



AVRO News

Association of Vehicle Recovery Operators

Issue 32

March 2016

Welcome to our new member in Region 6:

Beeches Recovery, Paper Mill End, Great Barr, Birmingham

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THE GREAT AVRO ESCAPE

An Epic Driving Adventure from Budapest to England
June 14th - 18th, 2016

Journey across eight exciting European countries
Spend five glorious days on a fun-filled adventure
Overnight in Budapest, Prague, Kassel, Bruges and the UK
Drive in a convoy of classic Eastern Bloc cars
Travel through superb 'B' road scenery
Help fundraise for a worthy cause
Limited spaces available

About us

AVRO is the oldest established and leading trade association for recovery operators. Its primary aim has always been to raise standards in the recovery industry and today AVRO continues to be the leading voice of the industry operating throughout the UK and the Republic of Ireland.

The AVRO Benevolent Fund was established by the organisation to assist in the provision of financial aid and moral support to members and their families in times of difficulty or despair and continues this good work on an ongoing basis.

The Great AVRO Escape

Brainchild of Eilis Murray, Vice President of AVRO, this event is a very exciting addition to the 2016 fundraising calendar. The inaugural event, and one not to be missed, sees 15 classic Eastern Bloc cars traverse eight European countries over 5 epic days. Staying in some of Europe's most exciting cities the teams will engage in daily challenges from Budapest to the UK, no doubt documenting a diary of tell tales, some close shaves and entertaining escapades along the way!

Finally, upon reaching the finish line, freshen up and enjoy a gala evening dinner. The night includes an awards ceremony and auction to raise additional revenue for the AVRO Benevolent Fund in what promises to be a thoroughly full-on and enjoyable evening of entertainment and great shenanigans.

What do you get?

- * Drive a classic Eastern Bloc car through Europe with your team member
- * Drive through superb 'B' road scenery with daily fun team challenges
- * Hotel accommodation in four European cities and an event goodie bag
- * Support crew, recovery and maintenance crew
- * Maps, pace notes and in-car satellite navigation system to assist the journey
- * Fun-filled days and nights with a great bunch of people
- * Knowing you helped a great cause during a fun-filled trip of a lifetime!
- * Limited spaces available

Continued on next page...

The Great AVRO Escape

The Itinerary

Day 1: Tuesday, 14th

Travel to Budapest, Hungary. Meet and greet, allocation of team cars, trip briefing, plenty of vino on tap!

Day 2: Wednesday, 15th

Depart Budapest after breakfast and safety briefing. Escape Prague via Slovakia, overnight in Prague, Czech Republic. Journey 525km. Driving time 4hrs 57mins*.

Day 3: Thursday, 16th

Depart Prague after breakfast and safety briefing. Escape Prague via Czech Republic, overnight in Kassel, Germany. Journey 497km. Driving time 4hrs 49mins*

Day 4: Friday, 17th

Depart Kassel after breakfast and safety briefing. Escape Kassel via Germany and Netherlands, overnight in Bruges, Belgium. Journey 496km. Driving time 5hrs 25 mins*

Day 5: Saturday, 18th

Depart Bruges after breakfast and safety briefing. Escape Bruges via France and English Channel, overnight in the Midlands, England. Journey 499km. Driving time 5hrs 25mins*

* Not including stops and challenges

- Dinner, drinks and evening entertainment
- The Great AVRO Escape Car Auction!
- Award of certificates and trophies

**For more information and to secure your booking, please contact us on:
(Eilis) 087 2503 722 (Ire) or AVRO (Sara) +44 1788 572850 (UK).**

Email: thegreatavroescape@gmail.com



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Prices from Fuelmate



W/C 14th March

Esso	: 85.89 ppl Excl VAT
BP Bunker	: 85.81 ppl Excl VAT
Shell	: 86.54 ppl Excl VAT
Texaco	: 85.55 ppl Excl VAT
UK Fuels	: 85.65 ppl Excl VAT
Keyfuels	: 85.66 ppl Excl VAT

W/C 7th March

Esso	: 84.56 ppl Excl VAT
BP Bunker	: 84.49 ppl Excl VAT
Shell	: 85.22 ppl Excl VAT
Texaco	: 84.23 ppl Excl VAT
UK Fuels	: 83.74 ppl Excl VAT
Keyfuels	: 84.20 ppl Excl VAT

For further details, or to obtain a fuel card please contact:

Tracey Easton
 T: 01482 387777
 F: 01482 338591
 E: tracey.easton@fuelmate.co.uk
 W: www.fuelmate.co.uk
 Witham House, 45 Spyvee Street,
 Hull HU8 7JR



New Scottish rate of income tax (SRIT) to take effect

The Scottish rate of income tax (SRIT) comes into effect on 6 April 2016. Under the new regime, taxpayers who are resident in Scotland will pay two types of income tax on their non-savings income.

