (DVS). It's an update that few were surprised about, given the impact that the pandemic has had on us all, but it's also a wake-up call for operators. Research undertaken by FORS Associate CameraMatics reveals that a minority of fleet managers are ready for the changes, the enforcement of which is now set to be introduced in March 2021 at the earliest *(more on page 28)*.

Just another plate for operators and drivers to keep spinning!

Enjoy the issue.

Matthew Eisenegger,
Editor



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FORS Tacho Service introduced

A tachograph analysis software designed to help ensure accurate and streamlined driver and vehicle data reporting has been launched by FORS.

FORS Tacho Service features software provided by Transport Data Interchange (TDI), one of the FORS Affinity Partners – a select group of appointed companies offering discounted, FORS-branded products and services specifically for FORS members.

TDI has provided tachograph analysis for more than 30 years and, with its latest generation of software, it says it aims to 'provide the most advanced, modern solution available to transport operators'.

FORS Tacho Service provides dedicated tachograph analysis



software, which is built on TDI's Disc-Check, a Software as a Service (SaaS) solution. The software is hosted securely online and is now available at discounted rates to the extensive FORS membership base. The service can be securely accessed from anywhere and on any device and supports multiple

methods of data transfer, including remote downloads, manufacturer integrations, mobile downloads and 'Disc-Check transfer', which can be installed on any Windows machine.

"Being able to rely on timely, accurate tachograph data – and then being able to interpret and process that data efficiently – is

crucial for operators looking to maintain high professional standards for their fleet," said John Brookes, Director of TDI. "TDI is very much looking forward to assisting FORS members and providing them with the peace of mind that they require."

Paul Wilkes, FORS Business Services Manager, added: "Our members are always looking for new ways to manage their fleets more efficiently, achieve greater levels of professionalism and stay ahead of the curve. We therefore look forward to seeing our members benefitting from the software expertise and the advanced functionality that the FORS Tacho Service package has to offer."

● See the TDI advertisement on page 9 for details about offers for FORS members

Walkaround check worry

A survey has revealed that a large number of HGV drivers

do not consistently carry out walkaround checks of their vehicles.

Vehicle and fleet safety specialist CameraMatics surveyed more than 500 drivers

based in the UK and Ireland, with almost 40 per cent (39.3 per cent) of drivers stating that they never do checks, with a further 15.8 per cent saying they rarely complete checks.

Only 29.4 per cent of drivers told CameraMatics they always complete checks, with 15.5 per cent saying they usually do them.

Concerning

Commenting on the results, CameraMatics founder and Director, Simon Murray, said: "It's concerning to hear that over 50 per cent of drivers say they do not carry out regular walkaround checks.

"Daily check walkaround apps like ours significantly improve both safety and compliance.

"They allow fleets to ditch unreliable and inefficient pen and paper systems," he continued.

"As well as giving managers an instant notification of check completion and results, there's also a time and location-stamped record of every check. This can be crucial in the event of enforcement or insurance issues."



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Fleets to get fatigue management assistance

FORS has unveiled a training package designed to help fleet operators better manage driver fatigue.

Time Smart is the latest addition to the FORS Professional Training portfolio and comprises a toolkit

and two interactive learning webinars: Time Smart - Fatigue Management and Time Smart – Drivers' Hours.

The learning package is designed for FORS members who have direct line management responsibilities for driver shift planning, monitoring of fatigue and ensuring compliance with drivers' hours regulations. This includes shift supervisors, transport managers, owner operators and those with line management responsibility.

Available free to all FORS members, the Time Smart fleet manager toolkit provides easily applied practical advice and resources, as well as internal communication materials. It has been designed to help supervisors and managers of all vehicle types adopt industry best practice regarding both fatigue and drivers' hours management. The information will also help FORS operators understand how to meet the requirements for drivers' hours

and driver health at FORS Bronze, the first level of the progressive accreditation.

This online toolkit includes two independent webinars. Once completed, the webinars will equip delegates with a working knowledge of how to manage fatigue and how to embed an effective fatigue management policy. Attendees will understand fatigue-related legislation so that they can ensure they remain legally compliant at all times and mitigate the serious safety risks that fatigue can pose.

Both webinars are six hours long, with each focusing on a specific time management issue.

"The new Time Smart toolkit provides a welcome training solution in a topic not previously covered within the broad FORS Professional portfolio," said FORS Director, John Hix. "Driver safety is crucial for all road transport operators and is a guiding principle that sits at the heart of FORS."

Alcohol alternative for sanitising

Ecofleet Cleaning Solutions has a new range of hygiene and sanitising products. Aimed at the

haulage sector, the DIOSAN-X Range offers alternatives to high alcohol sanitisers in confined environments such as truck cabs.

The World Health Organisation stated that the only material to kill Covid-19 was alcohol at a minimum concentration rate of 65 per cent. However, many organisations set to work to refine existing biocidal chemicals – that had previously been used to combat Influenza and HIV – for use against the C-19 virus. The DIOSAN-X biocidal surface sanitiser is one of those products and has passed independent laboratory testing to BS EN 1276:2019, which is the evaluation of bactericidal activity of chemical disinfectants and antiseptic.



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Cleaner vehicles for First Choice

First Choice Homes Oldham (FCHO) has welcomed 'environmentally friendlier' vans on to its fleet, provided by its vehicle partner Specialist Fleet Services Ltd (SFS).

The first set of new vehicles, which arrived at the housing association headquarters in July, have 'Ad Blue' technology to eliminate 99.9 per cent of particulates. The five-year

contract with SFS comprises the provision and maintenance of approximately 90 vehicles to enable the property and neighbourhood care teams to service more than 11,000 houses across the borough.

The remaining vehicles are due to arrive on the fleet by early 2021.

Safer on the road

Commercial drivers are being more safety conscious than ever, despite facing new challenges on the roads, says fleet video telematics provider and FORS Associate, Lytx. New data derived from the company's UK driving risk database shows that despite increased pressure as a result of the pandemic, risky driving behaviour is still lower than the same period in 2019 – in many cases, by up to 50 per cent.

In the five-week period from June 8 to July 12, more than half (53 per cent) of near incidents were 'unavoidable' – meaning the driver exhibited perfect driving safety behaviour and did nothing to contribute to a near miss.

Damian Penney, Vice President of Lytx Europe, said: "Our data shows that commercial drivers are responding incredibly well to busier roads. We know from conversations with our customers that many fleets have increased their driver coaching during the pandemic and we can see that it has had a positive effect, with best practice behaviour intuitively kicking in when drivers need them most."

"As we continue to 'get back to normal,' it's crucial fleet managers keep utilising data insights to understand what is happening in and out of the cab – and that those all-important conversations between driver and manager are taking place."

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Listen to the voice

Truckfile has introduced technology that uses spoken words, instead of paper or keyboard, to record all updates.

Truckfile Voice allows workshop staff to carry out inspection and repair jobs using a series of 'hands-free, eyes-free' spoken commands. Technicians wear a light, comfortable headset which incorporates a microphone – and simply say what they see as the job proceeds. The equipment then logs their responses. Details are saved and records updated automatically, with no extra time required for inputting.



Volta goes with Bridgestone

Volta Trucks, the Scandinavian start-up full-electric vehicle manufacturer, has announced a tyre partnership with Bridgestone. The agreement covers the first launch vehicle as well as the pilot vehicles that are due to start evaluation with fleet operators in early 2021. Large logistics fleet operators have already signed up to trial the Volta Zero, including DPD Group in the UK and Bring and Posten in Scandinavia, with orders also already being taken for the vehicle in both markets.

Bridgestone has supplied the Volta Zero with its 285/70R19.5 146/144M R-Steer 002 tyre for both front and rear axles. The tyre's steer pattern delivers an optimum performance for high-torque full-electric vehicles and, thanks to its ribbed design tread pattern, the R-Steer tyre also offers significant tyre noise reduction. This is an important attribute for the Volta Zero that is designed predominantly for inner city usage, with its silent full-electric powertrain enabling it to operate in urban areas 24 hours a day, even with the most stringent noise pollution regulations.

Andrea Manenti, Vice President, North Region of Bridgestone, said: "We are proud to partner with Volta Trucks, an exciting new manufacturer of electric vehicles, as their demonstrator fleet of the Volta Zero hits the road for the first time."

● Heavy vehicle electric round-up – p30



Vans and Light Commercials

DVSA reveals that 88.5% of almost 11,000 LCVs stopped at the roadside annually are overloaded

With plans to pull over more LCVs on the roadside and potentially to enforce HGV-like legislation on the LCV market, it's about time you checked your van's laden weights, especially the individual axle weights, as SvTech has discovered many more vans have overloaded rear axles than previously thought. Any overload could invalidate your insurance, and if severe enough, could affect your braking and handling.

SvTech is seeing an increasing amount of van uprates at the moment, especially under 3500kg, where we are uprating from 2800kg to 3000/3200kg and from 3200kg up to 3500kg. This additional 300kg of payload is proving vital for many van owners, as it is very easily to overload these vehicles.

Whilst we uprate 3500kg vans by up to 500kg, there are some issues to take into consideration when going above 3500kg. A van over 3500kg needs a speed limiter fitted and, if carrying goods commercially, the van will need a tachograph to be fitted.

In addition, it means that the van can only be driven by someone who either passed their test before 1997 or by someone with a C1 entitlement on their driving licence.

These factors often make the uprate over 3500kg unviable or impractical for some fleet operators, however if the van is being regularly overloaded, SvTech would recommend uprating. We offer fleet discounts and can advise on the next steps. Please contact us to discuss your fleet needs.

"SvTech can help with uprating your LCV to give you more payload, keeping you safe and legal. Most makes and models are catered for."

Caution

It's important to remember that if a driver doesn't possess the C1 entitlement, and they overload a 3500kg van, in the event of being stopped, it would also be considered as a licence offence, which can hold strict penalties. It's worth weighing the van in an unladen and fully laden state to ascertain your limits.

