



**TRUCKS & TRAILERS
RENTAL & LEASE**

TR GROUP LTD

**Making heavy vehicle fleet
management easy for you**

REAL Torque

February 2018

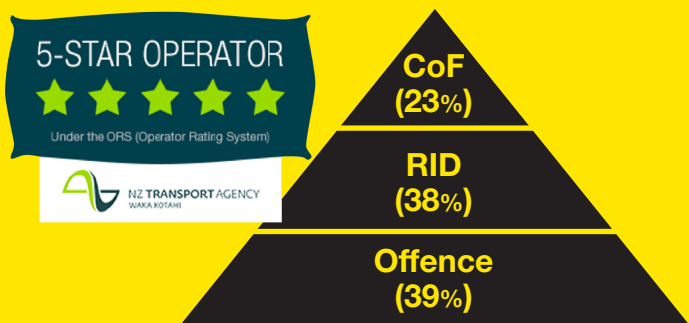
Contact maintenance for any questions on 0800 80 80 69

The Operator Rating System (ORS)

We still need your help in achieving and maintaining a 5-star rating which we covered in the ORS in May 2016.

We have the opportunity to save the need to do around 1,000 CoFs per year, which would save us around \$300,000 per year.

Just to refresh on the three things that make up the ORS – the weighting pyramid is shown:



CoF ▶ Certificate of Fitness first time passes, which account for 23% of the overall ORS score. Otherwise known as - **CoF**

RID ▶ Roadside Inspections, which account for 38% of the overall score. Otherwise known as - **RID**

OFF ▶ Driver Infringements which account for the remaining 39%. Otherwise known as - **OFF**

Level of compliance

| | |
|-------|--------------------------|
| ★★★★★ | Very good |
| ★★★★ | Good |
| ★★★ | Unsatisfactory |
| ★★ | Very unsatisfactory |
| ★ | Extremely unsatisfactory |

Score range rating

| |
|-----------|
| 0 - 0.5 |
| 0.5 - 2.1 |
| 2.1 - 3.7 |
| 3.7 - 5.3 |
| >5.3 |

We have worked hard around CoF inspections with our suppliers and a standard TR Group expect our vehicles to comply with from CoF to CoF and the time in between, TR Group has an industry leading CoF pass rate.

TR Group has no infringement recorded against their TSL number so we are doing well on this front all road rules and speed limits are being followed.

The one thing that we still need to work on is roadside inspections (RID), this makes up 38% of how the ORS is calculated and where you can play a big part in helping TR Group maintain a 5-star operators rating.

The main faults that keep occurring is small items such as lights not working, reflectors missing.



The above picture shows a missing reflector on the left side, this is easily lost and has a big impact on road side inspections.



Damaged lights need to be replaced before travelling.





PRE-TRIP INSPECTION GUIDE

1

Before moving off, check the following:

- ▶ Steering for excessive free movement
- ▶ No apparent air leaks from brakes
- ▶ All switches and warning lights operate correctly
- ▶ Heating and ventilation system operate correctly
- ▶ Sufficient fuel to complete trip

2

Horn and speedometer

- ▶ Working correctly

3

Labels

- ▶ COF label is displayed on the windscreen and is current

4

Licence

- ▶ Registration licence is current and displayed
- ▶ EROAD showing green light and visible from outside
- ▶ Correct TSL label displayed
- ▶ Certificate of loading is displayed and is visible to the driver

5

Lights and indicators

- ▶ All lights work correctly including hazard lights
- ▶ Lenses are clean and not cracked

6

Windscreen, windscreen wiper, sun-visor and mirror

- ▶ Wipers work correctly
- ▶ Windscreen clean and not cracked
- ▶ Wiper blades not damaged
- ▶ Washer fluid container full
- ▶ Windscreen washers work correctly
- ▶ Sun-visor is clean and not cracked
- ▶ Rear-vision mirrors are intact, clean and correctly adjusted

11

7

Door and seatbelts

- ▶ All doors open and close fully
- ▶ Seatbelts working correctly

8

Fluid leaks (This check must also be carried out on the other side of the vehicle)

- ▶ No fluid leaks from engine, fuel system or waste water tank

9

Wheels and tyres (This check must also be carried out on the other side of the vehicle)

- ▶ Tyres are correctly inflated and not damaged
- ▶ Wheel nuts are tight
- ▶ Wheels not damaged
- ▶ No cuts or bulges in tyre sidewalls
- ▶ Adequate tread depth

10

Hubodometer

- ▶ Fitted and not damaged
- ▶ Recording correctly
- ▶ Easily readable/visible

11

Reflectors, tow coupling, load anchorages, tail lights, indicators and air hoses

- ▶ All fitted, working correctly, clean and not damaged

12

Check

- ▶ Drawbeam, drawbar, certification, turntable, tail lights, reflectors, indicators and air hoses

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★★★★★ Being a 5-star operator is really important to us. Not only are we seen as role models in the NZ transport industry's eyes, it opens up the opportunity to take advantage of the NZTA's "Variable CoF Frequency" incentive program. This program is designed to give great operators the opportunity to reduce their compliance costs by removing the need to do CoFs every six months.



Basically, the NZTA says "we know your gear is serviced well, we know you don't cut corners and your 5-star operating rating shows this too, so we are going to allow you to save on CoFs because we trust you".