

## Brake Testing

The Guide to Maintaining Roadworthiness states;

In accordance with item 6 on (page 9), every safety inspection must assess the braking performance of the vehicle or trailer. It is strongly advised that a calibrated roller brake tester (RBT) is used at each safety inspection to measure individual brake performance and overall braking efficiencies for the vehicle or trailer. However, it is also acceptable to use an approved and calibrated Decelerometer to test vehicles without trailers to measure overall brake efficiency values. Where possible, it is also best practice to test the vehicle or trailer in a laden condition and to obtain a printout of the brake efficiency test from either the RBT or Decelerometer, which should be attached to the safety inspection record. If the brake test equipment cannot produce a printout, efficiency results must be recorded by the inspector on the safety inspection report.

To help operators arrange brake tests with safety inspections it is acceptable for a satisfactory brake test to be carried out within the same week of the planned safety inspection.

To provide operators with greater flexibility, where it is impracticable to obtain a brake efficiency result on a safety inspection the brake performance must still be assessed by means of a road test carried out under controlled and safe conditions, the safety inspection record must be annotated that the brake performance was assessed by a road test. However, a road test method to assess the brake performance for all planned safety inspections will usually be inadequate. Therefore, it is normally expected that the vehicle or trailer should complete at least three successful brake efficiency tests spread throughout year in addition to the annual MOT test.

If deficiencies in brake performance have been identified either during the use of the vehicle or trailer or at the safety inspection a measured brake efficiency test must be carried out. This efficiency test must confirm the brakes are performing satisfactorily before the vehicle or trailer can be considered as roadworthy. The results of this brake test must be kept as evidence of repair with the operator's maintenance documentation and can be included as one of the brake tests

# Newsletter

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required to meet the minimum requirement.

Very simple instruction, however how many operators comply to the above? How many operators check that the boxes on the inspection sheet have been filled in or look through the printout.

My advice to operators is to check the findings and ask the service provider to explain the readings so you get an understanding of what's on the document, then if there are any anomalies they can be addressed and understood. Any notification from the driver of deficiencies in brake performance or a repair on the braking system should be checked using a brake test, the document should be attached to the repair detail as evidence.

The 3 plus 1 testing is the minimum, my view is the planned maintenance inspection is made to ensure the vehicle is roadworthy and if the brake test is omitted for several inspections you are falling short of this, vehicles which have 6 weekly inspections are usually older vehicles or vehicles which are subject to heavy use, to be operating a 3 plus 1 means that these vehicles are only having a roller brake test on average every 17 weeks and the MOT.

Brake failure on a commercial vehicle can have catastrophic consequences, there have been tragic instances which have resulted in death of innocent people and imprisonment for operators, drivers and maintenance providers who were not compliant.

Review your maintenance policy and ensure your vehicles are safe and compliant.

Please make sure you look at and understand your Roller Brake Test results, Don't just file them away in the vehicle folders. *Ask your service provider to explain the results to you and ask questions! Do you need a loaded Roller Brake test, does your vehicle always pass at "Locks" If you are still unsure then please give us a call.*

### Telephone

- Head Office: [01455 389053](tel:01455389053)
- Bristol Office: [0117 4250028](tel:01174250028)
- Cambridge Office: [01223 317034](tel:01223317034)
- Edinburgh Office: [0131 354 0031](tel:01313540031)
- Leeds Office: [0113 472 0056](tel:01134720056)
- London Office: [0208 183 4320](tel:02081834320)
- Warrington Office: [01925 902016](tel:01925902016)



E-mail: [helpme@asmilesconsulting.com](mailto:helpme@asmilesconsulting.com)



The PSV and LGV Inspection manuals are to be updated in May 2018, the new manuals are available to view on the [www.gov.uk](http://www.gov.uk) website;

<https://www.gov.uk/government/publications/hgv-inspection-manual> LGV Testers Manual

<https://www.gov.uk/government/publications/psv-inspection-manual> PSV Testers Manual

### DVSA Categorisation of Defects Manual

This guide lists the actions to take when roadworthiness defects are found during; roadside vehicle inspections & annual tests

It's primarily for the use of DVSA examiners and authorised constables but has been made available to the public so vehicle owners, operators and drivers can become more aware of DVSA's inspection standards and possible defects.

<https://www.gov.uk/government/publications/categorisation-of-defects>

### Good Vehicle operator licensing guide

The Goods vehicle licensing guide (GV74) can be located here;

<https://www.gov.uk/government/publications/goods-vehicle-operator-licensing-guide-gv74>

### PSV Operator licensing guide

The PSV Operator licensing guide (PSV437) can be located here;

<https://www.gov.uk/government/publications/psv-operator-licensing-a-guide-for-operators-psv437>

### Staying legal leaflet for PSV and LGV drivers

These can be printed off and issued to your drivers as required

LGV version <https://www.gov.uk/government/publications/staying-legal-heavy-goods-vehicle-drivers>

PSV version <https://www.gov.uk/government/publications/staying-legal-public-service-vehicle-drivers>

### TFL Direct Vision Standard

Do your vehicles operate in London? Have you kept up with the information on the TFL Direct vision standard? Do you know what rating your vehicles will be classed as? Check out the information here

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/>

✉ E-mail: [helpme@asmilesconsulting.com](mailto:helpme@asmilesconsulting.com)

### Operator Licensing Undertakings

Each month we are going to look at some of the Operator Licensing conditions that you agreed to when you applied for your O Licence, and how best to ensure that you are complying fully with these undertakings.

#### Vehicles and trailers are not overloaded;

This sound relatively straight forward I can hear you saying, but? Do you know the correct unladen weight of your vehicle, with a full tank of fuel, driver, drivers mate(s) and any regular equipment that is carried on the vehicle? Do you have a weighbridge print out of the unladen weight of your vehicle, do your drivers know the maximum payload that they can carry?

Do you know the weight of every pallet / item that goes onto your vehicle? Do you weigh the pallets etc before they are loaded onto the vehicle? Do you produce a manifest with the weight of the products listed?

Do you drivers know where the nearest weighbridges are on their route and the opening times? Does your traffic clerk know where these are, and how to find them as well?

Do you drivers know that they may have to move the load about as they make deliveries? Do you have a pallet truck on board? Are they trained how to use it? Do they know how the load should be distributed on a diminishing load?

Have you put together a drivers handbook, with a loading guide and written instructions for drivers?

Checkout the DVSA load securing: Vehicle Operators Guide

<https://www.gov.uk/government/publications/load-securing-vehicle-operator-guidance/load-securing-vehicle-operator-guidance>

Cargo Securing for Road Transport, a European Guide

<https://publications.europa.eu/en/publication-detail/-/publication/30c7c1dc-f26e-44af-bd4c-2434b43edd7e>

**Most importantly: KEEP RECORDS, If it is not written down it did not happen!**

**If you issue your drivers with any written instruction and / or memo please ensure that they sign and date a copy, which should be kept in their personal file.**



Are you a member of LinkedIn? If you are then please join the "Operator and Transport Manager updates and Discussion Group-UK and Europe" to keep up to date with the latest developments, comment and opinion relevant to the road transport and logistics industry