

---

STATUTORY INSTRUMENTS

---

**2004 No. 623**

**ROAD TRAFFIC**

**The Motor Vehicles (Approval) (Amendment) Regulations 2004**

*Made* - - - - *8th March 2004*  
*Laid before Parliament* *9th March 2004*  
*Coming into force* - - *1st April 2004*

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

**Citation and commencement**

1. These Regulations may be cited as the Motor Vehicles (Approval)(Amendment) Regulations 2004 and shall come into force on 1st April 2004.

**Preliminary**

2. The Motor Vehicles (Approval) Regulations(2) shall have effect with the following amendments.

**Amendment of Regulation 3 (Interpretation)**

3.—(1) Regulation 3(1) shall be amended as follows.

(2) In the appropriate alphabetical position insert the following definitions—

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

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

(2) S.I. 2001/25.

(3) 1995 c. 50.

#### **Amendment of Regulation 5 (Approval requirements for relevant vehicles)**

- 4.—(1) Regulation 5 shall be amended as follows.
- (2) For paragraph (2) there shall be substituted the following paragraph—
- “(2) The items in Schedule 3 numbered 3, 4, 10 and 13 shall not apply to relevant vehicles which are not Schedule 2 vehicles, except that item 10 shall apply to disabled person’s vehicles and vehicles that have been adapted to category M1.”.
- (3) For paragraph (8) there shall be substituted the following paragraph—
- “(8) A relevant vehicle shall be regarded as complying with all the requirements prescribed under section 54 of the 1988 Act if at least one of the following three conditions are satisfied in relation to each applicable subject matter mentioned in Schedule 3 or 4—
- (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 1984 Regulations or by regulation 4 of the 1982 Regulations in relation to the subject matter and the vehicle complies with those requirements;
  - (c) the vehicle has been issued with a Department’s approval certificate issued in accordance with Article 31A (4) or (5) of the Road Traffic (Northern Ireland) Order 1981(4).”.
- (4) After paragraph (8) there shall be inserted the following paragraph—
- “(8A) 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 section 54 of the 1988 Act, except to the extent that following an assessment of documentation where such is provided, the Secretary of State is unable to establish that the vehicle satisfies standards equivalent to those prescribed in relation to each applicable subject matter mentioned in Schedule 3 or 4.”.

#### **Amendment of Regulation 6 (Application for Minister’s approval certificate)**

- 5.—(1) Regulation 6 shall be amended as follows.
- (2) In paragraph (1) for the second word “for” there shall be substituted the word “of”.
- (3) For sub-paragraph 6 (b)(ii) there shall be substituted the following sub-paragraph—
- “(ii) in the case of a Schedule 2 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 11 (form of certificate)**

6. For the Table in regulation 11, there shall be substituted the following Table.

TABLE

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Class of vehicle</i>	<i>(3)</i> <i>Letter</i>
1.	Left hand drive vehicle	N
2.	Personally imported vehicle	P
3.	Amateur built vehicle	A

---

(4) S.I. 1981/154 (N.I.1).

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Class of vehicle</i>	<i>(3)</i> <i>Letter</i>
4.	Vehicle manufactured in very low volume	L
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 5(8)(c)	E

### **Amendment of Schedule 2**

7.—(1) Schedule 2 shall be amended as follows.

(2) Sub-paragraph 1(f) shall be deleted.

(3) After sub-paragraph 2(1) there shall be inserted the following sub-paragraph—

“(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 Minister'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) paragraphs (c) to (e) of sub-paragraph 2(1) apply to that person.”.

(4) After sub-paragraph 2(5) there shall be inserted the following definition—

“(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.”.

(5) Paragraph 6 shall be deleted.

### **Amendment of Schedule 3**

8. For the Table in Schedule 3, there shall be substituted the Table set out in Schedule 1 of these Regulations.

#### Amendment of Schedule 4

9. For the Table in Schedule 4, there shall be substituted the Table set out in Schedule 2 of these Regulations.

#### Amendment of Schedule 5

10. For the certificate in Schedule 5, there shall be substituted the certificate set out in Schedule 3 of these Regulations.

#### Amendment of Schedule 6

11.—(1) In part II of Schedule 6, in the third and fourth columns of the Table, for the references to Community Directives in Schedule 3 shall be inserted the entries specified below.

- (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
-------------	-------------------

(2) In Part II of Schedule 6, in the third and fourth columns of the Table, for the references to Community Directives in Schedule 4 shall be inserted the entries specified below.

- (a) In the reference to Exhaust emissions in 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 entry of the Principal Directive—

1999/98/EC*	L9, 13.1.00, p.14
-------------	-------------------

(3) In Part III of Schedule 6, in the third and fourth columns of the Table, for the references to ECE regulation in Schedule 4, shall be inserted the entry specified below.

(a) In the reference to Exhaust emissions, after the last entry—

---

83.05	29 March 2001
-------	---------------

---

Signed by authority of the Secretary of State

8th March 2004

*David Jamieson*  
Parliamentary Under Secretary of State,  
Department for Transport

## SCHEDULE 1

Regulation 5(1)(a)

## APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES (REPLACING SCHEDULE 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>
1	Doors, their latches and hinges	<p>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.</p> <p>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—</p> <p>(a) a device is fitted</p>	For the purposes of this item, “longitudinal plane” means a vertical plane parallel to the longitudinal axis of a vehicle.	<p>Paragraph 3 shall not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the <b>longitudinal plane</b> passing through the extreme inboard projecting point of such a door is more than 300mm distant from the <b>longitudinal plane</b> passing through the nearest edge of such a seat.</p> <p>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</p>

<i>I</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>which automatically closes the door at least to the intermediate latched position if it is unlatched when the vehicle is moving in the forward direction; or</p> <p>(b) a safety-bolt is fitted to prevent such unlatching and an audible warning device is provided which activates an audible warning if the vehicle is driven without the bolt in place.</p> <p>3. On hinged doors, the latch</p>		as described in paragraph 3.

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>and striker assembly shall be capable of withstanding any load which is likely to be applied in the course of normal driving (ie 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 Annex 1 to Directive <a href="#">72/245/EEC</a> as amended by Directive <a href="#">89/491/EEC</a>, 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><b>1.</b> No part of the <b>steering control</b> surface directed towards the driver which can be contacted by a sphere of 165mm in diameter shall present any roughness or sharp edges with</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 under</p>	<p>This item shall not apply to— (a) vehicles manufactured before 1 October 1997 in which the centre of the <b>steering control</b> is in the forward</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>a radius of curvature of less than 2.5mm.</p> <p><b>2. The steering control</b> 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><b>3. The steering control</b> and column assembly as fitted to the vehicle or the <b>steering control</b> itself shall offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. This requirement shall be treated as met if either—</p> <p>(a) the vehicle complies with the requirements of paragraph 5.2 of Annex 1 of Directive</p>	<p>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 <a href="#">74/297/EEC</a>.</p>	<p>quarter of the total length of the vehicle, including any bumpers and overriders;</p> <p>(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</p> <p>(c) armoured vehicles.</p> <p>If a disabled person's vehicle had been adapted, then the requirements of this item shall not apply to the vehicle insofar as the adaptation</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>74/297/ EEC; or</p> <p>(b) the steering control complies with the requirements of paragraphs 5.2, 5.4.3, 5.4.4 and 5.4.5 of Directive 74/297/EEC as last amended by Directive 91/662/EEC.</p>		<p>prevents the vehicle from complying with any of the requirements of this item.</p> <p>Paragraph 1 shall not apply to any vehicle if:</p> <p>(a) it is fitted with a <b>driver's air bag</b>;</p> <p>(b) the <b>driver's air bag</b> was fitted at the time the vehicle was manufactured; and</p> <p>(c) all parts of the <b>steering control</b> 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 vehicle;</p> <p>and</p> <p>(i) a rebuilt vehicle.</p> <p>Paragraph 1 shall not apply to any switch fitted to the <b>steering</b></p>
		<p>4. The vehicle shall comply with the requirements of paragraph 5.1 of Annex 1 of Directive 74/297/EEC.</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><b>control</b> of any vehicle if:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) the switch is blunted; except that this exemption shall not apply to               <ul style="list-style-type: none"> <li>(i) an amateur-built vehicle;</li> <li>(ii) a vehicle manufactured in very low volume;</li> <li>(iii) a vehicle manufactured using parts of a registered vehicle; and</li> <li>(iv) a rebuilt vehicle.</li> </ul> </li> </ul>
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</p>	<p>For the purposes of this item— “effective date” means the date of manufacture of the</p>	<p>For the purposes of this item, a vehicle that can be fuelled with both petrol and gaseous fuel, shall be regarded</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>the vehicle is propelled is running without load at a <b>normal idling speed</b>, the carbon monoxide content of the exhaust emissions from the engine shall not exceed—</p>	<p>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 2 to these Regulations, it shall mean the 1st January immediately preceding the date of manufacture of the engine by which it is propelled, if that date is earlier; “the emissions publication” means the emission publication as defined in sub-paragraph 7(b) of Schedule 7B of the Construction and Use Regulations; “a fast idling speed” means—</p> <p>(a) in the case</p>	<p>as a vehicle that can only be fuelled with a gaseous fuel, so long as:</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 propel the vehicle.</p> <p>Paragraphs 2, 3 and 4 shall not apply to—</p> <p>(a) vehicles not propelled by a spark ignition engine;</p> <p>(b) vehicles having an <b>effective date</b> before 1st August 1975; and</p> <p>(c) vehicles having an <b>effective</b></p>
		<p>(a) if the vehicle has an <b>effective date</b> before 1st August 1986, 4.5%; or</p>		
		<p>(b) if the vehicle has an <b>effective date</b> on or after 1st August 1986 and not being a vehicle to which sub-paragraph (c) or (d) below applies, 3.5%; or</p>		
		<p>(c) if the vehicle is of a description mentioned</p>		

