



# THE STANDARD

## LONGER TRAILERS, LESS POLLUTION

Carrying more in one vehicle combination helps save the planet



### HVO IS GO

The pros and cons of hydrotreated vegetable oil



### DVS UPDATE

How operators have embraced the Direct Vision Standard



### COACH CLASS

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**PLUS: We profile FORS Gold accredited operator Speedy**



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## Welcome

# Going green – hard work in the transport sector never stops

It's been a long few months – at the end of a busy, but strange, year. In October, the eyes of the world were on Glasgow for COP26 as debates were had over how to reduce levels of CO<sub>2</sub>, improve sustainability and, ultimately, help the planet. Within the transport sector, there have been huge strides forward such as ever-increasingly stringent emissions targets from all the way back to Euro I to today's Euro VI.

But the hard work never stops and within this issue of *The Standard* there are many examples of how the transport sector continues to push greener boundaries. There's the announcement from Bridgestone and Michelin – two giants from the world of tyres – for example. The duo stressed their commitment to examining the use of tyre materials, with the intention of ensuring improved material circularity.

Then there is a focus on HVO – or hydrotreated vegetable oil – as an alternative to diesel. The heavy truck market isn't as advanced as the van or passenger car segments, but the use of HVO is expected to appeal to a number of operators who are looking to reduce their carbon footprint and be seen to doing their bit for the environment. Major

manufacturers such as Mercedes-Benz and DAF are already keen advocates and many others are expected to follow suit.

Moving on, another form of efficiency improvements comes in the form of longer semi-trailers. These big units have been on trial for nearly a decade, but finally their use on UK roads has been given the green light. With up to 15 per cent extra capacity, longer semi-trailers offer operators a great opportunity to make emissions savings and efficiency improvements. Research has revealed that between 2012 and 2019, nearly 50,000 tonnes of CO<sub>2</sub> has been cut through the use of longer trailers, so the potential for big breakthroughs is very clear.

Back to electric vehicles – FORS Gold-accredited Speedy is one operator that has embraced them on its fleet. For more details about that – and a more in-depth look at the company – turn to page 28.

Enjoy the issue.

Matthew Eisenegger



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# Safety device demand on the increase

New rules added to The Highway Code, as well as pending updates to London's Direct Vision Standard regulations, will result in greater demand for vehicle safety devices. That's the message from Brigade Electronics, which believes that The Highway Code updates will see the introduction of a 'hierarchy of road users'.

As a result, it means those who are most likely to be seriously harmed – i.e. pedestrians and cyclists – will have greater priority over other road users. Truck drivers will be ranked at the lowest level and, therefore, will have the greatest responsibility towards other road users and are more likely to take the blame in the



**Pedestrians and cyclists will have greater priority over other road users**

event of an incident. Changes to the rules include drivers being told they must not cut across cyclists when going straight ahead, turning into a junction, changing direction or changing lane – making the requirement for vehicle cameras, sensors and alerts on lorries to eliminate

blind spots and prevent incidents even more important.

"The introduction of The Highway Code's road user hierarchy is putting even more pressure on fleet operators, who are already facing severe driver shortages and desperately trying to attract new talent

with bigger salaries and more appealing benefits packages," said Emily Hardy, Road Safety Expert, Brigade Electronics UK. "However, safety still remains a top priority and The Highway Code hierarchy will now reinforce this.

"Even if you are not driving in Greater London, the approved solutions for the Direct Vision Standard, along with other industry accreditations, such as FORS and CLOCS, are ideal templates for mitigating the risks of collisions," added Hardy.

"Fitting safety devices and vehicle CCTV to a fleet will provide peace of mind for drivers in the wake of the changing regulations and allow them to operate their vehicles with more confidence."

**RIGHT:**  
Fastview360  
says its system  
overcomes the  
risk of having  
faulty camera  
systems



## Latest Fastview360 fleet solution

An online platform that lets users live view, track and monitor fleets has been introduced by Fastview360. AutoCMS – Centralised Management System – claims to help operators reduce the number of apps and logins they use by having all fleet operations on one online platform.

Fastview360 says its system overcomes the risk of having faulty camera systems and gives peace of mind that there will be a constant feed that is recorded. The fully-managed system means that any recording issues can be resolved remotely by Fastview's support team and via relevant updates or remote setting options. If a remote fix is not possible, an engineer visit can be booked to fix the problem.

AutoCMS allows users to access support to operate the platform with the addition of AutoCMS Investigation Services, who can find the footage.



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## Bridgestone and Michelin commit to sustainable mobility



A Call to Action from Bridgestone & Michelin:

**A** shared perspective on the use of materials has been given by Bridgestone Corporation and Michelin Group, a FORS Associate. The duo have given a presentation on how to increase the utilisation of recovered carbon black material in tyres.

The news comes as it is revealed that an estimated one billion tyres around the world reach the end of their useful service life every year. While many technical challenges around the use of recycled and recovered materials from tyres are understood, barriers remain when it comes to achieving material circularity – certainly at the scale necessary to realise a more sustainable mobility ecosystem.

For example today, less than one per cent of all carbon black material used globally in new tyre production comes from recycled end-of-life tyres, due to a weak supply pipeline for the recovery and reuse of carbon black.

“Increasing use of recovered carbon black in tyres is critical to achieving Bridgestone’s vision for sustainable mobility,” said Jake Rønsholt, Vice President of Strategy and Transformation, Bridgestone Europe, Middle East, India and Africa. “Together with Michelin and other stakeholders, we can generate critical momentum on this important initiative and advance our efforts to reduce CO<sub>2</sub> emissions and manufacture products from fully renewable and sustainable materials.”

Sander Vermeulen, Vice President, End-Of-Life Rubber Products Recycling Business, Michelin, was equally as enthusiastic about the tie-up. “For years discussions have been ongoing about the different constraints and hurdles that were preventing the rubber industry to adopt recycled and or recovered raw materials in significant quantities,” he said.

“We felt it was the time to stop discussing and actively contribute to finding solutions that would enable the rubber industry as a whole to become more circular.”



### Blind Spots in Heavy Goods and Construction vehicles

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## Electric refuse vehicle conversion for Islington Council

**R**efuse Vehicle Solutions (RVS) has delivered the world's first-ever refurbished and repowered twin pack refuse vehicle to Islington Council.

The formerly diesel Dennis Elite 6 vehicle features a Dennis Olympus twin pack body and is one of many trucks that will be retrofitted with electric capabilities as part of Islington Council's response to climate change.

“The climate emergency is a pressing issue and it's clear that urgent action is needed to ensure that present and future generations can live healthy, independent lives,” said Cllr Rowena Champion, Islington Council's Executive Member for Environment and Transport.