Fleet discounts are available for uprates on 5 or more vehicles.

Try using the FREE SvTech Load Distribution Analysis (LDA) program to help you stay within your weight limits. www.svtech.co.uk/lda



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Disaster recovery kits

With the advent of the new Direct Vision Standard (DVS), it will take a transition time until HGV cab designs enable the driver to have direct eye contact with an all-round, close-proximity ground view that mitigates virtually all of the truck mirror blind spots.

Until such time, the DVS will require the use of blind-spot cameras and monitors as the preferred Indirect Vision Devices (IVD) to keep vulnerable road users safe.

FORS Associate Lens-Tech has positioned its latest Hi Vue Fresnel lens model as an essential HGV 'Disaster Recovery' kit. It allows an immediate blind-spot fix in seconds and enables the truck to finish its delivery, prior to having the electronic equipment repaired or replaced.

Lens-Tech's self-adhesive Fresnel lens combines light bending properties within a small flat lens, which press-sticks to the passenger side window and immediately affords an 'at a glance' lens view into the close proximity mirror blind spot area.

"Fresnel lenses were introduced by the Department for Transport's VOSA (now DVSA) more than 10 years ago and have a proven statistical record in saving lives by reducing truck mirror blind spots economically and effectively," explained Lens-Tech's CEO Les Haigh.



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Pretenders to the diesel crown

“ Alternatives to diesel are readily available now, from gas-powered trucks to battery electric models ”

DAF offers a range of electric and hybrid trucks

Diesel technology is likely to power long-haul commercial vehicles for some time to come, until suitable alternative fuel vehicle (AFV) power sources such as the hydrogen fuel cell are fully developed.

That said, alternatives to diesel are readily available now, from gas-powered trucks to battery electric models, providing transport operators with a range of choices for operation in low and ultra-low emission zones. Here's a round-up of what truck manufacturers currently have on offer.

DAF Trucks

DAF offers a range of electric and hybrid trucks, while the entire diesel range can be operated without modification on the synthetic diesel fuel HVO (Hydrated Vegetable Oil). The battery electric range consists of the LF Electric from DAF's light truck range and the CF Electric from the company's medium/heavy range.

The 19-tonne gross vehicle weight (GVW) LF Electric's modular battery pack can provide up to 222kWh of energy storage, providing a range of up to 220km (137 miles).

The CF Electric is available as a 4x2 tractor

unit with a gross train weight of 37 tonnes or as a 28-tonne 6x2 rigid, suitable for refuse and recycling applications. It is fitted with a 350kWh lithium-ion battery pack, providing a range of around 220km (137 miles), making it suitable for city applications. Fast charging can provide a top-up in 30 minutes.

The CF Hybrid is also available, providing an electric-only range of 30 to 50km (19-31 miles). The battery pack can be fully-charged in 30 minutes or fast-charged to 80 per cent capacity in just 20 minutes. Diesel power provides a longer distance range.

Iveco

Iveco's AFV strategy is currently based on natural gas powered models. The company is also involved in a joint venture with Nikola to build electric trucks.

The Stralis heavy truck models are available powered by both liquefied natural gas (LNG) and compressed natural gas (CNG). LNG variants are available in 6x2 and 4x2 drive configurations, while the CNG variant is available in 4x2 format. Iveco claims that the Stralis 6x2 LNG is currently the only 6x2 model available in the UK powered completely by natural gas, with no need for diesel and the

AdBlue after-treatment system. Iveco's S-WAY is the basis for the Nikola TRE, the first vehicle to emerge from the joint venture between Nikola and Iveco's parent company CNH Industrial. The model is due for launch towards the end of 2021 and will feature a modular battery system with capacity up to 720kWh, providing a range up to 400km (249 miles). Two and three axle rigid variants with 18 to 26 tonne GVW capacity will be available. A hydrogen fuel cell variant is due to become available by 2023.

MAN

MAN offers an electric variant of the TGM heavy truck, the eTGM as a three-axle rigid model with a steerable and lifting rear axle, powered by a 264kW electric motor. The lithium-ion battery pack manufactured by the VW Group provides a range of up to 200km (124 miles). An energy management system controls auxiliary systems such as the power steering, air compressors and air-conditioning system to minimise power drain.

Mercedes-Benz

Mercedes-Benz launched the eActros in 2018, following the unveiling of a concept vehicle at the IAA Hanover Commercial Vehicle Show in 2016. The vehicle has been involved in trials since, with the intention of launching series production



in 2021. Drive comes from two 126kW electric motors, powered by a lithium-ion battery pack with a capacity of 240kWh, providing a range of around 200km (124 miles). A 150kW charger can re-charge the batteries in around two hours or it can take up to 11 hours from a 20kW charger. The company is also

MAN offers an electric variant of the TGM heavy truck, the eTGM



Mercedes-Benz launched the eActros in 2018

Alternative fuels – heavy trucks

expected to launch the eEconic, an electric variant of the Econic low-entry vehicle in 2022. In the meantime, Econic is also available with a 7.7-litre, 302hp natural gas engine.

Renault Trucks

Renault Trucks offers ZE electric variants of its D and D Wide models, at 16-tonnes and 26-tonnes GVW respectively. Modular battery options are available with the vehicles, providing a range of up to 300km (190 miles) with the largest battery option. Overnight charging for a 300kWh battery from a 32kW charger will take around 12 hours, but rapid charging – using a 150kW charger – can take between one and two hours.

All Renault Trucks' diesel models can be operated on HVO without modification, while all models except T High and Master will operate on Bio-diesel. A 320hp nine-litre CNG engine is also available with the D Wide range in both two-axle 19-tonnes and three-axle 26-tonnes GVW ratings. Gas tanks of 600 litres or 800 litres capacity are available, providing an operating range of up to 400km (249 miles).

Scania

For Scania, options include both natural gas power options and diesel/electric hybrid power. Gas-powered variants of Scania's P-Series, low-

entry L-Series and G-series models are available. Scania's nine-litre five-cylinder engine is available with 280hp, 320hp, or 340hp gas engines and the 13-litre six-cylinder engine is also available, rated at 410hp with natural gas fuelling in the G-Series models.

Scania also offers HVO compatibility for its entire diesel engine range from seven litres to 16 litres, without modification. FAME bio-diesel versions of the nine-litre, 13-litre and 16-litre engines are also available.

The nine-litre five-cylinder diesel is also used to power Scania's diesel/electric hybrid truck range. 280hp, 320hp or 360hp variants of the engine are paired with a 177hp electric motor, powered by a 7.4kWh lithium-ion battery pack, offering a 10km (6.2-mile) electric range. Both hybrid and plug-in hybrid variants are available and the option is offered in the low-entry L-Series range. The plug-in hybrid can be recharged in around 20 minutes.

Volvo Trucks

Launched on 3 September 2020, the Volta Zero is an electric only 16-tonne GVW purpose built urban delivery truck with a low-entry cab.

Exterior body panels and many interior trims are built from flax fibre and biodegradable resin. The modular battery provides between 160 and 200kWh capacity, giving a range of between 150 and 200km (90 and 125 miles).

The truck features a central driving position and is designed to be TfL Direct Vision Standard five-star rated. The vehicle will feature a simple dash panel and a range of advanced driver assistance systems. Operator trials are due to begin in the first half of 2021, with production in the UK expected to begin in 2022.

Volvo Trucks

Volvo Trucks offers a range of LNG gas models and FE and FL electric models. Both FH and FM long haul trucks are available with 13-litre 420hp or 460hp LNG diesel-ignition or bio-methane engines. The engine is based on the Volvo 13-litre diesel engine. Volvo offers a modular range of fuel tanks, providing a maximum range of up to 1,000km (620 miles). Variants include 4x2, 6x2 and 6x4 tractor units or rigid.

The lighter end of the Volvo electric range is covered by the FL electric with a GVW up to 16 tonnes, while the three-axle FE Electric covers the gross weight range to 27 tonnes and is available with day, sleeper and low entry cab options. With a choice of

four or six batteries, the FL Electric offers a range up to 300km (186 miles). Charging takes between one hour and 10.5 hours depending on battery configuration.

The FE Electric features a pair of drive motors powered by four batteries, with charging times varying between one hour and 6.5 hours. Operating range for refuse and light construction operations is up to 120km (75 miles) or 200km (124 miles) for distribution operations.

Renault Trucks offers ZE electric variants of its D and D Wide models



Scania options include both natural gas power options and diesel/electric hybrid power



Volvo Trucks offers a range of both LNG gas models as well as FE and FL electric models

Safe and secure

Theft of – and from – trucks remains a major problem across the UK and Europe, where the perpetrators are well-organised and ruthless. **By Steve Banner**

Not deterred by the coronavirus pandemic, this summer saw thieves steal almost £300,000 worth of cosmetics from a truck in the West Midlands, says the Transported Asset Protection Association (TAPA).

Trucks parked at motorway service areas all over the country were the targets of theft or attempted theft, and 29 curtainsiders had their curtains slashed at a site in Scotland. A further seven were similarly damaged at a depot in East Anglia.

Cutting a truck's curtains is an easy way to gain access to whatever it is transporting. In Germany, thieves stole 14 boxes of bicycles from a truck in North Rhine-Westphalia after using that method of vandalism. Meanwhile, in France, robbers stole a truck and its cargo of smartphones, then set off a fire extinguisher in the cab in a bid to destroy any forensic evidence, TAPA says.

In Apulia, Italy, an armed gang fired shots into the air to stop a truck in order to steal its load, TAPA reports. The driver was struck over the head with a weapon during the attack.

