
STATUTORY RULES OF NORTHERN IRELAND

2006 No. 343

ROAD TRAFFIC AND VEHICLES

**The Motor Vehicles (Approval) (Amendment)
Regulations (Northern Ireland) 2006**

Made - - - - *18th August 2006*
Coming into operation *4th October 2006*

The Department of the Environment makes the following Regulations in exercise of the powers conferred by Articles 31A(1), 31D(1) and 218(1) of the Road Traffic (Northern Ireland) Order 1981(1):

Citation, commencement and interpretation

1.—(1) These Regulations may be cited as the Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2006 and shall come into operation on 4th October 2006.

(2) In these Regulations the “principal Regulations” means the Motor Vehicles (Approval) Regulations (Northern Ireland) 2001(2).

Amendment of regulation 2 (interpretation)

2. In regulation 2(1) of the principal Regulations—

(a) after the definition of “bi-purpose vehicle” there shall be inserted—

““category” has the same meaning as in Annex IIA of the 1970 Directive;” and

(b) after the definition of “design gross weight” there shall be inserted—

““disabled person” means a person who has a disability (as defined in section 1 of the Disability Discrimination Act 1995(3));

“disabled person’s vehicle” means a vehicle which is adapted or constructed so as to enable a disabled person to travel in it, whether as the driver or as a passenger, in safety and reasonable comfort;”.

(1) S.I. 1981/154 (N.I. 1); see Article 2(2) for the definition of “Department”; Articles 31A and 31D were inserted by S.I. 1985/755 (N.I. 6), Article 3 and amended by S.R. 1993 No. 246, regulations 4 and 5 respectively
(2) S.R. 2001 No. 172 as amended by S.R. 2004 No. 30
(3) 1995 c. 50

Amendment of regulation 4 (approval requirements for relevant vehicles)

3.—(1) Regulation 4 of the principal Regulations shall be amended in accordance with paragraphs (2) and (3).

(2) For paragraph (2) there shall be substituted—

“(2) The items in Schedule 2 numbered 3, 4, 10 and 13 shall not apply to relevant vehicles which are not Schedule 1 vehicles, except that item 10 shall apply to disabled persons' vehicles and vehicles that have been adapted to category M1.”.

(3) For paragraph (7) there shall be substituted—

“(7) A relevant vehicle shall be regarded as complying with all the requirements prescribed under Article 31A of the Order if at least one of the following three conditions is satisfied in relation to each applicable subject matter mentioned in Schedule 2 or 3—

- (a) the vehicle complies with the requirements set out in paragraph (1);
- (b) the requirements applicable to the vehicle are prescribed by regulation 4 of the 1985 Regulations in relation to the subject matter and the vehicle complies with those requirements;
- (c) the vehicle has been issued with a Minister's approval certificate issued in accordance with section 58(1) or (4) of the Road Traffic Act 1988(4).

(7A) A relevant vehicle which meets the technical requirements for permanent registration in another EEA state shall be treated as complying with all the requirements prescribed under Article 31A of the Order, except to the extent that following an assessment of documentation where such is provided, the Department is unable to establish that the vehicle satisfies standards equivalent to those prescribed in relation to each applicable subject matter mentioned in Schedule 2 or 3.”.

Amendment of regulation 5 (application for Department's approval certificate)

4. In regulation 5 of the principal Regulations for paragraph (6)(b)(ii) there shall be substituted—

“(ii) in the case of a Schedule 1 vehicle (other than a left-hand drive vehicle or a personally imported vehicle) and a disabled person's vehicle, at the place where the examination took place for the purposes of the original application.”.

Amendment of regulation 8 (form of certificate)

5. For the Table in regulation 8 of the principal Regulations there shall be substituted—

“TABLE

(1) <i>Item</i>	(2) <i>Class of vehicle</i>	(3) <i>Letter</i>
1.	Left-hand drive vehicle	N
2.	Personally imported vehicle	P
3.	Amateur built vehicle	A
4.	Vehicle manufactured in very low volume	L

(1) <i>Item</i>	(2) <i>Class of vehicle</i>	(3) <i>Letter</i>
5.	Vehicle manufactured using parts from a registered vehicle	C
6.	Rebuilt vehicle	S
7.	Motor caravan, ambulance or hearse	M
8.	Armoured vehicle	T
9.	Vehicle not falling within any of the preceding classes specified in this Table	R
10.	Disabled person's vehicle	D
11.	Vehicle which meets the condition set out in regulation 4(7A)	E".

Amendment of Schedule 1 (Schedule 1 vehicles)

6.—(1) Schedule 1 to the principal Regulations shall be amended in accordance with paragraphs (2) to (4).

(2) In paragraph 1, sub-paragraph (f) shall be deleted.

(3) In paragraph 2—

(a) after sub-paragraph (1) there shall be inserted—

“(1A) A vehicle may also be treated for the purposes of these regulations as a personally imported vehicle if—

(a) a person, who is a serving member of the Armed Forces, intends to import it into the United Kingdom within 12 months of the date of application for a Department's approval certificate;

(b) that person, at the time of that application, has been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months; and

(c) heads (c) to (e) of sub-paragraph (1) apply to that person.”; and

(b) after sub-paragraph (5) there shall be added—

“(6) In this paragraph—

“serving member of the Armed Forces” means a person who is employed by Her Majesty's air forces, Her Majesty's military forces, or Her Majesty's naval forces; except that a serving member of any of the reserve forces shall not be included within this definition.”.

(4) Paragraph 6 shall be deleted.

Amendment of Schedule 2 (approval requirements for relevant vehicles)

7. For the Table in Schedule 2 to the principal Regulations, there shall be substituted the Table set out in Schedule 1 to these Regulations.

Amendment of Schedule 3 (approval requirements for relevant vehicles except Schedule 1 vehicles)

8. For the Table in Schedule 3 to the principal Regulations, there shall be substituted the Table set out in Schedule 2 to these Regulations.

Amendment of Schedule 4 (form of Department’s approval certificate)

9. For the certificate in Schedule 4 to the principal Regulations, there shall be substituted the certificate set out in Schedule 3 to these Regulations.

Amendment of Schedule 5 (Community instruments and ECE Regulations)

10.—(1) Schedule 5 to the principal Regulations shall be amended in accordance with paragraphs (2) to (4).

(2) In Part II, in the third and fourth columns of the Table for the references to Community Directives in Schedule 2, there shall be inserted—

(a) in the reference to Seat belts in column (1), after the last entry—

“2000/03/EC*	L53, 25.2.00, p.1”;
--------------	---------------------

(b) in the reference to Tyres in column (1), after the entry of the Principal Directive—

“2001/43/EC+	L211, 4.8.01, p.25”;
--------------	----------------------

(c) in the reference to Interior fittings in column (1), after the last entry—

“2000/04/EC+	L87, 8.4.00, p.22”.
--------------	---------------------

(3) In Part II, in the third and fourth columns of the Table for the references to Community Directives in Schedule 3, there shall be inserted—

(a) in the reference to Exhaust emissions column (1), after the last entry—

“1999/102/EC*	L334, 28.12.99, p.43
---------------	----------------------

2001/01/EC+	L35, 6.2.01, p.34
-------------	-------------------

2001/100/EC+	L16, 18.1.02, p.32”;
--------------	----------------------

(b) in the reference to Seat belts in column (1), after the last entry—

“2000/03/EC*	L53, 25.2.00, p.1”;
--------------	---------------------

(c) in the reference to Noise and silencers in column (1), after the last entry—

“1999/101/EC*	L334, 28.12.99, p.41”;
---------------	------------------------

(d) in the reference to Carbon dioxide emissions and fuel consumption in column (1), after the last entry—

“1999/100/EC*	L334, 28.12.99, p.36”;
---------------	------------------------

(e) in the reference to Frontal impact in column (1), after the last entry—

“1999/98/EC*

L9, 13.1.00, p.14”.