“That is why the council has worked tirelessly to create a

cleaner, greener, healthier borough. The ongoing electrification of our fleet is a key aspect of our ambitions to create a net zero carbon borough by the year 2030,” she added.

“The unveiling of Islington's first retrofitted electric vehicle is a symbol of our innovative, forward-thinking approach to tackling the climate emergency. We have been able to work positively with Refuse Vehicle Solutions on this project, which will help bring cleaner air to Islington's streets”.

With projects such as the retrofitted refuse vehicle, RVS is attempting to change the transport industry's perception of what an electric vehicle can do. “Our technology is the



only solution on the market today that enables operators to convert their existing fleet into an all-electric fleet without sacrificing performance or safety,” claims Spencer Law, Managing Director, RVS.

The company offers an advanced battery pack system that is designed specifically

for the needs of these types of vehicle. As a result, it is a product that helps fleets reduce their carbon footprint.

The average lifespan of refuse vehicles is just 5-7 years and RVS has been able to help fleets run better and more efficiently than those with brand new models.

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## New free FORS toolkit now available

**F**ORS members have access to a new free toolkit after an Anti-Idling and Congestion-Cutting guide was introduced by FORS.

Within the toolkit, there is a separate driver guide, posters and the toolbox talk.

The talk offers practical advice to help FORS operators reduce engine idling and minimise congestion.

Aimed at truck, van and PCV operators, the manager toolkit provides advice on procuring different types of technology and developing campaigns. In addition, there is help on how to introduce an anti-idling and congestion-cutting policy, as well as briefings for drivers.

Tips on vehicle fitness, routing and planning, reducing idling and fuel saving are also included in the driver guide. It

also addresses common misconceptions through a series of myth busters.

Awareness of the environment is one of the core values of the FORS Standard. As a result, the new FORS Professional Anti-Idling and Congestion-Cutting toolkit will

also help operators meet the fuel, emissions and air quality requirements.

"We are always looking to give FORS members the guidance

and support they need to get the most from their fleet," said John Hix, FORS Director. "With many operators looking at ways of reducing their fleet's

emissions and saving on fuel costs, the FORS Professional Anti-Idling and Congestion-Cutting toolkit will prove a valuable resource."



The talk offers practical advice to help FORS operators reduce engine idling and minimise congestion



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## News

### All-round protection for vehicles and surroundings

**P**arksafe has launched a high definition 360° bird's eye camera system that monitors vehicles and the vulnerable road users around them. The camera system consists of four ultra wide angle HD cameras, which are mounted to each side of the vehicle. The images from the four cameras are stitched together, resulting in the bird's eye view.

Unlike conventional four-camera set-ups, hazards are not missed with Parksafe's latest offering. As a result, actions such as manoeuvring a vehicle in tight spaces is made easier and the system eliminates any blind spots that present potential issues for drivers and pedestrians.



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# Clean deviations from diesel

With COP26 all over the news recently, environmental concerns are at the forefront of a lot of people's minds.

**Steve Banner** looks at one way operators could become more 'green'



“

It's what is sometimes referred to as a drop-in fuel. It's more stable than ordinary diesel, with a low water content

”

**T**ransport operators agonising over how best to reduce the impact of their trucks on the environment may be unaware that there is a simple step they can take today that will cut their CO<sub>2</sub> output and reduce harmful tailpipe emissions. It does not involve switching to radically-different and eye-wateringly-expensive technology, or having the ranges of their trucks compromised – or making a massive investment in new refuelling facilities at their depots.

All they have to do is stop using conventional diesel immediately and switch to HVO – hydrotreated vegetable oil – instead. Classed as a paraffinic diesel, it is made from renewable waste materials such as vegetable and animal fats and can cut well-to-wheel CO<sub>2</sub> emissions by up to 90 per cent or more, claim its advocates.

Running trucks on HVO can reduce a truck's NO<sub>x</sub> emissions by up to 29 per cent, contends Green Biofuels CEO, William Tebbit. His Andover, Hants-based company supplies the fuel under the Green D+ banner.

"Its use undoubtedly leads to improved air quality," he states. "Particulates come down by up to 85 per cent and here I'm especially thinking about what are known as superfine particulates. They are not caught by a truck's particulate filter and can pass through your skin and get into your bloodstream.

"Tailpipe CO<sub>2</sub> emissions are down by five to six per cent too," adds Tebbit.

## How to make HVO

HVO can either be used on its own or mixed with

ordinary diesel in a haulier's bulk tank – no special storage arrangements are required – or a truck's running tanks. "It's what is sometimes referred to as a drop-in fuel. It's more stable than ordinary diesel, with a low water content," says Phil Moon, Marketing Manager at DAF UK.

"It doesn't smell, it's not carcinogenic – and, if it gets into the ground, it biodegrades in 52 days. It burns very cleanly and produces no smoke at all," reasons Tebbit.

"Another advantage is that because it produces less NO<sub>x</sub>, the truck consumes around 20 per cent less AdBlue. One leading bakery company's fleet has covered around 30 million miles on HVO and reported no problems with it."

Moon says things have changed a lot in a short space of time. "Go back a couple of years and there was certainly a lack of awareness, but a number of operators have now gone over to it completely," he states. "In other cases they are using it in trucks running out of just one of their depots so they can assess its performance."

## No major changes needed

Vehicles that run on it do not require any additional servicing, he says, and filters do not require replacing more frequently. "If anything you'll probably be able to extend your service intervals subject to the manufacturer's agreement," adds Tebbit.

Changing to HVO has zero impact on a truck's second-hand value, Moon adds. If you subsequently decide for whatever reason that HVO is no longer for you, then you can easily revert back to fossil diesel.

"There is no difference in performance between the two," says Tebbit.

HVO's use is now widely approved by truck manufacturers. "All our Euro VI engines are certified to run on it and it is suitable for winter use," says Oliver Soell, Head of Product at Mercedes-Benz Trucks UK. "There are no changes to service intervals and no change to service life."

Meanwhile, Moon says that all current DAF engines can operate on it. He believes transport companies should give it serious consideration. "Let's suppose you run a truck that covers 100,000 miles annually at an average 10mpg, which means it burns 10,000 gallons/45,400 litres of fossil diesel a year," he observes. "This means it emits 121.6 tonnes of CO<sub>2</sub> yearly; but if you switch to HVO you can cut that figure by 109.5 tonnes."

