
STATUTORY INSTRUMENTS

2000 No.

ROAD TRAFFIC

The Motor Vehicles (Approval) Regulations 2000

<i>Made</i>	2000
<i>Laid before Parliament</i>	2000
<i>Coming into force</i>	1 st March 2000

ARRANGEMENT OF REGULATIONS

PART I

General

1. Citation, and commencement
2. Revocation
3. Interpretation

PART II

Relevant Vehicles

4. Application Regulations
5. Application of Regulations – transitional provisions
6. Approval requirements for relevant vehicles

PART III

Miscellaneous

7. Application for Minister's approval certificate

8. Assignment of vehicle identification numbers
9. Criteria for determining design weights
10. Appeals
11. Refusal of application without an examination or a complete examination
12. Form of certificate
13. Replacement certificates
14. Notices
15. Obligatory certificates
16. Vehicles not to be issued with a licence unless appropriate certificates are in force

SCHEDULES

1. Instruments revoked.
2. Schedule 2 vehicles
3. Approval requirements for relevant vehicles
4. Approval requirements for relevant vehicles except Schedule 2 vehicles
5. Form of approval certificate
6. Community instruments and ECE Regulations

The Secretary of State for the Environment, Transport and the Regions, in exercise of the powers conferred by sections 54, 61, 63 and 66 of the Road Traffic Act 1988(1) and of all other powers enabling him in that behalf, and after consultation with representative organisations in accordance with section 195(2) of that Act, hereby makes the following Regulations:-

(1) 1988 c.52; section 61 was amended by the Road Traffic Act 1991 (c.40), Schedule 8 and section 63 was amended by S.I. 1992/3107.

PART I

GENERAL

Citation and commencement

1. These Regulations may be cited as the Motor Vehicles (Approval) Regulations 2000 and shall come into force on 1st March 2000.

Revocation

2. The instruments specified in Schedule 1 are hereby revoked.

Interpretation

3.-(1) In these Regulations -

"the 1982 Regulations" means the Motor Vehicles (Type Approval for Goods Vehicles)(Great Britain) Regulations 1982(1);

"the 1984 Regulations" means the Motor Vehicles (Type Approval)(Great Britain) Regulations 1984(2);

"the 1988 Act" means the Road Traffic Act 1988;

"approval requirements", in relation to a vehicle, means the requirements prescribed by section 54 of the 1988 Act as they apply to that vehicle (see also regulation 6(1));

"axle weight", "gross weight", "kerbside weight", "maximum gross weight" and "maximum permitted axle weight" have the meanings given in regulation 3(2) of the Construction and Use Regulations;

"the Construction and Use Regulations" means the Road Vehicles (Construction and Use) Regulations 1986(3);

"EEA State" means a State which is a contracting party to the Agreement on the European Economic Area signed at Oporto on 2nd May 1992 as adjusted by the Protocol signed at Brussels on 17th March 1993(4);

(1) S.I. 1982/1271; relevant amending instruments are S.I. 1987/1508, 1988/1523, 1989/1579, 1991/1021, 1992/25, 1342 and 3084, 1993/2200, 1995/1323.

(2) S.I. 1984/981; relevant amending instruments are S.I. 1984/1761, 1987/1509, 1988/1522, 1989/1580, 1991/1022, 1992/1341, 2161 and 2908, 1993/2201, 1995/1322.

(3) S.I. 1986/1078; relevant amending instruments are S.I. 1987/676 and 1333, 1988/1178, 1989/1478, 1990/2212, 1992/2016, 3088 and 3285, 1994/3270.

(4) Cm 2072 and 2183.

“kg” means kilograms;

“kph” means kilometres per hour;

“the Lighting Regulations” means the Road Vehicles Lighting Regulations 1989(1);

“mm” means millimetres;

"motor ambulance" has the meaning given by paragraph 7 of Schedule 2;

"motor caravan" has the meaning given by paragraph 8 of Schedule 2;

“mph” means miles per hour;

"relevant vehicle" has the meaning given in regulation 4(2);

“Schedule 2 vehicle” has the meaning given in Schedule 2;

“subject matter” means a subject matter in relation to which approval requirements are specified in Schedule 3 or 4 and “ applicable subject matter” in relation to a vehicle means a subject matter as respects which approval requirements are applicable to the vehicle in accordance with these Regulations;

"wheel" has the meaning given in regulation 3(2) of the Construction and Use Regulations.

(2) A reference in any provision in these Regulations to a prescribed fee is a reference to the fee (if any) for the time being prescribed for the purposes of that provision in regulations made under section 61 of the 1988 Act.

(3) Paragraphs (7) and (8) of regulation 3 of the Construction and Use Regulations (determination of the numbers of wheels and axles of a vehicle) shall apply for the purposes of these Regulations (other than item 16 of Schedule 3) as they apply for the purposes of the Construction and Use Regulations (other than regulations 26 and 27).

(4) For the purposes of these Regulations, a vehicle is to be regarded as being manufactured on or after a particular date if it is first assembled on or after that date, even if it includes one or more parts which were manufactured before that date.

(5) Schedule 6 to these Regulations -

- (a) interprets expressions relating to Community instruments and ECE Regulations (including references to complying with provisions of such instruments); and
- (b) sets out details of the Community instruments and ECE Regulations referred to in these Regulations.

(7) Without prejudice to section 17 of the Interpretation Act 1978(a) and subject to context, a reference in these Regulations to any enactment comprised in subordinate legislation (within the

(1) S.I. 1989/1796; relevant amending instrument is S.I. 1994/2280.

(a) 1978 c.30.

meaning of that Act) is a reference to that enactment as from time to time amended or re-enacted with or without modification.

PART II

APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES

Application of Regulations

4.-(1) Subject to regulation 5, these Regulations apply to every motor vehicle to which -

- (a) the 1984 Regulations apply; or
- (b) the 1982 Regulations apply and which has a maximum gross weight not exceeding 3.5 tonnes.

(2) In these Regulations, "relevant vehicle" means a vehicle to which these Regulations apply.

Application of Regulations – transitional provisions

5.-(1) In this regulation “the transitional period” means the period beginning with the coming into force of these Regulations and ending on 1st January 2001.

(2) During the transitional period, this Part of these Regulations shall not apply to a vehicle at a particular time unless –

(a) the total number of Minister’s approval certificates issued under these Regulations during the transitional period up to that time, with respect to vehicles other than vehicles to which paragraph (3) applies, is less than the number specified in the Table in relation to the month in which that time occurs; or

- (b) the vehicle is one to which paragraph (3) applies.

TABLE

<i>Month 2000</i>	<i>Cumulative maximum number of relevant approval certificates</i>
March	1000
April	3000
May	6000
June	10000
July	15000
August	21000

September	28000
October	36000
November	45000
December	55000

(3) This paragraph applies to a vehicle which is

- (a) a Schedule 2 vehicle; or
- (b) a vehicle which is to be regarded as having fulfilled the approval requirements in relation to each applicable subject matter in accordance with regulation 6 and by virtue of the condition specified in regulation 6(7)(c).

Approval requirements for relevant vehicles

6.-(1) Subject to the following provisions of this regulation, the following are prescribed under section 54 of the 1988 Act as requirements as to the design, construction, equipment and marking of relevant vehicles –

(a) in the case of any relevant vehicle, compliance with the requirements set out in column 3 of the Table in Schedule 3 ; and

(b) in the case of any relevant vehicle which is not a Schedule 2 vehicle, and in relation to each item in the Table in Schedule 4 for which is specified in column 3(a) of that Table a date which is, or falls before, the date of manufacture of the vehicle, compliance with the requirements of the Community instruments set out in column 3(b) of that Table in relation to that item, or with any equivalent requirement of the ECE Regulations set out in column 3(c) of the Table.

(2) The requirements set out or referred to in column 3 of the Tables in Schedules 3 and 4 have effect subject to the exceptions and modifications set out in column 5 of those Tables.

(3) An entry in column 4 of an item in the Table in Schedules 3 and 4 shall have effect for the purposes of interpreting or otherwise supplementing the entries in that item and, for convenience, expressions that are defined in that column are printed in bold type.

(4) Where a provision of any Community instrument or ECE Regulation is applied by Schedule 4, that provision as so applied shall (except in so far as the contrary intention appears) have effect in relation to –

- (a) a vehicle to which the 1984 Regulations apply as it has effect in relation to a vehicle of category M1; and
- (b) a vehicle to which the 1982 Regulations apply as it has effect in relation to a vehicle of category N1.

(5) For the purposes of paragraph (4) "vehicle of category M1" and "vehicle of category N1" have the same meanings as in Annex II of Directive 70/156/EEC as amended by Directive 92/53/EEC.

(6) A relevant vehicle shall be regarded as complying with all the requirements prescribed under section 54 of the 1988 Act if at least one of the following three conditions are satisfied in relation to each applicable subject matter mentioned in Schedule 3 or 4.

(7) The three conditions are -

- (a) that the vehicle complies with the requirements;
- (b) that requirements applicable to the vehicle are prescribed by regulation 4 of the 1984 Regulations or by regulation 4 of the 1982 Regulations in relation to the subject matter and the vehicle complies with those requirements;
- (c) that there is produced to the Secretary of State evidence that satisfies him that the vehicle has been found by the competent authority in another EEA State to comply with requirements applicable to the vehicle equivalent to those prescribed in relation to the subject matter.

(8) For the purposes of paragraph (7)(b), the requirements prescribed by regulation 4 of the 1984 Regulations in relation to the subject matter mentioned in item 6 of column 2 of the Table in Schedule 3 to these Regulations (lamps, reflectors and devices) shall be regarded as the requirements prescribed in relation to -

- (a) installation of lighting and signalling equipment;
- (b) direction indicators;
- (c) headlamps and filament lamps;
- (d) side, rear and stop lamps;
- (e) rear reflectors; and
- (f) rear fog lamps.

(9) For the purposes of paragraph (7), regulation 4(1A) of the 1984 Regulations shall have effect as if -

- (a) for sub-paragraph (a), there were substituted -
 - "(a) an entry in column (6) of Part I of Schedule 1 shall not apply to the vehicle if the vehicle was manufactured before the date specified or having effect as if specified in that entry;" and
- (b) the words after sub-paragraph (b) were omitted.

(10) For the purposes of paragraph (7), regulation 4(2A) of the 1982 Regulations shall have effect as if -

- (a) for sub-paragraph (a), there were substituted -

"(a) an entry in column (6) of Part I of Schedule I shall not apply to the vehicle if the vehicle was manufactured before the date specified or having effect as if specified in that entry;" and

(b) the words after sub-paragraph (b) were omitted.

(11) If a relevant vehicle complies with all the requirements prescribed by –

(a) regulation 4 of the 1984 Regulations (disregarding paragraph (9)); or

(b) by regulation 4 of the 1982 Regulations (disregarding paragraph (10)),

that are applicable to it, the requirements prescribed by this regulation shall not apply to it.

PART III

MISCELLANEOUS

Application for Minister's approval certificate

7.-(1) An application for the issue for a Minister's approval certificate on the basis that the vehicle complies with the approval requirements by virtue of these Regulations shall be made to the Secretary of State.

(2) The application shall be in a form which -

(a) has been approved by the Secretary of State; and

(b) has been duly completed so as to furnish all the information required by that form.

(3) The application shall be accompanied by -

(a) the documents mentioned in the form as being required in connection with the application; and

(b) the prescribed fee.

(4) As soon as reasonably practicable after he receives the application, the Secretary of State shall send to the applicant a notice stating the time when and the place where an examination for the purpose of the application is to be carried out.

(5) The Secretary of State may by notice to the applicant alter the time when or the place where the examination is to be carried out, but he shall not alter the time to an earlier time without the consent of the applicant.

(6) Where an application ("the original application") made in accordance with the paragraphs (1) to (3) is refused other than by virtue of regulation 11 or on the grounds that the vehicle is not a relevant vehicle, a further application by the same applicant in respect of the vehicle shall be regarded as having been made in accordance with and pursuant to those paragraphs if -

- (a) it is made (orally or in writing) to the Secretary of State during the period of six months beginning with the date on which the original application was refused; and
- (b) at the time that he makes the further application, the applicant requests an examination to be carried out for the purpose of the further application -
 - (i) at the place where the examination took place for the purposes of the original application, and
 - (ii) during that period of six months.

(7) Paragraphs (4) and (5) shall not apply to an application made in accordance with paragraph (6); and in the case of such an application -

- (a) the Secretary of State shall inform the applicant in such manner as he thinks fit of the time when and the place where the examination is to take place;
- (b) the Secretary of State may alter the time when or the place where the examination is to be carried out, but he shall not alter the time to an earlier time without the consent of the applicant;
- (c) if the Secretary of State so alters the time or place, he shall inform the applicant in such manner as he thinks fit of the time when and the place where the examination is to be carried out; and
- (d) the applicant shall pay the prescribed fee to the Secretary of State before the examination is carried out.

(8) Paragraphs (4) to (7) shall not apply to an application for the issue of a Minister's approval certificate under section 58(4) of the 1988 Act.

Assignment of vehicle identification numbers

8.-(1) This regulation applies where it appears to the Secretary of State when he gives notice under regulation 7(4) that the vehicle to which the application relates does not have a vehicle identification number which -

- (a) complies with paragraph 3.1.1 of the Annex to Directive 76/114/EEC or that Directive as last amended by Directive 78/507/EEC;
- (b) has been previously assigned to the vehicle under this regulation; or
- (c) does not fall within sub-paragraph (a) or (b), but is adequate for the purpose of enabling the vehicle to be identified.

(2) In such a case -

- (a) he shall assign a vehicle identification number to the vehicle; and
- (b) the number shall be specified in the notice.

(3) Where an application is made under regulation 7 for the issue of a Minister's approval certificate under section 58(4) of the 1988 Act -

- (a) paragraph (1) shall have effect as if the words "when" to "regulation 7(4)" were omitted, and
- (b) paragraph (2) shall have effect as if sub-paragraph (b) were omitted.

Criteria for determining design weights

9. For the purposes of section 54(2) of the 1988 Act, where an application is made pursuant to regulation 7, the criteria for determining, as design weights, the axle weights and gross weights which in the opinion of the Secretary of State should not be exceeded in the case of a vehicle to which these Regulations apply are as follows -

- (a) the design of the vehicle, its construction and equipment and the stresses to which it is likely to be subject when used on a road;
- (b) any information which is available about the weight which a vehicle of that type was designed by the manufacturer to carry when used on a road; and
- (c) any information obtained from an examination of a vehicle of that type or a similar type with a view to ascertaining whether at the time of the examination, it complied with any requirement prescribed under section 54 of the 1988 Act and applicable to it.

Appeals

10.-(1) An appeal under section 60 of the 1988 Act by a person aggrieved by a determination made on behalf of the Secretary of State pursuant to an application under regulation 7 shall be in a form which -

- (a) has been approved by the Secretary of State; and
- (b) has been duly completed so as to furnish all information which is required by that form.

(2) The appeal shall be accompanied by the prescribed fee.

(3) The prescribed time within which an appeal against such a determination may be made is 14 days beginning with the date of the determination.

(4) As soon as reasonably practicable after the date of the receipt of the appeal the Secretary of State shall send to the appellant a notice stating the time when and the place where the re-examination for the purpose of determining the issues raised on the appeal is to be carried out.

(5) The Secretary of State may by notice to the applicant alter the time when or the place where the re-examination is to be carried out, but he shall not alter the time to an earlier time without the consent of the applicant.

Refusal of application or appeal without an examination or a complete examination

11.-(1) In this regulation -

"examiner", in relation to an examination, means the person appointed by the Secretary of State to conduct the examination;

"examination", in relation to an application, means an examination for the purposes of the application.

(2) This regulation applies to an appeal under regulation 10 as it applies to an application under regulation 7 for the issue of a Minister's approval certificate under section 58(1) of the 1988 Act as if references to the application were references to the appeal.

