



Driver & Vehicle
Standards
Agency

Individual Vehicle Approval (IVA) Manual for vehicle categories N2 and N3 (Heavy Goods Vehicles)



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Contents Page

Version Control	
Time bound concessions to required standards	
Foreword	
Age Related IVA	
01 Noise	
02 Emissions	
03A Fuel Tanks	
03B Rear Protective Devices (Under Run)	
04 Rear Registration Plate Space	
05 Steering Effort	
06 Door Latches and Hinges	
07 Audible Warning	
08 Indirect Vision	
09 Braking	
10 Electromagnetic Compatibility	
13 Anti – Theft / Immobiliser / Alarm	
15 Seat Strength	
17 Speedometer and Reverse Gear	
18 Statutory Plates	
19 Seat Belt Anchorages	
20 Installation of Lights	
21 Retro Reflectors	
22 End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps	
23 Direction Indicators	
24 Rear Registration Lamps	
25 Headlamps	
26 Front Fog Lamps	
27 Towing Hooks	
28 Rear Fog Lamps	
29 Reversing Lamps	
31 Seat Belts	
33 Identification of Controls	
	34 Defrost / Demist
	35 Wash / Wipe
	36 Heating Systems
	42 Lateral Protection
	43 Spray Suppression
	45 Safety Glass
	46 Tyres
	47 Speed Limiter
	48A Masses and Dimensions
	48B Masses and Dimensions STGO
	49 Exterior Projections of Cabs
	50 Couplings
	57 Front Under Run
	62 Hydrogen Powered Motor Vehicles
	69 Electric/Hybrid Vehicles
	General Construction
	Glossary of Terms

Version Control

Section	Section Title	Revision Date	Revision
	Foreword	01/09/2015	7
	Age Related IVA	01/09/2015	5
01	Noise	01/09/2015	4
02	Emissions	01/09/2015	5
03A	Fuel Tanks	29/10/2014	5
03B	Rear Protective Devices (Under Run)	01/09/2015	5
04	Rear Registration Plate Space	29/10/2014	5
05	Steering Effort	29/10/2014	3
06	Door Latches and Hinges	01/09/2015	6
07	Audible Warning	29/10/2012	2
08	Indirect Vision	29/10/2014	6
09	Braking	01/09/2015	3
10	Electromagnetic Compatibility	01/09/2015	4
13	Anti – Theft / Immobiliser / Alarm	30/04/2012	4
15	Seat Strength	16/08/2010	2
17	Speedometer and Reverse Gear	01/09/2015	5
18	Statutory Plates	01/09/2015	10
19	Seat Belt Anchorages	03/02/2014	5
20	Installation of Lights	29/10/2014	5
21	Retro Reflectors	01/09/2015	9
22	End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps	01/09/2015	6
23	Direction Indicators	01/09/2015	4
24	Rear Registration Lamps	31/07/2011	3

25	Headlamps	29/10/2014	5
26	Front Fog Lamps	24/04/2009	1
27	Towing Hooks	01/09/2015	4
28	Rear Fog Lamps	01/09/2015	5
29	Reversing Lamps	01/09/2015	4
31	Seat Belts	01/09/2015	7
33	Identification of Controls	31/01/2011	3
34	Defrost / Demist	16/08/2010	2
35	Wash / Wipe	31/01/2011	3
36	Heating Systems	01/09/2015	4
42	Lateral Protection	01/09/2015	9
43	Spray Suppression	01/09/2015	6
45	Safety Glass	01/09/2015	5
46	Tyres	01/09/2015	4
47	Speed Limiter	29/10/2014	5
48A	Masses and Dimensions	01/09/2015	7
48B	Masses and Dimensions STGO	01/09/2015	2
49	Exterior Projections of Cabs	01/09/2015	6
50	Couplings	01/09/2015	6
57	Front Under Run	01/09/2015	6
62	Hydrogen Powered Motor Vehicles	29/10/2014	2
69	Electric/Hybrid Vehicles	03/02/2014	1
	General Construction	31/01/2011	2
	Glossary of Terms	01/09/2015	5

Time bound concessions to required standards

Section Number	Section Title	End Date	Details	Notes
02	Emissions	29 th April 2016	The EPA Standard will be acceptable for Emissions on North American vehicles used under STGO (Road Recovery Vehicles)	1 Year extension
69	Electric/Hybrid Vehicles	TBA	<p>RS1: The vehicle as presented must be accompanied by satisfactory documentary evidence of compliance with the required standard for electric/hybrid vehicles – this should be an original mass produced vehicle approval to ECE R100, approval by one of the recognised Technical Services or by way of a Model Report created by DVSA's Technical and Support Services, Swansea.</p> <p>DVSA will carry out a visual inspection only.</p>	

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Foreword

This Manual is a detailed guide on the inspection of vehicles submitted to an authorised testing station under the Individual Vehicle Approval (IVA) scheme.

It is produced for the examiners who carry out the inspections and for vehicle presenters and other interested parties who wish to familiarise themselves with the technical requirements and inspection procedures.

Application

The IVA scheme is one of three routes for a road vehicle to gain approval and thereby obtain licensing and registration in UK.

The IVA route is open to vehicles falling under the following categories:

M1, M2, M3,
N1, N2, N3
O1, O2, O3, O4

This manual covers solely the IVA technical requirements for vehicles of the following categories:

Motor vehicles with at least four wheels used for the carriage of goods.

N2: Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.

N3: Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes.

For information on other vehicle categories, the following DVSA IVA inspection manuals should be consulted.

- The Passenger Vehicle IVA Inspection Manual for vehicle category M1
- The Light Goods Vehicle IVA Inspection Manual for vehicle category N1
- The Trailer IVA Inspection Manual for categories O1, O2, O3 and O4
- The Bus and Coach IVA Inspection Manual for vehicle categories M2 and M3

Obligatory Individual Approval Certificates

The IVA scheme is one of three routes for a road vehicle to gain approval and thereby obtain licensing and registration in UK. For N2 and N3 category vehicles the other two routes are: European Whole Vehicle Type Approval (ECWVTA), and National Small Series Type Approval (NSSTA). Refer to the Road Vehicles (Approval) Regulations 2009 (SI 2009 No. 717 for more information).

Approval Process

With the IVA inspection, the onus is on the applicant to provide evidence of compliance. This can, for example, be in the form of manufacturer's markings on the vehicle or component, an EC certificate of conformity for an incomplete or base vehicle and details of the systems approved, documentary evidence from the competent authority in the country of origin or the manufacturer, submission of a test report from a Technical Service or a combination of such elements, and it may also include a degree of visual examination and practical tests. Applicants may be required to dismantle certain parts of the vehicle to allow DVSA examiners to carry out a full and meaningful inspection.

Applications and supportive documentation will be assessed prior to the issue of an appointment. Examination of the vehicle will include verification checks to confirm as far as possible compliance with the required standards.

Where evidence of compliance is supplied and no obvious modification has been carried out – assume compliance has been met.

The physical examination criterion for this part of the process is contained in sections 1 to 60 of this manual.

Scope of inspection

The design and construction requirements applicable to new road vehicles are contained within the Road Vehicles (Approval) Regulations 2009. The inspection procedures within this manual have been developed to assess as far as practicable the ability of the vehicle to comply with those Regulations. This manual is however not a legal interpretation of the Regulations.

The issue of an Approval Certificate should not be taken as absolute evidence that the vehicle can legally be used on the road, since there may be other applicable requirements contained in other regulations.

Examiners are not required to carry out a roadworthiness inspection but where obvious safety defects are noted the vehicle may be subject to prohibition action, The IVA certificate will not be issued and where applicable it may be indicated on the IVA 30 (refusal to issue a certificate) that a relevant section of the inspection was “Unable to be assessed fully” due to the condition of an item. i.e. In the case of tyres where any tyre displays cuts or damage.

NOTE: The vehicle will be assessed for compliance in all modes of operation (as required for normal road use), for example, in the case of a lifting axle, with the axle up and down / if dual fuelled, when running on each separate fuel source etc unless otherwise specified.

Method of Inspection

The examination will be limited to parts of the vehicle which can be readily seen without dismantling. However, the presenter might be required to open lockable compartments and remove engine covers, inspection/access panels, trims or carpeting, etc and tilt the vehicles cab in order to gain access to items subject to examination.

The visual assessment of certain items e.g. seat belt anchorages (which in Type Approval undergo a physical test) might not always be sufficient to satisfy the examiners that the vehicle complies with the requirements of the regulations. In such circumstances the onus is on the applicant to demonstrate, for example, by the production of satisfactory test result documentation, or (by arrangement), during construction, of the inspection of relevant structural elements, that the vehicle complies with the requirements of the regulations.

In some areas of the inspection, evidence that the vehicle complies with the relevant criteria may be submitted in the form of documentation. This can, for example, be satisfactory evidence that the vehicle complies with the relevant requirements of a European Directive. In certain cases calculations will be required to prove compliance. Where these are required they should be submitted with the application for inspection to DVSA, Technical Services Branch for verification prior to the inspection. Failure to produce these calculations may delay or prohibit the inspection appointment being confirmed.

If the examiner has any doubts over any item covered by documentary evidence, calculations or declarations, they have the right to ask for the original copies of these approvals / declarations which were accepted at time of application, to compare against the vehicle they are inspecting.

Use of this manual

The manual has been arranged in chronological order to reflect the Recast Framework Directive (RFD) from which the inspection criteria are derived. Each inspection area broadly covers the requirements that vehicles must meet or exceed based upon the National IVA scheme.

General Construction is a section that does not explicitly exist in the RFD, rather it is implicit that unsafe vehicles are not permitted to be approved.

Note: For areas where documentary evidence is not required all vehicles will be subject to a visual inspection as detailed within the method of inspection

Special Purpose Vehicles. (SPV)

Certain vehicles are classified as Special Purpose Vehicles. They may be subject to additional exemptions from the required standards but only where the special function of the vehicle makes it impossible to comply.

a. Armoured Vehicle

A vehicle intended for the protection of conveyed passengers and/or goods and complying with armour plating anti-bullet requirements.

"Anti - bullet requirements" shall be interpreted as meaning: the driver and passenger compartment (front, rear and sides including doors and glazing are capable of withstanding ballistic penetration from small arms fire. E.g. materials to EN 1063 or an equivalent level of protection.

b. Mobile Crane (see Special Types General Order Section below)

A vehicle of N3 category not fitted for the carriage of goods, provided with a crane whose lifting moment is equal to or higher than 400kNm

(Evidence from the crane manufacture will be required)

c. Snow Plough

A vehicle designed for clearing snow and ice from roads,

d. Recovery Vehicle (see Special Types General Order Section below)

A vehicle fitted with equipment to lift a vehicle partly off the ground and tow it, and not able to carry any other load other than necessary equipment;

e. Electric Vehicle

A vehicle powered purely by electricity and designed for a special purpose (e.g. milk float).

f. Road Sweeper

A vehicle fitted with specialised equipment for sweeping streets.

(Purpose-built compact road sweepers are exempt from approval if they can be classed as mobile machinery and comply with the relevant requirements for such machinery)

g. Abnormal Indivisible Load Vehicle (see Special Types General Order Section below)

A vehicle which is designed to carry loads which are over the maximum vehicle dimensions or weights specified in Section 48

Nb. Other vehicles fitted with specialised equipment may also be subject to additional exemptions. Applicants requesting such exemptions should at the time of application, submit to DVSA any vehicle specific documentary evidence supporting any such request.

Special Types General Order

The following special vehicles that are regulated under Great Britain’s legislation for *special* (including extra large) vehicle types (“STGO”) fall in scope of this manual:

- a. **Abnormal Indivisible Load (AIL) vehicles** – vehicles that are designed to carry a bulky or heavy load that cannot safely be carried on regular vehicles meeting the ‘normal’ regulations C&U and Authorised weight regulations.

Quick summary table

	Normal size	Wide (> 2.55m or 2.75m for locomotive), and/or long (> 12m)	Super-size: >6.1m wide, or 30m long
Normal weight	C&U	STGO (Cat 1)	VSO
Cat 1 weights: <50T (std axle weights)	Plating & Testing*, STGO	STGO	VSO
Cat 2 <80T	P&T*, STGO	STGO %	VSO
Cat 3 <150T	P&T*, STGO	STGO %	VSO
Exceeds 150T	STGO	STGO %	VSO

* - unless a locomotive

% - exempt from Spray suppression

- b. **Road Recovery Vehicle (RRV)** – an N3 vehicle or combination of vehicles (N3/O4) used to lift and recover another vehicle, where the normal C&U limits are exceeded, and intended to be taxed as a recovery vehicle.
- c. **Engineering plant (EP)** – vehicles based on lorry chassis which do not carry any goods, only fixed machinery or equipment, and which are not cranes. It must not be possible for the engineering function to be carried out by a vehicle complying in all respects with C&U regulations. Some vehicles commonly classed as plant or *engineering plant* (e.g. JCB diggers, excavators.) which are not based on a lorry chassis are classed as *Mobile Machinery* and exempt from approval or IVA
- d. **Mobile Cranes (MC)** – vehicles based on a lorry chassis which includes extremely large elevating work platforms as well as more typical cranes. These vehicles only fall in scope of STGO where they exceed the normal dimensions and weights of a road vehicle. (A van-based elevating work platform is not within STGO).

In addition, this manual covers two other categories planned for inclusion in STGO which at present still require a Vehicle Special Order (VSO) to authorise each vehicle

- e. **Impact protection vehicles (Crash Cushion)** – vehicles specially designed for use in high speed traffic (e.g. laying out cones on the motorway) with a protective deployable rear “crash cushion”.

Foreword

- f. **Crane ballast vehicles** – vehicles designed to carry the ballast required by mobile cranes. These are carrying a divisible load which is very heavy, but nevertheless are permitted in the interests of avoiding the need for two or more vehicles carrying ballast to follow the crane

Refusal to examine

The examination of a vehicle may be refused for any of the following reasons

- the vehicle is not submitted for examination at the time and place appointed
- the correct fee has not been paid
- the vehicle submitted for examination is of the incorrect category
- the vehicle cannot be driven or has insufficient fuel or oil to enable the test to be completed
- the vehicle is presented in a dirty or dangerous condition such as to make it unreasonable for the examination to be carried out
- a load or items on the vehicle are not secured or removed as requested
- a proper examination cannot be carried out because any door, tailgate, boot lid, engine cover, fuel cap or other device designed to be readily opened cannot be opened
- the condition of the vehicle (in the opinion of the examiner) is such that proper examination of the vehicle would involve a danger of injury to any person or damage to the vehicle or any other property
- there was no means of identifying the vehicle, i.e. the vehicle identification number was missing or did not relate to the vehicle, or where evidence indicates that the VIN has been tampered with to change the identity of the vehicle
- the presenter does not remain in the vehicle or its vicinity and operate the controls, drive the vehicle or to remove, refit panels as requested to allow a meaningful examination of the vehicle or is uncooperative.

Summarised Table of Directive Requirements for Heavy Vehicles					
Section Number	Directive Requirement	As amended by #	UNECE Regulations	N2 & N3	
1	Noise	70/157/EEC	1999/101/EC	51.02	Approval & Inspection
2	Emissions	70/220/EEC / 88/77/EEC	See Section	83.05 & 49.04	Approval
3	Fuel tank & rear under-run	70/221/EEC	2006/20/EC	34.02 & 58.01	Approval & Inspection
4	Rear registration plate space	70/222/EEC			Inspection
5	Steering effort	70/311/EEC	1999/07/EC	79.01	Approval
6	Door latches & hinges	70/387/EEC	2001/31/EC	11.02	Inspection
7	Audible warning	70/388/EEC	87/354/EC	28.00	Inspection
8	Indirect vision	2003/97/EC		46.02	Inspection
9	Braking	71/320/EEC	98/12/EC	13.08 / 13H	Approval
10	EMC	72/245/EEC	2006/28/EC	10.03	Approval
13	Anti theft	74/61/EEC	95/56/EC	18.02 / 97.00 / 116.00	Inspection
15	Seat strength	74/408/EEC	2005/39/EC	80.01	Inspection
17	Speedo & reverse gear	75/443/EEC	97/39/EC	39.00	Inspection
18	Statutory plates	76/114/EEC	78/507/EEC		Inspection
19	Seat belt anchorages	76/115/EEC	2005/41/EC	14.05	Inspection
20	Installation of lighting and signalling devices			48.03	Inspection
21	Retro reflectors	76/757/EEC	97/29/EC	3.02 / 104	Inspection
22	End outline, position, stop & side marker lights	76/758/EEC	97/30/EC	7.02 / 87.00 / 91.00	Inspection
23	Direction indicators	76/759/EEC	99/15/EC	6.01	Inspection
24	Rear registration plate lamp	76/760/EEC	97/31/EC	4.00	Inspection
25	Headlights	76/761/EEC	99/17/EC	1.01 / 5.02 / 8.04 / 20.02 / 31.02 / 98.00 /	Inspection

			112.00 / 123.00	
26 Front fog lights	76/762/EEC	98/18/EC	19.02	Inspection
27 Tow hooks	77/389/EEC	96/64/EC		Inspection
28 Rear fog lights	77/538/EEC	99/14/EC	38.00	Inspection
29 Reverse lights	77/539/EEC	97/32/EC	23.00	Inspection
30 Parking lights	77/540/EEC	99/16/EC	77.00	Inspection
31 Seat belts	77/541/EEC	2005/40/EC	16.04	Inspection
33 Identification of controls	78/316/EEC	94/53/EC	121.00	Inspection
34 Defrost / Demist				Inspection
35 Wash / Wipe				Inspection
36 Heater systems	2001/56/EC	2006/119/EC	122.00	Inspection
42 Lateral protection	89/297/EEC		73.00	Inspection
43 Spray suppression systems	91/226/EEC			Inspection >7.5t
45 Safety Glass			43.00	Inspection
46 Tyres	92/23/EEC	2005/11/EC	30.02 / 54.00 / 64.01 / 117.01	Inspection
47 Speed limiter	92/24/EEC	2004/11/EC	89.00	Inspection
48 Masses & Dimensions	97/27/EC	2003/19/EC		Inspection
49 External projections of Cabs	92/114/EEC		61.00	Inspection
50 Couplings	94/20/EC		55.01	Inspection
57 Front under-run protection	2000/40/EC		93.00	Approval / Inspection
69 Electric vehicles			100	

Vehicles may be approved to a later level directive, these approvals will be acceptable

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add Regulations to the Table of summarised requirements, add new statement to foreword
3	31/01/2011	Add text to foreword, redefine Modes of Operation
4	30/04/2012	Add statement for SPV, Change text in the list of IVA 12 items for identification of vehicle
5	03/02/2014	Amend definitions of Electric Vehicle and Small Road Sweeper
6	29/10/2014	DVSA replaces VOSA, STGO information added
7	01/092015	Addition of electric vehicles and amendments to text

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Age Related IVA

IVA for N2/N3 Vehicles manufactured before 29th April 2009 up to a maximum of 25 years old

Purpose of this document

To describe the policy and procedures for IVA to be followed in order for N2/N3 vehicles up to 25 years old to become approved for registration following the implementation of ECWVTA. Vehicles over 25 years old do not require type approval or IVA before registration, although they will require submission to DVSA for a Plating examination and first annual test. (unless manufactured before 1968).

Previously used vehicles under IVA.

An application will be assessed to make sure that the vehicle receives the correct level of inspection:

- N2 or N3 vehicle manufactured on or after the introduction of the Road Vehicles (Approval) Regulations 2009 will be required to meet the standards as laid down by the approval regulations (April 29th 2009)
- N2 or N3 vehicles manufactured before 29th April 2009 will be eligible for IVA using Retrospective Directive Requirements.

Ethos of IVA for older vehicles

Vehicles (up to 25 years old) which can no longer be approved via the GVNTA route will now require to be approved using the IVA scheme, these vehicles will also be subject to an Annual Test (MOT) or if exempt Testing and Plating a full roadworthiness check.

Scope of IVA inspection carried out on vehicles up to 25 years old

Importantly, most elements of the current IVA inspection (latest levels as per RVAR 2009) will apply, with only the 6 areas covered by GVNTA differing from the conventional IVA requirements, these Age-related standards are detailed below. All age related exemptions are show in the relevant sections of the IVA Manual.

Vehicles will be tested based on their date of manufacture. Where only the **year** of manufacture is known, assume a date of 1 January in the relevant year. For vehicles which have been previously used overseas or by the armed forces, the date of manufacture should be used as the “date of first use” when submitted for annual inspection.

Scope of Goods Vehicle National Type Approval GVNTA

GVNTA covers 6 main areas of compliance. These are;

- Emissions (Diesel and Petrol, including Smoke for diesels)
- Radio interference suppression
- Brakes
- Noise
- Speed Limiter
- Tyre Noise

Additional Information

A provisional Technical Record will have been created for this type of vehicle and a plating exercise is required. On completion of the exercise the IVA Certificate number must be entered in the notes section of the provisional record before it is changed to confirmed.

A Plating Certificate **VTG6A / VTG7A** should be issued where required.

Pre April 2009 vehicles require only an installation check of the Rear under run protective device as per Section 03B of this manual.

Vehicles manufactured from 10 July 2011 must be fitted with Conspicuity Markings meeting the requirements of Section 21 of this manual.

Age-related Directive Requirements for Heavy Vehicles up to 25 years old				
Section Number	Directive Requirement	As amended by #	UNECE Regulations	N2 & N3
1 Noise				
29/04/2009 IVA Requirement	70/157/EEC	1999/101/EC	51.02	Approval
Vehicles manufactured on or after 1st January 1987:	70/157/EEC	77/212/EEC	51.00	
Vehicles manufactured on or after 1st October 1990:	70/157/EEC	84/424/EEC	51.01	
Vehicles manufactured on or after 1st October 1996:	70/157/EEC	92/97/EEC	51.02	
2 Emissions				
29/04/2009 IVA Requirement	70/220/EEC	See Section	83.05	Approval
Light Duty				
Vehicles manufactured on or after 1st January 1987:	70/220/EEC	83/351/EEC	15.04	
Vehicles manufactured on or after 1st October 1989:	70/220/EEC	88/76/EEC	83.00	
Vehicles manufactured on or after 1st October 1990:	70/220/EEC	88/436/EEC	83.00	
Vehicles manufactured on or after 1st October 1994:	70/220/EEC	93/59/EEC (Euro 1)	83.02	
Vehicles manufactured on or after 1st October 1998:	70/220/EEC	96/69/EEC (Euro 2)	83.04	
Vehicles manufactured on or after 1st January 2002:	70/220/EEC	98/69/EEC Row A Limits apply (Euro 3)	83.05	
Vehicles manufactured on or after 1st January 2007:	70/220/EEC	98/69/EEC Row B Limits apply (Euro 4)	83.05	

Age Related IVA

8 Indirect vision				
29/04/2009 IVA Requirement	2003/97/EC		46.02	Inspection
Vehicles manufactured on or after 1 st January 1987:	71/127/EEC	79/795/EEC	46.01	
Vehicles manufactured on or after 1 st October 1988:	71/127/EEC	85/205/EEC	46.01	
Vehicles manufactured on or after 1 st October 1990:	71/127/EEC	88/321/EEC	46.01	
Vehicles manufactured on or after 1 st January 2000:	71/127/EEC	88/321/EEC or 2003/97/EC	46.01 or 46.02	
9 Braking				
29/04/2009 IVA Requirement	71/320/EEC	98/12/EC	13.08 / 13H	Approval
Vehicles manufactured on or after 1 st January 1987:	71/320/EEC	79/489/EEC	13.04	
Vehicles manufactured on or after 1 st October 1988:	71/320/EEC	85/647/EEC	13.05	
Vehicles manufactured on or after 1 st October 1991:	71/320/EEC	88/194/EEC	13.06	
Vehicles manufactured on or after 1 st October 1994:	71/320/EEC	91/422/EEC	13.07	
Vehicles manufactured on or after 31 st March 2001:	71/320/EEC	98/12/EC	13.08	
10 EMC				
29/04/2009 IVA Requirement	72/245/EEC	2006/28/EC	10.03	Approval
Spark Ignition Engines Only				
Vehicles manufactured on or after 1 st January 1987:	72/245/EEC		10.01	

Age Related IVA

Vehicles manufactured on or after 1 st October 2002:	72/245/EEC	95/54/EC	10.02	
Vehicles manufactured on or after 1 st January 2009:	72/245/EEC	2004/104/EC	10.03	
11. Diesel Smoke				
29/04/2009 IVA Requirement	72/306/EEC	2005/21/EC		Inspection
Vehicles manufactured on or after 1 st January 1987:	72/306/EEC		24.03	
	Or 2005/55/EC	2008/74/EC		
	Or 715/2007	692/2008		
	Or A free acceleration test such that the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed - (a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or (b) in any other case, 2.5 per metre.			
41. Diesel Emissions				
29/04/2009 IVA Requirement	88/77/EEC	See Section	49.04	Approval
Heavy Duty				
Vehicles manufactured on or after 1 st October 1990:	88/77/EEC	(Euro 0)	49.01	
Vehicles manufactured on or after 1 st October 1993:	88/77/EEC	91/542/EEC Row A Limits apply (Euro I)	49.02	
Vehicles manufactured on or after 1 st October 1996:	88/77/EEC	91/542/EEC Row B Limits apply (Euro II)	49.02	
Vehicles manufactured on or after 1 st October 2001:	88/77/EEC	1999/96/EC Row A Limits apply	49.03	

Age Related IVA

		(Euro III)		
Vehicles manufactured on or after 1st October 2006:	2005/55/EC Row B1 Limits apply	(Euro IV)	49.04	
Vehicles manufactured on or after 1st October 2009:	2005/55/EC Row B2 Limits apply	(Euro V)	49.05	
46 Tyres				
29/04/2009 IVA Requirement	92/23/EEC	2005/11/EC	30.02 / 54.00 / 64.01 / 117.01	Inspection
Vehicles manufactured on or after 4th February 2005:	92/23/EEC	2005/11/EC	117.00	
47 Speed limiter				
29/04/2009 IVA Requirement	92/24/EEC	2004/11/EC	89.00	Inspection
Vehicles manufactured on or after 1st October 1994:	92/24/EEC	2004/11/EC	89.00	
57 Front under- run protection				
29/04/2009 IVA Requirement	2000/40/EC		93.00	Inspection
	2000/40/EC		93.00	
Vehicles manufactured on or after 10th August 2003:	Or A device for which an approval or test report has been issued or a test has been witnessed by the approval authority with respect to the requirements of 200/40/EC or UNECE 93.00 And an installation check			

Vehicles may be approved to a later level directive, these approvals will be acceptable

The above table lists the “Age-related Standards” which will be applied to vehicles presented for this scheme. Under items noted as “Inspection”, an Approval can be provided instead, as an alternative.

Age Related IVA

Record of Revision

Revision	Date	Description of Change
1	31/07/2011	New Section
2	11/02/2013	Change to Definitions for N2/N3 new or used vehicles
3	03/02/2014	Insert new statements under the header "Additional Information".
4	29/10/2014	DVSA replaces VOSA
5	01/09/2015	Amendments to text, additions and deletions to simplify the content

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01 Noise

Application: All Vehicles (except Electric Vehicles)

Method of Inspection	Required Standard
<p>The examiner will ensure that the evidence is relevant to the vehicle as presented for test.</p> <p>Note 1: Only a minor modification to the exhaust system is allowed. If modified the noise must be assessed with a static noise test.</p> <p>Minor modification means :-</p> <ul style="list-style-type: none"> • A change to length of tail pipe after the last silencer of more than 2 metres. (Any change up to 2 metres is allowed and would not require a noise test to be carried out) • Any change in the length of exhaust pipe forward of the last silencer. • Any significant change in the direction the exhaust pipe outlet faces i.e. Original; outlet was to the offside, now positioned to the rear. <p>Any change other than to pipe work length, i.e. new silencer or other equipment, change in pipe diameter etc, means that a new approval test is required.</p> <p>Note 2: STGO Categories - Abnormal Indivisible Load (with a GTW of at least 120,000kg) and Road Recovery Vehicles do not have to comply with RS 1, but must meet RS 2 - 8</p> <p>Note 3: Manufacturers drain holes are permitted in the system.</p>	<ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory evidence of compliance with the required standard for "Noise" (See note 1, 2, and 7) 2. The exhaust system must be fitted with a silencer. 3. The exhaust system must be securely mounted. 4. Exhaust system components must be secure. 5. The exhaust outlet must be positioned so that exhaust gases cannot damage other components of the vehicle, or cause a hazard to people in the vehicle 6. There must be no leaks from the exhaust system (See note 3) 7. Where an air braking system has been modified, any high pressure brake exhaust outlet must be fitted with a silencer, or satisfactory evidence supplied to show compliance with the required standard. (See note 4) <p>Where the exhaust system has had a minor modification</p> <ol style="list-style-type: none"> 8. The measured sound level must not exceed 99dbA (See notes 5 & 6)

Noise 01

Method of Inspection	Required Standard
<p>Note 4: Where a modification has been carried out to the air braking system a test report must confirm that the vehicle complies with the directive listed in the front of this manual or an inspection to confirm that air brake silencers are fitted to all additional or modified air brake exhaust outlets.</p> <p>Note 5 : Where examiners are required to undertake a noise test, they should refer to the appropriate work instruction for details of how the test should be conducted</p> <p>Note 6: Where the examiner has doubts that the vehicle noise test result may be falsely low then evidence of compliance must be supplied.</p> <p>Note 7: An auxiliary engine will not be subject to the IVA Noise requirement providing it is not in operation when the vehicle is travelling on the road between locations at which it is providing an engineering function.</p>	

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/07/2011	Remove noise test procedure from MOI and add notes 4 & 5
3	29/10/2014	New note 2 (STGO), old notes 2 – 5 renumbered 3 - 6
4	01/09/2015	Addition of Note 7

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02 Emissions

Application: All Vehicles fitted with piston engines used for the propulsion of the vehicle

Method of Inspection	Required Standard																				
<p>Ensure that the vehicle as presented has satisfactory evidence of compliance to the required standard and has not been subject to modifications that may invalidate the approval</p> <p>An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in reference weight. (e.g. due to addition of armour plating)</p> <p>STGO - Abnormal Indivisible Load Vehicles (GTW of at least 120,000kg) only requires a declaration from the engine manufacturer that the required standard is met i.e.euro 5.</p> <p>Where evidence of compliance has been provided, subsequent modification to the exhaust system will be permitted providing</p> <ul style="list-style-type: none"> • it is to the exhaust system after the last silencer; and • the emissions control device is identical to that fitted before the modification. (as listed on an original approval or test report) <p>Note 1: Dates for introduction of Euro 5 and 6 Light Duty Emissions are under consideration by the DfT</p> <p>Note 2: A mobile crane may comply with Directive 2006/42 for Non-Road Mobile Machinery Emissions, instead of the listed standards.</p>	<ol style="list-style-type: none"> 1. An N2 vehicle as presented must be accompanied by satisfactory evidence of compliance with the required standard for either “Light duty emissions” or Heavy duty “Emissions”. (See Note 1 and Table 1) 2. An N3 vehicle as presented must be accompanied by satisfactory evidence of compliance with the required standard for “Heavy duty Emissions”. (See Table 1, and note 2) 3. The exhaust must not emit excessive smoke or vapour of any colour to an extent likely to obscure the vision of other road users <p>Table 1 – See also Age Related IVA</p> <table border="1" data-bbox="1030 858 2105 1190"> <thead> <tr> <th colspan="4" data-bbox="1030 858 2105 911">Light Duty Emissions</th> </tr> <tr> <th data-bbox="1030 911 1344 983">Manufactured Date (TBD) see note 1</th> <th data-bbox="1344 911 1585 983">Directive Requirement</th> <th data-bbox="1585 911 1805 983">As amended by</th> <th data-bbox="1805 911 2105 983"></th> </tr> </thead> <tbody> <tr> <td data-bbox="1030 983 1344 1051"></td> <td data-bbox="1344 983 1585 1051">70/220/EEC</td> <td data-bbox="1585 983 1805 1051">2003/76/EC,</td> <td data-bbox="1805 983 2105 1051">Row B Limits apply (Euro 4)</td> </tr> <tr> <td data-bbox="1030 1051 1344 1120">Vehicles on or after 01/01/2012</td> <td data-bbox="1344 1051 1585 1120">EC715/2007</td> <td data-bbox="1585 1051 1805 1120"></td> <td data-bbox="1805 1051 2105 1120">Annex I table 2 Euro 5</td> </tr> <tr> <td data-bbox="1030 1120 1344 1190">Vehicles on or after 01/09/2016</td> <td data-bbox="1344 1120 1585 1190">EC 715/2007</td> <td data-bbox="1585 1120 1805 1190"></td> <td data-bbox="1805 1120 2105 1190">Annex I table 1 Euro 6</td> </tr> </tbody> </table>	Light Duty Emissions				Manufactured Date (TBD) see note 1	Directive Requirement	As amended by			70/220/EEC	2003/76/EC,	Row B Limits apply (Euro 4)	Vehicles on or after 01/01/2012	EC715/2007		Annex I table 2 Euro 5	Vehicles on or after 01/09/2016	EC 715/2007		Annex I table 1 Euro 6
Light Duty Emissions																					
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	70/220/EEC	2003/76/EC,	Row B Limits apply (Euro 4)																		
Vehicles on or after 01/01/2012	EC715/2007		Annex I table 2 Euro 5																		
Vehicles on or after 01/09/2016	EC 715/2007		Annex I table 1 Euro 6																		

Emissions 02

Method of Inspection	Required Standard			
	Heavy Duty Emissions			
	Manufactured Date	Directive Requirement	As amended by	
	Engines, before 1 st October 2009	88/77/EEC	2001/27/EC,	Row B1 Limits apply (Euro IV)
	Engines, on or after 1 st October 2009	88/77/EEC	99/66/EC,	Row B2 Limits apply (Euro V)
	Vehicles on or after 01/04/2016	EC595/2009		Annex I limit values Euro vi

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add table to RS 1
3	31/07/2011	Amend table and reword note 1
4	29/10/2014	STGO information added to Mol
5	01/09/2015	Add in the proposed Euro 6 dates

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03A Fuel Tanks

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure that the vehicle as presented has satisfactory evidence of compliance to the required standard and carry out an installation check</p> <p>Fuel Tanks The requirements for liquid fuel tanks apply only to fuel tanks used primarily for the propulsion of the vehicle.</p> <p>Check that an Approval / Test Report is presented with the vehicle and that there appears to be no modifications that would invalidate the evidence.</p> <p>Vehicles that require an Age Related IVA only have to comply with the Installation Check.</p> <p>Note 1: The required standard for Gaseous Fuels:</p> <p>ECE 67.01 – LPG fuel systems</p> <ul style="list-style-type: none"> • Recognised as an alternative to the EC Directive on fuel systems in the current ECWVTA Directive and in the Recast Framework Directive. or <p>ECE 115.00 – Retrofit LPG fuel systems</p> <ul style="list-style-type: none"> • Requires compliance with the installation requirements of ECE 67.01. or <p>An Installation Certificate from an Approved Installation Engineer</p>	<ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory documentary evidence with the required standard for “Fuel Tanks”. See note 1 <p>Installation Check</p> <ol style="list-style-type: none"> 2. A fuel tank must not be located in, or form part of an occupant compartment or other compartment integral with it. 3. There must not be an aperture in a partition separating the occupant compartment from the fuel tank that would allow fuel to flow freely into the occupant compartment during normal conditions of use. 4. The fuel filler opening must not be located in the occupant, luggage or engine compartment. 5. The fuel tank must be securely attached to the vehicle 6. The fuel tank must be positioned so it is protected from damage from protruding parts or sharp edges in the event of a front or rear impact. 7. The fuel tank must be mounted so as not to be fouled by moving parts of the vehicle, or likely to be subject to abrasion by adjacent parts. 8. The tank must not be mounted in a position that would allow any fuel leaking from the tank or pipe work into the occupant compartment.