Vulnerable vehicles

'Vehicles are at their most vulnerable when they are parked overnight at unsecured truck parks, lay-bys and motorway service areas,' reports NaVCIS, the UK's National Vehicle Crime Intelligence Service. Thieves may opt to force the rear doors open rather than slash curtains, sometimes while the driver is sleeping in the cab.

'Easily-disposed-of consumer goods such as televisions or clothes are always favourite targets,' according to NaVCIS. They can be big business for organised crime groups while costing the country



millions in terms of the impact on producers, transport companies and consumers.

"When the truck is at rest, the goods it contains are at risk – and thieves will steal pretty much anything that is saleable," says Thorsten Neumann, president and chief executive officer of TAPA EMEA (Europe, the Middle East and Africa).

"They're creating their own companies, setting up their own supply chains and selling the goods they've stolen online.

"In that respect we're in a different world compared to where we were even as little as five years ago," he adds. "Transport companies and their employees have to be aware that there is risk out there. Cargo crime is a 24/7/365 phenomenon.

Parking perils

TAPA is working closely with SNAP Account (www.snapacc.com), a cashless payment system which works with over 220 truck parking sites across Britain and Europe.

SNAP is encouraging parking operators to adopt TAPA's PSR (Parking Security Requirement) standard and 19 had already done so at the time of writing. Six more were in the pipeline.

"When a new location starts working with SNAP we explain the benefits of joining the PSR programme and ask if they would like to gain the accreditation," says SNAP's European network manager, Nick Long. "It is vital to increase security throughout the haulage sector and we illustrate the reasons why.

"Our access and security team are continuing to carry out security health checks and offering specialised advice to any parking locations that would like to join the programme," he adds.

Neumann said: "We greatly appreciate the support we're receiving from SNAP Account. It clearly understands the importance and value of creating more secure truck parking places in our region and is taking proactive action to support the growth of our parking database."

TAPA is also hoping to benefit from SNAP's recently-formed partnership with ELVIS, the European Cargo Federation of International Freight

Forwarders, to extend the number of secure parking areas in Germany.

Top stops

Among well-known UK truck stops listed by SNAP are the Road King locations on the A5 near Cannock in Staffordshire and at Holyhead. Still better known as The Hollies, the former has been operating in one guise or another ever since the 1930s and is believed to be the oldest truck stop in Britain.

Both sites boast truck parks with perimeter fencing, monitoring by CCTV and security patrols.

Listed too is the Red Lion Truckstop at Upper Heyford near Northampton. It too has CCTV and security patrols, with high banks acting as barriers against intruders. It meets the Park Mark standard set out by the British Parking Association (BPA).

"A Park Mark is awarded to parking facilities that pass a rigorous risk assessment conducted

TAPA EMEA now has a database of some 7,200 secure truck parking spaces at 68 sites in 11 countries

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Overnight parking

“Companies should expect to see a spike in cargo crime over the rest of 2020 as thieves get back to business”

by the police and ourselves,’ reports the BPA. “The assessments include management and maintenance of the facility, ensuring that there are appropriate levels of surveillance, lighting, signage and cleanliness.

“These criteria are known to reduce the opportunity for crime and create a safer environment for drivers and their vehicles,” it adds.

One of the most recent recipients of Park Mark is the Welcome Break Corley HGV Park between Junction 3 and 3A on the M6 in Warwickshire.

Early adopters of the scheme saw a dramatic drop in vehicle-related crime of over 80 per cent, says the BPA. “It shows that the initiative really does make a difference,” the association comments.

Digital defiance

Returning to TAPA, it has additionally forged links with Bosch Secure Truck Parking, a digital booking platform for truck parking spaces across Europe. It operates a network of some 50 secure parking locations in Austria, Belgium, France, Germany, Luxembourg and the Netherlands. Bosch operates one of Europe’s largest monitoring centres for cargo theft prevention.

Anybody looking for somewhere secure to park should also consult Truck Parking Europe. It lists sites across Europe and the UK and audits them, looking at the height and type of security fence that surrounds

them, the CCTV systems they use and the lighting that illuminates them at night among other factors.

The awareness that Neumann referred to earlier involves operators designing routes with an eye to combating crime. “Overnight parking place ‘A’ may be a theft hot-spot so don’t let your drivers park there,” he says. “Tell them to go to parking place ‘B’ instead.

“It may never have seen a theft even though it’s only a few minutes away,” he adds. What he is talking about is the careful use of all the available intelligence, and TAPA can help. “We have more than 60,000 incidents listed in our database,” Neumann says.

Any organised crime groups whose illicit trade took a knock during the Covid-19 pandemic will be eager to make up the income they have lost as the crisis abates, warns Neumann. “This is likely to result in much higher risks for the transport and logistics industry, with trucks remaining vulnerable to attack.

“Companies should expect to see a spike in cargo crime over the rest of 2020 as thieves get back to business,” he warns.

While the availability of secure parking is improving, much more needs to be done, Neumann says. “We still have a long way to go to meet the level of demand. The lack of secure parking for commercial vehicles operating in supply chains across EMEA is the biggest single contributor to rising cargo crime.”

Improving security is a never-ending battle against the thieves

Improving security at Road King’s truck stops on the A5 near Cannock in Staffordshire – still referred to as The Hollies – and at Holyhead is a never-ending battle says director, Nick Whatmore.

But it is a battle Road King is willing to engage in.

“That’s because security is vitally important,” he says. “We proved how good ours is and as a consequence many fleets ensure their trucks use our sites.”

Their insurers often insist on it too.

The truck parks at The Hollies and at Holyhead are protected by perimeter fencing, umpteen sophisticated CCTV cameras, and ANPR – Automatic Number Plate Recognition – is used to identify vehicles. Security guards are present at both sites and The Hollies features



a separate special high-security area surrounded by a double fence.

“It has 13 parking bays and they can be pre-booked,” Nick says.

He is now looking at installing a new

system which will pinpoint intruders by homing in on their body heat and movement. Security staff will know precisely where they are and will be able to respond accordingly.



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Tachos and technology

“

Continental has developed sensor-based onboard digital load monitoring technology suitable for trucks and trailers

”

Employing virtual keys means driver changeovers can take place more quickly



Tachographs are about to undergo another major change and become even cleverer than they are now

Set to become compulsory in all newly-registered trucks in the EU from September 2023 – and in all trucks of any age on international work from September 2025 – the next version of the smart digital tachograph will be able to detect any breaches of the cabotage regulations. Other new functions will include the ability to transmit data from onboard weighing systems to the enforcement authorities.

From 2021 hauliers will be obliged to monitor the weights of their trucks far more closely than they do at present. From 2024 onwards any onboard weighing equipment system will have to be +/-5 per cent accurate.

“A lot of countries are enforcing the rules by installing scales in their highways,” says Marcello Lucarelli, head of Continental’s business segment, commercial vehicle fleet services, Europe, the Middle East and Africa. “However, we believe we will be able to offer a better solution via our new DTCO 4.1 smart tachograph.”

Best way forward

Continental is a major producer and supplier of tachographs and related services. Using weight data relayed through tachographs in this way could

lead to lightly-laden trucks attracting reduced road, tunnel and bridge tolls says Continental, because they impose less wear and tear on the highway’s surface than fully-laden vehicles. It could also mean that smart tachographs end up replacing the various different onboard toll boxes mounted on trucks operating around Europe.

Aware of the rising concern over overloading, Continental has developed sensor-based onboard digital load monitoring technology suitable for trucks and trailers with either air or steel suspension. It shows individual axle weights plus the vehicle’s overall weight on the driver’s smartphone or on an in-cab display.

Driver responsibility

Drivers’ smartphones will have a role to play that goes way beyond the ability to display weights if Continental has its way. It suggests that smartphone apps rather than conventional keys could soon be used to unlock cabs and allow the engine to be started. Known as ‘Key as a Service’, the technology is already being used in cars.

It has several benefits so far as truck operators are concerned, says Continental’s sales manager, aftermarket solutions for virtual keys, Franck Bigot.

Employing virtual keys means driver changeovers can take place more quickly. A driver no longer has to wait ages until his or her replacement arrives in order to hand over a set of physical keys.

Tying the virtual key to the operator’s IT system enables it to be controlled centrally and its use monitored. Allocate a virtual master key to a depot manager, and vehicles can be shunted around the yard far more easily.

Using virtual keys allows rental trucks to be picked up outside the opening hours of the truck hire fleet’s local branch.

Repair revolution

Turning to service and repair, such keys can be transferred to smartphones used by workshop technicians without the need for the driver to be disturbed. That makes life far easier for all involved if the work is being carried out overnight.

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LEFT: Electra eRCVs are conversions based on Mercedes-Benz Econic platforms

Clean and green

A shift to electric power makes a lot of economic and environmental sense for some refuse vehicle fleets.

Steve Banner talks to some of the operators who have taken the plunge

A recent trend has seen refuse collection vehicle (RCV) fleets switch away from diesel to battery-electric technology as pressure to cut exhaust emissions in urban areas grows.

One of those operators is Biffa, which has acquired 27 battery-powered RCVs from Blackburn-based Electra Commercial Vehicles for use on a waste management contract it has with Manchester City Council. Those trucks will replace almost half the bin wagons deployed on the council's behalf and are set to remain in service for 10 years.

Fitted with Geesinknorba bodies and Terberg Matec split bin lifts, the eRCVs are all conversions based on Mercedes-Benz Econic platforms.

Replacing diesels that have reached the end of their lives with the fleet, the new units will save around 900 tonnes of CO₂ emissions annually, says Electra.

The order follows an 18-month trial of an Electra bin wagon in the city. "It proved that a fully-electric vehicle can do the same job as its diesel equivalent, with no compromise so far as payload

and operational capability are concerned and with the benefit of zero tailpipe emissions," says Electra chairman, Sid Sadique.

