
STATUTORY INSTRUMENTS

2009 No. 717

ROAD TRAFFIC

The Road Vehicles (Approval) Regulations 2009

Made - - - - 24th March 2009
Laid before Parliament 27th March 2009
Coming into force - - 29th April 2009

The Secretary of State for Transport makes the following Regulations in exercise of the powers conferred by section 2(2) of the European Communities Act 1972 ^{M1}.

The Secretary of State for Transport is a Minister designated ^{M2} for the purposes of section 2(2) of that Act for the regulation of the type, description, construction or equipment of vehicles, and of components of vehicles, and in particular any vehicle type approval scheme.

Marginal Citations

- M1** 1972 c.68. Section 2(2) was amended by the [Legislative and Regulatory Reform Act 2006 \(c.51\)](#), [section 27\(1\)](#).
M2 S.I. 1972/1811.

PART 1

PRELIMINARY

Citation, commencement and extent

1.—(1) These Regulations may be cited as the Road Vehicles (Approval) Regulations 2009 and come into force on 29th April 2009.

(2) These Regulations extend to Northern Ireland.

Revocation

2. The instruments listed in Schedule 1 are revoked.

Interpretation: general

3.—(1) In these Regulations—

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

- “1981 Order” means the Road Traffic (Northern Ireland) Order 1981 ^{M3};
- “1988 Act” means the Road Traffic Act 1988 ^{M4};
- “1994 Act” means the Vehicle Excise and Registration Act 1994 ^{M5};
- “1998 Regulations” means the Motor Vehicles (EC Type Approval) Regulations 1998 ^{M6};
- “approval authority” means the Secretary of State;
- “EC certificate of conformity”, except where otherwise provided, has the same meaning as “certificate of conformity” in Article 3(36) of the Framework Directive;
- “EC type approval”, except where otherwise provided, means—
- (a) type approval for a vehicle pursuant to Article 9 or 22 of the Framework Directive, including any amendments to that approval (“EC vehicle type approval”), or
 - (b) type approval for a system, component or separate technical unit pursuant to Article 10 of the Framework Directive, including any amendments to that approval (“EC system, component or separate technical unit type approval”);
- “EC type approval (small series)” means EC vehicle type approval pursuant to Article 22 of the Framework Directive (vehicles to be registered, sold or put into service in any year within the quantitative limits set out in Section 1 of Part A of Annex XII);
- “final supplier”, in relation to a trailer, means the person who carries on a business of supplying trailers to end-users;
- “Framework Directive” means Directive [2007/46/EC](#) of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ^{M7};
- “holder”, in relation to an EC or national small series type approval, includes a manufacturer;
- “individual approval” means the process of certification that a particular vehicle, whether unique or not, satisfies the relevant administrative and technical requirements prescribed by these Regulations (and “individual approval certificate” means a certificate issued under regulation 27(10));
- “manufacturer” has the meaning given by Article 3(27) of the Framework Directive, as read with Article 5, and includes a manufacturer's representative;
- “national small series type approval” means type approval for vehicles to be registered, sold or put into service in any year within the quantitative limits specified in Section 2 of Part A of Annex XII to the Framework Directive (and “national small series type approval certificate” means a certificate issued under regulation 25(3));
- “national small series certificate of conformity” means a certificate issued under regulation 25(10);
- “prescribed fee” means a fee prescribed under the Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations 1999 ^{M8} or the Road Vehicles (Individual Approval) (Fees) Regulations 2009 ^{M9};
- “regulatory act” means (subject to paragraph (3))—
- (a) any Community instrument listed in a table in Part I of Annex IV or in Annex XI to the Framework Directive, and
 - (b) any UNECE Regulation listed in the table in Part II of Annex IV to the Framework Directive;
- “road” has the meaning given—

- (a) as respects Great Britain, in section 192(1) of the 1988 Act ^{M10}, and
 - (b) as respects Northern Ireland, in article 2(2) of the 1981 Order;
- “supply”, in relation to a system, component or separate technical unit or to a trailer, includes—

- (a) sale,
- (b) offer to sell or to supply, and
- (c) exposure for sale;

“type approval” means the process of certification that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative and technical requirements imposed by, or pursuant to, the Framework Directive.

(2) The following expressions have the same meanings respectively as in Article 3 of the Framework Directive—

- “component”,
- “EC type approval certificate”,
- “separate technical unit”, and
- “system”.

(3) Any reference in these Regulations (however expressed) to a requirement contained in a regulatory act is to be construed as provided in Schedule 2.

Marginal Citations

M3 [S.I. 1981/154 \(N.I.1\)](#).

M4 [1988 c.52](#).

M5 [1994 c.22](#).

M6 [S.I.1998/2051](#).

M7 OJ No L263, 9.10.2007, p.1. The Directive was amended by Commission Regulation (EC) No 1060/2008 of 7 October 2008 replacing Annexes I, III, IV, VI, VII, XI and XV (OJ No L292, 31.10.2008, p.1).

M8 [S.I.1999/2149](#), amended by [S.I.2003/2258](#), [2004/2106](#), [2006/1638](#) and [2009/719](#).

M9 [S.I. 2009/718](#).

M10 The relevant amendment is by the Road Traffic Act 1991, Schedule 4, paragraph 78.

Interpretation of expressions relating to vehicles

4.—(1) In these Regulations, the following expressions relating to vehicles have the following meanings—

“ambulance” has the same meaning as in paragraph 5.3 of Part A of Annex II to the Framework Directive;

“armoured vehicle” has the same meaning as in paragraph 5.2 of Part A of Annex II to the Framework Directive;

“complete vehicle”, “completed vehicle” and “incomplete vehicle” have the same meanings respectively as in Article 3 of the Framework Directive;

“converter dolly” means a trailer which is—

- (a) equipped with two or more wheels,
- (b) designed to be used in combination with a semi-trailer without any part of the weight of the semi-trailer being borne by the drawing vehicle, and

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(c) not in itself part of the semi-trailer or the drawing vehicle when being so used;
 “hearse” has the same meaning as in paragraph 5.4 of Part A of Annex II to the Framework Directive;

“large trailer” means a trailer constructed or adapted for the carriage of goods and which is—

- (a) a semi-trailer of any weight, or
- (b) a trailer other than a semi trailer or converter dolly the unladen weight of which exceeds 1020 kilogrammes,

and which is not a vehicle of a description listed in Schedule 2 to the Goods Vehicles (Plating and Testing) Regulations 1988 ^{MI1} or Schedule 2 to the Goods Vehicle (Testing) Regulations (Northern Ireland) 2003 ^{MI2};

“mobile machinery” means any self-propelled vehicle which is designed and constructed specifically to perform work, which, because of its construction characteristics, is not suitable for carrying passengers or for transporting goods (but does not include machinery mounted on a motor vehicle chassis);

“motor caravan” has the same meaning as in paragraph 5.1 of Part A of Annex II to the Framework Directive;

“motor vehicle” means any power-driven vehicle designed and constructed for use on a road which—

- (a) is moved by its own means,
- (b) has at least four wheels,
- (c) has a maximum design speed exceeding 25 kilometres per hour, and
- (d) is an incomplete, complete or completed vehicle;

“other special purpose vehicle” means a special purpose vehicle other than a vehicle of a kind defined in paragraph 5 of Part A of Annex II to the Framework Directive;

“relevant vehicle” means—

- (a) a vehicle to which these Regulations apply, or
- (b) where a part only of these Regulations applies, a vehicle to which that part applies;

“semi-trailer” means a trailer which is constructed or adapted to form part of an articulated vehicle;

“special purpose vehicle” means a vehicle intended to perform a function which requires special body arrangements or equipment or both such arrangements or equipment (and includes a wheelchair accessible vehicle);

“small trailer” means a trailer which is not a large trailer;

“trailer” means a non-self-propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle; and

“vehicle” means a motor vehicle or a trailer;

“wheelchair accessible vehicle” has the meaning given in paragraph 5.5 of Part A of Annex II to the Framework Directive.

(2) In these Regulations expressions relating to vehicle categories are to be construed in accordance with Annex II to the Framework Directive.

Marginal Citations

M11 [S.I. 1988/1478](#). The relevant amendments are by [S.I. 1990/448](#), 1991/252, 1995/1456, 2001/307, 2002/487 and 2005/2343.

M12 S.R.(N.I.) [2003 No. 304](#), amended by S.R.(N.I.) 2004 No 47 and 2006 No 495.

Scope of the Regulations

5.—(1) These Regulations apply to—

- (a) vehicles designed and constructed in one or more stages for use on a road,
- (b) systems, components and separate technical units designed and constructed for those vehicles, and
- (c) parts and equipment intended for those vehicles,

but subject to paragraphs (2) to (7).

(2) These Regulations do not apply to—

- (a) agricultural or forestry tractors, as defined in Directive [2003/37/EC](#) of the European Parliament and Council ^{M13} and trailers and interchangeable towed machinery designed and constructed specifically to be towed by them (including their systems, components and separate technical units);
- (b) quadricycles as defined in Directive [2002/24/EC](#) of the European Parliament and Council ^{M14},
- (c) tracked vehicles;
- (d) old vehicles (including systems, components and separate technical units designed and manufactured specifically for them).

(3) Where paragraph (4) applies, all regulations except regulations 6 to 11 apply to the following vehicles to the extent that they fall within the requirements of the Framework Directive and not within those of the Machinery Directive—

- (a) vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities;
- (b) vehicles designed and constructed for use by the armed services, a fire and rescue authority, a person or body responsible for civil defence or the forces responsible for maintaining public order; and
- (c) mobile machinery.

(4) This paragraph applies where—

- (a) a person voluntarily makes an application under regulation 12, 24 or 27 in respect of an individual vehicle or type of vehicle described in paragraph (3), and
- (b) in the case of an application under regulation 27, at the date of that application—
 - (i) the vehicle has not been registered under the 1994 Act, or
 - (ii) if the vehicle is not so registrable, no EC certificate of conformity or national small series certificate of conformity has effect with respect to the vehicle for the purposes of Part 2 and it has not been put into service on the road.

(5) Where paragraph (6) applies, these Regulations apply—

- (a) with the exception of regulations 7 to 26, 28(1) and (3) and 29 to 32, to vehicles intended exclusively for racing on roads;

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- (b) with the exception of regulations 6 to 25 and 29 to 31, to prototypes of vehicles which have been specially designed and constructed for use on the road under the responsibility of a manufacturer for the purpose of performing a specific test programme.
- (6) This paragraph applies where—
- (a) a person voluntarily makes an application under regulation 27 in respect of a vehicle described in paragraph (5), and
- (b) at the date of that application—
- (i) the vehicle has not been registered under the 1994 Act, or
- (ii) if the vehicle is not so registrable, no EC certificate of conformity or national small series certificate of conformity has effect with respect to the vehicle for the purposes of Part 2 and it has not been put into service on a road.
- (7) Part 1 of Schedule 3 has effect for determining the date on which, and the circumstances in which, these Regulations have effect (or a specified part of them has effect) with respect to different categories of vehicle.
- (8) In this regulation—
- “armed services” means the naval, military or air forces of the Crown and includes the reserve forces;
- “civil defence” means plans and arrangements for civil protection made under Part 1 of the Civil Contingencies Act 2004 ^{M15};
- “fire and rescue authority”—
- (a) has the same meaning—
- (i) in England and Wales, as in section 1 of the Fire and Rescue Services Act 2004 ^{M16};
- (ii) in Scotland, as in section 1(1) of the Fire (Scotland) Act 2005 ^{M17}; and
- (b) in Northern Ireland means the Northern Ireland Fire and Rescue Service Board established by the Fire and Rescue Services (Northern Ireland) Order 2006 ^{M18};
- “Machinery Directive” means Directive [2006/42/EC](#) of the European Parliament and of the Council of 17th May 2006 on machinery ^{M19};
- “old vehicle” means—
- (a) a vehicle of a class in category M₁ or N₁ the manufacture of which is completed more than 10 years before the date on which an application described in regulation 6(1) or (2) is made, and
- (b) a vehicle of a class in category N₂ or N₃ the manufacture of which is completed more than 25 years before the date on which an application described in regulation 6(1) or (2) is made.

Marginal Citations

- M13** OJ No L171, 9.7.2003, p.1.
M14 OJ No L124, 9.5.2002, p.1.
M15 [2004 c.36](#).
M16 [2004 c.21](#).
M17 [2005 asp 5](#).
M18 [S.I. 2006/1254 \(N.I.9\)](#).
M19 OJ No L157, 9.6.2006, p.24.

PART 2

CONDITIONS FOR LICENSING OR ENTRY INTO SERVICE OF VEHICLES

Conditions relating to motor vehicles

Grant of first licence or registration of motor vehicles

6.—(1) Where a person makes an application under section 21 of the 1994 Act for—

- (a) the issue of a first vehicle licence for a motor vehicle which is a relevant vehicle, or
- (b) the issue of a first nil licence for a motor vehicle which is a relevant vehicle,

the licence must not be granted unless a relevant condition is satisfied or the temporary exemption applies.

(2) Where a person makes an application under section 21 of the 1994 Act for the registration, before the issue of a first licence, of a motor vehicle which is a relevant vehicle the vehicle must not be registered unless a relevant condition is satisfied, or the temporary exemption applies.

(3) A “relevant condition” is—

- (a) one of the principal conditions, or
- (b) where the alternative conditions may be satisfied, any of those conditions.

(4) The principal conditions are that—

- (a) an appropriate EC certificate of conformity has effect with respect to the vehicle;
- (b) an appropriate national small series certificate of conformity has effect with respect to the vehicle;
- (c) an appropriate individual approval certificate has effect with respect to the vehicle.

(5) Part 2 of Schedule 3—

- (a) specifies when the alternative conditions may be satisfied,
- (b) prescribes those conditions, and
- (c) specifies where the temporary exemption applies.

(6) Subject to paragraph (7), for the purposes of this Part a certificate of conformity of any kind has effect if—

- (a) it is issued in respect of—
 - (i) a type approval which, at the appropriate date, is valid for the vehicle in question, or
 - (ii) an end-of-series vehicle, and
- (b) it is not issued in contravention of Article 18(6) of the Framework Directive or regulation 25(10) (limitation on putting into service of vehicles covered by small series type approvals).

(7) An EC certificate of conformity also has effect for the purposes of this Part if—

- (a) the vehicle to which it relates was first put into service in a member State other than the United Kingdom,
- (b) it was issued in respect of an EC type approval which was valid on the date on which the vehicle was first put into service, and
- (c) it shows that the vehicle was constructed for use in left-hand traffic and that it uses imperial units of measurement for the speedometer.

(8) In this regulation—

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“appropriate date” means, as the case may be, the date of—

- (a) the application under section 21 of the 1994 Act for the registration or the issue of a first licence for a vehicle,
- (b) notification under regulation 7(1) or,
- (c) supply of a small trailer for use on a road;

“EC certificate of conformity” includes, as well as any certificate of conformity within the meaning of Article 3(36) of the Framework Directive—

- (a) a certificate of conformity issued in accordance with regulation 5 of the 1998 Regulations, and
- (b) a certificate of conformity issued under the law of a member State other than the United Kingdom in accordance with Council Directive [70/156/EEC](#) of 6th February 1970 on the approximation of the laws of the member states relating to the type approval of motor vehicles and their trailers ^{M20};

“end-of-series vehicle” means a vehicle which is an “end-of-series vehicle” for the purposes of regulation 31 or 32.

Marginal Citations

M20 OJ No. L42, 23.2.1970, p.1, repealed by the Framework Directive. The relevant amendments are by Council Directive 92/53/EEC of 18 June 1992 (OJ No L225, 10.8.92, p.1) and Commission Directive 98/14/EC of 6 February 1998 (OJ No L91, 25.3.1998, p.1).

