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Our Ref: **F0002474**

Date: 15th March 2010

Dear

FREEDOM OF INFORMATION ACT 2000

I refer to your e-mail of 22nd February 2010 in which you requested information relating to corrosion rates on HGV, corrective measures and any data with regards to the standards and testing corrosion on HGV's.

We do not hold much information with regards to corrosion rates on HGV's. However, there is one testable item for both HGV and Trailer tests for Chassis Condition. The failure rates recorded are 0.040% for HGV's, and 0.060% for trailers. VOSA does not hold information in respect of corrective measures applied by commercial HGV repairers in order to obtain a pass certificate. I have reproduced the relevant part of our HGV Inspection Manual which should answer the points you raised with regards to standards and cession testing on HGV's.

Extract from Heavy Goods Vehicle Inspection Manual

This inspection applies to all vehicles and trailers.

Procedure and Standards

- Check main, cross members and outriggers which have load restraining devices attached to them (e.g. twistlocks) for fractures, cracking, advanced corrosion and deformation. Check the security of fastenings between the frame and cross members including securing bolts and rivets. Check the soundness of any welds.
- On integral bodied vehicles and trailers where the body panels provide an important part of the strength of the vehicle check that where any replacement panels have been fitted that they are of a suitable material and that they have been secured in a way that ensures the strength of the structure will be maintained.

Note: For integral construction the term chassis should also be taken to apply to the underframe. For vehicles without a chassis those parts of the body must be examined which take the place of the chassis.

- When assessing corrosion it must only be regarded as a failure if it is sufficiently advanced to obviously impair the strength of a load bearing member.

Reasons for Failure

1. Any main or cross member or outrigger which has a load restraining device attached:

- a. fractured or cracked or
- b. with advanced corrosion or
- c. deformed.

so that the control of the vehicle is likely to be affected or the load will become insecure.

2. Frame and/or cross member fastenings:

- a. insecure flitch plates and/or fastenings or
- b. a weld breaking away.

so that the control of the vehicle is likely to be affected or the load will become insecure.

3. Integral body replacement panels:

- a. of an obviously unsuitable material.
- b. not adequately secured by an appropriate method.

If you have any queries about this letter, please contact us, quoting reference **F0002474**.

If you are unhappy with the response provided, you may ask for an internal review. To request an internal review, please write to:

VOSA Corporate Office,
Berkeley House,
Croydon Street,
Bristol,
BS5 0DA

or email vosa.corporateoffice@vosa.gsi.gov.uk

giving the reasons for your dissatisfaction. It will help us if you quote the reference number for your case.

If you do not agree with the outcome of the internal review, you may lodge an appeal with the Information Commissioner (www.informationcommissioner.gov.uk). The Information Commissioner is an independent official appointed by the Crown to

oversee the Data Protection Act 1998, the Freedom of Information Act 2000 and the Environmental Information Regulations 2004.

The Information Commissioner can consider complaints about any aspect of the way in which requests for information have been handled. Please note: the Information Commissioner would be unlikely to consider your complaint if you have not first requested an internal review.

You can write to the Information Commissioner at:

The Information Commissioner's Office
Wycliffe House,
Water Lane,
Wilmslow,
Cheshire
SK9 5AF

Yours sincerely

VOSA Information Access