(4) In Part III, in the third and fourth columns of the Table for the references to ECE Regulation in Schedule 3, in the reference to Exhaust emissions in column (1), after the last entry, there shall be inserted—

“83.05

29 March 2001”.

Sealed with the Official Seal of the Department of the Environment on 18th August 2006.

L.S.

Maggie Smith
A senior officer of the
Department of the Environment

Status: This is the original version (as it was originally made).

SCHEDULE 1

Regulation 7

APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES (REPLACING TABLE IN SCHEDULE 2)

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
1	Doors, their latches and hinges	1. All doors, provided on the vehicle for the entry and exit of occupants, shall be designed so as to allow easy and safe use. Doors fitted to the side of a vehicle shall have both intermediate and fully latched positions. 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. Door latches shall be designed to prevent the doors from opening accidentally.	For the purposes of this item— “longitudinal plane,” means a vertical plane parallel to the longitudinal axis of a vehicle.	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 300 mm distant from the longitudinal plane passing through the nearest edge of such a seat. The latching requirements in paragraphs 1 and 3 shall not apply to any power-operated door if the force applied by the power actuator is sufficient to keep the door completely closed even when any load is applied as described in paragraph 3.

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		2. Where hinges are used on doors fitted to the side of a vehicle, other than folding doors, 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 —		
		(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		

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
-----------	---------------------	------------------	---	--------------------------------------

direction;
or

(b) a safety-bolt is fitted to prevent such unlatching and an audible warning device is provided which activates an audible warning if the vehicle is driven without the bolt in place.

3. On hinged doors, the latch and striker assembly shall be capable of withstanding any load which is likely to be applied in the course of normal

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>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.</p>		
2	Radio-interference suppression	<p>The vehicle shall comply with the requirements of paragraph 6.1 of of Annex I to Directive 72/245/EEC as amended by Directive 89/491/EEC, or of paragraph 6.1 of ECE Regulation 10.01.</p>		<p>This item shall only apply to vehicles propelled by a spark ignition engine.</p>
3	Protective Steering	<p>1. No part of the steering control surface directed towards the driver which can be contacted by a sphere</p>	<p>For the purposes of this item— “driver’s air bag” means a flexible bag fitted to a vehicle and designed to be filled with gas</p>	<p>This item shall not apply to — (a) vehicles manufactured before 1st October 1997 in which the centre of the steering control is in</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>of 165mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5mm.</p>	<p>under pressure in order to protect the driver in the event of a collision involving the front end of the vehicle. “steering control” has the same meaning as in Directive 74/297/EEC.</p>	<p>the forward quarter of the total length of the vehicle, including any bumpers and overriders; (b) ambulances, motor caravans and hearses (in each case) having a maximum gross weight of more than 2,500 kg if the vehicle has been derived from a goods vehicle either having a maximum gross weight of not less than 1,500 kg or manufactured before 1st October 1997; and (c) armoured vehicles.</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</p>		<p>If a disabled person’s vehicle had been adapted, then the requirements of this item shall not apply to the vehicle insofar</p>

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>the driver in the event of a frontal impact by absorbing energy. This requirement shall be treated as met if either —</p>		<p>as the adaptation prevents the vehicle from complying with any of the requirements of this item.</p>
		<p>(a) the vehicle complies with the requirements of paragraph 5.2 of Annex I of Directive 74/297/EEC;</p>		<p>Paragraph 1 shall not apply to any vehicle if:</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</p>		<p>(a) it is fitted with a driver’s air bag;</p> <p>(b) the driver’s air bag was fitted at the time the vehicle was manufactured; and</p> <p>(c) all parts of the steering control are blunted, except that this exemption shall not apply to:</p> <p>(i) an amateur-built vehicle,</p> <p>(ii) a vehicle manufactured in very low volume,</p> <p>(iii) a vehicle manufactured using parts of a registered</p>

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>4. The vehicle shall comply with the requirements of paragraph 5.1 of Annex I Directive 74/297/EEC.</p>	<p>amended by Directive 91/662/EEC.</p>	<p>vehicle, and (iv) a rebuilt vehicle.</p> <p>Paragraph 1 shall not apply to any switch fitted to the steering control of any vehicle if:</p> <p>(a) the switch is an integral part of the steering control as originally fitted to the vehicle by its manufacturer and it can be depressed into the steering control by finger pressure; and</p> <p>(b) the switch is blunted, except that this exemption shall not apply to:</p> <p>(i) an amateur-built vehicle,</p> <p>(ii) a vehicle manufactured in very low volume,</p>

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
				(iii) a vehicle manufactured using parts of a registered vehicle, and (iv) a rebuilt vehicle.
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 the vehicle 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</p>	<p>For the purposes of this item — “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, 5 or 7 of Schedule 1 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>For the purposes of this item, a vehicle that can be fuelled with both petrol and gaseous fuel, shall be regarded as a vehicle that can only be fuelled with a gaseous fuel, provided that:</p> <p>(i) the petrol system is fitted for emergency purposes only, and</p> <p>(ii) the petrol tank cannot contain more than 15 litres of petrol.</p> <p>This item shall not apply to vehicles with an internal combustion engine, if the internal combustion engine is used to generate electricity to</p>

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			1st August 1986, 4.5%; or (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 (c) if the vehicle is of a description mentioned in the Annex to the emissions publication	propel the vehicle. Paragraphs 2, 3 and 4 shall not apply to — (a) vehicles not propelled by a spark ignition engine; (b) vehicles having an effective date before 1st August 1975; and (c) vehicles having an effective date before 1st August 1987 and propelled by a rotary piston engine . Paragraphs 2(a) and (b) and 3 shall not apply to a rotationally a 2-stroke engine. Paragraph 2(c) shall not apply to: (a) a passenger car having an effective date on or after 1st August 1992 and before 1st August 1995;
			“the emissions publication” means the emissions publication as defined in sub-paragraph 7(b) of Schedule 10 to the Construction and Use Regulations; “a fast idling speed” means — (a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication , (b) in the case of a vehicle of a description mentioned in the Annex to the emissions publication , (c) in the case of a vehicle of a description mentioned in the Annex to the emissions publication , (d) in the case of a vehicle of a description mentioned in the Annex to the emissions publication , (e) in the case of a vehicle of a description mentioned in the Annex to the emissions publication	

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>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, the relevant percentage or</p> <p>(d) if the vehicle is not of a description mentioned</p>	<p>and (f) (b) respectively of that Annex; or in any other case, a rotational speed of between 2,500 and 3,000 revolutions per minute; “the lambda value” means the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7; “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</p> <p>(b) any other vehicle having four or more wheels and an effective date on or after 1st August 1997; if the passenger car or other vehicle was not on the effective date, equipped with a catalyst exhaust emissions system, in which case paragraph 2(b) will apply. Paragraphs 2(c) and 2(d) shall not apply to vehicles having an effective date before 1st January 1999 which are either —</p> <p>(i) fuelled solely by either liquid petroleum gas or natural gas, or</p> <p>(ii) bi-fuelled vehicles when controlled to operate on either of those gases. Paragraphs 3 and 4(b) shall not apply to vehicles</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>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 1995, or</p> <p>(ii) any other vehicle having four or more wheels and an effective date on or after 1st August 1997, 0.5% of the total exhaust emissions</p> <p>maximum limits shown against that description of vehicle columns 2(b) and 2(c) respectively of that Annex; “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 the driver’s seat;</p> <p>(c) has a weight not exceeding 2,500 kg maximum gross; and</p>	<p>fuelled solely by natural gas or to bi-fuelled vehicles when controlled to operate on natural gas.</p> <p>Paragraph 4(c) shall not apply to vehicles fuelled by liquid petroleum gas or natural gas.</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>3. If the engine by which the vehicle is propelled is run without a load at a rotational speed of 2,000 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 (b) paragraph 2(a) or (b) applies.</p> <p>4. If the vehicle is</p>	<p>(d) has four or more wheels; the relevant limits” means —</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; “the relevant percentage”</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>one to which paragraph 2(c) or (d) applies and the engine by which it is propelled is run without a load at a fast idling speed —</p>	<p>means in the case of a vehicle of a description mentioned in the Annex to the emissions publication, the percentage shown</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>against that description of vehicle in column 2(a) of that Annex; and “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</p>	
		<p>(b) the hydrocarbon content of the exhaust emissions from the engine shall</p>	<p>to be a four-stroke engine.</p>	

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			not exceed 0.02% of the total exhaust emissions from the engine by volume; and (c) the lambda value shall be between the relevant limits .	
5	Smoke Emissions	If the vehicle has an effective date on or after 1st 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 — (a) if the engine of the vehicle is turbo-charged, 3.0	For the purposes of this item — “coefficient of absorption” shall be construed in accordance with paragraph 3.5 of Annex VII to Directive 72/306; “effective date” has the same meaning as in item 4; and “free-acceleration” has the same meaning as	This item shall only apply to vehicles propelled by a compression ignition engine.