## Things to consider

Drawbacks to HVO? "It's around 10 to 12 per cent more expensive than standard diesel," says Tebbit. Also, it's not available at service stations. Green Biofuels can arrange for Green D+ to be delivered in bulk to hauliers' premises however – "we can deliver up to 38,000 litres at a time," says Tebbit – and can offer businesses an environmentally-friendly bulk tank to hold it if they do not already have one.

Several well-known oil distributors are starting to supply HVO, says Moon, so it is starting to move away from being a slightly-exotic fuel to one that is rapidly becoming more mainstream. "If you buy HVO in bulk then it could work out cheaper than buying ordinary diesel at a forecourt," he adds – and

the pump price of fossil diesel has of course been rising steeply.

Some vehicle makers remain cautious about HVO's use. For the avoidance of any doubt, any light commercial fleet contemplating introducing it should get written approval from the manufacturer or manufacturers concerned to ensure warranties are not invalidated.

Somewhat surprisingly, HVO is subject to the same rate of duty and VAT as conventional diesel, despite its green credentials. "That does seem a bit daft given that it's not a fossil fuel," remarks Tebbit.

He is not arguing for the rate to be changed, however. Instead, he is suggesting that hauliers who use HVO should be entitled to claim a rebate from HM Customs and Inland Revenue that is equivalent to the difference between the price of HVO and the price of fossil diesel.

"So if the former is 10p a litre more, then users should be able to get that 10p back," he suggests. Even with the price premium it attracts, HVO is growing in popularity. "Our sales are doubling annually," he says. "We supplied 50 million litres in our last financial year and that should rise to 100 million litres in our current one."

While that is undoubtedly laudable, it has to be viewed in the context of the whopping 34 billion litres of fossil diesel the UK consumes annually.

## Sustainable supply chain

The HVO that Green Biofuels sells is shipped over from mainland Europe. "It comes from refineries in Finland, the Netherlands and Italy and is made

**Trucks that run on HVO do not require any additional servicing and filters do not require replacing more frequently**



from feed stocks that include tallow, used cooking oil, fish oil and all kinds of organic matter," Tebbit says. "That means it's sustainable."

Finnish group Neste is a leading producer of HVO and markets it under the Neste MY Renewable Diesel banner. Further emission reduction benefits it cites include hydrocarbons down by 30 per cent and carbon monoxide down by 24 per cent.

Other European producers include Eni, Repsol and TotalEnergies. All HVO has to be made to the same standard – EN15940.

Moon admits that DAF isn't saying HVO is a forever fuel. However, it can deliver immediate

environmental benefits until zero-emission battery-electric and hydrogen fuel cell trucks become firmly established.

HVO is not the only drop-in EN15940-compliant paraffinic diesel available. GTL is a potential alternative.

The initials stand for gas to liquid and



HVO's use is now widely approved by truck manufacturers such as Mercedes-Benz

its use can cut particulates by up to 50 per cent and NOx by as much as 37 per cent compared with mainstream diesel, according to Certas Energy. Its product portfolio includes Shell GTL, which it distributes in the UK.

Like HVO, Shell GTL is delivered to fleets with their own bulk tanks. Like HVO too, it is pricier than ordinary diesel. It is also made from a fossil fuel, which puts a dent in its CO2 credentials.

In response, Shell points out that GTL is available with carbon offsets; the energy giant is engaged in a variety of projects worldwide in order to offset CO2 emissions.

They include the protection of peat land in Indonesia and a vast forest in Peru, plus a reforestation project in the USA, which has resulted in over 42 million trees being planted.



## Customers offered an environmentally-friendly alternative

In 2020, New Era partnered with Green Biofuels Ltd (GBF), a FORS Champion, to supply Gd+ HVO, a more sustainable, biodegradable, low emission, odourless fuel to bring customers an environmentally-friendly alternative to fossil fuels, heralding the dawn of another new era. Gd+ HVO is the latest direct drop-in replacement for diesel, offering reduced carbon footprint and a cleaner air solution.

Gd+ HVO is made from 100 per cent renewable raw materials. It is a drop-in, direct replacement for diesel (on road, off road and marine) and can be used in all

diesel engines. It is also an enhancement of HVO that reduces NOx levels up to 30 per cent (also reducing Adblue intake), reduces CO2e levels up to 90 per cent, PM levels by 86 per cent and improves local air quality.

The additive added to the HVO which further enhances the fuel and makes Gd+ HVO contains no metals unlike many other additives and it is 100 per cent organic.

There's no need to modify existing infrastructure as it meets standard EN15940 (European standard), ASDM 975 (American) and JIS K2204 diesel

specification (Japanese) for paraffinic fuels.

A spokesman said: "With the Government pledging that by 2050 carbon emissions are to be reduced by up to 80 per cent, the need for sustainable fuels has never been greater and we need to act now. We are happy to offer smart tank telematic options to FORS members which optimise fuel deliveries, ensuring that you will never run out of fuel and each vehicle can have its own fob and log-in to monitor how much fuel is being used and CO2 emitted."

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## Direct vision



# Standard practice for London

Truck operators whose vehicles ply London's traffic-clogged streets have been busy getting to grips with the Direct Vision Standard. **By Steve Banner**

Set up by Transport for London (TfL), the Direct Vision Standard (DVS) finally came into force on 1 March 2021. The standard means that every 12-tonne-plus truck entering or operating within Greater London – unless qualifying for an exemption – must be covered by a free TfL safety permit. Over 90,000 have been issued to date.

In force around-the-clock every day of the year, the scheme adopts a star system to grade vehicles depending on how easy it is for their drivers to spot vulnerable road users such as cyclists and pedestrians from behind the wheel. The grading

runs from zero to five stars, with over 3,000 safety permits now issued for 5-star trucks, which offer the highest level of direct vision. More than 60,000 trucks rated from one to five stars have been granted safety permits automatically.

If a vehicle is zero-rated, a category that TfL says encompasses around half the trucks operating in London, all is not lost. A truck can comply with TfL's requirements if it is fitted with a package of approved safety devices referred to – logically enough – as a Safe System.

This system includes a Class V mirror mounted

on the truck cab's nearside, a Class VI mirror mounted at the front and clear markings that alert everybody to the vehicle's presence and the risks it may present.

Sensors must be fitted to the nearside to warn the driver that vulnerable road users may be sitting in the truck's blind spot, which has to be monitored by an onboard camera. An audible warning device has to be installed which triggers when the driver is about to turn left.

Side under-run protection bars have to be mounted on both sides of the chassis and are there to stop cyclists from ending up underneath the vehicle.

