

## More Part Worn Horror Stories – and Some Good News

The latest episodes in the NTDA-funded Trading Standards investigation into sales of part worn tyres took place in Sandwell and Wolverhampton in early December. A Trading Standards Officer and an independent tyre expert visited several tyre dealers and examined 132 tyres in Sandwell and 17 in Wolverhampton to see if they complied with The Motor Vehicle Tyres (Safety) Regulations (as amended).

In Sandwell, all 132 tyres were illegal, as they were not correctly marked as 'part worn' but what was more worrying was that 32 tyres (24%) did not comply due to safety issues. These failures included: 3 tyres with bead damage, exposing the ply cords, 2 with deflation damage, 3 with temporary repairs, 3 with penetration damage and the objects still embedded, 11 with defective repairs or repairs outside the permitted repair area, 1 with cracks and splits in the shoulder area and 2 tyres with severely kinked or distorted beads.

The story was much the same in Wolverhampton; once more all the tyres were incorrectly marked, but 6 tyres (a much higher percentage at 35%) were unsafe. Faults included repairs outside the permitted area, heavy crazing, exposing the ply cords, missed penetration damage, less than 2mm tread depth remaining and severe damage caused by total deflation.

Said NTDA Director Richard Edy: "The results from Sandwell – with nearly a quarter of the tyres having potentially dangerous faults and from Wolverhampton, where the proportion was even worse at over one third – show that there is a serious problem with the integrity of some part worn tyre dealers. Our on-going initiative with Trading Standards Offices across the UK has drawn attention to the scale of the problem and has resulted in a number of prosecutions. Only by rigorous enforcement will we be able to rid our trade of these illegal and hazardous tyres."

## Better News from Yorkshire

It is not all doom and gloom on the part worn front, however, as the NTDA received an e-mail from Javed Khan, Trading Standards Enforcement Officer for the East Riding of Yorkshire Council. Mr Khan has been active on the part worn front, making unannounced visits to part worn dealers and inspecting stock. He followed these up with a second – also unannounced – visit to see what, if anything had happened. Here are extracts from his e-mail: "I have discovered that my initial visits have had an unexpected effect on the retailers in our area, which has in turn led me to amend plans for the inspection of seized products. Since my initial visits, around 60% of retailers have stopped selling PWTs altogether, with others severely rationalising their stock and introducing much more stringent checks on those they do sell – from a Trading Standards point of view this is a good result and largely the outcome we were looking for."

Mr Khan goes on to say that, as a result, he has seized only four tyres and two of those were from a trader who has now stopped selling them. Says Mr Khan: "it is apparent that the mere intervention of the department has had a significant effect in bringing our traders into line with requirements."

If Mr Khan's findings are correct, then it is good news indeed and demonstrates that the NTDA/TSO campaign is having a positive effect. Looking at the results given in the first part of this article, it would be interesting to wait a few weeks and then return to the part worn dealers in Sandwell and Wolverhampton and see if things have improved there, or if the good news from the East Riding is atypical.

## Diary Dates

Here is very advanced warning of a couple of NTDA events that you can put in that new 2014 diary that you got for Christmas:

**Westlake/NTDA Golf Day** - This has now been confirmed for Wednesday 23rd July and it will be held once again at the exclusive Bocket Hall Golf Club, Welwyn, Herts. **Further details will be published nearer the date.**

**NTDA Annual Dinner** - This will be held on the evening of Wednesday 8th October at the Hilton Deansgate Hotel, Manchester. This Wednesday is the middle day of Brityrex 2014, and, as usual, the evening will also feature the announcement of the winners of the 2014 Tyre and Fast Fit Awards, so demand for places is sure to be high. **Watch forthcoming editions of NTDA News for more details.**



## Ring out the Old, ring in the New!

It was announced in the trade press in December that the NTDA had appointed Stefan Hay as its new Director, replacing Richard Edy, who is retiring after more than 25 years in the post.