The main UK rates of income tax will be reduced by 10p for Scottish taxpayers, and the Scottish Parliament will levy the SRIT in its place. The Scottish Parliament has the choice of whether to reduce or increase the SRIT beyond 10p and there are no lower or upper limits.

In its draft Budget in December, the Scottish

Government confirmed that SRIT would be set at 10p in the pound for 2016/17. However, the changes will have an impact on many employers and employees, as any employer in the UK will see a change to PAYE procedures if an employee is classed as a Scottish taxpayer.

The Scotland Bill 2015 proposes further devolution of additional tax and spending powers to the Scottish Parliament, paving the way for future changes.

Article courtesy of Newby Castleman

www.newbycastleman.co.uk






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Business could benefit greatly with quality telematics software

Telematics software is now well established in the public domain, and is gaining in popularity. A prime example is where young and inexperienced drivers have telematics systems installed in their cars - in return for an insurer being able to monitor and control the driver's behaviour, they are able to contain their insurance premiums to manageable levels.

In recent years, some insurers have also insisted on telematics boxes and software being installed in vehicle fleets. But is it all a load of white noise to appease insurers, or is there a real business benefit to using the latest telematics technology?

Pauline Brookes, Commercial Development Manager at Bollington Insurance, believes there are many reasons why modern telematics software can help recovery operators to not only save money, but also manage their fleet more effectively. "Telematics hardware and software is getting better all the time. The best-of-breed software now allows managers to monitor driver behaviour and fuel economy, to instantly show where all vehicles are on the road in real time, and to provide instant camera footage of accidents direct to insurers and fleet managers."

One of the biggest advances is the instant notification of accidents to insurance companies and claims managers (known as first notifications or loss, or FNOL). It used to be the case that accidents would be recorded on to an SD card on the telematics device, then FNOL would then need to be forwarded to insurers or claims management companies with the SD card showing recorded footage of the incident.

The most recent telematics systems, however, not only send video footage via GPRS satellite within minutes of an accident happening, they also show the exact moment of impact - including the speed of your vehicle along the route and the route the vehicle was taking, mapped out and recorded. This helps insurers to instantly see who was at fault for an accident, helping remove the issue of disputed responsibility—massively speeding up the process when it comes to resolving a claim.

Of course, the ideal scenario is avoiding an accident from happening in the first place. To this end, telematics software monitors not just the speed of the vehicle, but also monitors each driver's style to alert you of issues such as harsh braking, or erratic or dangerous driving. Making sure that your drivers are keeping themselves and others safe - including driver training - clearly reduces the chances of an accident happening, which gives insurers confidence that your fleet of vehicles is well managed.

Furthermore, the fuel economy of vehicles can be monitored, so you know how changes in driver behaviour can impact upon your fuel costs, and can more effectively budget for expenditure on fuel throughout the year.

Knowing exactly where your vehicles are on the road can also help you to send the nearest driver to the scene of a breakdown or accident. The same technology is used as the basis for taxi companies and couriers to operate their fleets, keeping mileage to a minimum and further reducing strain on the vehicles.

Pauline continues, "It's not just about making sure drivers are safer. It's also about making sure that you know the exact whereabouts of your vehicles, and keeping your fleet operating to a maximum effect. Being able to see in real time where all of your vehicles and drivers are gives you peace-of-mind that you are working efficiently. You can even stop your vehicles from being driven by anybody who is not registered on your telematics system, an additional anti-theft measure.

"Anything that can be tracked can have telematics fitted. It's well worth a conversation about what modern telematics offers, because it can make managing all your vehicles a whole lot easier - and can potentially save you a lot of money in the process."

Contact Bollington on 0800 970 2692 or visit www.bollington.com/telematics for further information

Information from The Pensions Regulator

Key fact:

The start of automatic enrolment for small and micro employers has been a success with more than 90% of the first group to reach their staging date now compliant.

With a significant rise in the number of employers having automatic enrolment duties it is no surprise that there has been an increase in the amount of times that The Pensions Regulator has used its statutory powers. The Pensions Regulator takes a risk based proportionate approach and the vast majority of employers who do the right thing want to see that non compliant employers are dealt with.

Automatic enrolment: Do you know your correct staging date?