## Permit details

Zero-, 1-, and 2-star permits are valid until October 2024 while 3-, 4-, and 5-star permits are valid for 10 years. The requirements placed on 0-star trucks will be imposed on all 1- and 2-star trucks from October 2024, when the minimum DVS rating will increase to three stars. 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 0-star vehicles too.

DAF's UK Marketing Manager, Phil Moon, believes that TfL should offer guidance as to what the new system is likely to include now. "Bear in mind that its introduction is less than three years away – and operators looking at acquiring new trucks want to know what they will need to specify," he observes.

An operator of a truck that is not DVS-compliant, but should be, will be issued with a penalty charge notice of up to £550 by TfL. It will be reduced by half if settled within 14 days.

TfL can also suspend or revoke a permit if a vehicle covered by one is later found to be in breach of the permit conditions.

More than 150,000 trucks that fall within the scheme enter London every year, according to TfL figures. Introduced with the support of the London boroughs, DVS is a key plank of the mayor of London's Vision Zero plan to eliminate all deaths and serious injuries from London's streets by 2041.

A scheme similar to DVS looks set to be adopted by the European Union starting in 2026.

## Industry efforts

Truck manufacturers have worked hard to ensure that their customers understand which models comply with which rating. The situation is more complex than might be supposed.

The dedicated Mercedes-Benz DVS website, for example, states that all of its low-entry Econics with

**The Thames Tideway project is a supporter of the DVS and FORS**



“DVS has attracted the backing of a number of fleets and site operators, including prominent FORS members and supporters”

Kilnbridge opted for the 5-star rated Mercedes-Benz Econic



full-height folding-glass passenger doors are 5-star, regardless of their tyre size. An Econic with a hinged passenger door drops down to four stars, however, and the exact rating will be tyre-dependent.

Even comparatively minor differences in wheel and tyre sizes and spring settings can result in trucks that are on the face of it identical being categorised differently because they mean that the driver of the one sits slightly higher than the driver of the other.

Mercedes-Benz makes the point that the presence of MirrorCam, its compact, camera-based replacement for conventional mirrors, can have a bearing on how its trucks are viewed. When fitted to Actros and Arocs, it improves the driver's sideways vision because the blind spots caused by conventional mirrors are eliminated. The Mercedes website allows operators to check the rating of their chosen truck. It also enables them to generate a DVS certificate should one be required. "It's quite a smooth process," says Oliver Soell, Head of Product at Mercedes-Benz Trucks UK.

### The FORS effect

DVS has attracted the backing of a number of fleets and site operators, including prominent FORS members and supporters. The list includes the giant £4.2bn Tideway Tunnel construction project; a huge sewer designed to stop raw effluent from being discharged into the Thames.

Says Traffic and Road Logistics Manager, Gordon Sutherland: "Tideway adopted a number of vehicle safety measures at the outset of the project in

2014. Since then we have ensured our supply chain operates vehicles that meet the conditions of the safety permit scheme.

"We've committed to moving materials by river wherever possible, which is safer, cleaner and better for pedestrians and cyclists," he continues. "When we need to use trucks, however, then our supply chain's compliant 5-star fleet will ensure this is done as safely as possible.

"In fact, we have a set of contract requirements that mean any operator involved with the project must meet FORS Silver as a minimum," says Sutherland. "That applies to everybody, including owner-drivers, in order to reduce any risk to vulnerable road users. If a company happens to be FORS Bronze then it is given six months to get up to Silver and FORS will help it to do so."

Peter Parle, Senior Transport Manager at leading Sevenoaks, Kent-based FORS member F M Conway, adds: "We're proud to support the mayor of London's safety permit system. Safety is at the heart of our business and the DVS 5-star rated Mercedes-Benz and Dennis Eagle tipper grabs we use give us the safest cab view for our drivers and for the cyclists and pedestrians who share the streets with them."

One well-known FORS Gold member that opted for 5-star trucks a while back is east London-based construction and engineering contractor Kilnbridge. Its fleet line-up includes 18-tonne Econics with full-height glazed passenger doors, typically fitted with Hyva skip-loading equipment.

"We opted for the Econic because it represents the benchmark in terms of ergonomics and offers terrific visibility," says Kilnbridge Plant and Logistics Director, Thomas Barrett.

"As well as ensuring that our drivers are at the same eye level as pedestrians and cyclists, the low-floor cab with its wide-opening driver's door scores very highly thanks to its outstanding ease of entry.

"This reduces the risk of drivers sustaining injuries, particularly as the consequence of slipping while getting in and out of the cab on construction sites."

That has to be viewed as a vitally-important benefit given ongoing concerns about slips, trips and falls in the workplace – no matter where that workplace may be.





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## Trailer developments

“

If you go for a straight-frame then you can carry 60 pallets – 30 on each deck

”

After much anticipation, Secretary of State for Transport Grant Shapps has rubber-stamped the agreement that will allow longer semi-trailers (LSTs) onto UK roads. Previously slated to run until 2027, a trial that was the subject of a consultation by the Department for Transport last November was brought to an early end.

The consultation closed in January and, at that stage, 2,600 LSTs were in operation as part of the trial and were clearly delivering benefits in terms of reduced mileage and emissions, plus increased productivity. They were able to do so because they can carry more goods, which means fewer journeys – up to one in eight trips could be eliminated, their advocates suggest. Two lengths were assessed – 14.6m and 15.65m – with the latter capable of transporting four more pallets than a 13.6m single-deck semi-trailer.

Results recorded from 2012 to 2019 showed that LSTs had reduced CO<sub>2</sub> output by 48,000 tonnes and cut road mileage by 33.5 million miles. They were also involved in fewer incidents resulting in personal injuries than standard semi-trailers.

“Some 57 per cent of those surveyed in the government consultation felt LSTs should be in general circulation and they could see the positive effects the move would have on both the road haulage industry and Britain’s efforts to lead the



fight against climate change,” Shapps says. “The trial saw a reduction in the number of lorries making journeys across the country, with an average eight per cent reduction in miles covered by freight as well as a 6.2 per cent reduction in pollutants expelled.”

### All part of the plan

Their benefits chime in neatly with the Government’s Transport Decarbonisation Plan. “Road safety continues to be of paramount concern though,” Shapps adds. “While the trial showed the use of LSTs caused fewer collisions resulting from fewer journeys being made, additional mitigations are under review to ensure hauliers and road users are kept even safer still.”

The decision to end restrictions on the use of LSTs has been applauded by transport industry trade associations and by trailer manufacturers; but the welcome has been tinged with a mood of caution.

“We’re starting to get orders coming in, but I don’t think LSTs will take over from 13.6m semi-trailers,” reveals Richard Owens, Group Marketing Manager at Stoke-on-Trent-based Don-Bur.

