

## Tyre Management & Fuel Emissions

It is the purpose of this policy to make our staff and drivers aware of the legal limits and their responsibility when driving Company vehicles, to ensure environmental regulations and standards are complied with.

This policy applies to all transport and maintenance staff as part of both the Health & Safety Policy and Environment Policy and aims to achieve its purpose by considering and continuously improving all aspects of the fleet operation that relate to tyre condition and usage.

Dowse Haulage takes all reasonable steps to prevent serious incidents occurring. A number of control measures have been identified and are communicated as part of this policy. The company expects these measures to be adhered to and will take appropriate action against staff who fail to do so. The key objectives of the Tyre Management Policy are to:

- Promote a culture of safety and exercise a 'duty of care'
- Ensure the company procures tyres in the most efficient and financially viable manner
- Ensure all vehicles tyres are maintained to the appropriate level required by the law
- Dispose of tyres in a manner that has the least impact on the environment
- Avoid financial and reputational risks
- Maintain the company's accreditations for safety

### **Safety**

When a tyre is under-inflated, heat builds up inside the tyre, which may eventually lead to a blowout. Tyre failure may cause the driver to lose control of the vehicle, which is particularly dangerous on motorway carriageways.

In the event of a tyre failure, super-single tyres can present the driver with a particular challenge in terms of maintaining control of the vehicle.

Other motorists can be put at risk by any tyre debris left on motorway carriageways/roads. Fitting a replacement tyre on a motorway hard shoulder is a highly dangerous activity. We have Road side assist for this!

Correct tyre maintenance can greatly reduce these risks and provide a safer working environment for drivers and fitters.

### **3. Fuel economy**

By keeping tyres at their correct pressure, drivers can travel further on each tank of fuel and help to **reduce CO2 emissions**.

When tyres are under-inflated, the contact patch with the road surface increases, causing increased drag, which in turn places more load on the engine

The rolling resistance of an under-inflated tyre increases as it requires more energy to return to its original shape after each contact with the road

Keeping tyres correctly inflated helps commercial fleets to minimise their cost per kilometre rate, while economising on fuel costs.

### **4. Premature tyre wear**

Keeping tyres inflated to the recommended tyre pressure level for the vehicle ensures even tyre pressure distribution, optimum handling, and consequently a more even wear rate, keeping the tyres in service for longer.

Driving on under-inflated tyres places excess stress on the tyre shoulders, causing uneven wear towards the outside edge of the tread

Under-inflated tyres also heat up more quickly than correctly inflated tyres, and in extreme cases can lead to tyre failure

Over-inflation causes high wear in the centre of the tread.

### **Senior management are to:**

- Publish the Tyre Management Policy and ensure it is effectively communicated to all staff.
- Ensure company vehicles used in connection with our business are fit and serviceable for the public highway.
- Provide professionally trained staff/contractors to carry out tyre pressure checks and replacement of defective tyres and undertake their responsibilities under the Health and Safety Legislation
- Ensure the company procures tyres in the safest, most efficient and financially viable manner
- Continuously review environmentally friendly tyre disposal solutions and apply where suitable
- Ensure that management and supervisory staff are resourced, trained and empowered to ensure the duties outlined in this policy are adhered to.
- Ensure the company's Health and Safety obligations are met.

### **Line management must ensure that:**

- They are conversant with all procedures and documentation referred to in this policy and that the policy is fully implemented.
- All drivers are aware of their duties and responsibilities under this policy.
- Take appropriate action if any driver falls short of their duties and responsibilities under this policy.
- Tread wear is limited by ensuring correct tyre choice for application, removing mismatches and ensuring correct wheel alignment
- Ensure that all tyre pressures and conditions are kept in accordance with Road Traffic law and the manufacturer's instructions
- Ensure all drivers are trained to complete comprehensive tyre checks to ensure roadworthiness.

## **Tyre Pressure**

Check the pressure of HGV tyres before they leave the workshop, or once a week if the vehicle is a frequent visitor.

Check the pressure in all tyres not forgetting to check any spare tyre(s) as well.

Tyre pressure should be checked against the vehicle manufacturer's recommended pressure for the axle loads (or the tyre manufacturer's recommended operating pressures).

Check the pressure when tyres are cold or when the vehicle has travelled less than two miles.

Use a reliable and accurate pressure gauge.

Ensure that valve extensions are fitted and working for inner twins.