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		per metre, or (b) in any other case, 2.5 per metre.	in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC .	
6	Lamps, reflectors and devices	<p>The construction and equipment of the vehicle shall be such that its use on a road between sunset and sunrise would not constitute a contravention or a failure to comply with—</p> <p>(a) regulations 13a reference 14, 15, 16, 18, 19, 20, 22 or 23 of the Lighting Regulations; or</p> <p>(b) regulation 21 of those Regulations except in so far as it requires a vehicle —</p> <p>(i) to comply with paragraph 12(c) of Part 1 of Schedule 4 to those Regulations, and</p> <p>(ii) to be fitted with a dim-</p>	<p>For the purpose of this item, the Lighting Regulations shall have effect as if for every reference to the date on which a vehicle is first used there were substituted 13a 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; “special purpose” means, in relation to a vehicle, the special function, body arrangements or equipment by virtue of which the vehicle is</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>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		dip device or running lamp.	a special purpose vehicle for the purposes of Annex IIA of the 1970 Directive; “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>This item, in so far as it requires compliance with regulation 16 of the Lighting 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 that emit sufficient light to illuminate the road in front of the vehicle on both main and dipped beam.</p> <p>In the case of a rear direction indicator which is one of a number of lamps having a common housing and fitted to a left-hand drive vehicle,</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
				<p>paragraph 2(b) (i) in Part 1 of Schedule 7 to the Lighting Regulations shall apply as if for “400 mm” there were substituted “480 mm”.</p> <p>In the case of an ambulance, motor caravan, hearse or armoured vehicle, exemptions shall be permitted in so far as the special purpose of the vehicle makes it impossible fully to comply, provided that all obligatory lamps, reflectors and devices are installed and the angles of visibility are not affected.</p>
7	Rear-view mirror	<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</p>	<p>For the purposes of this item — “extreme outer edge” has the meaning given by regulation 2(1) of the Lighting Regulations; “floor marking A”, “floor marking B” and “floor marking C” mean the lines</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 requirements of paragraph 2 shall not apply to motor caravans, ambulances, hearses or armoured</p>

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>central driving position, the adjustment, rear view, and vibration requirements or</p> <p>(b) if the vehicle is left hand drive, the rear view, and vibration requirements.</p> <p>2. The vehicle shall also be fitted with at least one interior mirror which meets the adjustment, 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</p>	<p>shown as such in the Appendices 1 and 2 of this Schedule; “longitudinal plane” has the meaning in regulation 2(1) of the Construction and Use Regulations; “longitudinal plane a”, “longitudinal plane b” and “longitudinal plane c” mean the vertical planes “a”, “b” and “c” in the Appendices 1 and 2 to this Schedule; “pole A”, “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</p> <p>vehicles (in each case) having a maximum gross weight exceeding 2,500 kg if the vehicle has been derived from a vehicle of category M2, M3, N2 or N3.</p> <p>Paragraph 4(b)(iii) shall not apply —</p> <p>(a) to any mirror, no part of which is less than 2,000 mm 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) any left hand drive vehicle.</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		no interior mirror meets the rear view requirements , a nearside exterior mirror shall be fitted which meets —	the height of — (a) in the case of pole A , the highest point of the reflecting surface of the offside exterior mirror; (b) in the case of pole B , the highest point of the reflecting surface of the interior mirror; (c) in the case of pole C , the highest point of the reflecting surface of the nearside exterior mirror;	
		(a) if the vehicle is right hand drive or has a central driving position, the rear view and vibration requirements , or		
		(b) if the vehicle is left hand drive, the adjustment, rear view, and vibration requirements ,		
		4. Each rear view mirror fitted	means the vertical plane “transverse eye plane”	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		to the vehicle shall either —	<p>passing through the line shown as such in the Appendices 1 and 2 to this Schedule; “transverse plane” means a vertical plane normal to a longitudinal plane.</p> <p>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 and a Class III</p> <p>“The adjustment requirements”</p> <p>In order to meet the adjustment requirements —</p> <p>an interior mirror shall be capable of being adjusted by the driver when in his driving position; and an exterior mirror must—</p> <p>(a) be capable of being adjusted by the driver when in his driving position, the</p>	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>or a Class II mirror in the case of an exterior mirror; or</p> <p>(b) comply with the dimension requirements and the following requirements — Provided that (i) the edge of the reflective surface shall (a) It can be meet those enclosed with only with a the window protective housing in the driver's door</p> <p>(ii) all being open; part (b) the mirror the is capable extending surface of position the from the mirror outside of which the vehicle. are, “The dimension requirements”</p>	<p>door being closed; or be so constructed that, when knocked out of alignment, it can be returned to its former position without need of adjustment.</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>In order for an exterior mirror to meet the dimension requirements, the dimensions of the reflecting surface must be such that as the orthogonal projection onto a vertical surface accommodates a vertical line with a length of 70 mm and a rectangle with the vertical sides of 46 mm and horizontal sides of 70 mm.</p> <p>For an interior mirror to meet the dimension requirements, the dimensions of the reflecting surface must be such that as the orthogonal projection onto a vertical surface accommodates a rectangle with vertical sides of 40 mm and horizontal sides of 83 mm.</p> <p>than <i>“The rear view requirements (see the Appendices 1 and 2 to this Schedule) of</i> In order for a mirror to meet the rear view requirements, it must be such that than</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>when the vehicle is positioned such that its longitudinal axis is parallel to the longitudinal plane 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;</p> <p>(b) in the case of an interior mirror, with the central longitudinal axis of the vehicle positioned</p>	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>within that it 50 mm lies on the longitudinal of plane b, the the whole surface of floor at marking B and pole B; the or (c) mirror the is case of a attachment to exterior the mirror, with vehicle nearside body extreme outer edge of the vehicle positioned so that it is tangential to the longitudinal plane c, the whole of floor marking C and pole C.</p> <p>“The vibration requirements”</p> <p>In order to comply with the vibration requirements, 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</p>	

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			the driver to misinterpret the nature of the image received.	
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</p>		This item shall not apply to a relevant vehicle which is not a Schedule 1 vehicle, if it was manufactured after 30th September 1998.