“They’re still relatively specialist pieces of kit and,

although they are heavier than 13.6m trailers, they remain limited to 44 tonnes.”

That means that while they can carry a lot of lightweight bulky cargo, their payload capacity is restricted. The Government intends to launch a trial of 48-tonners, but solely on intermodal work hauling containers to and from railheads.

Owens adds that while they are more than capable of performing effectively on the public highway, LSTs can face challenges when it comes to manoeuvring in yards and backing up to loading docks. “You need a long straight section of yard surface you can use to lock out the self-steer axle when you are reversing,” he says. If you do not have that then the tyres on the axle concerned are liable to end up going sideways and suffer severely from scrub.

“You can always specify a positive steer axle instead of course, but it will cost you more,” he warns.

While 15.65m appears – understandably – to be the most popular bet, manoeuvrability concerns may oblige some businesses to opt for 14.6m instead. “We’ve had a couple of enquiries for semi-trailers at that length,” Owens reports.

Up to one in eight trips could be eliminated by using longer trailers



“SDC's extended skeletal trailers allow our customers to move 15 per cent more freight per journey”

These two trucks parked side by side show the extra capacity of a longer trailer



▶ If a transport fleet can make full use of a 15.65m semi-trailer, then the productivity benefits can be astonishing; especially if they opt for a double-decker. “If you go for a straight-frame then you can carry 60 pallets – 30 on each deck,” says Owens. Choose a step-frame instead and your capacity falls to 52 pallets because you lose eight at the front, he adds, but the ability to transport that many at a time is still worth having, especially given the current driver shortage.

### The long and short of it

Meanwhile, both Montracon's plants in Doncaster and Mallusk, Northern Ireland can build LSTs. “We have orders for them in our system, although I wouldn't say we've got customers banging on the door,” admits Sales Operations Manager, Dean Ridgill. That could, of course, change if gross weights were to increase to 48 tonnes. The majority of orders for LSTs Montracon is receiving are for the 15.65m option.

“When LSTs were first introduced, we built a number of flat beds, but these days we're talking about boxes, curtainsiders and step-frame double-deckers,” reports Ridgill.

Some operators have already had considerable experience of LSTs and the benefits they can bring. Among them is third-party logistics provider Howard Tenens, which put three 15.65m step-frame double-deck box vans, built by Tiger Trailers, into service a while back on a contract with Toolstation, one of the UK's fastest-growing suppliers of tools and related accessories.

Fitted with self-steer axles, the LSTs can transport

up to 87 cages – 38 on each deck, with an additional 11 on the neck. The three-quarter length hydraulic moving deck is rated at up to seven tonnes, while a fixed deck has been incorporated over the step-frame. The latter is used to carry plastic piping and other awkwardly-shaped items, freeing up cage space. An onboard weighing system is fitted, while the aerodynamic sloping front of the roof helps to lower drag and reduce fuel consumption.

During the trial period SDC developed a skeletal semi-trailer which has been employed by Malcolm Logistics – well-known for its commitment to intermodal transport – to move 50ft containers when extended to 15.65m. The design allows two 20ft, or one 40ft, or one 45ft box to be transported when the trailer is closed.

With an unladen weight of 5.5 tonnes, the latest design uses a pneumatically-powered rear with a lever switch to power it in and out on a twin beam. A self-steering axle is installed with a soft docking system fitted to the back to avoid any damage when the trailer is reversed up to a loading bay.

Says Malcolm Group Chief Executive, Andrew Malcolm: “SDC's extended skeletal trailers allow our customers to move 15 per cent more freight per journey over the largest available conventional container. By using a combination of our eco-friendly road and rail services, we are able to achieve a 13 per cent reduction in CO2 emissions per pallet.”

### Trailers gaining traction

More recently, FORS Bronze member Menzies Distribution has announced that it is acquiring a further 16 LSTs in a move that will take its fleet of 15.65m semi-trailers to over 90. It runs a mixture of single- and double-decker box van and curtainsider LSTs to move lightweight, bulky items such as packaging.

No matter what length of trailer ordered or who it is ordered from, customers may have to wait many months before it is delivered, thanks to bulging order books across the industry and component shortages. The collapse of Cartwright Group took production capacity out of the UK trailer industry, although Schmitz Cargobull's decision to open a factory in Manchester looks set to go some way towards redressing the balance.

Owens says Don-Bur is typically working on a lead time of around 12 months at the moment. “At Montracon we're quoting delivery dates in July/August 2022,” adds Ridgill. “However customers who want flatbeds may have to wait until the end of next year, depending on the specification.”

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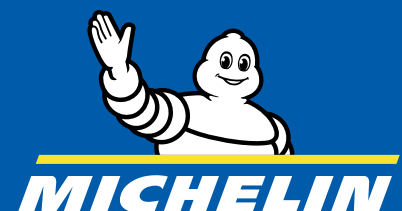
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# The back-seat sustainability driver

There is a big focus on the green revolution when it comes to tractor units, but there are opportunities for environmental improvements in trailers, too

Operators are all too aware of the UK Government's so-called 'greenprint' to decarbonise all modes of domestic transport by 2050, which includes the phasing out of diesel trucks by 2040. Yet while the targets are clear, the options and infrastructure around alternatively-fuelled trucks is less so, with many operators far from making any decisions on how their businesses will comply.

However, hundreds of fleets are already reducing their emissions by making environmentally-conscious decisions about their trailers, according to German manufacturer Schmitz Cargobull. "The focus on decarbonisation in transport is completely justified, but shouldn't just centre around tractor units," explains Paul Avery, Schmitz Cargobull's UK Managing Director of Operations. "There are carbon reductions to be made by operators who choose to pull responsible and sustainable trailers."

Schmitz Cargobull reefers have long been renowned for being lighter while at the same time more robust than competitor products because of their patented panels made from Ferroplast – a high-quality expanded, closed-cell, polyurethane foam housed between steel skins. The technology ensures a complete vapour diffusion-tight surface, meaning each trailer is energy-efficient, hygienic, age-resistant and easy to repair.

The products are also sought after for their galvanized chassis, which comes with a 10-year warranty against rust-through. In addition, the chassis is said to increase service life by three to five years compared to a painted chassis – a feature known to add to high residual values.

**Paul Avery, Schmitz Cargobull's UK Managing Director of Operations**



But Avery says there are additional far-reaching environmental advantages for operators running Schmitz Cargobull trailers. "The lightweight nature of our trailers – and the fact our chassis are durable and low-maintenance – make good sense for operators on a day-to-day basis," he says. "They look to maximise loads and reduce downtime. Therefore, they save time and money."