Your staging date is the date your automatic enrolment duties come into effect. Recent research by The Pensions Regulator showed that many employers are unaware of their correct staging date.

It's important that you don't get this key date wrong - make sure you know your correct staging date, in order to leave sufficient time to plan and prepare for your automatic enrolment duties, and to avoid risking a fine.

The Pensions Regulator has developed a 'Duties Checker' which will confirm your staging date and gives you the information you need to meet your duties. www.tpr.gov.uk/en/employers/duties-checker

Are you on track to meet your automatic enrolment duties on time?

Automatic enrolment is automatic for staff but not for employers. Employers must put certain staff into a workplace pension and pay contributions into the

scheme. Our step by step guide is designed to make it as easy as possible for all employers - including those who employ just one or two people - to meet their legal duties.

To work out what you need to do, when you need to do it and to make sure that you only complete the tasks relevant to you, answer the questions in The Pensions Regulator's 'Duties Checker'.

www.tpr.gov.uk/en/employers

Do you know what services your business adviser can offer to help you meet your automatic enrolment duties?

Insight from The Pensions Regulator shows that employers can become non-compliant by failing to complete their declaration of compliance because they wrongly assumed their business adviser was doing this for them.

Employers and their advisers should be clear who is completing what automatic enrolment task and advisers should be clear about what services they offer. The best way to do this is to have an agreement in place with your adviser setting out clearly who will do what.

If you are an employer and you are concerned you might not be able to comply, visit The Pensions Regulator's website for clear information on what to do and when. If you are still unsure, contact The Pensions Regulator. They are there to help you get back on track. www.tpr.gov.uk/en/employers



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Challenge mandatory quarterly tax reporting

Mike Cherry, FSB Policy Director writes:

I am writing to all FSB members about proposals being considered by the Government that would require all small businesses and the self employed to move from annual tax returns to mandatory quarterly Digital Tax Reporting by 2020.

While some businesses will prefer a digital tax model, others will struggle. I am extremely concerned about the impact that mandating the use of digital tax returns will have on small business owners like me. HM Treasury and HMRC are working on the details of the proposals, but I believe that they have not yet fully assessed the potential impact this might have on our businesses, or the economy - and in particular on those who lack the capability to complete their taxes in this way.

Every FSB region has been sent resources to help us build a campaign against these measures, but I am taking the rare step of asking every member to think about the potential impact on your business, and then to write to the Treasury to set these out.

- How do you feel about the idea?
- What will it mean for you in terms of time and expense?
- Do your current systems have the information that allows for this?

I want to make sure the Government fully understands the pressures this will create, and for

them to think again about the 'mandatory' element of their proposals.

This is why I am asking you to write to the Financial Secretary to the Treasury, outlining the impact that the change will have on you and your business. Your letter should be:

- Addressed to the Financial Secretary to the Treasury, 1 Horse Guards Road, London. SW1A 2HQ
- Cover the impact that mandatory (rather than voluntary) Quarterly Tax Reporting will mean to you and your business.
- Ask the Government to ensure that any decision to proceed with Quarterly Tax Reporting is on a voluntary basis.
- Send a copy of your letter to your local MP.

In order to further understand the concerns of other members, I would like to see copies of your letters. I would be very grateful if you could send a copy of your letter to MP.Correspondence@fsb.org.uk

I hope you will help us as we believe 'mandating' is one step too far and I would like to thank all FSB members for their help to try and halt the decision.

Customer Services 
0808 20 20 888
Experts in Business

DVSA publishes new drivers' hours guidance

The Driver and Vehicle Standards Agency (DVSA) has published new guidance on drivers' hours and tachographs.

The guidance is for drivers and operators of goods vehicles and passenger-carrying vehicles in Great Britain and Europe, whether used privately or commercially.

If you drive a goods vehicle or passenger-carrying vehicle you must follow the rules on how many hours you can drive and the breaks that you need to take.

Aims of the new guidance

The new guides explain the rules for drivers' hours and the keeping of records, and update previous guidance from 2011.

Read the following guides for more information:

- drivers' hours and tachograph rules: goods vehicles (GV262)
- drivers' hours and tachograph rules: buses and coaches (PSV375)

Implementing the new national living wage

The National Living Wage (NLW) comes into effect in April 2016, and is set to have a significant impact on both employers and employees. Here we explore the NLW and its potential implications for you in more detail.

What is the National Living Wage?

The new compulsory NLW was announced in the 2015 Summer Budget by the Chancellor George Osborne. Starting from 1 April 2016, the rate will be set at £7.20 an hour for those employees aged 25 and over. The NLW will give eligible employees a premium of 50p an hour on top of the NMW. The new wage is expected to rise to £9 an hour by 2020. This is significantly higher than the NMW rate of £6.70 an hour, which currently applies to employees aged 21 and over.