Further south, City of London Corporation has decided to put seven 26-tonne Electra eRCVs equipped with Geesinknorba bodies into service, this time based on Dennis Eagle Elite platforms. Carried out in conjunction with Veolia, the move makes it the first UK council to operate an all-electric RCV fleet.

Other local authorities that have either gone electric to a greater or lesser extent, or are planning to do so, include Sheffield City Council and the London Borough of Islington.

Counting the costs

Going electric does not come cheap. City of London Corporation points out that a 26-tonne battery-driven RCV can cost as much as £320,000 to £330,000 to acquire, compared with a far-more-modest £160,000 for its diesel counterpart.

Running costs are, however, lower. The price of

the electricity required to propel a battery truck for a mile is a fraction of that of the fuel required to propel a diesel model over the same distance; a diesel 6x2 RCV typically manages 1.5mpg to 6mpg, says leading bin wagon manufacturer Dennis Eagle – depending on whether the route is hilly or flat.

Maintenance costs are lower too. Eliminating a diesel engine means, for example, that there is no need for periodic oil changes and no need to swap oil, air or fuel filters. As a consequence of these differences, a battery-electric RCV can cost £2,000 less to acquire and run than a diesel over seven years, the City of London Corporation estimates. That assumes the battery pack does not have to be replaced and the vehicle is written down to zero.

Infrastructure installations

Something else that has to be factored into the equation is the expense of installing the necessary charging infrastructure, which can be substantial. But the cost of doing so can be spread over the lifetime of several vehicles, according to 'Ditching diesel - a cost-benefit analysis of electric refuse collection vehicles', a report published by Eunomia Research & Consulting at the start of 2020.

The report says that 26-tonne electric RCVs are now regularly achieving ranges of around 100 miles between battery recharges in a variety of different types of terrain – they need to be able to complete a bin round then get out to a landfill site and back – with battery pack recharge times typically ranging from three to six hours.

Part of the Terberg RosRoca Group, Dennis Eagle is entering the market in its own right with the

eCollect. It employs the existing 6x2 Elite Narrow rear-steer chassis fitted with the manufacturer's own 19m3 Olympus Narrow body complete with a Terberg split bin lift.

Power comes courtesy of five packs of lithium-ion batteries with 12 cells to a pack totalling 300kWh and driving a 200kW motor. The packs take six to seven hours to recharge overnight, depending on the charger and power supply used, says the company.

The packs are designed to enable eConnect to compete two urban bin rounds, collect 20 tonnes of waste in total and transport it to the tip, all during an eight-hour shift. Tests show that the truck is capable of achieving this goal with 20 per cent to 40 per cent of the original charge remaining, says Dennis Eagle.

The elimination of exhaust emissions is not the only environmental benefit eRCVs can bring, says Manchester City Council Executive Member for Neighbourhoods, Rabnawaz Akbar. "Our new vehicles are quieter as well as cleaner," the councillor points out.

Alternatives to EVs

Compressed natural gas still has its supporters. In March, Liverpool City Council announced that 20 6x2 Mercedes Econic NGTs fitted with Faun Zoeller Variopress bodies were going into service, all powered by renewable biogas derived from waste feedstocks. They are being run by Liverpool Streetscene Services Ltd (LSSL), a local authority



“With Euro VI making engines cleaner than they have ever been, diesel is not dead yet”

Fife Council has acquired diesel-fuelled RCVs this year, pointing to the fuel savings that can be achieved

▶ trading company set up in 2016 when the council brought cleansing and refuse collection operations back under its direct control.

The council calculates that they will produce 80 per cent less CO₂ and 90 per cent less NO_x compared with diesel RCVs, while cutting fuel costs by 35 per cent.

“They’re much cleaner and also quieter than traditional RCVs so we’re confident they’ll make a real difference to the local environment,” says LSSL Head of Service for Refuse and Recycling, Harvey Mitchell.

The newcomers will cover more than 150,000 miles a year between them, mostly in the city centre, and can haul 10 tonnes of waste apiece.

Diesel holding on

With Euro VI making engines cleaner than they have ever been, diesel is not dead yet. Hartlepool Borough Council, Aberdeenshire Council and Fife Council have all acquired diesel-fuelled RCVs this year, with Fife pointing to the fuel savings that can be achieved.

The 11 Econic 6x2s it has recently acquired are all equipped with bodies built by Farid Hillend Engineering and six-speed Allison automatic transmissions. Allison auto boxes are widely favoured by RCV fleets.

Last year Fife trialled a retrofit software update from Allison on two of its older vehicles, which produced economy gains of more than eight per cent. Revised ECO programme software is now installed as standard on all Allison-equipped Econics

says Mercedes-Benz, including the council’s 11 new ones.

Almost all double-shifted, and working up to seven days a week, Fife’s trucks are also limited to a top speed of 85km/h (53mph) to improve their fuel efficiency still further.

In the long run, diesel RCVs will disappear as environmental restrictions grow ever-tighter. Aberdeen City Council is planning to add a Mercedes-Benz Econic-based Geesinknorba 6x2 bin wagon to its line-up which relies on a hydrogen fuel cell – with water vapour its sole emission.

Safety still first

No matter how their RCVs are powered, drivers will still have to cope with vulnerable road users. Econic has been awarded a five-star direct vision rating by Transport for London, and is equipped as standard with Active Brake Assist 4 emergency braking technology. Programmed to recognise other vehicles at higher speeds, as well as pedestrians when moving more slowly, it is capable of bringing the truck to a complete halt if a collision is imminent.

Good visibility and Active Brake Assist 4 are both to be applauded, but Econic has a further advantage, says Fife Council Waste Operations Service Manager, Sandy Anderson. “The fact that the cab is air-conditioned makes a tough job that bit more comfortable and less tiring, particularly during summer,” he observes.

Tired drivers are at greater risk of having incidents, so anything that mitigates that risk has to be applauded.



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Vision for 2021?

Originally planned to be introduced around now, the enforcement of TfL's Direct Vision Standard will now start in 2021.

By Steve Banner

The Covid-19 pandemic and the pressure it has imposed on hauliers has prompted Transport for London (TfL) to postpone enforcement of its Direct Vision Standard (DVS) scheme from 26 October 2020 until 1 March 2021 at the earliest. "Coronavirus has disrupted supply chains and placed additional demands on the freight industry, making it more difficult for new standards to be met on time," admits London Mayor, Sadiq Khan.

The deadline could be extended even further in the light of the ongoing pandemic – TfL had yet to announce a firm commencement date at the time of writing.

Scheme details

In force 24/7, the scheme requires every 12-tonne-plus truck entering or operating within Greater London to be covered by a safety permit issued by TfL. It uses a star system to rate goods vehicles falling into this weight category, depending on how easy it is for drivers to see vulnerable road users, such as cyclists, from behind the wheel.

The rating runs from zero (lowest) to five (highest); truck manufacturers should be able to say which star category applies to their vehicles, says TfL. Applications for permits opened on 28 October 2019 and no charge is levied.

Zero-, 1-, and 2-star permits are valid until October 2024 while 3-, 4-, and 5-star permits are valid for 10 years. Permits are not transferable. Sell your truck, and the buyer will have to apply for a fresh one.

The fact that enforcement has been postponed does not mean that the regulations are no longer in place, a point highlighted by FORS Associate, Brigade Electronics. While TfL may have shifted its enforcement date, the fact that they are a legal requirement could result in civil proceedings being brought against a non-compliant operator if there is an incident, Brigade contends. Any insurance claim arising could be rejected by underwriters because the truck did not meet DVS rules, it adds.

Ready for action?

Many transport companies likely to be affected by the rules may still not be prepared for their impact. A survey carried out on behalf of vehicle and fleet technology specialist and FORS Associate CameraMatics suggests that less than 25 per cent may be ready, a worryingly-low percentage.

On behalf of CameraMatics, researchers quizzed more than 700 fleet managers who send trucks into London, or already have them operating there. Of those running transport firms based in the capital, just 22.2 per cent said their trucks were ready for DVS, while 14.7 per cent said some of their trucks were ready and 26.9 per cent were unsure. Over one-third – 36.9 per cent – admitted that none of their trucks were ready for the scheme.

Managers of fleets operating trucks in London, but based outside, were split along similar lines. Of these, only 20.1 per cent said their vehicles were ready, 12.7 per cent said that some of them were ready and 28 per cent were unsure.

Some 39.1 per cent of respondents confessed that none of their trucks were prepared for DVS.

The rating process originally meant that all zero-star trucks would be banned from 26 October 2020 – now 1 March 2021 at the earliest – unless they were fitted with a number of approved devices as part of a 'Safe System'.

These items include an audible warning device that sounds when the driver is about to turn left, a camera that monitors the nearside blind spot – and side under-run protection bars on both sides of the chassis to prevent cyclists from ending up underneath (unless fitting them would be impractical).

Mirror requirements

Also on the list are a Class V mirror mounted on the truck cab's nearside, a Class VI mirror fitted to the front and markings that alert everybody to the hazards the truck presents. Sensors should be installed on its nearside to warn the driver of the presence of vulnerable road users.

TfL requires photographic proof that this work has been done. It should accompany the permit application, and all the extra devices fitted must be kept in proper working order.

The requirements placed on zero-star trucks will be imposed on all 1- and 2-star trucks from 26 October 2024. Any suitable safety equipment not available in 2020 that is not cost-prohibitive will be added to the list subject to a public consultation to be conducted in 2022.



The resulting package will be known as the Progressive Safe System and will have to be fitted to zero-star vehicles too.

Ignore at your peril

"An HGV found to be in breach of the permit scheme will be issued with a Penalty Charge Notice (PCN) of up to £550, reduced by 50 per cent if paid within 14 days," states TfL. "We also have the ability to revoke or suspend a permit if a vehicle that has been granted a permit is later found to be in breach of the permit conditions."

A haulage company will be obliged to report any enforcement action taken against it to the Traffic Commissioner under the terms of its O licence. Repeated breaches are unlikely to endear it to the TC.