"As a European-based manufacturer, Schmitz Cargobull is committed to low height, while maintaining useable internal height," adds Avery. "Many operators spend a lot of money on aerodynamic features, but one sure way to reduce aerodynamic drag is to reduce the frontal area of a vehicle – keeping the height down as the width is fixed, so you are not trying to force as much vehicle through the air."

## Schmitz in the mix

Avery reveals that all Schmitz Cargobull chassis include a mix of galvanized steel and aluminum and are produced at modern energy efficient hot-dip plants. "By using dipping processes as opposed to wet spraying, we are keeping the emission of VOCs – Volatile Organic Compounds – to an absolute minimum," he says. "We are also providing a much better coating, with a substantially longer life."

"It's a dual approach for us," he continues. "We're focused on sustainable and responsible use of

natural resources throughout our production processes, reducing our own energy consumption and carbon emissions where possible, as well as helping our customers to reduce theirs."

The Schmitz Cargobull production process is based on Toyota principles, with emphasis on efficiency and sustainability. Principles include avoiding waste, glueing instead of riveting, folding instead of glueing, bolting instead of welding, steel instead of plastic and using steel instead of aluminium where possible.

It also insists on lasering instead of chemical cleaning, cold forming and cold joining instead of high-energy welding and galvanizing instead of painting.

In its factories across Europe – including the latest facility in Wythenshawe, Manchester – the company favours thermally optimised buildings, energy-saving lighting and purchasing green electricity.

## Focus on the future

It's this environmental focus that led to the launch of the EcoGeneration range of aerodynamic semi-trailer curtainsiders at the beginning of the year.

The vehicles, which include the EcoFIX, EcoFLEX and EcoVARIOS, are designed to save fuel and reduce carbon dioxide emissions, while operating at full internal height for volume transport where needed.

"The EcoGeneration curtainsiders have been designed to be aerodynamic, reducing drag and therefore fuel consumption and emissions," Avery explains.

"In practical use, fuel savings of more than 10 per cent have been achieved with the EcoGeneration concept. That adds up to significant cost and carbon savings for busy fleets."

It may come as no surprise that the next innovation from Schmitz Cargobull is a completely electric reefer-semi-trailer – the S.KOe COOL SMART – equipped with an electric refrigeration unit which uses energy from its electric trailer axle, eliminating carbon emissions completely.

Several prototypes are currently on trial, including one with Albert Heijn supermarkets in the Netherlands in conjunction with rental specialist TIP.

All being well, products could be available to UK operators as soon as 2022. "The all-electric S.KOe meets the demands of zero emission zones before they become commonplace," says Avery. "It has an electric axle and an electric refrigeration unit with integrated power and a battery system on the landing gear."

"The electric axle also recoups energy during braking which means it's charging as it's going along," he adds. "It's fantastic technology and nothing less than the market expects from Schmitz Cargobull."

**The EcoGeneration range of aerodynamic semi-trailer curtainsiders was launched at the beginning of the year**

“The focus on decarbonisation in transport is completely justified, but shouldn't just centre around tractor units”



# Speedy does it!

With over 175 operating centres and 1,100 vehicles few, if any, businesses are more committed to FORS than Speedy. **Steve Banner** talks compliance with the UK's leading tool and equipment hire company

With a fleet that embraces everything from all-electric Maxus vans and BMW i3s that have been converted into vans, to a 27-tonne all-electric truck, Speedy is FORS Gold accredited at all of its locations.

"Safety and innovation are at the heart of everything we do," says Gareth Jones, Group Fleet Compliance Manager at Speedy. "That includes opening a depot in Milton Keynes, which is our blueprint for developing bespoke and innovative solutions to ensure our service and support centres become more sustainable. We will be showcasing our innovative products there and will operate our fleet of vehicles entirely on HVO fuel."

An environmentally-friendly alternative to ordinary diesel, HVO – hydrotreated vegetable oil – is made from renewable waste materials (*read more about it on pages 12-14*).

"All our vehicles have the latest safety innovation systems, from cameras to side scanners," adds Jones. "We are also the first in our industry to fit the FHOSS Halo side protection system for pedestrians. This shows vulnerable road users the turning circle of the vehicle during night-time working."

"We fit the best equipment available to us," he adds.

## Safety systems

Onboard cameras sourced from Vision Track are integrated with a Masternaut telematics package. Should there be an incident, the fleet team can see exactly what has happened and take appropriate action. "They often know about it before the driver



has climbed out of the cab," says Jones.

Around 750 of the company's vehicles are light commercials, of which 98 per cent are Fords. "The fleet consists of flatbed Transit 3.5-tonners with tail-lifts, Transit Connects and Ranger pick-ups," confirms Jones. "We are currently trialling the new Ford onboard telematics solution. This system gives us an instant view of any problems the vehicle may be having, such as overdue oil changes and being low on AdBlue."

## Clean-up operations

"Speedy has long been committed to cutting emissions in line with the FORS Standard and our own internal strategy, led by our ESG (environment, social and governance) Director, Amelia Woodley, and our Head of Fleet, Aaron Powell," says Jones. "In 2016 Speedy was at the forefront with vehicle innovation, putting two electric BMW i3s, specially converted into vans, into service."

At the heavier end of the spectrum, the Speedy fleet also boasts an electric 27-tonne Electra Econic HGV. Jones says the company is leading from the front when it comes to reducing CO<sub>2</sub>.

"We also have two electric 7.5-tonne Fuso eCanter in build – and two Isuzu 7.5-tonne electric conversions," he adds. "These vehicles will help us reduce our carbon emissions in London as well as make valuable congestion charge savings."

"The light commercial line-up additionally embraces a pair of electric Maxus 3.5-tonners. We make a four-hour collection-and-delivery promise on our top 350 products, 50 of which will fit into these electric vehicles."

## The trucks of choice

Speedy operates 220 trucks, primarily Isuzus at up to 7.5-tonnes. Favoured for their light but durable chassis and healthy payload capacity, the Isuzus are fitted with a variety of different bodies. They

include curtainsiders with tail-lifts, beavertail plant-carrying bodies and dropsides.

Moving up the weight scale, Speedy is looking at the advantages of hydrogen as a combustion fuel and is interested in learning more about DAF's new XF Hydrogen prototype.

"Our head of fleet has already added our first hydrogen-fuelled car to the fleet," reports Jones. "Furthermore, we are looking to introduce our first plant-bodied hydrogen fuel cell truck in 2022."

The company makes a point of operating a modern fleet that meets the latest emission and safety standards. "We have introduced a company car list consisting of only plug-in hybrids (PHEVs) or fully-electric cars," adds Jones. "We keep our light commercials from three to four years and our trucks for around six years."