The NLW is being introduced to help 'lift the wages of the lowest paid' and forms part of the Government's stated intention to 'move to a higher wage, lower tax and lower welfare society'. It is estimated that 2.7 million people stand to benefit from the introduction of the NLW. However, for those employees under 25, the appropriate rate of the NNMW will continue to apply.

The NLW should not be confused with the Living Wage, which is a voluntary wage rate that some employers choose to pay.

Advice for employers

The NLW is likely to have a significant effect on many businesses, and employers are being urged to take steps now to ensure that they are ready. To help businesses prepare ahead of the introduction of the NLW in April 2016, the Government is advising that firms should:

- know the correct rate of pay - £7.20 per hour for staff aged 25 and over
- determine which staff are eligible for the new rate
- update the company payroll in time for 1 April 2016
- communicate the changes to staff as soon as possible

NATIONAL LIVING WAGE From 1 April 2016

Aged 25 and over	£7.20
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NATIONAL MINIMUM WAGE From 1 October 2015

21 and over*	£6.70
18–20	£5.30
16 and 17	£3.87
Apprentices**	£3.30

* 21–24 from 1 April 2016. ** Rate applies to apprentices under 19, or those 19 and over in the first year of apprenticeship

In recognition that the new NLW will increase costs for some businesses, the Government is raising the amount employers can claim through the Employment Allowance. From April 2016 the Employment Allowance will enable employers to reduce the amount of Class 1 national insurance contributions (NICs) they pay for their employees by up to £3,000. This is up from the previous allowance of £2,000. Small businesses and charities particularly stand to gain from this change.

Article courtesy of Newby Castleman

www.newbycastleman.co.uk



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Vehicle safety recalls: February 2016



Driver & Vehicle Standards Agency

R/2015/198	MAN Truck: TGL, TGM, TGA, TGS & TGX	Risk of fire
R/2015/218	Jeep: 2014-2015 Cherokee (KL)	Risk of fire
R/2015/256	Nissan: Note	Driver airbag may rupture if deployed
R/2015/257	Vauxhall: Movano B & Vivaro B	Loss of braking performance
R/2016/008	Nissan: K13 Micra & E12 Note	Engine may stall and/or fail to restart
R/2016/010	Renault: Clio IV	Wheel may detach
R/2016/015	Renault: Clio IV	Rear spoiler may detach
R/2016/019	Peugeot: 208 & 2008	Fuel may leak if vehicle is involved in a rollover incident
R/2016/027	Volvo Car: S60, S50CC, V70, xC70, XC60, V60, V60 CC	Stalling and loss of power steering assistance
RM/2016/004	Suzuki Motorcycles: AN400, DL1000, GSF650, GSF1250, GSR600, GSX650F, GSX1300BK, GSX1300R, GSX-R600, GSX-R750, SFV650, VLR1800 and VZ1500	Engine may stall and/or fail to start
RM/2016/006	Honda Motorcycles: VT750C (2010-2016YM)	Engine may stall
RM/2016/010	Suzuki Motorcycles: SFV650/1, DL650A, GSR750/A, GSX650FA, GSX1250FA & AN650Z	Engine may stall
RM/2016/011	Yamaha: XRJ1300	Primary chain may fail
RM/2016/013	Suzuki Motorcycles: AN400, DL1000, GSF650, GSF1250, GSR600, GSX650F, GSX1300BK, GSX1300R, GSX-R600, GSX-R750, SFV650, VLR1800 and VZ1500	Engine may stall and/or fail to start
RSPV/2015/007	Bilbos Design: VW T5 Bilbos Motorcaravan	High top roof could detach or allow water ingress into interior fittings
RSPV/2016/001	Fendt-Caravan GmbH: K400, K500, TI640, TI680, TI685 & TI690	Panoramic roof window may detach



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The 2015 autumn statement: some key measures

When Chancellor George Osborne delivered his combined Autumn Statement and Spending Review to the House of Commons, it contained a number of surprises, not least of which was the announcement of a U-turn on the planned changes to the taper and threshold rates for tax credits, which will now remain unchanged. The Chancellor also unveiled key announcements of significance to businesses and individuals, some of which are outlined below

Business measures

Business rates

The Government will extend the doubling of Small Business Rate Relief for a further year from 1 April 2016. The Chancellor also confirmed that the Government's review of business rates is ongoing and will be reported at Budget 2016. In addition, the Government will legislate to allow local government to keep the rates they collect from business, give councils the power to cut business rates to boost growth, and grant elected city-wide mayors the power to levy a business rates premium for certain local infrastructure projects.

