

# . **A**shcroft . **T**railer . **H**ire

## Commercial Vehicle Inspections

A true reflection  
on the  
condition  
of your  
fleet



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**Ashcroft Trailer Hire Commercial Vehicle Inspections cover a variety of services on a range of vehicles including trailers, HGVs, vans, tankers and specialist vehicles such as waste vehicles (walking floors & ejectors). These inspections will provide you with peace of mind that you are complying with your legal undertakings and in many cases will save you money overall.**

## Your Legal Obligations

As part of your operator licence obligations and the Road Traffic Act, your declaration to ensure your vehicles are maintained to a roadworthy standard means you have agreed to undertake regular inspections, including preventative maintenance inspections and daily driver walk around checks.

Failure to comply with these regulations can result in fines and prohibitions including licence curtailments, suspensions and revocations.

For more information please see the Vehicle and Operator Services Agency (VOSA) Guide to Maintaining Roadworthiness.

With the economy relying on the world's supply chains, the Government must balance the movement of materials within the UK with stern targets to ensure safety standards are met and carbon emissions are lowered.

For commercial vehicle operators it is a tough challenge of juggling regularly changing legislation with rising operating costs and customer expectations. It is therefore vital that all

Commercial vehicles are thoroughly inspected and a sound maintenance procedure is in place to avoid the risks associated with non-compliance and unplanned downtime.

This brochure has been produced to help show the ways in which Ashcroft Trailer inspections can help support your operation to ensure you are running a safe, efficient and legal commercial vehicle fleet.



Vehicle & Operator Services Agency

## Do You Know Your OCRS?

Your fleet's Operator Compliance Risk Score (OCRS) can determine how often your vehicles are stopped and checked at the roadside.

Operators with high scores are more likely to be stopped and the risks of prohibitions and fines for defects are increased.

To request your OCRS reports from VOSA  
**E:** [enquiries@vosa.gov.uk](mailto:enquiries@vosa.gov.uk) or **T:** 0300 123 9000.

## Key Information



- VOSA has invested a further £20 million in Enforcement
- VOSA has set a target of a 15 per cent increase in the number of dangerous vehicles being taken off the road compared with the year before
- Headlamp aim remains the most common cause of failure at annual test
- The average failure rate for HGV's at initial test is over 30 per cent
- Over 40 per cent of vehicles that fail their initial test are owned by operators that only have one vehicle
- In 2008/9 the number of public inquiries held for non-compliance increased by 18 per cent from 2007/083
- VOSA Business Plan 2008/9
- VOSA Effectiveness Report 2008/2009
- Traffic Commissioners Annual Report 2008/9





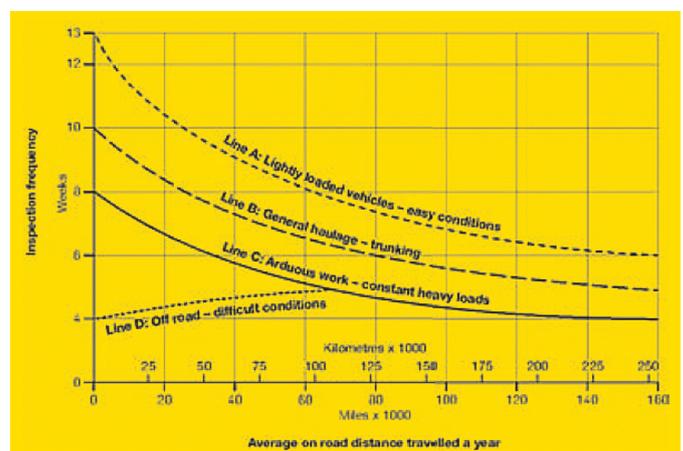
## Safety Inspections

Safety Inspections offer regular opportunities to fully examine the visual, operational and mechanical condition of your vehicles, to ensure compliance with your legal obligations and help avoid failure at roadside and annual checks. They can also provide opportunities to reduce maintenance costs, through wear and tear evaluation and allow for early detection of defects, thus increasing reliability and peace of mind that you are operating legally, safely and efficiently.

### A Guide To Safety Inspection Intervals

1. Safety inspection intervals for all vehicles should fall between lines A and C or A and D as appropriate.
2. The chart is only a guide and it is the responsibility of you, the operator, to increase these frequencies should the operating conditions demand it. Equally, they may be decreased if you are confident that this will still be effective in maintaining roadworthiness.
3. The actual inspection interval chosen should be determined by taking into account:
  - the conditions under which a vehicle will be operated;
  - the expected annual mileage;
  - the recommendations of the vehicle manufacturer; and
  - Other factors that may increase the risk of vehicles becoming un-roadworthy.
4. Vehicles that are only used for part of the year, or that have been out of service for some time, should be inspected before they are first used. When they are being used, the subsequent safety inspection intervals should be determined in accordance with this chart – conditions of use and the equivalent annual mileage (e.g. 20,000 miles covered over a six-month period represents an equivalent annual mileage of 40,000)
5. Trailers not permanently coupled but in regular use need to be assessed on their conditions of work and anticipated mileage.

6. Where there are doubts about what interval to choose, new operators are advised to be cautious and make more, rather than fewer, checks.
7. Exceptional or difficult conditions can be encountered by vehicles operating on unmade roads, e.g. in quarry work or on building or land reclamation sites, where conditions result in accelerated component wear and vehicle damage. Vehicles carrying corrosive substances or working on premises where such substances exist may also qualify for inclusion in this category.
8. It is likely that an appropriate inspection frequency for public service vehicles would fall between curves A and B, up to a maximum period of ten weeks.



For further information please contact Neil or Cheryl - Monday to Friday - 8am until 5.30pm:  
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