"It is concerning that so few fleet managers are reporting that their trucks are DVS- and permit scheme-ready," says CameraMatics Technical Director, Steve Warne.

"Some operators will of course find that their vehicles are already compliant and will simply need to apply online for their permit, but others will be given a zero-star rating," he continues. "In this instance a Safe System will need to be retrofitted to each vehicle so that the operator can apply for and receive a permit, and I would urge businesses not to leave this until the last moment."

"1st March 2021 and enforcement of the new rules

will be here before we know it and the run-up to the festive season is always a busy time for the freight and logistics industry," adds Warne. "Our advice to fleet managers who are unsure or concerned would be to get the ball rolling now."

Tough on transport

While many transport companies may find TfL's requirements demanding enough, some industry executives believe they should be made tougher.

Brigade Electronics founder and chairman Chris Hanson-Abbot OBE says that greater attention should be paid to the absence of direct vision from the cab to the area behind the truck. "Tried and tested indirect rearward vision devices, alarms and sensors are now widely available, but direct vision behind the truck body is obviously out of the question," he points out.

Hanson-Abbot believes operators should go beyond TfL's requirement and bring their vehicles into line with the FORS Silver Standard. This would involve installing a rear-mounted camera, a reversing alarm, and a digital system that record incidents and assists in driver training and development, he reasons.

"Truck drivers need a combination of direct and indirect vision for optimal safety. Always bear in mind that cameras can provide a wider angle of view than mirrors," says Emily Hardy, Brigade's Marketing Manager.

A survey carried out on behalf of vehicle and fleet technology specialist and FORS Associate CameraMatics suggests that less than 25 per cent may be ready, a worryingly-low percentage



The middle ground

Vehicle manufacturers have a growing number of options for those looking at trucks up to 18 tonnes.

John Kendall finds out what's on offer

DAF

The DAF LF is a familiar face on UK roads, being one of the most popular light trucks on the market. The LF is available as a light truck and urban tractor unit, available with a range of cabs covering day cab, extended day cab and sleeper cab.

The vehicle offers a range of gross vehicle weights (GVW) from 7.5 tonnes for the LF City with day cab and 8-16 tonnes for the LF with day or extended day cab, while 19-tonne GVW variants are available with any of the three cab options. Three diesel engine options are available, two four-cylinder engines and one six-cylinder engine, providing a total

of eight different power ratings from 156hp to 325hp, according to model. DAF's Ready-to-Go range includes factory-built curtainside and box bodies plus proprietary skip-loaders, tippers and scaffolding bodywork.

Fuso

Mercedes-Benz subsidiary Fuso sells the Canter (*below*) at the lighter end of the weight spectrum here with the Canter at 7.5 and 8.55-tonnes GVW.



Aimed at urban distribution, Canter is available with a day cab and is powered by a 150hp three-litre four-cylinder diesel. Canter is also available as a hybrid powered by the same diesel in combination with a 40kW electric motor. There's also an all-electric model.

Isuzu Truck

Isuzu Trucks offers two weight ranges in this sector at 7.5-tonnes GVW and 11-13.5-tonnes GVW. 7.5-tonners are available with either a 3.0-litre 150hp diesel or 5.2-litre 190hp engine.

Both are four-cylinder units available with a choice of manual or automated transmission. Single and crew cab variants are available and Isuzu can supply chassis cabs or ready-bodied models including curtainside, box, tipper and dropside bodywork.

The heavier models follow a similar format with a larger day cab and a 240hp variant of the 5.2-litre diesel. This model is also available with either manual or automated transmission.

Iveco

Iveco's light truck models are based on the EuroCargo range (*pictured*), covering the popular 7.5-tonnes



to 18-tonnes GVW range. In addition to the 4x2 rear-wheel-drive range, there is also a 4x4 all-wheel drive model for specialist off-road applications. The EuroCargo 4x4's weight range includes 11.5 tonne and 15-tonne GVW models, powered by 220hp or 280hp diesel engines.

Four different cabs are available across the range: low roof day cab, low roof sleeper cab, high roof sleeper cab and a crew cab.

Two different diesel engine ranges are available, the 4.5-litre four-cylinder Tector 5 with power outputs from 160hp to 210hp and the 6.7-litre six-cylinder Tector 7 engine with power outputs from 220hp to 320hp. A natural gas-powered version is also available. Six or nine-speed manual and six or 12-speed automated and automatic transmission options are offered. Options include a range of driver assistance systems.

The EuroCargo DriveAway range offers a range of ready bodied models at 7.5-tonnes GVW and 18-tonnes GVW, including dropside, tipper, box and curtainside bodies.

MAN

MAN's middleweight range is covered by the TGL (*pictured*) between 7.5 and 12 tonnes GVW and the larger TGM above



ABOVE: Volta is the latest CV manufacturer to launch its products in the UK

The DAF LF is available as a light truck and urban tractor unit



► 12-tonnes GVW. Both models use diesel engines from the MAN D08 series with the TGL available with a 4.6-litre four-cylinder engine with power ratings from 160hp to 220hp and a 6.9-litre six-cylinder engine rated at 250hp. TGM models are available with the 6.9-litre variant with power spanning 250hp to 320hp. Both model ranges can be specified with manual, automated or automatic transmissions. TGL and TGM are available with a day cab, sleeper cab and crew cab.

Mercedes-Benz

The Mercedes-Benz Atego (*pictured*) covers the middleweight range from Mercedes, with models covering the weight spectrum from 6.5-tonnes GVW to 18-tonnes GVW. Mercedes follows a similar pattern for the sector with a diesel engine range consisting of four and six-cylinder units. The four-cylinder 5.1-litre engine provides power ratings between 156hp and 231hp. The larger six-cylinder 7.7-litre engine covers a range from 238hp to 299hp. Six, eight and nine-speed manual transmissions are offered with the choice of an automated transmission too. Atego customers have a choice of four cabs. Two are day cabs, designated S-cab by Mercedes with standard and extended lengths. Similarly, there are two "L" sleeper cabs with the choice of standard or high roof.

Mercedes also offers the Econic low entry cab at 18-tonnes. This model is a favourite among refuse and recycling operators but can equally be fitted with distribution bodywork. In addition to the six-cylinder diesel engine range shared with Atego, Econic is available with a natural gas engine. Automatic transmission is standard with Econic.

Renault Trucks

Renault Trucks distribution model is the Range D (*left*), with models in the 10-tonnes to 18-tonnes GVW range. Day cab, global cab and crew cab variants are available and Renault Trucks Ready 4 Business ready-bodied range can provide a range of popular body types ready to drive away.

Two engine choices are available with the Range D – the DTI 5 with 240hp and the DTI 8 offering 280hp. As discussed elsewhere in this issue, there is also a 16-tonne GVW ZE electric variant too.

Scania

The Scania truck range begins at 18-tonnes GVW and the distribution range is focused on the P-series (*pictured*) and low entry L-series models. P-series models are available with a range of day and sleeper

cabs, including a short day cab and standard length day cab with a choice of standard or low roof. Favoured diesel power options at 18 tonnes GVW include the four-cylinder 7.0-litre range and five-cylinder 9.0-litre range. The 7.0-litre range offers power outputs between 220hp and 280hp, while the more powerful 9.0-litre engine covers the 280 to 360hp range and includes natural gas engines. L-series cabs all feature low entry height, but there is a choice of three cab roof heights; low, standard and high. Only the nine-litre power options are available with the L-series, including the natural gas engines. Scania manual gearboxes are available with both ranges, as well as the option for Opticruise automated gear shifting.

Volta

Volta is the latest CV manufacturer to launch its products in the UK, having unveiled its first truck on 3 September. The first model to go on sale is the Volta Zero with electric-only powertrain. The Zero is a purpose-built urban delivery truck, featuring a low-entry cab and central driving position. Volta quotes a range of between 150 and 200km (90 – 125 miles). Bodywork panels are built from flax fibre and biodegradable resin. Operator trials are due to begin in the first half of 2021, with production in the UK expected to begin in 2022.

Volvo

The FL and low entry FE (*below*) cover Volvo's distribution sector from 10 tonnes to 18 tonnes GVW. FL models are offered with a choice of three cabs; day cab, the longer Comfort cab, with more storage or optional bunk and a crew cab. In addition there are specialist models including a road sweeper chassis and urban tractor. Power options include a 5.0-litre engine available at 210hp or 240hp or an eight-litre engine at 250hp or 280hp. Transmission options include six or nine-speed manual, six-speed automated or six-speed automatic.

FE comes with the same three cab choices, as well as low entry variants for two or four occupants. Power comes from the 8.0-litre engine between 250hp and 350hp.



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The rise of the machines

Artificial intelligence, voice control and fleet efficiency optimisation are all key to the latest generation of telematics systems. **By Steve Banner**

“

Fleet managers no longer have to spend hour after wearisome hour analysing seemingly endless reports

”

Voice-command technology is one of the features available with Teletrac Navman's new TN360 telematics package. But it is by no means the most important one, says the company. The key development is the use of artificial intelligence (AI).

AI allows TN360 to pull together all sorts of different data when responding to questions put to it. Those responses will be given promptly, says Teletrac Navman, with the aim of helping operators run their fleets more effectively.

TN360 employs a scalable cloud ecosystem that connects data from onboard sensors, cameras and third-party applications – among other sources – in real time and puts all these raw signals into context.

The advantage of this approach is that it can potentially come up with solutions the operator might otherwise be unaware of in areas such as route planning, logistics workflows, maintenance, driver behaviour, fuel management and compliance. In doing so it takes all the influencing factors into account simultaneously.

These developments represent a move away from the linear approach adopted by the majority of telematics systems, which tend to concentrate on one area at a time, Teletrac Navman contends.