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		affects the control of the vehicle (e.g. the steering control) —		
		(a) it shall not be possible to start the engine in the normal way until every such mechanical device has been deactivated;		
		(b) it shall not be possible to activate any such mechanical device while the engine is running;		
		(c) the action of activating		

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
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(8) of regulation55 of the Construction and Use Regulations to the extent (if any) that it would apply were the said paragraph(8) to apply to all motor vehicles.</p> <p>2. If the vehicle is fitted with one or more passive</p>	<p>any such mechanical device shall be distinct and separate from that of stopping the engine.</p> <p>For the purposes of this item — “adult belt” means a seat belt for an adult not being a disabled person’s belt; “disabled person’s belt”, “lap belt” and “seat belt” have the same meanings as in regulation 55(a) of the Construction and Use Regulations; “harness belt” means an adult belt which is a harness belt comprising a lap belt and</p>	<p>This item shall not apply to any non-bodied three-wheeled vehicle.</p> <p>This item shall not apply to a vehicle which is not a Schedule 1 vehicle, if it was manufactured after 30th June 1997.</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>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>belts, every such belt shall —</p> <p>(a) bear a mark as described in regulation 55(5)</p> <p>(c)</p> <p>(i) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 55(5)</p> <p>(c)</p> <p>(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 regu-</p>	<p>shoulder straps; “passive belt” means an adult belt comprised in a passive belt system.</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		(b) meet the requirements referred to in regulation 55(5) (c) (iv) of those Regulations.	lation 55(5) (c) (ii) of the Construction and Use Regulations; or	
10	Seat belt anchorages	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. 2. Without prejudice to paragraph 1, the vehicle shall be	For the purposes of this item — “adult belt”, has the same meaning as in item 9; “disabled person’s belt” has the same meaning as in regulation 55(11) of the Construction and Use Regulations. “special purpose” has the same meaning as in item 6.	This item shall not apply to any non-bodied three-wheeled vehicle. This item shall not apply to a disabled person’s vehicle which is not a Schedule 1 vehicle except for those anchorages fitted after the manufacture of the vehicle. 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 they

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>fitted with an anchorage in every position required to hold securely every adult belt, disabled person’s belt or any part of an adult belt or a disabled person’s 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, provided that for paragraph 4.4.1 there shall be substituted “4.4.1. Every belt anchorage shall comply with the following requirements.”.</p>		<p>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> <p>For motor caravans, ambulances and hearses, paragraph 1 shall apply only to seating positions where there is a seat intended for use while the vehicle is travelling on a road.</p> <p>An armoured vehicle shall be exempted from any requirement of paragraph 1 if it can be demonstrated to the satisfaction of the Department that it is impossible for the vehicle to comply due to its special purpose.</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>4. The vehicle shall meet strength characteristics equivalent to those needed to satisfy the requirements of paragraph 5 of Annex I to Directive 76/115/EEC, as last amended by Directive 82/318.</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's 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, it shall be fitted with an appropriate</p>	<p>For the purposes of this item —</p> <p>“adult belt”, “harness belt” and “passive belt” have the same meanings as in item 9; “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</p>	<p>This item shall not apply to any non-bodied three-wheeled vehicle.</p> <p>This item shall not apply to a relevant vehicle which is not a Schedule 1 vehicle, if it was manufactured after 30th June 1997, except that this exemption shall not apply to a seat belt which has been fitted to an anchorage during the course of a vehicle being adapted to become a disabled person's vehicle.</p> <p>The requirements of paragraphs 1, 2 and 3 shall not apply in</p>

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>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 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 a 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</p>	<p>I to relation to a Directive seat fitted to a 77/541/EEC disabled person’s vehicle if the as last vehicle is fitted amended with a disabled person’s belt for Directive that seat.</p> <p>90/628/EEC, Paragraph 2 a shall have effect harness in relation to belt, motor caravans, a lap belt, ambulances and passive belt, a hearses as if for “1st April 1987” there were or a substituted “1st three-point belt”; Paragraph 3 and shall have effect in relation to other motor caravans, case, a ambulances and harness hearses as if—</p> <p>(b) in any other motor caravans, case, a ambulances and harness hearses as if—</p> <p>belt, a (a) for “1st passive belt April 1987” there were substituted “1st April 1997”; and (b) there were added at the end the words “intended for use while the vehicle is travelling on a road”.</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</p>	<p>Paragraph 2 shall have effect in relation to motor caravans, ambulances and hearses as if for “1st April 1987” there were substituted “1st October 1988”.</p> <p>Paragraph 3 shall have effect in relation to motor caravans, ambulances and hearses 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> <p>An armoured vehicle shall be exempted from any requirement of paragraphs 1, 2 or 3 if it can be</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>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</p>	<p>as in regulation 55 of the Construction and Use Regulations. “effective date” means—</p> <p>(a) in the case of a vehicle which meets the requirements of paragraph 3 of Schedule 1 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</p>	<p>demonstrated to the satisfaction of the Department that it is impossible for the vehicle to comply on account of its special purpose.</p>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		convenient storage.	(b) in the case of any other vehicle, the date of manufacture of the vehicle; “special purpose” has the same meaning as in item 6.	chassis, the date of manufacture of the body or the chassis, whichever is the earlier; or
12	Brakes	1. The vehicle shall comply with the requirements of paragraph 2.1 and 2.2 of Annex I of Directive 71/320/EEC as last amended by Directive 85/647/EEC ; but in the	For the purpose of this item — “anti-lock device” — (a) except in relation to a vehicle having not more than three wheels, has	This item shall not apply to a relevant vehicle which is not a Schedule 1 vehicle, if it was manufactured after 31st March 1995, except that this exemption shall not apply to the braking system of a disabled person’s vehicle if it has been adapted.

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		application of that Annex (as so amended) for these purposes — (a) the second sentence of paragraph 2.2.1.2.4 shall not apply; (b) paragraph 2.2.1.4.2 shall not apply 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	the same as in Directive 71/320/EEC as last amended by Directive 88/194/EEC; in relation to a vehicle having not more than three wheels, the same meaning as in Appendix 2 to the Annex of Directive 93/14/EEC; “brake efficiency” means maximum total brake force expressed as a percentage of the maximum gross weight;	The requirements in paragraph 1 for the driver to be able to operate the service braking system while keeping both hands on the steering control, and the secondary braking system while keeping at least one hand on the steering control, shall not apply to a disabled person’s vehicle, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system. 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— (a) paragraph 2.1 of the Annex; (b) paragraphs 2.2.4 to

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>(c) shall apply 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</p>	<p>side of the vehicle, in the event of failure in a part of the transmission service braking and paragraph 2.2.1.5.1 shall apply as if for the last sentence there were substituted the words “This condition must be met by automatic means”.</p> <p>“braking device”, “control”, “transmission”, “service braking”, “secondary braking” and “parking braking” have the same meaning as Directive 71/320/EEC as last amended by Directive 85/647/EEC; “in running order” means—</p> <p>(a) with all fluids (such as oils and engine coolant) for the vehicle to be driven, with the fuel tanks full, and having a spare wheel and a</p>	<p>2.2.8 of the Annex; and in the case of vehicles equipped with anti-lock devices, Appendix 2 to the Annex.</p> <p>In relation to vehicles having more than 3 wheels, paragraph 5 (b) shall have effect (in the case of a vehicle having a secondary brake operated by a means other than a foot control) as if for “50 kg” and “70 kg” respectively there were substituted “40 kg” and “60 kg”.</p> <p>In relation to vehicles having not more than three wheels, paragraph 5 shall have effect as if for “60%” and “30%” there were substituted “50%” and “25%” respectively, and for “50 kg” and “70 kg” there were substituted “40 kg”, if a control other than a foot control is used to apply</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>it shall comply with paragraph 2.2.1.23 of 71/320/EEC as last amended by Directive 88/194/EEC.</p>	<p>(b) carrying a driver weighing 68 kg; but not otherwise carrying any load or passenger</p> <p>(c) “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; “longitudinal brake distribution” means the ratio of the braking forces transmitted by the tyres</p>	<p>the secondary braking.</p> <p>Paragraph 7 shall not apply to a 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 manufacture except this exemption shall not apply to:</p> <p>(i) an amateur-built vehicle,</p> <p>(ii) a vehicle manufactured using parts of a registered vehicle, and</p> <p>(iii) a rebuilt vehicle.</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 Directive 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>(i) in the</p>		

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>case to the road of surface</p> <p>a through the front and rear wheels</p> <p>passenger and vehicle, respectively</p> <p>60% or when the vehicle is</p> <p>(ii) in in running order and being braked on a level surface; “maximum total brake force”</p> <p>goods vehicle, 50% total brake force”</p> <p>(b) for the secondary braking force when the brakes are fully applied; “servo-assistance” means an energy supply which supplements the muscular energy of the driver; “total braking force” means the total of the braking forces transmitted</p> <p>(i) in the case of a passenger</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>vehicles are applied. when the force applied is 50 kg, or</p> <p>(ii) in the case of a goods vehicle, 25% when the force applied is 70 kg; and</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</p>	

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
-----------	---------------------	------------------	---	-----------------------------------

values of **total braking force** and vehicle speed, be not less than 70%.