Fuel Tanks 03A

Method of Inspection	Required Standard
<p>ECE 110.01 – CNG/LNG fuel systems</p> <ul style="list-style-type: none"> Recognised as an alternative to the EC Directive on fuel systems in the current ECWVTA Directive and in the Recast Framework Directive. or <p>ECE 115.00 – Retrofit CNG/LNG fuel systems Requires compliance with the installation requirements of ECE 110.00. or</p> <p>An Installation Certificate from an Approved Installation Engineer</p> <p>Check that an Approval / Test Report is presented with the vehicle and that there appears to be no modifications that would invalidate the evidence.</p> <p>Note 2: The cap and venting device must be those approved for the tank such that only the pipe work between them and the tank may be modified.</p>	<p>9. Any fuel filler neck or vent must not allow spilt fuel to be able to fall onto the exhaust system.</p> <p>10. An approved vent device must be fitted to the fuel tank</p> <p>11. An approved fuel filler cap must positively locate to the filler neck and incorporate an adequate sealing arrangement so that a fuel leak is not possible. See note 2</p> <p>12. The fuel filler cap must either be tethered to the vehicle or be of a lockable type where the key can only be removed when the cap is locked or an automatically opening and closing, non-removable fuel filler cap</p>

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Amend RS 12, link note 2 to RS11 and reword RS4
3	31/01/2011	Delete Note and add text to MOI
4	30/04/2012	Add statement to MoI for ARIVA
5	01/09/2015	Incorporate Liquefied Natural Gas (LNG) requirements with CNG

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03B Rear Protective Devices (Under Run)

Application: All Vehicles

Method of Inspection	Required Standard								
<p>Ensure the vehicle or device as presented is accompanied by satisfactory evidence in the form of:</p> <ul style="list-style-type: none"> • a type approval <p>(If a valid vehicle approval relating to the vehicle in its finished un modified state is provided the installation check is not required)</p> <p>or</p> <ul style="list-style-type: none"> • a test report witnessed by the Approval Authority (VCA) <p>or</p> <ul style="list-style-type: none"> • evidence that calculations were provided at the time of application to the satisfaction of the Approval Authority. (VCA) <p>And in these cases an Installation check is required</p> <p>Vehicle Exemptions*</p> <table border="1" data-bbox="147 1066 1043 1362"> <thead> <tr> <th>Vehicle type</th> <th>Exemption Provided</th> </tr> </thead> <tbody> <tr> <td>Tractors for articulated vehicles</td> <td>Exempt</td> </tr> <tr> <td>Gritter (vehicle fitted at the rear with apparatus for spreading material on a road)</td> <td>Exempt</td> </tr> <tr> <td>Vehicle transporters (vehicles specially designed and constructed to carry other vehicles loaded on from the rear)</td> <td>Exempt if the lower edge of the loading platform / bed structure is 550mm or less</td> </tr> </tbody> </table>	Vehicle type	Exemption Provided	Tractors for articulated vehicles	Exempt	Gritter (vehicle fitted at the rear with apparatus for spreading material on a road)	Exempt	Vehicle transporters (vehicles specially designed and constructed to carry other vehicles loaded on from the rear)	Exempt if the lower edge of the loading platform / bed structure is 550mm or less	<p>Approval</p> <ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory evidence of compliance regarding the protective system (see note1 & exemptions) 2. Separate devices must be correctly marked and be as specified in the approval / test report or calculation documents. <p>Installation check (see note 1)</p> <ol style="list-style-type: none"> 3. Where a separate device is fitted it must be fitted as per manufacturer's instructions. 4. The lower edge of the rear under-run must at no point be more than 550mm above the ground. 5. The width of the rear under-run must not extend beyond the width of the rear axle. (see notes 2, 3 and 4) 6. The width of the rear under-run must extend to within 100mm of the width of the rear axle on either side (see notes 2 and 3) 7. The rear under-run criteria must be met as close to the rear of the vehicle as possible 8. The section height of the rear under-run must not be less than 100mm
Vehicle type	Exemption Provided								
Tractors for articulated vehicles	Exempt								
Gritter (vehicle fitted at the rear with apparatus for spreading material on a road)	Exempt								
Vehicle transporters (vehicles specially designed and constructed to carry other vehicles loaded on from the rear)	Exempt if the lower edge of the loading platform / bed structure is 550mm or less								

Rear Protective Devices (Under Run) 03B

Method of Inspection		Required Standard																						
<table border="1"> <thead> <tr> <th>Vehicle type</th> <th>Exemption Provided</th> </tr> </thead> <tr> <td>Concrete / Volumetric Mixers & pumping vehicles*</td> <td>Exempt if the operation of equipment is compromised by the fitment of an underrun</td> </tr> <tr> <td>Coal delivery vehicles fitted with a rear mounted conveyor</td> <td>Exempt if the operation of equipment is compromised by the fitment of an underrun</td> </tr> <tr> <td>Skip loaders, including hook lifts</td> <td>Exempt if the operation of equipment is compromised by the fitment of an underrun OR the upper edge of the loading platform is lower than 550mm</td> </tr> <tr> <td>Off road vehicles</td> <td>Exempt</td> </tr> <tr> <td>Rear loading refuse collection vehicles</td> <td>Where the equipment and bodywork prevent the fitting of a RUP device.</td> </tr> <tr> <td>Breakdown Vehicle (Rear loading slide and tilt bed)</td> <td>Exempt when fitted with a Spectacle Lift</td> </tr> <tr> <td>Highways Surface/Geological survey vehicles</td> <td>Exempt where fitment of devices would interfere with the operation equipment</td> </tr> <tr> <td>Access Lift Vehicles,</td> <td>Only where the platform is situated behind the vehicle making the fitment of the rear under-run device impractical</td> </tr> <tr> <td colspan="2">STGO Exemptions:</td> </tr> <tr> <td>Road Recovery Vehicles,</td> <td>Exempt where fitment of devices would interfere with the operation equipment</td> </tr> <tr> <td>Vehicles (including STGO) for which rear under-run protection is incompatible with their use are exempt</td> <td>. (evidence may be required)</td> </tr> </table>	Vehicle type	Exemption Provided	Concrete / Volumetric Mixers & pumping vehicles*	Exempt if the operation of equipment is compromised by the fitment of an underrun	Coal delivery vehicles fitted with a rear mounted conveyor	Exempt if the operation of equipment is compromised by the fitment of an underrun	Skip loaders, including hook lifts	Exempt if the operation of equipment is compromised by the fitment of an underrun OR the upper edge of the loading platform is lower than 550mm	Off road vehicles	Exempt	Rear loading refuse collection vehicles	Where the equipment and bodywork prevent the fitting of a RUP device.	Breakdown Vehicle (Rear loading slide and tilt bed)	Exempt when fitted with a Spectacle Lift	Highways Surface/Geological survey vehicles	Exempt where fitment of devices would interfere with the operation equipment	Access Lift Vehicles,	Only where the platform is situated behind the vehicle making the fitment of the rear under-run device impractical	STGO Exemptions:		Road Recovery Vehicles,	Exempt where fitment of devices would interfere with the operation equipment	Vehicles (including STGO) for which rear under-run protection is incompatible with their use are exempt	. (evidence may be required)
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Vehicles (including STGO) for which rear under-run protection is incompatible with their use are exempt	. (evidence may be required)																							

 9. The outer ends of the rear under-run must be rounded on the outside and have a radius of curvature of not less than 2.5mm. 10. Rear under run must be securely attached to the rear of the vehicle 11. Rear under-run mountings must clearly be of adequate strength to perform their function. 12. In the case of a movable rear under-run, the device must be able to be securely locked into the service position. 13. In the case of a movable rear under-run, the locking mechanism must be clearly of adequate strength to enable the device to perform its function **Where platform lifts are incorporated into the under-run** 14. The lateral distance between working elements of the lift and fixed elements of rear under-run must be a maximum of 25mm 15. Each individual section of the rear under-run-must have a rear facing surface area of at least 350cm² || *In cases where it is impracticable to comply with the full requirements | | |

Rear Protective Devices (Under Run) 03B

Method of Inspection	Required Standard
<p>the protection device will be mounted as close to the rear as possible and must be capable of fulfilling its function.</p> <p>**Vehicles designed to interchange equipment for gritting, gully sucking and tipping etc used by local authorities need only comply with *above</p> <p>All other vehicles with demountable bodies must meet the requirements applicable to their category</p> <p>Note 1: Evidence may be for a vehicle, a separate device or that the rear of the vehicle is so designed as to perform the same function. Where the rear body is so designed the Installation Inspection as appropriate relates to the structure forming the rear of the vehicle. Pre April 2009 vehicles only require the installation check.</p> <p>Note 2: The width of the rear axle is measured at the outermost points of the wheels including the tyres (excluding any tyre bulging close to the ground). Where more than one rear axle is fitted the width used is that of the widest axle</p> <p>Note 3: Where the rear under-run is combined with a tail lift the lift structure may extend beyond the width of the rear axle to the width of the body, the requirements for the rear under run will be considered to be met providing the “device” meets all other dimensions up to the width of the rear axle.</p> <p>Note 4: Where the rear under-run device is contained in or comprises the vehicle bodywork, which itself extends beyond the width of the rear axle, RS5 shall not apply.</p>	

Rear Protective Devices (Under Run) 03B

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/01/2011	Add exemptions
3	30/04/2012	Add more exemptions to Mol
4	03/02/2014	Amend description of car transporter, insert new note 4 and link to RS 5 & 6
5	01/09/2015	Add more exemptions to Mol

04 Rear Registration Plate Space

Application: All Vehicles

Method of Inspection	Required Standard											
<p>All vehicles must have a suitable place to mount a rear registration plate.</p> <p>Vehicles which are approved to Directive 70/222/EEC will not require an inspection to this section, providing the vehicle has not been modified.</p> <p>Note 1: + 20° is with the plate angled in at the top, - 15° is with the plate angled in at the bottom</p> <p>Note 2: A plate hanging from the vehicle with no structure or support brackets behind it would be considered unacceptable</p> <p>Note 3: With an “IVA Test” plate of the required size placed onto the space provided, check that it is visible and that the whole of the shaded portion (yellow on DVSA supplied equipment) can be easily seen from a height of 1.5m from all points along a 21.5m line on the ground placed at 10.75m (centralised to the centre of the available rear reg plate space) behind and parallel to the rear of the vehicle.</p>	<ol style="list-style-type: none"> 1. All vehicles must comply with one of the “options” listed in table 1. 2. The space must permit the mounting of a plate in a position as close to vertical (+ 20° or - 15°) as is permitted by the vehicle structure available. (See note 1) 3. An external body surface or a purpose-designed mounting system securely attached to the vehicle must be provided to hold the plate in a fixed position.. (see note 2) 4. The whole of the shaded portion of the “IVA Test plate must be capable of being easily seen from every point along the test line. (see note 3) <p>Table 1</p> <table border="1" data-bbox="1151 1029 2063 1134"> <thead> <tr> <th></th> <th></th> <th>Width</th> <th>Height</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Euro space</td> <td>Option 1</td> <td>520</td> <td>120</td> </tr> <tr> <td>Option 2</td> <td>340</td> <td>240</td> </tr> </tbody> </table>			Width	Height	Euro space	Option 1	520	120	Option 2	340	240
		Width	Height									
Euro space	Option 1	520	120									
	Option 2	340	240									

Rear Registration Plate Space 04

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Re – arrange order of notes
3	31/01/2010	Correct text misalignment in MOI
4	30/04/2012	Remove the term 'Yellow' from RS4 and reword note 3
5	29/10/2014	DVSA replaces VOSA

05 Steering Effort

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure the vehicle as presented has satisfactory evidence of compliance to the required standard</p> <p>Where modifications have taken place a lock to lock check must be carried out to check the system</p> <p>The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>Note 1: A Mobile crane may be fitted with a crab steering system and if fitted it would not need approval.</p> <p>Note 2: STGO – Wide and Super-size CAT 2 and CAT 3 vehicles would not need approval and needs only to comply with RS 2</p> <p>Note 3: For vehicles requiring an age related IVA inspection only RS 2 applies</p>	<ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory evidence of compliance with the required standard for Steering Effort. (see note 1, 2 & 3) 2. The steering system must operate smoothly from lock to lock and without undue stiffness. (See note 3)

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/01/2011	Add Note 2 in reference to IVA on vehicles up to 25 years old
3	29/10/2014	New Note 2 added (STGO), old Note 2 now Note 3

06 Door Latches and Hinges

Application: All Vehicles

Method of Inspection	Required Standard
<p>All vehicles must provide safe access to and from the drivers and passengers cabin.</p> <p>Compliance may be demonstrated by:</p> <ul style="list-style-type: none"> A vehicle approval or test report that relates to the vehicle in its finished condition, the vehicle must not display modifications that would affect the validity of the evidence. <p>or</p> <ul style="list-style-type: none"> An inspection of the vehicle. <p>In the case of a Mobile crane exemption from one or more of the provisions is permissible where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>Note 1: The dimension is increased to 700mm for an “off road” and STGO vehicles.</p> <p>Note 2: The dimension is increased to 100mm for an “off road” and STGO vehicles.</p> <p>Note 3: This variance does not apply between the cabin floor and the step immediately below it.</p> <p>Note 4: This is reduced to 200mm for an “off road” and STGO vehicles</p> <p>Note 5: The outer edges of all steps must either be vertically in line or the upper step(s) may be offset closer towards the vehicle than the lower step(s).</p>	<ol style="list-style-type: none"> You must be able to open all driver and passenger doors. All driver and passenger interior door handles/controls must be easily accessible from the adjacent seating positions. All doors must be capable of being secured in the closed position. The hinges of hinge-mounted doors (with the exception of folding doors), when fitted to the sides of the vehicles, must be fixed at the front edge of the doors in the direction of forward travel. In the case of double doors, these requirements apply to the door wing which opens first; it must be possible to secure the other wing of the door. <p>N2 vehicles with a maximum mass not exceeding 7,5 tonnes</p> <ol style="list-style-type: none"> if the floor entrance to the passenger compartment of such vehicles is more than 600 mm above the ground, the vehicle must have one or more running boards or steps. (see note 1) The running boards or steps must be constructed in such a way as to preclude the risk of slipping. <p>N2 vehicles with a maximum mass exceeding 7,5 tonnes and All N3 vehicles; RS 7-28 applies</p> <p>Driver/passenger cabin access step measurements (refer to Figure 1);</p>

Door Latches and Hinges 06

Method of Inspection	Required Standard
<p>Note 6: In the case of “off road” vehicles or. if this is necessary for reasons relating to construction & use or STGO</p> <p>Note 7: The steering wheel may be considered as a handhold and as such does not need to meet any dimensional requirements.</p> <p>Note 8: For “off-road” and STGO vehicles, the dimension may be increased to 1950 mm. If the floor of the driver's compartment has a height from the ground greater than “N”, the handrail or handhold or equivalent holding device must terminate at the floor of the cab.</p>	<ol style="list-style-type: none"> 7. The first step must be not more than 600mm from the ground (A). (see note 1) 8. The vertical distance (B) between upper surfaces of the steps must not be more than 400mm apart. 9. The step height (S) must be a minimum of 120mm 10. The vertical distance (B) between any two subsequent steps must not vary by more than 50mm. (see notes 2 & 3) 11. The depth of the step upper surface must be a minimum of 80mm (D) 12. The step must permit a users foot to safely use the step and must have a minimum of 150mm free space (including step upper surface depth) (E) 13. The width of the upper surface of a step (except for the lowest step) must be a minimum of 300mm. (F) (See note 4) 14. The width of the upper surface of the lowest step must be a minimum of 200mm (G) 15. There must not be any transversal offset between steps (H) See Note 5. 16. There must be a minimum of 200mm longitudinal overlap between two subsequent steps in the same flight, or between the uppermost step and the cabin floor (J) <p>In addition, the following minimum geometrical specifications for the steps must be met:</p> <ol style="list-style-type: none"> 17. The lowest step may be designated as a rung and in this instance the rung depth (R) must be a minimum of 20mm (see note 6)

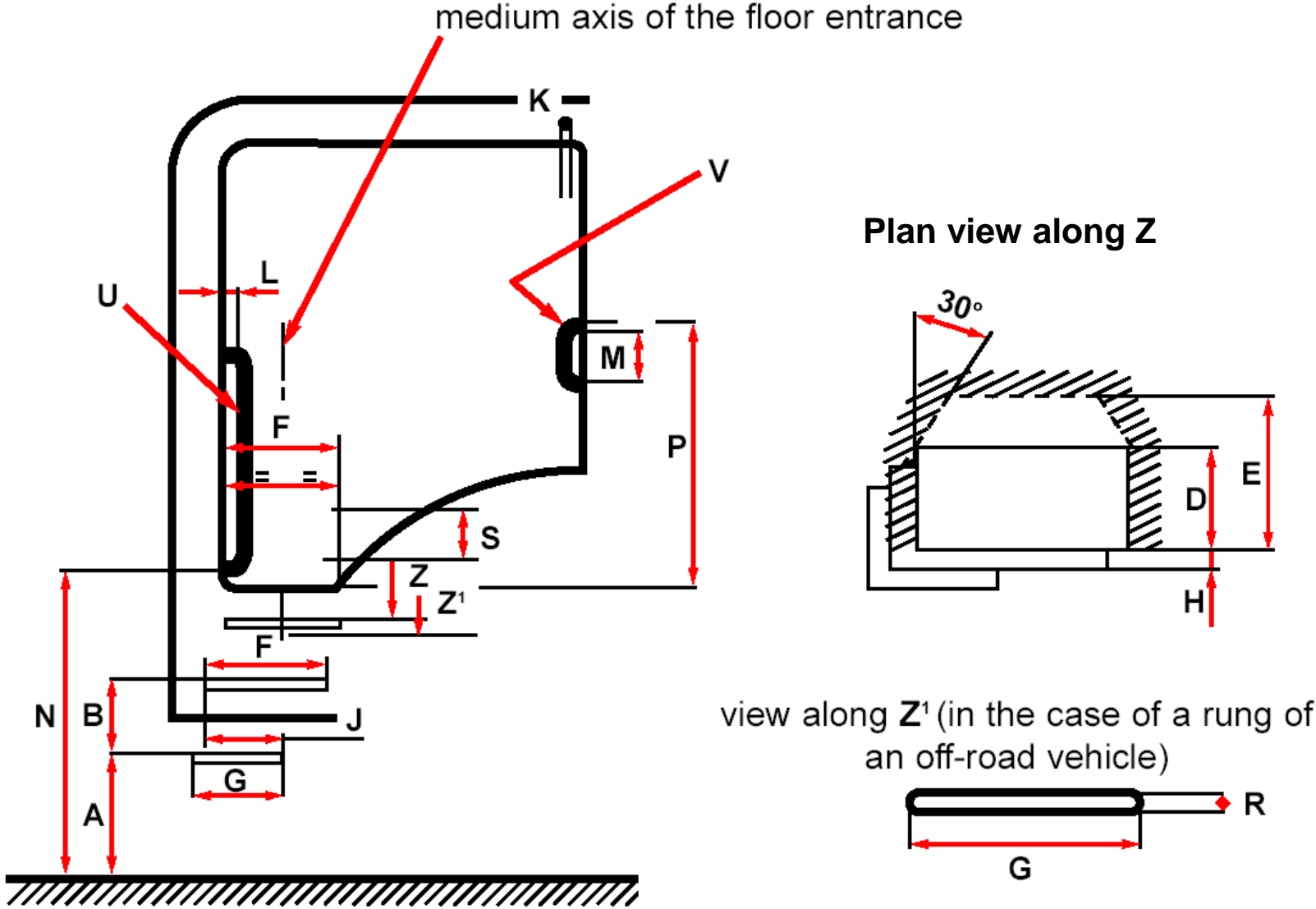
Door Latches and Hinges 06

Method of Inspection	Required Standard
	<p>18. Rungs must not be of a round cross section.</p> <p>19. While getting down from the driver's / passenger compartment the position of the uppermost step must be easily "found".</p> <p>20. The upper surface of the steps must be non-slip. In addition, steps exposed to the weather and the dirt during driving shall have adequate run-off (draining surface).</p> <p>Access to handholds to the driver's compartment (see note 7 and Figure 1)</p> <p>21. One or more suitable handrails, handholds or other equivalent holding devices must be provided for any access normally used to access the driver's / passenger compartment.</p> <p>22. The handrail(s) or handholds or equivalent holding devices must be positioned in such a way that they can be easily grasped and do not obstruct access.</p> <p>23. Handrails, handholds or equivalent holding devices must not have more than 100mm discontinuity, to allow for items such as intermediate supports/fixings.</p> <p>24. In the case of access with more than two steps the handrails, handholds or equivalent holding devices must be located so that a person may support himself at the same time at three points (with two hands and one foot or with two feet and one hand).</p> <p>25. Except in the case of a stairway, the design and positioning of the handrails, handholds and equivalent holding devices must be such that operators are encouraged to descend facing the cab.</p> <p>26. The height (N) of the lower edge of at least one handrail or handhold or equivalent holding device, measured from the ground with the vehicle in</p>

Door Latches and Hinges 06

Method of Inspection	Required Standard
	<p>running order, shall not be more than 1850 mm. (see note 8)</p> <p>27. The minimum distance of the upper edge of the handrail(s), handholds or equivalent holding devices from the floor of the driver's compartment (P) must be:</p> <ul style="list-style-type: none"> a. handrail(s) or handholds or equivalent holding devices (U) 650 mm, b. handrail(s) or handholds or equivalent holding devices (V) 550 mm. <p>28. The following geometrical specifications must be met:</p> <ul style="list-style-type: none"> a. gripping diameter (K): 16 mm minimum 38 mm maximum, b. length (M): 150 mm minimum, c. clearance to vehicle components (L): 40 mm minimum with open door.

Figure 1



Door Latches and Hinges 06

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Remove notes from standards, link notes to correct RS and re-arrange order of RS
3	31/01/2011	Add new RS 1 and renumber other standards
4	29/10/2012	Insert new Note 5, align with RS15 and renumber following notes
5	29/10/2014	Reference to STGO added to Notes 1, 2, 4, 6 & 8, step height (S) clarified
6	01/09/2015	Clarification of RS

Door Latches and Hinges 06

07 Audible Warning

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure that the vehicle is fitted with a horn which when operated emits a continuous uniform sound that is capable of giving audible warning of the approach or position of the vehicle to which it is fitted.</p> <p>Note 1: For the purposes of this item "horn" means an audible warning device not being a bell, gong or siren.</p> <p>Note 2: In the case of an Armoured vehicle:</p> <p>Exemption from RS 3 & 4 are permissible where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply;</p> <p>Additional panic alarm devices are permitted.</p>	<ol style="list-style-type: none"> 1. The vehicle must be fitted with a horn (see note 1) 2. The horn must be securely attached to the vehicle 3. When operated the horn must emit a continuous uniform sound (See note 2) 4. The horn as installed, must give an equivalent level of warning to other road users as that of an equivalent N2/N3 EC Type Approved vehicle. (See note 2)

Audible Warning 07

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	29/10/2012	Clarify Note 2

08 Indirect Vision

Application: All Vehicles

Method of Inspection	Required Standard										
<p>The vehicle must be fitted with appropriate mirrors that enable the driver an adequate view to the rear.-</p> <p>Compliance can be demonstrated by component approval or the presence of approval marks(for unmodified vehicle cabs)</p> <p>In the case of an Armoured vehicle, exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>Note 1: Mirror security should be such that wind deflection when the vehicle is driven at normal road speeds will not cause the field of view to change. It should also be mounted so that the mirror cannot vibrate and cause the driver to misinterpret the image.</p> <p>Note 2: Where a valid approval or test report is available which covers the vehicle in its finished state, a field of view check is not required.</p> <p>Note 3: For N2_≤ 7500kg vehicles – compulsory only if a Class V mirror can be fitted.</p> <p>Note 4: These mirrors are not required to be mounted on vehicles where the cab height is such as to prevent compliance with the 2 metre height requirement.</p> <p>Note 5: For Age Related IVA please refer to the obligatory mirrors shown in Table 2</p>	<p>Installation check</p> <ol style="list-style-type: none"> 1. The vehicle must have all the obligatory mirrors fitted (see Table 1 & note 5) 2. All mirrors must be securely attached to the vehicle (see note 1) 3. All obligatory mirrors must bear an acceptable European approval mark ('E' or 'e') 4. All obligatory mirrors must bear the appropriate class type (see Table 1 & note 5) 5. All mirrors must be adjustable 6. All obligatory mirrors must meet the field of view requirements. (see note 2 and Figure 1 or 2) 7. If a class V or VI mirror is mounted then regardless of their position after adjustment, no part of these mirrors or their holders must be less than 2m from the ground when the vehicle is unladen. (see note 3) <p>Table1</p> <table border="1" data-bbox="1086 1109 2107 1284"> <thead> <tr> <th data-bbox="1086 1109 1556 1141">Class of Mirror</th> <th data-bbox="1556 1109 2107 1141">Obligatory Fitment to Vehicle</th> </tr> </thead> <tbody> <tr> <td data-bbox="1086 1141 1556 1173">Side Exterior (Class II)</td> <td data-bbox="1556 1141 2107 1173">Offside and nearside</td> </tr> <tr> <td data-bbox="1086 1173 1556 1204">Wide Angle (Class IV)</td> <td data-bbox="1556 1173 2107 1204">Offside and nearside (see note 3)</td> </tr> <tr> <td data-bbox="1086 1204 1556 1236">Side Close proximity (Class V)</td> <td data-bbox="1556 1204 2107 1236">Nearside (offside if LHD) (see note 4)</td> </tr> <tr> <td data-bbox="1086 1236 1556 1268">Front (Class VI)</td> <td data-bbox="1556 1236 2107 1268">Front (7501kgs or more) (see note 4)</td> </tr> </tbody> </table>	Class of Mirror	Obligatory Fitment to Vehicle	Side Exterior (Class II)	Offside and nearside	Wide Angle (Class IV)	Offside and nearside (see note 3)	Side Close proximity (Class V)	Nearside (offside if LHD) (see note 4)	Front (Class VI)	Front (7501kgs or more) (see note 4)
Class of Mirror	Obligatory Fitment to Vehicle										
Side Exterior (Class II)	Offside and nearside										
Wide Angle (Class IV)	Offside and nearside (see note 3)										
Side Close proximity (Class V)	Nearside (offside if LHD) (see note 4)										
Front (Class VI)	Front (7501kgs or more) (see note 4)										

Indirect Vision 08

Table 2

Obligatory Requirements for Age Related IVA								
	Date first used:	External		Additional External				
		Class II		Class IV		Class V		Class VI
		Offside	Nearside	Offside	Nearside	Offside	Nearside	Front
N2	First used on or after 01/04/1985	✓	✓					
N3	First used on or after 01/04/1985 but before 01/10/1988	✓	✓					
N3	First used after 01/10/1988	✓	✓		✓ See Note 1 below		✓	
N2 _≤ 7500kg	First used on or after 01/01/2000	✓	✓	✓ See Note 2 below	✓ See Note 2 below		✓ See Note 2 below	
N2 _{>} 7500kg / N3				✓	✓			
N2 _≤ 7500kg	First used on or after 26/01/2007	✓	✓	✓ See Note 2 below	✓ See Note 2 below		✓	✓ See Note 3 below
N2 _{>} 7500kg / N3				✓	✓			
Note 1: Only required if the vehicle is articulated								
Note 2: Only required where the cab height permits the close-proximity mirror to be fitted at least 2m above the ground								
Note 3: Only required if the vehicle is 7501kgs or more								

Figure 1

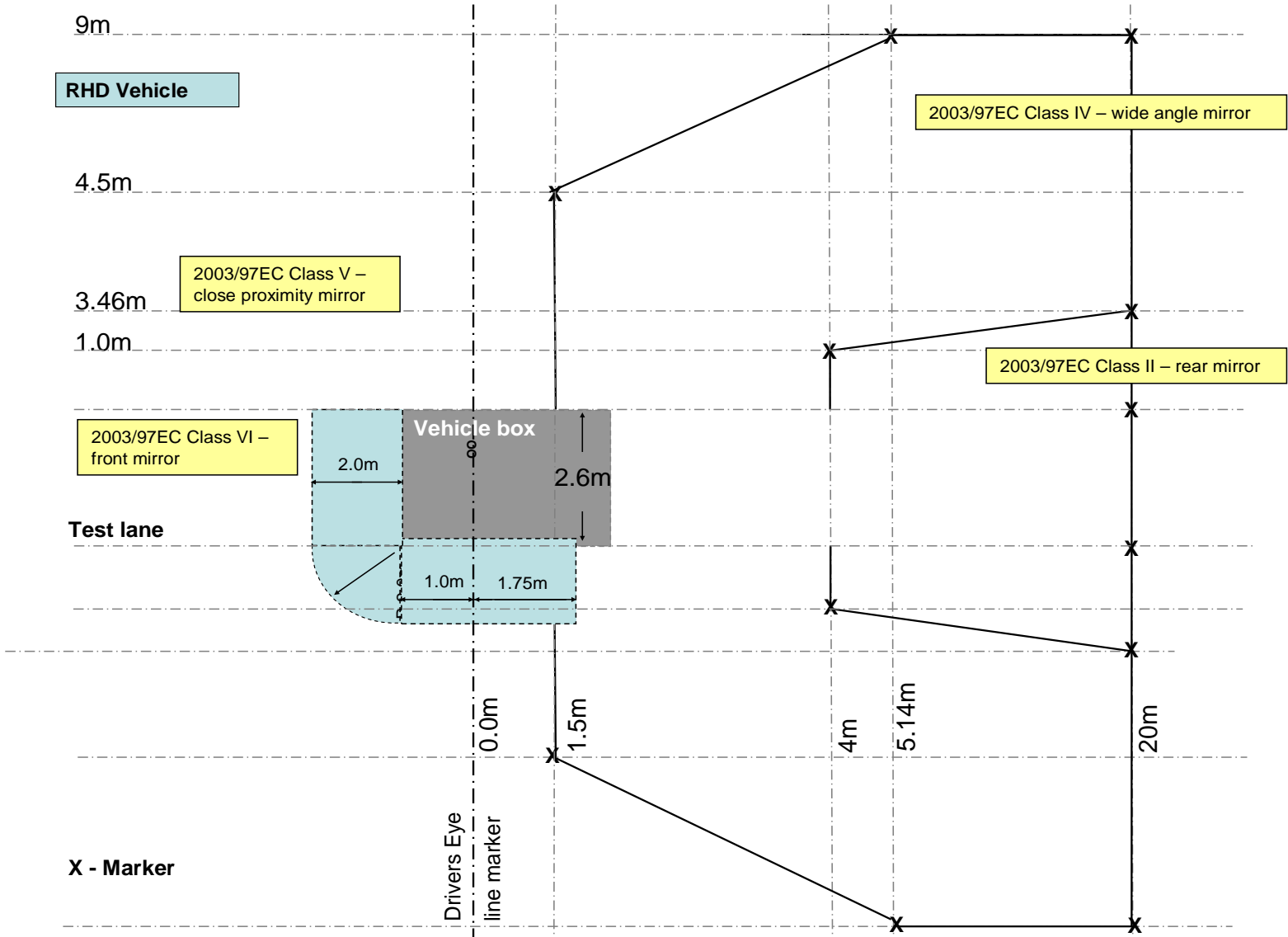
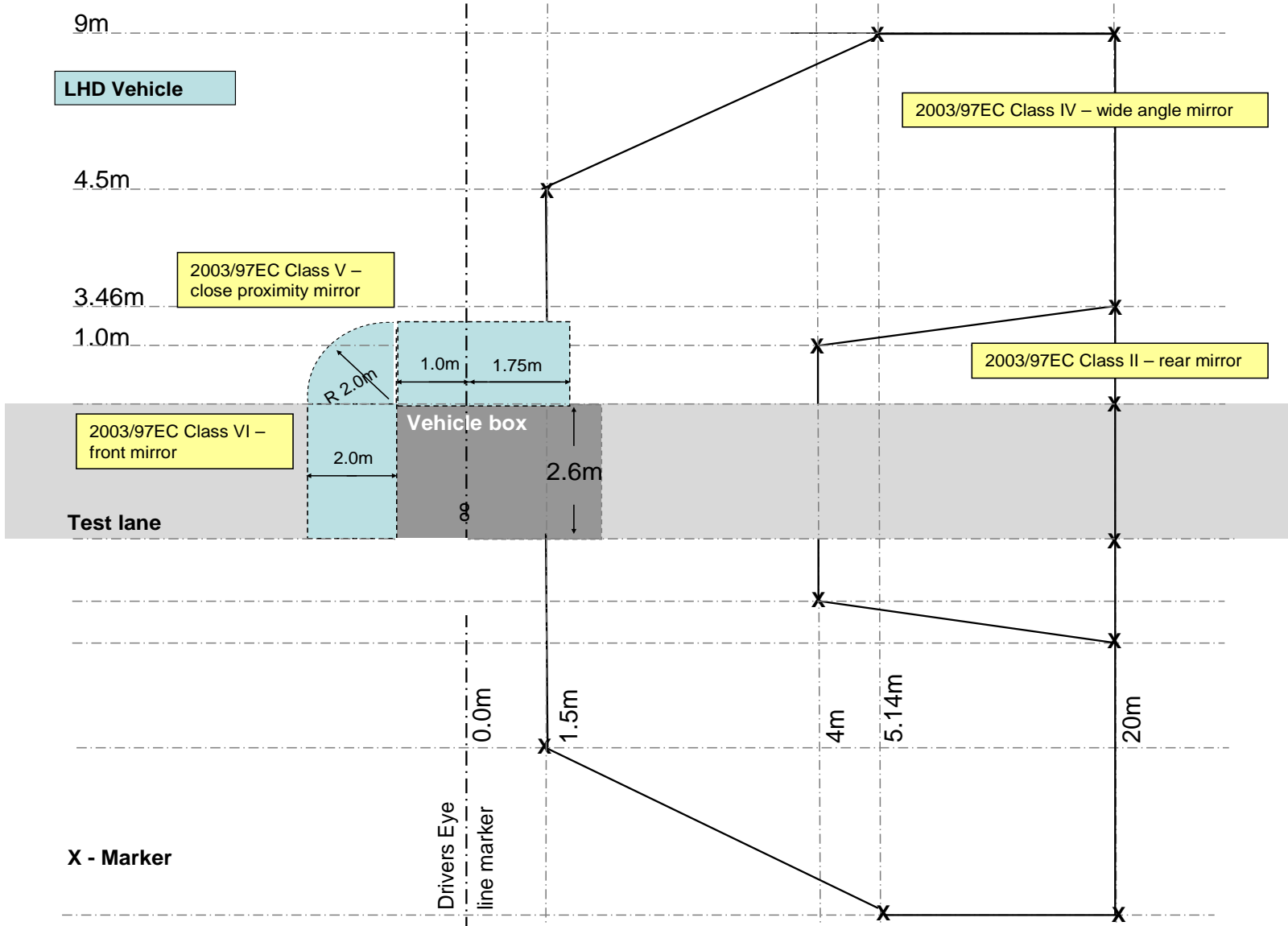


Figure 2



Indirect Vision 08

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add note 3 and link to RS7
3	31/07/2011	Add Age related mirror requirements
4	30/04/2012	Add more note references to ARIVA mirror requirements
5	03/02/2014	Insert link from wide angle mirrors to note 3 in Table 1
6	29/10/2014	Table 2 notes referenced in table, N3 (post 01/10/1988) Class IV requirement corrected

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09 Braking

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure that the vehicle as presented has satisfactory evidence of compliance to the required standard</p> <p>Note 1: Vehicles subject to both P&T and STGO (dual use) will require evidence of compliance for P&T weights, and evidence of compliance for the higher weights of STGO. The latter should comprise calculations, test track work is not requested.</p> <p>Note 2: Vehicles solely for STGO use will be required to provide evidence of compliance to the requirements via documentary evidence. This should comprise calculations, test track work is not requested.</p> <p>In the case of a Mobile crane with more than 4 axles derogations are permitted provided that:</p> <p>(a) they are justified by the particular construction; and</p> <p>(b) all the braking performances relating to parking, service and secondary braking are fulfilled. Documentary evidence is required from the approval authority.</p>	<p>1. The vehicle as presented must be accompanied by satisfactory evidence of compliance with the required standard for “Braking”.</p>

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	29/10/2014	Notes 1 & 2 added to Mol
3	01/09/2015	Amend text for mobile cranes

10 Electromagnetic Compatibility

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure the vehicle has satisfactory evidence of compliance to the required standard and has not been modified such to invalidate the approval</p> <p>Note 1: This only applies to equipment that is likely to be used when the vehicle is being driven.</p> <p>Note 2: STGO – Abnormal Indivisible Load Vehicles (GTW of at least 120,000kg) where due to its special build No base vehicle approval is available, will only require a declaration from the manufacturer for the equipment fitted.</p>	<ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory evidence of compliance with the required standard for “EMC”. See Note 2 2. Where any additional equipment has been installed, a declaration supplied by the Manufacturer / applicant, confirming compliance of the additional items must be presented (see note 1)

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/07/2011	Add Note 1 and link to RS2
3	29/10/2014	New Note 2 added
4	01/09/2015	RS 1 Referenced to note 2

13 Anti – Theft / Immobiliser / Alarm

Application: All Vehicles (Optional Fitment)

Method of Inspection	Required Standard
<p>If the vehicle is fitted with a mechanical anti-theft device, an electronic immobiliser, or an alarm system (including panic alarm) The system or systems must comply with this section.</p> <p>Note 1: A “Category 1” installation refers to an immobiliser and an alarm. “Category 2” installation refers to an immobilizer only</p> <p>Ensure that the vehicle is accompanied by documentary evidence of compliance for a category 1 or 2 installation as appropriate.</p> <p>Evidence of compliance can be one of the following:</p> <ul style="list-style-type: none"> • Documentary evidence from a test laboratory • Documentary evidence from the chassis manufacturer • An original certificate of installation from a Mobile Electronics and Security Federation (MESF) accredited installer • An original installation report from a Thatcham Recognised Installer (TRI) <p>Note 2: Optional panic alarm not forming part of an alarm system are not required to meet RS4</p>	<ol style="list-style-type: none"> 1. Where an anti theft device incorporates a mechanical part that acts upon a system used to control the vehicle; <ol style="list-style-type: none"> a. It must Deactivate before the engine can be started b. It must be deactivated while the engine is running c. It must have a actuation which is a distinct and separate function from that of stopping the engine d. It must not operate on any part of the braking system 2. If fitted to the Vehicle, an Immobiliser must be accompanied by evidence of compliance (see note 1) 3. If fitted to the Vehicle, an Alarm must be accompanied by evidence of compliance (see note 1) 4. If fitted to the Vehicle, an Panic Alarm must be accompanied by evidence of compliance (see notes 1 & 2)

Anti – Theft / Immobiliser / Alarm 13

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add note 3 and link to RS4
3	31/01/2011	Add Thatcham Recognised Installer installation report to list of acceptable evidence
4	30/04/2012	Remove VSIB from the list of acceptable evidence

15 Seat Strength

Application: All Vehicles

Method of Inspection	Required Standard
<p>Where the vehicle is presented with evidence of an approval to the requirements of Directive 74/408 as last amended by 2005/39/EC or the requirements of UNECE Regulation 17.06 or 80.01 or a test report to the technical provisions of the Directives/Regulations quoted above the requirements of this section can be deemed to be met.</p> <p>Note 1: This inspection does not apply to any seating intended solely for use while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>Note 2: In respect of a seat that comprises of a “lift-out” backrest and/or squab it will be considered secure providing, when in the operational position, it is located such that there no possibility of accidental lateral or longitudinal movement within the vehicle.</p> <p>Note 3: On a seat to which a seat belt is mounted (integral seat belt) consideration must be given to the seat mounting as they are now considered to be seat belt anchorages. The Standards, and guidance on the types of construction acceptable for this type of seat are found in section 19 (Seat Belt Anchorages)</p> <p>Note 4: A seat/seat back INERTIA locking device is acceptable, i.e. a device that operates during the deceleration of the vehicle.</p>	<ol style="list-style-type: none"> 1. All seats must be securely attached to the vehicle structure, or other obvious suitable load bearing parts of the vehicle (see notes 1, 2, and 3). 2. Where seats incorporate seat belt anchorages the seat must be approved to at least the category of vehicle to which they are fitted 3. All seat mountings must be of adequate strength to support the loads likely to be imposed (see notes 1 and 3). 4. Each moveable seat, seat back adjustment and seat displacement system must incorporate an automatic locking system which operates in all positions provided for normal use (see Note 1 & 4). 5. All seats which can be tipped forward or have fold-down backs must lock automatically in the normal position and if seats for adults are fitted behind, then the unlocking control must be easily accessible from that position (see Note 1 & 4). 6. Where seats are intended for use only when the vehicle is not being driven on public roads, the seats must be accompanied by a pictogram or sign clearly indicating that the seat is not to be used whilst the vehicle is in motion.