(3) The Secretary of State may refuse an application under regulation 7 for the issue of a Minister's approval certificate under section 58(1) of the 1988 Act even though an examination has not been carried out if -

- (a) the vehicle is not submitted for examination at the time and place fixed under these Regulations for the examination;
- (b) the fee in respect of the examination is not paid at or before the time fixed under these Regulations for the examination;
- (c) the examiner is not able, with the facilities and apparatus available to him at the place at which the examination would otherwise be carried out, to complete the examination without the vehicle being driven or the engine run and the vehicle is not when submitted for examination, either for want of fuel or oil or for any other reason, fit to be driven or for the engine to be run to such extent as may be necessary for the purposes of carrying out the examination;
- (d) at the time that the vehicle is submitted for the examination, the vehicle or any part of or any equipment of the vehicle is so dirty or dangerous as to make it unreasonable for the examination to be carried out;
- (e) any things which are on the vehicle when it is submitted for the examination, and are not part of its equipment or accessories, are required by the examiner to be removed from the vehicle or to be secured in such a manner as he may think necessary and those things are not removed or secured accordingly;
- (f) when the vehicle is submitted for the examination, a proper examination cannot be carried out as a consequence of any door, tailgate, boot lid, engine cover, fuel cap or other device designed to be capable of being readily opened, being locked or otherwise fixed so that it cannot readily be opened;
- (g) when the vehicle is submitted for the examination, its condition is such that, in the opinion of the examiner, a proper examination of the vehicle would involve a danger of -
 - (i) injury to any person, or
 - (ii) damage to the vehicle or any other property;

- (h) when the vehicle is submitted for the examination, there is not permanently fixed to the chassis or main structure of the vehicle in a conspicuous and easily accessible position so as to be readily legible, a vehicle identification number that -
 - (i) complies with paragraph 3.1.1 of Annex to Directive 76/114/EEC or that Directive as last amended by Directive 78/570/EEC;
 - (ii) has been assigned to the vehicle under regulation 8; or
 - (iii) does not fall within sub-paragraph (i) or (ii), but appears to the Secretary of State to be adequate for the purpose of enabling the vehicle to be identified; or
- (j) the person who is the driver of the vehicle at the time it is submitted for the examination is requested to remain in it or its vicinity throughout the examination, to drive it, to operate its controls or to remove or refit its panels and he declines to do so.

(4) Nothing in this regulation shall affect the power of the Secretary of State to refuse an application which he would have were this regulation to be omitted.

Form of certificate

12.-(1) Subject to paragraph (2), a Minister's approval certificate issued under section 58(1) of the 1988 Act shall be in the form set out in Schedule 5 to these Regulations or in a form to the like effect where the certificate is issued on the basis that the vehicle complies with the approved requirements by virtue of these Regulations.

(2) Where the certificate is issued on the basis that it relates to a vehicle falling within a class specified in column (2) of an item in the Table below there shall be inserted in the box under the words "Type Code" the letter specified in column (3) of that item.

TABLE

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Class of vehicle</i>	<i>(3)</i> <i>Letter</i>
1.	Personally imported vehicle	P
2.	Amateur built vehicle	A
3.	Vehicle manufactured in very low volume	L
4.	Vehicle manufactured using parts from a registered vehicle	C
5.	Rebuilt vehicle	S
6.	Motor ambulance or motor caravan	M
7.	Vehicle which meets the requirements prescribed by regulation 6 in relation to it by virtue of regulation 6(7)(c)	E

8.	Vehicle not falling within any of the preceding classes in this table	R
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(3) Any letter or letters inserted pursuant to paragraph (2) may be followed by a zero and then by any letters or numbers that the Secretary of State thinks fit to insert.

(4) Expressions used in this regulation which are the subject of definitions in Schedule 2 shall have the meanings given by those definitions.

(5) This regulation shall apply to a Minister's approval certificate issued under section 58(4) of the 1988 Act as it applies to such a certificate issued under section 58(1) of that Act as if for the words "section 58(1)" in the form set out in Schedule 5 to these Regulations there were substituted the words "section 58(4)".

Replacement certificates

13. - (1) If a Minister's approval certificate has been lost or defaced, an application for issue of a replacement for the original certificate may be made in writing to the Secretary of State at the place from which the original certificate was issued.

(2) The application shall -

(a) specify the identification number of the vehicle in respect of which the original certificate was issued; and

(b) be accompanied by the prescribed fee.

(3) As soon as reasonably practicable after he receives the application and fee, the Secretary of State shall issue to the applicant a replacement for the certificate to which the application relates and any such replacement shall have the same effect as the certificate which it replaces and shall be marked "replacement".

Notices

14. Without prejudice to regulation 7(7)(a), every notice under these Regulations shall be in writing and may be given by post.

Obligatory certificates

15.-(1) Subject to paragraph (2) below, this regulation applies to all relevant vehicles.

(2) This regulation does not apply –

(a) to any motor ambulance or a motor caravan;

(b) to any registered vehicle;

(c) a vehicle at a time when it was manufactured more than 10 years before that time; or

(d) a vehicle that meets the requirements specified in paragraph (3).

(3) The requirements referred to in paragraph (2)(d) are that -

(a) the person by whom the vehicle is kept ("the keeper") is a member of a visiting force or of a member of the civilian component of a visiting force;

(b) the vehicle has been imported into the United Kingdom for the personal use of the keeper or of his dependants;

(c) there is not in force with respect to the vehicle -

(i) a Minister's approval certificate issued in pursuance of these Regulations;

(ii) a certificate of conformity;

(iii) a Minister's approval certificate in a form prescribed by regulation 14 of the 1982 Regulations or regulation 9 of the 1984 Regulations; or

(iv) an EC certificate of conformity; and

(d) not more than one other vehicle which meets the requirements of sub-paragraphs (a), (b) and (c) is kept in the United Kingdom by the keeper.

(4) In paragraph (3) the expressions "member of a visiting force" and "member of a civilian component of a visiting force" shall bear the same meanings as in Part II of the Visiting Forces Act 1952⁽¹⁾.

(5) The day appointed for the purposes of section 63(1) of the Road Traffic Act 1988 in relation to every vehicle to which regulation 14(2)(b) of the Motor Vehicles (Approval) Regulations 1996⁽²⁾ applied is 1st March 2000.

(1) 1952 c.67; see sections 10 and 12.

(2) S.I. 1996/3013 (revoked by regulation 2).

(6) The day appointed for the purposes of section 63(1) of the Road Traffic Act 1988 in relation to every vehicle -

- (a) to which this regulation applies; but
- (b) which is not of a class for which a day had previously been appointed for those purposes,

is 1st July 1998.

(7) Without prejudice to any other regulations having effect by virtue of section 63(1) of the 1988 Act, all vehicles to which this regulation applies are vehicles of a prescribed class for the purposes of that section.

(8) The type approval requirements prescribed for the purposes of section 63(1) of the 1988 Act, in relation to every vehicle to which this regulation applies, are the approval requirements.

(9) Section 63(1) of the 1988 Act shall not apply to the use of a relevant vehicle -

- (a) for the purpose of submitting it (by previous arrangement for a specified time on a specified date) before it is registered for an examination pursuant to an application under these Regulations;
- (b) for the purpose of bringing it away, before it is registered, from such an examination;
- (c) by an authorised person for the purpose of -
 - (i) taking it to, or bringing it away from, a place where a part of such an examination is to be, or has been, carried out, or
 - (ii) carrying out a part of such an examination, or
 - (iii) warming up its engine in preparation for such an examination, before it is registered;
- (d) where an application under regulation 7 is refused following such an examination, for the purpose of -
 - (i) delivering it (by previous arrangement for a specified time on a specified date) at a place where relevant work is to be done on it, or
 - (ii) bringing it away from a place where relevant work has been done on it, before it is registered.

(10) In this regulation -

"authorised person" means an examiner appointed under section 66A of the 1988 Act or a person carrying out such an examination under the direction of such an examiner;

"registered" means registered under the Vehicle Excise and Regulation Act 1994;

"relevant work" means work done or to be done to remedy the defects on the ground of which the application was refused (including work to alter the vehicle in some aspect of design, construction, equipment or marking on account of which the certificate was refused).

Licences not to be issued for vehicles unless appropriate certificates are in force

16. Where application is made for a licence under the Vehicle Excise and Registration Act 1994 for a vehicle to which regulation 15 applies, the licence shall not be granted unless on the first application after the day appointed by regulations made by virtue of the 1988 Act for a licence for that vehicle, there is produced evidence that there is or are one or more certificates in force for the vehicle under sections 54 to 58 of the 1988 Act from which it appears that the vehicle complies with the approval requirements.

Signed by authority of the Secretary of State
Environment, Transport and the Regions

[] 2000

Parliamentary Under Secretary of State,
Department of the Environment, Transport and the Regions

INSTRUMENTS REVOKED

<i>Instrument</i>	<i>Number</i>
The Motor Vehicles (Approval) Regulations 1996	S.I. 1996/3013
The Motor Vehicles (Approval) (Amendment) Regulations 1997	S.I. 1997/1366
The Motor Vehicles (Approval) (Amendment) (No. 2) Regulations 1997	S.I. 1997/2934
The Motor Vehicles (Approval) (Amendment) Regulations 1998	S.I. 1998/1008
The Motor Vehicles (Approval) (Amendment) Regulations 1999	S.I. 1999/2082
The Motor Vehicles (Approval) (Amendment) (No. 2) Regulations 1999	S.I. 1999/****

SCHEDULE 2

Regulation 3(1)

SCHEDULE 2 VEHICLES

Meaning of “Schedule 2 vehicle”

1. A Schedule 2 vehicle is a relevant vehicle which is –
 - (a) a personally imported vehicle;
 - (b) an amateur built vehicle;
 - (c) a vehicle manufactured in very low volume;
 - (d) a vehicle manufactured using parts of a registered vehicle;
 - (e) a rebuilt vehicle;
 - (f) a motor ambulance; or
 - (g) a motor caravan.

Personally imported vehicles

- 2.-(1) A vehicle is a personally imported vehicle if -

- (a) it has been imported by a person entering the United Kingdom;
- (b) that person had, at the time the vehicle was imported, been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months;
- (c) that person intends to become normally resident in the United Kingdom;
- (d) the vehicle has been in the possession of that person and used by him in the country where he has been normally resident for a period of at least 6 months before its importation; and
- (e) the vehicle is intended for his personal or household use in the United Kingdom.

(2) For the purposes of this paragraph a person shall be treated as being normally resident in the country where he usually lives -

- (a) for a period of, or periods together amounting to, at least 185 days in a period of 12 months;
- (b) because of his occupational ties; and
- (c) because of his personal ties.

(3) In the case of a person with no occupational ties, sub-paragraph (2) shall apply with the omission of paragraph (b), provided that his personal ties show close links with that country.

(4) Where a person has his occupational ties in one country and his personal ties in another country, he will be treated, for the purposes of this paragraph, as being normally resident in that latter country provided that either -

- (a) his stay in the former country is in order to carry out a task of a definite duration, or
- (b) he returns regularly to the country where he has his personal ties.

(5) Notwithstanding paragraph (4), a United Kingdom citizen whose personal ties are in the United Kingdom but whose occupational ties are in a country other than the United Kingdom shall be treated for the purpose of this paragraph as normally resident in the country of his occupational ties, provided that he has lived there for a period of, or periods together amounting to, at least 185 days in a period of 12 months.

Amateur built vehicles

3.-(1) A vehicle is an amateur built vehicle if-

- (a) the vehicle was constructed or assembled for the personal use of a relevant individual; and
- (b) the construction or assembly or a substantial part of the construction or assembly was carried out by -
 - (i) the individual referred to in paragraph (a),

- (ii) one or more relevant individuals acting on his behalf and under his direction,
or
- (iii) the individual referred to in paragraph (a) and one or more relevant individuals acting on his behalf and under his direction.

(2) For the purposes of this paragraph, a reference to a relevant individual, in relation to a motor vehicle, is a reference to an individual who did not, at any time during the period when the construction or assembly of the vehicle was being carried out, carry on a business in the course of which motor vehicles are normally constructed or assembled.

Vehicles manufactured in very low volume

4.-(1) A vehicle is a vehicle manufactured in very low volume if it satisfied the condition in paragraph (2).

(2) The condition is that the total number of vehicles of the same type as the particular vehicle manufactured in the world for any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured does not exceed 100.

(3) For the purposes of this paragraph vehicles shall be deemed to be of the same type if, on the assumption that they were category M1 vehicles, they would belong to the same type in accordance with the definition of “vehicle type” in Part B of Annex II of Directive 70/156/EEC as amended by Directive 92/53/EEC.

Vehicles manufactured using parts of a registered vehicle

5. A vehicle is a vehicle manufactured using parts of a registered vehicle if -

- (a) it is constructed or assembled by a person carrying on a business in the course of which motor vehicles are normally constructed or assembled;
- (b) it is equipped with an engine which has previously been used as the engine of another vehicle which had been registered under the Vehicle Excise and Registration Act 1994(1) or any earlier Act relating to the registration of mechanically propelled vehicles; and
- (c) it is equipped with one or more of the following components taken from the same vehicle as the engine -
 - (i) chassis;
 - (ii) body;
 - (iii) suspension;
 - (iv) an axle;

(1) 1994 c.22.

- (v) transmission; or
- (vi) steering assembly.

Rebuilt vehicles

6. A vehicle is a rebuilt vehicle if –

- (a) it is a vehicle to which the Secretary of State is required by regulation 8 to assign a vehicle identification number; and
- (b) it does not fall within any of the classes defined by paragraphs 2 to 5, 7 or 8.

Motor ambulance

7. A vehicle is a motor ambulance if it is a motor vehicle which is specially designed and constructed (and not merely adapted) for carrying, as equipment permanently fixed to the vehicle, equipment used for medical, dental or other health purposes and is used primarily for the carriage of persons suffering from illness, injury or disability.

Motor caravan

8. A vehicle is a motor caravan if it is a motor vehicle which is constructed or adapted for the carriage of passengers and their effects and which contains, as permanently installed equipment, the facilities which are reasonably necessary for enabling the vehicle to provide mobile living accommodation for its users

SCHEDULE 3

Regulation6(1)(a)

APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES

1	2	3	4	5
Item	Subject matter	Requirement	Definitions and supplementary provisions	Exemptions and modifications
1	Doors, their latches and hinges	<p>1. All doors, provided on the vehicle for the entry and exit of occupants, shall be so designed as to allow easy and safe use. Doors shall have both intermediate and fully latched positions and their latches shall be designed to prevent the doors from opening accidentally. However, latching in an intermediate position is not required if a safety-bolt with an audible warning device is provided as specified in paragraph 2(b) below.</p> <p>2. Where hinges are used, the hinges shall be fitted at the front edge of the door. However, they may be fitted at the top or rear edge if either -</p> <p>(a) a device is fitted which automatically closes the door at least to the intermediate latched position if it is unlatched when the vehicle is moving in the forward direction; or</p> <p>(b) a safety-bolt is fitted to prevent such unlatching together with an audible warning device if a safety-bolt with an audible warning device which activates if the vehicle is driven without the bolt in place.</p>	<p>For the purposes of this item, "longitudinal plane" has the meaning given in regulation 3(2) of the Construction and Use Regulations .</p>	<p>Paragraph 3 shall not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the longitudinal plane passing through the extreme inboard projecting point of such a door is more than 300mm distant from the longitudinal plane passing through the nearest edge of such a seat.</p>

		3. On hinged doors, the latch and striker assembly shall be capable of withstanding any load which is likely to be applied in normal driving (i.e. excluding crash impacts) in both the intermediate and fully latched positions. However if a safety-bolt with an audible warning device is provided as specified in paragraph 2(b) above, the requirement need be met only with the bolt in place.		
2	Radio-interference suppression	The vehicle shall comply with the design, construction and fitting requirements of paragraph 6.1 of Annex 1 to Directive 72/245/EEC as last amended by Directive 89/491/EEC, or of paragraph 6.1 of ECE Regulation 10.01.		This item shall not apply to vehicles propelled other than by a spark ignition engine.