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>in the Annex to <b>the emissions publication</b> and is either—</p> <p>(i) a <b>passenger car</b> having an <b>effective date</b> on or after 1st August 1992; or</p> <p>(ii) any other vehicle having four or more wheels and an <b>effective date</b> on or after 1st August 1994, the <b>relevant percentage</b>;</p> <p>or</p> <p>(d) if the vehicle is not of a description</p>	<p>of a vehicle of a description mentioned in the Annex to <b>[the emissions publication]</b></p> <p>to <b>Paragraphs 2(a) and (b) and shall apply to a vehicle propelled rotationally by a 2-stroke speed engine.</b></p> <p>between the <b>Paragraph 2(c) minimum</b> and (i) a <b>passenger car</b> having an <b>effective date</b> shown against that description of vehicle in column(ii) 3(e) and (f) respectively of that Annex; or</p> <p>(b) in any other case, a rotational speed of 2,500 and 3,000 revolutions per minute; “the lambda value”</p>	<p><b>date</b> before 1st August 1987 and propelled by a <b>rotary piston engine.</b></p> <p>Paragraphs 2(a) and (b) and shall apply to vehicles propelled by a 2-stroke engine.</p> <p>Paragraph 2(c) shall not apply to:</p> <p>(i) a <b>passenger car</b> having an <b>effective date</b> on or after 1st August 1992 and before 1st August 1995;</p> <p>(ii) any other vehicle having four or more wheels and an <b>effective date</b> on or after 1st August 1994 and before 1st August 1997;</p> <p>if the <b>passenger car</b> or other vehicle was not on the <b>effective date</b>, equipped with a catalyst exhaust emissions system, in which</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		mentioned in the Annex to the <b>emissions publication</b> and is either—	means the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7;	case paragraph 2(b) will apply.
		(i) a <b>passenger car</b> having an <b>effective date</b> on or after 1st August 1995;	“a normal idling speed” means in the case of a vehicle of a description mentioned in the Annex to <b>the emissions publication</b> , a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 2(b) and 2(c) respectively of that Annex;	Paragraphs 2(c) and 2(d) shall not apply to vehicles having an effective date before 1st January 1999 which are either— (i) fuelled solely by either liquid petroleum gas or natural gas, or (ii) bi-fuelled vehicles when controlled to operate on either of those gases.
		or (ii) any other vehicle having four or more wheels and an <b>effective date</b> on or after 1st August 1997,	0.5% of the total exhaust emissions from the engine	Paragraphs 3 and 4(b) shall not apply to vehicles fuelled solely by natural gas or to bi-fuelled vehicles when controlled to operate on natural gas.  Paragraph 4(c) shall not apply to vehicles fuelled by liquid petroleum gas or natural gas.
			which— (a) is constructed or	

<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>by volume.</p> <p><b>3.</b> 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 paragraph 2(a) or (b) applies;</p> <p><b>4.</b> If the vehicle is one to which paragraph 2(c) or (d) applies and the engine by which it is propelled is run without a load at a <b>fast idling speed</b>—</p> <p>(a) the carbon monoxide content of the exhaust 15emissions</p>	<p>(b)</p> <p>(c)</p> <p>(d)</p> <p>“the relevant limits” means—</p> <p>(a)</p>	<p>adapted for use for the carriage of passengers and is not a goods vehicle;</p> <p>has no more than five seats in addition to the driver’s seat;</p> <p>has a weight not exceeding 2,500 kg maximum gross; and</p> <p>has four or more wheels;</p> <p>“the relevant limits” means—</p> <p>(a) in the case of a vehicle of a description mentioned in the Annex to [the emissions publication,]</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
		from the engine shall not exceed 0.3% of the total exhaust emissions from the engine by volume; (b) the hydrocarbon content of the exhaust emissions from the engine shall not exceed 0.02% of the total exhaust emissions from the engine by volume; and (c) <b>the                      lambda                      value</b> shall be between <b>the                      relevant                      limits.</b>	the minimum and maximum limits shown against that description of vehicle in columns 3(c) and 3(d) respectively of that Annex; or (b) in any other case, 0.97 and 1.03; “the relevant percentage” means in the case of a vehicle of a description mentioned in the Annex to <b>the                      emissions                      publication,</b> the percentage shown against that description of vehicle in column 2(a) of that Annex; and	

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
5	Smoke Emissions	<p>If the vehicle has an <b>effective date</b> on or after 1 August 1979, when the engine by which it is propelled is subject to the <b>free-acceleration</b> test, the <b>coefficient of absorption</b> of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed—</p> <p>(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or</p>	<p>“rotary piston engine” means an engine in which the torque is provided by means of one or more rotary pistons and not by any reciprocating piston; and any rotary piston engine shall be deemed to be a four-stroke engine.</p> <p>For the purposes of this item—</p> <p>“co-efficient 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 in Annex II</p>	<p>This item shall only apply to vehicles propelled by a compression ignition engine.</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
		(b) in any other case, 2.5 per metre.	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 11a, 12, 13, 14, 15, 16, 17, 19 or 20 of the Lighting Regulations; or</p> <p>(b) regulation 18 of those Regulations except in so far as it requires a vehicle—</p> <p>(i) to comply with paragraph 12(c) of Part 1 of Schedule 4 to those Regulations; and</p> <p>(ii) to be fitted with a dim-dip</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 11a 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 a special</p>	<p>This item, in so far as it requires any lamp (not being a filament lamp), reflector or device to bear a particular <b>standard mark</b> (or one of two or more <b>standard marks</b>), 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 <b>coefficient of luminous intensity</b>, of the instrument to which the</p>

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
		device or running lamp.	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><b>standard mark</b> (or as the case may be one of those <b>standard marks</b>) relates.</p> <p>This item, in so far as it requires compliance with regulation 14 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 <b>standard mark</b>.</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 <b>standard mark</b> (or one of two or more <b>standard marks</b>), shall not apply to headlamps that emit sufficient light to illuminate the road in front of the vehicle on</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>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, paragraph 2(b) (I) in Part 1 of Schedule 7 of 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 <b>special purpose</b> 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 mirrors	<p>1. The vehicle shall be fitted with at least one offside exterior mirror which meets—</p> <p>(a) if the vehicle</p>	<p>For the purposes of this item—</p> <p>“extreme outer edge” has the meaning given by</p>	<p>This item shall not apply to vehicles having not more than three wheels, if they comply with the requirements</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>is right hand drive or has a central driving position, the <b>adjustment, rear view, and vibration requirements;</b> or</p> <p>(b) if the vehicle is left hand drive, the <b>rear view, and vibration requirements.</b></p> <p>2. The vehicle shall also be fitted with at least one interior mirror which meets the <b>adjustment, rear view and vibration requirements</b> unless no interior mirror could provide any view to the rear.</p> <p>3. If no interior mirror is fitted or if no interior mirror meets the <b>rear view requirements</b>, a nearside exterior mirror shall be</p>	<p>regulation 3(2) of the Lighting Regulations; “floor marking A”, “floor marking B” and “floor marking C” mean the lines shown as such in the Appendices 1 and 2 to this Schedule; “longitudinal plane” has the meaning given in regulation 3(2) 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</p>	<p>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 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 <b>extreme outer edge</b> of the vehicle, or</p> <p>(c) any left hand drive vehicle.</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>fitted which meets —</p> <p>(a) if the vehicle is right hand drive or has a central driving position, the <b>rear view</b> and <b>vibration requirements</b>;</p> <p>or</p> <p>(b) if the vehicle is left hand drive, the <b>adjustment, rear view,</b> and <b>vibration requirements.</b></p>	<p>upwards from the horizontal surface (floor) at the positions shown in the Appendices 1 and 2 to this Schedule, to the height of —</p> <p>(a) in the case of <b>pole A</b>, the highest point of the reflecting surface of the offside exterior mirror;</p> <p>(b) in the case of <b>pole B</b>, the highest point of the reflecting surface of the interior mirror; and</p> <p>(c) in the case of <b>pole C</b>, the highest point</p>	
		<p>4. Each rear view mirror fitted to the vehicle shall either—</p> <p>(a) comply with the requirements (including marking requirements) of Annex II to Directive <a href="#">71/127/EEC</a> as last amended by</p>		