Seat Strength 15

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Reword MOI

17 Speedometer and Reverse Gear

Application: All Vehicles having a maximum speed exceeding 25mph

Method of Inspection	Required Standard
<p>A vehicle must indicate an accurate speed to the driver at all times and the vehicle must be capable of travelling in a rearward direction under its own power.</p> <p>Note 1: Vehicles using age related IVA manufactured before May 2006 can use an Analogue Tacho to fulfil this function</p> <p>Note 2; STGO - Abnormal Indivisible Load Vehicles (GTW of at least 120,000kg) only requires the speedometer to be marked in MPH</p> <p>Note 3: MPH not required on Tachograph dial face</p> <p>Note 4: Vehicle maximum speed will have to be in the form of vehicle specific documentary evidence from the vehicle manufacturer.</p> <p>Note 5: "Reverse Gear" is a device used to propel the vehicle in a rearwards direction under its own power. This does not have to be in the gearbox, it may be a separate component i.e. electric motor</p>	<ol style="list-style-type: none"> 1. The vehicle must be fitted with a Speedometer (See note 1) 2. A speedometer must be capable of indicating the vehicle speed in miles per hour (mph) and kilometres per hour (km/h) at uniform intervals not exceeding 20mph for all speeds up to the maximum design speed of the vehicle. (See note 4) 3. The speedometer must be capable of being read at all times of the day or night 4. mph and km/h must be permanently marked on the dial face (See note 2 and 3) 5. The "rest" position for the needle must lie either on or below the first marked increment <p>Reverse gear</p> <ol style="list-style-type: none"> 6. The vehicle must have a reverse gear which can be selected from the driving position and operates (See note 5)

Speedometer and Reverse Gear 17

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Reword Note 2, removed and renumbered standards
3	03/02/2014	Insert text in note 1, new note 2 and new RS3, interchange previous RS3 and 4.
4	29/10/2014	New note 2 (STGO), old notes 2 – 4 now 3 – 5
5	01/09/2015	Delete analogue tachometer (Except age related) and amend required standards

18 Statutory Plates

Application: All Vehicles

Method of Inspection	Required Standard																					
<p>All vehicles must be provided with a manufacturer's plate.</p> <p>Legislation places no restriction on the material from which the plate is made. The purpose of the plate is to impart information rather than to act as a proof of identity..</p> <p>Visually check that the characters used for the Manufacturers Plate and Vehicle Identification Number complies (VIN) to the required standards.</p> <p>Where the vehicle is subject to a multistage build, a plate is required on completion of each stage as appropriate, every plate fitted must display the same VIN as displayed on the chassis, the weight information is only necessary on the chassis manufacturer's plate or on a converters plate if they have altered those weights with any modification.</p> <p>Check that the manufacturer's plate (in the case of a multistage build, one for each stage) complies with the Required Standards Separate plates should be fitted in close proximity to each other.</p> <p>N.b. added as note 9 below The identification number of the base vehicle (VIN) prescribed by Directive 76/114/EEC shall be retained during all the subsequent stages of the type-approval process to ensure the 'traceability' of the process.</p>	<ol style="list-style-type: none"> 1. The vehicle must be fitted with a manufacturer's plate, in a conspicuous and readily accessible position. 2. A manufacturer's plate must be fitted for each stage of a multistage build. (See Note 1) 3. The manufacturer's plate(s) must be made of a durable material 4. All plate(s) must be indelibly marked with the Vehicle Identification Number (VIN) which matches the number marked into the vehicle structure. (see note 2) 5. The manufacturer's plate(s) must be securely attached to a part of the vehicle that will not be replaced through normal use. (see note 3) 6. The manufacturer's plate(s) must show, in the correct order, only the required information inside a clearly marked rectangle. (See note 4 and note 9 <table border="1" data-bbox="1041 1037 1478 1383"> <tr> <td colspan="2" data-bbox="1041 1037 1478 1077">DVSA MOTOR INC</td> <td data-bbox="1478 1037 2143 1077">Name of manufacturer</td> </tr> <tr> <td colspan="2" data-bbox="1041 1077 1478 1117">3GPG918009BS51312</td> <td data-bbox="1478 1077 2143 1117">Vehicle Identification Number or unique identifier number</td> </tr> <tr> <td data-bbox="1041 1117 1478 1157">22000 kg</td> <td data-bbox="1041 1117 1478 1157">25500 kg</td> <td data-bbox="1478 1117 2143 1157">Maximum permitted laden mass of vehicle</td> </tr> <tr> <td data-bbox="1041 1157 1478 1197">23500 kg</td> <td data-bbox="1041 1157 1478 1197">29000 kg</td> <td data-bbox="1478 1157 2143 1197">Maximum permitted laden mass for the combination where the vehicle is used for towing (see note 5)</td> </tr> <tr> <td data-bbox="1041 1197 1478 1236">1 – 7000 kg</td> <td data-bbox="1041 1197 1478 1236">1 – 7500 kg</td> <td data-bbox="1478 1197 2143 1236">Maximum permitted laden road mass for each axle, listed in order from front to rear</td> </tr> <tr> <td data-bbox="1041 1236 1478 1276">2 – 8000 kg</td> <td data-bbox="1041 1236 1478 1276">2 – 9000 kg</td> <td></td> </tr> <tr> <td data-bbox="1041 1276 1478 1316">3 – 8000 kg</td> <td data-bbox="1041 1276 1478 1316">3 – 9000 kg</td> <td></td> </tr> </table>	DVSA MOTOR INC		Name of manufacturer	3GPG918009BS51312		Vehicle Identification Number or unique identifier number	22000 kg	25500 kg	Maximum permitted laden mass of vehicle	23500 kg	29000 kg	Maximum permitted laden mass for the combination where the vehicle is used for towing (see note 5)	1 – 7000 kg	1 – 7500 kg	Maximum permitted laden road mass for each axle, listed in order from front to rear	2 – 8000 kg	2 – 9000 kg		3 – 8000 kg	3 – 9000 kg	
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3 – 8000 kg	3 – 9000 kg																					

Statutory Plates 18

Method of Inspection	Required Standard
<p>However, at the final stage of completion, the manufacturer concerned by this stage may replace, in agreement with the approval authority, the first and second sections of the vehicle identification number with his own vehicle manufacturer code and the vehicle identification code if, and only if, the vehicle has to be registered under his own trade name. In such a case, the complete vehicle identification number of the base vehicle must not be deleted.</p> <p>Note 1: A separate manufacturer's build plate will not be required for a vehicle subject to an age related IVA inspection unless a structural/chassis modification has been carried out since the original build e.g. the installation of an additional axle.</p> <p>Note 2: For markings to be considered 'indelible' they should be unlikely to become disfigured or obliterated during the life of the vehicle. Whilst stamping or engraving is preferable it is possible to accept a printed or painted plate providing it has been treated in such a way that it is most unlikely that essential information would be obliterated or defaced during the normal life of the vehicle.</p> <p>Note 3: 'Securely attached' means screwed, bolted, riveted or otherwise fixed such that it is not likely to become displaced during the life of the vehicle.</p> <p>Note 4: If any of the technically permissible masses are higher than the masses permitted in GB and NI for a vehicle or axle (see Annex 1 for details of the maximum masses permitted in GB and NI), then there should be 2 columns for masses - in the left hand column the maximum permitted masses in GB/NI, and in the right hand column, the technically permissible masses.</p>	<ol style="list-style-type: none"> 7. The VIN must be marked on the chassis, frame or other similar structure on the right hand side of the vehicle. (viewed from the rear) 8. The VIN must be placed in a clearly visible and accessible position by a method such as hammering or stamping so that it can not be obliterated or deteriorate. 9. The VIN must consist of 17 digits with the information shown in a single line (see note 6) 10. Capital letters and numerals must be used for the VIN. 11. There must not be any gaps between the characters for the VIN or unique vehicle identifier number shown on the manufacturer's plate or stamped into the vehicle. (see note 7) 12. The characters on the manufacturer's plate must be at least 4mm high. 13. The characters used for the VIN stamped into the chassis, frame or other similar structure must be at least 7mm high. 14. Use of the letter I, the letter O, the letter Q, dashes, asterisks and other special signs are not permitted. <p><u>Where the VIN has been changed in agreement with the Approval Authority</u></p> <ol style="list-style-type: none"> 15. Evidence of the agreement with the approval authority must be provided 16. The original complete VIN of the base vehicle must be present on the chassis 17. The complete new VIN must be stamped on the chassis as near as possible to the original VIN.

Statutory Plates 18

Method of Inspection	Required Standard																																																
<p>This does not apply to a vehicle DVSA are issuing with a Plating certificate under the Goods Vehicles (Plating and Testing) Regulations 1988 where only one column, giving the technically permissible masses, is permitted.</p> <p>Note 5: Only required to be displayed on applicable vehicles, i.e. designed to allow towing.</p> <p>Note 6: As an exception, for technical reasons, it may also be marked on two lines. However, in this case no section may be divided between the two lines. The beginning and end of each line must be indicated by a symbol which is neither an Arabic numeral nor a roman capital letter, and which cannot be confused with either. (First section would be 3 characters in length, second section would be 6 characters in length and the last section would be 8 characters in length)</p> <p>Note 7: The spacing of characters must be such that no additional characters could be added at a later date.</p> <p>Note 8; There is no specific format for the special types plate. The diagram shown opposite is purely an example. It is important to ensure the presence of all relevant information.</p> <p>Note 9: The manufacturer may give additional information. The approval number or build stage number may be listed below the manufacturers name and the number of axles may be listed underneath the VIN. Any other information must be outside a clearly marked rectangle which shall enclose only the listed information.</p>	<p>18. The last eight characters of the new VIN must be identical to the last eight characters of the base vehicle VIN</p> <p>Special Types Plate See Note 8</p> <p>19. The vehicle must be fitted with a “Special Types” plate that is securely fixed to the vehicle in a conspicuous and readily accessible position.</p> <p>20. It must contain the heading “SPECIAL TYPES USE” in letters not less than 4mm high.</p> <p>21. It must be indelibly marked, in letters and figures not less than 4mm high, with the maximum weights (in kg or tonnes) at which, in the opinion of the manufacturer, the vehicle may be used legally in the UK when travelling on roads at or below the speed in question, as per the table below, (with the speeds and number of axles as applicable):</p> <table border="1" data-bbox="1012 774 2123 1050"> <thead> <tr> <th></th> <th>Axle 1</th> <th>Axle 2</th> <th>Axle 3</th> <th>Axle 4</th> <th>Max gross weight</th> <th>Max train weight</th> </tr> </thead> <tbody> <tr> <td>20 mph</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>25 mph</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>30 mph</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>35 mph</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>40 mph</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								Axle 1	Axle 2	Axle 3	Axle 4	Max gross weight	Max train weight	20 mph							25 mph							30 mph							35 mph							40 mph						
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35 mph																																																	
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Annex 1

Maximum permitted weights in Great Britain and Northern Ireland

1a Single Axle	1b Maximum Weight	Establishing GB Operational Weights Axle Weights Subject to axle configuration/spacing (item 1a, 2a or 3a) the maximum GB axle weight is the design axle weight limited where necessary by the <ul style="list-style-type: none"> • maximum permitted by item 1b,2b or 3b as appropriate • maximum permitted by tyre capacity Gross Vehicle Weight Subject to vehicle configuration (item 4) the maximum GB GVW is the design GVW limited where necessary by the <ul style="list-style-type: none"> • maximum permitted in item 5 subject to; • maximum calculated by item 6, and the • summation of axle weights
Non driving axle	10000 kg	
Driving axle	11500 kg	
2a Tandem Axles	2b Maximum combined Weight	
Distance between axle centres is less than 1 metre	11500 kg (where at least one axle is driven) 11000 kg (no driven axles)	
1 metre and less than 1.3 metres	16000 kg	
1.3 metres and less than 1.8 metres	180000 kg or 190000 kg #	
3a Tri-axle	3b Maximum combined Weight	
Distance between any axle and the nearest axle is 1.3 metres or less	21000 kg	
Distance between any axles does not exceed 3.25 metres	24000 kg	
# Where there is one driving axle which is fitted with twin tyres and air suspension or suspension recognized as being equivalent, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9.5 tonnes the weight of 18000 kg can be increased to 19000 kg. Note: Tandem axles, ie 2 axles in formation, either steering axles (ie front axles) or rear axles are to be assessed to the above requirements.		

4 Vehicle configuration	5 Potential maximum authorised weight subject to calculation at column 6	6 Multiplication factor x Outer Axle Dimension (metres to two decimal points)
Two-axle rigid	18000 kg	6000 kg
Two-axle tractor unit	18000 kg	6000 kg
Three-axle rigid	25000 kg *	5500 kg
Three or more axle tractor unit	25000 kg or 26000 kg*	6000 kg
Four or more axle rigid	30000 kg or 32000 kg*	5000 kg

* Where the driving axle is not a steering axle and is fitted with twin tyres and air suspension or suspension recognized as being equivalent, **or** where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9.5 tonnes; the weight of 25000 kg can be increased to 26000 kg and the weight of 30000 kg can be increased to 32000 kg.

NOTE: If the vehicle axle configuration is not listed above please contact Ellipse Technical Section for advice on the weights applicable.

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Amend MOI, link notes to RS
3	31/01/2011	Add New Required standards
4	31/07/2011	Reword header above RS15 and reword RS15
5	30/04/2012	Add items allowed to be on the V.I.N. Plate, rework Mol add new note and renumber other notes
6	29/10/2012	Insert new Note 1 and renumber following Notes.
7	03/02/2014	Insert marked rectangle in RS6 and remove manufacturer from RS10
8	29/10/2014	DVSA replaces VOSA, new RS19, 20 & 21 relating to Special Types Plate
9	23/01/2015	Add note 8 relating to special types plate format and amendments to Annex 1
10	01/092015	Addition of Note 9

19 Seat Belt Anchorages

Application: All Vehicles (required to be fitted with seatbelts see section 31)

Method of Inspection	Required Standard
<p>Application limited to seats designated for normal use when the vehicle is travelling on the road. Seats which are not designated for use when the vehicle is travelling on the road shall be clearly identified to users either by means of a pictogram or a sign with an appropriate text. See section 31, RS 03</p> <p>Ensure each seating position is fitted with the required number of anchorage points. Assess the anchorage positioning, their strength, and that of the surrounding vehicle structure</p> <p>Note 1: Where the vehicle has two driving positions both must meet the minimum anchorage requirements and the second seat satisfies the requirement for the “foremost outboard “passenger seat”</p> <p>Note 2: The front centre seat will require 3 anchorages and a 3 point belt where the windscreen is located;</p> <p>a) in the case of a fixed (non-sliding) seat, within 840mm. of the seat reference point</p> <p>or ;</p> <p>b) in the case of a sliding seat, within 840mm. of the seat reference point when the seat is 127mm forward of its rearmost position. (see Annex 3).</p>	<ol style="list-style-type: none"> 1. The drivers seating position must have a minimum of 2 anchorages (see note 1) 2. The foremost outboard passenger seating position must have a minimum of 2 anchorages 3. A front centre seating position must have a minimum of: <ol style="list-style-type: none"> a. 2 anchorages or b. 3 anchorages (see note 2) 4. Rear seating positions must have a minimum of 2 anchorages if required to be fitted with seat belts. (See note 3 and Annex 1 in Section 31). 5. The seat belt anchorage must be correctly located so to ensure the belt will sit correctly on the wearer. 6. The anchorage and surrounding structure must be of adequate strength to withstand the load likely to be imposed by the torso in the event of a vehicle frontal impact. (annex 1)

Seat Belt Anchorages 19

Method of Inspection	Required Standard
<p>Note 3: Seats require a minimum of 2 point anchorage if they are exposed, i.e. if there is no screen in front of a seat. The screen being no more than 1.3m in front of the H point wide enough to be at least 200mm either side of the H point and high enough to reach 400mm above the H point. The surface area of the screen must be at least 800cm². A screen or seat forming a screen must meet the following conditions:</p> <p>a) The surface must be of suitable strength and showing no discontinuities such that, if a sphere of 165 mm diameter is geometrically projected in a longitudinal horizontal direction through any point of the space defined above and through the centre of the sphere, nowhere in the protective screen is there any aperture through which the geometrical projection of the sphere could be passed.</p> <p>b) A seat is considered to be an 'exposed seating position', if the protective screens within the space defined above have a combined surface area of less than 800 cm².</p> <p>Note 4: This applies to vehicle types such as mobile banks, incident support units or similar where seating is provided in the rear 'load carrying' space and intended for use only when the vehicle is stationary.</p>	<p>7. Those seats which are not intended for use when the vehicle is driven on a public road must be accompanied with a pictogram or sign clearly indicating that the seat is not to be used whilst the vehicle is in motion. (See note 4)</p>

Seat Belt Anchorages 19

Annex 1

Strength of seat belt anchorages.

Seat belt anchorages must comply with the strength requirements for N2 / N3 vehicles in Directive 76/115/EEC
This can be demonstrated in one of the following ways:

1. Evidence of type approval
2. Documentary evidence of testing to the Directive standard
3. Comparison with a type approved vehicle
4. Visual assessment

1. Evidence of type approval

Suitable evidence of type approval will be accepted. If the seat has integral anchorage points this must cover the specific seat make and type and it's mounting to structure.

2. Documentary evidence of testing to the Directive standard.

Suitable documentary proof will be accepted. If the seat has integral anchorage points this must cover the specific seat make and type and it's mounting to structure.

3. Comparison with a type approved vehicle

Evidence that the vehicle is of identical structure to a vehicle which has been demonstrated to comply with the requirements or which is type approved may be used to confirm compliance. If the seat has integral anchorage points the comparison must have the same seat type and floor mounting structure.

4. Visual Assessment

In the absence of documentary evidence the vehicle may comply with the visual inspection requirements in Annex 2.

Annex 2

Seat Belt Anchorages Strength Assessment general.

In a severe accident, the seated occupant can exert huge loads upon their seatbelts (in the region of 1.5 tonnes for a 75kg person). Seatbelt anchorages together must withstand these large loads from the seatbelts. These loads in turn must be dissipated by the vehicle structure.

In assessing the strength of the anchorages, it is essential to consider

- the vehicle structure in the immediate vicinity of the anchorage, and
- the parts of the vehicle structure into which the loads from the anchorages will be dissipated.

Sliding Seats

Some seats are fitted to a system of “runners” so as to allow fore and aft adjustment or to provide two alternative positions of use. Some of the belt anchorages for such seating positions may be attached to the seat. Before making any assessment of the belt anchorages, documentary evidence should be sought to confirm that the seat and runner assembly is capable of satisfying the requirements of the Directive when tested **independently** of the vehicle. Once this has been confirmed, the installation of the seat in the vehicle can be assessed.

On seats where some of the anchorages are in the seat structure and some in the vehicle structure, the relevant requirements for each anchorage point will apply, i.e. for the anchorage in the structure the relevant parts of section (1) apply, and for the seat the relevant parts of section (2) must also be met.

(1) Where seat belt anchorages are contained in the vehicle structure.

- Anchorages in thin and/or flat panels should have reinforcing structure at least 75 x 75 x 4mm thick welded to the panel.
- There should be an adequate load path to the vehicles/cabs main structural members.
- Welding should appear neat and of good quality; and should not show signs of, gaps or visible lack of penetration. (Whilst it is impossible to judge the quality of a weld just by looking at it, messy welding is rarely strong welding).
- Bolts used in structural areas should be of grade 8.8 or better. (Such bolts will be marked 8.8 or 12.9 on the hexagonal head), however, cap-head bolts or 7/16" (11mm) UNF seat belt anchorage bolts (with an anodised finish) not marked in this way will be considered to be of equivalent strength. Bolts should be M8 or larger.
- Where threaded bushes are fitted to tube section structure they should be welded (at both ends) through the tube, and not end mounted on the surface. (A threaded bush may be attached by its side surface to a structural component).

Seat Belt Anchorages 19

(2) Where seat belt anchorages are contained within the seat.

Seat criteria

- An approval or test certificate from a recognised test authority must be provided to show that the seat itself is capable of meeting the strength and anchorage positional requirements of the Directive 76/115/EC as amended. It should typically include at least the following information:

Seat make and model,
 Vehicle category (N2 or N3) (or alternatively M1, M2 can be accepted in place of N2 and M1, M2 or M3 can be accepted in place of N3),
 Seat type (single/double or triple),
 Belts fitted (3-point or lap),
 Pedestal height,
 Mounting details (i.e. on tracking or rigidly, mounted to a base plate).

Seat mounting criteria

Fixed Single Seats or rows of single seats mounted directly to the steel plate floor

- Load spreading plates at least 75 x 75 x 4mm thick must be fitted between the front legs of the seat and the **inside** of the vehicle floor (See figure 1)
- Load spreading plates at least 75 x 75 x 4mm thick must be fitted between the rear leg securing nuts and the **underside** of the vehicle floor. (See figure 1)
- In some cases the mounting bolts will pass through slotted holes in the load spreading plate to allow for adjustment. Suitable arrangements must be in place (e.g. oversized washers) to prevent the nut or the head of the bolt from pulling through the slot in the plate.
- Where the rear mounting bolts are located within 40mm of a chassis/structural member, the plate may be folded (not reduced in size) to clear the obstruction and the fold should abut snugly against the chassis/structural member. (See figure 1)
- Where two or more single seats each having separate pedestals are mounted within 200mm of each other, to form a row of seats. Such seats must be fitted with reinforcing members under the vehicle floor. The reinforcement needs to consist of one longitudinal 75mm wide channel section per seat pedestal underneath the floor. The height and thickness of the channel will be a minimum of 38mm and 5mm respectively. Load spreading plates should still be fitted between the front seat legs and the inside of the vehicle floor. In all cases, the ends of the channel sections must abut snugly against the bearers immediately in front of and behind the seat concerned.
- The channel ends must be free of sharp edges, which may tear the vehicle floor under load.
- **ALL** the mounting holes provided in each pedestal for securing the seat to the vehicle must be utilized, with the correct sized bolt for the hole, unless documentary evidence is available to show an alternative fixture
- Seat mounting bolts that pass through hollow section reinforcing members must be fitted with “anti crush tubes”.

Seat Belt Anchorages 19

- Single seats with integral 3-point belt anchorages, attached to the vehicle floor and a wheel arch, via offset or asymmetrical legs must have documentary evidence from the seat manufacturer to confirm that the seat itself can withstand the forces required by the Directive when tested independently of the vehicle on its offset pedestals. The outboard leg of the seat mounted through the arch, requires a bridge structure secured to the underside of the arch (The security does not require welding, but could be for example the seat mounting bolts that pass through the structure). This structure should span the arch, and if flat plate should be at least 75mm wide and 4mm thick, if channel or box section is used it should be of equivalent strength to the flat plate.

Fixed double seats mounted directly to the steel plate floor

- Double seats with a minimum of two pedestals and integral belt anchorages fitted directly to the vehicle floor, should be fitted with substantial channel or box section reinforcements under the vehicle floor.
- These must run longitudinal under each of the legs and extend as far forward and rearward as the next structural cross member.
- Channel sections should be at least 76mm x 38mm x 5mm positioned with the flanges facing downwards. If box sections are used, similar exterior dimensions should be used and the wall thickness must be at least 4mm.
- The channel ends must be free of sharp edges, which may tear the vehicle floor under load.
- In addition reinforcing plates at least 100mm x 100mm x 4mm must be fitted between the front legs and the inside of the vehicles steel floor.
- **ALL** the mounting holes provided in each pedestal for securing the seat to the vehicle must be utilized, with the correct sized bolt for the hole, unless documentary evidence is available to show an alternative fixture
- Seat mounting bolts that pass through hollow section reinforcing members must be fitted with “anti crush tubes”. (Because these crush tubes are usually not visible in the completed vehicle the onus would be on the presenter to satisfy the Approval Officer these were fitted).
- The channel ends must be free of sharp edges, which may tear the vehicle floor under load.

Fixed triple seats mounted directly to a steel plate floor

It is not, generally, possible to secure such seats using simple reinforcements alone. If a triple seat is fitted with three-point integral anchorages, documentary evidence that the complete assembly has been successfully tested “in-vehicle” should be sought.

Removable Single and Double seats fitted in tracking mounted to a steel plate floor

There are 3 general types of tracking used:-

Low Profile tracking (this can be regarded as any tracking system with a section depth of up to 30mm) (See figure 1) or

“Heavy Duty” tracking (this can be regarded as any tracking system with an overall depth of 30mm or more) (See figure 1) or

Dedicated clamping mechanisms attached to the floor of the vehicle. (These will need documentary evidence of compliance including mounting to the vehicle)

Seat Belt Anchorages 19

Low Profile tracking systems fitted to a steel plate floor

- Attached to the vehicle using 8mm (grade 8.8 or better) fasteners no more than 105mm apart.
- “Self-tapping” screws and “riv-nuts” are not considered as being of equivalent strength (unless documentary evidence can be provided).
- Load spreading washers or plates should be fitted under the vehicle floor.
- If plain washers are used, these should be a minimum of 50mm diameter and 3mm thick.
- In cases where the centre of a securing bolt is within 20mm of a chassis member, the washer may be cropped to clear the cross member.
- If plates are used, these should be a minimum of 35mm wide and 3mm thick and should present a rounded edge of at least 2mm radius towards the sheet steel floor.
- Plates and washers should, wherever possible, either span adjacent corrugations or approximately follow the contours of the corrugations.
- **ALL** the mounting holes provided in each pedestal for securing the seat to the tracking must be utilized.
- **ALL** the mounting holes provided to secure any given length of tracking to the vehicle must be utilised.
- Tracking must be installed in a continuous length without joints.
- Tracking mounting bolts that pass through hollow section reinforcing members should be fitted with “anti crush tubes”.
- In some cases the mounting bolts will pass through slotted holes in the load spreading plate to allow for adjustment. Suitable arrangements must be in place (e.g. oversized washers) to prevent the nut or the head of the bolt from pulling through the slot in the plate
- The channel ends must be free of sharp edges, which may tear the vehicle floor under load.

Requirements for Heavy Duty tracking systems fitted to a steel plate floor

Although these differ in appearance, they all share the same principal feature – i.e. a much deeper section than the “low profile” tracking systems (30mm or more). These lengths of tracking have sufficient depth of section to resist the large bending loads applied during a seat belt anchorage test. (See figure 1)

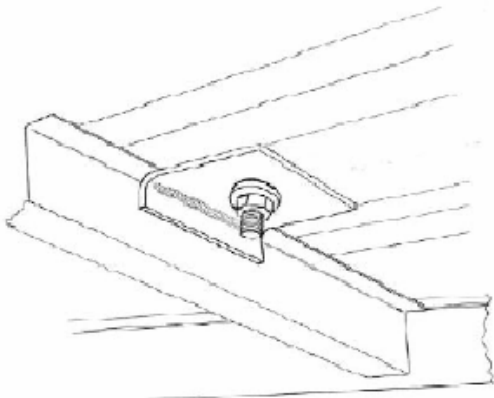
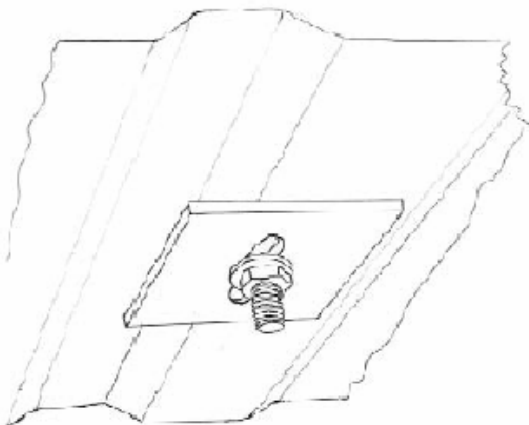
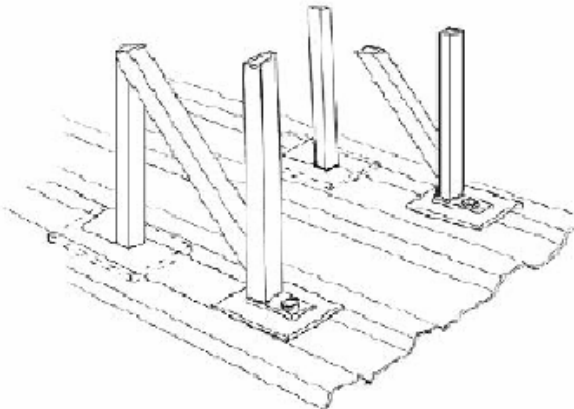
- Attached to the vehicle using 8mm (grade 8.8 or better) fasteners no more than 300mm apart.
- “Self-tapping” screws and “riv-nuts” are not considered as being of equivalent strength (unless documentary evidence can be provided).
- Load spreading washers or plates should be fitted under the vehicle floor.
- If plain washers are used, these should be a minimum of 50mm diameter and 3mm thick.
- In cases where the centre of a securing bolt is within 20mm of a chassis member, the washer may be cropped to clear the cross member.
- If plates are used, these should be a minimum of 35mm wide and 3mm thick and should present a rounded edge of at least 2mm radius towards the sheet steel floor.
- Plates and washers should, wherever possible, either span adjacent corrugations or approximately follow the contours of the corrugations.

Seat Belt Anchorages 19

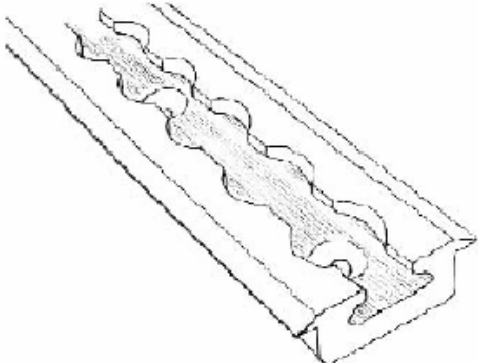
- **ALL** the mounting holes provided in each pedestal for securing the seat to the tracking must be utilized.
- **ALL** the mounting holes provided to secure any given length of tracking to the vehicle must be utilised.
- Tracking must be installed in a continuous length without joints.
- Tracking mounting bolts that pass through hollow section reinforcing members should be fitted with “anti crush tubes”.
- In some cases the mounting bolts will pass through slotted holes in the load spreading plate to allow for adjustment. Suitable arrangements must be in place (e.g. oversized washers) to prevent the nut or the head of the bolt from pulling through the slot in the plate.
- The channel ends must be free of sharp edges, which may tear the vehicle floor under load.

Figure 1

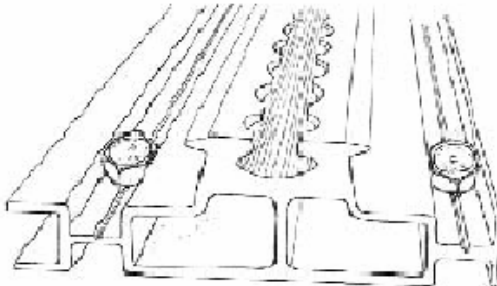
Load Spreading Plates



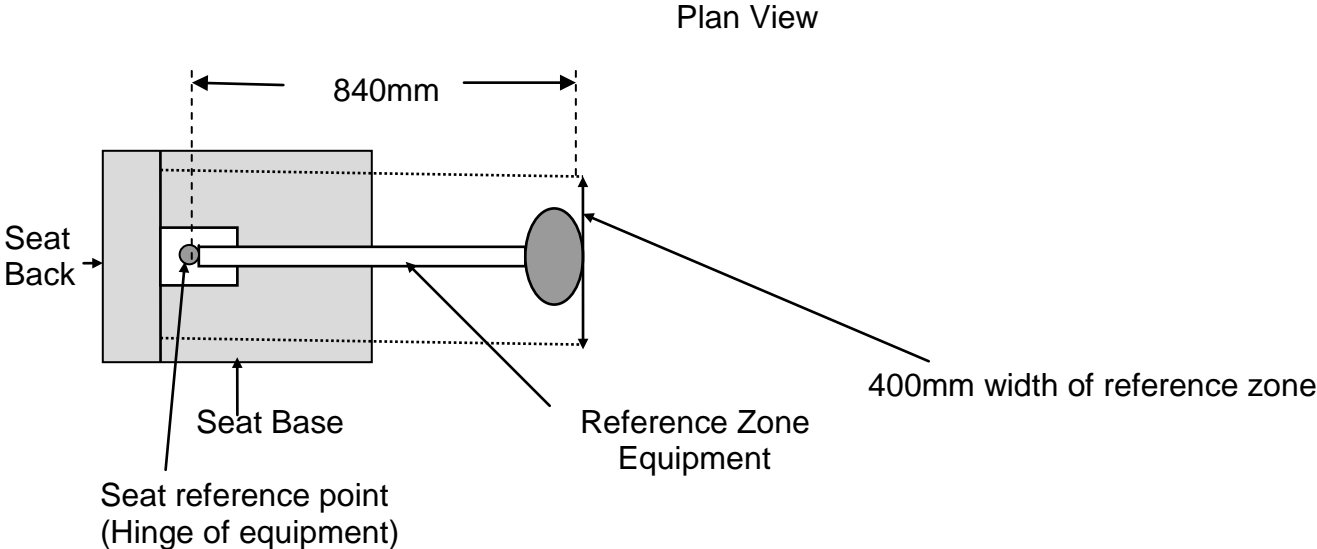
Low Level Tracking



Heavy Duty Tracking



Annex 3 Reference Zone Equipment



Seat Belt Anchorages 19

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Remove the reference to light vehicles from the section and reword MOI
3	31/07/2011	Add new Annex 1, 2 and 3
4	30/04/2012	Change minimum anchorage requirement in RS 1
5	03/02/2014	Revise RS4 and insert new note 4 & RS7

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20 Installation of Lights

Application: All Vehicles

Method of Inspection	Required Standard
<p>The examiner will perform a visual check of all lamps and reflectors fitted to the vehicle for the correct colour light visible to the front or rear and that no light emitting surfaces are obscured</p> <p>Lamp/reflector lateral position is measured from the extreme outer edge of the vehicle (disregarding tyres, mirrors, lamps and reflectors) to the edge of the illuminated area (or reflective surface on a reflector) nearest that side of the vehicle.</p> <p>Lamp/reflector vertical position is measured from the ground:</p> <ul style="list-style-type: none"> • In the case of the minimum height to the lower edge of the illuminated area (reflective surface on a reflector) • In the case of the maximum height to the top edge of the illuminated area (reflective surface on a reflector). <p>For the purposes of the test lamps that are intended to illuminate the road forward of the vehicle are considered to be either:</p> <ol style="list-style-type: none"> a) main beam headlamps (including spot lamps and driving lamps) b) dipped beam headlamps, or c) front fog lamps. 	<ol style="list-style-type: none"> 1. The vehicle must be fitted with lamps or retro reflective material only capable of showing a white light to the front except for: <ul style="list-style-type: none"> • an amber light from a direction indicator • an amber light from a hazard beacon / warning lamp • a yellow light from a front fog lamp • a yellow light from a conspicuity marking material • an amber light from a side marker light • emergency vehicles only, a blue light from a warning lamp or beacon. 2. The vehicle must be fitted with lamps or retro reflective material only capable of showing a red light to the rear except for: <ul style="list-style-type: none"> • an amber light from a direction indicator • an amber light from a hazard beacon / warning lamp • a white light from a work lamp, reversing lamp, interior lamp, or a registration plate lamp • a yellow light from a rear registration plate • a yellow light from a conspicuity marking material • an amber light from a side marker light • emergency vehicles only, a blue light from a warning lamp or beacon. 3. The operation of any lamp must not effect any other lamp or be affected by the operation of any other lamp, unless specifically designed to do so

Installation of Lights 20

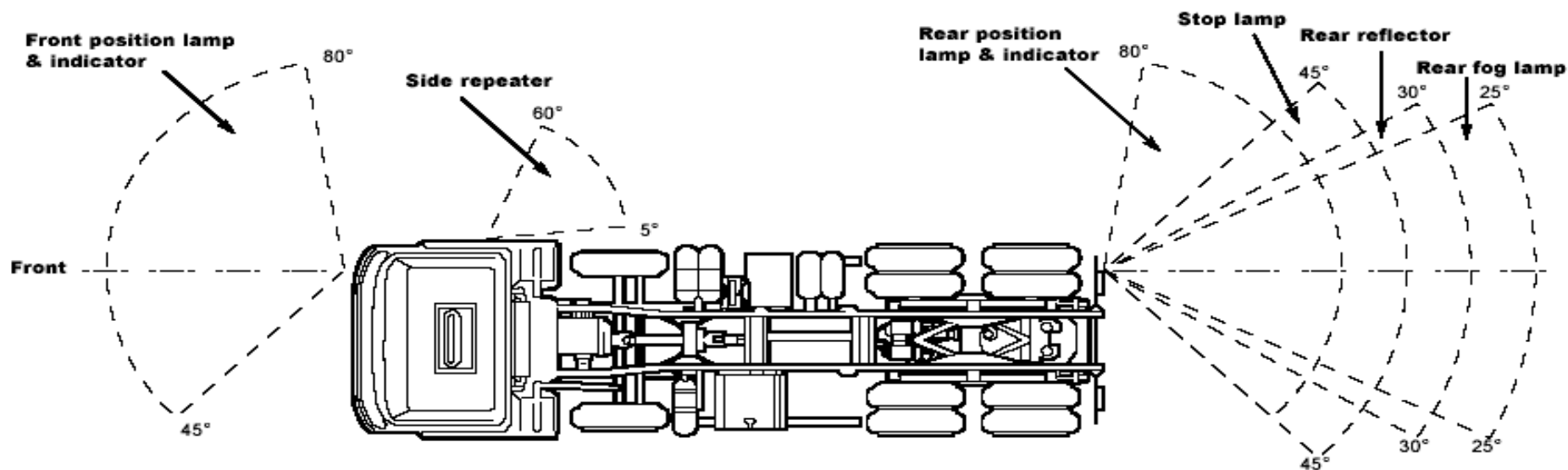
Method of Inspection	Required Standard
<p>Note 1: This does not apply to rear retro reflectors which must be visible at all times.</p> <p>If workshop tools or equipment are required to reinstate the function of a lamp that 'lamp' should be considered not 'fitted'. If a stop lamp meets the criteria of an optional lamp and is 'fitted', i.e. connected it must operate.</p> <p>Two or more lamps (see Figure 4), whether identical or not, having the same function and emitting light of the same colour are considered to be one lamp if the aggregate illuminated area of the lamps occupies 60% or more of the area of the smallest rectangle circumscribing those illuminated areas.</p>	<p>4. All lamps and reflectors must be securely fitted to the vehicle and not move by swivelling, deflecting, or otherwise while the vehicle is in motion, except for:</p> <ul style="list-style-type: none"> • any lamp or reflector which by design can be deflected to the side with the movement of the front wheel or wheels of the vehicle when turned for the purpose of steering the vehicle • a headlamp for adjustment or dipping of the beam • a headlamp which can be retracted or concealed • a work lamp, used to illuminate a working area or the scene of an accident, breakdown or road works in the vicinity of the vehicle to which it is fitted. <p>5. All obligatory and optional lamps, reflectors and rear markers must be fitted to their correct orientation</p> <p>6. When every door or other movable part is in the fixed open position (any position in which the component will remain, with or without a fixed stay) the:</p> <ul style="list-style-type: none"> • front and rear position lamps • front and rear indicators • rear retro reflectors <p>must fulfil one of the following conditions:</p> <p>a. half (50%) of the apparent surface of the lamp / reflector is visible from directly in front of / behind (as appropriate) the vehicle, or</p> <p>b. additional fully visible lamp (s) / reflectors satisfying all requirements for the above lamps / reflectors are activated / visible, or</p> <p>c. a notice in the vehicle must inform the user that in certain positions of the movable components, other road users should be warned of the presence of the vehicle on the road (e.g. by laying out a warning triangle). (see note 1)</p>

Installation of Lights 20

Figure 1

Horizontal Angles of Visibility

Each lamp and reflector must be positioned such as to provide an “apparent surface”. At least 50% of the “apparent surface” of each lamp or reflector must be visible from any point within the relevant angles.