## Speedy: the FORS story so far

Speedy was an early adopter of FORS and its

The Speedy fleet also boasts an electric 27-tonne Electra Econic HGV





One of the BMW i3s that has been converted into a van

principles. "We felt it was good to have an independent set of standards to work to – and we still do," Jones says. "Having to monitor everything from our fuel usage to our incident rates ensures we take appropriate action if we need to and this has helped reduce our fleet insurance premiums."

Controlling fuel usage cuts costs and reduces overall CO2 emissions. Adopting a proactive approach to reducing collisions reduces repair costs and vehicle downtime. It also means there is less risk of someone being seriously or fatally injured. Membership of FORS helps demonstrate to customers the high level of compliance Speedy adheres to, which can be invaluable if it is tendering for a contract.

"We've also got Earned Recognition from the Driver and Vehicle Standards Agency, we've done the HS2 module and we meet the requirements of LPT2 – London Power Tunnels 2 – as well," says Jones.

### Trained to FORS requirements

All Speedy's drivers are trained in line with FORS requirements, but the Covid-19 pandemic has made classroom training problematic over the past 18 months.

"The latest FORS eLearning courses have proved useful and we've put them on to our own e-learning platform so we can run them as many times as we feel is necessary," he says. "We believe strongly in continuous professional development."

An enthusiastic cyclist – "I got my cycling proficiency badge back in 1980 when I was 15," he smiles – Jones is a keen supporter of FORS Professional Safe Urban Driving. It involves truck drivers taking to two wheels in city centres so that they can see highway conditions from a bike rider's viewpoint.

"It's good for drivers to get out of the cab for a day and undergo a different type of experience," he says. "It helps them to appreciate the hazards vulnerable road users face."

### Extra turning alerts

With the need to protect them in mind, Speedy is having right- as well as left-hand turning alerts installed. Such systems aren't confined to commercial vehicles operating solely in London. While London may have the Direct Vision Standard, there are vulnerable highway users all over the country.

Speedy's willingness to invest in training may have helped it to hang onto drivers at a time of severe shortage. "We've got about 60 vacancies at present, but our overall retention rate is running at 60 per cent," Jones says; a more-than-respectable rate in today's tight employment market.

As well as recruiting from outside, which is undoubtedly a challenge at present, Speedy regularly takes younger employees who express an interest and have the aptitude and trains them to become drivers.

That is not their only role though. They may also have to show the customer how to start and use the machine they are delivering; machines which may be complex and present possible safety risks.

"Remember that our drivers aren't just drivers," Jones concludes. "Their role is often wider and they are, of course, Speedy's ambassadors."



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# Golden opportunities

Safety-focused Kilnbridge has no doubts of the benefits of its FORS Gold accreditation. Director Thomas Barrett explains all to **Steve Banner**

**W**ith over 800 employees, east London construction and engineering contractor Kilnbridge is putting every effort into ensuring that the high standards it has reached to obtain FORS Gold accreditation are maintained.

The figures speak for themselves, says Thomas Barrett, Director of the company's K-Plant equipment and plant services operation. He points to the

percentage improvements the business, which runs a substantial fleet of trucks, has achieved over the past year. "We've reduced our NOx emissions by 67 per cent, our CO<sub>2</sub> emissions by 31.8 per cent and our PM10 particulate emissions by 31.7 per cent," he reports.

The measures Kilnbridge has taken include trialling the use of HVO – hydrotreated vegetable oil – in

its diesel vehicles. Made from renewable waste materials such as animal fats, HVO can be used as a direct alternative to ordinary diesel without the need for engine modifications. It can cut well-to-wheel CO<sub>2</sub> emissions by up to 90 per cent or more, say its supporters. "As well as switching our diesel vehicles to greener fuels, we've started replacing them with electric models," says Barrett.

## Fleet revamp

In recent years, Kilnbridge has invested heavily in brand-new Mercedes-Benz models – and in Econics in particular. Their low-entry cabs make it easier for drivers to spot vulnerable road users such as cyclists and pedestrians.

Econics with full-height folding-glass passenger doors meet the London Direct Vision Standard's top 5-star rating. The Econics are quieter than some of the trucks Kilnbridge has previously used, as well as delivering lower carbon emissions.

"We encourage cleaner modes of travel for all our



staff, with an incentivised bicycle scheme," explains Barrett. "The company headquarters is based within a dense network of public transport links, which we encourage all staff to use. In addition, we monitor all modes of travel employed and the associated carbon footprint."

Traffic incidents have reduced by 55 per cent compared with 2020. "There continues to be a reduction in low-speed/urban incidents," says Kilnbridge's Chief Executive Officer, Dermot McDermott, who founded the firm 30 years ago. "I believe this can be attributed to improved driver training, especially the FORS Professional Safe Urban Driving course."

## FORS for all

Kilnbridge makes use of subcontractors and, in doing so, adopts what Barrett refers to as a flow-down approach. "We commit to only using the contracted services of Silver and Gold FORS members to ensure that anyone subcontracting for us meets the same standards that we do," he says.

Driver recruitment is a challenge for all businesses and Kilnbridge has responded by casting a wide net. "We work hard to attract drivers from a broad demographic, including the long-term unemployed, females and ethnic minorities," adds Barrett.

The company promotes the industry it serves by visiting colleges and attending job fairs.

"We are committed to helping promising individuals enter the industry and upskill into a career path," he continues.

"This is particularly true for individuals who are ex-military, as Kilnbridge is a dedicated member of

“  
We've reduced  
our NOx  
emissions  
by 67 per  
cent, our CO<sub>2</sub>  
emissions by  
31.8 per cent  
and our PM10  
particulate  
emissions by  
31.7 per cent  
”





Kilnbridge has invested heavily in brand-new Mercedes-Benz models – and in Econics in particular

the Military Covenant.” The operator gives all its staff the training and resources to incrementally reach their full potential, from no qualifications to fully-accredited.

“Kilnbridge and the general public can be assured of the competency and safety credentials of our drivers,” says Barrett.

“We are also proud to have a FORS Practitioner, with 10 years’ experience, who is now helping us,” he adds. “His skills and experience will help us elevate our team’s performance to the next level, including tackling the amount of time vehicles spend idling.”

Unnecessary idling spells wasted fuel, wasted

it. McDermott made the decision to transfer his entire shareholding into an employee-owned trust, having spent three decades growing Kilnbridge as a privately-owned company. The trust holds the shares collectively on behalf of all the employees while he continues as chief executive.