3	Protective Steering	<p>1. No part of the steering control surface directed towards the driver which can be contacted by a sphere of 165mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5mm.</p> <p>2. The steering control shall be designed, constructed and fitted so as not to embody components or accessories, including the horn control and other assemblies, capable of catching in the driver's clothing or jewellery in normal driving movements.</p> <p>3. The steering control and column assembly as fitted to the vehicle or the steering control itself shall offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. This requirement shall be treated as met if either -</p> <p>(a) the vehicle complies with the requirements of paragraph 5.2 of Annex I of Directive 74/297/EEC; or</p> <p>(b) the steering control complies with the requirements of paragraphs 5.2, 5.4.3, 5.4.4 and 5.4.5 of Directive 74/297/EEC as last amended by Directive 91/662/EEC.</p> <p>4. The vehicle shall comply with the requirements of paragraph 5.1 of Annex I of Directive 74/297/EEC.</p>	<p>For the purposes of this item -</p> <p>"driver's air-bag" means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver in the event of a collision involving the front end of the vehicle.</p> <p>"steering control" has the same meaning as in Directive 74/297/EEC.</p>	<p>This item shall not apply to -</p> <p>(a) vehicles, the steering control of which has been specially constructed for the use of a person suffering from some physical defect or disability;</p> <p>(b) vehicles in which the centre of the steering control is in the forward quarter of the total length of the vehicle, including any bumpers and overriders; and</p> <p>(c) motor ambulances or motor caravans (in each case) having a maximum gross weight of not less than 1500kg</p> <p>Paragraph 1 shall not apply to a vehicle if -</p> <p>(a) it is either a personally imported vehicle or is not otherwise classified as a Schedule 2 vehicle;</p> <p>(b) it is fitted with a driver's air bag; and</p> <p>(c) the driver's air bag was fitted at the time the vehicle was manufactured.</p> <p>Paragraph 1 shall not apply to any</p>
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				<p>switch fitted to the steering control of a vehicle if-</p> <p>(a) it is either a personally imported vehicle or is not otherwise classified as a Schedule 2 vehicle; and</p> <p>(b) the switch is an integral part of the steering control as originally fitted to the vehicle by its manufacturer and that it can be depressed into the steering control by finger pressure.</p>

4	Exhaust emissions	<p>1. The vehicle shall not emit any avoidable smoke or avoidable visible vapour.</p> <p>2. When the engine by which it is propelled is running without load at a normal idling speed, the carbon monoxide content of the exhaust emissions from the engine shall not exceed-</p> <p>(a) if the vehicle has an effective date before 1st August 1986, 4.5% ; or</p> <p>(b) if the vehicle has an effective date on or after 1st August 1986 and not being a vehicle to which sub-paragraph (c) or (d) below applies, 3.5%; or</p> <p>(c) if the vehicle is of a description mentioned in the Annex to the emissions publication and is either -</p> <p>(i) a passenger car having an effective date on or after 1st August 1992; or</p> <p>(ii) any other vehicle having four or more wheels and an effective date on or after 1st August 1994,</p> <p>the relevant percentage; or</p> <p>(d) if the vehicle is not of a description mentioned in the Annex to the emissions publication and is either-</p>	<p>For the purposes of this item -</p> <p>"effective date" means the date of manufacture of the vehicle, except that in the case of a vehicle which for the time being meets the requirements of paragraph 3 or 5 of Schedule 2 to these Regulations, it shall mean the 1st January immediately preceding the date of manufacture of the engine by which it is propelled, if that date is earlier;</p> <p>"a normal idling speed" means in the case of a vehicle of a description mentioned in the Annex to the emissions publication, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 2(b) and 2(c) respectively of that Annex;</p> <p>"the emissions publication" is the publication entitled "In-service Exhaust Emissions Standards for Road Vehicles"(ISBN 0-9526457-0-X) published by the Department of Transport;</p> <p>"passenger car" means a motor vehicle which -</p> <p>(a) is constructed or adapted for use for the carriage of passengers and is not a goods vehicle;</p> <p>(b) has no more than five seats in addition to</p>	<p>Paragraphs 2, 3 and 4 shall not apply to -</p> <p>(a) vehicles propelled other than by a spark ignition engine;</p> <p>(b) vehicles having an effective date before 1st August 1975; and</p> <p>(c) vehicles having an effective date before 1 August 1987 and propelled by a rotary piston engine.</p> <p>Paragraphs 3 and 4(b) shall not apply to vehicles fuelled by natural gas.</p> <p>Paragraph 4 (c) shall not apply to vehicles fuelled by liquid petroleum gas or natural gas.</p> <p>Paragraphs 2(a) and (b) and 3 shall not apply to vehicles propelled by a 2-stroke engine.</p>
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		<p>(i) a passenger car having an effective date on or after 1st August 1995, or</p> <p><i>(ii) any other vehicle having four or more wheels and an effective date on or after 1st August 1997,</i></p> <p>0.5%;</p> <p>of the total exhaust emissions from the engine by volume.</p> <p>3. If the engine by which the vehicle is propelled is run without load at a rotational speed of 2000 revolutions per minute, the hydrocarbon content of the exhaust emission from the engine shall not exceed 0.12% if the vehicle either -</p> <p>(a) has not more than three wheels; or</p> <p>(b) is a vehicle to which paragraph 2(a) or (b) applies;</p> <p>4. If the vehicle is one to which paragraph 2(c) or (d) applies and the engine by which it is propelled is run without load at a fast idling speed -</p> <p>(a) the carbon monoxide content of the exhaust emissions from the engine shall not exceed 0.3 % of the total exhaust emissions from the engine by volume;</p> <p>(b) the hydrocarbon content of the exhaust emissions from the engine shall not exceed</p>	<p>the driver's seat;</p> <p>(c) has a weight not exceeding 2,500kg maximum gross.; and</p> <p>(d) has four or more wheels;</p> <p>"the relevant percentage" means in the case of a vehicle of a description mentioned in the Annex to the emissions publication, the percentage shown against that description of vehicle in column 2(a) of that Annex;</p> <p>"rotary piston engine" means an engine in which the torque is provided by means of one or more rotary pistons and not by any reciprocating piston; and any rotary piston engine shall be deemed to be a four-stroke engine;</p> <p>" a fast idling speed" means -</p> <p>(a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 3(e) and (f) respectively of that Annex; or</p> <p>(b) in any other case, a rotational speed of between 2500 and 3000 revolutions per minute;</p> <p>"the lambda value" means the ratio by mass,</p>	
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		<p>0.02 % of the total exhaust emissions from the engine by volume; and</p> <p>(c) the lambda value shall be between the relevant limits.</p>	<p>of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7; and</p> <p>"the relevant limits" mean -</p> <p>(a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication, the minimum and maximum limits shown against that description of vehicle in columns 3(c) and 3(d) respectively of that Annex; or</p> <p>b) in any other case, 0.97 and 1.03.</p>	
5	Smoke Emissions	<p>If the vehicle has an effective date on or after 1 August 1979, when the engine by which it is propelled is subject to the free-acceleration test, the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed -</p> <p>(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or</p> <p>(b) in any other case, 2.5 per metre.</p>	<p>For the purposes of this item -</p> <p>"effective date" has the same meaning as in item 4 ;</p> <p>"free acceleration" has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC; and</p> <p>"co-efficient of absorption" shall be construed in accordance with paragraph 3.5 of Annex VII to Directive 72/306.</p>	<p>This item shall not apply to vehicles propelled other than by a compression ignition engine.</p>

6	Lamps, reflectors and devices,	<p>The construction and equipment of the vehicle shall be such that its use on a road <i>between sunset and sunrise</i> would not constitute a contravention or a failure to comply with -</p> <p>(a) regulations 11, 12, 13, 14, 15, 16, 17, 19 or 20 of the 1989 Regulations; or</p> <p>(b) regulation 18 of those Regulations except in so far as it requires a vehicle -</p> <p>(i) to comply with paragraph 12(c) of Part I of Schedule 4 to those Regulations; and</p> <p>(ii) to be fitted with a dim-dip device or running lamp</p>	<p>For the purposes of this item, "the 1989 Regulations" means "the Road Vehicles Lighting Regulations 1989(a)";</p> <p>For the purposes of this item, the 1989 Regulations shall have effect as if for every reference to the date on which a vehicle is first used there were substituted a reference to the date of manufacture of the vehicle.</p> <p>For the purposes of this item -</p> <p>"coefficient of luminous intensity" has the same meaning as in ECE Regulation 3.01;</p> <p>"standard mark" means a mark which when applied to a lamp, reflector or device indicates compliance with the requirements of a particular instrument; and a reference to the instrument to which a standard mark relates shall be construed accordingly.</p> <p>"approval mark" has the same meaning as in Schedule 7 of the 1989 Regulations.</p>	<p>This item, in so far as it requires any lamp (not being a filament lamp), reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply to a vehicle if-</p> <p>(a) in the case of a lamp or device, it meets the requirements as to intensity; and</p> <p>(b) in the case of a reflector, it meets the standards as to coefficient of luminous intensity, of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.</p> <p>This item, in so far as it requires compliance with regulation 14 of the 1989 Regulations (filament lamps), shall not apply to a lamp if by virtue of the preceding paragraphs it could comply with this item without bearing any standard mark</p> <p>This item, in so far as it requires the headlamps (including a filament lamp fitted to a headlamp) fitted to a vehicle to bear a particular standard mark (or one of two or more standard marks), shall not apply to headlamps</p>
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(a) S.I. 1989/.....

				that emit sufficient light to illuminate the road in front of the vehicle on both main and dipped beam. In the case of a rear direction indicator which is one of a number of lamps having a common housing and fitted to a vehicle (not being a vehicle is either a personally imported vehicle or is not otherwise classified as a Schedule 2 vehicle) paragraph 2(b)(i) of Schedule 7 of the 1989 Regulations shall apply as if for "400mm" there were substituted "480mm"
7	Rear-view mirrors	<p>1. The vehicle shall be fitted with at least one offside exterior mirror which meets -</p> <p>(a) if the vehicle is right hand drive or has a central driving position, the adjustment, dimension, rear view, and vibration requirements; or</p> <p>(b) if the vehicle is left hand drive, the dimension, rear view, and vibration requirements.</p> <p>2. It shall also be fitted with at least one interior mirror which meets the adjustment, dimension, rear view and vibration requirements unless no interior mirror could provide any view to the rear.</p> <p>3. If no interior mirror is fitted or if no interior mirror meets the rear view requirements, a nearside exterior mirror shall be fitted which meets -</p>	<p>For the purposes of this item -</p> <p>" extreme outer edge" has the meaning given by regulation 3(2) of the Road Vehicles Lighting Regulations 1989.</p> <p>"longitudinal plane" has the meaning given in regulation 3(2) of the Construction and Use Regulations;</p> <p>"transverse plane" means a vertical plane normal to a longitudinal plane;</p> <p>" transverse eye plane" means the vertical plane passing through the line shown as such in the Appendices 1 and 2 to this Schedule.</p> <p>" longitudinal plane a" , " longitudinal plane b" and " longitudinal plane c" mean the</p>	<p>This item shall not apply to vehicles having not more than three wheels, if they comply with the requirements for motor-tricycles in Annex III to Directive 97/24/EC.</p> <p>The provision in column 4 of this item interpreting the dimension requirements shall have effect in relation to an exterior mirror fitted to a motor ambulance or motor caravan, as if -</p> <p>(a) for " 70mm" in the first place where it occurs, there were substituted 200mm; and</p> <p>(b) for " 70mm" in the second place it occurs, there were substituted " 109mm" .</p>

		<p>(a) if the vehicle is right hand drive or has a central driving position, the dimension, rear view, and vibration requirements; or</p> <p>(b) if the vehicle is left hand drive, the adjustment, dimension, rear view, and vibration requirements.</p> <p>4. Each rear view mirror fitted to the vehicle shall either -</p> <p>(a) comply with the requirements (including marking requirements) of Annex II to Directive 71/127/EEC as last amended by Directive 88/321/EEC or of Part I of ECE Regulation 46.01 for a Class I mirror in the case of an interior mirror or a Class III mirror in the case of an exterior mirror; or</p> <p>(b) comply with the following requirements -</p> <p>(i) the edge of the reflective surface shall be enclosed within a protective housing;</p> <p>(ii) all parts of the external surface of the mirror which are contactable, in the case of an interior mirror, by a sphere of 165mm diameter and in the case of an exterior mirror, by a sphere of 100mm diameter, shall have a radius of curvature of not less than 2.5mm, with the exception of fixing holes or recesses less than 12mm wide if these are blunted;</p>	<p>vertical planes "a", "b" and "c" in the Appendices 1 and 2 to this Schedule;</p> <p>" floor marking A" , floor marking B" and " floor marking C" mean the lines shown as such in the Appendices 1 and 2 to this Schedule.</p> <p>" poleA" , pole B" and " pole C" mean the vertical lines projecting upwards from the horizontal surface (floor) at the positions shown in the Appendices 1 and 2 to this Schedule, to the height of-</p> <p>(a) in the case of pole A, the heighest point of the reflecting surface of the offside exterior mirror;</p> <p>(b) in the case of pole B, the heighest point of the reflecting surface of the interior mirror; and</p> <p>(c) in the case of pole C, the heighest point of the reflecting surface of the nearside exterior mirror.</p> <p><u>" The adjustment requirements"</u> In order to meet the adjustment requirements, an interior mirror shall be capable of being adjusted by the driver when in his driving position.</p> <p>In order to meet the adjustment requirements, an exterior mirror must -</p> <p>(a) be capable of being adjusted by the</p>	<p>The requirements of paragraph 2 shall not apply to motor ambulances or motor caravans (in each case) having a maximum gross weight exceeding 3500kg.</p> <p>An exterior mirror fitted to a motor ambulance or motor caravan shall be treated as complying with the requirements of paragraph 4 if it complies with the requirements (including marking requirements) of Annex II to Directive 71/127/EEC as last amended by Directive 88/321/EEC or of Part I of ECE Regulation 46.01 of the instruments there mentioned for a Class II mirror.</p> <p>Paragraph 4(b)(iii) shall not apply -</p> <p>(a) to any mirror, no part of which is less than 2000mm above the ground, or</p> <p>(b) to any mirror which does not protrude beyond an extreme outer edge of the vehicle, or</p> <p>(c) before 1st January 2001 in relation to a vehicle which is either a personally imported vehicle or is not otherwise classified as a Schedule 2 vehicle.</p>
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		<p>(iii) exterior mirrors shall be capable of rotating inwards towards the vehicle when a force of 10 kg is applied horizontally at the extreme outer edge in a longitudinal plane from both the front and the rear. The axis of rotation shall lie within 50mm of the surface at which the mirror is attached to the vehicle bodywork.</p>	<p>driver when in his driving position, the door being closed; or</p> <p>(b) be so constructed that when knocked out of alignment it can be returned to its former position without need of adjustment.</p> <p>A mirror shall be regarded as meeting the requirements of sub-paragraph (a) above whether or not -</p> <p>(a) it can meet those requirements only with the window in the driver's door being open; or</p> <p>(b) the mirror is capable of being locked in position from the outside the vehicle.</p> <p><u>"The dimension requirements"</u></p> <p>In order for an exterior mirror to meet the dimension requirements, the dimensions of the reflecting surface must be such that an orthogonal projection onto a vertical surface accommodates a vertical line with a length of 70mm and a rectangle with vertical sides of 40mm and horizontal sides of 70mm.</p> <p>In order for an interior mirror to meet the dimension requirements, the dimensions of the reflecting surface must be such that an orthogonal projection onto a vertical surface accommodates a rectangle with vertical sides of 40mm and horizontal sides of 80mm.</p>	
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			<p><u>"The rear view requirements" (see the Appendices 1 and 2 to this Schedule)</u> In order for a mirror to meet the rear view requirements, it must be such that when the vehicle is positioned such that its longitudinal axis is parallel to the longitudinal planes a,b and c, with the driver seated in his normal upright driving position such that his eyes lie in the transverse eye plane and with the mirror correctly adjusted, he shall be able to see in that mirror -</p> <p>(a) in the case of an offside exterior mirror, with the offside extreme outer edge of the vehicle positioned so that it is tangential to the longitudinal plane a, the whole of floor marking A and pole A; and</p> <p>(b) in the case of an interior mirror, with the central longitudinal axis of the vehicle positioned so that it lies on the longitudinal plane b, the whole of floor marking B and pole B; or</p> <p>(c) in the case of a nearside exterior mirror, with the nearside extreme outer edge of</p>	
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			<p>the vehicle positioned so that it is tangential to the longitudinal plane c, the whole of floor marking C and pole C.</p> <p><u>" The vibration requirements"</u> In order to comply with the vibration requirement, a mirror shall be fixed to the vehicle in such a way that under normal driving conditions, it neither moves so as to change the field of vision, nor vibrate to an extent which would cause the driver to misinterpret the nature of the image received.</p>	
8	Anti-theft devices	<p>1. The vehicle shall be fitted with some form of anti-theft device, that is to say, a mechanical, electrical or electronic immobiliser or a combination of these, (in addition to any key operated switch normally used to start the engine) that prevents the vehicle being driven or moved under its own power.</p> <p>2. No anti-theft device shall operate on the braking system.</p> <p>3. If any anti-theft device is, or incorporates, any mechanical device that acts upon a system that affects the control of the vehicle (e.g. the steering control) -</p> <p>(a) it shall not be possible to start the engine in the normal way until every such mechanical device has been deactivated,</p>		This item shall not apply to vehicles specially constructed (and not merely adapted) for the use of a person suffering from some physical defect or disability.