Installation of Lights 20

Figure 2

Vertical Angles of Visibility

Front Position Lamps and Indicators (including Side Repeaters)

'a' = less than 750mm above ground level.

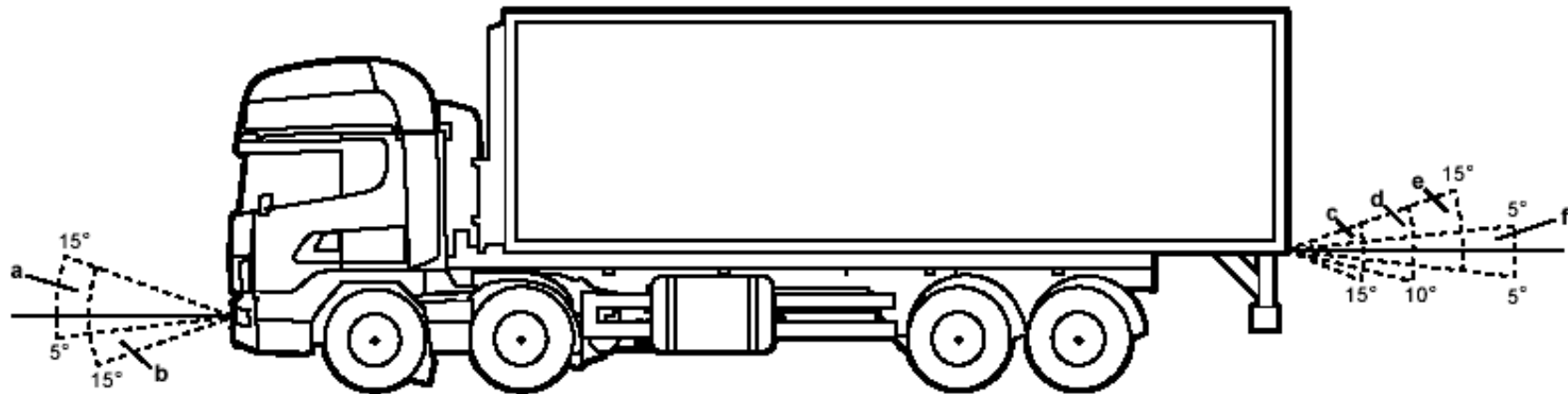
'b' = 750mm or more above ground level.

'c' = Rear position lamps and Stop lamps 1500mm or more above ground level. Indicators and Rear reflectors 750mm or more above ground level.

'd' = Rear position lamps and Stop lamps less than 1500mm above ground level.

'e' = Rear position lamps, Stop lamps, Indicators and Rear reflectors less than 750mm above ground level.

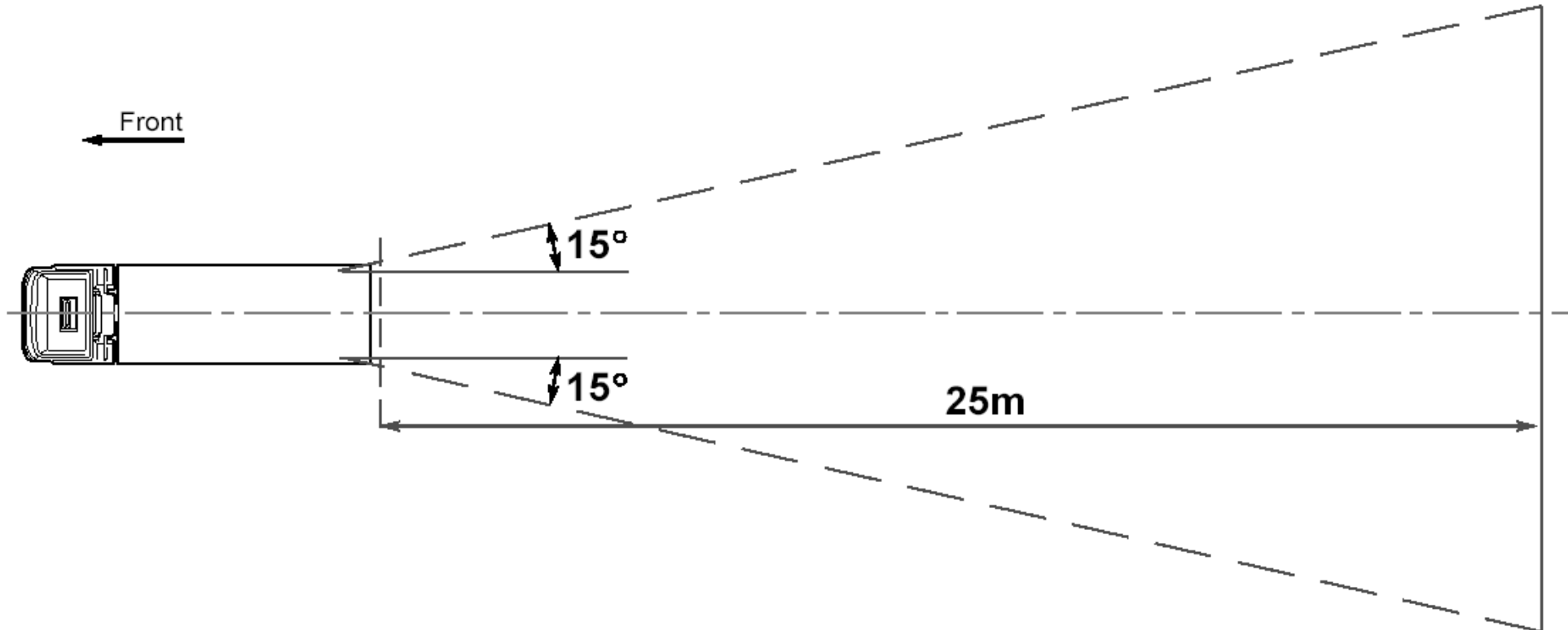
'f' = Rear fog lamps.



Installation of Lights 20

Figure 3

“To the rear” of the vehicle means “in an area the sides of which are at an angle of 15 degrees out from the extreme outer edge of the vehicle, (starting from the rear corner) and extending up to **25m** from the rear of the vehicle (measured along the vehicle longitudinal).

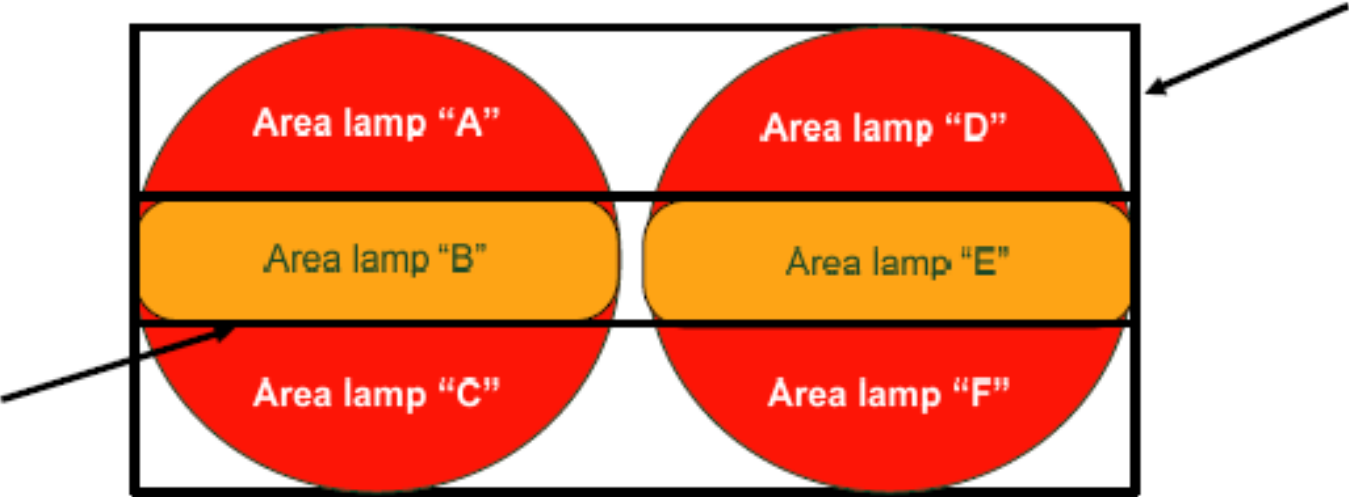


Installation of Lights 20

Figure 4

If the total of the red area is 60% or more of the area drawn around the lamps, the lamps are considered to be one lamp.

If the total of the amber area is 60% or more of the area drawn around the lamps, the lamps are considered to be one lamp.



Installation of Lights 20

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add RS3, add Note 3 and link to RS5c
3	31/07/2011	Add bullet points for conspicuity markings to RS1 and RS2
4	03/02/2014	Remove reference to Notes 1 & 2, Note 3 becomes Note 1, insert two new paragraphs in Mol & new Figure 4
5	29/10/2014	First paragraph of Mol corrected


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21 Retro Reflectors

Application: (Reflectors) **All Vehicles,**
(Conspicuity Markings) **Rigid Vehicles over 7500kg DGW, over 6.0metres long and over 2.1metres wide**

Method of Inspection	Required Standard
<p>Carry out a visual check of all retro reflectors conspicuity marking and rear markers fitted to the vehicle for colour, number, approval markings and correct positioning.</p> <p>Vehicles are required to have a full contour marking on the rear, i.e. horizontal and vertical markings to outline the shape of the vehicle, and partial contour markings on the side. Partial contour markings consist of a horizontal line showing the length of the vehicle and 'tick' marks showing the upper corners of the vehicle. (see figure 1, 2 & 3)</p> <p>Note 1: Geometric angles of visibility and positional requirements are not required for all optional reflectors, conspicuity markings or markers.</p> <p>Note 2: Where the shape, structure, design or operational requirements make it impossible to install the mandatory contour marking, a line marking is acceptable. (See figure 6),</p>	<p>Reflectors;</p> <ol style="list-style-type: none"> 1. All reflectors must be 'e' or 'E' marked, and where applicable, bear the appropriate identity marking as listed in Table 1 2. The correct number must be fitted to the vehicle (Table 1) 3. The correct colour must be fitted to the vehicle (Table 1) 4. They must be positioned to meet: (see notes 1 & 2) <ol style="list-style-type: none"> a) the positional requirements of Table 1 b) the angles of visibility requirements of Table 1 5. They must be of the correct shape (Table 1) 6. Rear reflectors must face predominately to the rear <p>Conspicuity Markings; vehicles over 7500kgs DGW, over 6.0m long and over 2.1m wide</p> <ol style="list-style-type: none"> 7. Full or part conspicuity markings must be fitted. (See Note 2) 8. All conspicuity marking material must be of an approved type (see note 3)

Retro Reflectors 21

Method of Inspection	Required Standard
<p>Note 3: Example of an Approval Mark</p>  <p>104 R - 0001148</p> <p>Symbol "C" indicates the class of the retro-reflective material which is intended for contour/strip marking.</p> <p>Note 4: Markings are considered continuous if gaps are less than 50% of the length of adjacent elements, However, if the manufacturer can prove to the satisfaction of the authority responsible for type approval that it is impossible to respect the value of 50 per cent, the distance between adjacent elements may be larger than 50 per cent of the shortest adjacent element, and it shall be as small as possible and not exceed 1000 mm</p> <p>Note 5: If 1500mm is not practicable this can be increased to 2500mm.</p> <p>Note 6: Rear marker plates (R70.01) count towards cumulative total width of conspicuity marking.</p> <p>Note 7: The 70% (minimum) is calculated based on overall vehicle length. The figure you arrive at must be distributed over the cab and body. I.e. assuming the vehicle was 10 metres long then the marking must equate to at least 7 metres. This 7 metres (or more if required) of marking must then be distributed across both the cab and the body, there is no requirement for 70% of the cab to be marked.</p>	<p>9. There must be at least one visible approval mark on any element of a retro-reflective marking material fitted to each face of the vehicle (o/s, n/s & rear)</p> <p>10. The maximum gap between adjacent elements must be no greater than 50% of the smallest adjacent element (see note 4)</p> <p>11. The lowest edge must be between 250mm and 1500mm from the ground. (see note 5)</p> <p>12. The minimum width of the markings must be at least 50mm</p> <p>13. The maximum width of the markings must be no greater than 60mm.</p> <p>Rear Conspicuity Markings; vehicles over 7500kg and over 2.1m wide</p> <p>14. must be coloured either red or yellow</p> <p>15. must equate to at least 70% of the overall vehicle width (see note 6 & figure 5)</p> <p>16. must be at least 200mm away from any brake mandatory light (see figure 4 A)</p> <p>Side Conspicuity markings; vehicles over 7500kg and over 6m long</p> <p>17. must be coloured either white or yellow</p> <p>18. must extend within 600mm of either end of the vehicle (see figure 2)</p> <p>19. must equate to at least 70% of the overall vehicle length (see note 7 & figure 8)</p> <p>Vehicle Cabs (except Tractor Units)</p> <p>20. must be fitted with line markings (see note 8)</p>

Retro Reflectors 21

Method of Inspection	Required Standard
<p>Note 8: Markings on vehicle cabs are only required to comply with RS8, 10, 11, 12, 13, 17 & 18</p> <p>Note 9: Where it is impractical to meet the dimension stated in RS21, e.g. due to the position of load covers or similar equipment, full or partial upper markings (where fitted) should be located as close as is practical to the upper extremity</p> <p>Note 10: Rear markers are not required to be fitted as long as the vehicle has been fitted with Conspicuity Markings which comply to the required standards of this section.</p> <p>Note 11: The 250mm must be measurable on a flat plane. If the mark is fitted to a shaped surface (eg corrugations) the mark must be extended so that at least 250 mm is visible from the side.</p>	<p>If Full or Partial Contour Markings are fitted</p> <p>21. The maximum height must be as close as is practical to the top of the body. (see figure 2) (See Note9)</p> <p>22. The vertical aspect of marking must be as close to the edge as practicable. (see figure 4 B)</p> <p>23. Each side of a Tick Marking must be at least 250mm (see note 11 & figure 3)</p> <p>Rear Markers; vehicles over 7500kgs (if fitted)</p> <p>24. All rear markers must bear a genuine permanently attached 'e' mark</p> <p>25. A minimum of one set of obligatory markers must be fitted to the vehicle (see note 10 & Table 2)</p> <p>26. They must be positioned correctly to meet the positional requirements of Table 2</p> <p>27. They must be of the correct type (Table 2)</p>

Retro Reflectors 21

Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark / Notes
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Rear Retro Reflectors Non-triangular	Min 2 Max any number Includes optional	Mandatory	Red	400 (Min separation 600 unless vehicle width less than 1300, where Min separation 400)	900 (1200 if built into a lamp cluster) or if impracticable due to body 1500	250	a. Horizontal i. 30° inwards and outwards. b. Vertical i. < 750mm above the ground 15° above and 5° below horizontal. ii. otherwise 15° above and below horizontal	IA or IB "E" or "e"
Front Retro Reflectors Non-triangular	Min 2 Max any number Includes optional	Mandatory on motor vehicles with concealable front lamps with reflectors. Optional on all other motor vehicles.	White	400	900 or if impracticable 1500	250	a. Horizontal i. 5° inwards and 30° outwards. b. Vertical i. < 750mm above the ground 15° above and 5° below horizontal. ii. otherwise 15° above and below horizontal	IA or IB "E" or "e"
Side Retro Reflectors Non-triangular	See below	Mandatory on all motor vehicles exceeding 6m in length Optional on other motor vehicles	Amber The rearmost reflector may be red	N/A	1500 if the shape of the bodywork makes it impossible 2100	250	a. Horizontal 45° to the front and to the rear b. Vertical i. < 750mm above the ground 15° above and 5° below horizontal. ii. otherwise 15° above and below horizontal	IA or IB "E" or "e"
<ul style="list-style-type: none"> at least one side-reflector fitted to the middle third of the vehicle the foremost side- reflector being not further than 3 m from the front the distance between two adjacent side- reflectors shall not exceed 3 m, if the structure of the vehicle makes it impossible to comply with such a requirement, this distance may be increased to 4 m the distance between the rearmost side- reflector and the rear of the vehicle shall not exceed 1 m 								

Retro Reflectors 21

Figure 1

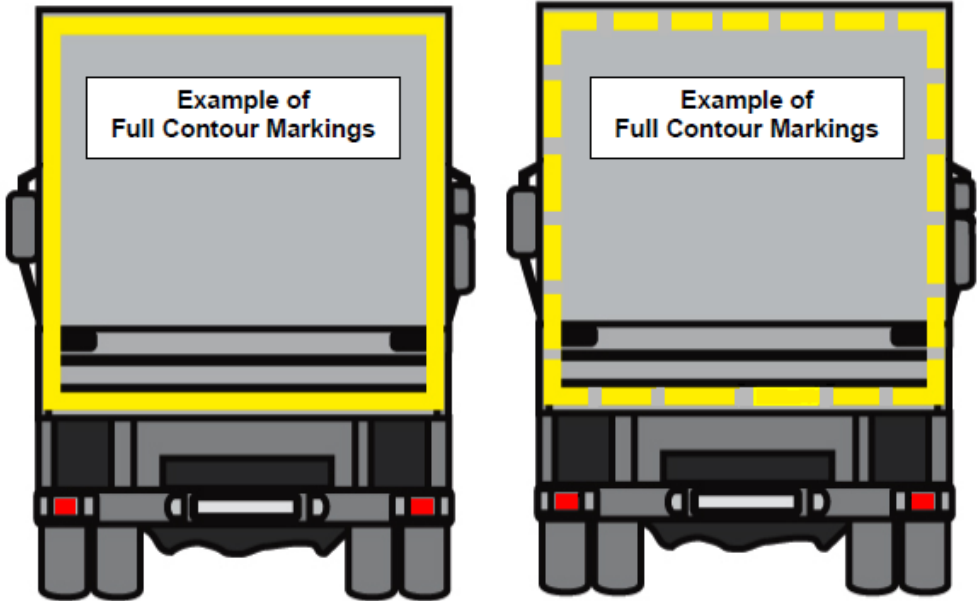


Figure 2

The maximum height must be as close as is practical to the top of the body

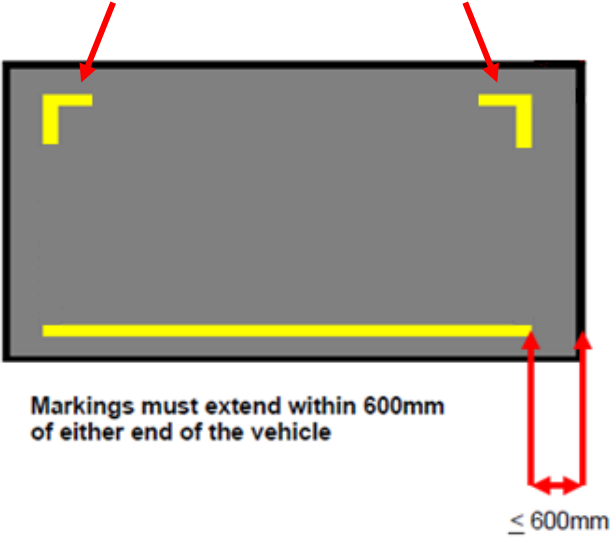
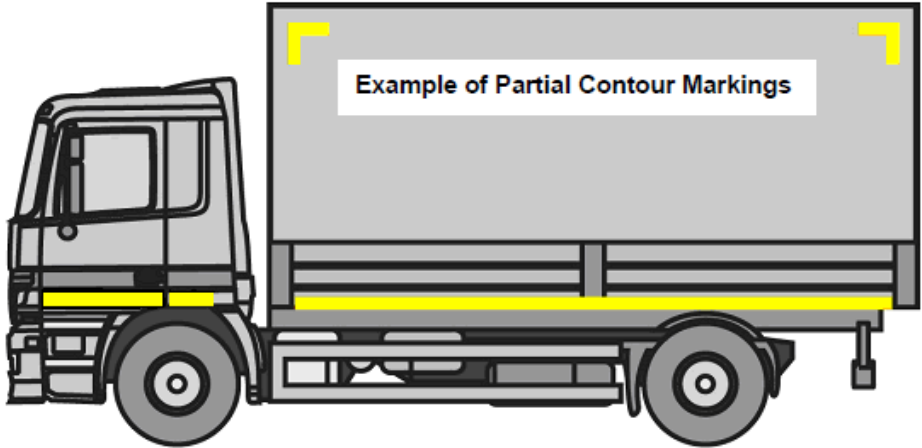
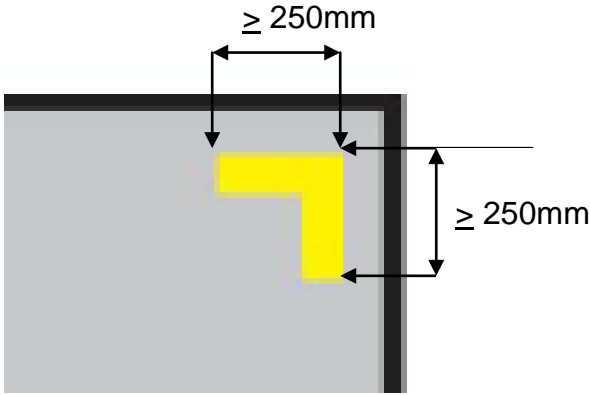


Figure 3



Retro Reflectors 21

Figure 4

Rear marker plates are optional (A, B & C)

Where fitted rear marker plates may only be counted as contributing to the rear contour marking (C) provided they comply with UNECE Regulation 70.01

Marker plates approved to UNECE Regulation 70.00 do not count towards the conspicuity marking.

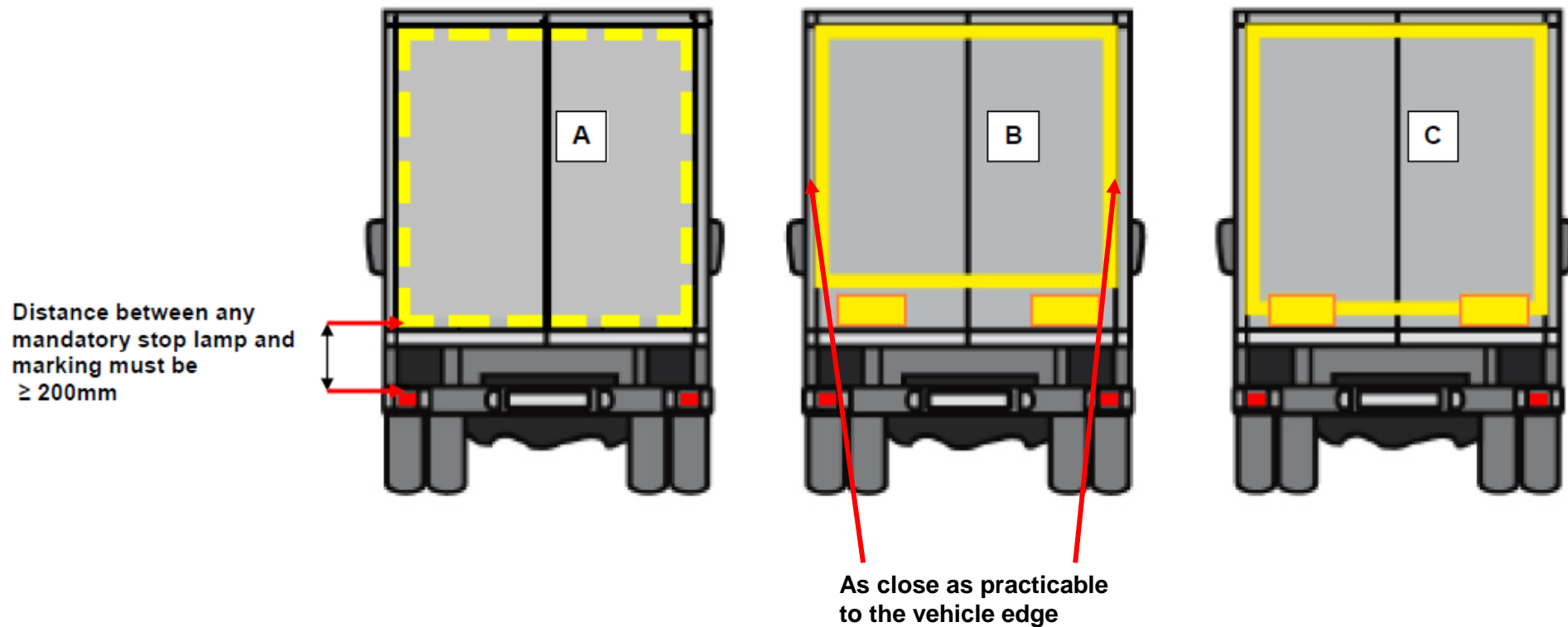


Figure 5

Markings must cover at least 70% of the overall vehicle width

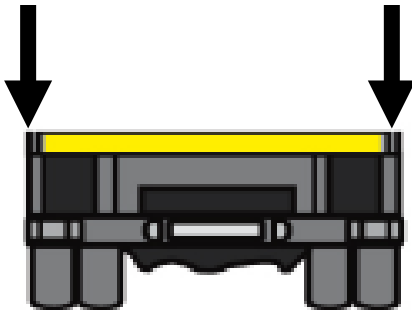


Figure 6

Markings are considered continuous if gaps are less than 50% of the length of adjacent elements

Typical example of a vehicle only requiring a line marking

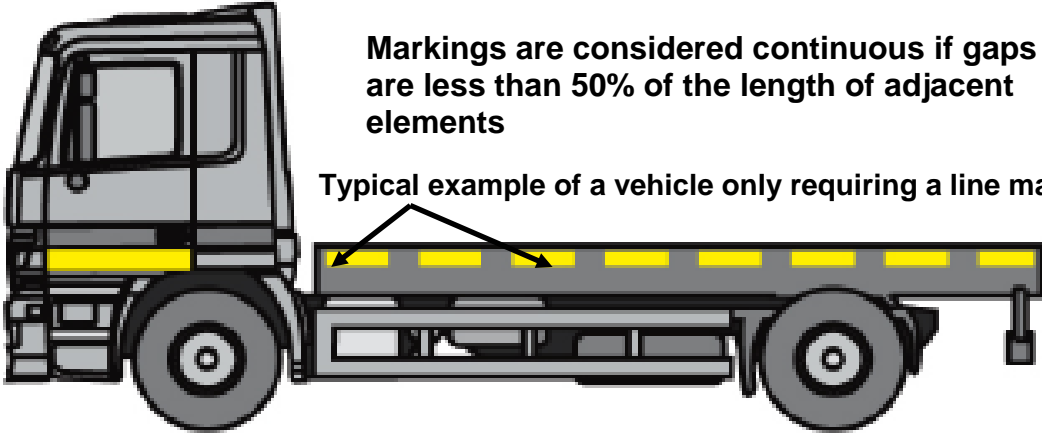


Figure 7

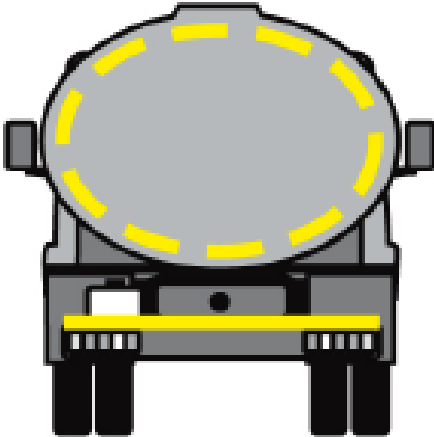



Figure 8

Markings must cover at least 70% of the overall vehicle length



Table 2

1. Description	
A motor vehicle the overall length of which does not exceed 13m:	A rear marking of a type shown in diagram 1, 2, 3 or 4 in Part III of this Section
A motor vehicle the overall length of which exceeds 13m:	A rear marking of a type shown in diagram 5, 6, 7 or 8 in Part III of this Section
2. Position	
Longitudinal:	At or near the rear of the vehicle
A rear marking of a type shown in diagram 2, 3, 4, 6, 7 or 8 in Part III of this Section:	Each part shall be fitted as near as practicable to the outermost edge of the vehicle on the side thereof on which it is fitted so that no part of the marking projects beyond the outermost part of the vehicle on either side
A rear marking of a type shown in diagram 1 or 5 in Part III of this Section:	The marking shall be fitted so that the vertical centre-line of the marking lies on the vertical plane through the longitudinal axis of the vehicle and no part of the marking projects beyond the outermost part of the vehicle on either side
Vertical:	The lower edge of every rear marking shall be at a height of not more than 1700mm nor less than 400mm above the ground whether the vehicle is laden or unladen
3. Visibility:	Plainly visible to the rear
4. Alignment:	The lower edge of every rear marking shall be fitted horizontally. Every part of a rear marking shall lie within 20° of a transverse vertical plane at right angles to the longitudinal axis of the vehicle and shall face to the rear
5. Markings	An approval mark to ECE Regulation 70 or 70:01 Example Marking <div style="text-align: center;">  </div>
6. Colour:	Red fluorescent material in the stippled areas shown in any of the diagrams in Part III of this Section and yellow retro reflective material in any of the areas so shown, being areas not stippled and not constituting a letter.

Retro Reflectors 21

Part III

Rear markings prescribed for motor vehicles having a maximum gross weight exceeding 7500 kg; (where required to be fitted)

Diagram 1.



Diagram 2.



Diagram 3.

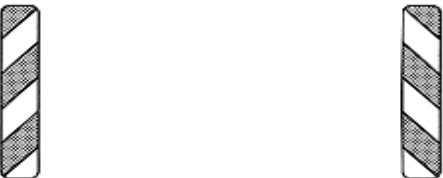


Diagram 4.



Diagram 5.



Diagram 6.

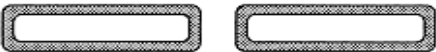


Diagram 7.



Diagram 8.



Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	RS6 and 10 added and link note 1 to RS4
3	31/01/2011	Add Conspicuity Markings
4	31/07/2011	Amend Conspicuity Marking section
5	30/04/2012	Add Rigid to application box, re order standards and renumber, add example marking for Marker Boards
6	29/10/2012	Insert new paragraph in Mol, reword statement on Figure 4 and remove labelling from tanker in Figure 7
7	03/02/2014	Remove para 2 from Mol,, reword paragraph 1, Note 1, insert new note 2, renumber remaining notes and insert new note 9.
8	29/10/2014	Conspicuity width and length requirement reduced from 80% to 70%, RS 15 & 19, figures 5 & 8 updated. New note 11 added link from RS 23. Height requirement has changed from 400mm to as close as practical, RS21 & Fig 2 updated.
9	01/092015	RS 21 referred to note 9

Retro Reflectors 21

22 End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps

Application: All Vehicles

Method of Inspection	Required Standard
<p>Carry out a visual check of all outline marker, position, stop, side marker and daytime running lamps fitted to the vehicle for operation, colour, number, approval markings and correct positioning.</p> <p>With optional lamps check that fitment is permitted and they do not exceed the maximum number of lamps allowed to be fitted</p> <p>Note 1: Geometric angles of visibility and positional requirements are not required for all optional position lamps, stop lamps and end outline marker lamps.</p> <p>Note 2: The inspection of the side marker lamps applies to the obligatory lamps fitted to all vehicles exceeding 6m in length</p> <p>Note 3: The correct orientation for side marker lamps is not required on the boom of Crash cushion vehicles.</p> <p>Note 4: The inspection of end-outline marker lamps applies to the obligatory marker lamps fitted to vehicles exceeding 2.10m in width</p> <p>Note 5: Both front and rear end outline marker lamps can be combined in one device</p> <p>Note 6: Daytime running lamps. The lamps must be connected so that they switch off automatically when the headlamps are on.</p>	<ol style="list-style-type: none"> 1. All lamps must be 'e' or 'E' marked and where applicable, bear the appropriate identity marking as listed in table 1 2. The front and rear position lamps, end outline marker lamps and side marker lamps, (if fitted) must be switched on and off by the operation of one switch. <p>Front and Rear Position Lamps;</p> <ol style="list-style-type: none"> 3. The correct number must be fitted to the vehicle (Table 1) 4. They must be operational 5. They must only emit white light to the front / red light to the rear 6. They must be positioned to meet (see note 1) <ol style="list-style-type: none"> a. the positional requirements of Table 1 b. the angles of visibility requirements of Table 1 <p>Stop Lamps;</p> <ol style="list-style-type: none"> 7. The correct number must be fitted to the vehicle (Table 1) 8. They must be operational 9. They must only emit red light

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

Method of Inspection	Required Standard
	<p>10. They must only illuminate when the service brake is applied, and must extinguish when the service brake is released</p> <p>11. They must be positioned to meet (see note 1)</p> <ul style="list-style-type: none"> a. the positional requirements of Table 1 b. the angles of visibility requirements of Table 1 <p>Side Marker lamps; (see note 2 & 3)</p> <p>12. The correct number must be fitted to the vehicle (in accordance to the positional requirements)</p> <p>13. They must be operational</p> <p>14. They must emit an amber light (red is acceptable if within 1 metre of the rear)</p> <p>15. They must be positioned to meet</p> <ul style="list-style-type: none"> a. the positional requirements of Table 1 b. the angles of visibility requirements of Table 1 <p>End Outline Marker Lamps; (see note 4 & 5)</p> <p>16. The correct number must be fitted to the vehicle (Table 1)</p> <p>17. They must be operational</p> <p>18. They must only emit red light to the rear / white light to the front</p> <p>19. The lights must be a minimum of 200mm from a positional lamp</p>

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

Method of Inspection	Required Standard
	<p data-bbox="1059 236 1697 268">20. They must be positioned to meet (see note 1)</p> <ul style="list-style-type: none"> <li data-bbox="1155 304 1697 336">a. the positional requirements of Table 1 <li data-bbox="1155 373 1794 405">b. the angles of visibility requirements of Table 1 <p data-bbox="1010 442 1473 474">Daytime running lamps; (if fitted)</p> <p data-bbox="1059 510 1868 542">21. The correct number must be fitted to the vehicle (Table 1)</p> <p data-bbox="1059 579 1435 611">22. They must be operational</p> <p data-bbox="1059 647 1659 679">23. They must only emit white light to the front</p> <p data-bbox="1059 716 1536 748">24. They must be positioned to meet</p> <ul style="list-style-type: none"> <li data-bbox="1155 785 1697 817">a. the positional requirements of Table 1 <li data-bbox="1155 853 1794 885">b. the angles of visibility requirements of Table 1 <p data-bbox="1059 922 2130 954">25. They must extinguish automatically when headlamps are operated. See note 6</p>

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Front Position Lamps	Min 2 Max any number Includes optional lamps	Mandatory	White	400	1500 or if impractical 2100	350	a. Horizontal i. 45° Inwards ii. 80° Outwards b. Vertical i. 15° Above and below the horizontal (May be reduced to 5° if the lamps are less than 750mm above the ground)	A "E" or "e"
Rear Position Lamps	Min 2. Max any number Includes optional lamps	Mandatory	Red	400	1500 or if impractical 2100	350	a. Horizontal i. 45° Inwards ii. 80° Outwards b. Vertical i. 15° above and below the horizontal (May be reduced to 5° if the lamps are less than 750mm above the ground)	R "E" or "e"
Stop Lamps	Min 2 Max any number Includes optional lamps	Mandatory	Red	One on each side of longitudinal axis (Min separation distance 600mm	1500 or if impracticable 2100	350	a. Horizontal i. 45° inwards and outwards b. Vertical i. as rear position lamps.	S1 or S2 "E" or "e"

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Stop Lamps (Optional)	Min 1 Max any number	Optional	Red	If 1 is fitted: as close to vehicle centre-line as practicable If 2 are fitted: no requirement	n/a	no lower than the mandatory stop lamps	Must face the rear	S1 or S2 S3 or S4 for High Level "E" or "e"
End Outline Marker Lamp	2 visible from the front and 2 visible from the rear Max any number Includes optional lamps	Mandatory for vehicles exceeding 2.10m in width	Front-White Rear - Red	As close as possible to the extreme edge and not more than 400mm from the edge		Front No lower than the upper edge of the windscreen Rear compatible with the design and operational requirements	a. Horizontal i. 80° Outwards b. Vertical i. 5° Above the horizontal ii. 20° Below the horizontal	A or R "E" or "e"
Side Marker Lamp	(see below)	All vehicles where the length exceeds 6m	Amber (The rearmost marker may be red if it is combined with another rear lamp)	-	1500 or if impracticable 2100	250	a. Horizontal i. 45° to the front and rear (Can be reduced to 30° if fitted as an optional extra) b. Vertical i. 10° Above and below the horizontal (The vertical angle below the horizontal may be reduced to 5° if the side marker lamp is fitted less than 750mm from the ground)	SM "E" or "e"

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Daytime Running Lamp (Optional)	Min 2 Max 2	Optional	White	400mm	1500mm	250mm	a. Horizontal i. 20° Outwards and inwards b. Vertical i. 10° Upwards and downwards	"E" or "e"
Side Marker Lamp Spacing <ul style="list-style-type: none"> at least one side-marker lamp must be fitted to the middle third of the vehicle the foremost side-marker lamp being not further than 3 m from the front the distance between two adjacent side-marker lamps shall not exceed 3 m, if the structure of the vehicle makes it impossible to comply with such a requirement, this distance may be increased to 4 m the distance between the rearmost side-marker lamp and the rear of the vehicle shall not exceed 1 m 								

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add link for notes to RS6, 11 and 20
3	31/01/2011	Amend Table 1
4	30/04/2012	Amend Table 1 (End Outline Markers)
5	29/10/2014	New note 3, old Notes 3 – 5 now 4 - 6
6	01/092015	Amend table 1 regarding stop lamp lateral position