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.

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		<p>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.</p>		
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</p>	<p>For the purposes of this item — “S” means the rotational speed at which maximum power is produced.</p>	<p>Paragraph 1 shall only apply to vehicles propelled by an internal combustion engine.</p>

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
------------	---------------------	------------------	---	--------------------------------------

passing through the silencer.

2. When —

- (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

- (b) the engine by which the vehicle is propelled is run at a constant rotational speed of

Status: This is the original version (as it was originally made).

1	2	3	4	5
Item	Subject Matter	Requirement	Definitions and supplementary provisions	Exemptions and modifications
		<p>3/4 S, 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>		
14	Glass in windscreens and other windows outside	The windows of the vehicle shall be fitted with glazing which complies with the requirements of regulations 36 and 37 of the Construction and Use Regulations to the extent (if any) that they apply to the vehicle. However, side screens may be constructed of safety glazing .	<p>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.</p> <p>For the purposes of this item— “effective date” means— (a) for the purposes of regulation 17(2) and (10) of the Construction and Use Regulations the date of manufacture</p>	<p>The requirements of regulation 37(2) and (7) of the Construction and Use Regulations shall not apply to the glazing fitted to any 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 (2) rear-side and exterior mirror (in addition to the obligatory side exterior mirror) which meets the requirements of item 7 (rear-view mirrors), the requirements of</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>of the vehicle or 31st March 1985, whichever is the earlier;</p> <p>(b) for all other purposes the date of manufacture of the vehicle;</p> <p>“safety glazing” has the same meaning as in regulation 37(4) of the Construction and Use Regulations; and</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</p>	<p>regulation 37(10) of those Regulations shall not apply to the glazing fitted to any window which is behind the driver.</p> <p>In relation to any glass fitted in a window of an armoured vehicle, the requirements of regulation 37(10) of those Regulations shall apply as if the values in column 4 of Table II of that regulation (minimum light transmission) were all 60%.</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
15	Seats and their anchorages	<p>1. Every seat and seat back adjustment and displacement system 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</p>	<p>abrasion to any glazing surface.</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>This item does not apply to any seat designed for a disabled person, provided that such a seat is securely attached to the vehicle.</p>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>the vehicle when the door is open. They shall be easily accessible, even to the occupant of the seat immediately 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</p>	<p>For the purpose of this item— “BS AU 144e-1988” has the same meaning as in the Motor Vehicles Tyres</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>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>accordance with the requirements of Directive 92/23/EEC or ECE Regulation 30 or 54.</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>(Safety) Regulations 1994(5); “corresponding standard” shall be construed in accordance with regulation 13 of the Motor Tyres (Safety) Regulations 1994 as it applies to BS 144e-1988.</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>

(5) [S.I. 1994/3117](#)

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			<ul style="list-style-type: none"> (a) nominal size; (b) construction type (e.g. radial ply); (c) load capacity; and (d) speed capability. <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>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<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 165 mm diameter</p>	<p>For the purposes of this item — “air bag” means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure</p>	<p>This item shall not apply to a goods vehicle.</p> <p>This item shall not apply to any area inside a motor caravan, an ambulance or a hearse which is not inside the head impact</p>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>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 9.5 mm from the surface of the panel, can be contacted by a sphere of 165 mm diameter and which are within the specified zone, shall be so constructed and mounted that they would either retract into the surface of the panel</p>	<p>in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle; “designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road; “head impact zone” has the same meaning as in Directive 74/60/EEC; “non-rigid material” means a material which has a hardness of less than 50 shore A; “rigid material” means a material which has a hardness of no less than 50 shore A; “sharp edge” means</p>	<p>zone for any designated seating position.</p> <p>An armoured vehicle shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Department that it is impossible for the vehicle to comply due to its special purpose. Paragraph 1 shall not apply to:</p> <p>(a) the edges of any interior fitting (if there is a gap of less than 20 mm wide between the edges);</p> <p>(b) any heating or ventilation grill element;</p> <p>(c) any control mounted on the heating or ventilation grill element area;</p> <p>provided that they are blunted.</p> <p>Paragraph 1 shall not apply to foot pedal controls.</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>or become detached from the panel when a horizontal force of 40 kg is applied to them.</p> <p>3. The lower edge of the instrument panel which is within the specified zone shall be rounded to a radius of curvature of not less than 19 mm, or if it is covered with non-rigid material, not less than 5 mm.</p> <p>4. The rearward and upward-facing parts of seat frames behind which there is a designated seating position, and which are within the head impact zone shall be both covered with non-rigid material</p>	<p>an edge of rigid material having a radius of curvature of less than 2.5 mm, except in the case of projections of less than 3.2 mm 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; “special purpose” has the same meaning as in item 6; “specified zone” means the zone which —</p> <p>(a) is forward of the transverse plane of the</p>	<p>Paragraphs 1 and 2 shall not apply to any switches, controls or associated equipment designed for the use by a disabled person and fitted in a disabled person’s vehicle provided that any edges are blunted.</p> <p>Paragraph 4 shall not apply to any seat designed for a disabled person and fitted in a disabled person’s vehicle.</p> <p>Paragraph 5 shall not apply to—</p> <p>(a) any floor-mounted hand-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</p>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		and have a radius of curvature of not less than 5 mm.	torso reference line of the manikin as defined in paragraph 2.5	of the occupants of the vehicle contacting it in the event of a frontal impact.
		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 3.2 mm on surfaces which can be contacted by a sphere of 165 mm diameter.	and shall not apply to parts covered 1 of Annex 3 to Directive 77/649/EEC as last amended by Directive 90/630/EEC	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.
		6. Shelves and other similar items fitted below the level of the highest part of the instrument panel shall be so constructed that their supports have no protruding edges and that all parts facing into the vehicle	(b)	Paragraph 1 (in so far as it relates to designated seating position) and paragraph 2 is shall not apply to above any vehicle if: (a) it is fitted with air bags for the protection of the driver and the front seat passenger; and (b) those air bags were fitted at the time the vehicle was

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>present a surface not less than 25 mm high with edges rounded to a radius of curvature of not less than 3.2 mm. 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 165 mm diameter, the width of projecting parts 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</p>	<p>front seat cushions; and 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>(c)</p>	<p>manufactured, except that this exemption shall not apply to:</p> <p>(i) an amateur-built vehicle,</p> <p>(ii) a vehicle manufactured in very low volume,</p> <p>(iii) a vehicle manufactured using parts of a registered vehicle, and</p> <p>(iv) a rebuilt vehicle.</p>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
18	External projections	<p>not less than 5 mm. 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 19 mm.</p> <p>1. The vehicle shall not be fitted with any mascot, emblem or other ornamental object unless it complies with the requirements of regulation 62 of the Construction and Use Regulations.</p> <p>2. The radius of curvature of all hard parts on or protruding from the external surface of the vehicle and which</p>	<p>For the purposes of this item — “extreme outer edge” has the meaning given by regulation 2(1) of the Lighting Regulations modified so as to disregard the projection of handles, hinges, push buttons, fuel tank filler caps and windows; “external surface” of the vehicle means the outward facing surface at any height</p>	<p>This item shall not apply to a goods vehicle.</p> <p>Those parts of a motor caravan, ambulance or hearse other than the driver’s cabin shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Department that it is impossible for the vehicle to comply due to its special purpose.</p> <p>An armoured vehicle shall be exempted from any requirement of this item if it can be demonstrated to</p>