		<p>(b) it shall not be possible to activate any such mechanical device while the engine is running, and</p> <p>(c) the action of activating any such mechanical device shall be distinct and separate from that of stopping the engine.</p>		
9	Seat belts	<p>1. Every adult belt fitted to the vehicle, not being a harness belt or a passive belt, shall comply with the requirements of paragraph 7 of regulation 47 of Construction and Use Regulations to the extent (if any) that it would apply were the said paragraph 7 to apply to all motor vehicles.</p> <p>2. If the vehicle is fitted with one or more passive belts, every such belt shall -</p> <p>(a) bear a mark as described in regulation 47(4)(c)(i) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 47(4)(c)(iii) of those Regulations.</p> <p>3. If the vehicle is fitted with one or more harness belts, every such belt shall -</p> <p>(a) bear a mark as described in regulation 47(4)(c)(ii) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 47(4)(c)(iv) of those Regulations.</p>	<p>For the purposes of this item -</p> <p>" disabled person's belt" , " lap belt" and " seat belt" have the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations;</p> <p>" adult belt" means a seat belt for an adult not being a disabled person's belt;</p> <p>" harness belt" means an adult belt which is a harness belt comprising a lap belt and shoulder straps;</p> <p>" passive belt" means an adult belt comprised in a passive belt system.</p>	<p>This item shall not apply to an adult belt fitted to a vehicle if the belt provides a level of safety equivalent to that provided by an adult belt which complies with the requirements of this item as they would otherwise apply to the belt but disregarding paragraph 2(b) and 3(b).</p>

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10	Seat belt anchorages	<p>1. The vehicle shall comply with the requirements of paragraph 4.3 of Annex I to Directive 76/115/EEC. For outboard seating positions other than in the front , two lower anchorages are allowed.</p> <p>2. Without prejudice to paragraph 1, the vehicle shall be fitted with an anchorage in every position required to hold securely every adult belt or any part of an adult belt fitted to the vehicle.</p> <p>3. Every anchorage intended for an adult belt shall comply with the requirements of paragraphs 4.2, 4.4 and 4.5 of Annex I to Directive 76/115/EEC.</p> <p>4. The vehicle shall comply with the requirements of paragraph 5 of Annex I to Directive 76/115/EEC.</p>	<p>For the purposes of this item -</p> <p>" disabled person's belt" , " forward-facing seat" and " seat belt" have the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations;</p> <p>" adult belt" , " harness belt" and " passive belt" have the same meanings as in item 9.</p> <p>For the purposes of this item, Annex I to Directive 76/115/EEC shall have effect as if for paragraph 4.4.1 there were substituted -</p> <p>" 4.4.1 Every belt anchorage shall comply with the following requirements."</p>	<p>Paragraph 3 shall not apply to anchorages which are so located that when used with an adult belt of a type for which they are intended to be used, if they provide a level of safety equivalent to that provided by anchorages that meet the requirements of that paragraph when used with an adult belt of a type for which they are intended.</p>
11	Installation of seat belts	<p>1. The vehicle shall be fitted with, a harness belt, a passive belt or a three point belt for the driver's seat and the specified passenger seat (if any).</p> <p>2. If the vehicle has an effective date on or after 1st April 1987, in addition to the seat belts required by paragraph 1 above, it shall be fitted with an appropriate belt for every other forward-facing seat in the front alongside the driver's seat, not being a specified passenger's seat.</p> <p>3. If the vehicle has an effective date on or after</p>	<p>For the purposes of this item -</p> <p>"child restraint" , " disabled person's belt" , " forward-facing seat" , "lap belt" , " seat belt" , " specified passenger's seat" , and "three-point belt" have the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations;</p> <p>" adult belt" , " harness belt" and " passive belt" have the same meanings as in item 9.</p> <p>" effective date" means -</p>	<p>The requirements of paragraphs 1, 2 and 3 shall not apply in relation to a seat fitted to a vehicle which has been specially designed and constructed, or specially adapted for the use of a person suffering from some physical defect or disability if the vehicle is fitted with a disabled person's belt for that seat.</p> <p>Paragraph 2 shall have effect in</p>

		<p>1st April 1987, in addition to the seat belts required by paragraph 1 and 2 above, it shall be fitted with a harness belt, a lap belt, a passive belt or three-point belt for every other forward-facing seat.</p> <p>4. Every adult belt and every disabled person's belt fitted to the vehicle shall be properly secured to anchorages provided for it and installed so that it can be used properly to restrain an occupant (e.g. in the case of a lap belt by passing over the pelvic region and in the case of a harness belt, a passive belt or a three-point belt by also restraining the upper torso and not being liable to slip off the shoulder). Also, there shall be no sharp edges liable to cause abrasion or damage to the belts in normal use. In the case of every lap belt, passive belt and three point belt, provision shall be made for their safe and convenient storage.</p>	<p>(a) in the case of a vehicle which meets the requirements of paragraph 3 of Schedule 2 to these Regulations -</p> <p>(i) if the vehicle does not have a separate chassis, the date of manufacture of the integral chassis-body, or</p> <p>(ii) if the vehicle has a separate chassis, the date of manufacture of the body or the chassis, whichever is the earlier; or</p> <p>(b) in the case of any other vehicle, the date of manufacture of the vehicle;</p> <p>"appropriate belt", in relation to a seat in a vehicle, means -</p> <p>(a) in a case where the windscreen is located as mentioned in paragraph 3.1.7 of Annex 1 to Directive 77/541/EEC as last amended by Directive 90/628/EEC, a harness belt, a lap belt, a passive belt, or a three-point belt;; and</p> <p>(b) in any other case, a harness belt, a passive belt or a three-point belt.</p>	<p>relation to motor ambulances and motor caravans as if for "1st April 1987" there were substituted "1st October 1988" .</p> <p>Paragraph 3 shall have effect in relation to motor ambulances and motor caravans as if -</p> <p>(a) for "1st April 1987" there were substituted "1st April 1997" ; and</p> <p>(b) there were added at the end the words "intended for use while the vehicle is travelling on a road" .</p>
12	Brakes	<p>1. The vehicle shall comply with the requirements of paragraph 2.1 and 2.2 of Annex 1 of Directive 71/320/EEC as last amended by Directive 85/647/EEC; but in the application of that Annex (as so amended) to this paragraph -</p> <p>(a) the second sentence of paragraph 2.2.1.2.4</p>	<p>For the purpose of this item -</p> <p>"braking device", "control", "transmission", "service braking", "secondary braking" and "parking braking", have the same meaning as in 71/320/EEC as last amended by Directive 85/647/EEC;</p>	<p>Paragraphs 1 to 4 shall not apply to vehicles having not more than three wheels, if they comply with the requirements for motor-tricycles in the following provisions of Directive 93/14/EEC -</p>

		<p>shall not have effect; and</p> <p>(b) paragraph 2.2.1.4.2 shall not have effect in relation to a vehicle which is fitted with a braking device having a split-circuit transmission which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the transmission of the service braking;</p> <p>(c) paragraph 2.2.1.5.1 shall have effect as if for the last sentence there were substituted the words " This condition must be met by automatic means" .</p> <p>2. If the vehicle is equipped with an anti-lock device it shall comply with paragraph 2.2.1.23 of 71/320/EEC as last amended by Directive 88/194/EEC.</p> <p>3. The vehicle shall comply with the requirements of paragraphs 2.2.1.11.1 and 2.2.1.11.2 of Directive 71/320/EEC as last amended by 91/422/EEC.</p> <p>4. The secondary braking and service braking shall have the same control.</p> <p>5. The brake efficiency shall be not less than -</p> <p>(a) for the service braking</p> <p>(l) in the case of a passenger vehicle, 60%; or</p>	<p>"anti-lock device"-</p> <p>(a) except in relation to a vehicle having not more than three wheels, has the same meaning as in 71/320/EEC as last amended by Directive 88/194/EEC; and</p> <p>(b) in relation to a vehicle having not more than three wheels, has the same meaning as in Appendix 2 to the Annex of of Directive 93/14/EEC;</p> <p>"brake efficiency " means maximum total brake force expressed as a percentage of the maximum gross weight;</p> <p>"maximum total brake force" means the total braking force when the brakes are fully applied;</p> <p>" total braking force" means the total of the braking forces transmitted by the tyres to the road surface when the brakes are applied;</p> <p>"servo-assistance" means an energy supply which supplements the muscular energy of the driver;</p> <p>"lateral brake distribution", in relation to an axle, means the ratio (expressed as a percentage) of the lower to the higher of the braking forces transmitted by the tyres to the road surface for two wheels, on opposite sides of the vehicle on the same axle;</p> <p>"longitudinal brake distribution" means the ratio of</p>	<p>(a) paragraph 2.1 of the Annex;</p> <p>(b) paragraphs 2.2.4 to 2.2.8 of the Annex; and</p> <p>(c) in the case of vehicles equipped with anti-lock devices, Appendix 2 to the Annex;</p> <p>In relation to vehicles having not more than three wheels, paragraph 5 shall have effect as if -</p> <p>(a) for " 60% " and " 30%" there were substituted " 50% and " 25%" respectively. and</p> <p>(b) for " 50 kg" and " 70kg" there were substituted " 40 kg" , if a manual control is used to apply the secondary braking.</p> <p>Paragraph 7 shall not apply to a vehicle (except one which is either a personally imported vehicle or is not otherwise classified as a Schedule 2 vehicle) if the brakes acting on its rear wheels are fitted with an anti-lock device and were so fitted at the time of its</p>
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		<p>(ii) in the case of a goods vehicle, 50%</p> <p>(b) for the secondary braking in the case when the servo-assistance provided for the service braking (if any) fails and a force is applied to the control</p> <p>(i) in the case of a passenger vehicle, 30% when the force applied is 50kg; or</p> <p>(ii) in the case of a goods vehicle, 25% when the force applied is 70kg.</p> <p>(c) 18% for the parking braking.</p> <p>6. The lateral brake distribution for the service braking shall -</p> <p>(a) in relation to each steering axle; and</p> <p>(b) for all values of total braking force and vehicle speed,</p> <p>be not less than 70%</p> <p>7. The longitudinal brake distribution for the service braking shall, for all values of total braking force, vehicle speed and adjustment settings (if any), be greater than the ratio of the vertical forces transmitted to the road through the front and rear wheels respectively when the vehicle is in running order and being braked on a level surface.</p>	<p>the braking forces transmitted by the tyres to the road surface through the front and rear wheels respectively when the vehicle is in running order and being braked on a level surface;</p> <p>" in running order" means -</p> <p>(a) with all fluids (such as oils and engine coolant) necessary for the vehicle to be driven, the fuel tanks full , a spare wheel and a tool-kit;</p> <p>(b) carrying a driver weighing 68kg; but</p> <p>(c) not otherwise carrying any load or passengers.</p>	<p>manufacture.</p>
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		8. The capacity of the braking device to absorb and dissipate energy shall be sufficient to ensure that all the required aspects of braking performance can be maintained under all normal operating conditions of the vehicle, including long hill descents, taking account of the vehicle's speed capability, weight and weight distribution.		
13	Noise and Silencers	<p>1. The vehicle shall be fitted with an exhaust system including a silencer such that the exhaust gases shall not escape into the atmosphere without first passing through the silencer.</p> <p>2. When -</p> <p>(a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle; and</p> <p>(b) the engine by which the vehicle is propelled is run at a constant rotational speed of 3500 revolutions per minute or $\frac{3}{4} S$ if S is less than 4500 revolutions per minute,</p> <p>the noise measured at 0.5 metres from the exhaust outlet at 45 degrees to the axis of the outlet pipe in a horizontal plane, shall not exceed 101db(A).</p>	For the purposes of this item, "S" means the rotational speed at which maximum power is produced;	Paragraph 1 shall not apply to vehicles propelled other than by an internal combustion engine.
14	Glass in windcreens and other windows outside	The windows of the vehicle shall be fitted with glazing which complies with the requirements of regulations 31 and 32 of the Construction and Use Regulations to the extent (if any) that they apply to the vehicle. However, side screens may be	For the purposes of this item, the Construction and Use Regulations shall have effect as if every reference to the date on which a vehicle is first used were a reference to its effective date .	The requirements of regulation 32(2) and (7) of the Construction and Use Regulations shall not apply to the glazing fitted to any

		constructed of safety glazing .	<p>For the purposes of this item -</p> <p>"effective date" means -</p> <p>(a) for the purposes of regulation 32(2) and (10) of the Construction and Use Regulations, the date of manufacture of the vehicle or 31st March 1985, whichever is the earlier;</p> <p>(b) for all other purposes, the date of manufacture;</p> <p>"side-screen" means an item of glazing wholly or partly on either side of the driver's seat that does not slide or move relative to the vehicle or any of its parts (including glazing) in a manner likely to cause abrasion to any glazing surface; and</p> <p>"safety glazing" has the same meaning as in regulation 32 of the Construction and Use Regulations..</p>	<p>window, if that glazing provides a level of safety equivalent to glazing which complies with the requirements set out in column 3 of this item.</p> <p>In relation to a vehicle fitted with a near-side exterior mirror (in addition to the obligatory off-side exterior mirror) which meets the requirements of item 7 (rear-view mirrors), the requirements of regulation 32(10) of those Regulations shall not apply to the glazing fitted to any window every part of which is behind the driver.</p>
15	Seats and their anchorages	<p>1. Every seat and seat back adjustment and displacement system provided shall incorporate a locking system which operates automatically in all positions provided for normal use and all seats, including those which can be tipped forward or have fold-down backs, shall lock automatically in their normal upright position.</p> <p>2. The unlocking controls for displacement systems which facilitate access by passengers shall be accessible from outside the vehicle when the door is open . They shall be easily accessible, even to the occupant of the seat immediately</p>		<p>This item does not apply to seats not intended for normal use while the vehicle is travelling on a road (including seats exempt from Directive 74/408/EEC as last amended by Directive 81/577/EEC).</p>

		<p>behind the seat concerned if such a seat is designated as suitable for an adult.</p> <p>3 Seats shall be constructed and firmly attached to the vehicle such that they and their anchorages comply with the design, construction and fitting requirements of paragraph 6.2 to Annex I of Directive 74/408/EEC.</p>		
16	Tyres	<p>1. Every tyre (not being a retreaded tyre) fitted to the vehicle shall bear an approval mark in accordance with the requirements of Directive 92/23/EEC or ECE Regulation 30.</p> <p>2. Every retreaded tyre fitted to the vehicle shall bear a mark in accordance with paragraph 6 of BS AU 144e - 1988 or a corresponding standard and the indication given by the mark must not be false in a material particular.</p> <p>3. Each tyre fitted to the vehicle shall bear marks that were moulded on to or into the tyre at the time that it was manufactured which provide the following service information --</p> <p>(a) nominal size;</p> <p>(b) construction type (e.g. radial ply);</p> <p>(c) load capacity; and</p> <p>(d) speed capability.</p>	<p>For the purposes of this item -</p> <p>"BS AU 144e - 1988" has the same meaning as in the Motor Vehicles Tyres (Safety) Regulations 1994(b);</p> <p>"corresponding standard" shall be construed in accordance with regulation 13 of the Motor Vehicles Tyres (Safety) Regulations 1994 as it applies to BS 144e -1988; and</p>	<p>Paragraph 1 shall not apply to a tyre fitted to a vehicle, if the tyre provides a level of safety equivalent to a tyre that meets the requirements of that paragraph.</p> <p>Paragraph 2 shall not apply to a tyre fitted to a vehicle, if the tyre provides a level of safety equivalent to that provided by a tyre that complies with the requirements of that paragraph so far as it relates to BS AU 144e - 1988.</p> <p>Paragraph 3(c) and (d) shall not apply to a tyre fitted to a vehicle for which information on the load capacity and speed capability have been separately provided.</p>

(b) S.I. 1994/3117

		<p>4. Each tyre fitted to the vehicle shall be of a nominal size appropriate to the wheel to which it is fitted.</p> <p>5. Tyres on the same axle shall be of the same nominal size and of the same construction type. If radial tyres are fitted to the front axle, they shall also be fitted to the rear and if bias-belted tyres are fitted to the front axle, radial or bias-belted tyres shall be fitted to the rear.</p> <p>6. Each wheel on each axle shall be equipped with a tyre which has a load capacity such that when the axle is loaded to its maximum permitted axle weight, the weight transmitted to the road surface by that tyre does not exceed that load capacity.</p> <p>7. The speed capability of all tyres fitted shall be not less than the maximum design speed of the vehicle.</p>		
17	Interior fittings	<p>1. No surface (other than a surface of a window) of the vehicle interior which can be contacted by a sphere of 165mm diameter and which is within the specified zone, shall include any fittings (e.g. controls and instruments) or design features which have any dangerous roughness or sharp edges.</p> <p>2. Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the specified zone, shall be so</p>	<p>For the purposes of this item -</p> <p>"specified zone" means the zone which -</p> <p>(a) is forward of the transverse plane of the torso reference line of the manikin as defined in paragraph 2.5 and appendix 1 of Annex 3 to Directive 77/649/EEC as last amended by Directive 90/630/EEC with the manikin positioned in the rearmost designated seating position;</p> <p>(b) is above the horizontal plane passing through the point 150mm above the lowest part of the</p>	<p><i>This item shall not apply to a goods vehicle.</i></p> <p>This item shall not apply to any area inside a motor caravan or a motor ambulance which is not inside the head impact zone for any designated seating position.</p> <p>Paragraph 5 shall not apply to -</p> <p>(a) any floor-mounted hand-</p>