End-outline, Position (Side), Stop, Side Marker & Daytime Running Lamps 22

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23 Direction Indicators

Application: All Vehicles

Method of Inspection	Required Standard
<p>Carry out a visual check of all direction indicator and side repeater lamps fitted to the vehicle for operation, colour, number, approval markings and correct positioning.</p> <p>With optional lamps check that fitment is permitted and they do not exceed the maximum number of lamps allowed to be fitted</p> <p>The inspection of hazard warning lamps applies to all the obligatory lamps fitted to all vehicles</p> <p>Note 1: Geometric angles of visibility and positional requirements are not required for all optional direction indicator lamps.</p> <p>Note 2: Two additional lamps may be fitted to a special purpose vehicle designed for use with equipment that may obstruct the mandatory devices at a height not exceeding 1800mm, however snow ploughs may have these lamps mounted as high as the additional dipped beam headlamps.</p> <p>Note 3: Two additional lamps may be fitted to a STGO - Abnormal Indivisible Load Vehicles (GTW of at least 120,000kg).</p>	<p>Directional Indicators;</p> <ol style="list-style-type: none"> 1. All lamps must be 'e' or 'E' marked and where applicable, bear the appropriate identity marking as listed in table 1 2. They must be operational 3. The correct number must be fitted to the vehicle (Table 1) 4. The indicators must flash at a rate of between 60 and 120 times a minute (with all mandatory indicators working, and with the engine running if initially below the requirement) 5. There must be an audible or visual tell tale fitted to indicate the non-operation of any indicators. 6. All indicators must emit amber light. 7. They must be positioned to meet (see note 1) <ol style="list-style-type: none"> a. the positional requirements of Table 1 b. the angles of visibility requirements of Table 1

Direction Indicators 23

Method of Inspection	Required Standard
	<p>Hazard Warning Lights</p> <p>8. They must operate with the ignition switched on and off.</p> <p>9. The hazard warning device must operate all of the direction indicators simultaneously</p> <p>10. The hazard warning device must have a telltale warning light fitted which is circuit specific</p>

Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark / Notes
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Direction Indicators & Hazard Warning	<p>Motor Vehicles On each side Front – One (see note 2 & 3)</p> <p>Rear – One Plus 2 optional all vehicles- Rear only</p> <p>Side Repeater – One Optional Up to 3 (category 5) or 1 (Category 6) if vehicle over 9m in length</p>	All Vehicles	Amber	400 (Min separation 600 unless vehicle width is less than 1300, where min separation 400)	1500 or if impracticable 2300 for side direction indicators and 2100 for front and rear direction indicators	<p>Side indicators 500.</p> <p>Other indicators 350</p>	<p>a. Horizontal i. 80° outwards 45° inwards. ii. (SIDE REPEATER) To the rear between 5° and 60° outboard. b. Vertical i. < 750mm above the ground 15° above and 5° below horizontal. ii. Otherwise 15° above and below horizontal.</p>	<p>Front 1, 1a, 1b or 11 Front – side 3 or 4 Side Repeater 5 or 6 Rear 2a, 2b or 12</p> <p>"E" or "e"</p>
A side repeater lamp must be fitted within 2600 mm of the front of the vehicle								

Direction Indicators 23

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add note 1 and link to RS7
3	29/10/2014	New Notes 2 & 3 added with link from Table 1
4	01/092015	Amendment to Note 2

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24 Rear Registration Lamps

Application: All Vehicles

Method of Inspection	Required Standard
<p>Carry out a visual check of all rear registration plate lamps fitted to the vehicle for operation, colour and correct positioning..</p> <p>Note: See section 4 Rear Registration Plate Space in conjunction with position of rear registration plate lamp</p>	<p>Rear registration plate lamps;</p> <ol style="list-style-type: none">1. All lamps must be 'e' or 'E' marked2. They must be operational3. They must be able to be switched on and off with the front and rear position lights by operating one switch4. They must only emit white light5. They must be positioned sufficient to illuminate the rear registration plate

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/01/2011	Remove the optional requirement
3	31/07/2011	Add new RS1 and renumber remaining standards

25 Headlamps

Application: All Vehicles

Method of Inspection	Required Standard
<p>Carry out a visual check of all headlamps fitted to the vehicle for operation, colour, number, approval markings and correct positioning.</p> <p>With optional lamps check that fitment is permitted and they do not exceed the maximum number of lamps allowed to be fitted</p> <p>Note 1: In the case of a dipped beam headlamp the minimum height is measured to the lower edge of the light emitting surface</p> <p>Note 2: Two additional dipped beam headlamps forming a matched pair with electrical connections that permit only one pair to operate at any one time and fitted to:</p> <p>(a) a vehicle intended for use in both left hand and right hand rule of the road traffic and in which case one pair must meet the requirements for right hand rule of the road traffic; or</p> <p>(b) a special purpose vehicle designed for use with equipment that may obstruct the mandatory devices and mounted at a height not exceeding the lower edge of the windscreen</p>	<p>Headlamps;</p> <ol style="list-style-type: none"> 1. All lamps must be 'e' or 'E' marked and where applicable, bear the appropriate identity marking as listed in table 1 2. They must be operational 3. All obligatory and optional headlamps must be fitted as "matched pairs". 4. They must emit a white light. 5. When on dip or main beam they must emit sufficient light to be able to illuminate the road in front of the vehicle 6. The correct number must be fitted to the vehicle (Table 1) 7. Dipped beam headlamps must be positioned to meet the requirements of Table 1 <p>Gas Discharge and L.E.D Headlamps</p> <ol style="list-style-type: none"> 8. Must be accompanied by evidence of compliance with the technical requirements if not compliant with the following: <ul style="list-style-type: none"> • is "E" or "e" marked • dipped beam remains on when main beam is on (gas discharge only) • is fitted with a wash system • is fitted with an automatic headlamp self levelling system or self levelling suspension

Headlamps 25

Method of Inspection	Required Standard
<p>Align the headlamp aim testing equipment to the vehicle in accordance with the manufacturer's instructions. With an assistant sitting in the driver's seat, check the alignment of each dipped beam headlamp in association with the appropriate criteria.</p> <p>Note 3: The alignment requirement must be met without the use of masks or beam converters unless they are an integral part of the headlamp as it was approved. Devices or materials applied to the inside of a headlamp which were not present at the time of approval are unacceptable.</p> <p>Note 4: Some vehicles may be fitted with an in-car driver's headlamp adjustment device. This may be adjusted to enable both headlamps to meet the criteria. Both headlamps, however, must comply with the requirements with the device set in one position.</p>	<p>Headlamp Aim</p> <p>European Type (checked on dipped beam) see note 3 & 4</p> <ol style="list-style-type: none"> 9. The beam image 'kick-up' must not be to the offside. 10. For headlamps with centres not more than 850mm from the ground, the beam image horizontal cut-off must be between the horizontal 0.5% and 2% lines, i.e. the red tolerance band. 11. For headlamps with centres more than 850mm from the ground, the beam image horizontal cut off must be between the horizontal 1.25% and 2.75% lines, ie the blue tolerance band. 12. The beam image 'break point' must not be to the right of the 0% vertical line, or to the left of the vertical 2% line.

European Type Headlamp

Checked on Dipped Beam

Check the position of the 'break point' and horizontal cut-off.

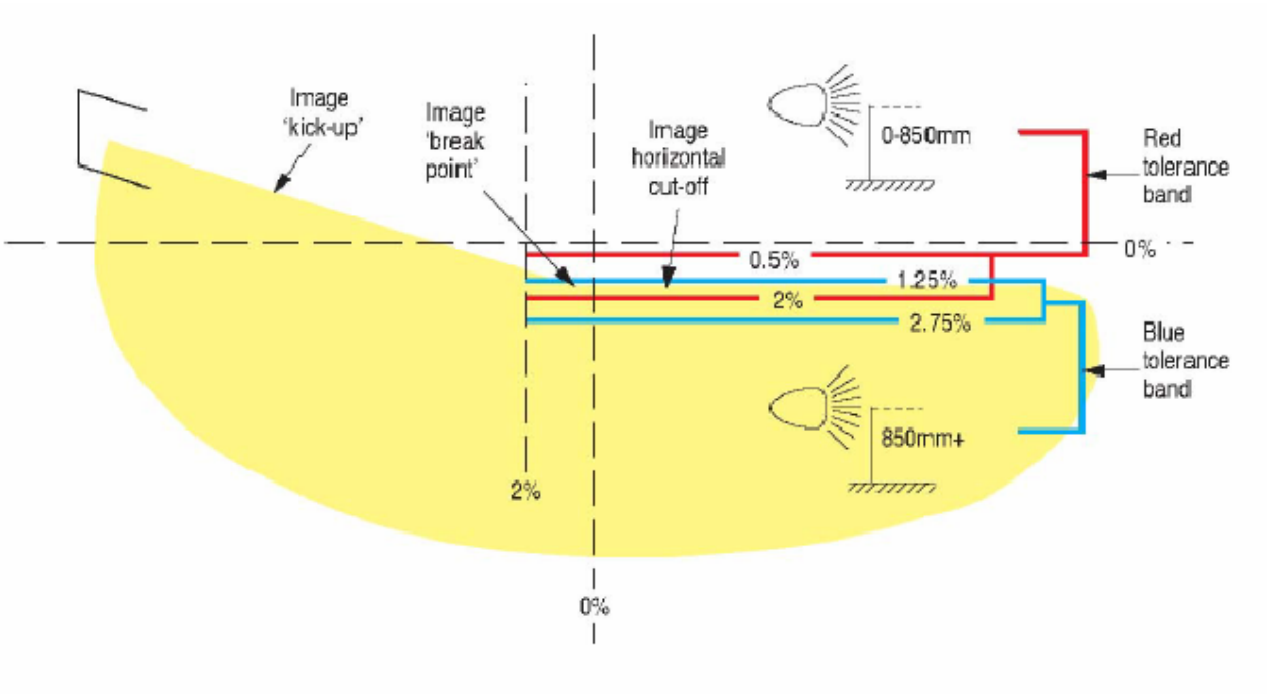


Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark / Notes
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Dipped Beam Headlamp	Min 2 Max 2 (See Note 2 above)	Motor Vehicles	White	400	1200	500 See note 1	Angles of Visibility: 45° out 10° in 15° up 10° down	C "E" or "e"
Main Beam Headlamp	Min 2 Max 4	Motor Vehicles	White	May be in the same lamp assemblies as dipped beam	-	-	No requirement	R "E" or "e"

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Link notes to RS
3	31/01/2011	Renumber standards
4	31/07/2011	Add L.E.D requirement
5	29/10/2014	New Note 2 added, link from Table 1, old Notes 2 & 3 now 3 & 4

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26 Front Fog Lamps

Application: All Vehicles

Method of Inspection	Required Standard
Carry out a visual check of all front fog lamps for operation, colour, number, approval markings and correct positioning	<p>Front fog lamps;</p> <ol style="list-style-type: none"> 1. All lamps must be 'e' or 'E' marked and, where applicable, bear the appropriate identity marking as listed in Table 1 2. The correct number must be fitted to the vehicle (Table 1) 3. They must be operational 4. They must be able to be switched on only when the position lights are on and must operate independently of the dipped and main beam headlamps. 5. They must only emit white or yellow light 6. They must be positioned correctly to meet the positional requirements of Table 1

Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark / Notes
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Front Fog Lamps	Two (Maximum)	optional	White or Yellow	400	800 but no higher than the top edge of the dipped beam headlamp	250	Not Applicable	B "E" or "e"

Front Fog Lamps 26

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	

27 Towing Hooks

Application: All Vehicles

Method of Inspection	Required Standard
<p>The vehicle must be equipped with a device at the front that enables the vehicle to be towed that can withstand a tractive and compressive static force of at least half the authorised total weight of the vehicle.</p> <p>The device may be in the form of a fixed or screw-in eyelet, welded loop, a holed metal plate, or may be incorporated into the vehicle structure. Removable / retractable towing device eyes or loops will need to be placed into the 'towing position' to be assessed.</p> <p>Where a vehicle has been adapted and the special purposes make it impossible to fully comply, the manufacturer shall demonstrate to the satisfaction of the approval authority that the vehicle cannot meet the requirements due to its special purpose.</p> <p>Note 1: Where visually the device or surrounding structure does not appear to be of sufficient strength, the presenter may provide evidence from the manufacturer of the vehicle and/or the device to the requirements of this section.</p> <p>Note 2: In the case of an STGO vehicle this would relate to the GVW of the tractive unit and not the combination (total weight)</p>	<ol style="list-style-type: none"> 1. The vehicle must have a suitable towing device on the front of the vehicle to allow the attachment of a rigid towing bar. 2. Any towing hook or eye, mounting arrangement, bracket, or surrounding vehicle structure must be able to withstand the loads expected. (see note 1 and 2)

Towing Hooks 27

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add SPV statement
3	31/01/2011	Remove the reference to rope in RS 1
4	01/092015	Addition of Note 2

28 Rear Fog Lamps

Application: All Vehicles

Method of Inspection	Required Standard
<p>Carry out a visual check of the rear fog lamps fitted to the vehicle for operation, colour, number, approval markings and correct positioning.</p> <p>With optional lamps check that fitment is permitted and they do not exceed the maximum number of lamps allowed to be fitted</p> <p>Note 1: For Crash Cushion Vehicles the maximum does not apply due to the configuration of lamps fitted to the boom.</p> <p>Note 2: Either of the following scenarios will also be considered acceptable:</p> <ul style="list-style-type: none"> ▪ The rear fog lamp(s) may continue to operate until the position lamps are switched off, and the rear fog lamp(s) must then remain off until deliberately switched on again or, • A warning, at least audible, additional to the mandatory tell-tale light shall be given if the ignition is switched off or the ignition key is withdrawn and the driver's door is opened, whether the lamps in (RS4) are on or off, whilst the rear fog lamp switch is in the "on" position. 	<p>Rear fog lamps;</p> <ol style="list-style-type: none"> 1. All lamps must be 'e' or 'E' marked and where applicable, bear the appropriate identity marking as listed in table 1 2. They must be operational 3. The correct number must be fitted to the vehicle (Table 1 and note 1) 4. The rear fog lamp(s) must only illuminate when dipped beam, main beam or front fog lamps are lit (See alternatives in note 2) 5. The rear fog lamps must not be affected by switching on or off any other lamps (except those above) 6. Can be switched off independently of any other lamp, may continue to operate until position lamps are switched off and then remain off until deliberately switched back on <u>or</u> a warning, at least audible, additional to the mandatory tell tale is given if the ignition is switched off or the ignition key is withdrawn and the driver's door is opened whilst the rear fog lamp switch is in the 'on' position 7. They must only emit a red light 8. They must be positioned correctly to meet <ol style="list-style-type: none"> a. the positional requirements of Table 1 See Note 3 b. the angles of visibility requirements of Table 1

Rear Fog Lamps 28

Method of Inspection	Required Standard
<p>Note 3: Refuse vehicles of the type loaded from the rear with a powerlink boom are to be considered as vehicles with a special construction requirement. The rear fog lamps can be fitted at any suitable height.</p>	<p>9. Must be fitted with an operational “tell-tale” lamp (non-flashing) visible from the driving position</p> <p>10. Must not be operated by a brake control</p> <p>11. Fitted so that the reflector is facing squarely to the rear</p> <p>12. Where two rear fog lamps are fitted they must form a matched pair.</p> <p>13. Where two rear fog lamps are fitted they must operate as a matched pair</p>

Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY See Figures 1 & 2 of section 20	APPROVAL MARK “E” or “e” Identity Symbol or BS Mark / Notes
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Rear Fog Lamp	Min 1 Max 2 (see note 1)	All Vehicles	Red	At least one must be on centre line or to offside of vehicle (Min separation distance from stop lamp 100	1000 - When grouped with any rear lamp or for category N3G (off-road) vehicles this may be increased to 1200.	250	a. Horizontal i. 25° inwards and outwards; if two lamps are fitted it is sufficient if one lamp (not necessarily the same lamp) – is visible throughout the range b. Vertical i. 5° above and below horizontal.	B or F “E” or “e”

Rear Fog Lamps 28

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	29/10/2012	Amend maximum height requirement in Table 1
3	03/02/2014	Insert new note 2 and link to RS4,
4	29/10/2014	Note 1 replaced, link from Table 1
5	01/092015	Addition of Note 3

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29 Reversing Lamps

Application: All Vehicles

Method of Inspection	Required Standard
<p>Carry out a visual check of the reverse lamps fitted to the vehicle for operation, colour, number, approval markings and correct positioning.</p> <p>With optional lamps check that fitment is permitted and they do not exceed the maximum number of lamps allowed to be fitted</p> <p>Note 1: The geometric visibility is considered to be ensured if the reference axis of the respective device is directed outwards with an outward angle not exceeding 15° relative to the median longitudinal plane of the vehicle. The vertical aim of the two optional devices may be directed downwards.</p>	<p>Reverse lamps;</p> <ol style="list-style-type: none"> 1. All lamps must be 'e' or 'E' marked and, where applicable, bear the appropriate identity marking as listed in table 1 2. They must be operational 3. The correct number must be fitted to the vehicle (Table 1) 4. They must emit white light. 5. They must be positioned to face the rear and meet the positional requirements of Table 1 6. They must operate by selection of reverse gear or be fitted with a telltale warning device. <p>If the optional reverse lamps are fitted to the side of the vehicle and used for slow manoeuvres in a forward motion</p> <ol style="list-style-type: none"> 7. The devices must be activated and deactivated manually by a separate switch used to control the front and rear position lamps, end outline marker lamps and side marker lamps, 8. They must be automatically switched off if the forward speed of the vehicle exceeds 10 km/h, regardless of the position of the separate switch. In this case they shall remain switched off until deliberately being switched on again.

Reversing Lamps 29

Table 1

TYPE	NUMBER	APPLICATION	COLOUR	POSITION			ANGLES OF VISIBILITY	APPROVAL MARK "E" or "e" Identity Symbol or BS Mark / Notes
				MAX DISTANCE FROM SIDE (mm)	MAX HEIGHT (mm)	MIN HEIGHT (mm)		
Reversing Lamps	Min 1 Max 2	All Vehicles up to 6000mm	White		1200	250	Figure 3 Section 20	A or R "E" or "e"
	Min 2 Max 4 (Includes optional lamps)	Vehicles with a length exceeding 6000mm					If optional lamps are fitted to the side of the vehicle Outwards Maximum 15° relative to the median longitudinal plane See Note 1	

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/01/2011	Amend RS 5
3	03/02/2014	Amend number of lamps in Table 1
4	01/09/2015	Add new optional lamp requirements

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31 Seat Belts

Application: All Vehicles

Method of Inspection	Required Standard
<p>Disabled person belts are seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment, intended for use solely by such a person and as such are exempt the requirements of this section, however the belt must be securely attached and appear to operate as intended.</p> <p>Seats not intended for road use</p> <p>(a) The requirements of this section do not apply to seats intended for use solely while the vehicle is stationary or for when the vehicle is not used on a public road.</p> <p>(b) Any seats which are not for use when travelling on a public road must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>Where optional belts are fitted they must comply with the requirements of this section</p> <p>In the case of armoured vehicles exemption from any requirement of this section is permitted if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>Note 1: A suitable single bolt fixing of adequate strength would be, for example, a bolt of at least 11mm (7/16") diameter of grade 8.8 (the grade may not be shown on a bolt produced for a seat belt anchorage) Other bolt fixings may be acceptable providing they are of equivalent strength. Two adjacent seat belts may be secured by one bolt. In this case consideration must be given to the additional loads on the anchorage</p>	<ol style="list-style-type: none"> 1. Each seat requiring a seat belt must be fitted with a seat belt of the appropriate type. See annex 1 2. Each seat belt must bear the appropriate 'e' marks. 3. Where seats are intended for use only when the vehicle is not being driven on public roads, the seats must be accompanied by a pictogram or sign clearly indicating that the seat is not to be used whilst the vehicle is in motion. 4. Each seat belt must be attached by an appropriate fixing and be securely fitted (see notes 1 & 2) 5. There must be no damage to the seat belt structure that would affect its strength. 6. The lock mechanism must securely lock the belt 7. The lock mechanism must be able to be released easily, both in normal use and when the belt is under load. 8. An acceptable retractor mechanism must be fitted and correctly positioned to ensure the correct operation of the belt (see notes 4 and 5) 9. With the seat belt fastened and the seat unoccupied, retractor mechanisms must take up any excess webbing. (see note 3)

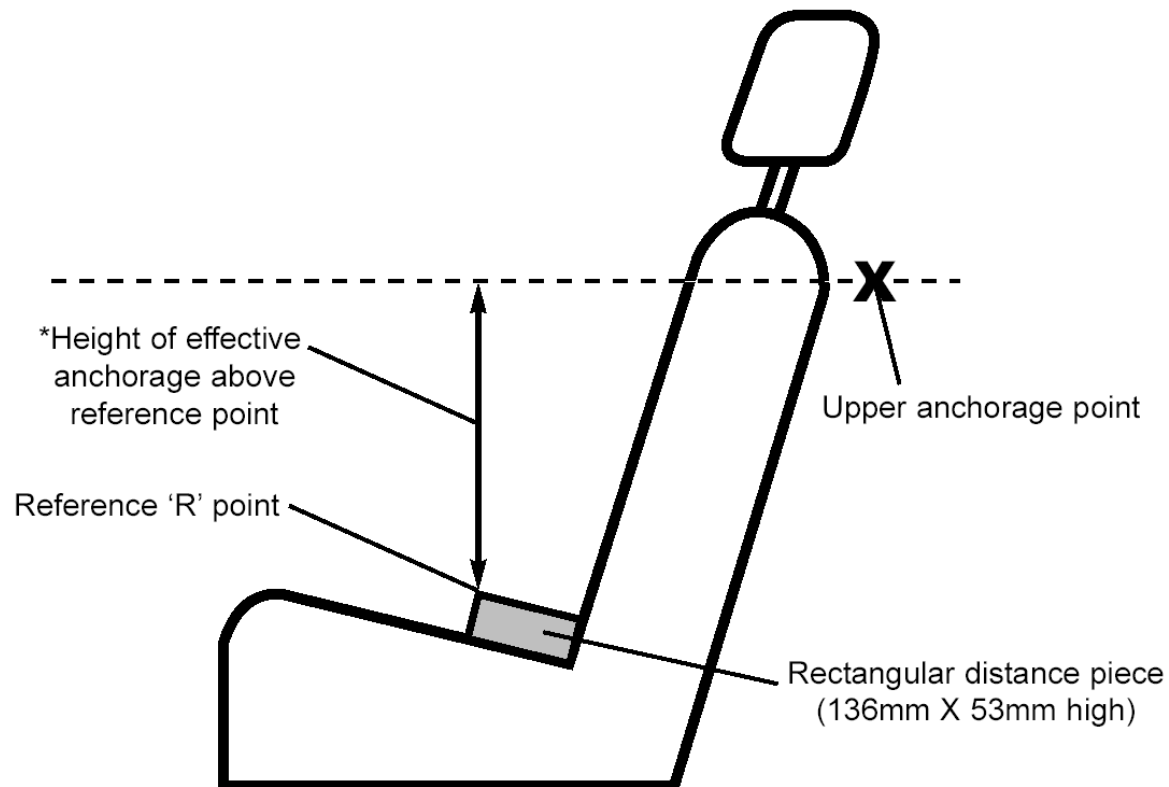
Seat Belts 31

Method of Inspection	Required Standard
<p>Note 2: In order that a seat belt can be separated from the anchorage without causing damage to the anchorage, for example a mounting in the side of a tube or box section, it is a requirement that the bolt is secured into a “fixed” threaded hole or captive nut. (The presenter may be required to demonstrate this condition is met). The bolt may be secured into an alternative fixing, e.g. a lock nut of suitable strength, where access is provided to the “rear” of the mounting to enable separation/re-attachment of the belt.</p> <p>Note 3: Some types of retracting belt might need help before they retract.</p> <p>Note 4: A belt may be fitted with retractor mechanisms on both lap and diagonal sections. If fitted with a single retractor mechanism it must act initially on the diagonal (shoulder) section.</p> <p>Note 5: An “automatically locking” retractor (i.e. one that allows extension of the belt to the desired length and when the buckle is fastened locks on retraction but then prevents subsequent forward movement by the wearer, unlike a typical inertia reel belt), is not permitted unless the feature is only provided after full extension of the belt from the retractor, i.e. for use as a child restraint.</p> <p>Note 6: The seat belt must be capable of effectively restraining the occupant</p> <ul style="list-style-type: none"> ▪ by the position of the lap belt (due to anchorage location) passing over the pelvic region ▪ in the case of a harness belt or three point belt, by being positioned across the shoulder so that it does not slip off the shoulder of the occupant. <p>Note 7: Where the seat is adjustable, this check must be carried out with the seat secured in the rearmost position and with the back rest in the normal driving position, in any case at a rearward angle of not more than approximately 25° from the vertical.</p>	<p>10. The seat belt must sit correctly across the wearers torso so as to provide effective restraint in the event of a frontal impact (see notes 6 and 7)</p> <p>11. There must not be any sharp edges / objects in the seat belt area likely to cause damage to the belt.</p> <p>12. Where an airbag is fitted in front of a passenger position, a warning label for the airbag must be permanently fixed to the vehicle</p> <p>13. The warning label for the airbag must be visible in front of a person about to install a rearward facing child restraint</p> <div data-bbox="1496 695 1771 970" style="text-align: center;"> </div> <p>14. The warning label for the airbag must be visible when the door is closed otherwise a permanent reference elsewhere that is visible at all times is required.</p> <p>15. A harness or three point belt “effective upper anchorage” location must be at least 450mm above the reference point. See note 8 and figure 1</p> <p>16. A lap/diagonal belt “effective upper anchorage” location must be at least 140mm from the longitudinal centre line of the seat. See note 8</p>

Seat Belts 31

Method of Inspection	Required Standard
<p>Note 8: The effective belt anchorage is the actual anchorage point to the vehicle unless a change of direction of the belt to the wearer is produced by a fixed intermediate device, for example, a belt guide fitted to the upper part of a seat back or any point where the load from a belt would be applied, consideration should be made to the suitability of the seat to withstand the loads likely to be imposed. The requirements Section 19 Seat Belt Anchorages RS 3 should be applied to the effective anchorage location.</p>	<p>17. The lower anchorages must be at least 350mm apart.</p> <p>18. The lower anchorages on side facing seats must be at least 350mm apart but no further apart than 500mm</p>

Figure 1



Annex 1

Seat Belts – Minimum Obligatory Requirements see Table Note 3

Vehicle category	Front facing					Rear facing Seat	Side facing Seat
	Outboard Seat (Table Note 4)			Centre Seat			
	Driver	Front	Other	Front	Other	Other	All
N2	3 Point retractor belt or Lap belt	3 Point retractor belt or Lap belt	2 Point lap belt	2 Point lap belt see note 1 below	2 Point lap belt	None	None
N3	3 Point retractor belt or Lap belt	3 Point retractor belt or Lap belt	None	2 Point lap belt see note 1 below	None	None	None
Age Related IVA 1/4/1987 to 30/9/2001	None	None	None		None	None	None
From 30/9/2001	3 Point retractor belt or Lap belt	3 Point retractor belt or Lap belt	None	2 Point lap belt see note 1 below	None	None	None

TABLE NOTE 1: As determined by Annex 2 the front centre seat will require 3 anchorages and a 3 point belt where the windscreen is located

- in the case of a fixed (non-sliding) seat, within 840mm. of the seat reference point
- in the case of a sliding seat, within 840mm. of the seat reference point when the seat is 127mm forward of its rearmost position.

TABLE NOTE 2: '3 point belt' means a seat belt which,

- restrains the upper and lower parts of the torso
- includes a lap belt and a retractor that operates on the diagonal part
- is anchored at not less than three points, and
- is designed for use by an adult.

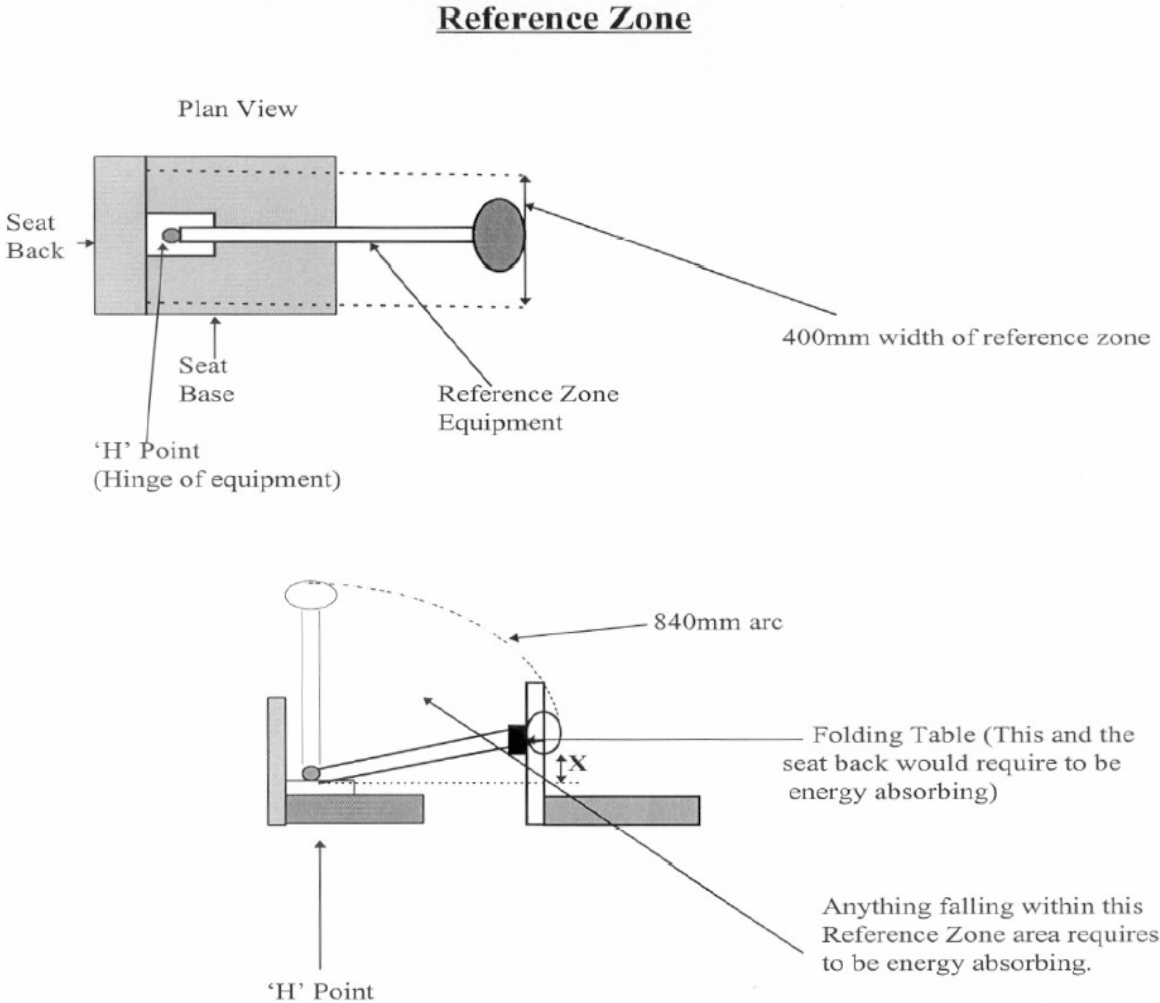
TABLE NOTE 3: The table lists the minimum required belt type. A 3 point retractor belt may be fitted where the minimum required is a 2 point lap belt and an acceptable alternative to any of the seat belt types listed is an adult harness belt comprising a lap belt and shoulder straps providing the anchorages satisfy section 19

TABLE NOTE 4: Outboard seats are seats closest to the vehicle sides and front seats are those foremost in the vehicle.

Seat Belts 31

Annex 2

Determination of reference Zone



Note :- X = Lower position of the reference zone 25.4 mm above the H point.

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add notes and link to Annex 1
3	31/01/2011	Amend Table in Annex 1 to list dates for age related IVA (up to 25 year old vehicles)
4	31/07/2011	Amend Table in Annex 1 to list dates for age related IVA (up to 25 year old vehicles)
5	30/04/2012	Add seat belt requirements to Table in Annex 1
6	29/10/2014	Add seat belt requirements for rear seats to Table in Annex 1
7	01/092015	Amendment to annex 1 table

33 Identification of Controls
























Application: All Vehicles

Method of Inspection	Required Standard
<p>This inspection is to ensure that any controls, tell-tales and indicators fitted to the vehicle are readily identifiable, useable and of the correct colour</p> <p>Where a control, tell-tale or indicator are combined, a common symbol may be used for such a combination.</p> <p>Note 1: A control means that part of a device which enables the driver to bring about a change in the state or functioning of the vehicle.</p> <p>An indicator means a device which presents information on the functioning or situation of a system or part of a system. e.g., fluid level.</p> <p>A tell-tale means an optical signal which indicates the actuation of a device, correct or defective functioning or condition, or failure to function.</p> <p>Note 2: Symbols as shown in Table A, these symbols may differ slightly as long as they cause no confusion to the driver</p> <p>Note 3: Controls, tell-tales and indicators listed in Table B are not required to be marked. However, present symbols must conform to those listed. These symbols may differ slightly as long as they cause no confusion to the driver.</p>	<p>Symbols as shown in Table A and B</p> <ol style="list-style-type: none"> 1. The controls, tell-tales and Indicators must be identified with the correct symbols and the stated colour: (see note 1,2, 3 and 4) 2. They must be on or close to the controls, tell-tales and indicators 3. They must stand out clearly from the background. 4. The vehicle must not be fitted with other controls, tell-tales and indicators that have symbols that may be confused with the symbols listed Tables A and B. (see note 5) 5. All symbols must contrast with the background and be identifiable by the driver 6. All driver controls must be able to be operated from the drivers seat <p>Information Display Device Fitted</p> <ol style="list-style-type: none"> 7. It must be able to display simultaneously the warning symbols for brake, main beam and direction indicator 8. It must provide the relevant information regarding tell – tales and indicators whenever the situation that causes them to operate arises

Identification of Controls 33




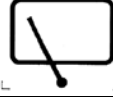







Method of Inspection	Required Standard
<p>Note 4: An information display device is a device capable of displaying more than one type of message or information. The requirements regarding colour do not apply to tell-tales and indicators appearing on the Information Display Device.</p> <p>Note 5: Other controls, tell-tales and indicators may be marked provided there is no confusion with those marked in accordance with those on Table A or B.</p>	<p>9. Must repeat automatically in sequence or indicate in such a manner that it is visible to and identifiable to the driver when two or more messages are given</p>

Table A

Control, Tell-tale or Indicator	Symbol	Warning light / tell - tale	Control, Tell-tale or Indicator	Symbol	Warning light / tell - tale	Control, Tell-tale or Indicator	Symbol	Warning light / tell - tale
Master Light		Green	Direction Indicators		Green	Ventilating fan		
Dipped Beam Headlamps		Green	Hazard Warning		Red	Diesel Pre-heat		Yellow
Main Beam Headlamps		Blue	Windscreen Wiper			Choke (cold starting device)		Yellow
Position (side) Lamps		Green	Windscreen Washer			Brake Failure		Red
Front Fog lamps		Green	Windscreen Wiper and Washer			Fuel Level		Yellow
Rear Fog Lamps		Yellow	Headlamp Cleaning Device (with separate operating control)			Battery Charging Condition		Red
Headlamp Levelling device			Windscreen demisting and defrosting (when separate)		Yellow	Engine Coolant temperature		Red
Parking Lamps		Green	Rear Window demisting and defrosting (when separate)		Yellow			

Identification of Controls 33

Table B

Control, Tell-tale or Indicator	Symbol	Notes	Warning light / tell - tale	Control, Tell-tale or Indicator	Symbol	Warning light / tell - tale
Parking Brake		Where a single tell-tale indicates more than one brake system condition, except brake anti-lock system failure, the symbol for brake failure must be used.		Horn		
Bonnet		Outline only may be used.		Rear Window Wiper		
Boot		Outline only may be used.		Rear window Washer.		
Seat Belt		Outline only may be used.	Red	Rear Window Wiper and washer.		
Engine Oil Pressure			Red	Intermittent Windscreen wiper.		
Unleaded Petrol						

Identification of Controls 33

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add the word "and" to RS1, link notes to RS
3	31/01/2011	Add new note 2 and renumber following notes

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34 Defrost / Demist

Application: All Vehicles fitted with a Windscreen

Method of Inspection	Required Standard
<p>Ensure that the vehicle is fitted with a system/systems capable of defrosting and demisting the windscreen (at least the swept area) to allow the driver an adequate view of the road in front and forward of the nearside and offside of the vehicle</p> <p>Note 1: The fitting of a device not permanently incorporated into the vehicle structure i.e. adhered to the windscreen or body surface shall not be considered as a “system fitted to the vehicle.”</p>	<ol style="list-style-type: none"> 1. The vehicle must be fitted with a system capable of defrosting / demisting at least the swept area of the windscreen. (See note 1) 2. A system using warm air to clear the screen must employ fan assistance and ducting to direct the air onto the screen, to ensure effective operation of the defrosting system under cold weather conditions. 3. An electrically heated screen must provide adequate heat and distribution to ensure effective operation.

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Link note1 to RS1

35 Wash / Wipe

Application: All Vehicles fitted with a Windscreen

Method of Inspection	Required Standard
<p>Vehicles shall be fitted with adequate windscreen washing and wiping devices. Ensure that with the wind screen wet and the engine running, all wipers continue to move automatically over an area of the windscreen sufficient to give the driver an adequate view of the road in front and forward of the nearside and offside of the vehicle.</p> <p>Note 1: A “cycle” is the forward and return movement of the windscreen wiper.</p> <p>Note 2: Intermittent operation windscreen-wiper systems may be used for the purposes of complying with the requirements of RS3 provided that one of the frequencies obtained when the main frequency is interrupted is not less than 10 cycles/minute.</p>	<ol style="list-style-type: none"> 1. The vehicle must be fitted with a windscreen washer and wiper system to give the driver an adequate view of the road. 2. All front wipers must continue to move automatically over the swept area of the windscreen. 3. All front wipers must have at least two sweep frequencies (see note 1 and 2). 4. All front wipers must return automatically to a position of rest which is at or beyond the outer edge of the swept area. 5. All front wipers must be capable of being lifted from the windscreen to allow for cleaning of the windscreen. 6. The windscreen washer system must provide enough liquid to adequately clear the windscreen in conjunction with the wipers. 7. The windscreen washer system must have a reservoir capacity of at least 1 litre.