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>can be contacted by a sphere of 100 mm diameter, shall be not less than 2.5 mm.</p>	<p>from the floor line up to a height of 2 metres from the horizontal surface on which the vehicle is standing; “floor line” has the same meaning as in Directive 74/483/EEC.</p>	<p>the satisfaction of the Department that it is impossible for the vehicle to comply due to its special purpose.</p>
		<p>3. Headlamp visors and rims shall not project more than 30 mm beyond the lens surface.</p>	<p>“hard parts” means those made of a material of hardness exceeding 60 shore A; “special purpose” has the same meaning as in item 6;</p>	<p>Paragraph 2 shall not apply to— (a) hard parts of a vehicle which are manufactured of plastic or rubber, provided that they are flexible and are blunted;</p>
		<p>4. The ends of bumpers shall be turned inwards, or be recessed, or be integrated within the bodywork.</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>(b) 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>5. Handles, hinges, push buttons and fuel tank filler caps shall not project more than 40 mm from the external surface unless they cannot under any circumstance project beyond the extreme outer edge of the</p>		<p>(c) grills such as air intakes, having gaps of not more than 40 mm but more than 25 mm, if they have radii of curvature of not less than 1mm;</p>

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>vehicle, in which case they may project by up to 50 mm from the external surface. 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>“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>and those having gaps of not more than 25 mm but more than 10 mm, if they have radii of curvature of not less than 0.5 mm; and those having gaps of not more than 10 mm, if they are blunted;</p> <p>(d) wind screen, head lamp and rear window wiper blades and supports, provided that they are blunted;</p> <p>(e) fixing holes or recesses of less than 12 mm diameter, provided that they are blunted;</p> <p>(f) wheels, provided that:</p> <p>(i) there are no pointed or sharp features which project beyond the external</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 rear-wards unless the handles cannot under any circumstances project beyond the extreme</p>		

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>outer edge of the vehicle and at least one of the following requirements is met—</p>		<p>plane of the wheel rim, (ii) no wing nuts are fitted, and (iii) there are no projections above the horizontal plane passing through the axis of rotation of the wheels, and 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</p>
		<p>(a) the open end of the handle is shielded to the front by a protective surround;</p>		
		<p>or (b) the open end of the handle is recessed into the vehicle bodywork;</p>		
		<p>or (c) the gap measured laterally between the open end of the handle</p>		

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			and the vehicle body is no more than 2 mm when the handle is in its normal position with the door latched.	
		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 15 mm from the external surface should the return mechanism fail.		less than 30 mm and do not project by more than 30 mm beyond the vehicle body plan-form ; (g) sheet metal edges if they are folded back by about 180 degrees; (h) folds in body panels; (i) lateral air or rain deflectors, if their edges which are capable of being directed outwards have a radius of curvature of not less than 1 mm; (j) radio aerial shafts, provided that they are fitted with a fixed end of capping

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>8. Windows which open outwards from the external surface of the vehicle shall have no forward facing exposed edge and shall not project beyond the extreme outer edge of the vehicle.</p>		<p>(k) of not less than 2.5 mm radius; and in the case of any other vehicle any part of the external surface (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, which are blunted and which it is not reasonably practicable to remove, except this exemption shall not apply to:</p> <ul style="list-style-type: none"> (i) an amateur-built vehicle, (ii) a vehicle manufactured
		<p>9. No jacking bracket shall project by more than 10 mm beyond the vertical projection of the floor line lying directly above it.</p>		
		<p>10. No exhaust pipe shall project by more than 10 mm beyond the vertical projection of the floor line lying directly above it, unless it terminates in a rounded edge having</p>		

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		a radius of curvature of no less than 2.5 mm.		in very low volume, (iii) a vehicle manufactured using parts of a registered vehicle, and (iv) a rebuilt vehicle.
19	Speedometers	1. The vehicle shall be fitted with a speedometer capable of indicating speed in mph at uniform intervals not exceeding 20 mph at all speeds up to the maximum speed of the vehicle and capable of being read by the driver at all times of the day or night. 2. For all true speeds up to the design speed of the vehicle, the true speed shall not	In this item— “maximum speed” has the meaning given in regulation 2(1) of the Construction and Use Regulations.	This item shall not apply to vehicles having a maximum speed of less than 25 mph.

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>exceed the indicated speed.</p> <p>3. For all true speeds of between 25 mph and 70 mph (or the maximum 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</p> <p style="padding-left: 40px;">V = the true speed of the vehicle in mph.</p>		
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</p>		<p>This item shall not apply to a goods vehicle.</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</p>

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		<p>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 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 at or beyond the outer edge of the area swept by the wiper and shall be capable of being displaced from this position on the windscreen to allow for windscreen cleaning.</p>		<p>vehicle and in front of both sides of the vehicle, from all normal seating positions.</p>

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		<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>		
21	Defrosting and demisting system	1. The vehicle shall be equipped with a system for removing frost and ice from the glazed		<p>This item shall not apply to a goods vehicle.</p> <p>This item shall not apply to vehicles not equipped with a windscreen</p>

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		<p>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 in front of the vehicle and</p>		<p>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>

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
22	Fuel input	<p>in front of both sides of the vehicle, in wet and humid weather.</p> <p>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 23.6 mm without the aid of a device (such as a funnel) not fitted to the vehicle.</p>		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 caravan, 75 kg for</p>	For the purposes of this item — “seat” means any seat, including the driver’s seat, designed for use while the vehicle is travelling on the road.	This item shall not apply to a goods vehicle.

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>each seat; and</p> <p>(b) in the case of a motor caravan, 85 kg for each seat and 10 kg 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</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>of the vehicle;</p> <p>(b) when the vehicle is loaded to its maximum gross weight by placing a weight of 68 kg in each seat and by distributing the remaining weight evenly in the areas designed to accommodate luggage (all in accordance with paragraph 2 of the Appendix to Directive</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>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</p>	

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
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</p>	<p>axle weight, the front axle weight shall not be less than 30% of the maximum gross weight.</p>	

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		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 —		
		(a) it shall be possible to control the vehicle safely, taking account of the vehicle's speed and acceleration capabilities;		
		(b) it shall at all times be possible for the driver,		

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			<p>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 parts of the vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of</p>	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			the steering mechanism and fixed parts shall be sufficient to ensure no risk of fouling and the wheels and wheel fixings shall be compatible;	
			(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	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>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</p>	

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			in the fully closed position; (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; (h) the fuel system, including the fuel tank, shall be so designed, constructed and fitted as	

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			<p>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</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject Matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>any leakage of fuel. The fuel tank shall comply with regulation 46 of the Construction and Use Regulations, except that it need not be made of metal; and</p> <p>(i) the electrical system, including the battery, electrical components and wires, shall be securely attached to the vehicle. In particular, the maximum</p>	

Status: This is the original version (as it was originally made).

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			distance between attachments of wires, except those contained within hollow components, shall be 300 mm 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	

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject Matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			corrosion and fire.	
25	Plate for goods vehicles	Every goods vehicle shall comply with the requirements of paragraphs (2) and (3) of regulation 79 of the Construction and Use Regulations.		For the purpose of this item—the the Construction and Use Regulations shall have effect as if for the reference to 6 mm in paragraph 5 of Part III of Schedule 11, there were substituted a reference to 4 mm.”.