		<p>constructed and mounted that they would either retract into the surface of the panel or become detached from the panel when a horizontal force of 40kg is applied to them.</p> <p>3. The lower edge of the instrument panel shall be rounded to a radius of curvature of not less than 19mm, or if it is covered with non-rigid material, not less than 5mm.</p> <p>4. The rearward and upward-facing parts of seat frames behind which there is a designated seating position, shall be both covered with non-rigid material and have a radius of curvature of not less than 5mm.</p> <p>5. The handbrake control in the fully released position and the gear-lever control in any forward gear position shall not have any radius of curvature of less than 3.2mm on surfaces which can be contacted by a sphere of 165mm diameter.</p> <p>6. Shelves and other similar items shall be so constructed that their supports have no protruding edges and that all parts facing into the vehicle present a surface not less than 25mm high with edges rounded to a radius of curvature of not less than 3.2mm. This surface shall also be covered with non-rigid material.</p> <p>7. On that part of the inner surface of the roof which is situated above or forward of the occupants and can be contacted by a sphere of 165mm diameter, the width of projecting parts</p>	<p>top of the front seat cushions; and</p> <p>(c) is outside the areas defined by paragraphs 2.3.1, 2.3.2 and 2.3.3 of Annex I to Directive 74/60/EEC as last amended by Directive 78/632/EEC;</p> <p>"head impact zone" has the same meaning as in Directive 74/60/EEC;</p> <p>"sharp edge" means an edge of rigid material having a radius of curvature of less than 2.5mm, except in the case of projections of less than 3.2mm from the panel. In this case, the minimum radius of curvature shall not apply provided that the height of the projection is not more than half its width and its edges are blunted;</p> <p>"rigid material" means a material which has a hardness of no less than 50 shore A;</p> <p>"non-rigid material" means a material which has a hardness of less than 50 shore A;</p> <p>"designated seating position" means a position where there is a seat designed for normal use while the vehicle is travelling on the road.</p> <p>"air bag" means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle</p>	<p>brake control if, in the fully released position, no part of the control is in the specified zone; or</p> <p>(b) any hand-brake control mounted on or under the instrument panel, if in the fully released position, there is no possibility of the occupants of the vehicle contacting it in the event of a frontal impact.</p> <p>Paragraph 7 shall not apply to parts covered with a non-rigid material and the hood-frames of convertible vehicles. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof, with the roof in the closed position.</p> <p>Paragraph 1 (in so far as it relates to the surface of an instrument panel) and paragraph 2 shall not apply to a vehicle if -</p> <p>(a) it is not a vehicle which is either a personally imported vehicle or is not otherwise classified as a Schedule 2 vehicle;</p> <p>(b) it is fitted with air bags for</p>
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		made of rigid material , shall not be less than the length of their projection from the surface and their edges shall have a radius of curvature of not less than 5mm. Roof sticks or ribs made of rigid material with the exception of the header rail of the glazed surfaces and door frames, shall not project downwards by more than 19mm.		the protection of the driver and the front seat passenger; and (c) those air bags were fitted at the time the vehicle was manufactured..
18	External projections	<p>1. The vehicle shall not be fitted with any mascot, emblem or other ornamental object unless it complies with the requirements of regulation 53 of the Construction and Use Regulations,</p> <p>2. There shall be no other feature on the external surface of the vehicle likely to increase the risk or seriousness of injury to any person who could come into contact with the vehicle. Without prejudice to the generality of the foregoing, the radius of curvature of all hard parts protruding from this external surface which can be contacted by a sphere of 100mm diameter, shall be not less than 2.5mm.</p> <p>3. Headlamp visors and rims shall not project more than 30mm beyond the lens surface.</p> <p>4. The ends of bumpers shall be turned inwards or recessed or integrated within the bodywork.</p> <p>5. Handles, hinges, push buttons and fuel tank filler caps shall not project more than 40mm from the external surface unless they cannot under any circumstance project beyond the extreme outer edge of the vehicle, in which case they may project by up to 50mm from the external surface..</p>	<p>For the purposes of this item -</p> <p>" external surface" of the vehicle means the outward facing surface at any height from the floor line up to a height of 2metres from the horizontal surface on which the vehicle is standing.</p> <p>" floor line" has the same meaning as in Directive 74/483/EEC.</p> <p>"hard parts" means those made of a material of hardness exceeding 60 shore A.</p> <p>"vehicle body plan-form" means the area resulting from a vertical projection of the complete body onto a horizontal surface; and, for the purposes of this definition-</p> <p>" complete body" means all parts of the bodywork and chassis, including any separate wheel-guards, but does not include running gear, such as wheels, axles, suspension, brakes and steering.</p> <p>" extreme outer edge" has the meaning given by regulation 3(2) of the Road Vehicles Lighting</p>	<p><i>This item shall not apply to a goods vehicle.</i></p> <p>The second sentence of paragraph 2 shall not apply to -</p> <p>(a) parts which protrude by less than 5.0 mm but by not less than 1.5 mm, if the outward facing angles of such parts are blunted and any parts which protrude by less than 1.5 mm ;</p> <p>(b) grills such as air intakes, having gaps of not more than 40mm but more than 25mm, if they have radii of curvature of not less than 1mm; and those having gaps of not more than 25mm but more than 10mm, if they have radii of curvature of not less than 0.5mm; and those having gaps of not more than 10mm; if they are blunted;</p>

	<p>All handles shall be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the extreme outer edge of the vehicle.</p> <p>6. The open ends of door handles which rotate parallel to the plane of the door shall be turned back towards the plane of the door. Such open ends shall be directed rearwards unless the handles cannot under any circumstances project beyond the extreme outer edge of the vehicle and at least one of the following requirements is met-</p> <p>(a) the open end of the handle is shielded to the front by a protective surround, or</p> <p>(b) the open end of the handle is recessed into the vehicle bodywork, or</p> <p>(c) the gap measured laterally between the open end of the handle and the vehicle body is no more than 2mm when the handle is in its normal position with the door latched.</p> <p>7. The open ends of handles which pivot outwards in any direction shall face either rearwards or downwards, unless they have an independent return mechanism and cannot project more than 15mm from the external surface should the return mechanism fail.</p> <p>8. Windows which open outwards from the external surface of the vehicle shall have no forward facing exposed edge and shall not</p>	<p>Regulations 1989 modified so as to disregard the projection of handles, hinges, push buttons, fuel tank filler caps and windows.</p>	<p>(c) wind screen, head lamp and rear window wiper blades and supports, provided that they are blunted;</p> <p>(d) wheels, if there are no pointed or sharp features which projects beyond the external plane of the wheel rim, no wing nuts are fitted and there are no projections beyond the vehicle body plan form apart from tyres and wheel discs, (including central wheel securing nuts) if the latter have a radius of curvature of not less than 30mm and do not project by more than 30mm beyond the vehicle body plan form ;</p> <p>(e) sheet metal edges if they are folded back by about 180 degrees;</p> <p>(f) folds in body panels;</p> <p>(g) lateral air or rain deflectors, if their edges which are capable of being directed outwards have a radius of</p>
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		<p>project beyond the extreme outer edge of the vehicle.</p> <p>9. No jacking bracket shall project by more than 10mm beyond the vertical projection of the floor line lying directly above it.</p> <p>10. No exhaust pipe shall project by more than 10mm beyond the vertical projection of the floor line lying directly above it, unless it terminates in a rounded edge having a radius of curvature of no less than 2.5mm..</p>		<p>curvature of not less than 1mm; and</p> <p>(h) in the case of a personally imported vehicle or a vehicle which is not otherwise classified as a Schedule 2 vehicle, any part of the external surface of the body (including without prejudice to the generality of this paragraph cosmetic features such as trim and badges) of the vehicle as originally manufactured, or as subsequently altered in a manner approved by the manufacturer, and which it is not reasonably practicable to remove.</p> <p>Paragraph 8 shall not apply to windows of motor ambulances or motor caravans which are located -</p> <p>(a) to the rear of the driver's seat; and</p> <p>(b) in the case of a motor ambulance, in the medical working area; or</p> <p>(c) in the case of a motor caravan, in the living area.</p>
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19	Speedometers	<p>1. The vehicle shall be fitted with a speedometer capable of indicating speed in mph at all speeds up to the design speed of the vehicle and capable of being read by the driver at all times of the day or night.</p> <p>2. For all true speeds up to the design speed of the vehicle, the true speed shall not exceed the indicated speed.</p> <p>3. For all true speeds of between 25 mph and 70 mph (or the design speed if lower), the difference between the indicated speed and the true speed shall not exceed -</p> <p style="text-align: center;">$V/10+6.25$ mph</p> <p>where V= the true speed of the vehicle in mph.</p>		This item shall not apply to vehicles having a maximum design speed of less than 25 mph.
20	Wiper and washer system	<p>1. The vehicle shall be fitted with one or more wipers which when switched on, operate automatically to clear the windscreen of water so that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in wet weather.</p> <p>2. The wiper or wipers shall have at least one operating frequency at which it or they shall</p>		<p><i>This item shall not apply to a goods vehicle.</i></p> <p>This item shall not apply to vehicles not equipped with a windscreen through which the driver must look to obtain an adequate view of the road ahead, both directly in front of</p>

		<p>operate continuously at no less than 45 cycles per minute.</p> <p>3. The wiper blade or blades shall return automatically to a position of rest which shall be outside the driver's normal field of view and shall be capable of being displaced from this position on the windscreen to allow for windscreen cleaning.</p> <p>4. The vehicle shall be fitted with a windscreen washer system capable of cleaning, in conjunction with the wiper or wipers, the area of windscreen swept by the wiper or wipers.</p> <p>5. When this system is actuated with the nozzles plugged, it shall be capable of withstanding the pressures produced.</p> <p>6. The capacity of the liquid reservoir for this system shall not be less than 1 litre.</p>		<p>the vehicle and in front of both sides of the vehicle, from all normal seating positions.</p>
21	Defrosting and demisting system	<p>1. The vehicle shall be equipped with a system for removing frost and ice from the glazed surfaces of the windscreen. This system shall be effective enough to ensure that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in cold weather.</p> <p>2. The vehicle shall be equipped with a system for removing mist from the interior glazed surface of the windscreen. This system shall be effective enough to ensure that the driver has an adequate view of the road ahead, both directly</p>		<p><i>This item shall not apply to a goods vehicle.</i></p> <p>This item shall not apply to vehicles not equipped with a windscreen through which the driver must look to obtain an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, from all normal seating positions.</p>

		in front of the vehicle and in front of both sides of the vehicle, in wet and humid weather.		
22	Fuel input	The vehicle shall be fitted with a fuel tank so constructed that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of not less than 23.6mm without the aid of a device (such as a funnel) not fitted to the vehicle.		This item shall not apply to vehicles to which paragraph 2(c) or (d) in column 3 of item 4 (exhaust emissions) do not apply.
23	Design weights	<p>1. The maximum gross weight of the vehicle shall be no less than the sum of the kerbside weight, and -</p> <p>(a) in the case of a vehicle other than a motor ambulances or motor caravan, 75kg for each seat</p> <p>(b) in the case of a motor ambulance or a motor caravan, 85kg for each seat and 10kg for each metre of the total length of the vehicle.</p> <p>2. For all vehicles -</p> <p>(a) the sum of the maximum permitted axle weights must not be less than the maximum gross weight of the vehicle;</p> <p>(b) when the vehicle is loaded to its maximum gross weight by placing a weight of 68kg in each seat and by distributing the remaining weight evenly in the areas designed to accommodate luggage (all in accordance</p>	<p>For the purposes of this item-</p> <p>"seat" means any seat, including the driver's seat, designed for use while the vehicle is travelling on the road.</p>	<i>This item shall not apply to a goods vehicle.</i>

		<p>with paragraph 2 of the Appendix to Directive 92/21/EEC as last amended by Directive 95/48/EC), the axle weight of each axle shall not exceed the maximum permitted axle weight; and</p> <p>(c) when the vehicle is loaded to its maximum gross weight and at the same time, its rear axle is loaded to its maximum permitted axle weight, the front axle weight shall not be less than 30% of the maximum gross weight.</p>		
24	General vehicle construction	<p>1. All aspects of the design and construction of the vehicle and its equipment which are not covered by other subject matters in this Schedule, shall be such that no danger is caused or likely to be caused to any person in the vehicle or on a road.</p> <p>2. In particular, under all normal conditions likely to be encountered while the vehicle is being driven on a road, including when the vehicle is loaded to its maximum gross weight and the axle weight of any one axle equals its maximum permitted axle weight -</p> <p>(a) it shall be possible to control the vehicle safely, taking account of the vehicle's speed and acceleration capabilities;</p> <p>(b) it shall at all times be possible for the driver, while controlling the vehicle, to have a full view of the road and traffic ahead of the vehicle;</p> <p>(c) the clearance between any of the following</p>		