It means that fleet managers no longer have to spend hour after wearisome hour analysing seemingly endless reports in order to arrive at something that is meaningful, says the company. TN360 does it all for them.

That makes it a powerful tool, and there is more to come says Teletrac Navman President, Jens Meggers. “The digital transformation of fleet management has only just begun.

“Artificial intelligence, scalable cloud technology,



real-time computer vision sensors and easy-to-use smart data analysis are completely changing the telematics market,” continues Meggers. “We are at a pivotal step in the industry, digitising vertical industries unlike any time before.”

Covering all areas

TN360 can do everything from answering broad questions such as: “what is the fleet's biggest problem?” on a given day to seeing whether a driver has enough hours left to be able to complete a job without breaking the drivers' hours rules. “It can interface with a tachograph,” says Meggers.

It also highlights exceptions - the truck that seems to be using a lot of fuel, for instance. “It understands the baseline and will spot a deviation from the norm,” he observes.

“From the compliance viewpoint you can see who is your worst driver so far as speeding is concerned

and who is the worst when it comes to harsh braking events,” says Sid Nair, Head of Product Management and UX (user experience) at Teletrac Navman. “You can also see which trucks they were driving, drilling deeper and deeper into the data.”

Covid support

Telematics companies have been responding to some of the challenges faced by transport firms – especially those involved in distributing food, pharmaceuticals, and fuel – during the pandemic.

Trakm8, for example, offered its Insight Optimisation route planning tool free-of-charge for the duration of the government lockdown. It takes into account the size and capabilities of an operator's fleet and applies them to the task in hand, no matter how many deliveries are involved.

The company claims that it is proven to ‘cut fuel

expenditure by up to 20 per cent and increase productivity by up to 33 per cent’.

The coronavirus has sharpened the focus on driver well-being, including ensuring that daily safety checks are properly-completed and their vans and trucks are Covid-19 secure. This means checking that cabs are fully-sanitised between drivers if vehicles are multi-shifted, and that face-coverings and hand-sanitiser are readily-available.

“Well-being is certainly an area where telematics can help,” says Beverley Wise, UK Sales Director at Bridgestone-owned Webfleet Solutions, a FORS Associate. As Teletrac Navman pointed out earlier, that includes monitoring instances of speeding and other unsafe driving practices. These can be drawn to the attention of the driver and can form the basis of a training programme.

“Telematics can also highlight unnecessary idling



Teletrac Navman President, Jens Meggers

► and occasions when the driver should have coasted in order to save fuel, but didn't," says Wise.

When it comes to safety, FORS Associate Quartix bids to tackle poor driving, as it believes it is likely to lead to greater wear and tear on the vehicle and higher maintenance bills – and the cost of rectifying incident damage will bump up the fleet's overheads.

The company states that service date reminders provided by the tracking system help operators and drivers avoid unexpected downtime. In other words, it will tell them when a van or truck is due to pay a scheduled visit to a workshop so that it can be taken off the road in good time, and arrangements made to provide the driver with another vehicle.

Driver dangers avoided

Telematics can be especially useful when it comes to flagging up cases where an employee with a previously spotless driving record has suddenly started to drive erratically.

"I know of one occasion when this happened and it turned out that the individual concerned had been diagnosed with a serious illness and was unable to concentrate on his job," says Wise. Once this was revealed, his employer was able to offer the necessary support.

Being able to track the whereabouts of vehicles ensures operators can keep customers abreast of when a delivery is going to arrive and spot which driver is closest to a business which needs a consignment of goods collected urgently.

"The ability to optimise routes means among other things that you won't end up sending trucks down roads where there are weight restrictions or under bridges that are too low for them," adds Wise. "However you must ensure that the mapping you are relying on is suitable for trucks, not just for cars."

"It also means that drivers will not end up constantly going back on themselves and criss-crossing the same set of roads as they make deliveries," says Wise. Doing so wastes time and fuel and



Sid Nair, Head of Product Management and UX (user experience) at Teletrac Navman

sending employees here, there and everywhere in a disorganised fashion means they are unlikely to remain confident or calm.

Geofencing allows customers to be alerted if a delivery vehicle is within, say, five miles of their premises. It also enables an alert to be sent to a transport manager's smartphone if a van or truck is moving when it should be parked safely in a depot, because there is a chance it may have been stolen.

A geofence can additionally be set up to signal a warning if a van or truck has entered an area subject to a local Covid-19 lockdown. Quartix makes the point that it can be delineated to ensure that certain vehicles do not inadvertently wander into low-emission zones and attract charges.

Track and trace

Because telematics allows a record to be kept of where drivers have been, businesses have a better chance of rebutting a claim that one of their vehicles damaged a parked car. With a telematics system, they can prove their driver was not in the vicinity when the alleged incident took place. If a truck is equipped with cameras then camera footage can be brought into the equation too.

"It means you can defend your position," says Wise. "One fleet was able to save £1.5m during the course of a year by using telematics to reject spurious claims that it would otherwise have paid, because previously it had no means of proving the claimant was being dishonest."

Beverley Wise, UK Sales Director at Bridgestone-owned Webfleet Solutions



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Tideway's silver lining

Sewer construction project reaches milestone with EPIC Logistics course

The midway point of the Tideway sewer construction project has seen the team meet one of the initial targets as it looks to leave a legacy for the future. The mature project has now gained FORS approval for its DCPC-accredited 'EPIC Logistics' driver training course, which was created in partnership with – and delivered by – Active Training Team (ATT).

Tideway's vision is, according to the company, to 'deliver the project with 'transformational' health, safety and well being performance, raising the bar for those projects that follow on'. To that end, early on in the project's life Tideway and ATT developed and created a fully immersive and interactive course that challenged the traditional approach to driver training. The goal is to arm delegates with practical knowledge and skills to protect vulnerable road users and tackle unsafe behaviour.

Meeting the FORS Standard

Tideway and ATT spent a lot of time working to achieve recognition within the FORS Standard. Up to this point, the only option to enable operators to meet FORS Silver S5 requirements for Work-Related Road Risk (WRRR), was Safe Urban Driving (SUD) or a FORS-approved equivalent course including the 'on-cycle' element. While SUD gives drivers a cyclist's appreciation of the road, EPIC Logistics addresses broader causes and consequences of unsafe behaviour and road risk. The approach taken by EPIC Logistics also helps avoid any potential resistance from delegates or weather conditions that might hamper the immersive element of SUD.

When launched in 2011, SUD fully challenged the dominant classroom style of training and originally delivered a novel way to give drivers the chance to get on a bicycle and view the road from a totally different perspective. June 2020 saw a

revised FORS Standard published with the sole amendment being requirement S5. It now states that the Work-Related Road Risk requirement for 'training on road risk and the safety of vulnerable road users' includes 'FORS-approved WRRR training course that includes immersive interactive learning meeting the 'initial' WRRR approval criteria'.

EPIC Logistics is approved for both 'initial' and subsequent 'refresher' periods.

The course in detail

Moving away totally from the traditional classroom-based training in the industry, EPIC Logistics uses realistic live drama, film and advanced multimedia technology to help the delegates be fully engaged.

Delivered in several site-specific zones, a real-world scenario unfolds, with delegates experiencing behaviours that trigger stress, anxiety, pressure to act and taking procedural shortcuts. Delegates also experience some professional and personal consequences of the event.

The immersive experience is combined with technical 'driver professionalism' workshops and practical techniques to develop drivers' confidence in dealing with unsafe behaviours. Delegates leave the course with a solid foundation of sound knowledge, intervention skills and a positive attitude to take forward into the real world.

What the delegates say

Delegate feedback has been positive about the course. "A great experience and the driver engagement with the facilitators was really satisfying," commented Richard Golding, Fleet Compliance Manager at Day Aggregates. "The best course I have been on and gets you really involved," commented Kevin Ryan, HGV driver at McGrath Bros.

Ray Fadil, Transport Manager at Gravesham Borough Council, said: "The course is realistic and is very much suited to the audience – Brilliant!" Auck Temple, Police Officer, Metropolitan Police, added: "The immersive experience makes you switch on and pay attention. It was very lifelike."

● For further enquiries, email: traffic@tideway.london



Have it your own weigh



The future of weighing – the benefits of a wireless fleet

Our daily lives are evolving, constantly adapting to new technologies – and so too is the vehicle weighing industry.

Companies are always on the lookout for the latest innovations. And for the tipper industry, the future of weighing is finally here, providing businesses with exactly what they need to succeed, in the form of a wireless fleet.

Wireless weighing is the way forward. It is the future for all successful tipper-based businesses. But how can a wireless weighing system further strengthen a fleet of vehicles in comparison to what a traditional on-board weighing system provides?

One such system has been introduced by Vehicle Weighing Solutions (VWS). A Wi-Fi-enabled version of the company's 'Loadweigh For Tippers' weighing system is the start of the company's quest to provide wireless connectivity across its complete range.

Optimum yield transactions

Running an overloaded vehicle is a criminal offence, but running an underloaded vehicle can be extremely uneconomical. By not fully utilising the entire carrying capacity of a vehicle, fleet managers run the risk of operating an unprofitable round. Running at optimum yield means that the load weight is

higher than the minimum target weight, but in order to prevent overloading, it is not greater than the gross vehicle weight, allowing for a fully maximised load that increases both productivity and revenue.

Real-time transactions

Drivers are discovering features never seen before, thanks to the VWS system. Gone are the days of having a reduced visibility of weight data and vehicle whereabouts. Wi-Fi weighing provides real-time operational loading and unloading activity, simultaneously providing both operators and drivers with weight data to any chosen location, while also displaying

vehicle movements that highlight real-time activity. Integration with a back-office system provides for a totally joined-up solution, increasing overall efficiency.

App-based solution

There's no more being restricted to viewing weight data only inside a vehicle cab. Instead, there's a streamlined and time-saving solution for tipper fleets that allows any personnel the ability to access weight data via either a mobile phone or tablet.