SCHEDULE 2

Regulation 8

APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES EXCEPT SCHEDULE 1 VEHICLES (REPLACING TABLE IN SCHEDULE 3)

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject matter</i>	<i>3</i> <i>Design, construction and equipment requirements</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
		(a) <i>Date of manufacture of the vehicle</i>	(b) <i>Community Instrument</i>	(c) <i>ECE Regulation</i>
3	Protective steering	1st July 1991	Directive 74/297/EEC, Annex I, paragraphs 5 and 6	ECE Regulation 12.01, paragraphs 5 and 6
		1st October 1996	Directive 74/297/EEC	ECE Regulation
				If any vehicle has been adapted from a vehicle, the effect of which is to

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
			as amended by Directive 91/662/EEC , Annex I, paragraphs 5 and 6	12.03, paragraphs 5 and 6		change the category of the vehicle, then it shall be sufficient to show compliance either with the protective steering requirements for the category of the unadapted vehicle, or of the adapted vehicle. If (i) a disabled person’s vehicle has been adapted from a vehicle; and (ii) the reason for the adaptation is to enable a disabled person to drive the vehicle or travel as a passenger in it; then the requirements

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						of this item shall not apply, but only insofar as the adaptation prevents the disabled person’s vehicle from complying with any of the requirements of this item.
4	Exhaust emissions	1st January 1993	Directive 70/220/EEC as amended by: Directive 91/441/EEC , Annex I, paragraphs 5, 7 and 8 (applies only to passenger cars).	ECE Regulation 83.01, paragraphs 5, 8 and 13	For the purposes of this item — “passenger car” means a motor vehicle which — (a)	If any vehicle has been adapted from a vehicle, the effect of which is to change the category of the vehicle, constructed or provided the adaptation to has not been carried out by a system which would directly affect the amount of pollutants* emitted from the vehicle, it shall be
		1st October 1994	Directive 93/59/EEC , Annex I, paragraphs 5, 7 and 8 (applies only to vehicles other than passenger cars)	ECE Regulation 83.01, paragraphs 5, 8 and 13	(b)	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
		1st January 1997	Directive 94/12/EC , Annex I, paragraph 5 (applies only to passenger cars)	ECE Regulation 83.02, paragraph 5	that sufficient 6 to show seats compliance including with the exhaust drives emission seats requirements and for the	
		1st October 1997	Directive 96/69/EC , Annex I, paragraph 5 (applies from this date to Class I vehicles)	ECE Regulation 83.03, paragraph 5	(c) has category a of the maximally gross vehicle, weight of the not adapted exceeding 2,500 kg	
		1st October 1998	Directive 96/69/EC , Annex I, paragraph 5 (applies from this date to vehicles of category M1 other than passenger cars, Class II and Class III vehicles)		*Note: paragraph (b) of does any vehicle not has been apply adapted (as to permitted vehicles below), manufactured after the requirements 1st of this item January shall be 2001. deemed “Refer to be met, mass” provided the has unadapted the vehicle same complied meaning with the as in relevant Directive emission 70/220/EEC , requirements for that as category amended of vehicle	
		1st October 1999	Directive 98/77/EC , Annex I, paragraph 5 (applies to vehicles fuelled by liquid petroleum	ECE Regulation 83.04, paragraph 5	as in relevant Directive emission 70/220/EEC , requirements for that as category amended of vehicle	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
		1st January 2001	gas or compressed natural gas) Directive 98/69/EC , Annex I, paragraph 5 (Phase I limits) (applies from this date to passenger cars and Class I vehicles)		by: before Directive 96/69/EC . “Class I vehicle” means a goods vehicle (category N1) which has a reference mass not exceeding 1,250 kg. (1,305 kg from 1st January 2001). “Class II vehicle” means a goods vehicle (category N1) which has a reference mass exceeding 1,250	adapted. Any adaptation to an exhaust system of a vehicle shall be permitted provided that: (i) any adaptation is down stream of any emission control device fitted to the vehicle; and (ii) the emission control device is identical to that which would have been fitted had the vehicle not
		1st January 2002	Directive 98/69/EC , Annex I, paragraph 5 (Phase 1 limits) (applies from this date to vehicles of category M1 other than passenger cars, Class II and Class III vehicles)			

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
					kg (1,305 kg from 2001) but not exceeding 1,700 kg (1,760 kg from 2001). “Class III vehicle” means a goods vehicle (category N1) which has a reference mass exceeding 1,700 kg (1,760 kg from 2001).	been adapted.
		1st January 2003	Directive 98/69/EC , Annex I, paragraph 5 (Phase 1 limits) (applies from this		“Diesel passenger vehicle” means a vehicle of category	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
			date to diesel passenger vehicles. Until this date, diesel passenger vehicles are treated as a vehicle of category N1)		M1 the maximum mass of which exceeds 2,000 kg, fitted with a compression ignition engine, and which is: (a) constructed or adapted to carry more than 6 occupants including the driver, or (b) an off- road vehicle as defined in Annex II to the	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						1970 Directive.
		1st January 2006	Directive 98/69/EC Annex I, paragraph 5 (Phase 2 limits) (applies from this date to passenger cars and Class I vehicles)			
		1st January 2007	Directive 98/69/EC Annex I, paragraph 5 (Phase 2 limits) (applies from this date to vehicles of category M1 other than passenger cars, Class II and Class III vehicles)			
8	Anti-Theft devices	1st October 1998	Directive 74/61/EEC , as amended by Directive 95/56/EC , Annex V (electronic immobiliser) and Annex VI (alarm	ECE Regulation 18.02, paragraph 7 and ECE Regulation 97.01 paragraphs 5, 6 and 7 (alarm		

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
			system if fitted)	system) and paragraphs 31, 32 and 33 (immobiliser)		
10	Seat belt anchorages	1st July 1991	Directive 76/115/EEC as amended by: Directive 82/318/EEC , Annex I, paragraphs 4 and 5	ECE Regulation 14.02, paragraphs 5, 6 and 7	In the case of a seat belt anchorage fitted to a seating position of a disabled person’s vehicle after the manufacture of the vehicle, for the requirements of this item, shall be substituted the requirements in item 10 of Schedule 2.	
		1st July 1997	Directive 90/629/EEC , Annex I, paragraphs 4 and 5	ECE Regulation 14.03, paragraphs 5, 6 and 7	If any vehicle has been adapted to a vehicle of category M1, for the requirements of this item shall be substituted the requirements	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
11	Installation of seat belts	1st July 1997	Directive 77/541/EEC as amended by: Directive 90/628/EEC , Annex I, paragraphs 3.1 to 3.1.9 and 3.2.1 to 3.2.2.4	ECE Regulation 16.04, (Supplement 8) paragraphs 8.1 to 8.1.10.3, 8.1.11 to 8.1.12 and 8.2.1 to 8.2.2.5.2	in item 10 of Schedule 2.	This item shall not apply to a seat belt fitted to an anchorage that has been fitted to a disabled person’s vehicle during the course of it being adapted to become a disabled person’s vehicle.
		1st October 1999	Directive 96/36/EC , Annex I, paragraphs 3.1 to 3.1.10, 3.1.11, 3.1.12 and 3.2.1 to 3.2.2.5			
12	Brakes	1st April 1995	Directive 71/320/EEC as amended by: Directive 91/422/EEC , Annex I, paragraph 2	ECE Regulation 13.06 paragraph 5		If any vehicle has been adapted from a vehicle, the effect of which is to change the category of the vehicle, then so long as the adaptation
		1st October 1999	Directive 98/12/EC , Annex I, paragraph	ECE Regulation 13.09, paragraph		

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
		31st March 2001	Directive 98/12/EC , Annex I, paragraph 2 (All require- ments)	2.1.1.3 (Require- ments for asbestos- free brake linings only) 5.1.1.3 or ECE Regulation 13H, para- graph 5.1.1.3 (Require- ments for asbestos- free brake linings only) ECE Regulation 13.09, paragraph 5 or ECE Regulation 13H, paragraph 5 (All require- ments)	has not been to a system which would directly affect the brakes, it shall be sufficient to show compliance either with the brake requirements for the category of the unadapted vehicle, or of the adapted vehicle.	If the braking system of a disabled person’s vehicle has been adapted so as to enable a disabled person to drive the vehicle, then the requirements of this item shall not apply to