Wash / Wipe 35

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Remove and renumber standards
3	31/01/2011	Amend text in MOI

36 Heating Systems

Application: All Vehicles (optional fitment)

Method of Inspection	Required Standard
<p>Heating Systems must be fitted as to present no danger to passengers or other persons.</p> <p>The heating System may be of the following types and one or more of each may be fitted:</p> <p>Heater using waste heat from water-cooled engine.</p> <p>Must comply to RS 1 and 2</p> <p>Note 1: Requires documentary evidence or an 'E' marked component, manufacturers fitting instructions, plus an Installation Check</p>	<ol style="list-style-type: none"> 1. There must be no obvious fire risk associated with the heating system (e.g. flammable parts of the vehicle near to a source of heat or a likelihood of users placing objects liable to catch fire on a very hot surface). 2. There must be no obvious injury risk associated with the heating system (e.g. likelihood of users touching a very hot surface or hot water pipes). 3. If a combustion heater is fitted then it must be accompanied by documentary evidence. (See Note 1) <p>Combustion heater Installation Check</p> <ol style="list-style-type: none"> 4. It must be positioned so not likely to cause injury 5. A combustion heater utilizing a liquid or gaseous fuel must be fitted to the manufacturer's instructions. (See Note 1) 6. A fuel filling point shared by the heater and the engine must have a notice fitted instructing that the heater must be shut down before refuelling. 7. A combustion heater exhaust must be positioned so exhaust gases are not likely to enter the driver / passenger compartment

Heating Systems 36

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Reword RS6 and RS7
3	03/02/2014	Reformat Section
4	01/092015	Amendment to Note 1

42 Lateral Protection

Application: All Vehicles

Method of Inspection	Required Standard
<p>A vehicle of category N2 or N3 is not required to be fitted with a separate lateral protection device, providing the sides of the vehicle are so designed and/or equipped that by their shape and characteristics their component parts together meet the requirements in standards 2 to 18</p> <p>On a vehicle fitted with extendible legs to provide additional stability during loading, unloading or other operations for which the vehicle is designed, the side guard may be arranged with additional gaps where these are necessary to permit extension of the legs.</p> <p>On a vehicle equipped with anchorage points for ro-ro transport, gaps shall be permitted within the side guard to accept the passage and tensioning of fixing lashings.</p> <p>Note 1: "Unprotected road users" means pedestrians, cyclists or motor cyclists using the road in such a way that they are liable to fall under the sides of the vehicle and be caught under the wheels.</p> <p>Vehicles where the distance between centres of two consecutive axles is greater than 3 metres must be fitted with Lateral Protection unless listed below.</p>	<ol style="list-style-type: none"> 1. Where the side of the body does not meet the requirements, a side guard device must be fitted. <p>Requirements for both body sides and separate devices:</p> <p><u>Required area to be protected</u></p> <ol style="list-style-type: none"> 2. The device or body side must have its rearward edge extended to within 300mm of the tyre on the first rear axle. (see note 2 & figure 4) 3. The device or body side must have the front edge of the guard within 300 mm from the rear of the tyre on the front wheel (or second wheel if two front axles are fitted) (see note 2 & figure 4) 4. The device or body side must be within 350 mm of the body line (see note 3) 5. The device or body side lower edge must be no higher than 550 mm from the ground. <p><u>Within the required area the following standards must be met</u></p> <ol style="list-style-type: none"> 6. The device or body sides must be constructed of a suitable material and must be of sufficient strength as to offer effective protection to unprotected road users (see note 1) 7. The device or body side must have a smooth or horizontally corrugated surface (see note 4) 8. Any external edges including corners must be rounded with a radius of at least 2.5mm

Lateral Protection 42

Method of Inspection	Required Standard
<p>Exempt Vehicles :</p> <p>Tractors for articulated vehicles</p> <p>Road sweepers (A vehicle fitted with specialised equipment for sweeping streets)</p> <p>Car transporters (vehicles with more than one loading deck, designed to carry other vehicles loaded on from the rear) exempt where the chassis rails are on the extremities of the vehicle</p> <p>Gulley emptiers, where fitting of a lateral protection device prevents the use of the suction tube (not merely hinders)</p> <p>Vehicles specifically designed and constructed for a purpose where the fitment of a lateral protection device would prevent the use of that equipment fitted (not merely hinders)</p> <p>A tank-vehicle that is a vehicle designed solely for the carriage of fluid substance in a closed tank permanently fitted to the vehicle and provided with hose or pipe connections for loading or unloading, shall be fitted with side guards which comply so far as is practicable with all the requirements of this section; strict compliance may be waived only where operational requirements make this necessary.</p> <p>Vehicles designed and constructed for special purposes where it is not possible, for practical reasons, to fit lateral protection devices</p>	<p>9. There must be no projecting brackets , bolt heads or similar protrusions (see note 5 and Note 9)</p> <p>10. The device or body side must be continuous in length (see note 6)</p> <p>11. The device or body side must not have the rearward end more than 30mm inboard from the outermost edge of the rear tyres over at least the last 250mm of the device / body. (see figure 1)</p> <p>12. Where the 300mm dimension required in standard 3 results in the forward edge of the guard being forward of the rear cab panel. The device or body side must be constructed so that the forward end is beneath the cab panel work. Where the vehicle cab is narrower than the body then the side guard must be angled to meet this requirement and be turned inwards through an angle of not more than 45 degrees</p> <p>Where equipment is incorporated into the side guard,</p> <p>13. The equipment must have a smooth substantially flat or horizontally corrugated outer surface (See note 4)</p> <p>14. There must not be a gap of more than 25 mm between it and the guard or body side (see note 7, figure 3 & 5)</p> <p>15. Where necessary the equipment must meet any required dimensional requirement as if it was part of the device.</p> <p>16. There must be no projecting brackets or hinges unless sufficiently radiused from all aspects (see note 5)</p> <p>17. It must not have protruding bolt heads or similar projections (see note 5)</p> <p>18. Any external edges and corners must be rounded with a radius of at least 2.5mm.</p>

Lateral Protection 42

Method of Inspection	Required Standard
<p>STGO Exempt Vehicles :</p> <p>Road Recovery Vehicles (RRV),</p> <p>Engineering Plant, only where the fitment of a lateral protection device would prevent the use of specialist equipment fitted (not merely hinders)</p> <p>Note 2: The measurement is taken to a vertical plane extending from the surface of the tread closest to the guard or relevant body work.</p> <p>Note 3: The 'Body Line' is that part of the structure of the vehicle, cut or contacted by a vertical plane tangential to the outer surface of the tyres, except in the following cases:</p> <p>Where the plane does not cut the structure of the vehicle, the upper edge must be level with the surface of the load-carrying platform</p> <p style="text-align: center;">OR</p> <p>950mm from the ground, whichever is the less.</p> <p>Where the plane cuts the structure of the vehicle at a level more than 1.3m above the ground, then the upper edge of the side guard must not be less than 950mm above the ground</p> <p>Note 4: Any adjacent parts may overlap providing that all overlapping edges face rearwards or downwards.</p>	<p>Additional requirements for separate devices</p> <p>19. The device must be attached securely</p> <p>20. The device must consist of at least one horizontal rail (see note 3)</p> <p>21. Where more than one horizontal rail is used, the rails must be not more than 300mm apart.</p> <p>22. For N2 vehicles the horizontal rails must have a section height of at least 50 mm (see figure 2 A)</p> <p>23. For N3 vehicles the horizontal rails must have a section height of at least 100 mm (see figure 2 B)</p> <p>24. It must have a forward facing edge of at least 100 mm</p> <p>25. The side guard must be no more than 150mm inboard from the outermost plane of the vehicle</p> <p>26. It must not increase the overall width of the vehicle</p> <p>27. The device must not be used for the attachment of air or hydraulic brake pipes</p> <p>28. Where the forward edge lies in open space then the following requirements must be met :-</p> <p>a) There must be a continuous vertical member extending over the whole height of the device</p> <p>b) For N2 vehicles, the outer and forward faces must measure at least 50 mm rearward and be turned 100 mm inwards. (see note 8 & figure 2 A)</p> <p>c) For N3 vehicles, the outer and forward faces must measure at least 100 mm rearward and be turned 100 mm inwards. (see note 8 & figure 2 B)</p>

Lateral Protection 42

Method of Inspection	Required Standard
<p>Note 5: Dome shaped bolt heads and rivets, or other parts provided they are similarly rounded and smooth protruding to a maximum of 10mm in height are acceptable.</p> <p>Note 6: Combinations of surfaces and rails shall be considered as a continuous side guard as long as the gaps between them are no greater than 25mm.</p> <p>Note 7: A gap of 130mm either side of a crane / stabiliser leg is permitted</p> <p>Note 8: The inward measurement is taken at 90 degrees to the longitudinal plane of the vehicle from the outer face of the guard; the actual face of the portion turned inwards may be between 90 and 45 degrees from the same plane towards the front of the vehicle.</p> <p>Note 9: Where items protruding less than 5mm are added to the outer surface of Lateral Protection Devices, the edges only require blunting; corners will however require a radius of at least 2.5mm in two planes</p>	

Figure 1

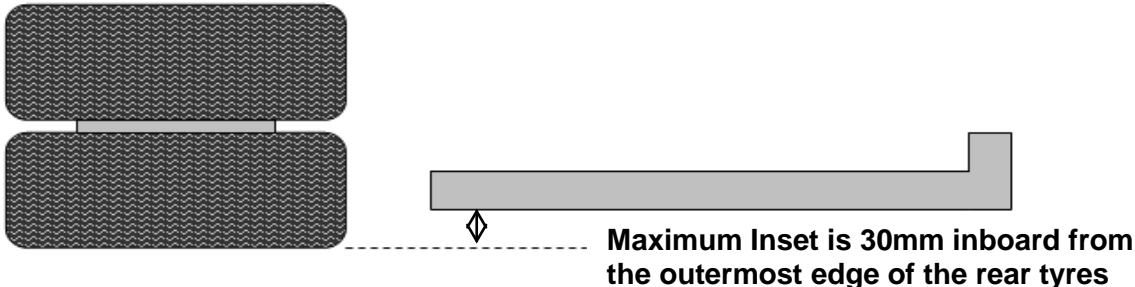
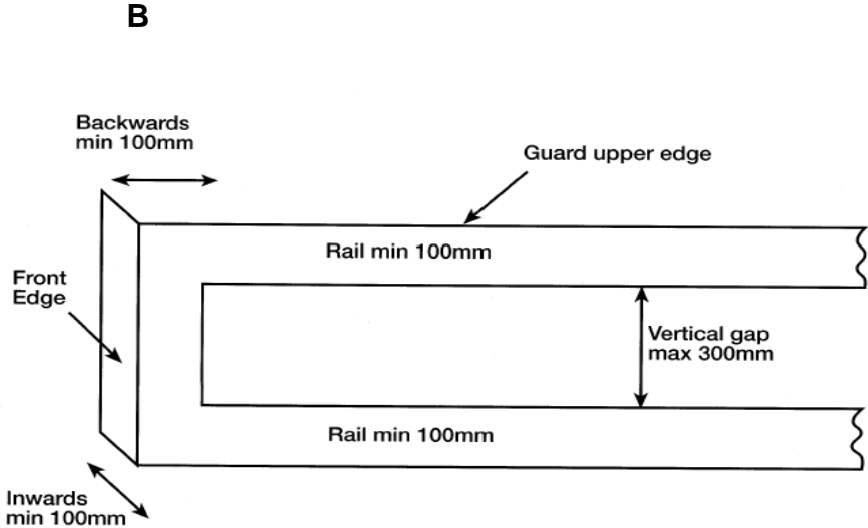
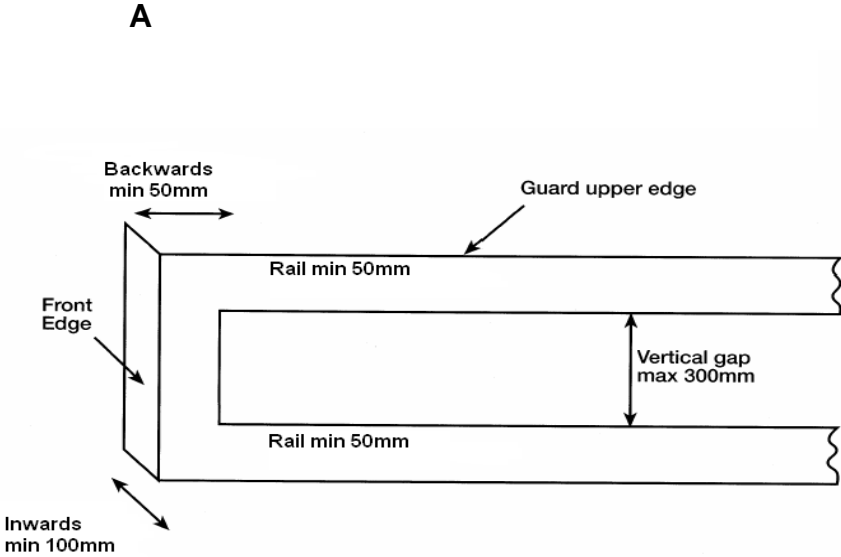
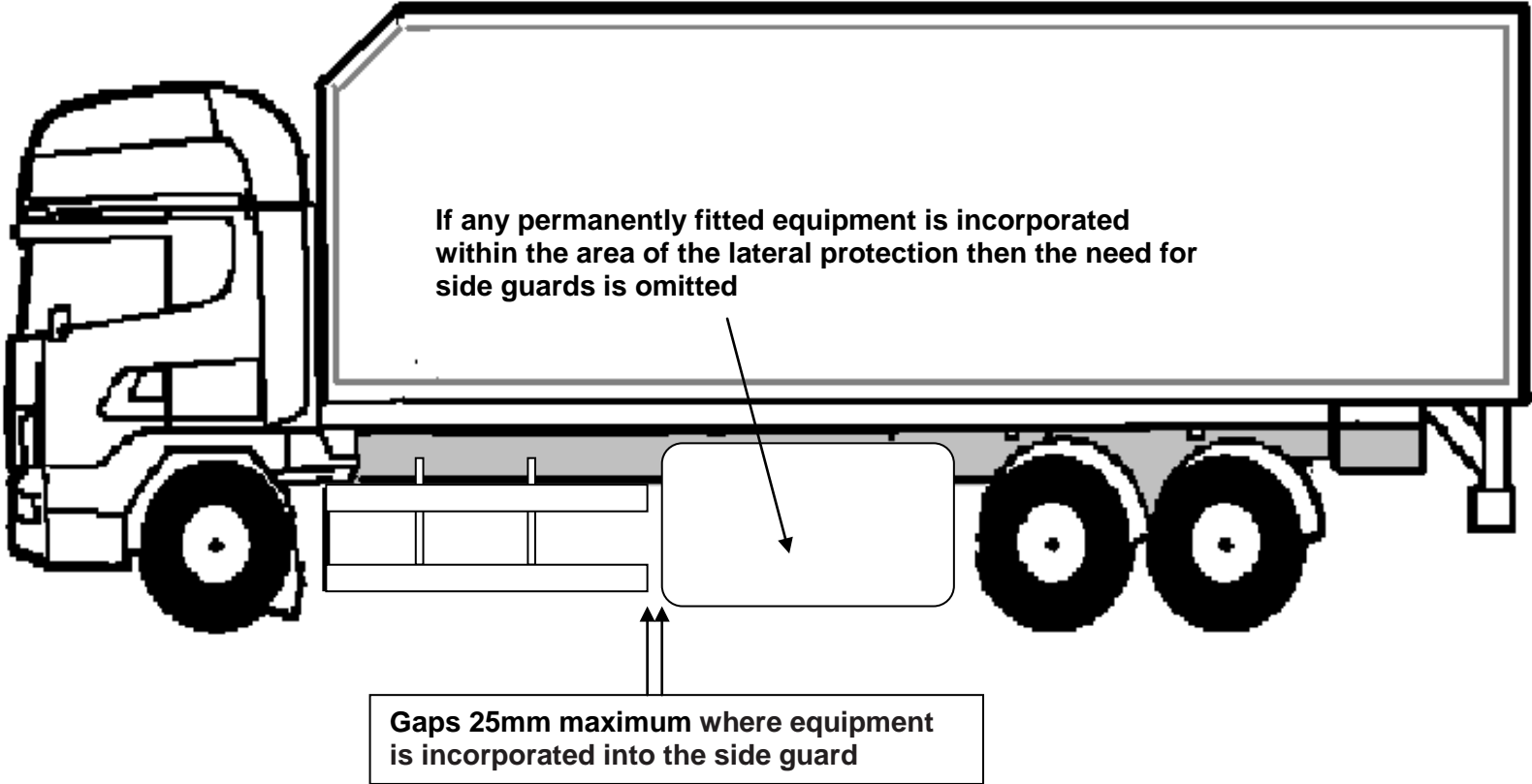


Figure 2



Lateral Protection 42

Figure 3



Lateral Protection 42

Figure 4

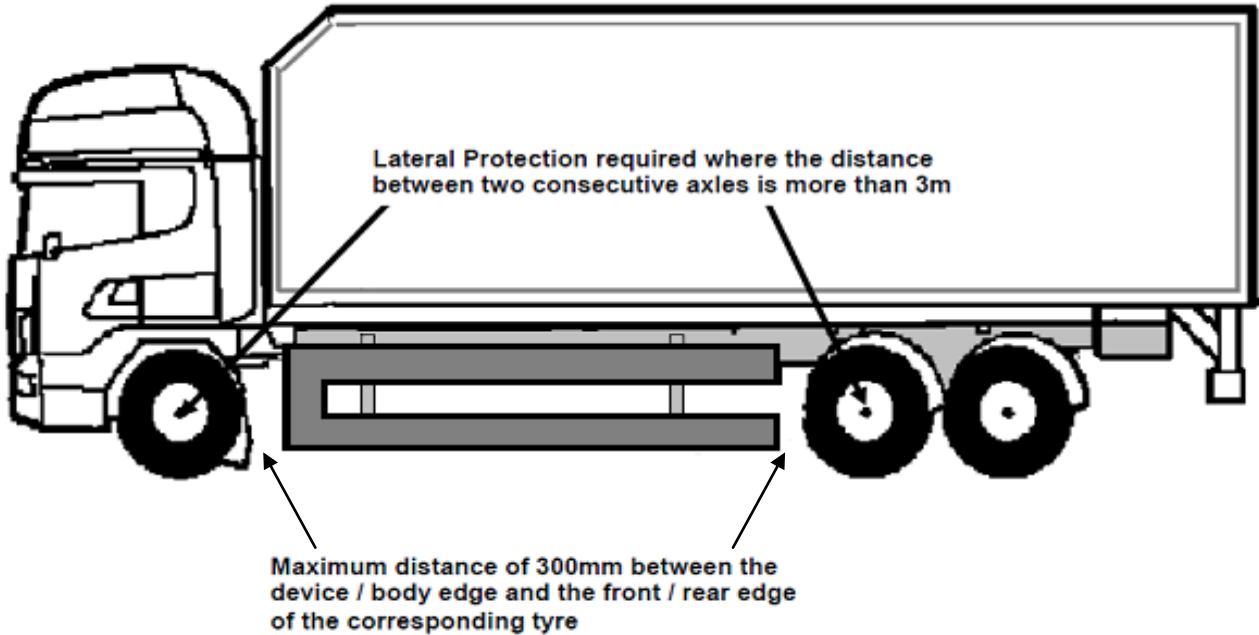
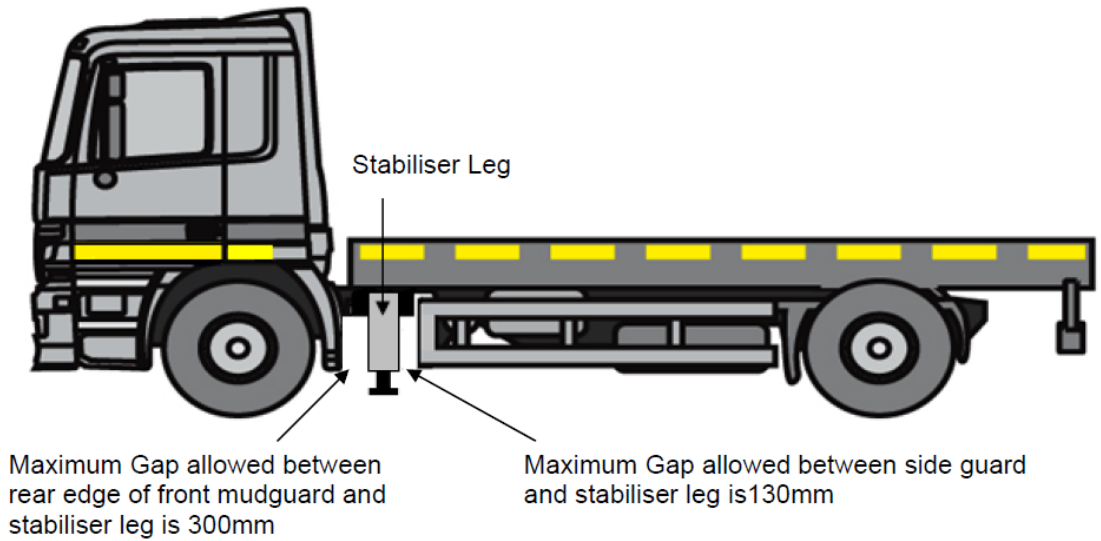


Figure 5



Lateral Protection 42

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add A & B to figure 3 and RS 22, 23 and 28
3	31/01/2011	Add exemptions, add new diagram and standards for stabiliser legs
4	31/07/2011	New Note 1 added – renumbered other notes
5	30/04/2012	Add new exemptions and re order Mol
6	29/10/2012	Amend paragraph following Note 1.
7	03/02/2014	Reformat Section, Revise description of car transporter, Insert new note 1, revise RS9 & 17
8	29/10/2014	Add new exemptions and amend RS25
9	01/092015	New note 9 (additions to outside face of lateral protection)

43 Spray Suppression

Application: All Vehicles

Method of Inspection	Required Standard														
<p>All road wheels must be fitted with Spray Suppression devices.</p> <p>Vehicle Exemptions:</p> <table border="1" data-bbox="147 544 1055 1310"> <thead> <tr> <th data-bbox="147 544 602 579">Vehicle Type</th> <th data-bbox="602 544 1055 579">Exemption Provided</th> </tr> </thead> <tbody> <tr> <td data-bbox="147 579 602 687">All vehicles up to 7500kg</td> <td data-bbox="602 579 1055 687">Exemption from spray suppression, but will require mud guards.</td> </tr> <tr> <td data-bbox="147 687 602 963"> <ul style="list-style-type: none"> • Multi wheel drive motor vehicles (capable of driving at least one front axle and one rear axle) • High ground clearance motor vehicles (>400mm) • Off Road Vehicles </td> <td data-bbox="602 687 1055 963">Exemption from spray suppression, but will require mud guards.</td> </tr> <tr> <td data-bbox="147 963 602 1066">Motor vehicles with tipper bodies – side tipping or rear tipping</td> <td data-bbox="602 963 1055 1066">Tippers are exempt from spray suppression, but will require mud guards.</td> </tr> <tr> <td data-bbox="147 1066 602 1168">Refuse vehicles, including refuse collection vehicles, road sweepers and gully emptiers</td> <td data-bbox="602 1066 1055 1168">Exemption from spray suppression, but will require mud guards.</td> </tr> <tr> <td data-bbox="147 1168 602 1270">Concrete / Volumetric Mixers</td> <td data-bbox="602 1168 1055 1270">Exemption from spray suppression, but will require mud guards.</td> </tr> <tr> <td colspan="2" data-bbox="147 1270 1055 1310">Mudguards must comply with RS 4, 5, 6 & 7</td> </tr> </tbody> </table> <p>STGO Exempt Vehicles:</p>	Vehicle Type	Exemption Provided	All vehicles up to 7500kg	Exemption from spray suppression, but will require mud guards.	<ul style="list-style-type: none"> • Multi wheel drive motor vehicles (capable of driving at least one front axle and one rear axle) • High ground clearance motor vehicles (>400mm) • Off Road Vehicles 	Exemption from spray suppression, but will require mud guards.	Motor vehicles with tipper bodies – side tipping or rear tipping	Tippers are exempt from spray suppression, but will require mud guards.	Refuse vehicles, including refuse collection vehicles, road sweepers and gully emptiers	Exemption from spray suppression, but will require mud guards.	Concrete / Volumetric Mixers	Exemption from spray suppression, but will require mud guards.	Mudguards must comply with RS 4, 5, 6 & 7		<p>Component Check</p> <ol style="list-style-type: none"> 1. Every road wheel must be fitted with a Spray Suppression system. 2. All Spray Suppression material must be of an approved type. (see note 1 and 2) 3. All components must be secured so that they perform their function. <p>Installation Check</p> <p>Mudguards (fitted in combination with energy absorption materials).</p> <ol style="list-style-type: none"> 4. must fully cover the zone immediately above, ahead and behind any part of the tyre or tyres 5. in the case of non steered wheels must have the lower front edge no more than 45 degrees above the horizontal line of the axle (A on figure 1) 6. in the case of steered wheels must have the lower front edge no more than 45 degrees above the horizontal line of the axle (A on figure 1) 7. must have the lower-rear edge no more than 100mm above the horizontal line of the axle (C on figure 1) 8. must have Spray Suppression material fitted to the front face of the rear of the guard facing the tyre tread, complying with the dimensional requirements of figure 1 and 3
Vehicle Type	Exemption Provided														
All vehicles up to 7500kg	Exemption from spray suppression, but will require mud guards.														
<ul style="list-style-type: none"> • Multi wheel drive motor vehicles (capable of driving at least one front axle and one rear axle) • High ground clearance motor vehicles (>400mm) • Off Road Vehicles 	Exemption from spray suppression, but will require mud guards.														
Motor vehicles with tipper bodies – side tipping or rear tipping	Tippers are exempt from spray suppression, but will require mud guards.														
Refuse vehicles, including refuse collection vehicles, road sweepers and gully emptiers	Exemption from spray suppression, but will require mud guards.														
Concrete / Volumetric Mixers	Exemption from spray suppression, but will require mud guards.														
Mudguards must comply with RS 4, 5, 6 & 7															

Spray Suppression 43

Method of Inspection	Required Standard
<p>Abnormal Indivisible Load (AIL) vehicles > 2.55m (2.75m for locomotive wide) and/or > 12m long which are either Cat 2 <80T and Cat 3 <150T</p> <p>Mudguard Is a device to prevent as far as practical mud or water being thrown from a tyre. They may be formed using parts of the body or they may be an entirely separate unit.</p> <p>Outer Valances Are usually strips of material that are fitted longitudinally across a wheel space attached at one end to a rain flap to form an outer wheel arch lip, a vertical downward face that closes off what would be an open area.</p> <p>Rain flaps Can be a flexible extension to a mudguard or it may form the rear most vertical face of a mudguard in conjunction with the body, in this latter case it must be treated as a mudguard and be securely fixed to prevent excessive movement.</p> <p>Lifting axles Where a vehicle is fitted with one or more lifting axles, the spray-suppression system must cover all the wheels when the axle is lowered and the remaining wheels which are in contact with the ground when the axle is raised</p> <p>Self-tracking axles Where a vehicle is fitted with a self-tracking axle, the spray-suppression system must satisfy the conditions applicable to non-steered wheels if mounted on the pivoting part. If not mounted on that part, it must satisfy the conditions that are applicable to steered wheels.</p> <p>Note 1: All spray suppression materials must be either e marked or be</p>	<p>9. that consist of several components must have no gaps between or within individual parts when assembled that will permit the exit of spray when the vehicle is in motion.</p> <p>Additional standard where Separate Mudguards are fitted (in combination with air/water separation to multiple axle configurations).</p> <p>10. where the distance between the tyres on adjacent axles does not exceed 300 mm the mudguards must also conform to the model shown in Figure 7.</p> <p>Alternative Standards from standards 4-10 where the body forms the mudguards (and energy absorption systems are fitted).</p> <p>11. must cover the zone above the tyre or tyres from the front edge of the tyre to the rain flap located behind the wheel see figure 5</p> <p>12. must have their inner faces made from or be fitted with a spray suppression material.</p> <p>Outer Valances (with energy absorption Spray Suppression systems installed).</p> <p>13. fitted to steered and self-steered wheels must have its vertical face within 100mm of the tyre wall (D on figure 2) see note 3</p> <p>14. fitted to non -steered wheels must have its vertical face within 75 mm of the tyre wall (D on figure 2)see note 3</p> <p>15. must have a depth of at least 45mm, at all points behind a vertical line passing through the centre of the wheel see Figure 2</p> <p>16. fitted to steered wheels must have the lower edge within 1.5 x tyre radius at points A, B and C as shown in Figure 4</p>

Spray Suppression 43

Method of Inspection	Required Standard
<p>accompanied by an e marked sample of the material to permit the examiner to make a comparison.</p> <p>Note 2: 'Spray-suppression device' means part of the spray-suppression system, which may comprise:</p> <p>Air/water separator: This is a component forming part of the valance and/or of the rain flap through which air can pass whilst reducing pulverized water emissions.</p> <p>or</p> <p>Energy absorber: This is a component forming part of the mudguard and/or valance and/or rain flap which absorbs the energy of water spray, thus reducing pulverized water spray.</p> <p>Note 3: Where rope hooks are fitted the outer valance may meet the requirements of figure 6 as an alternative.</p> <p>Note 4: The maximum height of the bottom edge of the rain flap in relation to the ground, may be raised to 300 mm if the manufacturer deems it technically appropriate with regard to the suspension characteristics e.g. 'road friendly' suspension</p>	<p>17. fitted to non - steered wheels must have the lower edge within 1.25 x tyre radius at points A,B and C as in Figure 4</p> <p>18. must have no openings in them or between them and other parts of the mudguard enabling spray to emerge.</p> <p>Alternative standards (to 13 -18) for Outer Valances (where the body forms the mudguard over non steered or self steering wheels and a energy absorption spray suppression system is installed).</p> <p>19. must be located above each wheel of multiple axles where a rain flap is fitted between each wheel. See figure 5</p> <p>20. must have the entire inner surface fitted with an energy-absorption spray-suppression material.</p> <p>21. must be a minimum of 100mm high</p> <p>22. must have no openings in them or between the outer valance and the inner part of the mud guard enabling spray to emerge.</p> <p>23. must be continuous where rain flaps are not fitted behind each wheel, they must extend between the outer edge of the rain flap and a vertical plane passing through the front edge of the tyre. See figure 5</p> <p>Outer Valances (with air/water separation Spray Suppression systems installed).</p> <p>24. must have air/water separator spray-suppression devices fitted to the lower edges.</p> <p>25. must have a depth of at least 45mm, at all points behind a vertical line passing through the centre of the wheel</p>

Spray Suppression 43

Method of Inspection	Required Standard
	<p>26. fitted to steered wheels must have its lowest edge within 1.05 x tyre radius see figure 7</p> <p>27. fitted to non-steered wheels must have its lowest edge within 1 x tyre radius see figure 7</p> <p>28. must have no openings in them or between them and the mudguard enabling spray to emerge</p> <p>29. In the case of non steered wheels must have the lower front edge no more than 45 degrees above the horizontal line of the axle (A on figure 1)</p> <p>30. In the case of steered wheels must have the lower front edge no more than 20 degrees above the horizontal line of the axle (A on figure 1)</p> <p>Rain Flaps : (where energy absorption Spray Suppression systems are installed)</p> <p>31. must be at least equal to the full width of the tyre/s</p> <p>32. must be vertical</p> <p>33. must have the lower edge no more than 200 mm above the ground. (See note 4)</p> <p>34. must be no more than 300 mm from a vertical plane passing through the rearmost edge of the tyre</p> <p>35. must have no openings between the rain flap and the lower edge of the wheel guard enabling spray to emerge.</p> <p>36. must have the whole face made of spray suppression material.</p>

Spray Suppression 43

Method of Inspection	Required Standard
	<p>37. must be fitted to the rearmost axle of multiple axles where distance between the tyres on adjacent axles is less than 250 mm,</p> <p>38. must be fitted behind each wheel of multiple axles when the distance between the tyres on adjacent axles is 250 mm or greater.</p> <p>Rain Flaps: (where the body forms the mudguard and energy absorption Spray Suppression systems are installed)</p> <p>39. must extend to the lower part of the mud guard and comply with standards 29 to 36</p> <p>Rain Flaps (where air/water Separation Systems are installed)</p> <p>40. must be at least equal to the full width of the tyre/s</p> <p>41. must be vertical</p> <p>42. must have no openings between the rain flap and the lower edge of the wheel guard enabling spray to emerge.</p> <p>43. must be fitted to the rearmost axle of multiple axles where distance between the tyres on adjacent axles is less than 250 mm.</p> <p>44. must be fitted behind each wheel of multiple axles when the distance between the tyres on adjacent axles is 250 mm or greater.</p> <p>45. must not be more than 200 mm from the rearmost edge of the tyre, measured horizontally.</p> <p>46. must be at least 100 mm deep. See fig 7</p>

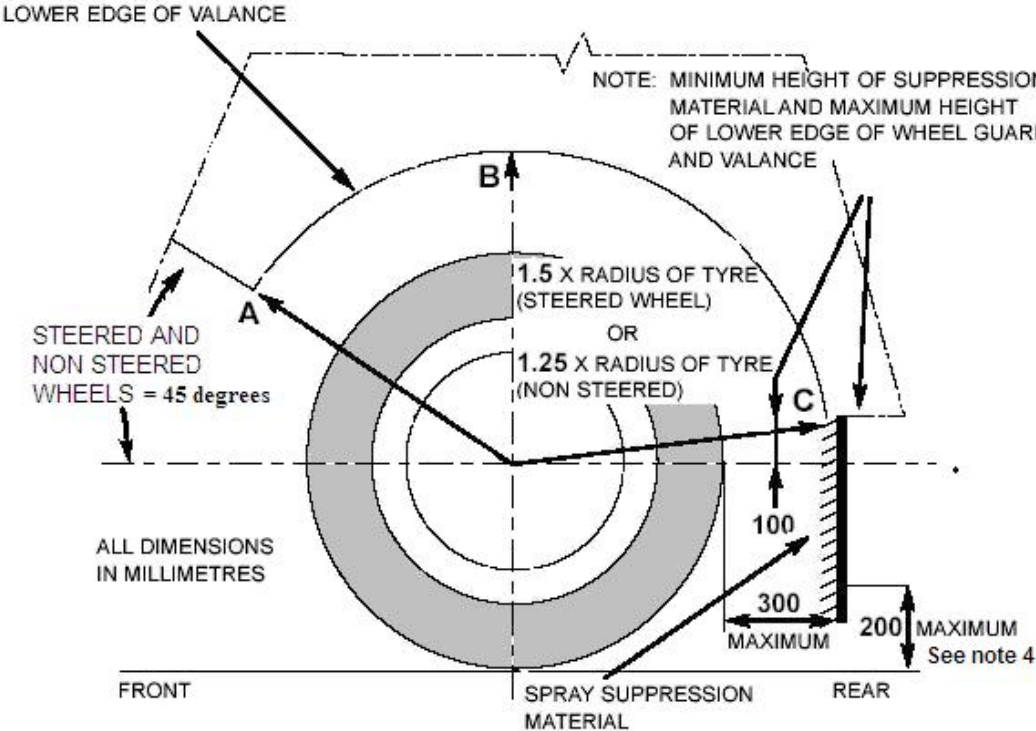


Figure 1

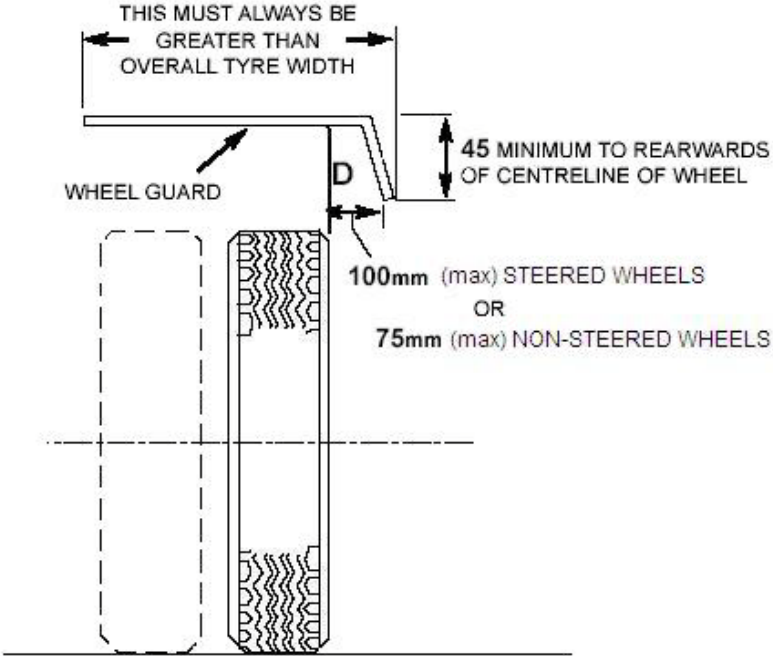
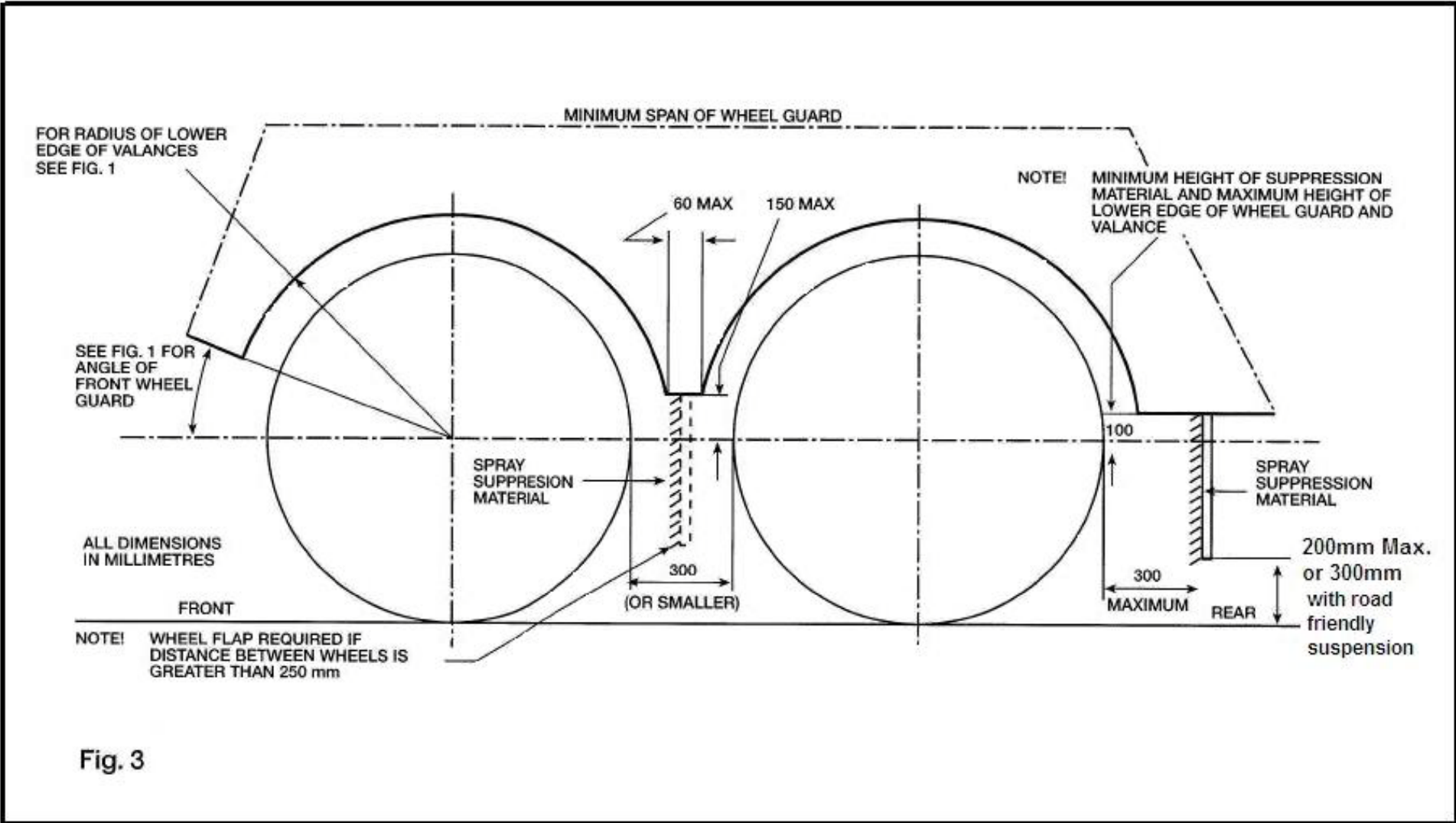


Figure 2

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Spray Suppression 43



Spray Suppression 43

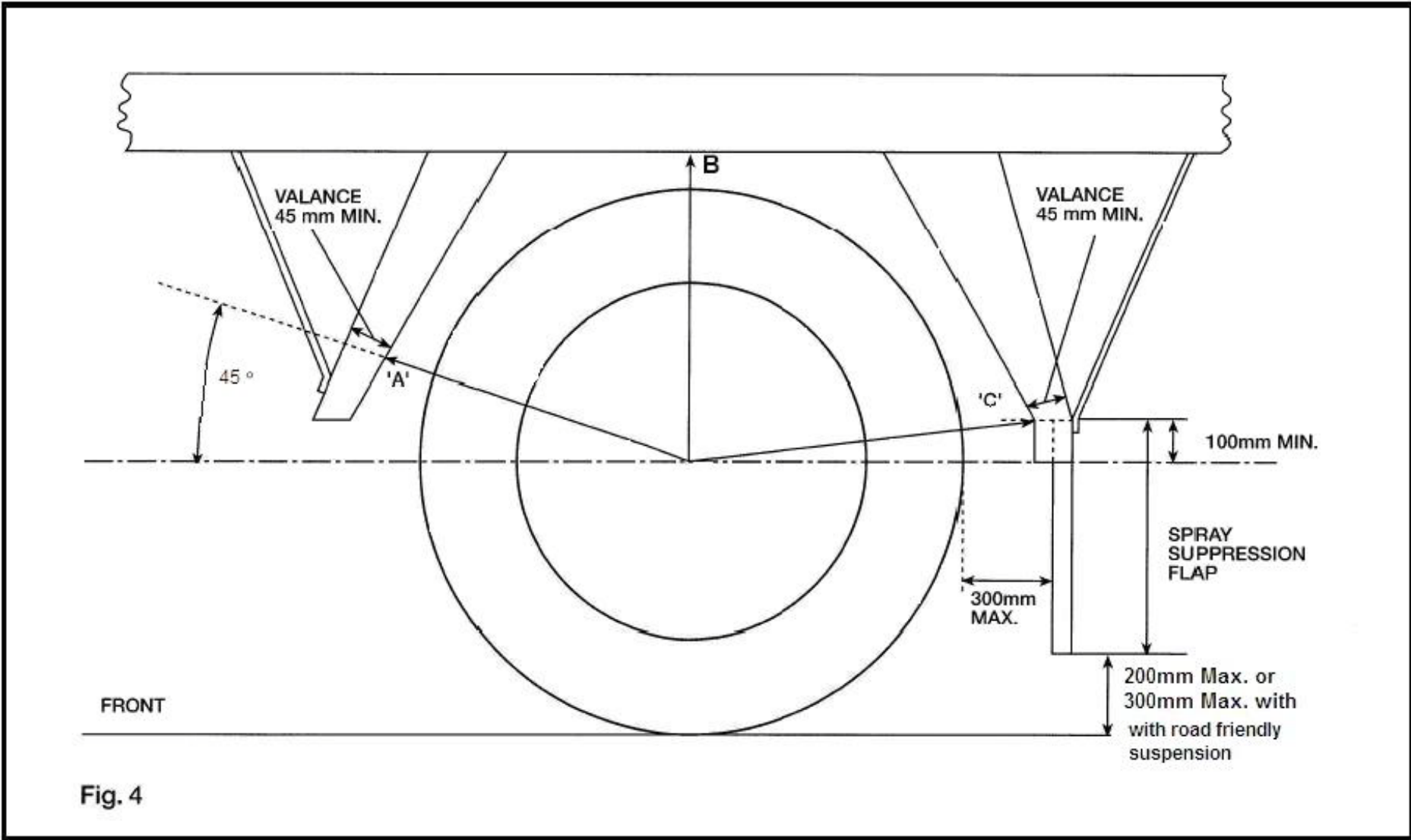


Fig. 4

The lower edge of the outer valance shall not exceed 1.5 x tyre radius on steerable wheels or 1.25 x tyre radius on non-steerable wheels at points A, B and C.