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		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 or a Class II mirror in the case of an exterior mirror; or (b) comply with the <b>dimension</b>	of the reflecting surface of the nearside exterior mirror; “transverse eye plane” means the vertical plane 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.	
		<b>requirements</b> and the following requirements	“the adjustment requirements”	
		— In order to meet the adjustment		
		(i) the requirements— edge of the reflective surface shall be enclosed within a protective housing;	an interior mirror shall be capable of being adjusted by the driver when in his driving position; and an exterior mirror must	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
			<p>(ii) all parts of the external surface of the mirror which are, in the case of an interior mirror, contactable by a sphere of 165 mm diameter, and in the case of an exterior mirror, by a sphere of 100 mm diameter, shall have a radius of curvature of not less</p>	<p>(a) be capable of being adjusted by the driver when in his driving position, the door being closed; or</p> <p>(b) be so constructed that, when knocked out of alignment, it can be returned to its former position without need of adjustment.</p> <p>Provided that a mirror shall be regarded as meeting the requirements of sub-paragraph (a) above whether or not—</p> <p>(a) it can meet those requirements only with the window in the driver's</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>than door being 2.5 open; or mm(b) the mirror with is capable the of being exceptionlocked in of position fixing from the holes outside of or the vehicle. recesses less "The dimension thanrequirements" 12 mmIn order for widean exterior if mirror to meet the the dimension are requirements, the blurredimensions of the (iii) exterior reflecting surface mirrors must be such that shall an orthogonal be projection onto a capable vertical surface of accommodates a rotating vertical line with inwards length of 70 mm towards and a rectangle the with vertical sides vehicle of 40 mm and when horizontal sides a of 70 mm. force of In order for 10 an interior kg mirror to meet is the dimension applied requirements, the horizontally dimensions of the at reflecting surface the must be such that <b>extreme</b> an orthogonal <b>outer</b> projection onto a <b>edge</b> vertical surface in accommodates a a rectangle with <b>longitudinal</b> vertical sides <b>plane</b> of 40 mm and</p>	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
			<p>from horizontal sides both of 80 mm. the front 'The rear view and requirements' (see the the Appendices rear.1 and 2 to this The Schedule)</p> <p>axis of In order for a rotation or to meet shall the rear view lie requirements, it with must be such that 50 when the vehicle mm is positioned of such that its the longitudinal axis surface parallel to the at <b>longitudinal planes a, b and c</b>, with the mirror driver seated is in his normal attachment height driving to position such that the his eyes lie in vehicle <b>transverse</b> body <b>plane</b> 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 <b>extreme outer edge</b> of the vehicle positioned so that it is tangential to the <b>longitudinal plane a</b>,</p>	

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
			<p>the whole of <b>floor marking A</b> and <b>pole A</b>; and</p> <p>(b) in the case of an interior mirror, with the central longitudinal axis of the vehicle positioned so that it lies on the <b>longitudinal plane b</b>, the whole of <b>floor marking B</b> and <b>pole B</b>; or</p> <p>(c) in the case of a nearside exterior mirror, with the nearside <b>extreme outer edge</b> of the vehicle positioned so that it is tangential to the <b>longitudinal plane c</b>, the whole of <b>floor marking C</b> and <b>pole C</b>.</p> <p><i>“The vibration requirements”</i></p> <p>In order to comply with</p>	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>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 the driver to misinterpret the nature of the image received.</p>	
8	Anti-theft devices	<p><b>1.</b> 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><b>2.</b> No anti-theft device shall operate on the braking system.</p> <p><b>3.</b> If any anti-theft device is, or incorporates, any mechanical device that acts upon a</p>		<p>This item shall not apply to a relevant vehicle which is not a Schedule 2 vehicle, if it was manufactured after 30th September 1998.</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>
		system that affects the control of the vehicle (eg 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, and (c) the action of activating any such mechanical device shall be distinct and		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>separate from that of stopping the engine.</p>		
9	Seat belts	<p>1. Every <b>adult belt</b> fitted to the vehicle, not being a <b>harness belt</b> or a <b>passive belt</b>, shall comply with the requirements of regulation 47(7) of Construction and Use Regulations to the extent (if any) that it would apply were the said paragraph 7 to apply to all motor vehicles.</p> <p>2. he vehicle is fitted with one or more <b>ve belts</b>, such belt shall—</p> <p>(a) bear a mark as described in regulation 47(4)(c)(i) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 47(4)(c)(iii) of those Regulations.</p>	<p>For the purposes of this item—</p> <p>“adult belt” means a <b>seat belt</b> for an adult not being a <b>disabled person’s belt</b>;</p> <p>“disabled person’s belt”, “lap belt” and “seat belt” have the same meanings as in regulation 47(8) of the Construction and Use Regulations;</p> <p>“harness belt” means an <b>adult belt</b> which is a harness belt comprising a <b>lap belt</b> and shoulder straps;</p> <p>“passive belt” means an <b>adult belt</b> comprised in a passive belt system.</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 2 vehicle, if it was manufactured after 30th June 1997.</p> <p>This item shall not apply to an <b>adult belt</b> fitted to a vehicle, if the belt provides a level of safety equivalent to that provided by an <b>adult belt</b> 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>3. If the vehicle is fitted with one or more <b>harness belts</b>, every such belt shall—</p> <p>(a) bear a mark as described in regulation 47(4)</p> <p>(c)(ii) of the Construction and Use Regulations;</p> <p>or</p> <p>(b) meet the requirements referred to in regulation 47(4)</p> <p>(c)(iv) of those Regulations.</p>		
10	Seat belt anchorages	<p>1. The vehicle shall comply with the requirements of paragraph 4.3 of Annex I to Directive 76/115/EEC. For outboard seating positions other than in the front, two lower anchorages are allowed.</p> <p>2. Without prejudice to paragraph 1, the vehicle shall be fitted with an anchorage in every position required to hold</p>	<p>For the purposes of this item—</p> <p>“adult belt”, has the same meanings as in item 9;</p> <p>“disabled person’s belt”, has the same meanings as in regulation 47(8) of the Construction and Use Regulations.</p>	<p>This item shall not apply to any non-bodied three-wheeled vehicle.</p> <p>This item shall not apply to a disabled person’s vehicle which is not a Schedule 2 vehicle, except for those anchorages fitted after the manufacture of the vehicle.</p> <p>Paragraph 3 shall not apply to anchorages which are so located that</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>securely every <b>adult belt, disabled person's belt</b> or any part of an <b>adult belt</b> or a <b>disabled person's belt</b> fitted to the vehicle.</p> <p>3. Every anchorage intended for an <b>adult belt</b> shall comply with the requirements of paragraphs 4.2, 4.4 and 4.5 of Annex I to Directive <a href="#">76/115/EEC</a>, provided that for paragraph 4.4.1 there shall be substituted</p> <p style="padding-left: 40px;">“4.4.1. Every belt anchorage shall comply with the following requirements.”.</p> <p>4. The vehicle shall meet strength characteristics equivalent to those needed to satisfy the requirements of paragraph 5 of Annex I to Directive <a href="#">76/115/EEC</a>, as last amended by Directive 82/318.</p>		<p>when used with an <b>adult belt</b> of a type for which they are intended to be used, if they provide a level of safety equivalent to that provided by anchorages that meet the requirements of that paragraph when used with an <b>adult belt</b> 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 Secretary of State that it is impossible for the vehicle to comply due to its special purpose.</p>
11	Installation of seat belts	1. The vehicle shall be fitted with, a <b>harness</b>	For the purposes of this item—	This item shall not apply to any