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
13	Noise and silencers	1st July 1991	Directive 70/157/EEC as amended by: Directive 84/424/EEC , Annex I, paragraph 5	ECE Regulation 51.01, paragraph 5	any such adaptation.	If any vehicle has been adapted from a vehicle, the effect of which is to change the category of vehicle, then provided that the adaptation has not been to a system which would directly affect the amount of noise emitted from the vehicle, it shall be sufficient to show compliance either with the requirements for the category of the unadapted vehicle, or of the
		1st January 1997	Directive 92/97/EEC or Directive 96/20/EC , Annex I, paragraph 5	ECE Regulation 51.02, paragraph 5		

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						<p>adapted vehicle.</p> <p>If the exhaust system of any vehicle has been adapted (as permitted below), then the requirements of this item shall be deemed to be met, provided that the unadapted vehicle complied with the relevant noise and silencer requirements for that category of vehicle before it was adapted.</p> <p>Any adaptation to an exhaust system of a vehicle shall be permitted</p>

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						provided that: (i) any adaptation is downstream of any emission control device fitted within the system; and (ii) the emission control device and silencer are identical to those which would have been fitted had the vehicle not been adapted.
26	Carbon dioxide emissions and fuel consumption	1st January 1997	Directive 80/1268/ EEC as amended by Directive 93/116/EC ,	ECE Regulation 101, paragraph 5		If any vehicle has been adapted from a vehicle, the

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
			Annex I, paragraph 5		effect of which is to change the category of vehicle, then provided that the adaptation has not been to a system which would directly affect the carbon dioxide emissions emitted from the vehicle or its fuel consumption, it shall be sufficient to show compliance either with the carbon dioxide emissions and fuel consumption requirements for the category of the unadapted vehicle, or of the adapted vehicle.	

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
					<p>If the exhaust system of any vehicle has been adapted (as permitted below), then the requirements of this item shall be deemed to be met, provided that the unadapted vehicle complied with the relevant carbon dioxide emission and fuel consumption requirements for that category of vehicle before it was adapted.</p>	
					<p>Any adaptation to an exhaust system of a vehicle shall be permitted</p>	

Status: This is the original version (as it was originally made).

1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						provided that:
						(i) any such adaptation is down stream of any emission control device fitted within the system; and (ii) the emission control device is identical to that which would have been fitted had the vehicle not been adapted.
27	Frontal impact	1st October 2003	Directive 96/79/EC, Annex II, paragraph 3	ECE Regulation 94.01, paragraph 5		If any vehicle has been adapted from a vehicle, the effect of

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		

which is to change the category of vehicle, then it shall be sufficient to show compliance either with the frontal impact requirements for the category of the unadapted vehicle, or of the adapted vehicle.

If (i) a disabled person’s vehicle has been adapted from a vehicle which before it was adapted was of a category which was required to comply with the requirements of this item; and (ii) the reason

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						for the adaptation is to enable a disabled person to drive the vehicle or travel as a passenger in it; then the requirements of this item shall not apply, but only insofar as the adaptation prevents the disabled person’s vehicle from complying with any of the requirements of this item.
28	Side impact	1st October 2003	Directive 96/27/EC , Annex II, paragraph 3	ECE Regulation 95.01, paragraph 5		If any vehicle has been adapted from a vehicle, the effect of which is to change the category of vehicle, then it shall be sufficient to show compliance either with

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		

the side impact requirements for the category of the unadapted vehicle, or of the adapted vehicle.

If (i) a disabled person’s vehicle has been adapted from a vehicle which was of a category which was required to comply with the requirements of this item; and (ii) the reason for the adaptation is to enable a disabled person to drive the vehicle or travel as a passenger in it; then the requirements

Status: This is the original version (as it was originally made).

“1 Item	2 Subject matter	3 Design, construction and equipment requirements			4 Definitions and supplementary provisions	5 Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						of this item shall not apply to the disabled person’s vehicle but only insofar as the adaptation prevents the disabled person’s vehicle from complying with any of the requirements of this item.”.

Status: This is the original version (as it was originally made).

SCHEDULE 3

Regulation 9

“Form of Department’s approval certificate

NORTHERN IRELAND NATIONAL TYPE APPROVAL

DEPARTMENT’S APPROVAL CERTIFICATE

issued under Article 31A(1) of the Road Traffic (Northern Ireland) Order 1981
by virtue of the Motor Vehicles (Approval) Regulations (Northern Ireland) 2001

The motor vehicle having the identification/chassis number:

_____ having been examined under Article 31A(4) of the Road Traffic (Northern Ireland) Order 1981, it is hereby certified that on the date of the examination this vehicle complied with the relevant requirements prescribed under Article 31A(1) of the Road Traffic (Northern Ireland) Order 1981.

Make: _____

 Model: _____

 Class Code: _____ DVI.NI Model Code: _____

Design Weights:

Axle 1	_____ kg
Axle 2	_____ kg
Axle 3	_____ kg
Gross Weight	_____ kg
Train Weight	_____ kg

Category (passenger (M1)/goods (N1)):

NOTE: In the case of a goods vehicle the design weights shown are also the plated weights.

Fuel type e.g. (Petrol/Diesel/Gas Bi-fuel): _____

 CO2: _____ HC: _____

 Test Centre: _____

 Date of Issue: _____

 Serial Number: _____ AA”

Signed by authority of the Department:

 Name in CAPITALS:

 Authentication Stamp:

EXPLANATORY NOTE

(This note is not part of the Regulation)

These Regulations further amend the Motor Vehicles (Approval) Regulations (Northern Ireland) 2001 (“the Regulations”) (S.R. 2001 No. 172).

Regulation 2 inserts a number of definitions into regulation 2 of the Regulations, including the definition of a “disabled person’s vehicle” which was formerly defined in Schedule 1 to the Regulations.

Regulation 3 substitutes a new regulation 4(2) of the Regulations, the effect of which is to remove the requirement of vehicles which have complied with the items in Schedule 3, from having to comply with the requirements of those items of the same subject matter in Schedule 2 (apart from item 10 in relation to disabled persons' vehicles and vehicles that have been adapted to category M1). Regulation 3 also substitutes regulation 4(7) of the Regulations, to recognise certificates granted in accordance with the Great Britain single vehicle approval scheme. A new paragraph (7A) has also been inserted to update the regulation relating to mutual recognition of equivalent standards in other EEA States.

Regulation 4 amends regulation 5 of the Regulations so as to amend the requirement by which an applicant can request a further examination in respect of a further application.

Regulation 5 substitutes a new Table into regulation 8 of the Regulations.

Regulation 6 amends Schedule 1 to the Regulations in that disabled persons' vehicles are excluded from the meaning of a “Schedule 1 vehicle” and will now be subject to the requirements in Schedule 3. Paragraph 2 of Schedule 1 is also amended, the effect of which is that a serving member of the Armed Forces will now be able to qualify as a personal importer, even if the vehicle has not been imported into the United Kingdom.

Regulation 7 substitutes a revised Schedule 2 into the Regulations. Various deregulatory, consequential and corrective changes are made to the Schedule on points of detail.

Regulation 8 substitutes a revised Schedule 3 into the Regulations. As disabled persons' vehicles will now be subject to the Schedule 3 requirements, a number of consequential amendments have been made together with other deregulatory and corrective changes on points of detail.

Regulation 9 substitutes a new certificate into Schedule 4 to the Regulations.

Regulation 10 updates the Table of Community Instruments and ECE Regulations in Schedule 5 to the Regulations.

These Regulations have been notified to the European Commission pursuant to European Parliament and Council Directive [98/34/EC](#) of 22nd June 1998 (O.J. No. L204, 21.7.98, p. 37) as amended by European Parliament and Council Directive [98/48/EC](#) of 20th July 1998 (O.J. No. L217, 5.8.98, p. 18) laying down a procedure for the provision of information in the field of technical standards and regulations and of rules on Information Society services.

Copies of the EEC and EC Directives and ECE Regulations referred to in these Regulations may be obtained from TSO, 16 Arthur Street, Belfast, BT1 4GD.

A Regulatory Impact Assessment has been produced and may be obtained from the Department of Environment’s website at www.doeni.gov.uk/roadsafety.