Spray Suppression 43

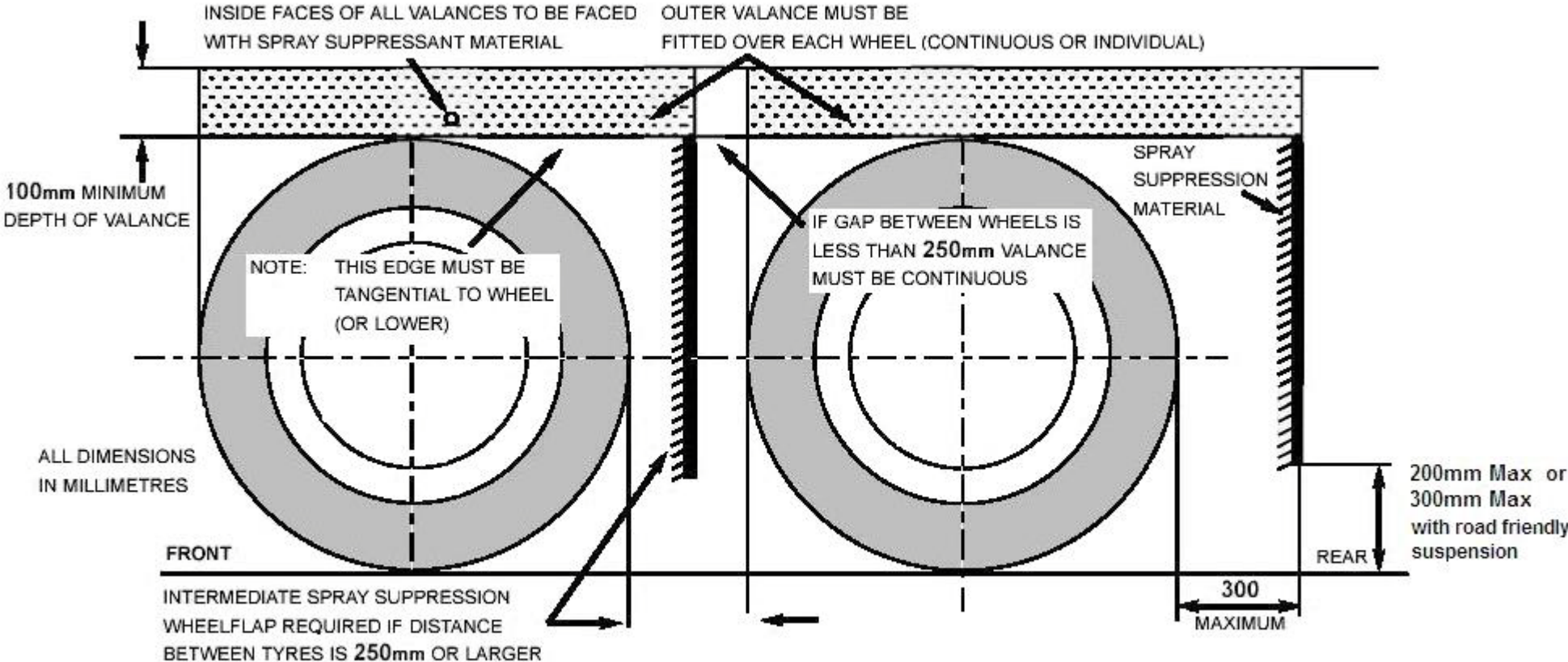
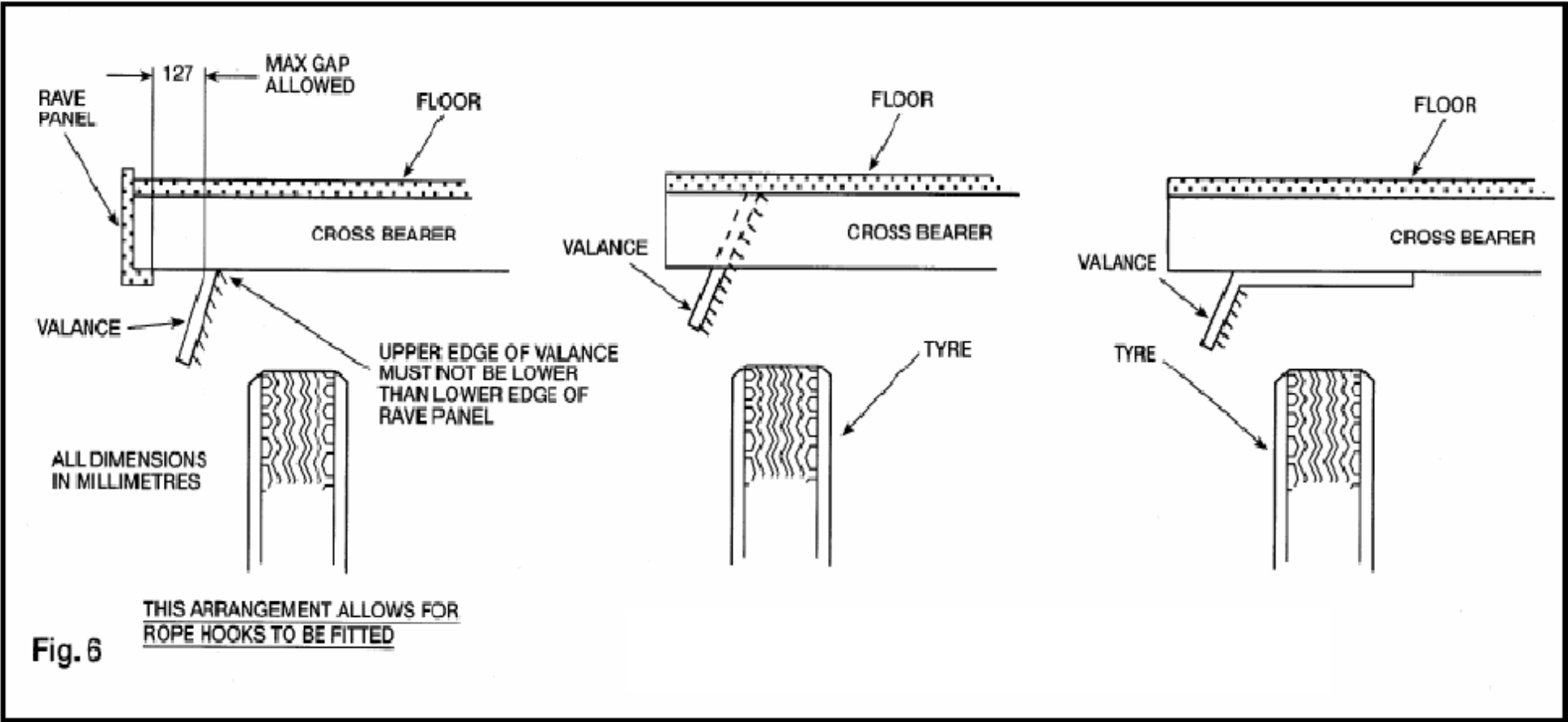


Figure 5

Spray Suppression 43



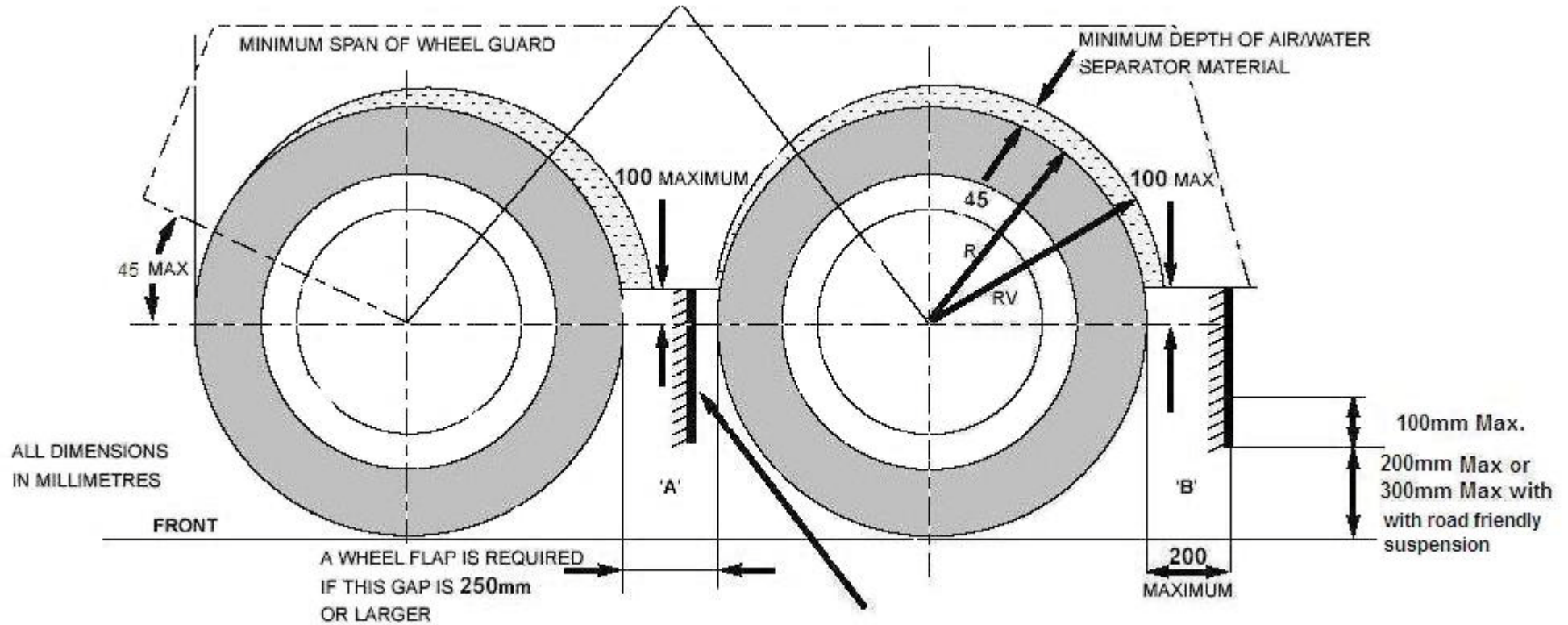


Figure 7

where:

R = the radius of tyre fitted to the vehicle;

RV = the radial distance from the lowest edge of the outer Valve to the centre of the wheel.

$RV \leq 1.05$ on steered wheels

$RV \leq 1.00$ on non-steered wheels

Spray Suppression 43

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	31/01/2011	Add exemptions
3	31/07/2011	Add link from RS44 to fig 7
4	03/02/2014	Amend Application header and Exemption table, insert new note 4, update angle of mudguard front edge in RS5 & 6 and in Figures 1, 4 & 7 and revise Figs 3, 4, 5 & 7
5	29/10/2014	STGO exemption added, note 4 corrected, diagrams corrected
6	01/09/2015	Amendments to exemptions table

45 Safety Glass

Application: All Vehicles (except Armoured vehicles)


Method of Inspection	Required Standard
<p>Ensure that all windscreens, windows, internal glazed panels and side screens are securely attached to the vehicle and are constructed from approved materials.</p> <p>The inspection of internally glazed panels applies to a partition or screen divider used for the separation of driver to passenger area or for passenger protection. It does not apply to such items like; break glass hammer panels, fire extinguisher panels or L.E.D information screens etc. This is not an exhaustive list but is provided as guidance.</p> <p>Note 1: “Safety Glazing” made from glass or plastic must be so constructed or treated that if fractured it does not fly into fragments likely to cause severe cuts. Each piece of glazing must display the relevant permanent marking applied by the manufacturer.</p> <p>Example Marking  43R-002439</p> <p>Note 2: Exterior glazing must meet the requirements of Table 1 even when covered by shutters when the vehicle is in motion.</p> <p>Note 3: This only applies to those windows or parts of window affording the driver a view of the road</p>	<ol style="list-style-type: none"> 1. Windscreens, windows, internal glazed panels and side-screens where fitted must be securely attached to the vehicle. 2. Windscreens, windows, internal glazed panels and side-screens where fitted must be suitable for its use. (see Table 1) 3. Windscreens and windows wholly or partly on either side of the drivers seat must be “Safety Glazing” made from glass and display the relevant markings. (see note 1 and table 1) 4. All other windows (including sunroofs internal glazed panels and removable glass panels) and side-screens must be “Safety Glazing” (which may be made from glass, or from plastic) and display the relevant markings. (see notes 1, 2 and table 1) 5. Windscreens and windows wholly or partly on either side of the drivers seat must allow a light transmission of at least 70%. (see note 3)

Table 1

Type of window	Relevant Markings (Mandatory) In addition to "e" approval	Markings (Not Allowed)
Windscreen	II -for ordinary laminated glass III -for treated laminated glass IV -for glass-plastics glazing.	V - safety glazing having a regular light transmittance less than 70 per cent. VI - double-glazed unit VII - uniformly-toughened glass which can only be used as windscreens for slow-moving vehicles which, by construction, cannot exceed 40 km/h. VIII -In the case of rigid plastic glazing.
Windows wholly or partly on either side of the drivers seat	VIII -In the case of rigid plastic glazing. In addition the appropriate application will be signified by: /B for side, rear and roof glazing	V -in the case of safety glazing having a regular light transmittance less than 70 per cent. VII - uniformly-toughened glass which can only be used as windscreens for slow-moving vehicles which, by construction, cannot exceed 40 km/h. VIII -In the case of rigid plastic glazing. In addition the appropriate application will be signified by: /A for forward facing panels, /C in locations where there is little or no chance of head impact.
Other windows and other glazed panels	None	VII - uniformly-toughened glass which can only be used as windscreens for slow-moving vehicles which, by construction, cannot exceed 40 km/h.

These symbols may be marked down in a different format i.e. **II - IV**

Laminated-glass

Means a glass pane consisting of two or more layers of glass held together by one or more interlayers of plastics material; it may be:

"**ordinary**", when none of the layers of glass of which it is composed has been treated; **or**

"**treated**", when at least one of the layers of glass of which it is composed has been specially treated to increase its mechanical strength and to condition its fragmentation after shattering;

Glass-plastics glazing

Means a pane of laminated glass having one layer of glass and one or more layers of plastics material, at least one of which acts as interlayer. The plastics layer(s) shall be on the inner face when the glazing is fitted on the vehicle;

Rigid plastic glazing

Means a plastic glazing material which does not deflect vertically more than 50 mm in the flexibility test



Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add statement to MOI
3	30/04/2012	Add exemption for Armoured Vehicles to Application Box, and remove from RS 5
4	03/02/2014	Insert new Note 2
5	01/09/2015	Amendment to note 1

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46 Tyres

Application: All Vehicles

Method of Inspection	Required Standard
<p>Check each tyre for correct fitment, structure and that it has the correct markings to confirm compliance with the required standards. (Where it is not possible to check markings, a declaration will be required from the applicant).</p> <p>In the case of an Armoured vehicle, or Mobile crane, exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>In the case of a Mobile crane the provision in the above paragraph applies on condition that the requirements in ISO 10571 – 1995 (E) or ETRTO Standards Manual 1998 are fulfilled. (Satisfactory documentary evidence would be required)</p> <p>Annex 1</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>EC Type Approval Mark</p> <p>Box should be a minimum of 12mm x 8mm</p>  <p>Letters and numbers, minimum of 4mm high</p> </div> <div style="text-align: center;"> <p>UNECE Type Approval Mark</p> <p>Circle with a minimum diameter of 12mm</p>  <p>Number 4mm high and serial number alongside</p> </div> </div>	<ol style="list-style-type: none"> 1. Each tyre fitted to the vehicle, including any spare or temporary use spare, must have the correct approval marks. (Annex 1) 2. The tyre must also be marked with the following information :- Manufacturer's name or trade mark, tyre size designation, category of use (as appropriate), speed category, load capacity index and tyre cross section. (see note 1) 3. Each of the tyres fitted to a vehicle, must have the same structure. (see note 2) 4. Each of the tyres fitted to any one axle must be of the same type. (see note 3) 5. Each tyre must have the correct load indices, speed ratings and use markings, taking into account the vehicle to which it is fitted, and the type of use i.e. load and speeds the vehicle will be subject to. (See note 1,2,3,4 ,5 and 6 also tables 1,2,3 & 4) 6. Each wheel and tyre must have sufficient room to revolve so as to ensure that it is unlikely to foul on any part, taking into consideration the suspension and steering constraints provided by the manufacturer 7. Tyres must be fitted in accordance with the manufacturer's instructions as indicated on the side wall of the tyre 8. The grooves of the tread pattern must be at least 1mm in depth through a continuous band comprising of at least $\frac{3}{4}$ of the original breadth of the tread pattern (excluding wear indicators)

Tyres 46

Method of Inspection	Required Standard
<p>Note 1: Tyres with no category of use designation (special, snow tyre etc), will be deemed to be Normal Use Tyres</p> <p>Note 2: Structure means the technical characteristics of the tyres carcass, such as diagonal or bias ply, bias belted, Radial, reinforced.</p> <p>Note 3: Type of tyre means tyres which do not differ in such essential respects as manufacturer's name or trade mark, tyre size designation, category of use (special, snow tyre etc), speed category, load capacity index and tyre cross section.</p> <p>Nb. When dealing with an age related IVA and imported used vehicles "manufacturers name or trade mark" does not apply in the above definition.</p> <p>Note 4: Operators may display a 50mph sticker on the rear of there vehicle, they must have documentary evidence to claim the vehicle is one with a restricted speed.</p> <p>Note 5: Vehicles running under STGO can be fitted with tyres showing a lower maximum load as running speeds will be reduced, see Table 4</p> <p>Note 6</p> <p>As an alternative to rejecting a vehicle for a tyre of inadequate load capacity the applicant may choose to reduce the design weights to that of the tyre capacity. (The examiner must also ensure that the DVSA technical record is correct)"</p>	

Table 1**The Minimum required speed ratings are:**

Class of Vehicle	Permitted Speed MPH	Minimum Speed Symbol Required
Rigid goods vehicles with a maximum laden weight not exceeding 7.5 tonnes	70	L
Rigid goods vehicles with a maximum laden weight exceeding 7.5 tonnes	60	J
Articulated vehicles	60	J
Goods vehicles operating under 2J or 2M tyre use conditions	40	D
Restricted speed vehicles operating under 2R tyre use conditions	50	F

Table 2**Alternative Speed Ratings**

Certain vehicles can be fitted with tyres showing a lower speed rating than those shown above but the maximum axle loads will be reduced as shown below.

Class of Vehicle	Normal Speed Rating	Alternative Speed Rating	Reduction in Axle Load
Motor vehicles not exceeding 7500kg plated weight	L	J	7 %
		K	3 %

Table 3

LOAD INDEX	SINGLE Kg	DUAL Kg	LOAD INDEX	SINGLE Kg	DUAL Kg	LOAD INDEX	SINGLE Kg	DUAL Kg	LOAD INDEX	SINGLE Kg	DUAL Kg
70	670	1340	100	1600	3200	130	3800	7600	160	9000	18000
71	690	1380	101	1650	3300	131	3900	7800	161	9250	18500
72	710	1420	102	1700	3400	132	4000	8000	162	9500	19000
73	730	1460	103	1750	3500	133	4120	8240	163	9750	19500
74	750	1500	104	1800	3600	134	4240	8480	164	10000	20000
75	774	1548	105	1850	3700	135	4360	8720	165	10300	20600
76	800	1600	106	1900	3800	136	4480	8960	166	10600	21200
77	824	1648	107	1950	3900	137	4600	9200	167	10900	21800
78	850	1700	108	2000	4000	138	4720	9440	168	11200	22400
79	874	1748	109	2060	4120	139	4860	9720	169	11600	23200
80	900	1800	110	2120	4240	140	5000	10000	170	12000	24000
81	924	1848	111	2180	4360	141	5150	10300	171	12300	24600
82	950	1900	112	2240	4480	142	5300	10600	172	12600	25200
83	974	1948	113	2300	4600	143	5450	10900	173	13000	26000
84	1000	2000	114	2360	4720	144	5600	11200	174	13400	26800
85	1030	2060	115	2430	4860	145	5800	11600	175	13800	27600
86	1060	2120	116	2500	5000	146	6000	12000	176	14200	28400
87	1090	2180	117	2570	5140	147	6150	12300	177	14600	29200
88	1120	2240	118	2640	5280	148	6300	12600	178	15000	30000
89	1160	2320	119	2720	5440	149	6500	13000	179	15500	31000
90	1200	2400	120	2800	5600	150	6700	13400			
91	1230	2460	121	2900	5800	151	6900	13800			
92	1260	2520	122	3000	6000	152	7100	14200			
93	1300	2600	123	3100	6200	153	7300	14600			
94	1340	2680	124	3200	6400	154	7500	15000			
95	1380	2760	125	3300	6600	155	7750	15500			
96	1420	2840	126	3400	6800	156	8000	16000			
97	1460	2920	127	3500	7000	157	8250	16500			
98	1500	3000	128	3600	7200	158	8500	17000			
99	1550	3100	129	3700	7400	159	8750	17500			

Table 4 (for variation of load capacity for STGO)

Speed (km/h)	Speed (mph)	Variation of load capacity (%)				
		All load indices			Load indices ⁽¹⁾ ≥ 122	Load indices ⁽¹⁾ ≤ 121
		Speed category symbol			Speed category symbol	Speed category symbol
		F	G	J, K	L, M	L, M, N, P
0	0	+ 150	+ 150	+ 150	+ 150	+ 110
5	3	+ 110	+ 110	+ 110	+ 110	+ 90
10	6	+ 80	+ 80	+ 80	+ 80	+ 75
15	9	+ 65	+ 65	+ 65	+ 65	+ 60
20	12.5	+ 50	+ 50	+ 50	+ 50	+ 50
25	16	+ 35	+ 35	+ 35	+ 35	+ 42
30	19	+ 25	+ 25	+ 25	+ 25	+ 35
35	22	+ 19	+ 19	+ 19	+ 19	+ 29
40	25	+ 15	+ 15	+ 15	+ 15	+ 25
45	28	+ 13	+ 13	+ 13	+ 13	+ 22
50	31	+ 12	+ 12	+ 12	+ 12	+ 20
55	34	+ 11	+ 11	+ 11	+ 11	+ 17,5
60	37.5	+ 10	+ 10	+ 10	+ 10	+ 15
65	41	+ 7,5	+ 8,5	+ 8,5	+ 8,5	+ 13,5
70	44	+ 5	+ 7	+ 7	+ 7	+ 12,5
75	47	+ 2,5	+ 5,5	+ 5,5	+ 5,5	+ 11
80	50	0	+ 4	+ 4	+ 4	+ 10
85	53	- 3	+2	+ 3	+ 3	+ 8,5
(1) The load capacity indices refer to single operations.						
Where dual tyres are fitted the second index should be used						

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Rearrange MOI
3	29/10/2014	New note 5 added, new table 4 added, RS 5 links updated
4	01/092015	Addition of Note 6 and amendment of note 3

47 Speed Limiter

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure the vehicle is fitted with a speed limiting device or speed limitation is achieved through the actual design of the vehicle</p> <p>Note 1: Vehicles incapable of the speed where a speed limiter is required to be set, are exempt, a confirmation (as listed below) that vehicles claiming to be incapable of 85km/h ARE incapable of it will be required;</p> <ul style="list-style-type: none"> • Documentary evidence from the manufacturer/converter that the vehicle is unable to reach the speed due to the overall gearing of the drive train, or • Documentary evidence from a speed limiter or Tachograph calibration centre, or • Exempt by nature of its use, (i.e. vehicles used by the emergency services and STGO - Abnormal Indivisible Load Vehicles with a GTW of at least 120,000kg) or • For certain ages of vehicle exempt by certain emission approvals <p>Note 2: It is acceptable for the plate to be fitted in the driver's door jamb. If fitted on a window and facing outward the details must be able to be read by a person of average height. A 'temporary' sticker is not acceptable.</p> <p>Note 3: The required set speed for the UK is 85 km/h (90 may be displayed) or 53 mph (56 may be displayed)</p>	<p>Vehicles claiming to be incapable of the speed where a speed limiter is required to be set</p> <ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory evidence confirming that the vehicle is incapable of 85km/h (See note 1) <p>Vehicles requiring a Speed Limiter</p> <ol style="list-style-type: none"> 2. The vehicle must be fitted with a speed limiter 3. Speed limiter wiring must be secure and the speed limiter device and wiring connectors must be either sealed, or require special tools to access, so as to prevent unauthorised access to adjust the settings or interrupt the power supply 4. The speed limiter plate must be securely fitted in the driver's compartment (see note 2) 5. The speed limiter plate must be clearly and indelibly marked with the speed at which the limiter has been set (the speed may be set in mph or km/h) (see note 3)

Speed Limiter 47

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Reword MOI
3	31/07/2011	Add text to note 1 'vehicles used by the emergency services'
4	03/02/2014	Insert 'temporary sticker' in note 2 and remove word calibration from RS 4 & 5.
5	29/10/2014	Update exemption bullet in note 1

48A Masses and Dimensions

Application: Normal dimensions, C&U or dual plated (C&U/STGO) vehicles.

Method of Inspection	Required Standard									
<p>Vehicles complying with the Road Vehicles (Authorisation of Special Types)(General) Order 2003 or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997 are exempt from any of the standards which they are unable to comply with due to their special purpose.</p> <p>Note 1: Where applicable a Plating examination under the Goods Vehicle (Plating and Testing) Regulations 1988 must be carried out during the IVA examination. This does not apply in the case of vehicles exempted from Plating and testing or vehicles intended for registration in Northern Ireland. In these cases the Statutory Plate prescribed in Section 18 of this manual must have 2 columns, one for maximum GB/NI weights and one for maximum technically permissible weights (if different).</p> <p>Note 2: Vehicles submitted for test will be un-laden and should be well within the permissible weights set out in Annex 2. However, if it seems likely that the vehicle or an axle (as presented) exceeds any of these weights, the vehicle must be weighed where possible or a weight ticket must be requested.</p>	<p>Dimensions:</p> <ol style="list-style-type: none"> The vehicle must not exceed the maximum authorised dimensions for width and length. <table border="1" data-bbox="1055 584 2130 815"> <thead> <tr> <th data-bbox="1055 584 1391 660">Category</th> <th data-bbox="1391 584 1767 660">WIDTH (see Annex 1)</th> <th data-bbox="1767 584 2130 660">LENGTH (see Annex 1)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1055 660 1391 737">N2</td> <td data-bbox="1391 660 1767 737">2550mm #</td> <td data-bbox="1767 660 2130 737">12000mm</td> </tr> <tr> <td data-bbox="1055 737 1391 815">N3</td> <td data-bbox="1391 737 1767 815">2550mm #</td> <td data-bbox="1767 737 2130 815">12000mm</td> </tr> </tbody> </table> <p>#2600mm for the superstructure of vehicles designed for transport of goods under controlled temperatures</p> <p>Masses:</p> <ol style="list-style-type: none"> In the case of a vehicle subject to Plating, the vehicle or axle weights (as presented) must not exceed the maximums authorised for the Plating certificate. (See notes 1 and 2) In the case of a vehicle not subject to Plating, the vehicle or axle weights (as presented) must not exceed the maximums marked on the Statutory Plate prescribed in section 18 of this manual. (See notes 1 and 2) Where the Maximum permissible trailer towing weight exceeds 3500kg or the vehicle is equipped to tow a semi-trailer, it must be verified that the vehicle has a facility to operate power brakes on the trailer. 	Category	WIDTH (see Annex 1)	LENGTH (see Annex 1)	N2	2550mm #	12000mm	N3	2550mm #	12000mm
Category	WIDTH (see Annex 1)	LENGTH (see Annex 1)								
N2	2550mm #	12000mm								
N3	2550mm #	12000mm								

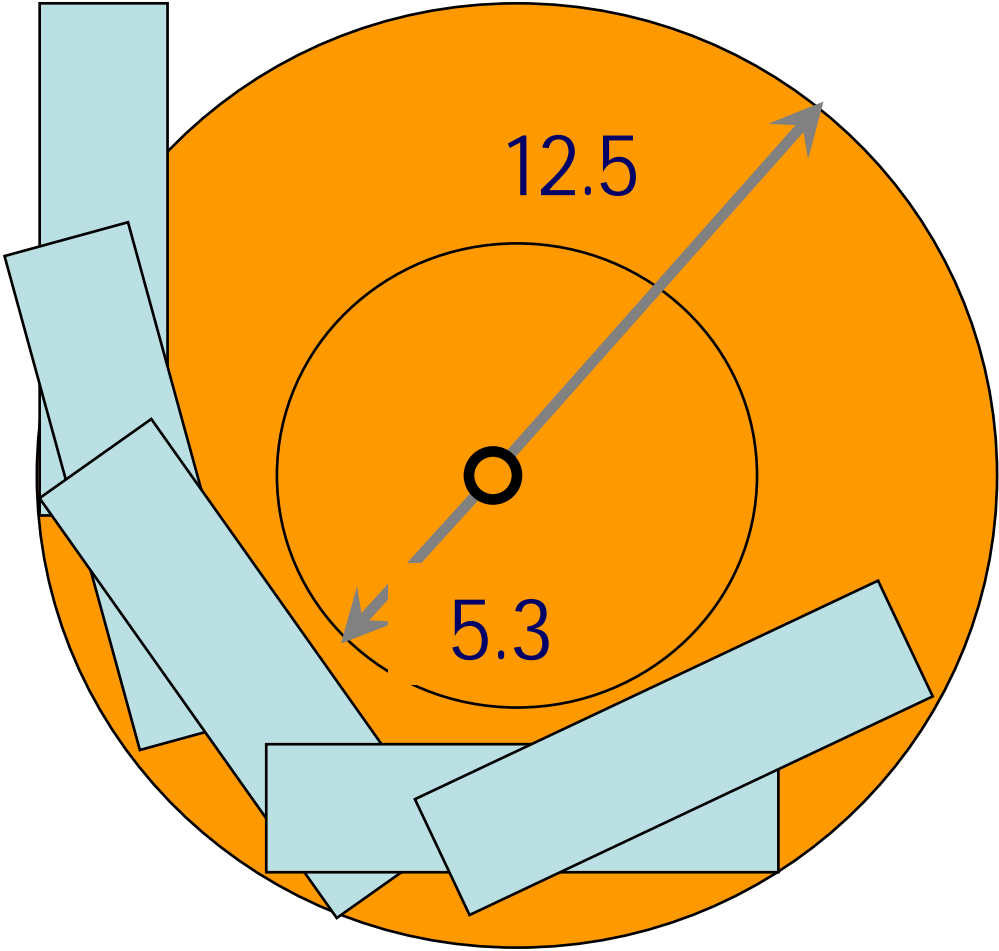
Masses and Dimensions 48A

Method of Inspection	Required Standard
<p>Note 3: Check that the vehicle is able to manoeuvre a complete circular trajectory of 360 degrees inside an area defined by two concentric circles, without any of the vehicles outermost points projecting outside the circumferences of the circles (See figure 1). This must be completed on both steering locks</p> <p style="padding-left: 40px;">The outer circle having a radius of 12.50 metres The inner circle having a radius of 5.30 metres</p> <p>When the vehicle is stationary facing the circle establish a vertical plane and mark this on the ground along side the vehicle. (see figure 2)</p> <p>When the vehicle enters the circle as described above no part of it shall move outside of this by prescribed limits in required standard 7. This procedure must be carried out on both sides</p> <p>Note 4: Turning Circle Requirements need not be met by vehicles with four or more axles where the distance between the foremost and rearmost axles exceeds 6.4 metres</p>	<p>Installation of retractable or loadable axles:</p> <p>5. If a vehicle is fitted with one or more loadable axles, satisfactory evidence must be provided stating that under all driving conditions, the axle will lower to the ground automatically when the front axle or the nearest axle of a group of axles is loaded.</p> <p>Turning Circle Requirements:</p> <p>6. The motor vehicle must be able to manoeuvre for a complete circular trajectory of 360 degrees within the defined area (with the exception of the protruding parts prescribed for the vehicle width shown in Annex 1) (See notes 3, 4 & figure 1)</p> <p>7. Any part of the vehicle must not move outside of the vertical plane by more than 0.8 metres, or for vehicles with retractable axles in the lifted position, or loadable axles in the un-laden condition, the figure of 0,80 m is replaced by 1,00 m. (See note 4). (For vehicles with an axle-lift device this requirement also applies with the axle(s) in the lifted position) (See note 4 & Figure 2)</p>

Masses and Dimensions 48A

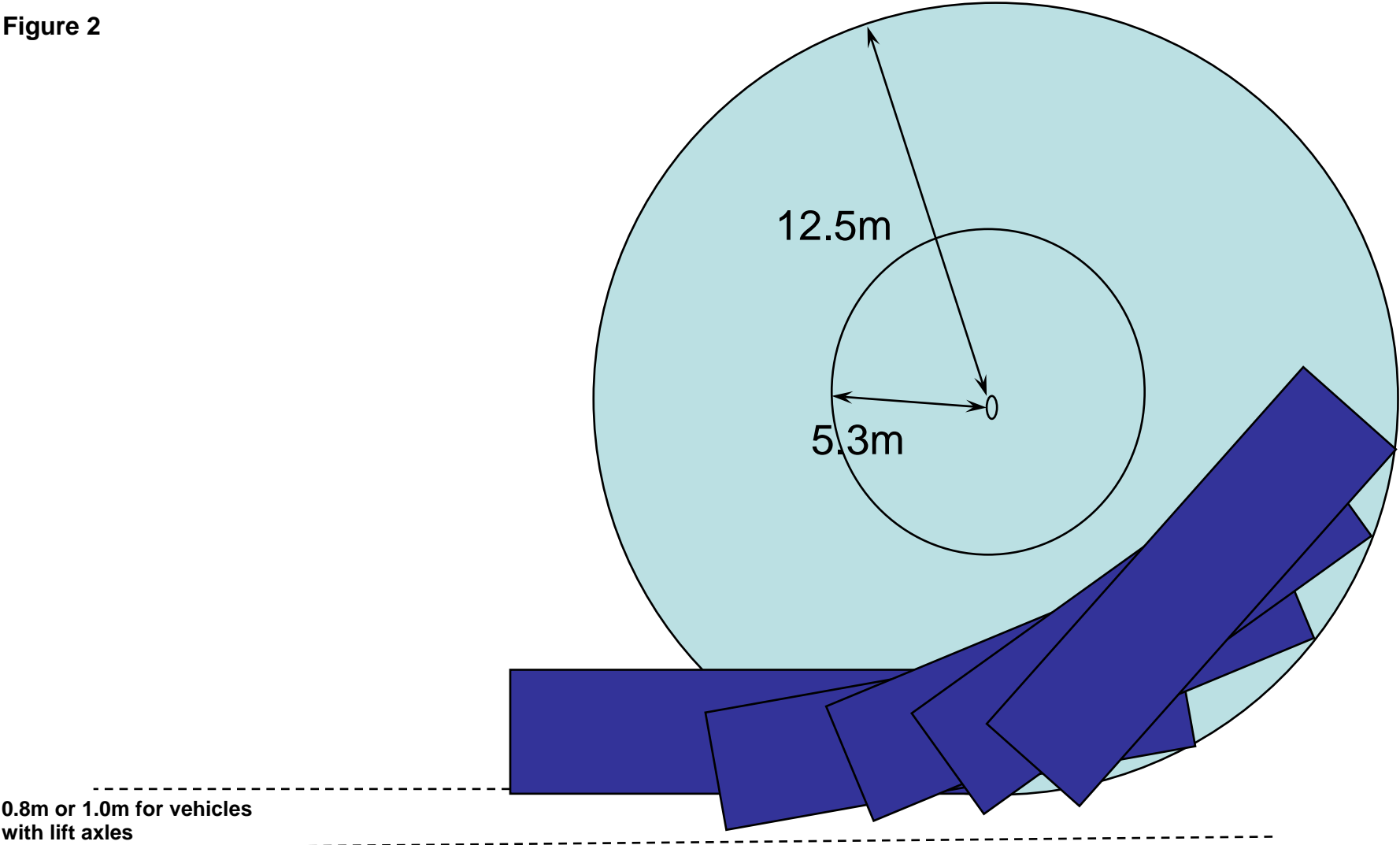
Figure 1

Vehicle has to remain in between the 2 circles for a full 360 deg



Masses and Dimensions 48A

Figure 2



Annex 1

Items to be excluded from measurement of length and width.