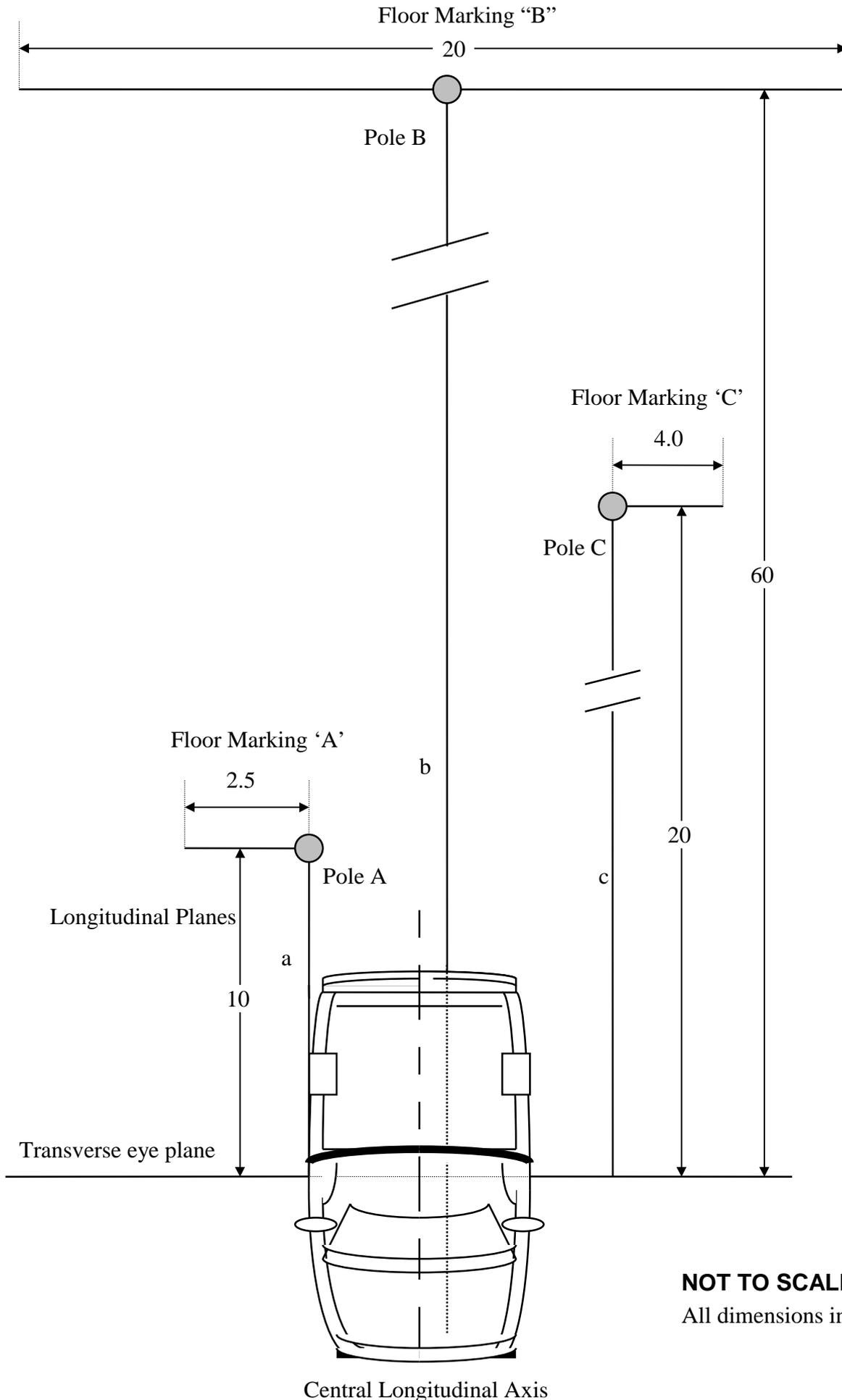
		<p>parts of the vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of the steering mechanism and fixed parts shall be sufficient to ensure no risk of fouling and the wheels and wheel-fixings shall be compatible;</p> <p>(d) the vehicle structure (chassis or integral chassis-body), shall be so designed and constructed as to withstand the forces and vibration to which it is likely to be subject;</p> <p>(e) all entries and exits provided for the vehicle occupants (other than doors) shall be so designed as to allow easy and safe use.</p> <p>(f) all aperture covers (other than doors) including tail gates, boot and bonnet lids, shall be capable of being securely latched in the fully closed position;</p> <p>(g) the steering, suspension, axles and wheels shall be so designed, constructed and fitted as to withstand the forces and vibration to which they are likely to be subject;</p> <p>(h) the fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the forces, vibration and corrosive environment to which it is likely to be subject. It shall also be so fitted as to avoid the risk of damage, such as abrasion, due to fouling of other parts and to minimise the risk of fire in the event of any leakage of fuel. The fuel tank</p>		
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		<p>shall comply with regulation 39 of the Construction and Use Regulations, except that it need not be made of metal.</p> <p>(i) the electrical system, including the battery, electrical components and wires, shall be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, shall be 300mm and wires shall be so fitted and protected as to avoid the risk of damage to insulation, such as abrasion. All components shall be so constructed and fitted as to minimise the risk of corrosion and fire.</p>		
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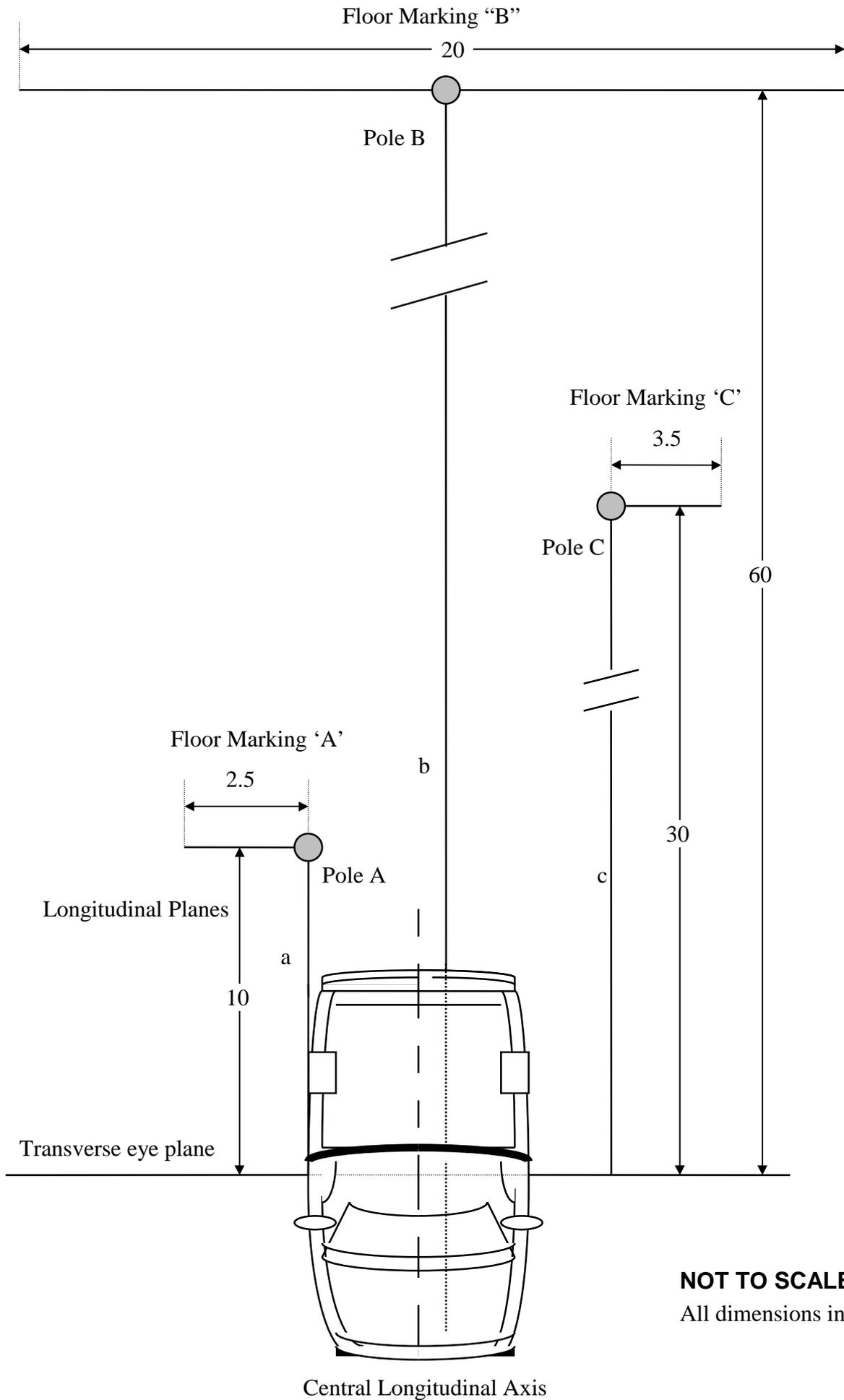
25	<i>Plate for goods vehicles</i>	<i>Every goods vehicle shall comply with the requirements of paragraphs (2) and (3) of regulation 66 of the Construction and Use Regulations.</i>		
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APPENDIX 1 TO SCHEDULE 3 (Item 7, Rear-view Mirrors)

(All passenger vehicles and goods vehicles having a maximum gross weight not exceeding 2 tonnes)



APPENDIX 2 TO SCHEDULE 3 (Item 7, Rear-view Mirrors)
(Goods Vehicles having a maximum gross weight exceeding 2 tonnes)



NOT TO SCALE

All dimensions in metres

4	Exhaust Emissions		70/220/EEC as last amended by:		<p>“Passenger car” means a motor vehicle which</p> <p>(a) is constructed or adapted to carry passengers and is not a goods vehicle;</p> <p>(b) has no more than 5 seats in addition to the driver’s seat; and</p> <p>(c) has a maximum gross weight not exceeding 2500 kg</p> <p>“Class I vehicle” means a vehicle other than a passenger car which has a max. gross weight not exceeding 1250 kg</p> <p>“Class II vehicle” means a vehicle other than a passenger car which has a max. gross weight exceeding 1250 kg but not exceeding 1700 kg.</p> <p>“Class III vehicle” means a vehicle other than a passenger car which has a max. gross weight exceeding 1700 kg.</p>	<p>Applies only to passenger cars.</p> <p>Applies only to vehicles other than passenger cars.</p> <p>Applies only to passenger cars</p> <p>Applies from this date to Class I vehicles</p> <p>Applies from this date to Class II vehicles and Class III vehicles</p> <p>Applies from this date to passenger cars and Class I vehicles propelled by a Direct Injection Diesel engine</p> <p>Applies from this date to Class II vehicles and Class III vehicles propelled by a Direct Injection Diesel engine</p> <p>Applies to vehicles fuelled by liquid petroleum gas or compressed natural gas</p>
		1/1/93	91/441/EEC annex 1 paragraphs 5, 7 and 8	83/ 01 paragraphs 5, 8 and 13		
		1/10/94	93/59/EEC annex 1 paragraphs 5, 7 and 8	83/02 paragraphs 5, 8 and 13		
		1/1/97	94/12/EC annex 1 paragraph 5	83/03 paragraph 5		
		1/10/97	96/69/EC annex 1 paragraph 5	83/03 paragraph 5		
		1/10/98	“	“		
		1/1/2001	“	“		
		1/1/2002	“	“		
		1/10/99	98/77/EC annex 1 paragraph 5	83/04 paragraph 5		

		1/1/2001	98/69/EC annex 1 paragraph 5 (Phase I limits)			Applies from this date to passenger cars and Class I vehicles
		1/1/2002	“			Applies from this date to Class II vehicles and Class III vehicles
		1/1/2006	98/69/EC annex 1 paragraph 5 (Phase 2 limits)			Applies from this date to passenger cars and Class I vehicles
		1/1/2007	“			Applies from this date to Class II vehicles and Class III vehicles

8	Anti-theft devices	1/10/98	74/76/EEC as amended by: 95/56/EC annex V (electronic immobiliser) and annex VI (alarm system)	18/02 paragraph 7 and 97/00 Supp.1 paragraphs 5,6 and 7 (alarm system) and paragraphs 31, 32 and 33 (immobiliser)		<p>If an electronic immobiliser or alarm system is fitted to any vehicle, the device and its fitment must comply with the requirements in column 3, regardless of whether fitment is mandatory</p> <p>Mandatory fitment of an electronic immobiliser applies only to passenger vehicles but it does not apply to vehicles specially constructed (and not merely adapted) for the use of a person suffering from some physical defect or disability</p>
10	Seat belt anchorages	1/3/90 1/7/97	76/115/EEC as amended by 82/318/EEC annex 1 paragraphs 4 and 5 76/115/EEC as amended by 90/629/EEC annex 1 paragraphs 4 and 5	14/02 paragraphs 5,6 and 7 14/03 paragraphs 5,6 and 7		

11	Installation of seat belts	<p>1/3/90</p> <p>1/7/97</p> <p>1/10/99</p>	<p>77/541/EEC as last amended by 82/319/EEC</p> <p>annex 1 paragraphs 3.1 to 3.1.4</p> <p>90/628/EEC annex1 paragraphs 3.1 to 3.1.9</p> <p>96/36//EC annex 1 paragraphs 3.1 to 3.1.10 and 3.1.11 and 3.1.12</p>	<p>16/04, (Supplement 8) paragraphs 8.1 to 8.1.10.3 and 8.1.11 to 8.1.12</p>	<p>“disabled person’s belt” has the same meanings as in regulation 47 of the Road Vehicles (Construction and Use) Regulations</p>	<p>The requirements shall not apply in relation to a seat fitted to a vehicle which has been specially designed and constructed, or specially adapted for the use of a person suffering from some physical defect or disability if the vehicle is fitted with a disabled person’s belt for that seat.</p>
12	Brakes	<p>1/4/95</p> <p>1/10/99</p> <p>31/3/2001</p>	<p>71/320/EEC as last amended by:</p> <p>91/442/EEC annex 1 paragraph 2</p> <p>98/12/EC annex 1 paragraph 2.1.1.3</p> <p>98/12/EC annex 1 paragraph 2</p>			<p>Requirements for asbestos-free brake linings only</p> <p>All requirements</p>

13	Noise and silencers	1/3/90 1/10/96	70/157/EEC annex 1 paragraph 5 70/157/EEC as last amended by 92/97/EEC annex 1 paragraph 5	51/01 paragraph 5 51/02 paragraph 5		
26	Carbon dioxide emissions and fuel consumption	1/1/97	80/1269/EEC as last amended by: 93/116/EC annex 1 paragraph 5	101 paragraph 5	“Vehicle of category M1” has the same meaning as in Annex II of Directive 70/156/EEC as amended by Directive 92/53/EEC	Applies only to vehicles of category M1
27	Frontal impact	1/10/2003	96/79/EC annex 2 paragraph 3	94/01 paragraph 5	“Vehicle of category M1” has the same meaning as in Annex II of Directive 70/156/EEC as amended by Directive 92/53/EEC	Applies only to vehicles of category M1 having a maximum gross weight not exceeding 2500kg.
28	Side impact	1/10/2003	96/27/EC annex 2 paragraph 3	95/01 paragraph 5		

SCHEDULE 5

Regulation 12

FORM OF APPROVAL CERTIFICATE

[As in 1996 Regulations]

COMMUNITY INSTRUMENTS AND ECE REGULATIONS

PART I

References to Community Instruments

1.-(1) The Directives referred to in these Regulations are set out in Part II of this Schedule; those marked with an asterisk are Commission Directives and the other Directives are Council Directives.

(2) A reference in these Regulations to a Directive shown in column 2 of Part II of this Schedule as last amended by a Directive shown in column 3 against that Directive (for example, "Directive 76/115/EEC as last amended by Directive 90/629/EEC") shall be read as follows.

(3) The reference shall be read as a reference to the Directive shown in column 2 as amended by the Directives shown in column 3 against that Directive down as far as (and including) the Directive referred to as the last amending Directive.

2.-(1) For the purposes of these Regulations, where a vehicle does not comply with an item in Schedule 3 or 4 of these Regulations, it shall nevertheless be regarded as complying with that item if

- (a) that item contains a reference to a Directive ("the base Directive") not followed by the words "as last amended by";
- (b) the vehicle would comply with that item were there substituted for that reference, a reference to the base Directive as last amended by a Directive shown against the base Directive in column 3 of Part II of this Schedule.

(2) For the purposes of these Regulations, where a vehicle does not comply with an item in Schedule 3 or 4 of these Regulations, it shall nevertheless be regarded as complying with that item if

- (a) that item contains a reference to a Directive ("the base Directive") as last amended by another Directive ("the amending Directive"); and
- (b) the vehicle would comply with that item were there substituted for that reference, a reference to the base Directive as last amended by a Directive shown -
 - (i) against the base Directive, and
 - (ii) below the amending Directive in column 3 of Part II of this Schedule.

References to ECE Regulations.

3.-(1) A reference in these Regulations to an ECE Regulation followed by a number which is not itself followed by a full-stop and 2 digits (for example "ECE Regulation 30") shall be read as a reference to the ECE Regulation of that number which came into force on the date shown against that number in column (4) of Part III of this Schedule.

(2) A reference in these Regulations to an ECE Regulation followed by a number which is itself followed by a full-stop and 2 digits (for example "ECE Regulation 30.01") shall be read as a reference to the ECE Regulation of that number with the amendments in force on the dates shown against the number in column (4) of Part III of this Schedule.

4.-(1) For the purposes of these Regulations, where a vehicle does not comply with an item in Schedule 3 or 4 of these Regulations, it shall nevertheless be regarded as complying with that item if -

- (a) that item contains a reference to an ECE Regulation ("the base Regulation") that is not followed by a full-stop and 2 digits; and
- (b) the vehicle would comply with that item were there substituted for that reference, a reference to an entry in column (3) of Part III of this Schedule shown against that Regulation.

(2) For the purposes of these Regulations, where a vehicle does not comply with an item in Schedule 3 or 4 of these Regulations, it shall nevertheless be regarded as complying with that item if -

- (a) that item contains a reference to an ECE Regulation ("the base Regulation") that is followed by a full-stop and 2 digits; and
- (b) the vehicle would comply with that item were there substituted for that reference, a reference to an entry in column 3 of Part III of this Schedule shown -
 - (i) against that Regulation, and
 - (ii) below the entry in that column for that ECE Regulation and those 2 digits.

5. In these Regulations, "ECE Regulation" means a Regulation annexed to the Agreement concerning the adoption of uniform conditions of approval for motor vehicle equipment and parts and reciprocal recognition thereof concluded at Geneva on 20th March 1958(a) as amended(b) to which the United Kingdom is a party(c)

(a) Cmnd 2535.

(b) Cmnd 3562.

(c) By an instrument of accession dated the 14th January 1963 deposited with the Secretary General of the United Nations on 15th January 1963.

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations, which replace the Motor Vehicles (Approval) Regulations 1996 as amended, establish a revised system for approving the construction of single vehicles before they enter into service.

The Regulations apply to passenger vehicles and dual-purpose vehicles constructed to carry no more than 8 passengers excluding the driver (equivalent to EC category M1), certain 3 wheeled vehicles having a maximum unladen weight of more than 410kg (ie not motorcycles), and light goods vehicles (maximum gross weight not exceeding 3500kg, equivalent to EC category N1).

Part II concerns the approval requirements. Regulation 4 defines the vehicles to which these apply by reference to the regulations concerning national (Great Britain) type approval. Regulation 5 restricts the application of the Regulations until 1st January 2001 by limiting the cumulative maximum number of Minister's approval certificates which can be issued up until the end of each month. However, these limits do not apply to any vehicle approved on the basis of meeting equivalent standards in another EEA State, or to any of the special classes of vehicle specified in Schedule 2 (including personally imported and amateur built vehicles). Regulation 6 specifies two sets of approval requirements, namely basic requirements (Schedule 3) and enhanced requirements (Schedule 4). The special classes of vehicle specified in Schedule 2 need only meet the requirements of Schedule 3 but all other vehicles must meet both sets of requirements.

Part III deals with administrative arrangements. Regulation 7 relates to applications to the Secretary of State for a Minister's approval certificate and regulation 8 provides for the assignment of vehicle

identification numbers to vehicles which do not have a number which meets the requirements in regulation 8(1).

Regulation 9 specifies criteria for determining design weights. The procedure for appeals under section 60 by persons aggrieved by a determination made on behalf of the Secretary of State following an application under regulation 7 is governed by regulation 10. Provision is made in regulation 11 for an application or appeal to be refused without an examination of the vehicle to which the application relates in the circumstances specified in regulation 11(3).