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p><b>belt</b>, a <b>passive belt</b> or a <b>three-point belt</b> for the driver's seat and the <b>specified passenger seat</b> (if any).</p> <p>2. If the vehicle has an <b>effective date</b> on or after 1st April 1987, in addition to the <b>seat belts</b> required by paragraph 1 above, it shall be fitted with an <b>appropriate belt</b> for every other <b>forward-facing seat</b> in the front alongside the driver's seat, not being a <b>specified passenger's seat</b>.</p> <p>3. If the vehicle has an <b>effective date</b> on or after 1st April 1987, in addition to the <b>seat belts</b> required by paragraph 1 and 2 above, it shall be fitted with a <b>harness belt</b>, a <b>lap belt</b>, a <b>passive belt</b> or a <b>three-point belt</b> for every other <b>forward-facing seat</b>.</p> <p>4. Every <b>adult belt</b> and every <b>disabled person's belt</b> fitted to the</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 1 to Directive 77/541/EEC as last amended by Directive 90/628/EEC, a <b>harness belt</b>, a <b>lap belt</b>, a <b>passive belt</b>, or a <b>three-point</b></p>	<p>non-bodied three-wheeled vehicle.</p> <p>This item shall not apply to a relevant vehicle which is not a Schedule 2 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 relation to a seat fitted to a disabled person's vehicle if the vehicle is fitted with a <b>disabled person's belt</b> for that seat.</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>

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>vehicle shall be properly secured to anchorages provided for it and installed so that it can be used properly to restrain an occupant (eg in the case of a <b>lap belt</b> by passing over the pelvic region and in the case of a <b>harness belt</b>, a <b>passive belt</b> or a <b>three-point belt</b> 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 <b>lap belt</b>, <b>passive belt</b> and <b>three-point belt</b>, provision shall be made for their safe and convenient storage.</p>	<p><b>belt</b>; and</p> <p>(b) in any other case, a <b>harness belt</b>, a <b>passive belt</b> or a <b>three-point belt</b>.</p> <p>“child restraint”, “disabled person’s belt”, “forward-facing seat”, “lap belt”, “seat belt”, “specified passenger’s seat”, and “three-point belt” have the same meanings as in regulation 47(8) 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</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 demonstrated to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply on account of its <b>special purpose</b>.</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>Schedule 2 to these Regulations</p> <p>—</p> <p>(i) if the vehicle does not have a separate chassis, the date of manufacture of the integral chassis- body, or</p> <p>(ii) if the vehicle has a separate chassis, the date of manufacture of the body or the chassis, whichever is the earlier; or</p> <p>(b) in the case of any</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>other vehicle, the date of manufacture of the vehicle;</p> <p>“Special purpose” has the same meaning as in item 6.</p>	
12	Brakes	<p>1. The vehicle shall comply with the requirements of paragraph 2.1 and 2.2 of Annex 1 of Directive <a href="#">71/320/EEC</a> as last amended by Directive <a href="#">85/647/EEC</a>; but in the application of that Annex (as so amended) for these purposes—</p> <p>(a) the second sentence of paragraph 2.2.1.2.4 shall not apply;</p> <p>(b) paragraph 2.2.1.4.2 shall not apply in relation to a vehicle which is fitted with a</p>	<p>For the purpose of this item—</p> <p>“anti-lock device”—</p> <p>(a) except in relation to a vehicle manufactured after 31st March 1995, except that having this exemption not more than three wheels, has the same meaning in paragraph 1 for as in Directive <a href="#">71/320/EEC</a> as last amended by Directive <a href="#">88/194/EEC</a>;</p> <p>(b) in relation to a vehicle having</p>	<p>This item shall not apply to a relevant vehicle which is not a schedule 2 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.</p> <p>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</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p><b>braking device</b> having a split-circuit <b>transmission</b> which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the <b>transmission service braking</b>; and</p> <p>(c) 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>not more than three wheels, has the same meaning as in Appendix 2 to the Annex of Directive 93/14/EEC; “brake efficiency” means <b>maximum total brake force</b> expressed as a percentage of the gross weight; “braking device”, “control”, “transmission”, “service braking”, “secondary braking” and “parking braking”, have the same meaning as in Directive 71/320/EEC as last amended by Directive</p>	<p>as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.</p> <p>Paragraphs 1 to 4 shall not apply to vehicles having not more than three wheels, if they comply with the requirements for motor-tricycles in the following provisions of Directive 93/14/EEC—</p> <p>(a) paragraph 2.1 of the Annex;</p> <p>(b) paragraphs 2.2.4 to 2.2.8 of the Annex; and</p> <p>(c) in the case of vehicles equipped with <b>anti-lock devices</b>, 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</p>
		<p>2. If vehicle</p>	<p>the is</p>	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>equipped with an <b>anti-lock device</b> it shall comply with paragraph 2.2.1.23 of 71/320/EEC as last amended by Directive 88/194/EEC.</p>	<p>85/647/EEC; “in running order” means—</p>	<p>operated by a means other than a foot control) as if for “50kg” and “70kg” respectively there were substituted “40kg” and “60kg”.</p>
		<p><b>3.</b> 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>(a) with all fluids (such as oils and engine coolant) necessarily for the vehicle to be driven, with the fuel tanks full, and having a spare wheel and a tool-kit;</p>	<p>In relation to vehicles having three wheels, paragraph 5 shall have effect as if for “60%” and “30%” there were substituted “50%” and “25%” respectively, for “50 kg” and “70 kg” there were substituted “40” kg, if a <b>control</b> other than a foot <b>control</b> is used to apply the <b>secondary braking</b>.</p>
		<p><b>4.</b> The <b>secondary braking</b> and <b>service braking</b> shall have the same <b>control</b>.</p>	<p>and</p>	<p>Paragraph 7 shall not apply to a vehicle if the brakes acting on its rear wheels are fitted with an <b>anti-lock device</b> and were so fitted at the time of its manufacture except that this exemption shall not apply to:</p>
		<p><b>5.</b> The <b>brake efficiency</b> shall be not less than—</p>	<p>and</p>	<p>Paragraph 7 shall not apply to a vehicle if the brakes acting on its rear wheels are fitted with an <b>anti-lock device</b> and were so fitted at the time of its manufacture except that this exemption shall not apply to:</p>
		<p>(a) for the <b>service braking</b></p>	<p>(b) carrying a driver weighing 68kg; but not otherwise carrying any load or passenger</p>	<p>Paragraph 7 shall not apply to a vehicle if the brakes acting on its rear wheels are fitted with an <b>anti-lock device</b> and were so fitted at the time of its manufacture except that this exemption shall not apply to:</p>
		<p>(i) in the case of a passenger vehicle, 60%; or</p>	<p>(c) not otherwise carrying any load or passenger</p>	<p>Paragraph 7 shall not apply to a vehicle if the brakes acting on its rear wheels are fitted with an <b>anti-lock device</b> and were so fitted at the time of its manufacture except that this exemption shall not apply to:</p>
		<p>(ii) in the case of a goods</p>	<p>“lateral brake distribution”, in relation to an axle,</p>	<p>(i) an amateur-built vehicle, (ii) a vehicle manufactured using parts of a</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		(b) for the <b>secondary braking</b> in the case when the <b>servo-assistance</b> provided for the service braking (if any) fails and a force is applied to the <b>control</b>	vehicle, 50% 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 to the road surface through the front and rear wheels respectively when the vehicle is <b>in running order</b> and being braked on a level surface; “maximum total brake force” means the <b>total braking</b>	registered vehicle, and (iii) a rebuilt vehicle.
		(i) in the case of a passenger vehicle, 30% when the force applied is 50kg; or (ii) in the case of a goods vehicle, 25% when the force		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>applied is 70kg. (c) 18% for the <b>parking braking.</b></p>	<p><b>force</b> 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 by the tyres to the road surface when the brakes are applied.</p>

**6. The lateral  
brake  
distribution for  
the service  
braking shall—**

- (a) in relation to each steering axle; and
- (b) for all values of **total braking force** and vehicle

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

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.