Physical tickets are replaced with a digitalised system where the driver, at the click of a button, can send a PDF receipt to the customer.

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Advertorial



Air brake problems? Call the Doctor for a fully-professional service!

Having specialised in heavy truck air brake systems for many years, Doctor Air Brake was born in the early 1990s as a result of fleet customers asking Jeff Lowe, the founder, for technical support on ABS and air brake fault finding.

Demand for this was so strong that Jeff soon switched his full focus on to braking and electronic systems diagnostics on both trucks and trailers.

During these early years, Jeff was unhappy with the diagnostic equipment available at the time and decided to design his own, to both help himself and the now growing team solving everyday problems with ABS, EBS and MOT failures in general HGV maintenance.

This range of equipment was aimed at making everything a one-man operation, speeding up fault finding, so Doctor Air Brake could establish itself as a leader in this niche technology support area.

Doctor Air Brake's first design was the Trailer-Check, which focused on providing a completely portable 24v power box for trailer electrical systems.

This was soon followed by combining Wabco &



Haldex Code Readers into one easy to use package and this diagnostics development continued up to 2006, when the decision was made to invest heavily in Code-Talk, a combined diagnostic fault code reader specifically designed for trailer ABS & EBS braking systems.

Since then, Doctor Air Brake has become a renowned and respected designer and manufacturer of air brake diagnostic equipment and vehicle safety systems.

Some long established systems such as the patented Auto-Impact Brake (1998) are now mandated in many countries around the world, including Australia, New Zealand and the United Arab Emirates and everyday help save the lives of road workers protected by crash cushion vehicles (TMA's).

Doctor Air Brake has a complete range of safety systems now based on making sure your tractor units, trailers, rigids etc all stay compliant and provide many fleet users with such items as Park Brake Warning, Sonic Stop, Radar Reverse Smart, Impact Guardian, ISO-Check, Code Talk, Test a Tow, plus many more.



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Doctor Air Brake has established itself as a leader in this niche technology support area



For more information, log on to: www.air-brake.com

Keeping your vans safe and legal

Richard Drinkwater, Marketing, PR and Business Development Manager for vehicle technology specialist SvTech, gives some timely advice about how to stay within the law when loading vans

Q. Is there any way a van driver can easily tell if a vehicle is overloaded?

A. The best way to tell is to take the fully-loaded van to a weighbridge and weigh both axles individually, and the vehicle as a whole. Very often we see rear axles overloaded but within the vehicle's GVW. Some early indications of vehicle overload may include (but not limited to) the vehicle looking "saggy" to either the front or rear of the vehicle, more commonly to the rear. This could be a sign of overloading combined with fatigue of the existing springs. Tyre splay or bulge, from an overloaded tyre, can be obvious.

Q. What are the dangers of an overloaded van?

A. Having an overloaded vehicle is an offence under the road traffic act and, depending upon the degree of overload, can result in a fine, points and a possible court referral for excessive overload or an unsafe vehicle. If you have an incident in an overloaded vehicle that was "unsafe" to be on the road, you also risk invalidating your insurance.

Where a vehicle is overloaded above the driver's licence entitlement, i.e. 3,500kg, the offence could be treated as driving a vehicle without the appropriate licence, which is treated the same as driving a vehicle without a licence – this would have a knock-on effect of invalidating the insurance, so you would receive penalty points for both licence and insurance, a large fine and possible ban.

Additional concerns with overloading are obviously stopping distances, handling, braking, etc. as an overloaded van may not stop as quickly as a normally-loaded van. You also run the risk of

damaging the running gear or other load-critical items of the vehicle.

Q. What can SV Tech do to help me if I have an overloading issue?

A. SvTech can advise you on your uprating options and then provide a suitable solution. In most cases, we can uprate vans by around 200-300kg, but this is dependent upon the make and model. For a full list of uprates available, contact us. Some uprate options may require mechanical changes, such as coil, leaf, air suspension, etc. SvTech can advise on all the available options.

Q. How much is it likely to cost?

A. Costs are largely dependent upon the vehicle usage, weight change required and whether any mechanical changes are required as part of the uprate process. Prices start at £320+VAT for a typical uprate under 3,500kg where mechanical changes aren't required and you only have approval costs to cover. Where a vehicle is uprated above 3,500kg and used as a goods vehicle, additional costs for speed limiter, tachograph, DVSA test fees, under-run bars etc may occur, so there is no clear cut price to cover all uprate options and we would advise of what the expected costs would be at the enquiry stage, so the customer knows exactly what the whole process beginning to end will cost.

Q. Will any work undertaken affect the warranty of my vehicles?

A. This will depend upon the work carried out. Most manufacturers use the limitation to warrant under the term "directly from work carried out", so as to say that if you alter anything mechanical on the vehicle, the warranty to that area can be affected – i.e. change a spring, drill a hole, etc.

Where a mechanical change is made to a vehicle and parts are added, the warranty for the parts is usually covered by the part manufacturer, not the vehicle manufacturer.

For example, an air suspension kit would usually come with two-year manufacturer warranty. You would not/could not expect the vehicle manufacturer to cover someone else's work, so where a mechanical change is made, the work carried out and parts fitted would ordinarily come under the supplier/fitter's warranty. This should always be checked to ensure suitable cover is in place.

“ If you have an incident in an overloaded vehicle that was “unsafe” to be on the road, you risk invalidating your insurance **”**

Having an overloaded vehicle is an offence



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ZE range points the way to a greener future

Renaut Trucks is ahead of the game when it comes to finding alternatives to diesel power. **By John Kendall**

“For tomorrow, we must continue to accelerate change and to do this we must continue to work with operators, legislators and other stakeholders”



Renault D ZE

Since motor vehicles first appeared in the late 19th century, the internal combustion engine has been the first choice of power for commercial vehicles. Petrol engines began to give way to the superior efficiency of the diesel engine from the 1930s and since then, diesel has established itself as the reliable, durable and efficient source of power.

This has made life comparatively easy for transport operators when it comes to specifying new vehicles. Diesel power has been a given – just a matter of specifying the best balance of power and running costs for the job. But nothing stays the same for ever and it has been clear for some time that if manufacturers don't find an alternative source of power, the world's supply of fossil fuels will eventually run out. Add in the pressure to improve air quality and it is clear that alternative sources of renewable energy are necessary.

Diesel isn't dead yet, though – it's likely to be around for some time to come. In the short term we are likely to see a much wider choice of power options for commercial vehicles with natural gas, diesel and electricity all playing a part.

Longer term, the most likely power source will be electricity. It is probable that battery-powered electric vehicles will be the choice for vans and distribution vehicles, with the hydrogen fuel-cell providing the electrical power for long-haul trucks, because they will have a significant weight advantage over batteries, thus benefiting payload.

At present, only one truck manufacturer has a complete range of electrically-propelled models across its van, light truck and distribution ranges – Renault Trucks with its range of Master ZE (Zero Emission), D ZE and D Wide ZE.

For London operators, the Low Emission Zone (LEZ) is scheduled to be revised from 1 March 2021, including most heavy commercial vehicles with a gross vehicle weight (GVW) exceeding 3,500kg.

The implementation date is due to be reviewed

in October 2020 because of the Covid-19 crisis, but for now if vehicles do not conform to Euro VI emissions limits from March 1, it will cost between £100 and £300 per day per vehicle to enter the charging zone, which will cover the entire Greater London area. The charge will be £100 if the vehicle meets the Euro IV or V standard for particulate matter (PM) and £300 if it does not meet the Euro IV standard for PM.

LEZ standards are likely to become tighter in the future and other LEZs and clean air zones are being planned for cities around the UK. The only sure way to avoid future changes will be to choose vehicles that will not be affected by them. For now, electric vehicles (EVs) seem to offer the only secure choice.

The first of the new generation of Renault Trucks ZE models to be delivered in the UK was a Master ZE nine-seat minibus, delivered to Kent County Council to provide accessible transport services for disabled and vulnerable people last year.

Compaid, a registered charity providing services to disabled people in the South East of England, operates the Master ZE. It was adapted to carry up to two wheelchair users and is used to transport disabled and vulnerable people from the Tunbridge Wells area to the charity's training centre in Paddock Wood to learn computer skills.

The ZE range has been expanded this year to include the D ZE and D Wide ZE. Serial production began in March at the company's Blainville-sur-Orne plant in France.

“Today we can offer a complete range of 100 per cent electric vehicles, from 3.1 to 26 tonnes – cleaner, safer, more efficient vehicles with proven performance, ideally suited for use in the city,” explains Carlos Rodrigues, Managing Director of Renault Trucks UK & Ireland. “For tomorrow, we must continue to accelerate change and to do this we must continue to work with operators, legislators and other stakeholders to ensure our vehicles remain fully compliant and competitive.



“As society's environmental consciousness grows, so does the responsibility of the industry to harness new technologies to bring about change. Renault Trucks is doing this through the tailoring of

vehicles to customers' applications, developments in automation and connectivity and increasing use of vehicle data to improve vehicle operation and customer service.”



ABOVE: the Renault Master ZE

LEFT: The D Wide ZE is available for distribution and refuse collection

Renault Trucks ZE range

Master ZE

Battery: Lithium-Ion, 33kWh
Charge time (7.4kW): 6 hours.
Range: Up to 120km.
Driveline: Single electric motor, single gear reduction transmission with Eco mode.
Max power: 57kW/76hp
Max torque: 225Nm
Max speed: 62mph (100km/h)
GVW: 3,100kg and 3,500kg.
Master ZE is available as a van, also suitable for minibus conversions, platform cab and chassis-cab and is offered in two heights for vans and three lengths. There are four van variants in total, offering load volumes between 8cu m and 13cu m and a payload range of 975kg to 1,128kg. As with all Renault Trucks ZE models,

regenerative braking helps to optimise battery range.