A - Items to be excluded when measuring Length	B - Items to be excluded when measuring Width
<ul style="list-style-type: none"> — wiper and washer devices, — front or rear registration plates, — lighting equipment, (extendable light bars will be allowed and they are to be excluded from the overall length measurement (in their extended position) as long as these bars do not increase the load carrying capacity of the vehicle. We will not accept them if they are fitted with any device that allows the attachment of a load i.e twist locks) — mirrors and other devices for indirect vision, — access steps and hand-holds, — lifting platforms, access ramps and similar equipment in <i>running order</i> (i.e. in the position they would be on a moving vehicle), not exceeding 300 mm, provided that the loading capacity of the vehicle is not increased, — coupling devices, — trolley booms of electrically-propelled vehicles, — external sun visors 	<ul style="list-style-type: none"> — tyre-pressure or tyre failure indicators, — protruding flexible parts of wheelguards — lighting equipment, — mirrors and other devices for indirect vision, —access ramps in <i>running order</i> (i.e. in the position they would be on a moving vehicle), provided that they do not exceed 10 mm from the side of the vehicle— retractable steps, — the deflected part of the tyre walls immediately above the point of contact with the ground, — handles and hinges of external lockers, — trim protruding not more than 10mm from the bodywork, — Devices for securing a tarpaulin/load cover and their protection The edges shall be rounded to a radius of not less than 2,5 mm.

Annex 2

Maximum permitted weights in Great Britain and Northern Ireland

1a Single Axle	1b Maximum Weight	Establishing GB Operational Weights Axle Weights Subject to axle configuration/spacing (item 1a, 2a or 3a) the maximum GB axle weight is the design axle weight limited where necessary by the <ul style="list-style-type: none"> • maximum permitted by item 1b,2b or 3b as appropriate • maximum permitted by tyre capacity Gross Vehicle Weight Subject to vehicle configuration (item 4) the maximum GB GVW is the design GVW limited where necessary by the <ul style="list-style-type: none"> • maximum permitted in item 5 subject to; • maximum calculated by item 6, and the • summation of axle weights
Non driving axle	10000 kg	
Driving axle	11500 kg	
2a Tandem Axles	2b Maximum combined Weight	
Distance between axle centres is less than 1 metre	11500 kg (where at least one axle is driven) 11000 kg (no driven axles)	
1 metre and less than 1.3 metres	16000 kg	
1.3 metres and less than 1.8 metres	180000 kg or 190000 kg #	
3a Tri-axle	3b Maximum combined Weight	
Distance between any axle and the nearest axle is 1.3 metres or less	21000 kg	
Distance between any axles does not exceed 3.25 metres	24000 kg	
# Where there is one driving axle which is fitted with twin tyres and air suspension or suspension recognized as being equivalent, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9.5 tonnes the weight of 18000 kg can be increased to 19000 kg. Note: Tandem axles, ie 2 axles in formation, either steering axles (ie front axles) or rear axles are to be assessed to the above requirements.		

Masses and Dimensions 48A

4 Vehicle configuration	5 Potential maximum authorised weight subject to calculation at column 6	6 Multiplication factor x Outer Axle Dimension (metres to two decimal points)
Two-axle rigid	18000 kg	6000 kg
Two-axle tractor unit	18000 kg	6000 kg
Three-axle rigid	25000 kg *	5500 kg
Three or more axle tractor unit	25000 kg or 26000 kg*	6000 kg
Four or more axle rigid	30000 kg or 32000 kg*	5000 kg

* Where the driving axle is not a steering axle and is fitted with twin tyres and air suspension or suspension recognized as being equivalent, **or** where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9.5 tonnes; the weight of 25000 kg can be increased to 26000 kg and the weight of 30000 kg can be increased to 32000 kg.

NOTE: If the vehicle axle configuration is not listed above please contact Ellipse Technical Section for advice on the weights applicable.

Masses and Dimensions 48A

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Reword MOI
3	31/01/2011	Link Required Standards to correct notes and reword MOI
4	03/02/2014	Insert new note 5 and link to RS6 & 7 plus insert new exemption in Annex 1, column B
5	03/02/2014	Revise note 4 and remove reference to note 5.
6	29/10/2014	Section renumbered, Application updated
7	01/092015	Amend tables in Annex 2 and Annex 1

48B Masses and Dimensions: STGO

Application: Vehicles that are Oversize, capable of STGO Cat 1, Cat 2 and/or Cat 3 operation

Method of Inspection	Required Standard														
<p>Note 1: Vehicles submitted for test will be un-laden and should be well within the permissible weights set out in Annex 2 of Section 48A. However, if it seems likely that the vehicle or an axle (as presented) exceeds any of these weights, the vehicle must be weighed where possible or a weight ticket must be requested.</p>	<p>Dimensions:</p> <p>1. The maximum authorised dimensions for width and length are shown below.</p> <table border="1" data-bbox="1055 584 2123 815"> <thead> <tr> <th data-bbox="1055 584 1391 663">N3 STGO</th> <th data-bbox="1391 584 1767 663">WIDTH (see Annex 1)</th> <th data-bbox="1767 584 2123 663">LENGTH (see Annex 1)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1055 663 1391 735">Standard</td> <td data-bbox="1391 663 1767 735">2550mm(A)</td> <td data-bbox="1767 663 2123 735">12000mm</td> </tr> <tr> <td data-bbox="1055 735 1391 775">Large</td> <td data-bbox="1391 735 1767 775">6100mm</td> <td data-bbox="1767 735 2123 775">30000mm</td> </tr> <tr> <td data-bbox="1055 775 1391 815">Extreme</td> <td data-bbox="1391 775 1767 815">(B)</td> <td data-bbox="1767 775 2123 815">(B)</td> </tr> </tbody> </table> <p>(A) Locomotives 2750mm (B) These vehicles will be assessed on a case by case basis and can be outside of the maximum dimensions requirements of 'Large' These vehicles will be issued an IVA by VCA.</p> <p>Masses:</p> <p>2. In the case of a vehicle not subject to Plating, the vehicle or axle weights (as presented) must not exceed the maximums marked on the Statutory Plate prescribed in section 18 of this manual. (See note 1)</p> <p>3. Where the Maximum permissible trailer towing weight exceeds 3500kg or the vehicle is equipped to tow a semi-trailer, it must be verified that the vehicle has a facility to operate power brakes on the trailer.</p>			N3 STGO	WIDTH (see Annex 1)	LENGTH (see Annex 1)	Standard	2550mm(A)	12000mm	Large	6100mm	30000mm	Extreme	(B)	(B)
N3 STGO	WIDTH (see Annex 1)	LENGTH (see Annex 1)													
Standard	2550mm(A)	12000mm													
Large	6100mm	30000mm													
Extreme	(B)	(B)													

Masses and Dimensions: STGO 48B

Method of Inspection	Required Standard
	<p data-bbox="1055 236 1659 263">Installation of retractable or loadable axles:</p> <ol data-bbox="1104 304 2123 435" style="list-style-type: none"><li data-bbox="1104 304 2123 435">4. If a vehicle is fitted with one or more loadable axles, satisfactory evidence must be provided stating that under all driving conditions, the axle will lower to the ground automatically when the front axle or the nearest axle of a group of axles is loaded.

Record of Revision

Revision	Date	Description of Change
1	30/09/2014	New section created
2	01/09/2015	Amendment to RS 1 regarding STGO extreme inspection

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49 Exterior Projections of Cabs

Application: All Vehicles

Method of Inspection	Required Standard
<p>The cab area of Vehicles must not display any features likely to increase the risk of injury to other road users. This section does not apply to mirrors, their supports or accessories such as aerials and luggage racks.</p> <p>In the case of unmodified Mass Produced vehicles (cabs) the standards in this section shall be considered to be met.</p> <p>In considering if an item meets the requirements of this section, the examiner will compare the materials and methods used to those employed by a Major Vehicle manufacturer or to examples found on Approved vehicles. Items such as covers (rubber or otherwise) that are held in place by being stretched on, or attached by double sided tape or other inadequate means, rubber hosing, pipe lagging etc are not considered acceptable methods or materials. This is not an exhaustive list but provided as guidance as to the type of item considered to be un acceptable.</p> <p>In the case of an Armoured vehicle, exemption from one or more of the requirements is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>Exterior projections will be assessed between the 'floor line' and a height of 2 metres from the ground extending rearwards to a plane passing across the rear of the cab (see note 1) and includes damaged, modified or repaired bodywork. The theoretical floor line is determined</p>	<ol style="list-style-type: none"> 1. A mascot, emblem or other ornamental object must retract or detach when a reasonable force is applied, and leave a base or mounting free from sharp edges that does not protrude from the surface by more than 10mm. 2. All 'hard' parts contactable with a 100mm sphere, which form an external surface or protrude 5mm or more from the external surface must have a radius of curvature of at least 2.5mm. (see notes 1, 3, 5 7, 8, and 9) <p>The criteria of Standard 2 DOES NOT apply to the following, which must be checked to their individual requirements:</p> <ol style="list-style-type: none"> 3. Protrusions less than 5mm contactable with a 100mm sphere must have blunted edges. (see notes 1 and 3) 4. Wheel arches must be 'turned inwards', or have a radius of curvature of at least 2.5mm 5. The edges of running boards and steps must be rounded (the top surface of the step is exempt) 6. Grills, gaps, slots, grooves, channels, recesses and holes that have a width of 10mm or less as determined by the contact points of a 100mm sphere must be blunted. (see note 4)

Exterior Projections of Cabs 49

Method of Inspection	Required Standard
<p>by the series of contact points formed between the vehicle and the application of a curved area of a cone segment. The curved area is at an angle of 30 degrees from the vertical. The points of contact are used as a guide to judge the actual floor line. I.e. Certain items that the cone contacts are likely to move or offer little resistance prior to detaching and are therefore excluded from the actual floor line. In addition where the cone contacts 2 or more points and cannot contact other items that may determine the floor line a judgement will be made as to where the cone would contact the other items. Jacking points, exhaust pipes (only where the tail pipe protrudes from under the body – side mounted exhausts may actually provide the points of contact that form the floor line) and wheels are not taken into consideration when the floor line is being determined. Wheel arches are assumed to be filled in exempting any projection inboard of the turned in edge of the wheel arch. Note the floor line its self is subject to the requirements of RS2 i.e. the 2.5mm radius requirement applies.</p> <p>‘Radius’ refers to the external radius of curvature.</p> <p>‘Blunted edges’ are those which under finger and thumb pressure alone would not be likely to cut the skin.</p> <p>“Cab rear panel” means the rearmost transverse panel of the external surface of the driver and passenger compartment. Where it is not possible to determine the position of the cab rear panel it would be deemed to be the vertical transversal plane situated 50 cm to the rear of the R point of the drivers seat, with the drivers seat, if adjustable, located at its rearmost driving position. If the cab is fitted with more than one row of seats, the rearmost passenger seat in its rearmost position has to be taken into account for the definition of the rear cab panel. The rear panel is excluded from the requirements of this section.</p> <p>The IVA test plate (referred to in Section 4 Rear Registration Plate Space) will be placed on any number plate mountings provided. This will allow the area around the plate and its mountings to be assessed</p>	<ol style="list-style-type: none"> 7. Grills, gaps, slots, grooves, channels, recesses and holes which have a width of more than 10mm, and up to 25mm determined by the contact points of a 100mm sphere must be blunted. (see note 4) 8. Grills, gaps, slots, grooves, channels, recesses and holes which have a width of more than 25mm, and up to 40mm determined by the contact points of a 100mm sphere must have a radius of curvature of at least 1mm. (see note 4) 9. Grills, gaps, slots, grooves, channels, recesses and holes which have a width of more than 40mm determined by the contact points of a 100mm sphere must have a radius of curvature of at least 2.5mm (see note 5) 10. Where contactable with the 100mm sphere sheet metal edges must be folded back on themselves (180 degrees) 11. Where contactable with the 100mm sphere a glass/fibre reinforced plastic panel edge must have a radius of curvature of at least 1.5mm. 12. Wiper blades and their support arms must be at least blunted. 13. Wheel nuts, hub caps and protective devices must not exhibit any fin-shaped projections. 14. Protective device(s) with a radius of curvature of at least 5mm must be fitted to wheel securing bolts, nuts or hubs if they protrude beyond the upper half of the tyre surface. The protective devices which cover wheel nuts and hubs may project beyond the body plan by no more than 30 mm. 15. The upper half of a wheel must not protrude beyond the cab body plan form (disregarding tyres).

Exterior Projections of Cabs 49

Method of Inspection	Required Standard
<p>correctly.</p> <p>Note 1: The measurement of a protrusion is taken from the “external surface”. The external surface is the first surface that the 100mm sphere can contact nearest to the protrusion in question. Where the sphere does not touch a surface (possibly due to the length of the projection) or contacts a further projection, a simple measurement from the projections mounting surface will be made</p> <p>Note 2: For grab handles the projection is measured in relation to a plane passing through the points of attachment.</p> <p>Note 3: A ‘hard’ feature is a feature which has a hardness of at least 60 Shore A (as a guide, deemed to be harder than the average pencil eraser).</p> <p>Note 4: The distance between parts of a grille is the distance between two planes passing through the points of contact of the sphere and perpendicular to the line joining the points of contact.</p> <p>Note 5: This does not apply to the couplings fitted to Abnormal Indivisible Load Vehicles (STGO), and which need only to be blunted.</p> <p>Note 6: This does not apply to Emergency Stop Buttons used by auxiliary equipment fitted to the vehicle.</p> <p>Note 7: Landing / Stabiliser Legs fitted within the cab area are not subject to the radial requirements of this section, they need only to be blunted</p> <p>Note 8: Safety cameras fitted to vehicles for the protection of unprotected road users will not be subject to the 2.5mm radius requirements they only need to be blunted,</p>	<p>16. The edges on lateral air and rain deflectors and window anti-smear air deflectors, capable of being directed outwards must have a radius of curvature of not less than 1 mm’</p> <p>17. The ends of front protective devices (bumpers) must be turned inwards towards the external surface of the body.</p> <p>18. The components of bumpers projecting 5mm or more must be so designed that all rigid surfaces facing outwards have a radius of curvature of not less than 5 mm. The edges of devices projecting less than 5 mm must be blunted.</p> <p>The following Standards must be met IN ADDITION to Standard 2:</p> <p>19. Equipment such as towing hitches and winches must not protrude beyond the foremost surface of the bumper. However, winches may protrude beyond the foremost surface of the bumper provided they are covered when not in use by a suitable protective covering having a radius of curvature of not less than 2.5 mm. (see note 5)</p> <p>20. Push buttons must not protrude more than 30mm. see note 6</p> <p>21. Handles (other than grab handles), hinges, and fuel tank filler caps must not protrude more than 50mm.</p> <p>22. Grab handles and bonnet fasteners must not project more than 70mm.</p> <p>23. Headlight visors and rims must not project more than 30mm beyond the lens surface (measured horizontally from the point of contact of a 100mm sphere touching lens and visor/rim or the adjacent bodywork and the visor/rim if the lamp is recessed).</p> <p>24. Handles that rotate or pivot outwards must be enclosed in a protective surround or be recessed, unless they cannot in any circumstance project beyond the extreme outer edge of the cab.</p>

Exterior Projections of Cabs 49

Method of Inspection	Required Standard
<p>Protective shields / guards fitted for these devices are still subject to the normal criteria of the section.</p> <p>Note 9:</p> <p>This does not apply to the heavy duty installation brackets/components for the fitting of specialist equipment i.e. snowplough blade which only need to be blunted.</p>	<p>25. Handles that rotate parallel to the plane of the panel must be turned inwards towards the plane of the panel.</p> <p>26. The open end of any handle that rotates parallel to the plane of the panel and protrudes beyond the extreme outer edge of the cab must face rearwards.</p> <p>27. Any handle that does not protrude beyond the extreme outer edge of the cab must have:</p> <ul style="list-style-type: none"> a. The open end facing rearwards, or b. the open end shielded to the front by a protective surround, or c. the open end recessed into the bodywork, or d. a gap measuring a maximum of 2mm between the open end of the handle and the vehicle body. <p>28. Handles that pivot outwards must have the open end facing rearwards or downwards, unless they have an independent return mechanism which in event of failure will not allow the handle to project more than 15mm.</p> <p>29. An exhaust tailpipe must not project beyond the floor line or the vertical projection of the intersection of the reference plane with the external surface of the vehicle lying directly above it by more than 10mm, unless it terminates in a radius of curvature of at least 2.5mm.</p>

Exterior Projections of Cabs 49

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Rearrange position of Bold Title in RS List
3	31/07/2011	Add mass produced statement to MOI, add new note 5 and link to RS21
4	29/10/2014	New note 5 and 7, with updated links, old note 5 now 6. RS 17 removed subsequent RS renumbered.
5	17/04/2015	New note 8 (Safety cameras for protection of road users)
6	01/09/2015	Addition of note 9 Ref. Snowplough mounting equipment

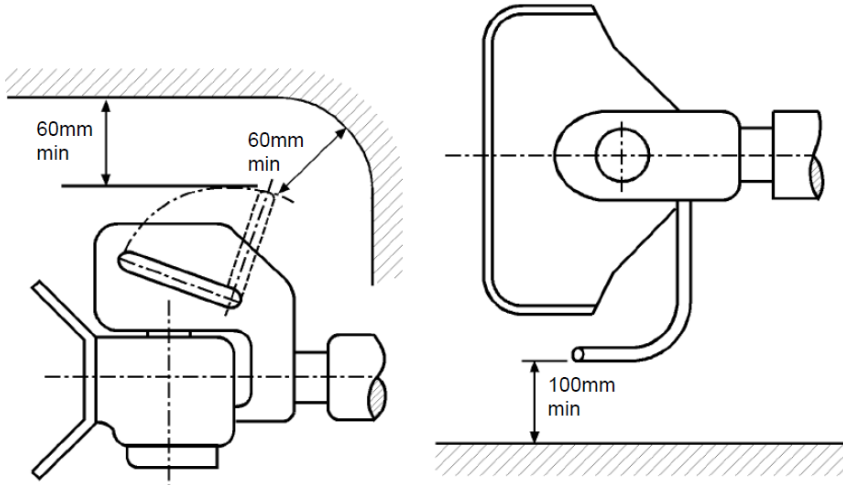
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50 Couplings

Application: All Vehicles (where fitted)

Method of Inspection	Required Standard
<p>Every coupling device-must be accompanied by installation and operating instructions to ensure it is correctly installed and can operated safely. This inspection process checks for the correct 'e' or "E" markings.</p> <p>Only automatic coupling devices (which allow an automatic coupling procedure on motor vehicles) are permitted for the coupling of trailers having a maximum mass of more than 3.5 tonnes.</p> <p>Compliance may be demonstrated by:</p> <ul style="list-style-type: none"> • A vehicle approval; or • A vehicle test report; or • An installation check <p>Note 1: Where the relevant "e" markings are not visible due to the installation method, the presenter may provide evidence that the coupling used is appropriately marked,</p> <p>Note 2: Other than in the case of a 50mm ball coupling, the coupling must be of sufficient strength/rating to attach a trailer relevant to the displayed design train weight on the vehicle.</p> <p>Note 3: If it is mounted in this area, then a coupling ball that can be dismantled without special tools has to be used</p> <p>Note 4: STGO - Abnormal Indivisible Load Vehicles (GTW of at least 120,000kg), the couplings are not required to be 'e' or 'E' marked</p>	<p>All Couplings</p> <ol style="list-style-type: none"> 1. If a coupling device is fitted then the vehicle must be provided with a Gross Train Weight, which must satisfy the requirements of Section 48. (masses & dimensions) 2. The coupling devices must be of an approved type and have the correct markings.(see note 1 & 4) 3. The coupling must display its load capacity. 4. The coupling must be of sufficient capacity. (see note 2) 5. The chassis and coupling manufacturer's installation / operating instructions must be presented with the vehicle. 6. The coupling must be installed in accordance with the instructions provided, paying particular attention to : <ol style="list-style-type: none"> a. The number and grade of securing bolts required b. Whether any reinforcement of the fixing area is required 7. There must be sufficient free space around the coupling to enable the coupling to operate safely when a trailer is attached.

Couplings 50

Method of Inspection	Required Standard
<p>Note 5: If one or more of the following standards regarding easy and safe operation (RS8/9), accessibility (RS11) or clearance for the hand lever (RS10) cannot be met; a coupling with a remote control device must be used. Evidence of compliance with Directive 94/20/EC or Regulation 55:01 will be required</p> <p>Figure 1</p> 	<p>Draw bar couplings</p> <ol style="list-style-type: none"> 8. A drawbar coupling must have a safe area in which a person can operate the coupling, this area must be free from any points of possible danger, any sharp edges or corners must be protected so that injury is unlikely (see note 5) 9. The way of escape from the coupling area for draw bar couplings must be free from restriction and not be barred on either side by any attached objects. (see note 5) 10. A manually operated draw bar coupling must have sufficient clearance for the hand lever to operate easily. (see note 5 and figure 1) 11. The distance from the centre of the coupling pin to the rear of the bodywork must not exceed 420mm except: (see note 5) <ol style="list-style-type: none"> a. providing the easy and safe actuation of the drawbar coupling is not adversely affected, this distance may be extended up to 650mm for vehicles with tipping bodies or rear mounted equipment b. or up to 1320 mm if the unobstructed height is at least 1150mm. c. Car transporters with at least two loading levels when the trailer / vehicle is not separated during normal operation may have the coupling set further back than the 420mm. 12. A remote control device must be accompanied by satisfactory evidence of compliance (see note 5) <p>50 mm Ball couplings</p> <ol style="list-style-type: none"> 13. Where a 50mm ball coupling is fitted the ball must not be mounted so as to obscure the place or visibility of the rear licence plate. (See note 3)

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Amend max height
3	31/01/2011	Replace Figure 1
4	31/07/2011	Remove original RS12 and linked table, renumber remaining RS
5	29/10/2014	New Note 4 added, linked from RS 2
6	01/09/2015	Amend note 5 and referral in RS 11 to note 5

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57 Front under run

Application: All Vehicles

Method of Inspection	Required Standard
<p>Ensure that the vehicle has approved / tested front under-run protection, this may be in the form of a separate front under run device, or be part of the normal structure at the front of the vehicle</p> <p>For vehicles having a separate front under run device ensure that an approved device is fitted and that it complies to the installation requirements found in standards 2 – 7</p> <p>Vehicle Exemptions</p> <p>Highways surface / Geographic survey vehicles where specialist equipment prevents the fitting of devices</p> <p>Vehicles (including Off-Road and STGO) where fitment would not be compatible with their use.</p> <p>Road Recovery Vehicles where extra ballast is fitted behind the front bumper</p> <p>Note 1: For vehicles of category N2 not exceeding 7.5t maximum mass as an alternative to satisfactory documentary evidence, can meet the requirements for front under run protection if:</p> <ul style="list-style-type: none"> • The ground clearance at the front of the vehicle does not exceed 400mm between two points set at not more than 200mm inwards from the outer edge of the front tyre on each side; <p>and</p> <ul style="list-style-type: none"> • Outside these points the height may increase towards the outside of the vehicle at an angle of not more than 15 degrees from the horizontal. 	<ol style="list-style-type: none"> 1. The device must be accompanied by satisfactory evidence of compliance with the required standard for “ Front Under Run Protection” (see note 1) <p>Installation Check</p> <ol style="list-style-type: none"> 2. The device must be attached securely to the front of the vehicle 3. The device must have a ground clearance not exceeding 400 mm 4. The device must not extend beyond the width of the front axle (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground): 5. The device must be no shorter than the width of the front axle by more than 100 mm on either side (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground): 6. The device must be no shorter than the outermost point of the access steps of the drivers cabin by more than 200 mm on either side 7. The device must not be bent to meet the requirements of standard 5 or 6

Front Under Run 57

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Reword Note 1
3	31/01/2011	Add exemptions to MOI
4	30/04/2012	Add more exemptions to Mol
5	29/10/2014	Add more exemptions to Mol
6	01/09/2015	Amendment to exemptions regarding STGO

62 Hydrogen Powered Motor Vehicles

Application: All Vehicles powered by hydrogen

For the information of applicants only

This item is not inspected in the test station. Instead, all documentary evidence will be sent at time of application for processing. DVSA may need to liaise with VCA or DoE NI in Northern Ireland to confirm the vehicle complies with requirements for Hydrogen powered vehicles before the test takes place.

Before a Hydrogen powered vehicle can be used on the road in Great Britain or Northern Ireland, it is necessary to apply for a permit. This is known as a Vehicle Special Order (VSO) and would be issued by:

- Vehicle Certification Agency (VCA) for Great Britain. For more details please contact them at: <http://www.dft.gov.uk/vca/other/vehicle-special-orders.asp>
- Department of Environment Northern Ireland (DoENI). For more details please contact them at: enquiries@doeni.gov.uk

VCA / DoENI are likely to require satisfactory evidence of compliance with Regulation (EC) No 79/2009 and Regulation (EU) No 406/2010 on Hydrogen powered vehicles. For more information on these, please contact VCA.

Hydrogen powered vehicles can be either internal combustion engine, with hydrogen fuel burnt in a similar way to petrol, or they can be hydrogen fuel cell, where hydrogen is converted to electricity in a chemical reaction, and the electricity powers the vehicle via an electric motor. The hydrogen can be stored (under high pressure) in compressed gas or liquefied form.

Method of Inspection

Confirm that the vehicle is a Hydrogen powered vehicle, by noting the presence of a Hydrogen fuel tank, and in the case of hydrogen fuel cell vehicle, the fuel cell and electric motor.

For Hydrogen powered vehicles, Section 02 of the manual (Emissions) and Section 03A of the manual (Fuel tanks) do not apply, unless (in the case of internal combustion engines) a fuel tank designed to contain petrol for powering the vehicle is also fitted, in which case both Sections must be complied with. (Emissions must be tested with the fuel switch set to operate on petrol, if emissions are being tested in the station).

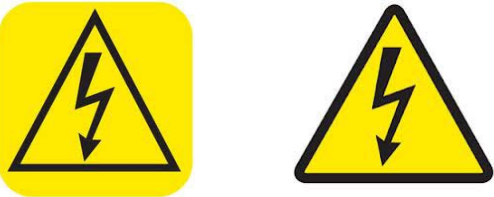
Hydrogen Powered Motor Vehicles 62

Record of Revision

Revision	Date	Description of Change
1	29/10/2012	New Requirement
2	29/10/2014	Reference to VOSA now DVSA

69 Electric/Hybrid Vehicles

Application: All Electric/Hybrid Vehicles (For Information Only)

Method of Inspection	Required Standard
<p>This section should be read in conjunction with the required standards set out in General Construction.</p> <p>Ensure the vehicle or system as presented is accompanied by satisfactory evidence in the form of:</p> <p>Original mass produced vehicle approval to ECE R100, or</p> <ul style="list-style-type: none"> • A test report to ECE R100 witnessed by the Approval Authority (VCA) or Authorised Technical Service • Model Report created by Technical and Support Services, Ellipse Swansea (TaSS) <p>and in these cases a Visual Inspection is required</p> <p>Note 1: The use of stretchy or soft coverings over high voltage terminals is strictly forbidden.</p> <p>Figure 1</p> <div style="text-align: center;">  </div>	<ol style="list-style-type: none"> 1. The vehicle as presented must be accompanied by satisfactory documentary evidence of compliance with the required standard for (electric vehicles) <p>Visual Inspection</p> <ol style="list-style-type: none"> 2. All high voltage cable terminations must be suitably protected, these protections (solid insulator , barrier, enclosure, etc.) shall not be able to be opened, disassembled or removed without the use of tools (see note 1) 3. Vehicles fitted with an external charging point shall be clearly marked on or near the connection point with an indelible label (see figure 1) affixed in a visible location. 4. Any enclosure carrying high voltage shall be clearly marked with an indelible label (see figure 1) affixed in a visible location. 5. All visible high voltage cables must be orange in colour. 6. All metal enclosures with internal high voltage must have an earth path for protection against electrical shock (this may be a separate bonding or the mounting arrangement where it does not isolate the enclosure)

Electric/Hybrid Vehicles 69

Record of Revision

Revision	Date	Description of Change
1	03/02/2014	

General Construction

Application: All Vehicles subject to IVA requirements

Method of Inspection	Required Standard
<p>The following section assesses the vehicles suitability for use under all normal operating conditions, including when it is laden to its maximum permitted axle/gross vehicle weight and considers the effects of vibrations and the forces imposed by its design speed, acceleration characteristics, braking and cornering. The vehicle must at all times present no danger to the occupants or other road users.</p> <p>Note 1: A television monitor which can be seen from the driving position and capable of operation when the vehicle is in motion is not acceptable, unless it provides visibility to the rear of the vehicle, a navigation map, vehicle specific information or a combination of these items.</p> <p>Note 2 This assessment includes the attachment of any component/assembly of any structure, the strength and suitability of materials used, (including pipes etc), all fastenings, (welding, brazing, bonding, rivets, nuts and bolts etc) are to be assessed for suitability, completeness and security.</p> <p>Note 3 When assessing a component for leaks the original design of the component will be taken into consideration.</p> <p>Note 4: This does not apply to control leads (fly leads) used on specialised equipment i.e. power ramps and lifts.</p>	<ol style="list-style-type: none"> 1. All aspects of the design and construction of the vehicle must be such that no Immediate danger is caused or likely to be caused to any person in the vehicle or to other road users (see Note 1) 2. When driven, the safe control of the vehicle must not be impaired or likely to be impaired, due to a design or construction feature of characteristic. 3. The vehicle structure and all components including their attachment must be suitable and of adequate strength. (see note 2) 4. A transmission/braking component which rotates during vehicle operation, electrical component, steering or suspension component, wheel or tyre must not foul on another component, or be likely to foul under normal operating conditions. 5. Fuel and electrical components must not be subject to either a corrosive environment or be exposed to heat sources likely to cause premature failure. 6. All steering, suspension, brake and fuel system components must not be leaking. (See note 3) 7. All electrical cables/wires must be free from chaffing and secured at intervals of at least every 300mm unless contained in a secure hollow component. (see note 4) 8. All electrical components must be secure be of adequate capacity and insulated as required as to prevent short circuiting during operation.

General Construction

Record of Revision

Revision	Date	Description of Change
1	24/04/2009	
2	16/08/2010	Add note 4 and link to RS7
3	31/01/2011	Clean up text in MOI

Glossary of Terms

Air Bag

A flexible bag fitted to a vehicle designed to be filled with gas under pressure in order to protect the driver or front seat passenger in the event of a collision involving the front of the vehicle.

Approval Authority

The Vehicle Certification Agency are the UK Approval Authority,

Blunted Edge

An edge not likely to cause injury whatever the circumstances under finger/thumb pressure (contact is not likely to puncture the skin)

Cab Plan Form

The area resulting from the vertical projection of the front and sides of the cab area only onto a horizontal surface. For the purposes of this definition “cab area” means all parts of the bodywork and chassis, of the cab only, including any separate wheel guards but not including running gear such as wheels, axles, suspension, brakes and steering.

CNG

Compressed Natural Gas

Date of Manufacture

In the case of an Amateur Built Vehicle is, unless otherwise stated in the regulations or Inspection Manual:

- the date on which the vehicle is presented for examination;

or

- a date prior to the date the vehicle is presented for examination if there is conclusive evidence the vehicle was completed and included all the parts which it needs to comply with the prescribed requirements and was in such a condition as to be acceptable to test on that date.

Designated Seating Position

A position where there is a seat designated for normal use while the vehicle is travelling on the road.

Disabled Person's Belt

A seat belt which has been specifically designed or adapted for use by an adult or young person suffering from some physical defect or disability and which is intended for use solely by such a person.

Extreme outer edge

In relation to the side of a vehicle, the vertical plane parallel with the longitudinal axis of the vehicle and coinciding with its lateral outer edge, disregard the protection of

- a. distortion of any tyre due to the weight of the vehicle
- b. connections for tyre pressure gauges
- c. anti-skid devices mounted on the wheels
- d. rear view mirrors
- e. lamps and reflectors
- f. custom seals and devices for securing and protecting such seals
- g. special equipment
- h. in respect of Section 49 (Exterior Projections) only: windows, handles, hinges, push buttons and fuel tank filler caps.

Front under-run protection

Means the presence at the front of the vehicle of either:

A special front under-run protection device;

or

Body work, chassis parts or other components, such that by virtue of their shape and characteristics, these elements can be regarded as fulfilling the function of the front under-run protection device;

Hard Parts

Parts made of a material of hardness exceeding 60 shore A.

Harness Belt

Means an adult belt which is a harness belt comprising a lap belt and shoulder straps.

In Running Order

In relation to the vehicle weight, means

- with all fluids (such as oils and engine coolant) necessary for the vehicle to be driven, the fuel tanks full, a spare wheel and tool kit
- carrying a driver weighing 75kg but no other passenger or load.

Illuminating Surface

Should be taken to be the area of the “reflector” to the rear of the bulbs. Where lamps are mounted in a common housing and are “E” marked, the separation criteria should be assumed to be met.

Insecure

A component or its fixing is, due to its design or a construction feature, not completely attached to the vehicle structure or to another associated component as intended.

Unladen weight

The unladen weight of any vehicle is the weight of the vehicle excluding passengers, goods or other items. It includes the body and all parts normally used with the vehicle or trailer when in use on the road but does not include the weight of the fuel or, if an electric vehicle, the batteries.

Lap Belt

A seat belt which passes across the front of the wearer’s pelvic region and which is designed for use by an adult.

Locomotive

Vehicles not constructed or adapted to carry a load or passengers except (water/fuel/batteries/tool’s. Light locomotive 7370 – 11690kg. Heavy locomotive exceeding 11690kg
e.g. Mobile cranes, fixed plant or agricultural

Longitudinal Plane

A vertical plane parallel to the longitudinal axis of the vehicle.

LPG

Liquid Petroleum Gas.

Major Manufacturer

A vehicle manufacturer that provides vehicles approved to EC Whole Vehicle Type Approval standards.

Manufacturer's Plate

A piece of durable material e.g. metal or plastic that is likely to last the life of the vehicle and which is permanently marked with the required markings.

Matched Pair

For the purpose of this manual only:

Lamps fitted to the vehicle must be of the same brightness, intensity, colour, shape, height, position and beam pattern.

Obvious modification

Where evidence suggests that the vehicle / component has been modified which invalidates the approval, evidence must be easily recognisable without the need of a detailed inspection

Off-Road VehicleVehicles in Category N2

Are to be considered to be off-road vehicles either if the wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, **Or**

If the following three requirements are met

- 1) At least one front and at least one rear axle are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged.
- 2) There is at least one differential locking mechanism or at least one mechanism having a similar effect.
- 3) They can climb a 25% gradient calculated for a solo vehicle

Vehicles in category N3

Are to be considered to be off-road vehicles either if the wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged,

Or

if the following requirements are satisfied:

- At least half the wheels are driven,
- There is at least one differential locking mechanism or at least one mechanism having a similar effect,
- They can climb a 25 % gradient calculated for a solo vehicle,
- At least four of the following six requirements are satisfied:

- 1) The approach angle must be at least 25°,
- 2) The ramp angle must be at least 25°,
- 3) The ground clearance between the axles must be at least 300 mm,
- 4) The departure angle must be at least 25°,
- 5) The ground clearance under the front axle must be at least 250 mm,
- 6) The ground clearance under the rear axle must be at least 250 mm.

Production Vehicle

A vehicle of a make, model and type mass produced by the vehicle manufacturer.

Radius

Refers to the external radius of curvature.

Seat Displacement Device

A device to permit forward tipping of a seat or the back rest to fold down.

Servo Assisted

A system where the muscular energy of the driver is supplemented by another energy source

Stairway

A passageway incorporating a flight of steps, from one floor or level to another

Vehicle cab

Constitutes the driver and passenger compartment, including the doors.