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,

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

<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>
13	Noise and silencers	<p>weight and weight distribution.</p> <p>1. The vehicle shall be fitted with an exhaust system including a silencer such that the exhaust gases shall not escape into the atmosphere without first passing through the silencer.</p> <p>2. When—</p> <p>(a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle; and</p> <p>(b) the engine by which the vehicle is propelled is run at a constant</p>	<p>For the purposes of this item—</p> <p>“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
14	Glass in windcreens and other windows outside	<p>rotational speed of 3/4 S,</p> <p>the noise measured at 0.5 metres from the exhaust outlet at 45 degrees to the axis of the outlet pipe in a horizontal plane, shall not exceed 101db(A).</p> <p>The windows of the vehicle shall be fitted with glazing which complies with the requirements of regulations 31 and 32 of the Construction and Use Regulations to the extent (if any) that they apply to the vehicle. However, <b>side screens</b> may be constructed of <b>safety glazing</b>.</p>	<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 <b>effective date</b>.</p> <p>For the purposes of this item “effective date” means—</p> <p>(a) for the purposes of regulation 32(10) and (10) of the Construction and Use Regulations, the date of manufacture of the vehicle or 31st March 1985, whichever is the earlier;</p>	<p>The requirements of regulation 32(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>(b) relation to a vehicle fitted with a near-side exterior mirror (in addition to the obligatory off-side exterior mirror) which meets the requirements of item 7 (rear- view mirrors), the requirements of regulation 32(10) of those</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
15	Seats and their anchorages	1. Every seat and seat back adjustment and displacement system provided shall incorporate	(b) for all other purposes, the date of manufacture of the vehicle; “safety glazing” has the same meaning as in regulation 32(13) of the Construction and Use Regulations; and “side-screen” means an item of glazing wholly or partly on either side of the driver’s seat that does not slide or move relative to the vehicle or any of its parts (including glazing) in a manner likely to cause abrasion to any glazing surface.	Regulations shall not apply to the glazing fitted to any window every part of which is behind the driver.  In relation to any glass fitted in a window of an armoured vehicle, the requirements of regulation 32(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%.  This item does not apply to seats not intended for normal use while the vehicle is travelling on a

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
		<p>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>road (including seats exempt from Directive <a href="#">74/408/EEC</a> as last amended by Directive <a href="#">81/577/EEC</a>).</p>
		<p><b>2.</b> The unlocking controls for displacement systems which facilitate access by passengers shall be accessible from outside the vehicle when the door is open. They shall be easily accessible, even to the occupant of the seat immediately behind the seat concerned if such a seat is designated as suitable for an adult.</p>		<p>This item does not apply to any seat designed for a disabled person, so long as such a seat is securely attached to the vehicle.</p>
		<p><b>3.</b> 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</p>		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
16	Tyres	<p>Annex I of Directive 74/408/EEC.</p> <p>1. Every tyre (not being a retreaded tyre) fitted to the vehicle shall bear an approval mark in accordance with the requirements of Directive 92/23/EEC or ECE Regulation 30 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 <b>corresponding standard</b> and the indication given by the mark must not be false in a material particular.</p> <p>3. Each tyre fitted to the vehicle shall bear marks that were moulded on to or into the tyre at the time that it was manufactured which provide the following service information—</p> <p>(a) nominal size;</p>	<p>For the purpose of this item—</p> <p>“BS AU 144e-1988” has the same meaning as in the Motor Vehicles Tyres (Safety) Regulations 1994(5); “corresponding standard” shall be construed in accordance with regulation 13 of the Motor Vehicles Tyres (Safety) Regulations 1994 as it applies to BS 144e-1988.</p>	<p>Paragraph 1 shall not apply to a tyre fitted to a vehicle, if the tyre provides a level of safety equivalent to a tyre that meets the requirements of that paragraph.</p> <p>Paragraph 2 shall not apply to a tyre fitted to a vehicle, if the tyre provides a level of safety equivalent to that provided by a tyre that complies with the requirements of that paragraph so far as it relates to <b>BS AU 144e-1988</b>.</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>
		<p>(b) construction type (eg radial ply);</p> <p>(c) load capacity; and</p> <p>(d) speed capability.</p> <p>4. Each tyre fitted to the vehicle shall be of a nominal size appropriate to the wheel to which it is fitted.</p> <p>5. Tyres on the same axle shall be of the same nominal size and of the same construction type. If radial tyres are fitted to the front axle, they shall also be fitted to the rear and if bias-belted tyres are fitted to the front axle, radial or bias-belted tyres shall be fitted to the rear.</p> <p>6. Each wheel on each axle shall be equipped with a tyre which has a load capacity such that when the axle is loaded to its maximum permitted axle weight, the weight transmitted to the road surface by that tyre does not</p>		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>exceed that load capacity.</p> <p>7. The speed capability of all tyres fitted shall be not less than the maximum design speed of the vehicle.</p>		
17	Interior fittings	<p>1. No surface (other than a surface of a window) of the vehicle interior which can be contacted by a sphere of 165mm diameter and which is within the <b>specified zone</b>, shall include any fittings (eg controls and instruments) or design features which have any dangerous roughness or <b>sharp edges</b>.</p> <p>2. Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the <b>specified zone</b>, shall be so constructed and mounted that they would either</p>	<p>For the purposes of this item—</p> <p>“air bag” means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle;</p> <p>“designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road;</p> <p>“head impact</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 <b>head impact zone</b> for any <b>designated seating position</b>.</p> <p>An armoured vehicle shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply due to its <b>special purpose</b>.</p> <p>Paragraph 1 shall not apply to:</p> <p>(a) the edges of any interior fitting (if there is a gap of less than 20</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>retract into the surface of the panel or become detached from the panel when a horizontal force of 40kg is applied to them.</p>	<p>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 an edge of <b>rigid material</b> having a radius of curvature of less than 2.5mm, except in the case of projections of less than 3.2mm from the panel. In this case, the minimum radius of curvature shall not apply provided that the height of the projection</p>	<p>mm wide between the edges); (b) any heating or ventilation grill element; or (c) any control mounted on the heating or ventilation grill element area; so long as they are blunted.  Paragraph 1 shall not apply to foot pedal controls.  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 so long as any edges are blunted.  Paragraph 4 shall not apply to any seat designed for a disabled person and fitted in a disabled person’s vehicle.  Paragraph 5 shall not apply to— (a) any floor-mounted</p>
		<p>3. The lower edge of the instrument panel which is within the <b>specified zone</b> shall be rounded to a radius of curvature of not less than 19mm, or if it is covered with <b>non-rigid material</b>, not less than 5mm.</p>		
		<p>4. The rearward and upward-facing parts of seat frames behind which there is a <b>designated seating position</b>, and which are within the head impact zone shall be both covered with <b>non-rigid material</b> and have a radius of curvature of not less than 5mm.</p>		
		<p>5. The handbrake control in the fully released position and the gear-lever control in any forward gear position shall not have any radius of curvature of</p>		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		less than 3.2mm on surfaces which can be contacted by a sphere of 165mm diameter.	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 —	hand-brake control if, in the fully released position, no part of the control is in the <b>specified zone</b> ; or (b) any hand-brake control mounted on or under the instrument panel, if in the fully released position, there is no possibility of the occupants of the vehicle contacting it in the event of a frontal impact.
		<p>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 present a surface not less than 25mm high with edges rounded to a radius of curvature of not less than 3.2mm. This surface shall also be covered with <b>non-rigid material</b>.</p> <p>7. On that part of the inner surface of the roof which is situated above or forward of the occupants and can be contacted by a sphere of 165mm diameter, the width of projecting parts made of <b>rigid material</b>, shall not be less than the length of their projection from the surface and</p>	<p>(a) is forward of the transverse plane of the torso reference line of the manikin as defined in paragraph 2.5</p>	<p>Paragraph 7 and shall not apply to parts covered 1 of with a <b>non-rigid material</b> and Annex 3 to the hood-frames of convertible Directive 77/649/EEC vehicles. For opening roofs, as last the requirements amended shall apply to parts, including devices for opening, closing and adjusting the roof, with the roof in the closed position.</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>their edges shall have a radius of curvature of not less than 5mm. Roof sticks or ribs made of <b>rigid material</b> with the exception of the header rail of the glazed surfaces and door frames, shall not project downwards by more than 19mm.</p>	<p>positioned in the rearmost <b>designated seating positions</b> is any vehicle if:</p> <p>(b) above the horizontal plane passing through the point 150mm above the lowest part of the front seat cushions; and</p> <p>(c) is outside the areas defined by paragraphs 2.3.1, 2.3.2 and 2.3.3 of Annex I to Directive <a href="#">74/60/EEC</a> as last amended by Directive</p>	<p>Paragraph 1 (in so far as it relates to the surface of an instrument panel) and paragraph 2 shall not apply to any vehicle if:</p> <p>(a) it is fitted with <b>air bags</b> for the protection of the driver and the front seat passenger; and</p> <p>(b) those <b>air bags</b> were fitted at the time the vehicle was manufactured, except that this exemption shall not apply to: (i) an amateur-built vehicle, (ii) a vehicle manufactured in very low volume, (iii) a vehicle manufactured using parts of a registered vehicle, and (iv) a rebuilt vehicle.</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
			78/632/ EEC.	
18	External projections	<p><b>1.</b> The vehicle shall not be fitted with any mascot, emblem or other ornamental object unless it complies with the requirements of regulation 53 of the Construction and Use Regulations.</p> <p><b>2.</b> The radius of curvature of all <b>hard parts</b> on or protruding from the <b>external surface</b> of the vehicle and which can be contacted by a sphere of 100 mm diameter, shall be not less than 2.5 mm.</p> <p><b>3.</b> Headlamp visors and rims shall not project more than 30 mm beyond the lens surface.</p> <p><b>4.</b> The ends of bumpers shall be turned inwards, or be recessed, or be integrated within the bodywork.</p> <p><b>5.</b> Handles, hinges, push buttons and fuel tank filler caps shall not project more than 40 mm from the <b>external surface</b> unless</p>	For the purposes of this item— “extreme outer edge” has the meaning given by regulation 3 (2) 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 from the <b>floor line</b> 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	<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 Secretary of State that it is impossible for the vehicle to comply due to its <b>special purpose</b>.</p> <p>An armoured vehicle shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply due to its <b>special purpose</b>.</p> <p>Paragraph 2 shall not apply to— (a) <b>hard parts</b> of a vehicle which are manufactured of plastic or rubber,</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>they cannot under any circumstance project beyond the <b>extreme outer edge</b> of the vehicle, in which case they may project by up to 50 mm from the <b>external surface</b>. All handles shall be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the <b>extreme outer edge</b> of the vehicle.</p>	<p>74/483/EEC. “hard parts” means those made of a material of hardness exceeding 60 shore A; “special purpose” has the same meaning as in item 6; “vehicle body plan-form” means the area resulting from a vertical projection of the <b>complete body</b> onto a horizontal surface; and, for the purposes of this definition- “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,</p>	<p>provided that they are flexible and are blunted; (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; (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 1 mm; 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;</p>
		<p>6. The open ends of door handles which rotate parallel to the plane of the door shall be turned back towards the plane of the door. Such open ends shall be directed rearwards unless the handles cannot under any circumstances project beyond the <b>extreme outer edge</b> of the vehicle and at least one of the following requirements is met—</p>		
		<p>(a) the open end of the handle</p>		