Conditions relating to trailers

Consent to supply of large trailers for use on a road

7.—(1) A final supplier who intends to supply for use on a road a large trailer which is a relevant vehicle must first—

- (a) notify the approval authority of that intention,
- (b) furnish the approval authority with pertinent information about the trailer, and
- (c) obtain the consent of the approval authority to the supply of the trailer for such use.

(2) Paragraph (1) does not apply if the trailer has previously been supplied by a final supplier for use on a road.

(3) The approval authority must give consent if—

- (a) the principal conditions are satisfied, or
- (b) when the alternative conditions apply, those conditions are satisfied.

(4) The principal conditions are that—

- (a) an appropriate approval or certificate of conformity has effect with respect to the trailer,
- (b) where the application for consent is in consequence of the importation of the trailer from a place outside the United Kingdom, any value added tax or customs duty charged on or arising from its removal into the United Kingdom has been paid or remitted (or the approval authority is satisfied that it will be paid or remitted), and
- (c) there is otherwise no lawful reason (whether or not arising from a breach of these Regulations) for refusing to give consent.

(5) Part 3 of Schedule 3—

- (a) states when the alternative conditions apply, and
 - (b) prescribes those conditions.
- (6) Before giving consent the approval authority may—
- (a) undertake an inspection of the trailer (or arrange for such an inspection to be undertaken), and
 - (b) carry out such tests on the trailer as the authority thinks fit (or arrange for such tests to be carried out).
- (7) Where the Secretary of State refuses to give consent under this regulation, the refusal must be accompanied by notice of that fact.
- (8) In this regulation, “appropriate approval or certificate of conformity” means—
- (a) an EC certificate of conformity,
 - (b) a national small series certificate of conformity, or
 - (c) an individual approval certificate,
- which is appropriate to the vehicle.

Records of large trailers

8. The approval authority must keep a record of—
- (a) every consent given under regulation 7(3), and
 - (b) the pertinent information about the large trailer in respect of which that consent is given,
- for a period of not less than 10 years from the date of the consent.

Records of small trailers

- 9.—(1) A final supplier who—
- (a) has supplied for use on a road a small trailer which is a relevant vehicle, or
 - (b) puts such a trailer into service on a road for personal use (as the end-user),
- must, as soon as reasonably possible after making that supply or putting the trailer into service, make a record of pertinent information about the trailer.
- (2) Paragraph (1) does not apply if—
- (a) the trailer has previously been used on a road, or
 - (b) it was manufactured more than 10 years before the date when it is first used on a road.
- (3) The final supplier must keep, or ensure that there is kept, in a secure manner every record of pertinent information made under paragraph (1) for a period of not less than 10 years from the date on which that supplier supplies the trailer for use, or puts it into service, on a road.

Meaning of “pertinent information”

- 10.—(1) In this Part, “pertinent information” means—
- (a) the principal information, or
 - (b) when the alternative conditions apply, the alternative information.
- (2) The principal information is—
- (a) the name and address and (if any) the company registration number of the manufacturer,
 - (b) the manufacturer's designation (make and model) of the trailer,

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- (c) the month and year when manufacture of the vehicle was completed,
- (d) the vehicle identification (VIN) number,
- (e) the number of—
 - (i) the type approval, or
 - (ii) the individual approval certificate,
- (f) in the case of a large trailer, the date of any certificate of conformity issued in respect of the vehicle,
- (g) in the case of a small trailer—
 - (i) , a copy of any certificate of conformity issued in respect of the vehicle,
 - (ii) the date of supply, and
 - (iii) the name and address of the purchaser.
- (3) For the purposes of this regulation—
 - (a) “the alternative conditions” are the conditions applied by virtue of Part 3 of Schedule 3, and
 - (b) the alternative information is specified in Part 3 of Schedule 3.

Offences for breach of conditions

Trailers: offences

- 11.**—(1) A person commits an offence if—
- (a) he supplies a recordable trailer,
 - (b) the trailer is supplied for use on a road, and
 - (c) none of the conditions specified in paragraph (2) is met.
- (2) The specified conditions are that—
- (a) an EC certificate of conformity has effect with respect to the trailer;
 - (b) a national small series certificate of conformity has effect with respect to the trailer;
 - (c) an individual approval certificate has effect with respect to the trailer.
- (3) A person commits an offence if he—
- (a) supplies, for use on a road, a recordable trailer which is a large trailer,
 - (b) uses such a trailer on a road, or
 - (c) causes or permits such a trailer to be used on a road,
- at a time when there is no relevant consent in effect with respect to that trailer.
- (4) A person commits an offence if he contravenes paragraph (1) or (3) of regulation 9.
 - (5) A person guilty of an offence under paragraph (1) is liable on summary conviction—
 - (a) to a fine not exceeding level 5 on the standard scale if the offence is committed in respect of a large trailer, or
 - (b) to a fine not exceeding level 4 on the standard scale if the offence is committed in respect of a small trailer.
 - (6) A person guilty of an offence under paragraph (3) is liable on summary conviction to a fine not exceeding level 4 on the standard scale.
 - (7) A person guilty of an offence under paragraph (4) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(8) It is a defence for a person charged with an offence under paragraph (3)(b) or (c) to show that—

- (a) the trailer is an incomplete vehicle, is not carrying goods and is being towed to a place where a further stage of manufacture is to take place;
- (b) the trailer is to be exported and is being towed to a place from where it is to be taken out of the United Kingdom;
- (c) the trailer is being used solely for the purpose of—
 - (i) submitting it (by previous arrangement at a specified time) for a statutory inspection or test, or
 - (ii) bringing it away from any such inspection or test; or
- (d) the trailer is operated from a base in a country outside the United Kingdom and either—
 - (i) the trailer is registered in that country, or
 - (ii) it is shown that the trailer has its principal base there.

(9) It is a defence for a person charged with an offence under paragraph (1) or (3)(a) to show that, at the time when the trailer was supplied, there was reasonable cause to believe that the trailer would not be used on a road otherwise than in circumstances specified in paragraph (8)(a), (b), or (c).

(10) For the purposes of this regulation, a trailer is a recordable trailer if—

- (a) it is a relevant vehicle, and
- (b) by virtue of Part 1 of Schedule 3, at the date when it is first supplied by a final supplier for use on a road (or put into service on a road for the final supplier's own use), regulation 7 or 9 has effect with respect to it.

(11) In this regulation—

“relevant consent” means consent given under regulation 7(3);

“statutory inspection or test” means an inspection or test carried out under or pursuant to—

- (a) the Framework Directive,
- (b) these Regulations,
- (c) the Goods Vehicles (Plating and Testing) Regulations 1988 ^{M21}, or
- (d) the Goods Vehicles (Testing) Regulations (Northern Ireland) 2003 ^{M22}.

Marginal Citations

M21 [S.I. 1988/1478](#).

M22 [S.R. \(N.I.\) 2003 No. 304](#), amended by [S.R. \(N.I.\) 2004 No 47](#) and [2006 No 495](#).

PART 3

EC TYPE APPROVAL GRANTED BY THE SECRETARY OF STATE

EC type approvals

Applications for grant of EC type approval

12.—(1) A manufacturer requiring EC type approval in respect of—

- (a) a relevant vehicle, or

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(b) a system, component or separate technical unit for a relevant vehicle,
must apply to the approval authority.

(2) A manufacturer may not apply under paragraph (1) if an application has been made (whether by that manufacturer or another) in respect of that type of vehicle, system, component or separate technical unit for EC type approval, either under these Regulations or in another Member State, and the application has not been withdrawn.

(3) An application under paragraph (1) must be—

- (a) in writing, and
- (b) accompanied by the documentation required by Article 6 or, as the case may be, Article 7 of the Framework Directive (EC type approval procedures).

(4) A manufacturer applying under paragraph (1)—

- (a) for an EC vehicle type approval must comply with any requirement made in pursuance of Article 6 of the Framework Directive, or
- (b) for an EC system, component or separate technical unit type approval, must comply with any requirement made in pursuance of Article 7 of the Framework Directive.

(5) Paragraphs (3) and (4) are subject to regulation 20 (EC type approval of small series) in a case where that regulation applies.

Grant of EC type approval: obligations of approval authority

13.—(1) The approval authority must—

- (a) make the decision whether to grant or refuse an EC type approval in accordance with Articles 8 to 11 of the Framework Directive (conduct of EC type approval procedures) and the requirements contained in any relevant regulatory acts (but subject to paragraph (2)), and
- (b) not grant an EC type approval without first being satisfied that adequate arrangements have been made to ensure that production vehicles, systems, components or separate technical units conform to the approved type.

(2) The approval authority—

- (a) may grant an EC type approval in respect of a system, component or separate technical unit which incorporates technologies or concepts which are incompatible with any regulatory act; but
- (b) if the authority intends doing so, must comply with the requirements of Article 20 of the Framework Directive (exemption for new technologies or concepts).

(3) Where the approval authority decides to grant an EC type approval the authority must issue an EC type approval certificate in the form and manner specified in the Framework Directive, or (as the case may be) a relevant regulatory act, and without unjustified delay.

(4) The approval authority may grant an EC system, component or separate technical unit type approval subject to restrictions on the use, or conditions for the fitment, of the system, component or separate technical unit of the type to which the approval relates.

(5) The approval authority may refuse to grant an EC vehicle type approval if the authority is not satisfied that the applicant has made adequate arrangements to comply with the obligations imposed on an applicant by regulations 14 to 17 and 18(2), (3) and (4).

(6) The approval authority may refuse to grant an EC system, component or separate technical unit type approval if the authority is not satisfied that the applicant has made adequate arrangements to comply with the obligations imposed on an applicant by regulations 14 to 17 and 18(2), (3), (6) and (7).

(7) Where the approval authority decides to—

- (a) not to grant an EC type approval, or
- (b) to grant an EC type approval subject to restrictions or conditions of any kind,

notice of the decision must be given to the applicant unless paragraph (8) applies.

(8) This paragraph applies where the applicant has, before the approval authority makes the decision, agreed to accept the grant of type approval subject to the restrictions or conditions which are attached to the approval.

(9) Following the grant of an EC type approval the approval authority must comply with the requirements of Articles 8(5) to (8) (information for other member States) and 12(1) and (2) (verification of arrangements for conformity of production) of the Framework Directive.

Amendments to EC type approvals

14.—(1) The holder of an EC type approval certificate granted by the approval authority must notify the approval authority forthwith of any change in the particulars recorded in the information package relating to that approval.

(2) Following receipt of a notification under paragraph (1) and consultation with the certificate holder, the approval authority must determine whether an amendment is required to the type approval certificate and notify the certificate holder accordingly.

(3) An application for the approval to be amended must be—

- (a) made in writing to the approval authority, and
- (b) accompanied by such documents as the approval authority requests.

(4) Regulation 13 applies in respect of an application under this regulation as it applies in respect of an application for the first grant of an EC type approval under regulation 12.

(5) The approval authority must comply with the requirements imposed on the authority in Articles 14 to 16 (amendments to EC type approvals) of the Framework Directive and the holder of the EC type approval certificate must co-operate with the approval authority where co-operation is necessary to facilitate such compliance.

EC certificates of conformity and approval marks

15.—(1) The holder of an EC type approval granted by the approval authority must comply with the requirements of the following articles of the Framework Directive—

- (a) in the case of a holder of an EC vehicle type approval Article 18 (certificates of conformity), and
- (b) in the case of a holder of an EC system, component or separate technical unit type approval, Article 19 (EC type approval marks).

(2) The holder of an EC vehicle type approval granted by the approval authority must keep a record, in relation to each EC certificate of conformity issued by that holder, of—

- (a) the serial number of the certificate,
- (b) the vehicle identification (VIN) number of the vehicle in respect of which the certificate is issued, and
- (c) the Community reference numbers of all regulatory acts with which the vehicle conforms,

and must retain all such records for 10 years commencing on the date of issue or for such lesser period as the approval authority may from time to time agree.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

Tests and associated checks

16. Where the holder of an EC type approval granted by the approval authority has given an undertaking to the approval authority as to the carrying out at specified intervals of tests or associated checks to verify conformity of production, the holder must, unless otherwise agreed by the approval authority—

- (a) comply with the undertaking, and
- (b) keep a record of the results obtained from such tests and associated checks and retain the records for 10 years commencing on the date of the test or check in question or for such lesser period as the approval authority may from time to time agree.

Duty to co-operate with approval authority

17. The holder of an EC type approval granted by the approval authority must permit the approval authority to carry out the obligations of the United Kingdom under Article 12(1) and (2) of the Framework Directive in relation to the approval and must co-operate with any person acting on behalf of the approval authority in connection with those obligations.

Information for users and other manufacturers

18.—(1) A manufacturer must not supply to any person any technical information in respect of an EC type approval which relates to the particulars provided for in the Framework Directive or in any relevant regulatory act and which diverges from the particulars approved by the approval authority in giving that approval.

(2) Where a regulatory act so requires, a manufacturer must make available to users of vehicles, systems, components or separate technical units (as the case may be) all information relevant to the needs of users and necessary instructions describing any special conditions or restrictions attaching to the use of a vehicle, system, component or a separate technical unit.

(3) That information—

- (a) must be made available in as many of the official languages of the Community as is necessary to achieve the purpose of the regulatory act, and
- (b) must be provided in the owner's manual, the maintenance book or another supporting document agreed with the approval authority.

(4) A vehicle manufacturer must (subject to paragraph (5)) make available to a manufacturer of any system, components or separate technical unit all those particulars (including any drawings specifically listed in an annex or appendix to a regulatory act) that are necessary for obtaining—

- (a) an EC type approval of a component or separate technical unit, or
- (b) an authorisation—
 - (i) granted by the approval authority under regulation 22, or
 - (ii) granted pursuant to Article 31 of the Framework Directive (sale of equipment capable of posing a significant risk to functioning of systems) by the authority in a member State other than the United Kingdom corresponding to the approval authority.

(5) A vehicle manufacturer may impose a binding agreement on a manufacturer of a system, component or separate technical unit to protect the confidentiality of any information that is not in the public domain, including what is related to intellectual property rights.

(6) The holder of an EC system, component or separate technical unit type approval which—

- (a) has been granted by the approval authority, and

- (b) is subject to restrictions on the use of the system, component or unit or any special conditions of fitment (or both together) under regulation 13(4),

must not supply that system, component or separate technical unit to a vehicle manufacturer unless it is accompanied by a document setting out those restrictions or conditions.

(7) Where a regulatory act so provides, the manufacturer of a component or separate technical unit must provide, with that component or separate technical unit, instructions regarding any restriction on its use or special conditions of fitment (or both together).

(8) Breach of an obligation imposed by paragraph (1), (2), (3), (4), (6) or (7) is actionable to the extent that damage is caused to any person.

Withdrawal or suspension of EC type approval

19.—(1) In this regulation a reference to a failure to conform to an approved type is to be construed in accordance with Article 30(2) of the Framework Directive.

(2) The approval authority may withdraw or suspend an EC vehicle type approval by notice to the holder of that approval where, following examination of vehicles associated with a single EC vehicle type approval granted by the authority, the authority is satisfied that two or more of those vehicles—

- (a) are accompanied by certificates of conformity issued in respect of that approval, and
- (b) fail to conform to the approved type.

(3) The approval authority may withdraw or suspend an EC system, component or separate technical unit type approval by notice to the holder of that approval where, following examination of systems, components or separate technical units associated with a single EC system, component or separate technical unit type approval granted by the authority, the authority is satisfied that two or more of those systems, components or separate technical units—

- (a) bear an EC type approval mark issued in respect of that approval or, not being required by the relevant regulatory acts to bear a type approval mark, have been supplied for use in a vehicle on a road, and
- (b) fail to conform to the approved type.