The form of a Minister's approval certificate is prescribed by regulation 12 and Schedule 5. Regulation 13 provides for the provision of replacement certificates. Regulation 14 requires notices under the Regulations to be given in writing and permits them to be given by post.

Regulation 15 specifies the dates appointed for the purposes of section 63(1) of the Road Traffic Act 1988, on or after which it is an offence to use a vehicle of a relevant class without the appropriate certificate in force under sections 54 to 58 of that Act. Regulations 14(2),(3),(4) and (9) disapply this requirement in respect of specified types of vehicle or types of use. Regulation 15(5) appoints 1st March 2000 (the coming into force date of the Regulations) for certain imported vehicles (defined by reference to the 1996 Regulations) which are also required to have been issued with a test certificate under section 47 of the 1988 Act and are not otherwise exempted. Regulation 15(6) specifies 1st July 1998 as the day appointed for all other vehicles to which these Regulations apply which are not of a class for which a day had previously been appointed.

Regulation 16 provides that a licence under the Vehicles Excise and Registration Act 1994 is not to be granted in respect of a vehicle to which regulation 15 applies unless, in the first application made for it after the relevant appointed day, there is produced evidence that a certificate (or certificates) is in force for the vehicle under sections 54 to 58 of the 1988 Act from which it appears that the vehicle complies with the approval requirements.

These Regulations have been notified to the European Commission and the other Member States in accordance with Directive 98/34/EC of the European Parliament and of the Council (OJ No. L204, 21.7.98, p.37), as amended by Directive 98/48/EC of the European Parliament and of the Council (OJ No. L217, 5.8.98, p.18).

ANNEX B: Enhanced SVA Requirements including Comparable * non-European Standards

* Evidence that a vehicle complies with one of the comparable non-European standards will be accepted instead of compliance with the European standard for each subject matter and date of vehicle manufacture. This does not necessarily mean that these standards are truly equivalent but the Department has judged them to be sufficiently comparable in terms of their practical effect on vehicle safety, security or environmental protection to accept them as alternatives for the purpose of SVA.

Section in Manual	Subject Matter	Date of Vehicle Manufacture	European Standard (EC or ECE equivalent)	Comparable non-European Standards			
				United States	Japan	Australia	Other
1	Anti-theft devices	1/10/98	<p>If fitted, electronic immobiliser and alarm system must comply with: 95/56/EC or ECE R. 18/02 and ECE R.97 Supp.1</p> <p>Fitment of immobiliser is mandatory for passenger vehicles</p>				<p>If fitted, immobiliser requirements as in Appendix 1; alarm system requirements as in Appendix 2.</p> <p>Fitment of immobiliser is mandatory for passenger vehicles</p>

5	Seat belt anchorages	1/3/90	82/318/EEC or ECE R.14/02	FMVSS 210 including associated requirements of FMVSS 207 and FMVSS 208	Jisha 899 -1983, attachment 17 (TRIAS 37-1987)	ADR 5/04	Korea MVSS Article 103 (Note 1) or Singapore (Note 2) or Hong Kong (Note 3) or BS AU48a or BS AU 140a
		1/7/97	90/629/EEC or ECE R. 14/03	FMVSS 210 and FMVSS 208	Jisha 899 -1983 attachment 17 (TRIAS 37-1987) and attachment 11 (TRIAS 47-1993)	ADR 5/04 and ADR 69/00	
6	Installation of seat belts	1/7/97	90/628/EEC				3-point retractable belts required at all outboard seating positions; lap belts at other positions
		1/10/99	96/36/EC or ECE R.16/04, Supplement 8				Requirement for warning label - not to fit rear-facing child restraint on passenger seat for which air-bag provided (see Appendix 3)
14	Protective steering	1/3/90	74/297/EEC or ECE R.12/01	FMVSS 203) and) FMVSS 204)	Jisha 899 - 1983 attachment 11 (TRIAS 47-1993)	ADR 69/00 (Note 5)	Korea MVSS article 89 (Note 6)

		1/10/96	or ECE R.12/02 91/662/EEC or ECE R. 12/03	or FMVSS 208 FMVSS 208	(Note 4) “	“	or article 102 (Note 7) Korea MVSS article 102 (Note 7)
14.1	Front impact	1/10/2003	96/79/EC or ECE R. 94/01	FMVSS 208 and FMVSS 301	Jisha 899 - 1983 attachment 11 (TRIAS 47-1993) (Note 4)	ADR 69/00 (Note 5)	Korea MVSS article 102
14.2	Side impact	1/10/2003	96/27/EC or ECE R.95/01	FMVSS 214, paragraph S6 and FMVSS 301	Jisha 899 -1983 attachment 12 (TRIAS 47-2-1996)	----	----

16	Brakes	<p>1/4/95</p> <p>1/10/99 Asbestos-free req'ts only</p> <p>31/3/2001 All req'ts</p>	<p>91/442/EEC or ECE R. 13/06</p> <p>98/12/EC or ECE R.13/09 or ECE R. 13H</p> <p>"</p>	<p>FMVSS 105 plus ABS on rear wheels or FMVSS 135</p> <p>" plus asbestos-free</p> <p>"</p>	<p>Jisha 899 - 1983 attachment 5 (TRIAS 11-2-1994)</p> <p>" plus asbestos-free</p> <p>"</p>	<p>ADR 31/01 plus ABS on rear wheels (Note 8) ADR 35/01 plus ABS on rear wheels (note 9)</p> <p>" plus asbestos-free</p> <p>"</p>	<p>----</p> <p>---- Singapore and Hong Kong prohibit asbestos on new vehicles</p> <p>----</p>
17	Noise and silencers	<p>1/3/90</p> <p>1/10/96</p>	<p>70/157/EEC or ECE R. 51/01</p> <p>92/97/EEC or ECE R. 51/02</p>	<p>California (SAE J986)</p> <p>----</p>	<p>MV Safety Regulations Article 30 (TRIAS 20-1996)</p> <p>----</p>	<p>ADR 28/01</p> <p>----</p>	<p>Canada MV Safety Regulations Chapter 1038 Schedule V.I</p> <p>----</p>

18	Exhaust emissions		(Note 12 applies to all below)				
	(Euro-1)	1/1/93	91/441/EEC or ECE R.83/01 (passenger cars)	EPA 40 CFR Part 86, or California TLEV, LEV or ULEV	Jisha article 31 (Note 14)	----	----
		1/10/94	93/59/EEC or ECE R.83/01 (non-passenger cars)	"	"	---	----
	(Euro-2)	1/1/97 (passenger cars-Note 10)	94/12/EC or ECE R.83/02	----	----	----	----
		(See Note 11 for definitions of all below)					
		1/10/97 (Class I)	96/69/EC or ECE R.83/03	----	----	----	----
		1/10/98 (Class II & Class III)		----	----	----	----
		1/1/2000 (Pass. cars & Class I DI)		----	----	----	----
	1/1/2002 (Class II & ClassIII DI)		----	----	----	----	
	1/10/99 (LPG& CNG)	98/77/EC or ECE R.83/04	----	----	----	----	

18	Exhaust emissions (Euro-3)	1/1/2001 (Passenger cars & Class I)	98/69/EC. Phase 1 limits	Tier 2 (Note 13)	----	----	----
	(Euro-4)	1/1/2002 (Class II & ClassIII)	98/69/EC, Phase 2 limits	“	----	----	----
		1/1/2006 (Passenger cars & ClassI)		----	----	----	
		1/1/2007 (Class II & ClassIII)		----	----	----	
18.1	CO2 & Fuel consumption	1/7/97		93/116/EC or ECE R. 101 (Note 15)	----	----	----

NOTES

1. "Light motor vehicles" anchorage strength requirements are only 80% of those for other vehicles, so these are unacceptable.
2. Seat belt anchorage standard is indicated on a plate fixed to the vehicle.
3. Seat belt anchorages may be approved to one of the following standards which are acceptable before 1/7/97:-
BSAU 48a: BSAU 140a (for seats with integral anchorages); FMVSS 210; Directive 82/318/EEC.
4. This does not apply to chassis-type 4x4 vehicles or forward-control vehicles.
5. Applies to passenger cars (category M1) from 1/1/96; forward-control vehicles and off-road vehicles from 1/1/2000; light goods vehicles having maximum gross weight less than 2700 kg from 1/7/2000.
6. This does not apply to vehicles having a steering column axis at an angle greater than 35 degrees to the horizontal.
7. Includes an alternative "occupant survival space" requirement which is not acceptable.
8. Applies to most cars but not vehicles mentioned in note 9 below.
9. Applies to forward-control passenger vehicles, off-road passenger vehicles and goods vehicles since 1/7/98.
10. "Passenger car" has no more than 6 seats(including driver's seat) and max. gross weight not exceeding 2500kg.
11. "Class I" : non-passenger car and having max. gross weight not exceeding 1250 kg.
"Class II" : non-passenger car and having max. gross weight greater than 1250kg but not exceeding 1700kg.
"Class III" : non-passenger car and having max. gross weight greater than 1700kg.
"DI" : vehicles propelled by Direct Injection diesel engine
"LPG" : vehicles fuelled by Liquid Petroleum Gas
"CNG" : vehicles fuelled by Compressed Natural Gas.
12. To demonstrate compliance with European requirements, only evidence of compliance with the Type 1 test(drive-cycle) is needed, provided proof of compliance with any of the USA or Japan standards is available.

13. "Tier 2" will be phased in for cars and light duty trucks up to 6000 lb(2720kg) max. gross weight from model year 2004 to 2007 and for heavier vehicles up to 2009. Only vehicles meeting the 0.2 g/mile(0.125 g/km) NO_x standard can be accepted as equivalent to Euro-3.
14. Applies only to vehicles not exceeding 1700 kg maximum gross weight.
15. Values derived from European emissions (Euro-2 or later) Type 1 (drive-cycle) test are acceptable.

ANNEX B , APPENDIX 1

Requirements for Electronic Immobiliser¹ to be fitted to vehicles manufactured on or after 1 October 1998

1. The immobiliser shall be constructed so as:-

1.1 to prevent the operation of the vehicle under its own power by at least one of the following means:

- disabling at least two separate vehicle circuits that are needed for vehicle operation under its own power, (e.g. starter motor, ignition, fuel supply, etc.).
- interference by code of at least one control unit required for the operation of the vehicle.

(Directive 95/56/EC, Annex V, para. 4.1.1., 4.1.1.1. and 4.1.1.2.)

1.2 to set without supplementary action from the driver by at least one of the following means:

- at rotation of the ignition key into the "0" position in the ignition lock and activation of a door; in addition, immobilisers which unset immediately before or during the normal starting procedure of the vehicle are permitted to set on turning the ignition off.
- a maximum of five minutes after removing the key from the ignition lock.
- when locking the vehicle.

(Directive 95/56/EC, Annex V, para. 4.4.1.)

1.3 to unset by using one or a combination of the following devices, or devices giving equivalent performance:

- a mechanical key.
- a key pad for inputting an individually selectable code.
- electrical/electronic device, e.g. remote control.

(Directive 95/56/EC, Annex V, para. 4.5., 4.5.1., 4.5.1.1., 4.5.1.2. and 4.5.1.3.)

1.4 not to compromise the vehicle's compliance with the relevant technical requirements. (directive 95/56/EC, Annex V, para.3.3)

1.5 not to enter the set state when the ignition key is in the engine running mode. (Directive 95/56/EC, Annex V, para. 3.4.)

1.6 not adversely to affect the design function and operation of the vehicle, even in the case of malfunction. (Directive 95/56/EC, Annex V, para. 3.6.)

1.7 not to cause unburnt fuel to enter the exhaust in the case of a vehicle equipped with a catalytic converter. (Directive 95/56/EC, Annex V, para. 4.1.2.)

2. If the immobiliser includes the possibility of a radio transmission, e.g. for setting or unsetting, it shall comply with the relevant ETSI² standards, e.g. EN 300 220-1 and EN 300 220-2 (November 1997). The frequency and maximum radiated power of radio transmission for the setting and unsetting of the immobiliser must comply with the CEPT³/ERC⁴ Recommendation 70-03 (1997) relating to the use of short range devices. (Directive 95/56/EC, Annex V, para. 3.2.)

3. It shall only be possible to override an immobiliser when in the unset condition with a special key. (Directive 95/56/EC, Annex V, para. 3.5.)

4. Information on the status of the immobiliser (set/unset, change of set to unset and vice versa), may be provided by optical displays inside and outside the passenger compartment. The light intensity of optical signals installed outside the passenger compartment shall not exceed 0.5 candela. (Directive 95/56/EC, Annex V, para. 4.6.1.)

5. If an indication of short term “dynamic” processes such as change from “set” to “unset” and vice versa is provided, it shall be optical, according to Item 4. Such optical indication may be produced by the simultaneous operation of direction indicators and/or passenger compartment lamp(s), provided that the duration of the optical indication by the direction indicators does not exceed 3 seconds. (Directive 95/56/EC, Annex V, para. 4.6.2.)

1 A device which is intended to prevent the driving away of a vehicle powered by its own engine. (Directive 95/56/EC, Annex V, para. 2.1.)

2 ETSI: European Telecommunications Standards Institute.

3 Conference of European Posts and Communication

4 European Radiocommunications Committee

ANNEX B , APPENDIX 2

Requirements for Vehicle Alarm Systems (VAS)¹ if fitted (optionally) to vehicles manufactured on or after 1 October 1998

1. The vehicle alarm system shall be constructed so as:-

1.1 to emit

- an audible signal
- an audible and optical signal
- a radio signal
- any combination of the above.

1.1.1 Any audible alarm signal must be clearly audible, recognisable and significantly different from other audible signals used in road traffic. This may be achieved with the original equipment audible warning device and/or a separate audible alarm signal device fitted in the area of the vehicle controlled by the VAS and positioned so that it is difficult to access. If both devices can be activated by the VAS, any tampering with the standard audible warning device (generally more easily accessible) must not affect the operation of the separate audible alarm signal device.

(Directive 95/56/EC, Annex VI, para. 3.1., 4.2.1. and 9.2.1.)

1.2 to detect and signal the opening of any vehicle door, engine bonnet and luggage compartment. The VAS may also detect and signal intrusions into the vehicle and attempted vehicle theft. (Directive 95/56/EC, Annex VI, para. 4.1.1. and 9.1.1.)

1.3 to restrict the duration of any audible alarm signal to a maximum time of 30 seconds and to minimum time of 25 seconds. The audible signal may be activated not more than 10 times within the same activation period² so as to prevent a further theft or attempted theft. Unsetting of the alarm system shall immediately stop the audible alarm signals. (Directive 95/56/EC, Annex VI, para. 4.1.1., 4.2.2., 9.1.1. and 9.2.2.)

1.4 to restrict the duration of any optical alarm signal to a maximum time of 5 minutes and to a minimum time of 25 seconds. The optical signal shall consist of the flashing of all the direction indicators and/or passenger compartment lamp(s) of the vehicle, including all lamps in the same electrical circuit. Unsetting of the alarm system shall immediately stop the optical alarm signals. (Directive 95/56/EC, Annex VI, para. 4.3.2., 4.3.3., 9.3.2. and 9.3.3.)

¹ Systems constructed to indicate intrusion into or interference with the vehicle which may provide additional protection against unauthorised use. (Directive 95/56/EC, Annex VI, para. 2.1.)

² The period defined by the setting and unsetting of the VAS by the user.

1.5 to prevent deliberate or inadvertent setting and/or actuation of the alarm system when the engine is running. (Directive 95/56/EC, Annex VI, para. 4.5., 8.4. and 9.5.)

1.6 to limit the sound-pressure level of any audible source to a maximum of 118 dB(A) as measured and weighed in accordance with Directive 95/56/EC, Annex VI, Appendix 4. (Directive 95/56/EC, Annex VI, para 9.2.3.3. and Appendix 4, para. 2.1.7.)

1.7 not to compromise the vehicles compliance with the relevant technical requirements, especially with regard to electromagnetic compatibility (EMC). (Directive 95/56/EC, Annex VI, para. 3.2. and 8.2.)

1.8 not to influence the vehicle's performance (in the unset state), or its safe operation. (Directive 95/56/EC, Annex VI, para. 3.4.)

1.9 not to activate inadvertently, particularly whilst the engine is running. (Directive 95/56/EC, Annex VI, para. 3.5. and 8.4.)

1.10 not to affect the safe operation of the vehicle if failure of the VAS or failure of its electrical supply were to occur. (Directive 95/56/EC, Annex VI, para. 3.6. and 8.5.)

1.11 not to cause the alarm signal to sound unnecessarily, in either the set or unset conditions, in the event of:-

- electromagnetic incompatibility (test specified in Directive 95/56/EC, Annex VI, para. 5.2.12.)