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>is shielded to the front by a protective surround, or</p> <p>(b) the open end of the handle is recessed into the vehicle bodywork, or</p> <p>(c) the gap measured laterally between the open end of the handle and the vehicle body is no more than 2 mm when the handle is in its normal position with the door latched.</p> <p>7. The open ends of handles, which pivot outwards in any</p>	<p>suspension, brakes and steering.</p>	<p>(d) if they are blunted; 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 12mm diameter, provided that they are blunted;</p> <p>(f) wheels, so long as:</p> <p>(i) there are no pointed or sharp features which project beyond the external plane of the wheel rim;</p> <p>(ii) no wing nuts are fitted; and</p> <p>(iii) there are no projections above the horizontal</p>

1 Item	2 Subject matter	3 Requirement	4 Definitions and supplementary provisions	5 Exemptions and modifications
		<p>direction, shall face either rearwards or downwards, unless they have an independent return mechanism and cannot project more than 15 mm from the <b>external surface</b> should the return mechanism fail.</p> <p><b>8.</b> Windows, which open outwards from the <b>external surface</b> of the vehicle, shall have no forward facing exposed edge and shall not project beyond the <b>extreme outer</b> edge of the vehicle.</p> <p><b>9.</b> No jacking bracket shall project by more than 10 mm beyond the vertical projection of the <b>floor line</b> lying directly above it.</p> <p><b>10.</b> No exhaust pipe shall project by more than 10 mm beyond the vertical projection of the <b>floor line</b> lying directly above it, unless it terminates in a rounded edge having a radius</p>		<p>plane passing through the axis of rotation of the wheels, and beyond the <b>vehicle body plan form</b>, apart from tyres and wheel discs, (including central wheel securing nuts) if the latter have a radius of curvature of not less than 30 mm and do not project by more than 30 mm beyond the <b>vehicle body</b></p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
		of curvature of no less than 2.5 mm.		<p><b>plan- form;</b></p> <p>(g) sheet metal edges if they are folded back by about 180 degrees;</p> <p>(h) folds in body panels;</p> <p>(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;</p> <p>(j) radio aerial shafts; provided that they are fitted with a fixed end capping of not less than 2.5mm radius; and</p> <p>(k) in the case of any other vehicle any part of the <b>external surface</b> (including without prejudice to the generality of this paragraph</p>

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
19	Speed-ometers	<p><b>1.</b> The vehicle shall be fitted with a speedometer capable of indicating speed in mph at uniform intervals not exceeding 20</p>	<p>In this item “maximum speed” has the meaning given in regulation 3(2) of the Construction and Use Regulations.</p>	<p>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 that this exemption shall not apply to:</p> <ul style="list-style-type: none"> <li>(i) an amateur-built vehicle,</li> <li>(ii) a vehicle manufactured in very low volume,</li> <li>(iii) a vehicle manufactured using parts of a registered vehicle, and</li> <li>(iv) a rebuilt vehicle.</li> </ul> <p>This item shall not apply to vehicles having a <b>maximum speed</b> of less than 25 mph.</p>

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

<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>mph at all speeds up to the <b>maximum speed</b> of the vehicle and capable of being read by the driver at all times of the day or night.</p> <p>2. For all true speeds up to the design speed of the vehicle, the true speed shall not exceed the indicated speed.</p> <p>3. For all true speeds of between 25 mph and 70 mph (or the <b>maximum speed</b> if lower), the difference between the indicated speed and the true speed shall not exceed—</p> <p><math>V/10 + 6.25</math> mph                      where 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 road ahead, both directly in front of the vehicle and in front of both sides</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 vehicle and in</p>

<i>1 Item</i>	<i>2 Subject matter</i>	<i>3 Requirement</i>	<i>4 Definitions and supplementary provisions</i>	<i>5 Exemptions and modifications</i>
		<p>of the vehicle, in wet weather.</p> <p><b>3.</b> 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><b>3.</b> 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><b>4.</b> 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><b>5.</b> When this system is actuated with the nozzles plugged, it shall be capable of withstanding the</p>		<p>front of both sides of the vehicle, from all normal seating positions.</p>

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
		pressures produced.		
		<p><b>6.</b> The capacity of the liquid reservoir for this system shall not be less than 1 litre.</p>		
21	Defrosting and demisting system	<p><b>1.</b> The vehicle shall be equipped with a system for removing frost and ice from the glazed surfaces of the windscreen. This system shall be effective enough to ensure that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in cold weather.</p> <p><b>2.</b> 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 in front of both sides of the vehicle, in</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 vehicle and in front of both sides of the vehicle, from all normal seating positions.</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>
22	Fuel input	wet and humid weather. The vehicle shall be fitted with a fuel tank so constructed that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of not less than 23.6mm without the aid of a device (such as a funnel) not fitted to the vehicle.		This item shall not apply to vehicles to which paragraph 2(c) or (d) in column 3 of item 4 (exhaust emissions) do not apply.
23	Design weights	<p>1. The maximum gross weight of the vehicle shall be no less than the sum of the kerbside weight, and—</p> <p>(a) in the case of a vehicle other than a motor caravan, 75kg for each <b>seat</b>, and</p> <p>(b) in the case of a motor caravan, 85kg for each <b>seat</b> and 10kg for each</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.

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>
-------------------------	-----------------------------------	--------------------------------	---	---

metre  
of the  
total  
length  
of the  
vehicle.