(4) If, as a result of the approval authority carrying out (with or without the co-operation of another member State) the obligations of the United Kingdom under Article 12(2) of the Framework Directive in respect of an EC type approval which the approval authority has issued, the authority is satisfied that—

- (a) the arrangements made by the holder of the approval for ensuring that production vehicles, systems, components or separate technical units conform to the approved type no longer continue to be adequate, or
- (b) the holder has otherwise failed to comply with a requirement imposed on the holder of an approval by or under regulations 12 and 14 to 17,

the approval authority may suspend the EC type approval by notice given to the holder.

(5) If the approval authority is considering withdrawing or suspending an EC type approval the authority must give the holder of the approval notice of that.

(6) Where the approval authority gives notice to the holder under paragraph (5)—

- (a) the holder may, within the period of 28 days beginning with the day on which the notice is given, make representations concerning the proposed withdrawal or suspension,
- (b) the approval authority must not make a decision on the withdrawal or suspension of the approval until that period has expired, and
- (c) before deciding whether or not to withdraw or suspend the approval, the approval authority must take into account any representations made by the holder during that period.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

(7) If the holder of an EC type approval which has been withdrawn or suspended under this regulation purports by virtue of that approval to—

- (a) issue an EC certificate of conformity with respect to a vehicle, or
- (b) affix an EC type approval mark to a system, component or separate technical unit,

the certificate or mark is invalid but a suspension does not affect the validity of any certificate of conformity issued before the approval was suspended.

(8) A suspension remains in force until it is revoked by the approval authority.

(9) The approval authority may, by notice under paragraph (5) or by subsequent notice given to the holder, exempt from paragraph (7) EC certificates of conformity or classes of EC certificates of conformity specified in the notice.

(10) If, following a request by the holder, the approval authority refuses to exercise powers under paragraphs (8) or (9) in respect of an EC type approval which has been suspended under this regulation, the authority must give notice of that decision to the holder.

(11) The approval authority must—

- (a) inform other member States of measures the authority has taken under this regulation;
- (b) comply with the obligations imposed on a member State (or the approval authority of that State) by paragraphs 1, 3, 4 and 5 of Article 30 of the Framework Directive (vehicles, etc, not in conformity with the approved type).

(12) For the purposes of this regulation—

- (a) a vehicle is associated with an EC vehicle type approval if an EC certificate of conformity relating to that type approval has been issued in respect of that vehicle, and
- (b) a system, component or separate technical unit is associated with an EC system, component or separate technical unit type approval if it bears an EC type approval mark which relates to that type approval.

EC type approval of small series

20.—(1) This regulation applies where a manufacturer of a relevant vehicle of a class in category M₁ other than a special purpose vehicle makes an application under regulation 12 requesting an EC type approval (small series).

(2) If the approval authority does not make the decision whether to grant or refuse EC type approval wholly in accordance with Articles 8 to 11 of the Framework Directive and the requirements contained in any relevant regulatory acts, the authority must not grant that approval without being satisfied that—

- (a) the requirements of Article 22(1) (EC type approval of small series) of the Framework Directive have been met, and
- (b) the requirements of Article 18(6) of that Directive (form of certificate of conformity) will be met.

(3) Upon granting that approval, the approval authority must issue to the manufacturer an EC type approval certificate which complies with Article 22(3) of the Framework Directive.

(4) The holder of an EC type approval (small series) must, during each year of production, issue certificates of conformity which comply with Article 18(6) of the Framework Directive.

(5) In this regulation “year” means the period from 1st January to 31st December.

Unsafe or harmful vehicles and vehicle parts

Powers of the approval authority where a vehicle is a serious risk to road safety, etc

21.—(1) Where the approval authority considers that vehicles with respect to which an EC type approval has effect are a serious risk to road safety or seriously harm the environment or public health, the authority may direct that for a specified period not exceeding six months all EC certificates of conformity issued under that EC type approval (whether before or after the giving of the direction) shall be invalid for the purposes of Part 2 of these Regulations.

(2) A direction under this regulation may be revoked by the approval authority.

(3) The approval authority must give notice of a direction under this regulation to the holder of the EC type approval.

(4) If, following a request by the holder, the approval authority refuses to exercise the powers under paragraph (2) in relation to a direction given under this regulation, the authority must give notice of that decision to the holder.

Parts and equipment which may pose a significant risk to the correct functioning of essential systems

22.—(1) A manufacturer of a part or equipment included in the list established under Article 31 of, and Annex XIII to, the Framework Directive (parts and equipment capable of posing a significant risk to the correct functioning of essential systems) must not permit that part or equipment to be sold or enter into service unless first authorised to do so by—

- (a) the approval authority in accordance with this regulation, or
- (b) the authority in a member State other than the United Kingdom corresponding to the approval authority.

(2) The manufacturer must send to the approval authority an application for approval and a test report drafted by a designated technical service which comply with Article 31(5) of the Framework Directive.

(3) The approval authority must issue a certificate of authorisation to the manufacturer as soon as reasonably possible authorising the sale or entry into service of those parts or equipment if the authority is satisfied that—

- (a) the parts or equipment referred to in the application comply with the requirements established under Article 31(4) of the Framework Directive, and
- (b) the manufacturer has in place suitable arrangements for ensuring effective control of the conformity of production of those parts or equipment.

(4) A manufacturer who holds a certificate of authorisation must—

- (a) ensure that the part or equipment is produced under the conditions under which the certificate is issued,
- (b) inform the approval authority without delay of any change in those conditions, and
- (c) ensure that each part or piece of equipment which is sold or enters into service is marked in accordance with Article 31(6) of the Framework Directive.

(5) If the approval authority believes that a part or equipment no longer complies with the conditions under which the certificate of authorisation was issued the authority may—

- (a) withdraw the certificate of authorisation, or
- (b) require the manufacturer to bring the part or equipment back into conformity with those conditions.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

(6) If required to do so by the approval authority under paragraph (5)(b), the manufacturer must take any necessary measures to ensure that the part or equipment in question is brought back into conformity with the conditions under which the certificate of authorisation was issued.

Recall of vehicles

23.—(1) A manufacturer must inform the approval authority immediately if Article 32(1) of the Framework Directive (recall of vehicles in application of a regulatory act or of Council Directive 2001/95/EC^{M23}) applies to that manufacturer.

(2) Where paragraph (1) applies, the manufacturer must propose to the approval authority a set of appropriate remedies in accordance with Article 32(2) of the Framework Directive.

(3) The approval authority may withdraw an EC vehicle type approval if, following an investigation, the authority is not satisfied that the manufacturer has proposed effective remedies or, having proposed them, is not implementing them effectively.

(4) Where the approval authority is considering withdrawal of the EC vehicle type approval under paragraph (4) of this regulation, paragraphs (5) and (6) of regulation 19 apply as if the approval authority were considering withdrawal of the approval under that regulation.

(5) This regulation also applies to vehicle parts that are not subject to any requirement under a regulatory act.

Marginal Citations

M23 Directive of the European Parliament and of the Council of 3 December 2001 on general product safety (OJ No L11, 15.1.2002, p.4).

PART 4

NATIONAL SMALL SERIES TYPE APPROVAL AND INDIVIDUAL APPROVAL

National small series type approvals

Applications for national small series type approval

24.—(1) A vehicle manufacturer requiring—

- (a) a national small series type approval in respect of a relevant vehicle, or
- (b) an amendment to a national small series type approval which the manufacturer holds,

must apply to the approval authority.

(2) An application under paragraph (1) may follow—

- (a) the step-by-step type approval procedure,
- (b) the single-step type approval procedure, or
- (c) the mixed type approval procedure,

and, at the request of the applicant, the approval authority may, if it is thought appropriate, proceed by means of multi-stage type approval.

(3) An application under paragraph (1) must be in a form specified by the approval authority which—

- (a) has been completed so as to provide all the information reasonably required by the authority in relation to the class of vehicle in respect of which the application is made, and
- (b) is accompanied by—
 - (i) all the documents mentioned in the form as being required for the purposes of the application, and
 - (ii) the prescribed fee (if any).

(4) In this regulation, “mixed type approval”, “multi-stage type approval”, single-step type approval” and “step-by-step type approval” have the meanings given in Article 3 of the Framework Directive but as if, in that article, the words “type approval certificates under Article 23” were in each case substituted for “EC type-approval certificates”.

Grant of national small series type approval

25.—(1) The approval authority must—

- (a) make the decision whether or not to grant a national small series type approval or an amendment to such an approval in accordance with Article 23 of the Framework Directive (national type approval of small series),
- (b) not grant the approval without first being satisfied that adequate arrangements have been made to ensure that production vehicles conform to the approved type, and
- (c) give notice of the decision to the applicant manufacturer.

(2) For the purposes of paragraph (1)(a), the alternative requirements required to be laid down under Article 23(1) are the technical or other requirements specified in Schedule 4.

(3) Where the approval authority decides to grant or amend a national small series type approval the authority must issue a type approval certificate which complies with regulation 28(1).

(4) If the holder of a national small series type approval so requests, the approval authority must send, by registered or electronic mail, a copy of the type approval certificate and any attachments relating to it to an authority in a member State other than the United Kingdom corresponding to the approval authority.

(5) Upon receiving a request from a person wishing to sell, register or put into service in a member State other than the United Kingdom a vehicle manufactured in conformity with a national small series type approval, the approval authority must supply—

- (a) to that person, or
- (b) to the authority in that member State corresponding to the approval authority,

a copy of the type approval certificate and any attachments relating to it.

(6) The approval authority may refuse to grant a national small series type approval if the authority is not satisfied that the applicant has made adequate arrangements to comply with the provisions specified in paragraph (7).

(7) Those provisions are regulations 15(2), 16, and 17, but with the modifications specified in paragraph (9)(b), (c) and (d).

(8) Regulation 19, in so far as it applies to vehicle type approvals, and regulation 21 apply to—

- (a) the holder of a national small series type approval, and
- (b) vehicles to which a national small series type approval relates,

but with the modifications specified in paragraph (9).

(9) The modifications are that—

- (a) regulation 19(4)(b) is omitted,

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

- (b) for each reference in a regulation to an EC type approval there is substituted a reference to a national small series type approval,
- (c) for each reference in a regulation to an EC certificate of conformity there is substituted a reference to a national small series certificate of conformity, and
- (d) where a regulation (or any part of a regulation) has effect by reference to a provision of the Framework Directive, for any reference in that provision to an EC type approval there is substituted a reference to a national small series type approval.
- (10) The holder of a national small series type approval must—
- (a) issue, in respect of each vehicle (whether incomplete, complete or completed) which is manufactured in conformity with that approval a certificate of conformity which complies with regulation 28(3) and is numbered sequentially between 1 and the maximum permitted number to denote, in respect of each year of production, the position of the vehicle within the production allocated for that year, and
- (b) observe, in relation to the certificate of conformity, the requirements set out in paragraph (1), second sub-paragraph, and paragraphs (3) and (4) of Article 18 (certificates of conformity) of the Framework Directive.
- (11) The Secretary of State must not—
- (a) issue a first vehicle licence for a motor vehicle,
- (b) issue a first nil licence for a motor vehicle,
- (c) register a motor vehicle before the issue of a first licence, or
- (d) give consent under regulation 7(3) to the supply of a large trailer for use on a road,
- if it appears that doing so would cause the total number of vehicles registered or, as the case may be, put into service on roads in the United Kingdom in any year to exceed the maximum permitted number.
- (12) In this regulation—
- “maximum permitted number”, for any type of vehicle, means the number show in column (2) of Table 1 below in relation to the vehicle category to which that type belongs;
- “year” means any period commencing on 1st January and ending on 31st December.

Table 1: maximum permitted numbers

<i>(1) Vehicle category</i>	<i>(2) Maximum permitted number</i>
M ₁	75
M ₂ or M ₃	250
N ₁	500
N ₂ or N ₃	250
O ₁ or O ₂	500
O ₃ or O ₄	250

Recognition of national type approvals of small series granted in other member States

26.—(1) A manufacturer may, pursuant to the provisions of Article 23(6) of the Framework Directive (national type approval of small series), apply to the approval authority for recognition of a small series type approval granted to that manufacturer under the law of a member State other than the United Kingdom (a “non-UK type approval”).

(2) An application may not be made under paragraph (1) if an application in respect of the same type of vehicle has been made under regulation 24 and not withdrawn (and may not be proceeded with if an application under that regulation is made later).

(3) Not later than 60 days after receiving from the competent authority in that member State the type approval certificate and its attachments (including a statement of the technical provisions against which the vehicle type was approved), the approval authority must decide whether or not to accept the non-UK type approval.

(4) The type approval must be accepted unless the approval authority has reasonable grounds to believe that the technical provisions under which the approval was granted are not equivalent to those applying in the United Kingdom.

(5) If the approval is accepted the approval authority must, as soon as practicable, notify—

- (a) the applicant, and
- (b) the competent authority in the member State which granted it.

(6) If the approval is accepted the approval authority must, as soon as practicable, issue a national small series type approval certificate.

(7) For the purposes of this regulation, the approval authority has reasonable grounds to believe that the technical provisions under which the approval was granted are not equivalent to those applying in the United Kingdom if (but not only if) the authority is not satisfied that—

- (a) the applicant has made adequate arrangements (including for co-operating with the approval authority and the competent authority in the member State which granted the approval) to ensure that production vehicles, systems, components or separate technical units covered by the non-UK type approval conform to the approved type, or
- (b) vehicles supplied in the United Kingdom are constructed for use in left-hand traffic and use imperial units of measurement for the speedometer.

Individual approval

Individual approval

27.—(1) A person requiring an individual approval of a relevant vehicle must—

- (a) be a qualifying applicant, and
- (b) make an application to the approval authority.

(2) An application under paragraph (1) must be in a form specified by the approval authority which—

- (a) has been completed so as to provide all the information reasonably required by the authority in relation to the vehicle for which the application is made, and
- (b) is accompanied by the documents mentioned in the form as being so required,

but the approval authority may waive all or any of these requirements in the case of a reapplication made not later than 6 months after an earlier refusal to grant an individual approval certificate for the vehicle.

(3) This paragraph applies where the vehicle for which an application under paragraph (1) is made is covered by a non-UK approval.

(4) Where paragraph (3) applies, the application must be accompanied by—

- (a) a copy of the non-UK approval, and
- (b) a copy of the attachments to the certificate of type approval (if applicable),

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

and, in the case of a vehicle which has the benefit of an individual approval granted pursuant to Article 24 of the Framework Directive (individual approvals), must include a statement from the member State which granted it of the technical provisions against which the vehicle was approved.

(5) The approval authority may, if reasonably necessary and after payment of any prescribed fee, carry out an examination of the vehicle and in that event must, as soon as reasonably practicable after receiving the application, give to the applicant notice of—

- (a) the place at which the examination of the vehicle is to be carried out, and
- (b) the date and time at which the examination is to begin.

(6) Where the approval authority gives notice to an applicant under paragraph (5) that an examination of a vehicle is to be carried out—

- (a) the applicant must attend with the vehicle, or arrange for the vehicle to be produced, at the time and place specified in the notice unless otherwise agreed with the approval authority, and
- (b) the approval authority may decline to proceed with the examination at that time and place if it is considered unsafe or otherwise unreasonable to do so.

(7) The approval authority must make the decision whether or not to grant an individual approval in accordance with Article 24 of the Framework Directive and give notice to the applicant accordingly.