Stefan, who takes up his new post at the beginning of February, comes from outside the tyre industry, but has a wealth of experience in various senior management and trade association positions. He was Head of Membership Development at the Electrical Contractors' Association and Head of the Fire and Security Association. His work in the security industry led to him being made a Freeman of the City of London by the Worshipful Company of Security Professionals. Outside work, Stefan is keen on rugby union and he is a fluent German speaker.

The man Stefan is replacing, Richard Edy, said that, during the 25 years of his time as Director, the tyre industry had changed dramatically, due in no small part to ever-increasing legislation at home and abroad. In welcoming his successor, Richard said: "My time at the NTDA has been both rewarding and enjoyable and, while it is sad to leave after a quarter of a century, I am sure that Stefan will continue to guide the Association for the benefit of its members and to successfully face the inevitable challenges that lie ahead."

## 2014 Directory

The 2014 NTDA Directory of the UK Tyre Industry will be mailed out to members shortly. This flagship publication also goes to suppliers and trade associations in the UK and overseas, fleet managers and leading companies in the aftermarket. As well as being a year-round source of contact information, with names and addresses of all NTDA members and leading trade associations and suppliers, the editorial content has something for everyone in the tyre industry.

There are market analyses, sections on new products introduced during the year and, of course, full coverage of the Association's activities through last year, including in-depth articles on the NTDA's initiatives to combat sales of potentially dangerous part worn tyres. The editorial will also feature interviews with leading figures and a look at how the introduction of tyre labelling has affected the UK tyre industry.

### MailOnline News

#### Three people died in coach crash on their way back from music festival because of faulty 20-year-old tyre

- Driver Colin Daulby battled to control the coach on the A3 as tyre blew out
- Parent: Shocking there's no legislation about the age of tyres in this country
- Survivors spoke of waking up and seeing the tree looming towards them
- Coroner: I will be report to the Minister for Transport of the dangers caused

By ULLA KLOSTER  
PUBLISHED: 21:09, 16 July 2013 | UPDATED: 00:01, 17 July 2013

A grieving mother has called for a ban on coach operators using old tyres after a coroner ruled that the failure of a tyre that was nearly 20 years old caused the crash which killed three people, including her 18-year-old son, on their way back from a music festival.

Surrey coroner Richard Travers questioned why it was legal for such old tyres to be used after hearing how driver Colin Daulby battled to control the 52-seat coach on the A3 in Surrey.

As the front nearside tyre blew out the vehicle was sent veering up an embankment, through a fence and into a tree.

## Government gives 'Guidance' on PSV Tyre Age

You may recall that, back in September 2012, three people died when a 52-seater coach left the A3, caused by the dramatic failure of a tyre that turned out to be 19 years old. At the subsequent inquest, Coroner Richard Travers said that he would contact the Department for Transport (DfT), expressing concern that similar events could happen in the future.

Well, in December, the DfT responded by issuing a Guidance Note on the use of older tyres on buses and coaches. Briefly, the guidance note "strongly recommends that tyres over 10 years old should not be fitted to the front axles of buses and coaches" and "such tyres should be fitted only to the rear axles of vehicles as part of a twin tyre combination." The note also gives advice on how to read the age of a tyre from the sidewall.

Bearing in mind that these are recommendations only and are not legally binding, they have been met with disappointment in some quarters, not least by Frances Molloy, whose 18 year-old son Michael was one of those killed in the crash and who has campaigned for legislation covering tyre age. Ms Molloy also noted that the guidance note was published on the day she was due to meet Mary Creagh, Labour MP for Wakefield and Shadow Secretary of State for Transport.

Creagh is pro-ageing legislation, unlike the Secretary of State for Transport, Patrick McLoughlin, who says he is "not persuaded that legislation to restrict the age of tyres is appropriate at this stage." This begs the question "When will it be appropriate?" and, for many, this is a chance missed to do something positive towards better road safety.

This is only a brief summary: the subject will be covered in more detail in a forthcoming Service Bulletin.