**2.** For all  
vehicles—

- (a) the sum  
of the  
maximum  
permitted  
axle  
weights  
must  
not be  
less  
than the  
maximum  
gross  
weight  
of the  
vehicle;
- (b) when  
the  
vehicle  
is  
loaded  
to its  
maximum  
gross  
weight  
by  
placing  
a  
weight  
of 68kg  
in each  
**seat**  
and by  
distributing  
the  
remaining  
weight  
evenly  
in the  
areas

<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>
			designed to accommodate luggage (all in accordance with paragraph 2 of the Appendix to Directive <a href="#">92/21/ EEC</a> as last amended by Directive <a href="#">95/48/ EC</a> ), the axle weight of each axle shall not exceed the maximum permitted axle weight; and (c) when the vehicle is loaded to its maximum gross weight, and at the same time, its rear axle is	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>loaded to its maximum permitted axle weight, the front axle weight shall not be less than 30% of the maximum gross weight.</p> <p><b>1.</b> 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><b>2.</b> In particular, under all normal conditions likely to be encountered while the vehicle is being driven on a road, including when the vehicle is loaded to its maximum gross weight and the axle weight of any</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>
		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, while controlling the vehicle, to have a full view of the road and traffic ahead of the vehicle;		
		(c) the clearance between any of the following parts of the		

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

<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>
		vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of the steering mechanism and fixed parts shall be sufficient to ensure no risk of fouling and the wheels and wheel fixings shall be compatible; (d) the vehicle structure (chassis or integral chassis- body), shall be so		

<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>designed and constructed as to withstand the forces and vibration to which it is likely to be subject;</p> <p>(e) all entries and exits provided for the vehicle occupants (other than doors) shall be so designed as to allow easy and safe use;</p> <p>(f) all aperture covers (other than doors) including tail gates, boot and bonnet lids, shall be capable</p>		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

<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>of being securely latched in the fully closed position;</p> <p>(g) the steering, suspension, axles and wheels shall be so designed, constructed and fitted as to withstand the forces and vibration to which they are likely to be subject;</p> <p>(h) the fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the forces, vibration and corrosive</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>
			environment to which it is likely to be subject. It shall also be so fitted as to avoid the risk of damage, such as abrasion, due to fouling of other parts, and to minimise the risk of fire in the event of any leakage of fuel. The fuel tank shall comply with regulation 39 of the Construction and Use Regulations, except that it need not be made of metal; and	

---

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

---

<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>(i) the electrical system, including the battery, electrical components and wires, shall be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, shall be 300 mm and wires shall be so fitted and protected as to avoid the risk of damage to insulation, such as abrasion. All components</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>
		shall be so constructed and fitted as to minimise the risk of corrosion and fire.		
25	Plate for goods vehicles	Every goods vehicle shall comply with the requirements of paragraphs (2) and (3) of regulation 66 of the Construction and Use Regulations.		For the purpose of this item—  The Construction and Use Regulations shall have effect as if for the reference to 6mm in paragraph 5 of part III of Schedule 8, there were substituted a reference to 4mm.

SCHEDULE 2

Regulation 5(!)(b)

APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES  
EXCEPT SCHEDULE 2 VEHICLES (REPLACING SCHEDULE 4)

<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>
		<i>(a)</i> <i>Date of manufacture of the vehicle</i>	<i>(b)</i> <i>Community Instrument</i>	<i>(c)</i> <i>ECE Regulation</i>		
3	Protective steering					If any vehicle has been adapted

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

<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>
		<i>(a)</i> <i>Date of manufacture of the vehicle</i>	<i>(b)</i> <i>Community Instrument</i>	<i>(c)</i> <i>ECE Regulation</i>		

from a vehicle, the effect of which is to 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

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		
						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.
		1st July 1991	Directive <a href="#">74/297/EEC</a> , annex 1, paragraphs 5 and 6	ECE Regulation 12.01, paragraphs 5 and 6		
		1st October 1996	Directive <a href="#">74/297/EEC</a> as amended by Directive <a href="#">91/662/EEC</a> , annex 1, paragraphs 5 and 6	ECE Regulation 12.03, paragraphs 5 and 6		
4	Exhaust emissions					If any vehicle has been adapted from a vehicle, the effect of

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

<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>
		<i>(a)</i> <i>Date of manufacture of the vehicle</i>	<i>(b)</i> <i>Community Instrument</i>	<i>(c)</i> <i>ECE Regulation</i>		

which is to change the category of the vehicle, then so long as the adaptation has not been to a system which would directly affect the amount of exhaust emissions emitted from the vehicle, it shall be sufficient to show compliance either with the exhaust emission requirements for the category of the unadapted vehicle, or of the adapted vehicle.

If the exhaust system of any vehicle has been adapted (as

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		
						permitted below), then the requirements of this item shall be deemed to be met, so long as the unadapted vehicle complied with the relevant emission requirements for that category of vehicle before it was adapted.
						Any adaptation to an exhaust system of a vehicle shall be permitted so long as: (i) any adaptation is down stream of any emission control device fitted to the

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

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 1993	Directive <a href="#">70/220/EEC</a> as amended by: Directive <a href="#">91/441/EEC</a> , annex 1, paragraphs 5, 7 and 8 (applies only to <b>passenger cars</b> )	ECE Regulation 83.01, paragraphs 5, 8 and 13	For the purposes of this item— “passenger car” means a motor vehicle which (a) is constructed or adapted to carry passengers and is not a	vehicle; and (ii) the emission control device is identical to that which would have been fitted had the vehicle not been adapted.

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		
					goods vehicle; (b) * has no more than 6 seats including the driver's seat; and (c) has a maximum gross weight not exceeding 2,500 kg.	
		1st October 1994	Directive <a href="#">93/59/EEC</a> , annex 1, paragraphs 5, 7 and 8 (applies only to vehicles other than	ECE Regulation 83.01, paragraphs 5, 8 and 13	*Note: paragraph (b) does not apply to vehicles manufactured after 1st January 2001.	

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

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			
			<b>passenger cars)</b>				
		1st January 1997	Directive <a href="#">94/12/EC</a> , annex 1, paragraph 5 (applies only to <b>passenger cars)</b>	ECE Regulation 83.02, paragraph 5			
		1st October 1997	Directive <a href="#">96/69/EC</a> , annex 1, paragraph 5 (applies from this date to <b>Class I vehicles)</b>	ECE Regulation 83.03, paragraph 5	“Reference mass” has the same meaning as in Directive <a href="#">70/220/ EEC</a> , as amended by Directive <a href="#">96/69/ EC</a> . “Class I vehicle” means a goods vehicle (category N1) which has a <b>reference mass</b> not exceeding		

1	2	3			4	5
Item	Subject matter	Design, construction and equipment requirements			Definitions and supplementary provisions	Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
		1st October 1998	Directive <a href="#">96/69/EC</a> , annex 1, paragraph 5 (applies from this date to vehicles of category M1 other than <b>passenger cars, Class II and Class III vehicles</b> )		1,250kg (1,305 kg from 1st January 2001). “Class II vehicle” means a goods vehicle (category N1) which has a <b>reference mass</b> exceeding 1,250 kg (1,305 kg from 2001) but not exceeding 1,700 kg (1,760 kg from 2001). “Class III vehicle” means a goods	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

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		
						vehicle (category N1) which has a <b>reference mass</b> exceeding 1,700 kg (1,760 kg from 2001).
		1st October 1999	Directive <a href="#">98/77/EC</a> , annex 1, paragraph 5 (applies to vehicles fuelled by liquid petroleum gas or compressed natural gas)	ECE Regulation 83.04, paragraph 5		
		1st January 2001	Directive <a href="#">98/69/EC</a> , annex 1, paragraph 5 (Phase I limits) (applies from this date to <b>passenger cars and Class I vehicles</b> )			
		1st January 2002	Directive <a href="#">98/69/EC</a> ,			

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 1, paragraph 5 (Phase 1 limits) (applies from this date to vehicles of category M1 other than <b>passenger cars, Class II and Class III vehicles</b> )			
		1st January 2003	Directive <a href="#">98/69/EC</a> , annex 1, paragraph 5 (Phase 1 limits) (applies from this date to <b>diesel passenger vehicles</b> . Until this date, diesel passenger vehicles are treated as a vehicle of category N1)		“Diesel passenger vehicle” means a vehicle of category M1 the maximum mass of which exceeds 2,000 kg, fitted with a compression ignition engine, and which is:	(a) constructed or adapted

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

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		

(b) to carry more than 6 occupants including the driver, or an off-road vehicle as defined in Annex II to the 1970 Directive.