(8) For the purposes of paragraph (7)—

- (a) the alternative requirements required to be imposed under Article 24(1) are the technical or other requirements specified in Schedule 5;
- (b) where paragraph (3) applies the approval authority must grant an individual approval unless there are reasonable grounds to believe that the technical provisions under which the non-UK approval covering the vehicle was granted are not equivalent to those applying in the United Kingdom.

(9) For the purposes of paragraph (8)(b), the approval authority has reasonable grounds to believe that the technical provisions under which an approval was granted are not equivalent to those applying in the United Kingdom if (but not only if) the authority is not satisfied that the vehicle for which the application is made—

- (a) is constructed or adapted for use in left-hand traffic, and
- (b) uses imperial units of measurement for the speedometer.

(10) Where the approval authority decides to grant an individual approval the authority must issue a certificate which complies with regulation 28(2).

(11) In this regulation—

“non-UK approval” means—

- (a) type approval granted, pursuant to Article 23 of the Framework Directive, under the law of a member State other than the United Kingdom,
- (b) an EC certificate of conformity issued in respect of a type approval (whether granted under the law of a member State or the United Kingdom) showing that the vehicle was not constructed or adapted for use in left-hand traffic or that it does not use imperial units of measurement for the speedometer, or
- (c) an individual approval granted, pursuant to Article 24 of the Framework Directive, under the law of a member State other than the United Kingdom.

“qualifying applicant” means—

- (a) the manufacturer of the vehicle,

- (b) the owner of the vehicle, or
- (c) a person established in a member State who is acting on behalf of the manufacturer or owner.

Forms of certificate

Forms of certificates: national type approval of small series and individual approval

28.—(1) A national small series type approval certificate must be in the form set out in Part 1 of Schedule 6 (or a form to the like effect).

(2) An individual approval certificate must be in the form set out in Part 2 of Schedule 6 which is appropriate to the category of vehicle in respect of which it is issued (or a form to the like effect).

(3) A national small series certificate of conformity must be in the same format as that prescribed in Annex IX to the Framework Directive for an EC certificate of conformity relating to a vehicle of the same category and class containing such particulars as are relevant to the vehicle in respect of which it is issued, save that—

- (a) the certificate must carry the heading “National Small Series Certificate of Conformity (United Kingdom)”;
- (b) for each reference to an EC type approval there must be substituted a reference to a national small series type approval, and
- (c) for “EC type-approved”, in each place the expression occurs, there must be substituted “nationally type-approved”.

PART 5

VALIDITY OF APPROVALS AND END-OF SERIES VEHICLES

Validity of EC type approvals

29.—(1) Subject to paragraphs (2) and (3), an EC type approval ceases to be valid with respect to a vehicle for the purposes of Part 2 of these Regulations at the date when—

- (a) a new requirement imposed by a regulatory act becomes a mandatory condition for the registration, sale or entry into service of the vehicle,
- (b) production of the vehicle is voluntarily discontinued, or
- (c) it expires by virtue of a special restriction to which it is subject.

(2) An EC type approval does not cease to be valid in relation to a class of vehicles by virtue of paragraph (1)(a) if, at the date on which the new requirement becomes a mandatory condition, it has been updated to ensure that that class of vehicles complies with the new requirement.

(3) An EC type approval which applies to vehicles of more than one class ceases to be valid only with respect to those classes of vehicle to which the circumstances described in paragraph (1) (a), (b) or (c) apply.

(4) Where an EC type approval granted by the approval authority is about to become invalid the holder must inform the approval authority of that fact without delay.

(5) Where the approval authority becomes aware that an EC type approval is about to become invalid the authority must inform the corresponding authorities in other member States of all the relevant details as soon as reasonably practicable.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

(6) In this regulation “EC type approval” means a type approval granted by the approval authority under these Regulations or under regulation 4 of the 1998 Regulations.

Validity of national small series type approvals

30.—(1) Subject to paragraphs (2) and (3), a national small series type approval ceases to be valid with respect to a vehicle for the purposes of Part 2 of these Regulations at the date when—

- (a) an amendment to the alternative requirements becomes a mandatory condition for the registration, sale or entry into service of the vehicle,
- (b) production of the vehicle is voluntarily discontinued, or
- (c) it expires by virtue of a special restriction to which it is subject.

(2) A national small series type approval does not cease to be valid by virtue of paragraph (1) (a) to the extent that it can be updated to ensure that any class of vehicles in respect of which it is granted complies with the amended alternative requirements.

(3) A national small series type approval which applies to vehicles of more than one class ceases to be valid only with respect to those classes of vehicle to which the circumstances described in paragraph (1)(a), (b) or (c) apply.

(4) Except as provided in regulation 32, a national small series certificate of conformity has no effect for the purposes of Part 2 of these Regulations if the type approval under which it is issued has ceased to be valid with respect to the vehicle for which it is issued.

(5) In this regulation, “alternative requirements” means the requirements specified in regulation 25(2).

End-of-series vehicles for EC type approval

31.—(1) This regulation applies where—

- (a) an EC type approval has been granted by the approval authority, and
- (b) the approval authority is satisfied that the type approval is going to cease to be valid by virtue of regulation 29(1)(a).

(2) At the request of the holder of an EC type approval to which this regulation applies, the approval authority may direct that an EC certificate of conformity issued under that approval in respect of an end-of-series vehicle has effect for the purposes of Part 2 of these Regulations for the relevant period.

(3) The holder of the approval must specify, in a request made under paragraph (2), the technical or economic reasons preventing that holder from complying with new technical requirements applying to the vehicles in question after the type approval ceases to be valid.

(4) The approval authority must—

- (a) decide whether or not to give a direction not later than 3 months after receiving the request, and
- (b) must, on deciding not to give a direction, give notice of that decision to the holder of the approval without delay.

(5) For the purposes of paragraph (2)—

- (a) an “end-of-series vehicle” is a vehicle in relation to which the conditions in paragraph (6) are satisfied;

(b) the “relevant period” is—

- (i) in the case of a complete vehicle, the period of 12 months commencing on the date on which the EC type approval ceases to be valid, and

- (ii) in the case of an incomplete or a completed vehicle, the period of 18 months commencing on that date.
- (6) The conditions are that—
 - (a) the vehicle is manufactured in conformity with a valid EC type approval,
 - (b) that type approval later ceases to be valid by virtue of regulation 29(1)(a), and
 - (c) the EC certificate of conformity issued in respect of the vehicle bears a date not less than 3 months earlier than the date on which the type approval ceases to be valid.
- (7) In this regulation—
 - “EC type approval” means a type approval granted by the approval authority under these Regulations or under regulation 4 of the 1998 Regulations, and
 - “EC certificate of conformity” means a certificate of conformity issued in respect of an EC type approval.

End-of-series vehicles for national small series type approval

32.—(1) This regulation applies to a national small series type approval if the approval authority is satisfied that it is going to cease to be valid by virtue of regulation 30(1)(a).

(2) The approval authority may, at the request of a holder of a national small series type approval to which this regulation applies, direct that a certificate of conformity issued under that approval in respect of an end-of-series vehicle has effect for the purposes of Part 2 of these Regulations for the relevant period.

(3) The holder of the approval must specify, in a request made under paragraph (2), the technical or economic reasons preventing that holder from complying with amended requirements applying to the vehicles in question after the type approval ceases to be valid.

- (4) The approval authority must—
 - (a) decide whether or not to give a direction not later than 3 months after receiving the request, and
 - (b) must, on deciding not to give a direction, give notice of that decision to the holder of the approval without delay.
- (5) For the purposes of paragraph (2)—
 - (a) an “end-of-series vehicle” is a vehicle in relation to which the conditions in paragraph (6) are satisfied;
 - (b) the “relevant period” is—
 - (i) in the case of a complete vehicle, the period of 12 months commencing on the date on which the EC type approval ceases to be valid, and
 - (ii) in the case of an incomplete or a completed vehicle, the period of 18 months commencing on that date.

- (6) The conditions are that—
 - (a) the vehicle is manufactured in conformity with a valid national small series type approval,
 - (b) that type approval later ceases to be valid by virtue of regulation 30(1)(a), and
 - (c) the national small series certificate of conformity issued in respect of the vehicle bears a date not less than 3 months earlier than the date on which the type approval ceases to be valid.

PART 6

MISCELLANEOUS

Enforcement

Forgery, false statements, etc

- 33.**—(1) A person commits an offence if, with intent to deceive, that person—
- (a) forges, alters or uses a document to which paragraph (2) applies, or
 - (b) lends to, or allows to be used by, any other person a document to which paragraph (2) applies, or
 - (c) makes, or has possession of, any document so closely resembling a document to which paragraph (2) applies as to be calculated to deceive.
- (2) This paragraph applies to—
- (a) an EC type approval certificate,
 - (b) an EC certificate of conformity,
 - (c) a national small series type approval,
 - (d) a national small series certificate of conformity, or
 - (e) an individual approval certificate.
- (3) A person guilty of an offence under paragraph (1) is liable—
- (a) on summary conviction, to a fine not exceeding the statutory maximum, or
 - (b) on conviction on indictment, to imprisonment for a term not exceeding 2 years, or to a fine, or to both.
- (4) A person commits an offence if, in supplying information or producing a document for the purpose of these Regulations, that person—
- (a) makes a statement which that person knows to be false in a material particular or recklessly makes a statement which is false in a material particular, or
 - (b) produces, provides, sends or otherwise makes use of a document which that person knows to be false in a material particular or recklessly produces, provides or sends or otherwise makes use of a document which is false in a material particular.
- (5) A person who contravenes regulation 16, 22(1) or 23(1) commits an offence.
- (6) A person guilty of an offence under paragraph (4) or (5) is liable—
- (a) on summary conviction, to a fine not exceeding the statutory maximum, or
 - (b) on conviction on indictment, to a fine.

Powers of entry

- 34.**—(1) A person authorised by the approval authority (an “authorised person”) may, on production of a document showing that person has authority to do so, enter at all reasonable hours on any land or premises (including production facilities and domestic premises) which are being used for any purpose connected with these Regulations for the purpose of ensuring that these Regulations are being complied with.
- (2) Without prejudice to the generality of paragraph (1), an authorised person may—
- (a) inspect any production facility, vehicle, system, component or separate technical unit found on the land or premises,

- (b) carry out on the land or premises any check or test prescribed in a regulatory act,
 - (c) remove from the land or premises any vehicle, system, component or separate technical unit which the authorised person may reasonably require in order to carry out such a check or test,
 - (d) have access to, inspect, remove, retain and copy any record or other document (in whatever form it is held) which is required to be kept under these Regulations or which the authorised person may reasonably require to inspect or copy,
 - (e) have access to, inspect and check the operation of any computer and associated apparatus or material which is or has been used in connection with the keeping of records or the exercise of any other function connected with these Regulations (and for that purpose may require any person having charge of or concerned with the operation of that apparatus to assist with the inspection in any way the authorised person may reasonably request);
 - (f) make a copy of any data stored on a computer and retain and remove that copy data.
- (3) An authorised person must, so far as it is reasonably practicable to do so, return any vehicle, document or other thing removed from the land or premises to the person from whose possession it was taken.

Reviews and appeals

Duty to give reasons etc

35.—(1) A relevant notice must be in writing and specify the reasons for the decision to which it relates, the right to request a review under these Regulations and the time limit for making such a request.

(2) In this regulation and regulations 36 and 37, a “relevant notice” means a notice given under any of the following provisions—

- (a) regulation 13(7),
- (b) regulation 14(2);
- (c) regulation 19(2), (3), (4), (5) or (10),
- (d) regulation 21(3) or (4),
- (e) regulation 25(1)(c),
- (f) regulation 27(7),
- (g) regulation 31(4)(b), or
- (h) regulation 32(4)(b).

Review of decisions on type approval applications

36.—(1) This regulation applies to all relevant notices except those given under regulation 27(7).

(2) Where the approval authority has given a person a relevant notice to which this regulation applies, that person may apply to the approval authority for a reconsideration of the decision to give that notice.

(3) An application under paragraph (1) must—

- (a) be made within a period of 28 days beginning on the date when the relevant notice is received, and
- (b) be in writing stating the reasons for making it and accompanied by such further evidence as may be reasonably necessary to support those reasons.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

- (4) The approval authority may—
 - (a) request further evidence in support of the application;
 - (b) after giving reasonable notice to the applicant, carry out a re-examination of one or more vehicles for the purpose of determining the issues raised by the application.
- (5) The approval authority must as soon as reasonably practicable—
 - (a) give written notification to the applicant stating whether the original decision is confirmed, amended or reversed, and
 - (b) if the decision is reversed or amended, take the appropriate action in respect of the revised decision.
- (6) An applicant aggrieved by the approval authority's notification under paragraph (5) may by notice in writing request the approval authority to appoint an independent assessor or assessment panel to review the decision to which the relevant notice relates.
- (7) A request under paragraph (6) must be—
 - (a) made not later than 28 days after receipt of the approval authority's notification under paragraph (4),
 - (b) in writing stating the reasons for the request, and
 - (c) accompanied by the prescribed fee (if any).
- (8) As soon as reasonably practicable after the date of receipt of the request under paragraph (6) for an independent review the approval authority must—
 - (a) appoint a person to act as assessor or , at the authority's discretion, not more than three persons to act as an assessment panel, and
 - (b) notify the applicant of the appointment.
- (9) The independent assessor or assessment panel may—
 - (a) request further evidence in support of the request for review;
 - (b) after giving reasonable notice to the applicant, carry out a re-examination of one or more vehicles for the purpose of determining the issues raised by the request for review.

Applications for individual approvals: appeals

37.—(1) This regulation applies where a relevant notice has been given to an applicant under regulation 27(7).

(2) A person aggrieved by a decision made pursuant to an application under regulation 27 may appeal to the Secretary of State not later than 14 days after the date of the relevant notice.

- (3) An appeal under this regulation must—
 - (a) be made by notice in writing in a form approved by the approval authority,
 - (b) state the grounds on which it is made,
 - (c) be accompanied by such documents and further evidence as may be specified in the form and reasonably necessary to support the grounds of appeal, and
 - (d) be accompanied by the prescribed fee (if any).
- (4) As soon as reasonably practicable after receiving the notice of appeal the Secretary of State must—
 - (a) send a notice to the appellant stating the time and place where a re-examination of the vehicle is to be carried out for the purpose of determining the issues raised by the appeal, and
 - (b) appoint a person (“the examiner”) to re-examine the vehicle.

(5) The appellant must attend with the vehicle, or arrange for the vehicle to be produced, at the time and place specified in the notice under paragraph (4) unless otherwise agreed with the Secretary of State.

(6) The examiner must determine whether or not the decision made under regulation 27(7) was a correct decision and the provisions of regulation 27(7) to (9) apply for the purposes of that determination as they applied for the purposes of the original decision.

(7) The examiner may—

- (a) confirm the original decision, or
- (b) make such other decision as the examiner thinks fit (including the reimbursement of any fee paid by the appellant),

and if it is decided that an individual approval should be granted the examiner must notify the approval authority accordingly.

Other miscellaneous provisions

Duplicate certificates

38.—(1) If an EC certificate of conformity, a national small series certificate of conformity or an individual approval certificate is lost or defaced, the owner or keeper of the vehicle to which the certificate relates may apply for a duplicate certificate—

- (a) in the case of an EC or national small series certificate of conformity, to the manufacturer by whom the original was issued, and
- (b) in the case of an individual approval certificate, to the approval authority.

(2) Where a certificate has been lost, the application for a duplicate must include—

- (a) particulars of the vehicle or vehicle part to which the certificate related, and
- (b) either the serial number of the original certificate or such other information concerning the original certificate as is available and is reasonably required for enabling the records relating to the original certificate to be searched and the particulars of the original traced.