D ZE

Battery: Lithium-Ion, 200-300kWh
Charge time (20kW on-board charging): 8 hours (200kWh), 12 hours (300kWh).
Range: Up to 300km.
Driveline: Single electric motor, two-speed transmission.
Max power: 185kW/250hp
Continuous power: 130kW/175hp
Max torque: 425Nm
GVW: 16,000kg.
Both D and D Wide models gained revised cabs for 2020 with a revised cab interior, additional safety features and aerodynamic equipment. Changes include a redesigned dashboard, new steering wheel and new black and white instrumentation. In addition, a tablet holder, optional holder for a second smart

phone and two USB-C ports have been added. ZE models are equipped with the air-suspended Comfort driver's seat.

D Wide ZE

Battery: Lithium-Ion, 200kWh
Charge time (22kW on-board charging): 8 hours (200kWh), compatible with DC fast charging up to 150kW.
Range: Up to 120km.
Driveline: Two electric motors, two-speed transmission.
Max power: 370kW/500hp
Continuous power: 260kW/350hp
Max torque: 850Nm
GVW: 26,000kg.
Wheelbase: 3,900mm
The D Wide ZE is available for distribution and refuse collection. The high energy density Nickel Manganese Cobalt (NMC) lithium-ion cells can be fast charged to provide additional range.



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Advertorial

Aspöck Systems: continuous innovation to keep vehicles and pedestrians safe

Aspöck Systems is the leading European supplier of trailer lighting systems which is constantly innovating to bring new ways of keeping vehicles and pedestrians on the road safe. Below are a few of its recent advancements.

ECOLED II

One of the most recent products being fitted to trailers all over the UK is the ECOLED II rear lamp. This innovative design features Glowing Body Technology as a tail light with improved and increased visibility due to the large luminous area of the Tail & Stop Light functions.

The ECOLED II comes with a progressive directional indicator for a much more modern look which is also visually more noticeable to the human eye, making it easier for vulnerable road users to see.

The lamp is equipped to the latest LED compatibility standard ISO 13207-1 (24V). Paired with a symmetrical lens, this makes it much easier when it comes to replacing damaged lenses as the replacement can be used on either side. This can also be bought in a truck variant.



The ECOLED II rear lamp features Glowing Body Technology as a tail light with improved and increased visibility

merging into a lane on the motorway. With the use of a simple Side Marker Control Gear (SMCG) Interface, you can easily set your side markers to flash in unison with the indicator function.

Another product Aspöck has introduced into its range is the UniMAXX side marker light.

Maxing out on the legal light intensity output power, this side marker illuminates 5x brighter than a standard side marker, making this a new and improved robust design which is a perfect companion with the SMCG flashing interface.

Additional reversing lamps

The Workpoint LED 1500 has been approved to be used as an additional reversing lamp.

By using an Electronic Reversing Device (ERD), the additional reversing lights will come on when the tail lights are illuminated and the vehicle is in reverse (in line with ECE Reg 48 and current type approval).

This dual voltage lamp also has an IP69K rating, meaning it can be put through extreme weather conditions and can even be steam jet washed without getting any water ingress.

FORS-compliant cycle warning lamps

Another safety innovation which is being installed to vehicles all over is the Aspöck Cycle Warning Lamp.

While driving along the lamp will stay illuminated, making cyclists and motorcyclists aware that there is a blind spot where the driver may not be able to see them. This lamp will even flash with the indicator function to make people aware that the vehicle is turning, informing vulnerable road users to stay out of their blind spots.



The Workpoint LED 1500 has been approved to be used as an additional reversing lamp

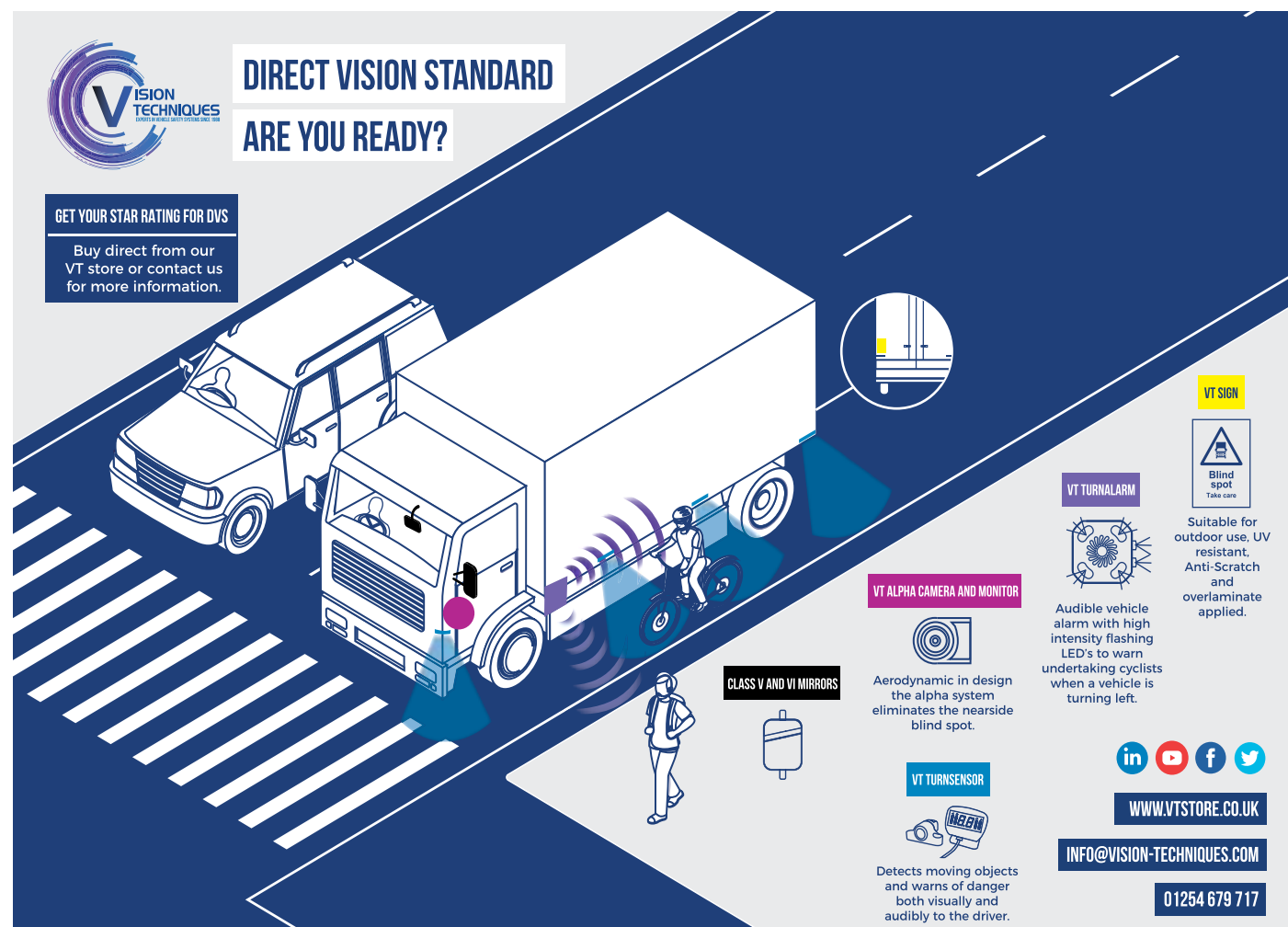
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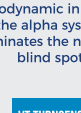
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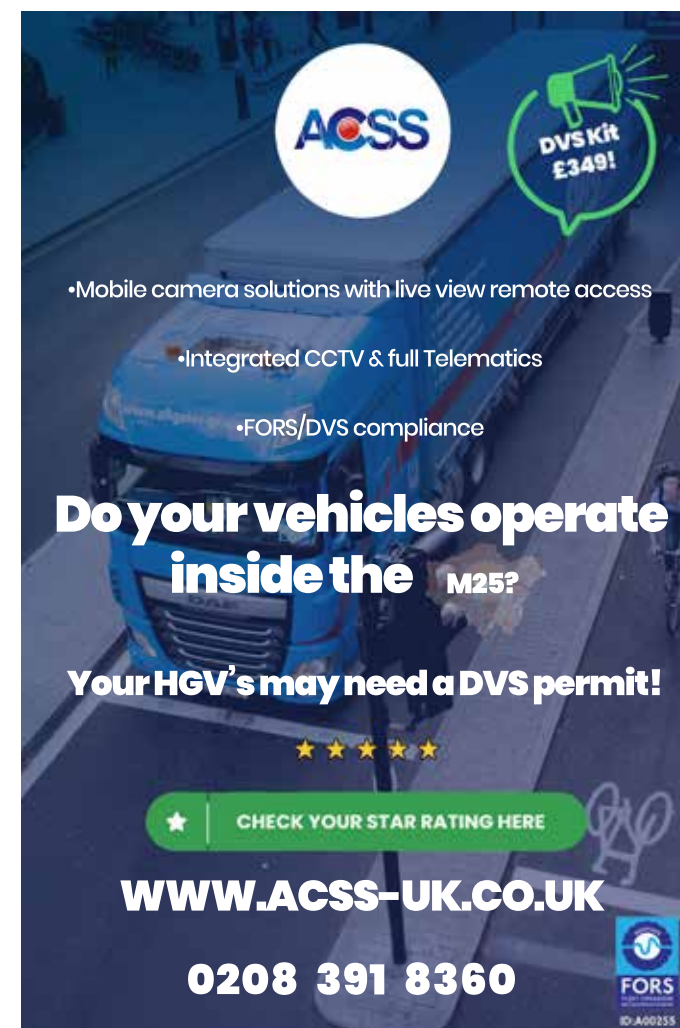
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