Apprenticeship levy

The new apprenticeship levy, effective from April 2017, will be set at a rate of 0.5% of an employer's wage bill and will be paid through PAYE. Each employer will receive an allowance of £15,000 to offset against their levy payment. This means that the levy will only be paid on any wage bill in excess of £3 million.

Diesel company cars

The three percentage point differential between diesel cars and petrol cars was set to be removed in April 2016. However it will now be retained until April 2021, when EU-wide testing procedures will ensure new diesel cars meet air quality standards, even under strict 'real world' driving conditions.

Employment intermediaries

The Government will legislate to restrict tax relief for travel and subsistence expenses for workers engaged through an employment intermediary, such as an umbrella or personal service company. Following consultation, from April 2016 relief will be restricted for individuals working through personal service

companies where the intermediaries legislation applies.

Personal measures

State pension

The Chancellor confirmed that the starting rate for a full new State Pension will be set at £155.65 per week, to take effect in April 2016. The basic State Pension will be increased by the 'triple lock' for 2016/17, meaning a full basic State Pension will rise to £119.30 a week - an increase of £3.35.

Pensions auto-enrolment

The Government will delay the next two scheduled increases in automatic enrolment minimum contribution rates by six months each, to align these changes with the start of the tax year.

Inheritance tax

Legislation will be introduced in Finance Bill 2016 to ensure that a charge to inheritance tax will not arise when a pension scheme member designates funds for drawdown but does not draw all of the funds before death. This will be backdated to apply to deaths on or after 6 April 2011.

Tax -free childcare

The upper income limit per parent will be lowered from £150,000 to £100,000 and the minimum income level per parent will be increased from the equivalent of 8 hours to 16 hours at the National Living Wage.

Help to buy

As part of the Government's 'five point plan' for housing, the Chancellor announced the extension of the Help to Buy: Equity Loan scheme to 2021 and the creation of a special London Help to Buy scheme which offers a 40% equity loan.

Article courtesy of Newby Castleman

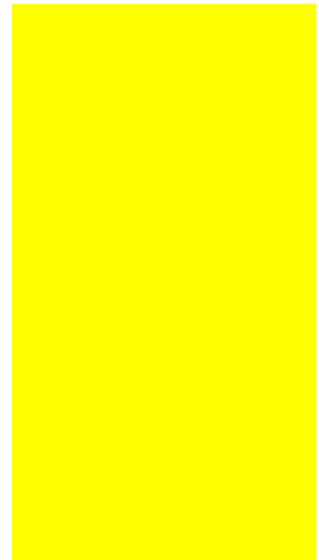
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*Association of Vehicle Recovery
Operators*

1 Bath Street
Rugby
Warwickshire
CV21 3QH

Phone: 01788 572850
Fax: 01788 567320
E-mail: sara@avrouk.com



DVSA publishes new guidance on fitting vehicle side guards

The DVSA has published new guidance on fitting side guards, which are also known as lateral protection devices (LPDs).



Side guards are fitted to reduce the likelihood of injury to 'unprotected road users' like pedestrians, cyclists and motorcyclists when struck by a vehicle travelling in a forward direction. They are fitted to deflect and to stop people falling underneath the sides of the vehicle and being caught underneath the wheels.

The new Side Guards (Lateral Protection Device) guidance aims to encourage best practice, by showing examples of good and bad practice while reinforcing the current required standards. The

guidance also helps you to identify common errors and advises on simple solutions.

The guidance includes examples of good and bad practice that apply to both:

- lorries and other vehicles in the N2/3 category
- heavy trailers and other vehicles in the O3/4 category

Steve Kendall, Heavy Vehicle Testing and Approvals Scheme Manager said:

"This guidance has been produced in response to an industry need. We want to share the best practice that will help builders and presenters get it right and get an IVA pass the first time."

Following the success of the 'IVA: help to get a pass' series, this guide continues DVSA's policy of encouraging vehicle builders and owners to adopt best practice before their Individual Vehicle Approval (IVA) examination. DVSA will check to make sure that lateral protection devices do what they are intended to do and that they meet the required standards of section 42 (lateral protection) of the IVA inspection manual.

The 'IVA : help to get a pass' guides can be found on GOV.UK: [Individual Vehicle Approval \(IVA\) for lorries: help to get a pass](#) [Individual Vehicle Approval \(IVA\) for heavy trailers: help to get a pass](#)



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