(3) Where a certificate has been defaced, the application for a duplicate must be accompanied by—

- (a) the defaced certificate, and
- (b) (if the serial number of that certificate is no longer legible) by such other information concerning the original certificate as is available and is reasonably required for enabling the records relating to the original certificate to be searched and the particulars of the original traced.

(4) A duplicate certificate must be marked “Duplicate”.

(5) A manufacturer to whom an application for a duplicate certificate is made under paragraph (1) (a) may not unreasonably refuse to issue the duplicate but may charge a reasonable fee for so doing.

(6) Every application under paragraph (1)(b) for a duplicate certificate must be accompanied by the prescribed fee (if any).

(7) In this regulation, “EC certificate of conformity” includes, as well as any certificate of conformity within the meaning of Article 3(36) of the Framework Directive—

- (a) a certificate of conformity issued in accordance with regulation 5 of the 1998 Regulations, and
- (b) a certificate of conformity issued under the law of a member State other than the United Kingdom in accordance with Council Directive [70/156/EEC](#) of 6th February 1970 on the

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Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

approximation of the laws of the member States relating to the type approval of motor vehicles and their trailers (as amended).

Service of notices

39.—(1) Any document required or authorised by virtue of these Regulations to be given to any person by the approval authority may be given—

- (a) by delivering it to that person or by leaving it at that person's proper address,
- (b) by sending it by registered or recorded delivery post to that person at that address, or
- (c) if the person is a body corporate, by serving it in accordance with sub-paragraph (a) or (b) on the secretary, clerk or principal officer of that body,
- (d) if the person is a partnership, by serving it in accordance with sub-paragraph (a) or (b) on a partner or a person having the control or management of the partnership business, or
- (e) by means of any form of electronic communication agreed with the person to whom it is to be sent.

(2) For the purposes of paragraph (1), and of section 7 of the Interpretation Act 1978^{M24} (service of documents by post) in its application to this regulation, the proper address of a person is—

- (a) in the case of an individual, that person's last known address,
- (b) in the case of the secretary, clerk or principal officer of a body corporate, the address of the registered office of the body or its principal office in the United Kingdom,
- (c) in the case of a partner in, or a person having the control or management of, a partnership, it is the address of the principal office of the partnership in the United Kingdom,

but subject to paragraph (3).

(3) If a person to be served by virtue of these Regulations with any document by the approval authority has notified the approval authority of an address within the United Kingdom other than that person's proper address at which that person, or another acting on that person's behalf, will accept service of any document of that description, that address is the person's proper address.

Marginal Citations

M24 1978 c.30.

Provision of testing stations

40. The approval authority may provide and maintain stations where examinations of vehicles and of components of such vehicles to which these Regulations apply may be carried out for the purposes of these Regulations and may provide and maintain apparatus for carrying out such examinations.

Designation of technical services

41. Where the approval authority designates a technical service the authority must comply with the requirements of Articles 41 to 43 of the Framework Directive.

Saving for applications made under the 1998 Regulations

42. An application for an EC type approval made under the 1998 Regulations before the coming into force of these Regulations has effect as if it had been made under these Regulations.

Signed by authority of the Secretary of State

Department for Transport
24th March 2009

Jim Fitzpatrick
Parliamentary Under Secretary of State

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

SCHEDULE 1

Regulation 2

Regulations Revoked

(1) Title of instrument	(2) Number of instrument
The 1998 Regulations	1998/2051
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 1999	1999/778
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 1999	1999/2324
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2000	2000/869
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 2000	2000/2730
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2001	2001/2809
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2002	2002/1835
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 2002	2002/2743
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2003	2003/1019
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 2003	2003/2428
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2004	2004/73
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 2004	2004/2186
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2005	2005/2454
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2006	2006/142
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 2006	2006/1695
The Motor Vehicles (EC Type Approval) (Amendment) (No. 3) Regulations 2006	2006/2409
The Motor Vehicles (EC Type Approval) (Amendment) (No. 4) Regulations 2006	2006/2816
The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2007	2007/855
The Motor Vehicles (EC Type Approval) (Amendment) (No. 2) Regulations 2007	2007/3135

The Motor Vehicles (EC Type Approval) (Amendment) Regulations 2008/2844
2008

SCHEDULE 2

Regulation 3(3)

Interpretation of Requirements in Regulatory Acts

1. Subject to paragraphs 2 to 6, a reference in these Regulations (however expressed) to a technical or other requirement contained in a regulatory act is—

- (a) in the case of a Community instrument, a reference to a requirement imposed by that instrument as amended, extended or applied at 29th April 2009;
- (b) in the case of a UNECE Regulation, is a reference to the requirement imposed by that Regulation including the amendments specified in relation to it in the third column of the table in Part II of Annex IV to the Framework Directive.

2. Paragraph 1 does not apply—

- (a) to references in Parts 2 to 4 of Schedule 4 and Parts 2 to 4 of Schedule 5;
- (b) if it is expressly provided otherwise elsewhere in these Regulations.

3. Where, for the purposes of EC type approval, these Regulations refer to a requirement contained in a regulatory act which is a Community instrument, that instrument—

- (a) is to be construed having regard to any explanation or qualification of the instrument or its requirements contained in Annex IV or XI to the Framework Directive;
- (b) is not to be construed as imposing a requirement for which the time for implementation has not passed.

4. For the purposes of the definition of “regulatory act” in regulation 3(1), a reference to a table in—

- (a) Part I or II of Annex IV to the Framework Directive, or
- (b) Annex XI to the Framework Directive,

is to be construed as if that table were qualified as provided in paragraphs 5 and 6.

5. During the period specified in column (2) of Table 2, a table of regulatory acts specified in column (3) of Table 2 is to be construed as if amended in accordance with column (4).

Table 2

(1) Item	(2) Period of application of amendment	(3) Tables of regulatory acts affected	(4) Amendments during period of application
1.	The period ending on 15th October 2009.	The tables in Part I of Annex IV and all the tables in Annex XI.	For “Directive 76/756/EEC ”, in each place where it occurs, substitute “Directive 76/756/EEC as amended, extended, applied or modified by instruments up to and including Commission Directive 97/28/EC of 11 June 1997 M25 ”.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

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|----|---|--|--|
| 2. | The period commencing on 16th October 2009. | The tables in Part I of Annex IV and all the tables in Annex XI. | For “Directive 76/756/EEC as amended, extended, applied or modified by instruments up to and including Commission Directive 97/28/EC of 11 June 1997”, in each place where it occurs, substitute “Directive 76/756/EEC as amended, extended, applied or modified by instruments up to and including Commission Directive 2008/89/EC of 24 September 2008
M26
”. |
| 3. | The period ending on 25th January 2010. | The table in Part I of Annex IV. | (a) Before item 8, insert the provision in paragraph 6(1) of this Schedule.

(b) Renumber item 8 as “8A”. |
| 4. | The period ending on 25th January 2010. | The table in the Appendix to Part I of Annex IV. | (a) Before item 8, insert the provision in paragraph 6(2) of this Schedule.

(b) Renumber item 8 as “8A”. |
| 5. | The period ending on 3rd February 2010. | The tables in Part I of Annex IV and all the tables in Annex XI. | For “Directive 2005/64/EC ”, in each place where it occurs, substitute “Directive 2005/64/EC as originally adopted”. |
| 6. | The period commencing on 4th February 2010. | The tables in Part I of Annex IV and all the tables in Annex XI. | For “Directive 2006/64/EC as originally adopted”, in each place where it occurs, substitute “Directive 2006/64/EC as amended by Commission Directive 2009/1/EC of 7 January 2009
M27
”. |
| 7. | The period commencing on 2nd January 2013. | The tables in Part I of Annex IV and the tables in Appendices 1, 2 and 3 of Annex XI | Omit items 2, 11 and 39. |
| 8. | The period commencing on 2nd January 2013. | The tables in Appendices 4 and 5 of Annex XI | Omit items 2 and 11. |

Marginal Citations

M25 OJ No L171, 30.6.1997, p.1.

M26 OJ No L257, 25.9.2008, p.14.

M27 OJ No L9, 14.1.2009, p.31.

6.—(1) The provision referred to in item 3 of Table 2 is—

8	Rear visibility	Directive 71/127/EEC	L68, 22.3.71, p.1	X	X
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(2) The provision referred to in item 4 of Table 2 is—

8	Rear visibility	Directive 71/127/EEC	L68, 22.3.71, p.1	X ⁽²⁾ B ⁽⁴⁾
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7. Nothing in this Schedule affects the operation of section 20A of the Interpretation Act 1978^{M28} as respects any other reference to a Community instrument.

Marginal Citations

M28 1978 c.30. Section 20A was inserted by the [Legislative and Regulatory Reform Act 2006 \(c.51\)](#), [section 25\(1\)](#).

SCHEDULE 3

Regulations 5(7), 6(5) and 7(5)

Transitional Provisions

PART 1

Application of Regulations to Vehicles in Different Categories

1. In this Part—

“existing type”, in relation to a vehicle, means a type of vehicle—

- in respect of which a national type approval certificate or a single vehicle approval certificate is granted before the mandatory new types date, or
- which is or has been in production before the mandatory new types date and for which no national type approval requirements have been prescribed at that date;

“mandatory existing types date”, in relation to a class of vehicle described in column (1) of Table 3, means the date specified in column (3) of that table in relation to that class;

“mandatory new types date”, in relation to a class of vehicle described in column (1) of Table 3, means the date specified in column (2) of that table in relation to that class;

“national type approval certificate” means a certificate issued under—

- section 55(2) of the 1988 Act, or
- article 31A(2) of the 1981 Order^{M29};

“national type approval requirements” means requirements prescribed under—

- section 54(1) of the 1988 Act, or
- article 31A(1) of the 1981 Order;

“new type of vehicle” means a type of vehicle which is not an existing type;

“single vehicle approval certificate” means—

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- (a) a Minister's approval certificate issued in accordance with section 58(1) or (4) of the 1988 Act, or
- (b) a Department's approval certificate issued in accordance with article 31A(4) or (5) of the 1981 Order;

“type”, in relation to a vehicle, means—

- (a) a class of vehicles in a vehicle category the members of which do not differ in at least the essential respects specified in Section B of Annex II to the Framework Directive, including variants or versions of that class as defined in Section B of Annex II, and
- (b) a particular vehicle which is not a member of any class of that description.

Marginal Citations

M29 Article 31A was inserted by [S.I. 1985/755 \(N.I.6\)](#) and amended by [S.I. 1995/2994 \(N.I.18\)](#), [S.R.\(NI\) 1993/246](#) and [S.I. 2003/1099](#).

2.—(1) These Regulations have effect (or, where so provided, the specified part of these Regulations has effect) with respect to—

- (a) vehicles in category M₁ other than special purpose vehicles,
- (b) vehicles of a kind specified in regulation 5(3), and
- (c) vehicles of a kind specified in regulation 5(5),

beginning on the date they come into force.

(2) These Regulations have effect with respect to—

- (a) special purpose vehicles in category M₁, and
- (b) vehicles which are neither vehicles in category M₁ nor vehicles of a kind specified in regulation 5(3) or (5),

in accordance with paragraphs 3 and 4.

3.—(1) These Regulations have effect with respect to a new type of vehicle of a class described in column (1) of Table 3 beginning on the mandatory new types date.

(2) These Regulations have effect with respect to an existing type of vehicle of a class described in column (1) of Table 3 beginning on the mandatory existing types date.

(3) Sub-paragraphs (1) and (2) are subject to paragraph 4.

4.—(1) If a person voluntarily makes an application under regulation 12, 24 or 27—

- (a) before the mandatory new types date requesting type approval for a new type of vehicle or individual approval of a particular vehicle of a new type, or
- (b) before the mandatory existing types date requesting type approval for an existing type of vehicle or individual approval of a particular vehicle of an existing type,

the Regulations have effect with respect to that type of vehicle or, as the case may be, the particular vehicle from the time the application is made.

(2) Sub-paragraph (1) does not apply in the case of an application made under regulation 27 if it relates to a vehicle which at the time of the application is registered under the 1994 Act or, if not so registrable, has been put into service on the road.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

(3) Where a trailer falls within one of the cases specified in paragraph 2 of Part 3 of this Schedule, regulations 7, 8 and 9 have effect before the mandatory new types date or the mandatory existing types date (as the case may be) so far as is necessary for the purpose of—

- (a) enabling a person to obtain the consent of the approval authority to the supply of that trailer for use on a road, and
- (b) making and keeping of a record of that trailer.

Table 3: Dates from which Regulations have effect

<i>(1) Vehicle category and description</i>	<i>(2) New types of vehicle</i>	<i>(3) Existing types of vehicle</i>
Special purpose vehicles in category M ₁	29th April 2011	29th April 2012
Incomplete and complete vehicles in categories M ₂ and M ₃	29th April 2009	29th October 2010
Completed vehicles in categories M ₂ and M ₃	29th April 2010	29th October 2011
Incomplete and complete vehicles in category N ₁	29th October 2010	29th October 2011
Completed vehicles in category N ₁	29th October 2011	29th April 2013
Incomplete and complete vehicles in categories N ₂ , N ₃ , O ₁ , O ₂ , O ₃ and O ₄	29th October 2010	29th October 2012
Completed vehicles in categories N ₂ , N ₃ ,	29th October 2012	29th October 2014
Completed vehicles in categories O ₁ , O ₂ , O ₃ and O ₄	29th October 2011	29th October 2013
Special purpose vehicles in categories M ₂ , M ₃ , N ₁ , N ₂ , N ₃ , O ₁ , O ₂ , O ₃ and O ₄	29th October 2012	29th October 2014

PART 2

The Alternative Conditions and Temporary Exemption for the Purposes of Regulation 6

1. For the purposes of regulation 6—
 - (a) the alternative conditions are the paragraph 2 conditions, the paragraph 3 conditions and the paragraph 4 conditions,
 - (b) either the paragraph 2 or the paragraph 3 conditions may be satisfied where the application under section 21 of the 1994 Act relates to a vehicle of any class in category M₁ other than a special purpose vehicle, and
 - (c) the paragraph 4 conditions may be satisfied where the application under section 21 of the 1994 Act relates to a special purpose vehicle in category M₁.
2. The paragraph 2 conditions are that—

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- (a) the vehicle is manufactured on or after 29th April 2009,
 - (b) a single vehicle approval certificate was issued before 29th April 2009 in respect of another vehicle of the same type,
 - (c) a single vehicle approval certificate issued under either—
 - (i) section 58(4) of the 1988 Act, or
 - (ii) article 31A(5) of the 1981 Order, has effect with respect to the vehicle, and
 - (d) not more than 74 vehicles of the same type manufactured on or after 29th April 2009 have been registered since the commencement of the relevant period.
- (2) In this paragraph, “relevant period” means—
- (a) where the application is made in 2009, the period commencing on 29th April and ending on 31st December, and
 - (b) where the application is made after 2009, any period of one year commencing on 1st January.
3. The paragraph 3 conditions are that—
- (a) the vehicle is manufactured on or before 28th April 2009,
 - (b) a single vehicle approval certificate has effect with respect to the vehicle, and
 - (c) the application is made not later than 31st December 2009.
4. The paragraph 4 conditions are that—
- (a) the vehicle is manufactured on or before 28th April 2012,
 - (b) a single vehicle approval certificate has effect with respect to the vehicle, and
 - (c) the application is made not later than 31st December 2012.
- 5.—(1) For the purposes of regulation 6, the temporary exemption applies where—
- (a) the application under section 21 of the 1994 Act relates to an existing type of vehicle of a class in category M₂ or M₃,
 - (b) the manufacture of that vehicle is completed not later than the relevant date, and
 - (c) that application is made later than the mandatory existing types date.
- (2) In this paragraph “relevant date” means—
- (a) in the case of a vehicle manufactured in one stage, 29th July 2010, and
 - (b) in the case of a vehicle manufactured in more than one stage, 29th July 2011.
6. In this Part—
- “existing type of vehicle” means a vehicle of a type which is (or has been) in production before the mandatory new types date;
- “mandatory existing types date”, “mandatory new types date” and “single vehicle approval certificate” have the meanings given in Part 1 of this Schedule.