If you are unsure on any aspect of tyre pressure or tyre condition take your vehicle to an approved fitting centre and speak to the experts.

## **Tread depth**

Dowse Haulage recommends that we change tyres before the legal limit of 1mm on trailers, 1.6mm on the tractor unit. The same regulation applies to re-grooved tyres. Tyre tread depth should be checked at least once a month or at every fleet inspection, using an accurate tread depth gauge.

## **Condition of tyres**

Clean the dirt from the valves and make sure that valve caps are fitted to each wheel

Remove any stones and other objects embedded in the tread. Look out for any bulges, lumps or cuts to the tread & sidewalls.

Steering alignment should be corrected if front tyres show signs of excessive or uneven wear.

If the tyres have been re-grooved, check that there are no exposed cords and advise the fleet manager immediately as the tyre is unsafe for use.

## **What legislation should fleet managers be aware of?**

Poorly maintained tyres can cause commercial fleet managers a number of challenges ranging from a duty of care for their drivers and other motorists involved in a tyre failure incident, health and safety risks for those making roadside wheel changes through to vehicle downtime, premature tyre wear and higher fuel consumption. Fleet operators have a duty of care to their drivers and must ensure they are provided with a safe working environment, including the provision of safe and roadworthy vehicles. Since the Health and Safety Offences Act came into force in January 2009, UK courts have greater authority to prosecute businesses for committing offences such as fitting illegal tyres or faulty brakes. The maximum penalty has increased from £5,000 to £20,000.

## **Duty of care**

Not only is the safety of the fleet's own drivers put at risk from a tyre failure, but other motorists can also be put at risk by any debris left on the carriageway. Furthermore, as any tyre fitter can testify, fitting a replacement tyre on a motorway hard shoulder is an activity fraught with risk and danger. Correct tyre maintenance can greatly reduce these risks and provide a safer working environment for drivers and fitters.

## **What regulations apply to truck drivers?**

Drivers can benefit from taking more time over tyre maintenance. Not only do they risk heavy fines and penalty points by driving on illegal tyres, they put themselves and other road users at risk by driving on tyres with insufficient tread depth to brake safely in the wet. Similarly, adopting a responsible attitude towards correct tyre inflation helps to ensure driver safety. If the tyres on your vehicle are under-inflated before you set off, arrange for them to be inflated. When a tyre is under-inflated, the tyre contains insufficient air to support the weight of the vehicle properly, which adversely affects acceleration, braking and cornering. Over-inflated tyres can also reduce the handling quality of the vehicle and cause high wear in the centre of the tread.

## Vehicle emissions

In order to minimise vehicle emissions that negatively impact on the environment and health, Dowse Haulage Ltd, is committed to reducing vehicle idling times at depots, avoid wasting fuel in stationary traffic queues and at any other times that unnecessary idling takes place. The company actively encourages drivers to reduce levels of idling and fuel spills having introduced a bonus scheme where the driver must reach a certain fuel use percentage by turning the engine off when not necessary.

Engine idling is the running of an engine which is not required for the examination or operation of machinery other than that used for driving the vehicle

### Anti-idling measures have been implemented to:

- Reduce unnecessary vehicle idling
- Improve air quality
- Protect health
- Reduce wasted fuel
- Reduce costs
- Reduce Noise

### Driving staff must ensure that they:

- Complete pre-use and continuous inspections and ensure that any defects found are recorded on the daily defect report sheet.
- Ensure that a vehicle is not taken on to the road that is not roadworthy and/or compliant with the law.
- Abide by H&S regulations and not attempt to change defective tyres or check tyre pressures.

By keeping tyres at their correct pressure, drivers can travel further on each tank of fuel and help to reduce CO2 emissions. Keeping tyres correctly inflated helps us to minimise the cost per kilometre rate, while economising on fuel costs

### Tyre Storage

All new tyres are to be stored at a separate location from the main office and workshop (Blue Shed) which will be locked & alarmed, Access would be for supervisory staff and workshop technicians only.

### Tyre Disposal / Recycling

- Drivers must return any tyres to base that have been changed or damaged for recycling.
- Our tyres are recycled by a professional waste removal company which are Shredded and are used for drainage purpose.

All records of roadside Tyre changes and disposal are kept by the Safety manager in Fors Folder 101

Paul Mansfield H&S



Marc Dowse - Director

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