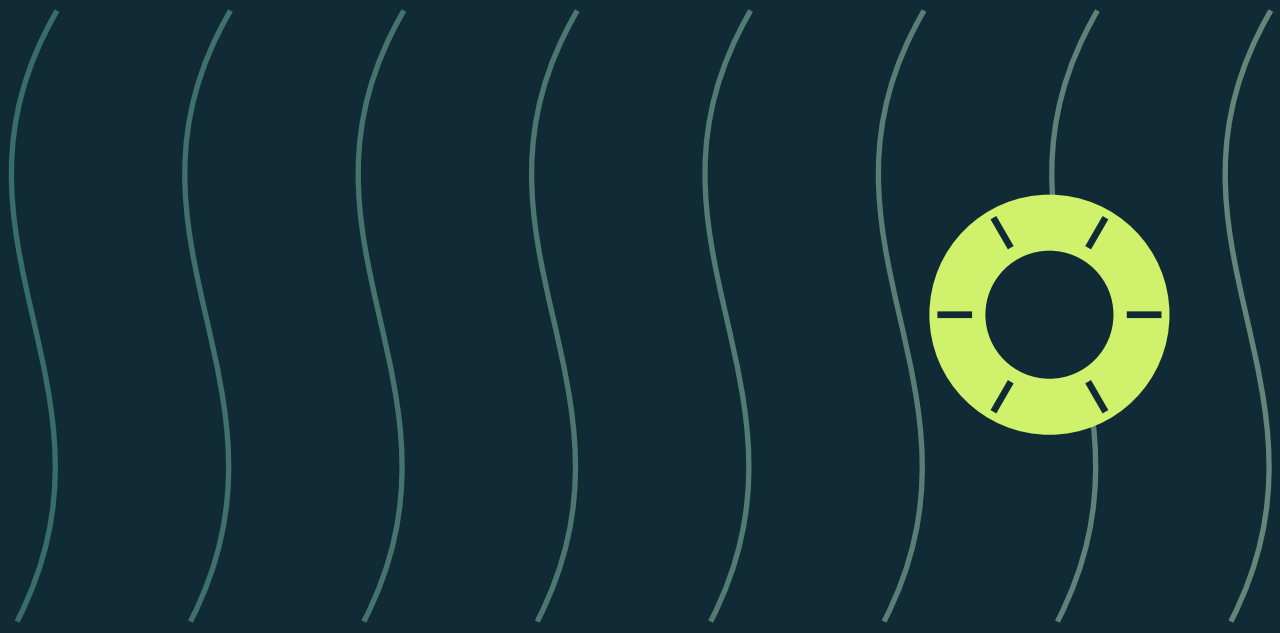
BALKAN FLEET

OPERATIONAL GUIDE FOR FLEET MANAGERS

FLEET WINTER READINESS

From maintenance to dispatch. From cars to coaches.



OPERATIONAL EDITION

balkanfleet.com

2026/27

Fleet readiness is a process

A vehicle is ready only when it fits its assigned duty.

1 / INVENTORY

Vehicles and routes

Segment M1/N1, N2/N3 and M2/M3 by depot, powertrain, chains and other winter equipment. Match each vehicle to real routes and winter exposure.

2 / WORKSHOP

Professional inspection

Tyres, tread and pressure, brakes, steering, battery, coolant, lights, heating and demisting; open a tracked work order for every defect.

3 / DRIVERS

Training + daily check

Drivers confirm visibility and kit, know how to report defects and when to stop. Issues go into the defect system, not only a chat thread.

4 / DISPATCH

Availability decision

Dispatch sees restrictions, status and inspection dates. Spare vehicles and route alternatives are planned before shifts begin.

Different classes, different checks

Tailor checks to each vehicle and its fitted systems.

M1 / N1

Passenger cars and light vans

Tyre type, legal tread depth and pressure, glazing, lights, wipers, washer fluid, brakes and 12V battery. Add checks for specific business uses.

N2 / N3

Heavy goods vehicles

Tyres by axle, air brakes and dryer, leaks, trailer connections, load restraint, AdBlue, cab heating and approved chains.

M2 / M3

Buses and coaches

Brakes, heating, demisting, doors, steps, stop conditions, emergency exits, the correct winter equipment and spare-vehicle cover.

SPECIALIST

Body and equipment

Refrigerated bodies, tail lifts, hydraulics, ramps and AWD vehicles require additional checks. Manufacturer requirements take precedence over a generic checklist.

Vehicle + charger + schedule

Winter range is an operational planning question.

ENERGY

Model actual consumption

Use recorded consumption by temperature, load and route. Account for heating and an energy buffer; do not apply one generic winter range-loss factor to all EVs.

DEPOT

Inspect charging systems

Connectors, cables, communication, alarms and protection from weather. Test what happens after a charging interruption.

WINDOW

Charge time can be the bottleneck

Plan arrival, battery temperature, real charging power, active ports and the next departure. Maintain an alternative plan.

DRIVERS

Preconditioning and reporting

Use grid-connected preconditioning where supported, check SOC and report failed sessions. Never attempt high-voltage work.

Three operational statuses

Proposed internal labels, not legal classifications.

READY

All controls passed

Legal equipment, no safety-critical defects, route supported by energy or fuel reserve. Dispatch receives dated confirmation.

REVIEW

Not automatic clearance

Open defect or missing evidence. A competent person assesses safety and any limits, recording the decision.

STOP

Remove from service

Unsafe systems, unlawful tyres or dangerous defects. No dispatch until repaired and reassessed.

RECORD

Minimum data fields

Vehicle ID | date | finding | severity | owner | deadline | status | cleared date. Simple and auditable.

If winter preparation is late

Clear safety defects first; then finish the seasonal work.

NOW / BEFORE DISPATCH

Take unsafe vehicles off duty

Identify vehicles with unsuitable tyres or unsafe brakes, steering or demisting. Arrange cover and do not dispatch until faults are fixed.

WITHIN 7 DAYS

Finish the seasonal inspection

Inspect batteries, cooling, air systems and outstanding faults. Check equipment, chains, workshop availability and driver instructions.

BEFORE EACH ROUTE

Clear the actual assignment

Check road conditions, equipment duties, vehicle status, fuel/energy, emergency contacts and a contingency for missed trips.

DURING WINTER

Measure what matters

Inspection completion, dispatch readiness, winter-related defects, downtime and disrupted trips. Separate root cause from impact.

Sources and methodology

Click the references to verify. Editorial review: 30 Oct 2026.

RS Serbia, Article 113 (2026)
www.paragraf.rs

BIH BIHAMK: season 2026/27 (28 Oct 2026)
bihamk.ba

HR HAK: Croatia winter equipment
www.hak.hr

SI Slovenia Promet.si: winter equipment
promet.si

AT1 Austrian Government: heavy winter tyres
www.oesterreich.gv.at

NO1 Norwegian Roads Administration: heavy t
www.vegvesen.no

SE Swedish Transport Agency, updated 2025
www.transportstyrelsen.se

DVSA1 UK DVSA: HGV daily checks
www.gov.uk

DVSA2 UK DVSA: bus/coach checks
www.gov.uk

DVSA3 UK DVSA: operator safety system
www.gov.uk

DOE US DOE: EV cold weather guidance
afdc.energy.gov

NHTSA NHTSA: winter driving tips
www.nhtsa.gov

Regulatory information is a planning aid; check current rules for the route and vehicle.