PART 3

Alternative Requirements for the Purposes of Regulations 7 to 10

- 1.—(1) For the purposes of regulations 7 to 10, the alternative conditions apply if—
- (a) the trailer is an existing type of vehicle, and

- (b) either of the cases specified in paragraph 2 applies.
- (2) The alternative conditions are that—
 - (a) where—
 - (i) (in the case of a large trailer) the application for consent, or
 - (ii) (in the case of a small trailer) the supply, is in consequence of the importation of the trailer from a place outside the United Kingdom, any value added tax or customs duty charged on or arising from its removal into the United Kingdom has been or will be paid or remitted, and
 - (b) there is otherwise no lawful reason (whether or not arising from a breach of these Regulations) for refusing to give consent.
- 2. The cases are as follows—

Case 1	(a) the trailer is manufactured in one stage, and (b) its manufacture is completed not later than 29th July 2012.
Case 2	(a) the trailer is manufactured in more than one stage, and (b) its manufacture is completed not later than 29th July 2013.

- 3. The alternative information for the purposes of regulation 10 is—
 - (a) the name and address and (if any) the company registration number of the manufacturer,
 - (b) the manufacturer's designation (make and model) of the trailer,
 - (c) the month and year when manufacture of the vehicle was completed,
 - (d) the vehicle identification (VIN) number,
 - (e) the date of supply, and
 - (f) the name and address of the purchaser.
- 4. In this Part—
 - “existing type of vehicle” means a trailer of a type which is (or has been) in production before the mandatory new types date, and
 - “mandatory new types date” has the meaning given in Part 1 of this Schedule.

SCHEDULE 4

Regulation 25(2)

Technical and Administrative Requirements for Grant of National Small Series Type Approval

PART 1

Interpretation

- 1. In this Schedule—
 - “approval” means—
 - (a) a certificate of type approval (including a certificate issued in accordance with Council Directive [70/156/EEC](#)) issued in the United Kingdom or other member State,

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(b) a document of approval issued under the law of a country or territory outside the United Kingdom.

which is sufficient to show that a vehicle, system, component or separate technical unit complies with a requirement specified in column 1 of a table in the Schedule;

“certificate of conformity” means a certificate of conformity issued in respect of a type approval granted in the United Kingdom or other member State (including a type approval granted before 29th April 2009);

“disabled person's vehicle” means a vehicle constructed or adapted to enable a person with a disability to travel in the vehicle as a driver or a passenger, in safety and reasonable comfort (and “disability” has the meaning given in the Disability Discrimination Act 1995 ^{M30});

“effective date” has the meaning given in Part 1 of Schedule 5;

“test report” means a report issued by a technical service (within the meaning of article 3(31) of the Framework Directive) which is sufficient to show that a vehicle, system, component or separate technical unit complies with a requirement specified in column 1 of a table in the Schedule.

Marginal Citations

M30 1995 c.50; see [section 1](#) and Schedule 1. Relevant amendments are by the Disability Discrimination Act 2005, sections 18 and 19 and Schedules 1 and 2.

2. A reference in a table in this Schedule to any numbered item is, except where otherwise provided, a reference to the item so numbered in that table.

PART 2

Requirements for Vehicles of Category M₁

SECTION 1

<i>1. Requirement</i>	<i>2 Definitions and 3 Exemptions and modifications supplementary provisions</i>
<p>1. Noise</p> <p>The technical provisions of Annex I to Directive 70/157/EEC as amended by Directive 1999/101/EC;</p> <p>Or:</p> <p>Vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a Stationary Noise Test is permitted.</p>	<p>“Stationary Noise Test” means:</p> <p>(a) in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate</p> <p>1. Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3.</p> <p>2. Modification of the exhaust system length after last silencer not exceeding 2m is permissible without further test.</p> <p>3. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>

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of conformity or test report for that vehicle by more than 2dB(A) at 0.5m; and

(b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report to paragraph 5.4 of Annex I to Directive [70/157/EC](#) (except that this shall not apply if proprietary air brake silencers are fitted).

2. Emissions

1. The technical provisions of Annex I to Directive [70/220/EEC](#) as amended by Directive [2003/76/EC](#), Row B limit values.

2. Vehicles manufactured on or after 1st January 2012: The technical provisions of Regulation ([EC](#)) [715/2007](#) as amended by Regulation ([EC](#)) [692/2008](#), Annex I, Table 1.

3. Vehicles manufactured on or after 1st September 2016: the technical provisions of Regulation ([EC](#)) [715/2007](#) as amended by Regulation ([EC](#)) [692/2008](#), Annex I, Table 2.

“**OBD**” means On-board Diagnostic Systems.

1. The tests in paragraph 5.2 of Directive [70/220/EEC](#) are to be limited to the following:

- (a) Paragraph 5.2.1, Type I and Type II;
- (b) Paragraph 5.2.2, Type I and Type II;
- (c) Paragraph 5.2.3, Type I.

2. Vehicles are exempt from the requirements of **OBD**.

3. This item does not apply to vehicles approved to item 41.

4. Modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are not affected.

5. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

6. An Approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass.

7. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

3. Fuel Tanks/ Rear Protective Devices

1. Fuel tanks:
The technical provisions of Directive [70/221/EEC](#) as last amended by directive [2006/20/EC](#);

2. In the case of fuel tanks other than tanks for gaseous fuels:

- (a) tanks must comply with the requirements specified in column 1 except that the approval or test report

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And

For vehicles using gaseous fuels:

Regulations 67.01 and 115 for LPG.

Regulation 110 and 115 for CNG.

2. Rear Protective Device:

The technical provisions of Directive [70/221/EEC](#) as last amended by directive [2006/20/EC](#).

4. Rear Registration Plate Space

The technical provisions of Directive [70/222/EEC](#);

Or:

Space shall be provided for a registration plate meeting the requirements of the Display of Registration Marks Regulations 2001 ^{M31}.

5. Steering Equipment

The essential technical provisions of Directive [70/311/EEC](#) as amended by Directive [99/7/EC](#).

“Manual or Power Assisted System” means a system that will operate in the event of failure of any power supply or assistance.

need not be for the same vehicle type; and

(b) modifications to the pipework or relocation of a tank excluding modification of the tank, the cap/filler device or the venting device, may be accepted by the approval authority.

1. In the case of a **Manual or Power Assisted System**, paragraph 5.2 of Annex I to Directive [70/311/EEC](#) does not apply if a driving assessment conducted by the approval authority reveals no undue steering effort, instability, or other adverse characteristics.

2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3. Directive [70/311/EEC](#), Annex I, paragraphs 4.1.1.2 and 4.2.1.1.2. does not apply to a steering control system designed to meet the needs of a driver with a physical disability.

6. Door latches and Hinges

The essential technical provisions of Directive [70/387/EEC](#) as last amended by Directive [2001/31/EC](#).

1. Does not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the longitudinal plane passing through the extreme inboard projecting point of such a door is more than 300mm distant from the longitudinal plane passing through the nearest edge of such a seat. For the purpose of

this provision the seating position of a wheelchair is considered to be a seat.

2. This item does not apply to doors meeting the technical requirements specified in paragraphs 7.6.4 to 7.6.6 or in paragraph 7.6.7 of Annex I to Directive [2001/85/EC](#).

7. Audible Warning

The technical provisions of “**Sound Level Check**” paragraph 2 of Annex I means a vehicle test to Directive [70/388/EEC](#) as as described in the last amended by Directive [87/354/EC](#).

1. Inspection to confirm the presence and operation of a device including a **Sound Level Check**.

2. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

3. In the case of armoured vehicles additional panic alarm devices are permitted. For the technical provisions see item 13.

8. Indirect Vision

The technical provisions of Directive [2003/97/EC](#).

1. Field of view requirements do not apply to optional mirrors.

2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3. In the case of a passenger car where the longitudinal plane of the exterior bodywork on either side of the vehicle adjacent to the driver's position on which an exterior rear view mirror may be mounted is more than 150mm inwards from a longitudinal plane passing through the outer edge of the rear tyre(s) on that side of the vehicle the following may apply: Directive [2003/97/EC](#), Annex III, paragraphs 5.3.1 and 5.3.2, in the second paragraph in each case, for 1m substitute 2.125m and for 4m substitute 10m.

4. Vehicles built before 26 January 2010: the mirrors may as an alternative be installed in accordance with Directive [71/127/EEC](#) as amended by [88/321/EEC](#).

9. Braking

The technical provisions of paragraph 2 of Annex

1. The requirements according to the category of the base or incomplete

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I to Directive [71/320/EEC](#) as last amended by Directive [1998/12/EC](#) and tests as defined in associated Annexes as may be applicable.

vehicle based on maximum mass may apply.

2. The requirements in column 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, do not apply to a vehicle, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.

10. Electro-magnetic Compatibility

The essential technical provisions of Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#), section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X.

In the case of a vehicle adapted as a wheelchair accessible vehicle or a disabled person's vehicle, wiring may be repositioned and/or additional wiring fitted without further test.

11. Diesel Smoke

Directive [72/306/EEC](#) as last amended by Directive [2005/21/EC](#) section 5 of Annex I and tests as defined in Annexes IV and V;

Or:
A **free-acceleration** test, such that the **coefficient of absorption** of the exhaust emissions from the engine immediately after leaving the exhaust does not exceed:

(a) If the vehicle has an effective date on or after 1 July 2008, 1.5 per metre; or
(b) in any other case:
(i) 2.5 per metre; or
(ii) if the engine of the vehicle is turbo-charged, 3.0 per metre.

For the purposes of this item:
“**co-efficient of absorption**” is to be construed in accordance with paragraph 3.5 of Annex VII to Directive [72/306/EEC](#);

“**free acceleration**” has the same meaning as in Annex II to Directive [77/143/EEC](#) as last amended by Directive [92/55/EEC](#).

1. Directive [72/306/EEC](#) as amended ceases to apply from 2nd January 2013.

2. Modification of exhaust system is permissible without any further test.

3. Does not apply to a vehicle which complies with Directive [2005/55/EC](#) as amended by Directive [2008/74/EC](#).

12. Interior Fittings

The essential technical provisions of Directive [74/60/EEC](#) as amended by [2000/4/EC](#).

1. The following do not apply:

(a) Directive [74/60/EEC](#), Annex I, Paragraphs 5.1.2, 5.2.4, 5.3.4.1, 5.4.2.2, 5.7.1.2 and the second sentence of 5.2.3.1.; and

(b) the requirements as they apply to hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.

2. The requirements in column 1 are limited to the area forward of rearmost seat designated for use while travelling and limited to head impact zone.

3. For the purpose of this requirement a wheelchair is considered to be a seating position.

4. In the case of a motor caravan, ambulance, or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

13. Anti-Theft and Immobiliser

1. The technical provisions of Immobilisers must be Directive [74/61/EEC](#) as last approved as part of the base vehicle or as a separate technical unit.

2. In the case of an armoured Alarms must be approved as part of the base vehicle or as a separate technical unit.

paragraph 1 must comply with the following:

(a) The alarm signal must be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above.

(b) The technical requirements of Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11. Inclusive;

(c) unsetting the panic alarm shall immediately cut the alarm signal.

An “**Installation Check**” means:

An inspection of installed components as the approval authority deem necessary and in the case of an immobiliser or alarm system a completed installation certificate.

1. Directive [74/61/EEC](#), Annex IV, paragraphs 3.9, 4.1.3, 4.1.4, 4.2.4, 4.2.6, and 4.3.5. do not apply.

2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3. In the case of devices to prevent unauthorised use the manufacturer may as an alternative to an approval or test report issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an **Installation Check** will be conducted.

4. In the case of an immobiliser or alarm system an **Installation Check** will be conducted.

14. Protective Steering

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Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

The essential technical provisions of Directive [74/297/EEC](#) as last amended by Directive [91/662/EEC](#).

1. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. This item does not apply to:

- (a) an armoured vehicle; or
- (b) a vehicle which complies with the technical requirements of Directive [96/79/EC](#).

3. The requirements of this item do not apply to a disabled person's vehicle insofar as the adaptation prevents the vehicle from complying with any of the requirements of this item except that this does not apply where such adaptations can easily be removed, if necessary with the use of tools, and in which case evidence of compliance before the vehicle was adapted is required.

15. Seat Strength

1. The essential technical provisions of Directive [74/408/EEC](#) as amended by Directive [2005/39/EC](#).

1. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of a motor caravan, ambulance, or hearse the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

4. In the case of a wheelchair accessible vehicle:

- (a) a wheelchair location is to be considered a seating position but the requirements in column 1, paragraph 1, do not apply to the wheelchair; and
- (b) for each wheelchair, sufficient space must be provided. The longitudinal plane of the special area must be parallel to the longitudinal plane of the vehicle.

5. The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) shall not apply.

6. The tests specified in Appendix 1 and Appendix 2 of Annex II to directive [74/408/EEC](#) do not apply to a seat if

designed to provide a comparable level of safety.

16. Exterior Projections

The essential technical provisions of Directive [74/483/EEC](#) as amended by [79/488/EEC](#).

1. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.

2. Those parts of a motor caravan, ambulance, or hearse, other than the driver's cabin are exempt from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

3. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

4. Hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.

17. Speedometer and Reverse Gear

The technical provisions of Directive [75/443/EEC](#) as amended by Directive [97/39/EC](#).

18. Plates (statutory)

1. The technical provisions of Directive [76/114/EEC](#) as last amended by Directive [78/507/EEC](#).

2. Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

19. Seat Belt Anchorages

The technical provisions of Directive [76/115/EEC](#) as last amended by Directive [2005/41/EC](#);

And

In the case of a wheelchair accessible vehicle the requirements in Section 2 of this Part.

1. In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of a motor caravan, ambulance, or hearse, the requirements in column 1 do not apply to seats

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Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3. In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.

4. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

5. Where a seat belt anchorage has been approved in accordance with the requirements in column 1 and the structure of the vehicle is subsequently modified, no new tests are required provided the structure on which the anchorage is mounted is unlikely to be affected.

20. Installation of Lighting and Light Signalling Devices

The technical provisions of UNECE Regulation 48.03;

And

Dipped beam headlamps must be suitable for left hand rule of the road traffic.

1. Exemption from one or more of the technical requirements is permitted for a special purpose vehicle where the special purpose makes it impossible to fully comply provided that all mandatory devices are installed and geometric visibility is unaffected.

2. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.

3. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose and provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.

21. Retro Reflectors

The technical provisions of Directive [76/757/EEC](#) as last

amended by Directive [97/29/EC](#).

22. End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps

The technical provisions of Directive [76/758/EEC](#) as last amended by Directive [97/30/EC](#).

23. Direction Indicators

The technical provisions of Directive [76/759/EEC](#) as last amended by Directive [99/15/EC](#).

24. Rear registration Plate Lamps

The technical provisions of Directive [76/760/EEC](#) as last amended by Directive [97/31/EC](#).

25. Headlamps (including bulbs)

The technical provisions of Directive [76/761/EEC](#) as last amended by Directive [99/17/EC](#).

25A. Cornering Lamps (where fitted)

The technical provisions of UNECE Regulation 119.

26. Front Fog Lamps (where fitted)

The technical provisions of Directive [76/762/EEC](#) as last amended by Directive [99/18/EC](#).