- an impact on the vehicle (test specified in Directive 95/56/EC, Annex VI, para. 5.2.13.)

- reduction of battery voltage by continuous discharge (test specified in Directive 95/56/EC, Annex VI, para. 5.2.14.)

- false alarm of the passenger compartment control (test specified in Directive 95/56/EC, Annex VI, para. 5.2.15.)

(Directive 95/56/EC, Annex VI, para. 4.1.2.1., 9.1.2.1., 5.2.12., 5.2.13., 5.2.14. and 5.2.15.)

2. If the VAS includes the possibility of a radio transmission, e.g. for setting or unsetting of the alarm or for alarm transmission, it shall comply with the relevant ETSI ³ standards, e.g. EN 300 220-1 and EN 300 220-2 (November 1997). The frequency and the maximum radiated power of radio transmission for the setting and unsetting of the alarm must comply with the CEPT ⁴/ERC ⁵ Recommendation 70-03 (1997) relating to the use of short range devices. (Directive 95/56/EC, Annex VI, para. 3.3. and 8.3.)

³ ETSI : European Telecommunications Standards Institute

⁴ Conference of European Posts and Communications

⁵ European Radiocommunications Committee

3. Information on the status of the VAS (set, unset, change of set to unset and vice versa, alarm setting period, alarm has been activated) may be provided by optical displays inside and outside the passenger compartment. The light intensity of optical signals installed outside the passenger compartment shall not exceed 0.5 candela. (Directive 95/56/EC, Annex VI, para. 4.9.1. and 9.9.1.)
4. If an indication of short term “dynamic” processes such as change from “set” to “unset” and vice versa is provided, it shall be optical, according to Item 3. Such optical indication may be produced by the simultaneous operation of direction indicators and/or passenger compartment lamp(s), provided that the duration of the optical indication by the direction indicators does not exceed 3 seconds. (Directive 95/56/EC, Annex VI, para. 4.9.2. and 9.9.2.)
5. The VAS may include an optical and/or audible and/or radio panic alarm which may function independent of the state (set/unset) and/or function of the VAS. Such an alarm shall be triggered from within the vehicle and shall not affect the state (set/unset) of the VAS. It must also be possible for the user to switch off the panic alarm. In the case of an audible alarm, its duration of sounding per activation shall not be restricted. A panic alarm shall not immobilise the engine or stop the engine if it is running. (Directive 95/56/EC, Annex VI, para. 4.11.2. and 9.11.2.)

ANNEX B, APPENDIX 3

1. Every passenger seating position which is fitted with an airbag shall be provided with a warning against the use of a rearward-facing child restraint on the seat. The warning label, in the form of a pictogram which may include explanatory text, shall be durably affixed and located such that it is easily visible in front of a person about to install a rearward-facing child restraint on the seat in question. An example of a possible design of pictogram is shown in figure 1. A permanent reference should be visible at all times, in case the warning is not visible when the door is closed.

Figure 1

Pictogram



Colours: Grey shaded area (outer ring and diagonal stripe) is intended to be bright red.

2. The requirements of paragraph 1 shall not apply if the vehicle is fitted with a mechanism which senses automatically the presence of a rearward-facing child restraint, and ensures that the airbag will not be deployed when such a child restraint system is fitted.
3. In the case of seats capable of being turned to or placed in other orientations, for use when the vehicle is stationary, the requirements of paragraph 1 shall only apply to those orientations designated for normal use when the vehicle is travelling on a road.

DRAFT REGULATORY IMPACT ASSESSMENT

1. AMENDMENTS TO THE SINGLE VEHICLE APPROVAL SCHEME**2. PURPOSE AND INTENDED EFFECT****Issue**

2.1 The vast majority - around 98% - of passenger cars and light goods vehicles entering service in Great Britain are type-approved to meet harmonized European technical standards. There is no restriction on the import of such vehicles from outside Britain. Vehicles manufactured for non-European markets usually conform with different standards. Depending on the age and method of import, most of these vehicles are subject to a Single Vehicle Approval (SVA) inspection of their design and construction before they can enter service.

2.2 The current SVA inspection is based on standards that are, in most cases, significantly less onerous than for full type-approval. Accordingly, quantitative limits are in place on how many vehicles can enter service via SVA if imported commercially (although there is no limit on such vehicles imported for personal use).

2.3 There has been considerable criticism that the limits on commercial imports are discriminatory because they restrict access to the market - especially for independent importers, who, unlike manufacturers, are unable to obtain type approval. In addition, it has proved increasingly difficult to distinguish genuine personal imports from those that are commercial, so the scheme has suffered from ineffective enforcement.

Objective

2.4 The principal objective is to ensure that vehicles meet high standards of safety, security against crime, and environmental protection whilst removing trade restrictions, especially for independent importers who, unlike manufacturers, cannot obtain type approval. This should increase competition and consumer choice. The proposals also re-define personal imports so as to simplify and rationalize procedures and enforcement.

Risk Assessment

2.5 The proposals address two concerns. Firstly the safety, security and environmental protection afforded by vehicles entering service in Britain. Although many of the technical standards required of vehicles intended for non-European markets are broadly comparable with those under European type-approval, there are important differences. In particular, the current, mandatory, EU requirements for emissions and noise pollution are now more demanding than virtually all others. Vehicles manufactured for Far-Eastern markets, where car crime is not an issue, do not meet European anti-theft standards. There are various examples of individual safety standards (e.g. for brakes and for glass) not being met. It is difficult to quantify the consequences of these disparities because of the, currently, very small proportion of registered vehicles involved. Fluctuating market conditions also affect the attractiveness of importing vehicles not type-approved for Europe. It is nevertheless obvious that the government's safety, security and environmental protection objectives would be at risk in the absence of controls over the relevant standards - particularly if there was no restriction on numbers.

2.6 The second issue of meeting free trade requirements does not pose any risk in the sense of causing a hazard.

3. OPTIONS

Three basic options have been considered:

Option 1 Restrict the use of SVA to the special classes of vehicle which naturally occur in very small numbers, such as amateur-built vehicles and personal imports, for which the existing SVA scheme was primarily designed.

Option 2 Allow only the approval of vehicles which are not already available in the UK in type-approved form. These models would normally be for a limited market - otherwise manufacturers would have obtained type approval and made them available - so the numbers would be self-limiting at a modest level and their use of SVA should not risk seriously undermining type approval or significantly eroding standards.

Option 3 Phase out the numerical limits thus giving access to SVA to all cars and light goods vehicles and introduce enhanced standards for key items to apply to commercially traded mass-produced vehicles, allowing the special minority classes to continue to meet the basic standards.

Note: For all options, it was considered appropriate to re-define "personal imports" to replace the current simple 'purchase and use outside the UK' criterion with stipulated periods of residency and vehicle use - as required by Customs & Excise (C&E) for relief of import duty - thus simplifying enforcement and preventing use of these rules by commercial importers for which they were never intended.

Issues Of Equity Or Fairness

- a. Is it fair to impose strict standards on what is currently a small proportion of vehicles used on public roads?
- b. Is it fair to constrain independent dealers from competing with manufacturers and official dealers for the supply of vehicles; and individuals from seeking "unusual" vehicles for private use?
- c. Is it fair to require manufacturers to invest heavily in the very onerous and exacting design, construction and production requirements of type approval whilst enabling others to access the market by comparatively simple means?

4. BENEFITS

Identifying the benefits

4.1 Reduced pollutant emissions; increased protection against car crime; increased safety; greater choice of vehicles and competition for their supply. The consumer will be the principal beneficiary with the added advantage of increased confidence that cars up to 10 years old on the market will be designed and constructed to recognised high standards. Small independent businesses will have free access to the vehicle market.

Quantifying and valuing the benefits

4.2 **Option 1** would safeguard standards but it would rule out the possibility of companies or individuals, other than long-term residents abroad, from registering normal production vehicles not covered by type approval. It would inhibit trade and consumer choice more than at present in a way which would be unfair and highly unpopular.

4.3 **Option 2** is not perceived to produce significant benefits. Although there would be some increase in consumer choice for unusual vehicles, the market would remain restricted. The unusual vehicles are also the ones least likely to meet European or equivalent standards and although the numbers are unlikely to be high, they would be considerably greater than amateur-built vehicles and genuine personal imports.

4.4 **Option 3** is considered to achieve the best practical balance in meeting the objectives. High standards will be assured and trade restrictions removed, allowing manufacturers and independent traders to compete on equal terms, thus increasing competition and consumer choice.

5. COMPLIANCE COSTS FOR BUSINESS, CHARITIES & VOLUNTARY ORGANIZATIONS

Business sectors affected

5.1 Independent dealers of cars and light goods vehicles will be directly affected. Vehicle manufacturers and official dealers will be affected to the extent that they too can make use of the proposed arrangements if they choose to - as an alternative to type approval. This might be attractive for special models or to test the market before investing in type approval. There is no perceived affect on charities and voluntary organizations.

Compliance costs for a “typical” business.

i. Recurring Costs

5.2 There will, in many cases, be additional recurring costs compared with the current scheme. Although the basic ESVA fee is expected to be lower than the cost of the current standard SVA inspection, additional independent testing might be needed to demonstrate compliance with the enhanced emissions and noise standards for a particular model. Those vehicles which do not meet the enhanced standards in their original non-European specification would need to be modified

5.3 The approval fees are expected to be set at about the following levels:

Test type	Test Fee (£)
ESVA (Passenger)	110
ESVA (Goods)	80
SVA Amateur Built Vehicle (Passenger)	180
SVA Personal Import (Passenger)	90
SVA Amateur Build/Personal Import (Goods)	70

(Fewer items are tested on light goods vehicles than on cars. The higher cost for amateur-built cars reflects the more time-consuming nature of the inspection of these vehicles).

5.4 Under ESVA, compliance with full type-approval standards for certain key items will be necessary. If documentary or other evidence is not available at the time of application, independent tests (i.e. obtained by the applicant from accredited facilities) will be needed. We have identified a likelihood that such tests will be needed for emissions on vehicles manufactured after 1/1/97, when European standards were introduced at a level tougher than required for virtually all other markets. Similarly, noise tests will be needed for vehicles manufactured after 1/10/96; and, for newer vehicles (post October 1998) not fitted with alternative immobilisers, an immobiliser will have to be added. The costs of these items are expected to be in the order of:-

Emissions test	£500
Noise test	£250
Immobiliser fitting	£100 (but offset for the end consumer by up to half this cost by reduced insurance premium)

5.5 In addition, some models may need modifications (e.g. to engine management for emissions and exhaust systems for noise) to enable them to comply. The costs are difficult to estimate and will vary considerably depending on make and model; we invite comments on likely figures.

5.6 In the worst case - i.e. if a vehicle had to be tested for emissions and noise and require an immobiliser - it might, therefore, typically cost around £1,000 to approve a single passenger car plus any modification costs. However, the proposed system of "Model Reports" whereby an importer could submit a batch of similar cars on the basis that only one would be subject to the full independent testing (if required) produces economies of scale. Thus an importer submitting a batch of 100 similar cars would have to pay a one-off cost of around £750 for independent emissions and noise tests, plus for each vehicle, the £110 ESVA fee plus any modification necessary such as the £100 for fitting an immobiliser. That would work out at £7.50 + £110 + £100 [+ other modifications] = about £220 per car. The total cost would therefore depend on how many similar vehicles were submitted; and an applicant could refer back to a previous application made by him to make use of an earlier Model Report. For vehicles with complete documentation confirming compliance with all the ESVA standards, the cost would be only the £110 ESVA fee.

ii. Non-recurring costs

5.7 There could be some modest development costs for those newer models which need modification to comply with the current and future European emissions and noise standards. We invite comments on likely figures.

iii. Total compliance costs

5.8 These will be the sums of the recurring costs and any non-recurring development costs, shared over the total number of vehicles of the relevant model submitted by the applicant who carried out the modifications, be he a manufacturer or independent trader.

6. CONSULTATION WITH SMALL BUSINESSES

6.1 The principles of Option 3 were the subject of public consultation in October 1998. 17 responses were received from small to medium sized businesses and their representative bodies. Amongst this group of respondents, there was no obvious consensus on how best to proceed. Whilst there was a clear general support for the objectives, concern was expressed about the level of the technical standards to be applied: many did not seem to appreciate why a vehicle considered fit to enter service in non-European markets should not automatically be allowed to do so here.

7. OTHER COSTS

7.1 There will be additional costs for the Vehicle Inspectorate, who will require additional staff and equipment to process applications and produce Model Reports. However, this will be recovered over time from the fees, which will be kept under review. Enforcement costs at the point of registration (borne by the Driver and Vehicle Licensing Agency) are expected to fall marginally because the alternative paperwork required will, in virtually all cases, be simplified.

8. RESULTS OF CONSULTATIONS

8.2 The principles of Option 3 were the subject of public consultation over a period of 6 weeks starting in October 1998. 72 responses were received from a wide range of interested parties. In addition to the small businesses identified in 6.1 above, manufacturers, consultants, test facilities, consumer organizations and government agencies commented. Some individuals also responded. 38 were in favour of the proposals (although many had comments on points of detail); 18 were opposed; the remainder did not express a clear view either way.

9. SUMMARY & RECOMMENDATIONS

	Option 1 Costs	Option 2 Costs	Option 3 Costs	Option 1 Benefits	Option 2 Benefits	Option 3 Benefits
Business	No additional costs compared with existing SVA	No additional costs compared with existing SVA	Costs of £110 - £1000 per vehicle	Disbenefit. Independent trader could not import mass-produced vehicles	Some benefits for traders importing unusual vehicles.	Benefits for both independent traders and manufacturers
Charities	None	None	None	None	None	None
Citizens	For the minority used to buying non type-approved vehicles, loss of opportunity to buy these at lower prices.	For the minority used to buying non type-approved vehicles, loss of opportunity to buy some models at lower prices	For the minority used to buying non type-approved vehicles, some increase in price of these vehicles, if passed on by businesses. Otherwise, increased competition for their supply should reduce prices.	None.	Some increased choice obtainable through direct imports.	Largely beneficial: greater assurance of standards; wider choice of vehicles and extra competition should help to reduce prices
Government	Admin / equipment costs (recoverable from fees). Less onerous enforcement effort / cost at point of registration	Admin / equipment costs (recoverable from fees). Less onerous enforcement effort / cost at point of registration	Admin / equipment costs (recoverable from fees). Less onerous enforcement effort / cost at point of registration	Safety / environmental objectives met but negative impact on competition; readily enforceable	Safety / environmental objectives met but little impact on competition; readily enforceable	Safety / environmental objectives met; increased competition; readily enforceable

Option 3 is recommended.

10. ENFORCEMENT, SANCTIONS, MONITORING & REVIEW

10.1 The scheme will be enforced, as now, by the Vehicle Inspectorate and by the Driver and Vehicle Licensing Agency's Vehicle Registration Offices. Because virtually all passenger cars and light goods vehicles up to 10 years old will need either a Certificate of Conformity (demonstrating type approval) or a Minister's Approval Certificate (for ESVA), checks at the registration stage will be greatly simplified; evidence of personal import status will no longer be needed in most cases.

10.2 The scheme will be monitored continuously by the Vehicle Inspectorate; and at policy level by Vehicle Standards and Engineering Division assisted by the DETR's Vehicle Standards Liaison Group, on which a wide range of businesses and consumer groups are represented.

**DETR-VSE
October 1999**

APPENDIX D

Model Report

Report Number

Date

Applicant Name and Address	
Vehicle Make	
Vehicle Model	
VIN Number	
Date of Manufacture	
Engine type and capacity	
Body type	
Imported from	

Proof Of Compliance with ESVA Requirements

Anti-theft devices	<i>In this space will be shown the method of compliance. This will be either a test report, evidence on the vehicle such as approval markings, a type approval certificate of conformity or proof of registration in a country which has requirements equivalent to the ESVA requirements. There may also be shown any instructions for the inspector giving advice as to the position of markings etc.</i>
Seat belt anchorages	
Installation of seat belts	
Protective steering	
Front impact	
Side impact	
Brakes	
Noise and silencers	
Exhaust emissions	
CO2 & Fuel consumption	

Test Report Contents - Emissions

Standard / Directive checked against	
VIN Number	
Date of Manufacture	
Vehicle make	
Vehicle model	
Engine size (cc)	
Engine code	
Fuel type	
No of cylinders	
Configuration	
Turbo/non turbo	
Fuel injection / carburettor *	
ECU *	
Catalyst *	
Turbocharger *	
Particulate trap *	
Throttle body / air flow meter *	
Weight (with a tolerance related to inertia weight of the test)	
Body type	
Transmission (Manual / Auto /Semi-auto)	
Gear ratios	
CO ₂	
CO and λ at idle and high idle (from test results)	
Modifications needed to vehicle to meet requirements	
Test results	

* *Manufacturer, designation and photograph*