“To be able to provide the team with a stake in their company and an opportunity to have a say in its future success, while staying true to the values and ethos we hold dear, is both reassuring and exciting,” says McDermott.

“As we move forward on the next stage of our journey, I know that employee ownership will be a great fit for our business.”

money and an increased output of CO<sub>2</sub> along with harmful emissions – none of these can be classed as desirable.

Over the past year or so Kilnbridge has been involved in a number of major projects, including work related to the construction of the Hinkley Point C nuclear power station and the redevelopment of Gatwick Airport railway station.

Perhaps the most important development, however, is its transformation into a business owned by the people who work for

## TRAD accreditation update

Group member and construction industry contractor TRAD Scaffolding has attained Silver status at its Barking, London, site. Sister company TRAD UK, which sells and hires out scaffolding and related safety systems, has achieved Bronze at five of its depots, and Silver at a sixth.

“FORS accreditation allows us to demonstrate that we follow best practice and we win contracts as a result of having it,” says Health, Safety, Environment and Quality Officer and Transport Co-Ordinator, Paul Rothero.

It is time-consuming, but he is a firm believer in one-on-one training wherever possible.

“If you work with people individually then you get their attention. You can also start addressing some of the risks associated with transporting scaffolding.

### Simple question

“A good place to start is by asking a driver a simple question. ‘How high is your load?’ If they reply by saying ‘well, it’s about.....’ then that’s not good enough.

You have to know exactly, which is why we’ve issued our drivers with load height measuring sticks.

“We rely on them to be professional,” Rothero continues. “Always remember that action can be taken against your licence if drivers don’t behave themselves on the highway.”

Action will certainly be taken by the enforcement authorities if a load is insecure. “We always say to drivers that once they’ve finished checking, check it again,” he comments. “Don’t take chances.”



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## Coach operator cuts infringements and saves time



**S**kills Group, the Nottingham-based coach operator, has reduced driver infringements and improved staff working time control since switching to TruTac's Confederation of Passenger Transport (CPT)-accredited tachograph analysis and HR management software. CPT Tacho Analysis and TruTime are web-based software

products which manage tachograph analysis and working time for drivers and employees.

The CPT closely worked with TruTac to develop the specific CPT Tacho Analysis software, based on the PSV 375 rule set.

According to Skills, the system has made tachograph management, driver debriefing and compliance reporting faster, more accurate and easier to control. Plus, with fully -automated email reporting, the company can more efficiently manage drivers' hours and driver debriefing.

Group Compliance Manager, Paul Harper, said: "Since our drivers started using the TruTac app, they have been able to head-off infringements because they can clearly see their own driving records, plus we have no backlog at the end of the month. Also, being able to do driver debriefings electronically and with remote downloading of data, we have gone paperless which, during the pandemic, has been a big help.

"Meanwhile, in the back-office, TruTac's time and attendance system, TruTime, has helped to save time and reduce labour costs by accurately recording staff movements – using digital tachograph driver cards or employee smart cards – while also providing 'clocked' versus tacho' start and end times."

According to TruTac, the system was designed for fleet operators and HR departments who need to manage and monitor all their driver and personnel activities in one place.

Functions include detailed lead-in and lead-out reports, driver CPC hours management, holiday requests and clocking facilities for remote workers. Clocking can also be done via the app which is also geo-located for accurate location control.



### 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.*

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ITT Hub provides a platform for showcasing the latest technology, equipment and services to the industry at this crucial moment as fleets adapt to the decarbonisation of transport. We look forward to seeing you in 2022!



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# 'Earn your stripes' with Aspoeck



**A**spoeck Systems is Europe's leading supplier of lighting for commercial vehicles. Founded in 1977, the company is still owned and operated by the Aspoeck family.

The company has always been at the forefront of vehicle lighting, championing LED lights – flashing side markers etc. – all based around the simple and robust 'Plug and Play' wiring harnesses.

Now Aspoeck is releasing an extensive range of flexible LED strips for use both externally and internally on vehicles.

The strips are available in lengths of up to 5m currently and can be softened or clear. Longer strips can also be cut down to size if a shorter length is required. Three different sized profiles are available and the lights just require a single 12V or 24V power supply – no controller is necessary. They are IP6K9K-rated, so suitable for external applications.

A range of plastic extrusions have also been developed which the strip can be pressed into for easy installation.

#### Already available are:

- **High level brake light** – a single red strip that can be fitted at top rear of trailer to add maximum visibility to other road users while braking
- **Manoeuvre light** – additional lights added to aid reversing in low light. These are integrated with both reverse and tail functions. Also, Aspoeck has developed a solution to control these lights at low speed by integrating with vehicle Electronic Brake Systems
- **Interior light** – available in 5m lengths currently. Two of these is more than enough to illuminate the interior of a trailer. Compared to a system using multiple single lights the LED strip provides up to four times more illumination but also the effect



**ABOVE – LED strip replaces top rear markers**

**BELOW – LED strips replace interior lighting**



is much softer making the environment more comfortable for operators during loading / unloading.

- **Roadside loading illumination** – red strip used to highlight the outline of the vehicle – particularly useful for loading operations where the normal road lighting may be obscured.

In the coming months Aspoeck intends to homologate the following:

- **Front marker strip** – Illuminating front pillars of trailer
- **Rear marker strip** – Run across top/bottom of rear or up the outside edged of the body
- **Side marker strip** – Fully illuminate the side of a trailer with a single strip or multiple shorter ones.

Finally the product will evolve further with the creation of an RGB version which will allow multiple colours from a single strip.

It you would like more information on any of these applications then please contact us.

**BELOW: LED strips replace individual side markers**



For more information, contact Aspoeck UK on 01279 655220 or [sales@aspoeck.co.uk](mailto:sales@aspoeck.co.uk)



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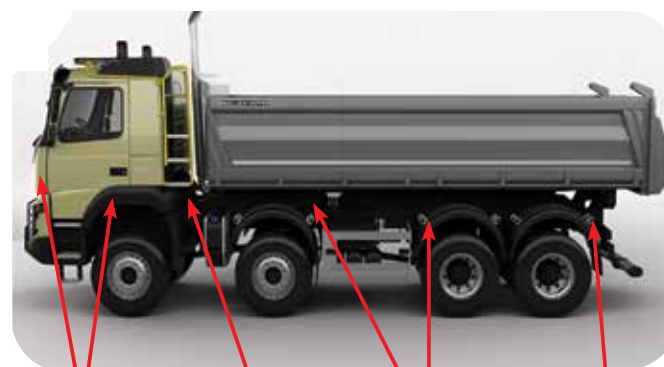
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