28. Rear Fog Lamps

The technical provisions of Directive [77/538/EEC](#) as last amended by Directive [99/14/EC](#).

29. Reversing Lamps

The technical provisions of Directive [77/539/EEC](#) as last amended by Directive [97/32/EC](#).

30. Parking Lamps (where fitted)

The technical provisions of Directive [77/540/EEC](#) as last amended by Directive [99/16/EC](#).

31. Seat Belts

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

The technical provisions of Directive [77/541/EEC](#) EEC as last amended by Directive [2005/40/EC](#).

1. In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of a motor caravan, ambulance, hearse, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2. In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.

3. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

4. Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

5. In the case of a wheelchair accessible vehicle when, due to the conversion, anchorage points for the safety belts need to be moved outside the tolerance provided for in point 2.7.8.1 of Annex I to Directive [77/541/EEC](#), the technical service must check whether the alteration constitutes a worst case or not. If that is the case, the test provided for in Annex VII to Directive [77/541/EEC](#) will be performed. Extension to the Approval does not need to be issued. This does not apply to a seat that is a wheelchair.

6. A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages

to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

32. Forward Vision

Directive [77/649/EEC](#) as amended by [90/630/EEC](#);

Or

The driver shall have a clear and un-obscured view of the road ahead and to the side (180° forward).

33. Identification of Controls, Tell-tales and Indicators

The technical provisions of Directive [78/316/EEC](#) as amended by Directive [94/53/EC](#).

34. Defrost/Demist

Directive [78/317/EEC](#);

Or

Vehicles shall be fitted with an **adequate** defrosting and demisting devices.

“Adequate” means In the case of armoured vehicles sufficiently effective to ensure adequate visibility through the windscreen under all conditions. exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

35. Wash/Wipe

Directive [78/318/EEC](#) as amended by [94/68/EC](#);

Or

Vehicles must be fitted with **adequate** washing and wiping devices.

“Adequate” means In the case of armoured vehicles sufficiently effective to ensure adequate visibility through the windscreen under all conditions. exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

36. Heating Systems (where fitted)

The essential technical provisions of: Directive [2001/56/EC](#) as amended by [2006/119/EC](#), paragraph 3 of Annex II, and Annexes III, VII and VIII.

37. Wheel guards

The technical provisions of Directive [78/549/EEC](#) as amended by [94/78/EC](#).

1. Paragraph 3 of Annex I to Directive [78/549/EEC](#) does not apply.
2. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

38. Head restraints

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

The technical provisions of Directive [78/932/EEC](#).

1. In the case of a motor caravan, ambulance, or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
2. In the case of a motor caravan, ambulance, or hearse:
 - (a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and
 - (b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.
3. Does not apply to head restraints which comply with the requirements of item 15.
4. Does not apply to a seat which is a wheelchair.

39. CO₂ emissions/Fuel consumption

The technical provisions of Directive [80/1268/EEC](#) as amended by Directive [2004/3/EC](#).

1. Does not apply to vehicles fitted with an engine approved to item 41.
2. Annex V of Directive [89/491/EEC](#) amending Directive [80/1268/EEC](#) does not apply with effect from 2nd January 2013.

40. Engine power

The essential technical provisions of Directive [80/1269/EEC](#) as amended by Directive [99/99/EC](#).

41. Diesel Emissions

1. Directive [2005/55/EC](#) as amended by [2006/51/EC](#), Annex I, and Row B1 limit values.
2. Complete or incomplete vehicles manufactured on or after 1st October 2010: Directive [2005/55/EC](#) as amended by [2006/51/EC](#), Annex I, and Row B2 limit values.

1. Does not apply to vehicles approved under item 2.
2. Modification of exhaust system length after the last silencer is permissible without any further test.
3. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
4. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible

for the vehicle to comply due to its special purpose.

44. Masses and Dimensions (cars)

The essential technical provisions of Directive [92/21/EEC](#) as amended by [95/48/EC](#).

1. In the case of motor caravans, for paragraph 3.1.1.2 of Annex II to Directive 92/21, for “2500mm” substitute “2600mm”.
2. Paragraphs 3.1.1.3 and 3.3.3 of Annex II to Directive [92/21/EEC](#) do not apply.
3. In the case of wheelchair accessible vehicles, for the purpose of calculations, the mass of the wheelchair including the user is assumed to be 100 kg. The mass shall be concentrated at the H point of the three dimensional machine.

45. Safety glass

The technical provisions of Directive [92/22/EEC](#) as amended by Directive [2001/92/EC](#).

1. Does not apply to armoured vehicles.
2. Exclusions defined in paragraph 1 of Annex II to Directive [92/22/EEC](#) as amended.
3. In the case of a wheelchair accessible vehicle, motor caravan, ambulance, or hearse, all window glazing, other than driver's cab glazing, the material may be safety glass or rigid plastic glazing.
4. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
5. Directive [92/22/EEC](#), Annex III, paragraph 2.1.1 and 2.1.2 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.

46. Tyres

Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#);
And
UNECE Regulation 64.01 for temporary spare use spare tyre (if fitted).

1. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
2. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

50. Couplings (where fitted)

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

The technical provisions of Annex VII to Directive [94/20/EC](#).

In the case of a wheelchair accessible vehicle, irrespective of mass, or a motor caravan, ambulance or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

60. Frontal Protection Systems (“Bull-bars”) (where fitted)

The technical provisions of paragraphs 2 and 3 of Annex I to Directive [2005/66/EC](#) and Council Decision [2006/368/EC](#).

Marginal Citations

M31 [S.I. 2001/561](#). Relevant amendments are by [S.I. 2001/1079](#) and 2002/2687.

SECTION 2

Part A

1. Wheelchair spaces

A wheelchair space must be fitted with—

- (a) a wheelchair and wheelchair user restraint system complying with item 19 of Directive [2007/46/EC](#), Annex XI, Appendix 3; or
- (b) a restraint system comprising—
 - (i) a four point wheelchair tie-down system suitable for general wheelchair application; and
 - (ii) a wheelchair user restraint system comprising a minimum of three anchorage points to provide a pelvic and upper torso restraint system.

2. Wheelchair tie-down devices

A wheelchair tie-down device must comply with ISO 10542 and be marked accordingly.

3. Location and geometry of anchorages

The geometry of the wheelchair tie-down and occupant restraint system anchorages and webbing must comply with ISO 10542. A surrogate wheelchair as defined in ISO 10542 or equivalent must be used for this purpose.

4. Testing of restraint system anchorages

A static test must be conducted on the anchorage points for both the wheelchair tie-downs and occupant restraints in accordance with the following requirements—

- (c) The tests must be conducted on a vehicle or a representative section of a vehicle structure including any vehicle fittings that are likely to contribute to the strength or rigidity of the structure;
- (d) The forces specified in 5 below must be applied by means of a surrogate wheelchair of adequate strength as defined in ISO 10542, or equivalent, with attachment points for the front and rear tie-downs and reproducing the geometry of the wheelchair tie-down system;
- (e) The forces specified in 6 below must be applied by means of a traction device specified in paragraph 5.3.4 of Annex I to Directive [76/115/EEC](#) as last amended by Directive [96/38/EC](#) and supported on the surrogate wheelchair defined in (b) above;
- (f) The forces in (b) and (c) above must be applied simultaneously in the forward direction at an angle of $10^\circ \pm 5^\circ$ above the horizontal plane. The force in (b) shall be applied at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;
- (g) The force in 5(b) must be applied in the rearward direction at an angle of $10^\circ \pm 5^\circ$ above the horizontal plane at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;
- (h) All forces must be applied as rapidly as possible through the central vertical axis of the wheelchair and wheelchair space; and
- (i) All forces must be maintained for a period of not less than 0.2 seconds.

For test purposes the components comprising the wheelchair tie-down and occupant restraint devices may be replaced with components suitable for test purposes having a similar function.

5. Forces applied to a wheelchair tie-down system

The force applied to the surrogate wheelchair:

- (j) in the forward direction to be 24.50 kN;
- (k) in the rearward direction to be 12.25 kN.

6. Forces applied to an occupant restraint system

The forces to be those specified in paragraph 5.4 of Annex I to Directive [76/115/EEC](#) as amended by Directive [96/38/EC](#).

7. Anchorage system performance

The anchorages will meet the test performance requirements if—

- (l) no part of the system has failed, or become detached during the test;
- (m) no part of the anchorage system has deformed to such an extent that sharp edges or protrusion may cause injury.

Part B

Instead of complying with Part A an alternative wheelchair tie-down system, docking system or occupant restraint system may be fitted. This may include a rearward facing wheelchair arrangement with appropriate safety features. Evidence must be provided to the approval authority that the system offers an equivalent level of occupant protection for the wheelchair user.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

PART 3

Requirements for Vehicles of Category N₁

SECTION 1

<i>1 Requirement</i>	<i>2 Definitions and supplementary provisions</i>	<i>3 Exemptions and modifications</i>
<p>1. Noise</p> <p>The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 99/101/EC.</p>	<p>A “Stationary Noise Test” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.</p>	<p>1. Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3 does not apply.</p> <p>2. If an approval or test report is issued for a vehicle in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required. In the case of any other modification relating to the requirements of column 1 and affecting the only the exhaust system, a Stationary Noise Test must be conducted.</p> <p>3. In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p>
<p>2. Emissions</p> <p>1. The technical provisions of Annex I to Directive 70/220/EEC as amended by Directive 2003/76/EC, Row B limit values.</p> <p>2. Vehicles manufactured on or after 1st January 2012: The technical provisions of Regulation (EC) 715/2007 as amended by Regulation (EC) 692/2008, Annex I, Table 1.</p> <p>3. Vehicles manufactured on or after 1st September 2016: The technical provisions of Regulation (EC) 715/2007 as amended by Regulation (EC) 692/2008, Annex I, Table 2.</p>	<p>“OBD” means On-Board Diagnostic Systems.</p>	<p>1. The requirements of OBD do not apply.</p> <p>2. Does not apply to vehicles approved to item 41.</p> <p>3. Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>4. In the case of a special purpose vehicle, an Approval issued to the most representative base vehicle remains valid irrespective of change in reference weight.</p> <p>5. In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p>

3. Fuel Tanks/ Rear Protective Devices

Fuel Tanks:

1. The technical provisions of paragraphs 5 and 6 of Annex I to Directive [70/221/EEC](#) as last amended by directive [2006/20/EC](#);

And

2. For vehicles using gaseous fuels:

Regulations 67.01 and 115 for LPG.

Regulation 110 and 115 for CNG.

Rear Protective Devices:

4. The technical provisions of paragraph 5 of Annex II to Directive [70/221/EEC](#) as last amended by directive [2006/20/EC](#).

4. Rear Registration Plate Space

The technical provisions of Directive [70/222/EEC](#);

Or

Space must be provided for a registration plate meeting the requirements of the Display of Registration Marks Regulations 2001.

5. Steering Effort

The technical provisions of paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as last amended by [1999/7/EC](#).

The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

6. Door latches and Hinges

The technical provisions of paragraph 3 of Annex I to Directive [70/387/EEC](#) as last amended by Directive [2001/31/EC](#).

7. Audible Warning

Component:

Directive [70/388/EEC](#) as last amended by [87/354/EC](#).

Vehicle:

The technical provisions of paragraph 2 of Annex I to Directive [70/388/EEC](#) as amended by [87/354/EC](#).

In the case of an armoured vehicle exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

8. Indirect Vision

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

Component:
Directive [2003/97/EC](#)
Vehicle:
The technical provisions of:
Directive [2003/97/EC](#), Annex III.

1. Field of view requirements do not apply to optional mirrors.
2. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

9. Braking

The technical provisions of paragraph 2 of Annex I to Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#) and tests as defined in associated Annexes as may be applicable.

The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

10. Electro-magnetic Compatibility

Component:
Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#).

Vehicle:
The technical provisions of:
Directive [72/245/EEC](#) as last amended by Directive [2006/28/EC](#), section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X.

11. Diesel Smoke

Directive [72/306/EEC](#) as amended by Directive [2005/21/EC](#) section 5 of Annex I and tests as defined in Annexes IV and V;

Or
A **free-acceleration** test, the **coefficient of absorption** of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed:

- (a) If the vehicle has an effective date on or after 1 July 2008, 1.5 per metre, or
- (b) in any other case:
 - (i) 2.5 per metre; or

For the purposes of this item:

“co-efficient of absorption” is to be construed in accordance with paragraph 3.5 of Annex VII to Directive [72/306/EEC](#);

“free acceleration” has the same meaning as in Annex II to Directive [77/143/EEC](#) as last amended by Directive [92/55/EEC](#).

1. Directive [72/306/EEC](#) as amended ceases to apply from 2nd January 2013.

2. Modification of exhaust system is permissible without any further test.

3. Does not apply to a vehicle which complies with Directive [2005/55/EC](#) as amended by Directive [2008/74/EC](#).

(ii) if the engine of the vehicle is turbo-charged, 3.0 per metre.

13. Anti-Theft and, if fitted, Alarm system and Immobiliser

1. The technical provisions of: Directive [74/61/EEC](#) as amended by Directive [95/56/EC](#). An immobiliser, if fitted, must be approved as part of the base vehicle or as a separate technical unit.

2. Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following: An alarm, except those mentioned in column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.

(a) The alarm signal must be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above.

(b) The technical requirements of Directive [74/61/EEC](#) as last amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11. inclusive.

(c) unsetting the panic alarm must immediately cut the alarm signal.

14. Protective Steering

The technical provisions of: Directive [74/297/EEC](#) as amended by Directive [91/662/EEC](#), Annex I, paragraph 5.

This item does not apply to:

- (a) vehicles with a maximum permissible mass exceeding 1500 kg;
- (b) armoured vehicles.

15. Seat Strength

The technical provisions of: Directive [74/408/EEC](#) as amended by Directive [2005/39/EC](#).

1. In the case of a special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2. The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

17. Speedometer and Reverse Gear

The technical provisions of: Directive [75/443/EEC](#) as amended by Directive [97/39/](#)

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

EC, Annex I and Annex II, paragraphs 4.1 and 4.2;

Or

(a) for all true speeds up to the design speed of the vehicle, the true speed must not exceed the indicated speed;

(b) for all true speeds of between 25 mph and 70 mph (or the maximum speed if lower), the difference between the indicated speed and the true speed must not exceed $(V/10 + 6.25)$ mph where V = the true speed.

18. Plates (statutory)

The technical provisions of: Directive [76/114/EEC](#) as amended by Directive [78/507/EEC](#);

And

Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

19. Seat Belt Anchorages

The technical provisions of: Directive [76/115/EEC](#) as amended by Directive [2005/41/EC](#).

1. In the case of a special purpose vehicle:

(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and

(b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

20. Installation of Lighting and Light Signalling Devices

The technical provisions of UNECE Regulation 48.03;

And

Dipped beam headlamps must be designed for left hand rule of the road traffic.

In the case of an armoured vehicle or special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the

special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and that the geometric visibility is not affected.

21. Retro Reflectors

Directive [76/757/EEC](#) as amended by Directive [97/29/EC](#).

22. End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps

Directive [76/758/EEC](#) as amended by Directive [97/30/EC](#).

23. Direction Indicators

Directive [76/759/EEC](#) as amended by Directive [99/15/EC](#).

24. Rear registration Plate Lamps

Directive [76/760/EEC](#) as amended by Directive [97/31/EC](#).

25. Headlamps (including bulbs)

Directive [76/761/EEC](#) as amended by Directive [99/17/EC](#).

25A. Cornering Lamps (where fitted)

UNECE Regulation 119.