1st January 2006 Directive [98/69/EC](#) annex 1, paragraph 5 (Phase 2 limits) (applies from this date to **passenger cars and Class I vehicles**)

1st January 2007 Directive [98/69/EC](#) annex 1, paragraph 5 (Phase

1	2	3	4	5
Item	Subject matter	Design, construction and equipment requirements	Definitions and supplementary provisions	Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation
			2 limits) (applies from this date to vehicles of category M1 other than <b>passenger cars, Class II and Class III vehicles</b> )	
8	Anti-theft devices	1st October 1998	Directive <a href="#">74/61/EEC</a> , as amended by: Directive <a href="#">95/56/EC</a> , annex V (electronic immobiliser) and annex VI (alarm system if fitted).	ECE Regulation 18.02, paragraph 7 and ECE Regulation 97.01 paragraphs 5, 6 and 7 (alarm system) and paragraphs 31, 32 and 33 (immobiliser)
10	Seat belt anchorages	1st July 1991	Directive <a href="#">76/115/EEC</a> as amended by: Directive <a href="#">82/318/EEC</a> , annex 1, paragraphs 4 and 5	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

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

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 be substituted the requirements in item 10 of Schedule 3.
						If any vehicle has been adapted to a vehicle of category M1, for the requirements of this item shall be substituted the requirements in item 10 of Schedule 3.
		1st July 1997	Directive <a href="#">90/629/EEC</a> , annex 1, paragraphs 4 and 5	ECE Regulation 14.03, paragraphs 5, 6 and 7		
11	Installation of seat belts	1st July 1997	Directive <a href="#">77/541/EEC</a> as amended by: Directive <a href="#">90/628/EEC</a> , annex 1, paragraphs 3.1 to 3.1.9			This item shall not apply to a seat belt, fitted to an anchorage that has been fitted to a disabled person's

1	2	3			4	5
Item	Subject matter	Design, construction and equipment requirements			Definitions and supplementary provisions	Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
			and 3.2.1 to 3.2.2.4			vehicle during the course of it being adapted to become a disabled person's vehicle.
		1st October 1999	Directive <a href="#">96/36/EC</a> , annex 1, paragraphs 3.1 to 3.1.10, 3.1.11, 3.1.12 and 3.2.1 to 3.2.2.5	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		
12	Brakes	1st April 1995	Directive <a href="#">71/320/EEC</a> as amended by: Directive <a href="#">91/422/EEC</a> , annex 1, 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 has not been to a system which would directly affect the

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

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 October 1999	Directive <a href="#">98/12/EC</a> , annex 1, paragraph 2.1.1.3 (Requirements for asbestos- free brake linings only)	ECE Regulation 13.09, paragraph 5.1.1.3 or ECE Regulation 13H, paragraph 5.1.1.3 (Requirements for asbestos- free brake linings only)	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 any such adaptation.
		31st March 2001	Directive <a href="#">98/12/EC</a> , annex 1, paragraph	ECE Regulation 13.09, paragraph 5 or ECE		

1	2	3			4	5
<i>Item</i>	<i>Subject matter</i>	<i>Design, construction and equipment requirements</i>			<i>Definitions and supplementary provisions</i>	<i>Exemptions and modifications</i>
		<i>(a) Date of manufacture of the vehicle</i>	<i>(b) Community Instrument</i>	<i>(c) ECE Regulation</i>		
			2 (All requirements)	Regulation 13H, paragraph 5 (All requirements)		
13	Noise and silencers					If any vehicle has been adapted from a vehicle, the effect of which is to change the category of vehicle, then so long as the adaptation has not been to a system which would directly effect 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,

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

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		

or of the adapted vehicle.

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, so long as the unadapted vehicle complied with the relevant noise and silencer requirements for that category of vehicle before it was adapted.

Any adaptation to an exhaust system of a vehicle shall be permitted so long as:

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		
						(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.
		1st July 1991	Directive <a href="#">70/157/EEC</a> as amended by: Directive <a href="#">84/424/EEC</a> , annex	ECE Regulation 51.01, paragraph 5		

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

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		
			1, paragraph 5			
		1st January 1997	Directive <a href="#">92/97/EEC</a> or Directive <a href="#">96/20/EC</a> , annex 1, paragraph 5	ECE Regulation 51.02, paragraph 5		
26	Carbon dioxide emissions and fuel consumption	1st January 1997	Directive <a href="#">80/1268/EEC</a> as amended by: Directive <a href="#">93/116/EC</a> , annex 1, paragraph 5	ECE Regulation 101, paragraph 5		If any vehicle has been adapted from a vehicle, the effect of which is to change the category of vehicle, then so long as 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

1	2	3			4	5
Item	Subject matter	Design, construction and equipment requirements			Definitions and supplementary provisions	Exemptions and modifications
		(a) Date of manufacture of the vehicle	(b) Community Instrument	(c) ECE Regulation		
						the carbon dioxide emissions and fuel consumption requirements for the category of the unadapted vehicle, or of the adapted vehicle.
						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, so long as the unadapted vehicle complied with the relevant carbon dioxide emission and fuel consumption requirements for that

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

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		

category of vehicle before it was adapted.

Any adaptation to an exhaust system shall be permitted so long as:

- (i) any such adaptation is downstream 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

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		
27	Frontal impact	1st October 2003	Directive <a href="#">96/79/EC</a> , annex 2, paragraph 3	ECE Regulation 94.01, 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 the frontal impact requirements for the category of the unadapted vehicle, or of the adapted vehicle.	vehicle not been adapted.
					If (i) a disabled person's vehicle has been adapted from a vehicle which before it	

**Status:** This is the original version (as it was originally made). UK  
Statutory Instruments are not carried in their revised form on this site.

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		
						was adapted 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 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 <a href="#">96/27/EC</a> , annex 2, paragraph 3	ECE Regulation 95.01, paragraph 5		If any vehicle has been adapted from a

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		

vehicle, the effect of which is to change the category of vehicle, then it shall be sufficient to show compliance either with 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

**Status:** This is the original version (as it was originally made). UK  
 Statutory Instruments are not carried in their revised form on this site.

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 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.

SCHEDULE 3

Regulation 11

British National Type Approval  
**Minister's Approval Certificate**

issued under Section 58(1) of the Road Traffic Act 1988  
by virtue of  
the Motor Vehicles (Approval) Regulations 2001

The motor vehicle having the identification/chassis number:

having been examined under Section 58 of the Road Traffic Act 1988, it is hereby certified that on the date of the examination this vehicle complied with the relevant requirements prescribed under Section 54 of the Road Traffic Act 1988.

Make:

Model:

Class Code:

DVLA Model Code:

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

Fuel Type e.g. (Petrol/Diesel/Gas Bi-Fuel):

CO<sub>2</sub>:

HC:

Station Location:

Date of issue:

Serial Number: **AA**

Design Weights:

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

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

Signed by authority of the Secretary of State:

Name in CAPITALS:

Authentication Stamp:

---

## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations amend the Motor Vehicles (Approval) Regulations 2001 (S.I.2001/25).

Regulation 3 transfers the definition of a disabled person's vehicle from Schedule 2 to Regulation 3 of the Regulations.

Regulation 4 substitutes a new paragraph for paragraph 5(2) of the Regulations, the effect of which is to remove the requirement of vehicles which have complied with the items in Schedule 4, from having to comply with the requirements of the items of the same subject matter in Schedule 3 (apart from item 10 in relation to disabled person's vehicles and vehicles that have been adapted to category M1). Regulation 4 also substitutes a new paragraph for paragraph 5 (8) of the Regulations, to recognise certificates granted in accordance with the Northern Ireland single vehicle approval regime. A new paragraph (8A) has also been inserted to update the regulation relating to mutual recognition of equivalent standards in other EEA States.

Regulation 5 makes a minor corrective change and amends the requirement by which an applicant can request a further examination in respect of a further application.

Regulation 6 substitutes a new table into regulation 11.

Regulation 7 amends Schedule 2 of the Regulations. Disabled person's vehicles are excluded from the meaning of "Schedule 2 vehicle" and will now be subject to the requirements in Schedule 4. Paragraph 2 of Schedule 2 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 8 substitutes a revised Schedule 3 into the Regulations. Various deregulatory, consequential and corrective changes are made to the Schedule on points of detail.

Regulation 9 substitutes a revised Schedule 4 into the Regulations. As Disabled person's vehicles will now be subject to the Schedule 4 requirements, a number of consequential amendments have been made, together with other deregulatory and corrective changes on points of detail.

Regulation 10 substitutes a new certificate into the Regulations.

Regulation 11 updates the Schedule 6 list of Community Instruments and ECE Regulations.

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

A regulatory impact assessment has been prepared and copies can be obtained from the Department for Transport, Zone 2/03, Great Minster House, 76 Marsham Street, London SW1P 4DR (Telephone 020 7944 2093). A copy has been placed in the Library of each House of Parliament.