

To operate a normal fleet of this size would require a considerable amount of control, but when the vehicles, in this case the hire tankers, are based all over the country and on someone else's property, then the need for strictly controlled systems, are vital. One major element is the system for controlling the MOT testing.

We are able to return most tankers to Foston for MOT inspections and we have arranged pressure tests dates to be concurrent with MOTs. When tankers are taken on hire, they are then on the operator's licence, who have responsibility for ensuring that the tanker is serviced as indicated on the licence. WG have established a network of agents around the country who carry out routine servicing on our behalf and we keep a file on all work done on every tanker in our fleet. Since we are responsible for the equipment when it is out on hire, it is in our interest to make sure that the servicing is done to the best possible standards and over the years we have established very reliable companies to carry out this work.

We recognise that efficient and prompt response to any problem is crucial in maintaining customer goodwill and we believe that the service we offer is second to none. The fact that we can be contacted out of hours and over the week-end, means that if there is a problem, it can be resolved there and then.

Those tankers not on hire still have to be maintained and ready to go out on hire at any moment and at WG we have all the skills and equipment to do this. The recent installation of new Rolling Roads at Waterhouses and Foston has greatly assisted the MOT preparation work. To give an example of the scale of this part of the fleet maintenance, we average four MOT's a week at Foston, including outside work, and the pressure Test inspector is usually on site at Foston every week.

We believe that we can tailor any hire package to suit any need. For instance, with long term hire, the responsibility maintenance, repairs and tyres can be included or not, which ever the customer prefers. With spot hire everything is included in the rate.

The site tanks are a very different proposition to the rest of the fleet in that we deliver them to a site, where they are left immobile for often significant periods. The location is usually a construction site where there is plenty of mud on the ground and dry powder in the atmosphere from the soil stabilisation process. Keeping these tanks operational is quite a challenge but we find by thorough servicing after each hire with no expense spared, we can reduce problems to a minimum. If a tanker does fail, and it proves to be our responsibility, it will be a very expensive operation since there is no potential whatever, to return the tank to Foston.

If you would like to know more about the Hire Fleet contact Richard or his colleague Pete Slinn on 01283 585985 Extension2.

Finally, things tend to go in circles and because cement tankers are in such demand for the hire fleet, Ian has, once again, been over to Europe and purchased these tankers which will soon be part of the hire fleet. First of all, they will be modified to prevent axle overloading but not all hirers do this, so the risk of a large fine etc. is then very real.