26. Front Fog Lamps (where fitted)

Directive [76/762/EEC](#) as amended by Directive [99/18/EC](#).

27. Towing Hooks

The technical provisions of Annex II to Directive [77/389/EEC](#) as amended by Directive [96/64/EC](#).

In the case of an armoured vehicle or special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

28. Rear fog Lamps

Directive [77/538/EEC](#) as amended by Directive [99/14/EC](#).

29. Reversing Lamps

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

Directive [77/539/EEC](#) as amended by Directive [97/32/EC](#).

30. Parking Lamps (where fitted)

Directive [77/540/EEC](#) as amended by Directive [99/16/EC](#).

31. Seat Belts

The technical provisions of Directive [77/541/EEC](#) EEC as amended by Directive [2005/40/EC](#).

1. In the case of a special purpose vehicle:

(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and

(b) Any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.

2. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

3. Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt. (Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

4. A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

33. Identification of Controls, Tell-tales and Indicators

The technical provisions of: paragraph 5 of Annex I to Directive [78/316/EEC](#) as amended by Directive [93/91/EC](#)

34. Defrost/Demist

Vehicles must be fitted with an **adequate** defrosting and demisting device. **“Adequate”** means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

35. Wash/Wipe

Vehicles must be fitted with **adequate** washing and wiping devices. **“Adequate”** means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

36. Heating Systems (if fitted)

The technical provisions of: Directive [2001/56/EC](#) as amended by [2006/119/EC](#), paragraph 3 of Annex II, and Annexes III, VII and VIII.

39. CO₂ emissions/Fuel consumption

The technical provisions of Directive [80/1268/EEC](#) as amended by [2004/3/EC](#).

1. Does not apply to vehicles fitted with an engine approved to item 41.
2. Does not apply to armoured vehicles or special purpose vehicles.
3. Annex V of Directive [89/491/EEC](#) amending Directive [80/1268/EEC](#) does not apply with effect from 2nd January 2013.

41. Diesel Emissions

1. Directive [2005/55/EC](#) as amended by [2006/51/EC](#), Annex I, and Row B1 limit values.

2. Complete or incomplete vehicles manufactured on or after 1 October 2010:

Directive [2005/55/EC](#) as amended by [2006/51/EC](#), Annex I, and Row B2 limit values.

1. Does not apply to vehicles approved under item 2.
2. Modification of exhaust system length after the last silencer is permissible without any further test.

45. Safety glass

Component:

Directive [92/22/EEC](#) as amended by Directive [2001/92/EC](#).

Vehicle:

The technical provisions of: Directive [92/22/EEC](#) as amended by Directive [2001/92/EC](#).

1. Exclusions defined in paragraph 1 of Annex II to Directive [92/22/EEC](#) as amended.
2. Directive [92/22/EEC](#), Annex III, paragraphs 2.1.1 and 2.1.2 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.
3. In the case of a special purpose vehicle, the requirements for all

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

46. Tyres

Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#);

And

UNECE Regulation 64.01 in the case of a temporary use spare tyre (if fitted).

48. Masses and Dimensions

The technical provisions of: Directive [97/27/EC](#) as amended by [2003/19/EC](#), paragraph 7 of Annex I.

49. External Projection of Cabs

The technical provisions of F sections 3 & 4 of Annex I to Directive [92/114/EEC](#).

50. Couplings where fitted

Component:

Directive [94/20/EC](#).

Vehicle:

The technical provisions of: Annex VII to Directive [94/20/EC](#).

60. Frontal Protection Systems (“Bull-bars”) (where fitted)

The technical provisions of paragraphs 2 and 3 of Annex I to Directive [2005/66/EC](#) and Council Decision [2006/368/EC](#).

window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.

5. This item does not apply to armoured vehicles.

In the case of an armoured vehicle exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

Directive [97/27/EC](#), Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 does not apply.

In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

PART 4

Requirements for Vehicles of Categories M₂, M₃, N₂, N₃ and O

<i>1 Requirement</i>	<i>2 Definitions and supplementary provisions</i>	<i>3 Exemptions and modifications</i>
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1. Noise

The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC.

A “**Stationary Noise Test**” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.

1. Does not apply to O category vehicles.
2. UNECE Regulation 51, Annex 5, paragraphs 1.1, 1.2, and 1.3 does not apply.
3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
4. If a an approval or test report is issued for a vehicle in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required. In the case of any other modification relating to the requirements of column 1 and affecting the only the exhaust system, a **Stationary Noise Test** must be conducted.
5. In the case of a mobile crane Directive 70/157/EEC as amended by Directive 99/101/EC applies and for point 5.2.2.1 of Annex I the following limit values are applicable:
81 dB(A) for vehicles with an engine power of less than 75 kW;
83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW;
84 dB(A) for vehicles with an engine power of not less than 150 kW.

2. Emissions

1. The technical provisions of Annex I to Directive 70/220/EEC as amended by Directive 2003/76, Row B limit values.

2. Vehicles manufactured on or after 1st January 2012:

The technical provisions of Regulation (EC) 715/2007 as amended by Regulation (EC)

“**OBD**” means On-Board Diagnostic systems.

1. Does not apply to M3, N3 or O category vehicles.
2. N2 vehicles with reference mass not exceeding 2610kg manufactured after 1 January 2010 must comply with Regulation (EC) No. 715/2007.
3. Vehicles of category M₂ are exempt from the requirements of **OBD**.
4. Does not apply to vehicles approved to item 41.
5. Modification of exhaust system length after the last silencer is permissible without any further test.
6. In the case of a motor caravan, ambulance, or hearse, the requirements according to the

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

692/2008, Annex I, Table 1.

3. Vehicles manufactured on or after 1st September 2016:

The technical provisions of Regulation (EC) 715/2007 as amended by Regulation (EC) 692/2008, Annex I, Table 2.

3. Fuel Tanks/Rear Protective Devices

For Fuel Tanks:

1. The technical provisions of paragraphs 5 and 6 of Annex I to Directive 70/221/EEC as amended by directive 2006/20/EC;

And

2. For vehicles using gaseous fuels: Regulations 67.01 or 115 for LPG. Regulation 110.00 or 115 for CNG.

For rear protective devices:

3. The technical provisions of paragraph 5 of Annex II to Directive 70/221/EEC as amended by directive 2006/20/EC.

4. Rear Registration Plate Space

The technical provisions of Directive 70/222/EEC;

Or

Space must be provided for a registration plate meeting the requirements of

category of the base or incomplete vehicle based on maximum mass may apply.

7. An Approval issued to the most representative base vehicle remains valid irrespective of change in reference weight.

8. In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

The requirement in column 1 for a rear protective device does not apply to O₁ or O₂ category vehicles.

the Display of Registration Marks Regulations 2001.

5. Steering Effort

The technical provisions of: paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as amended by [1999/7/EC](#).

6. Door latches and Hinges

The technical provisions of Directive [70/387/EEC](#) as last amended by Directive [2001/31/EC](#), Annex I, Paragraph 3, and where the maximum mass exceeds 7.5 tonnes, Annex III.

7. Audible Warning

Component: Directive [70/388/EEC](#) as amended by [87/354/EC](#).

Vehicle: The technical provisions of: Paragraph 2 of Annex I to Directive [70/388/EEC](#) as amended by [87/354/EC](#).

8. Indirect Vision

Component: Directive [2003/97/EC](#).

Vehicle: The technical provisions of: Directive [2003/97/EC](#), Annex III.

1. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. A mobile crane may be fitted with a crab steering system.

1. Does not apply to M₂, M₃ or O category vehicles.

2. In the case of a mobile crane exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

1. Does not apply to O category vehicles.

2. In the case of an armoured vehicle: (a) exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply; and (b) additional panic alarm devices are permitted.

1. Does not apply to O category vehicles.

2. Field of view requirements do not apply to optional mirrors.

3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

4. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

9. Braking

The technical provisions of paragraph 2 of Annex I to Directive 71/320/EEC as amended by Directive 98/12/EC and tests as defined in associated Annexes as may be applicable.

1. Does not apply to O₁ category vehicles except where a braking system is fitted.
2. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
3. In the case of a mobile crane with more than 4 axles derogations are permitted provided that:
 - (a) they are justified by the particular construction; and
 - (b) all the braking performances relating to parking, service and secondary braking are fulfilled.

10. Electro-magnetic Compatibility

Component: **“Installation Check”** means Directive 72/245/EEC as amended by Directive 2006/28/EC.

Vehicle: of installed components as the approving authority deem necessary.

The technical provisions of: Directive 72/245/EEC as amended by Directive 2006/28/EC, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X;

Or

An **Installation Check**.

11. Diesel Smoke

Directive 72/306/EEC as amended by Directive 2005/21/EC section 5 of Annex I and tests as defined in Annexes IV and V;

For the purposes of this item: **“co-efficient of absorption”** is be construed in accordance with paragraph 3.5 of Annex VII to Directive 72/306/EEC; and **“free acceleration”** has the same meaning as in Annex II to

1. Does not apply to O category vehicles.
2. Modification of exhaust system is permissible without any further test.
3. Does not apply to a vehicle which complies with Directive 2005/55/EC

Or Directive 77/143/EEC as amended as amended by Directive 2008/74/EC.
A free acceleration test such that by Directive 92/55/EEC.

the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed:

- (a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or
- (b) in any other case, 2.5 per metre.

13. Anti-Theft and Immobiliser

1. The technical provisions of: part of the base vehicle or as a separate technical unit. 1. Does not apply to O category vehicles.

Directive 74/61/EEC as amended by Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit. 2. The provisions of column 1 apply only to the extent that a device to prevent unauthorised use, immobiliser, alarm system or panic alarm is fitted.

2. Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following: 3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

(a) The alarm signal must be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above.

(b) The technical requirements of Directive 74/61/EEC as last amended by Directive 95/56/EC, Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive.

(c) unsetting the panic alarm must immediately cut the alarm signal.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

15. Seat Strength

1. The technical provisions of: Directive [74/408/EEC](#) as amended by Directive [2005/39/EC](#).

1. Does not apply to O category vehicles.
2. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.
3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
4. The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.
5. The provisions of paragraph 4.5 of Annex III to Directive [74/408/EEC](#) as amended by Directive [2005/39/EC](#) shall also apply to M₂ category vehicles.

17. Speedometer and Reverse Gear

The technical provisions of: Directive [75/443/EEC](#) as amended by Directive [97/39/EC](#), Annex I and Annex II, paragraphs 4.1 and 4.2.

1. Does not apply to O category vehicles.
2. This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver.

18. Plates (statutory)

The technical provisions of: Directive [76/114/EEC](#) as amended by Directive [78/507/EEC](#);

And

Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

19. Seat Belt Anchorages

The technical provisions of Directive 76/115/EEC as amended by Directive 2005/41/EC.

1. Does not apply to O category vehicles.
2. Does not apply to M₂ (Class A, I or II) or M₃ (Class A, I or II) category vehicles except where seat belt anchorages are fitted.
3. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.
4. In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.
5. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
6. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

20. Installation of Lighting and Light Signalling Devices

The technical provisions of UNECE Regulation 48.03;
And
Dipped beam headlamps must be suitable for left hand rule of the road traffic.

1. In the case of a motor caravan, ambulance, hearse, armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and, except in the case of a mobile crane, that the geometric visibility is not affected.
2. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete

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vehicle based on maximum mass may apply to the cab.

3. The requirements of column 1 relating to conspicuity markings do not apply until 10 July 2011.

4. Optional lamps meeting the technical requirements applicable to equivalent mandatory devices (except where specified otherwise) may be fitted, in addition to the mandatory and optional devices permitted by UNECE Regulation 48.03, as follows:

(a) two additional dipped beam headlamps forming a matched pair with electrical connections that permit only one pair to operate at any one time and fitted to:

(i) a vehicle intended for use in both left hand and right hand rule of the road traffic and in which case one pair must meet the requirements for right hand rule of the road traffic; or

(ii) a special purpose vehicle designed for use with equipment that may obstruct the mandatory devices and fitted at a height not exceeding 1800mm;

(b) any number of:

(i) front position lamps;

(ii) rear position lamps;

(iii) stop lamps of category S1 or S2;

(iv) end outline marker lamps;

(v) rear retro-reflectors; or

(vi) front retro-reflectors,

for which the requirements for position and geometric visibility do not apply; and

(c) two rear direction indicator lamps.

5. The mandatory requirements of UNECE Regulation 48.03, paragraph 6.18.1 do not apply to trailers constructed for the carriage and launching of boats.

6. Amber side marker lamps may be wired to flash, provided that this flashing is in phase and at the same frequency with the direction indicator lamps at the same side of the vehicle.

7. The requirements of paragraphs 6.5.4.2 and 6.5.5 of UNECE Regulation 48.03 do not apply to

any optional rear direction indicator lamps.

21. Retro Reflectors, Rear Marker Plates and Conspicuity Markings

For retro reflectors:

Directive [76/757/](#)

[EEC](#) as amended by

Directive [97/29/EC](#).

For conspicuity markings:

UNECE Regulation

104.

The fitting of conspicuity markings is optional for M2, M3, O1 or O2 category vehicles.

22. End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps

Directive [76/758/](#)

[EEC](#) as amended by

Directive [97/30/EC](#).

23. Direction Indicators

Directive [76/759/](#)

[EEC](#) as amended by

Directive [99/15/EC](#).

24. Rear Registration Plate Lamps

Directive [76/760/](#)

[EEC](#) as amended by

Directive [97/31/EC](#)

25. Headlamps (including bulbs)

Directive [76/761/](#)

[EEC](#) as amended by

Directive [99/17/EC](#).

Does not apply to O category vehicles.

25A. Cornering Lamps (where fitted)

UNECE Regulation

119.

Does not apply to O category vehicles.

26. Front Fog Lamps (where fitted)

Directive [76/762/](#)

[EEC](#) as amended by

Directive [99/18/EC](#).

Does not apply to O category vehicles.

27. Towing Hooks

The technical provisions of: Annex II to Directive

[77/389/EEC](#) as

amended by

Directive [96/64/EC](#).

1. Does not apply to O category vehicles.

2. In the case of an armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

28. Rear fog Lamps

Directive [77/538/EEC](#) as amended by Directive [99/14/EC](#).

29. Reversing Lamps

Directive [77/539/EEC](#) as amended by Directive [97/32/EC](#).

30. Parking Lamps (where fitted)

Directive [77/540/EEC](#) as amended by Directive [99/16/EC](#).

31. Seat Belts

The technical provisions of: Directive [77/541/EEC](#) EEC as amended by Directive [2005/40/EC](#).

3. In the case of a motor caravan, ambulance, or hearse, the requirements apply only to the front of the vehicle.

Does not apply to O1 category vehicles except where fitted.

Does not apply to O category vehicles.

1. Does not apply to O category vehicles.

2. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3. In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.

4. In the case of a motor caravan, ambulance or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

5. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

6. Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or

mental impairment and intended for use solely by such person are exempt. (Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

7. Vehicles constructed or adapted for the secure transport of prisoners are required to be fitted with seat belts for the driver's and any front passenger's seat. Any other optional seat belts fitted must also comply.

8. A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

33. Identification of Controls, Tell-tales and Indicators

The technical provisions of paragraph 5 of Annex I to Directive [78/316/EEC](#) as amended by Directive [94/53/EC](#).

Does not apply to O category vehicles.

34. Defrost/Demist

Vehicles must be fitted with an **adequate** defrosting and demisting device. **adequate** means sufficiently effective to ensure adequate defrosting and demisting under all conditions.

Does not apply to O category vehicles.

35. Wash/Wipe

Vehicles must be fitted with **adequate** washing and wiping devices. **adequate** means sufficiently effective to ensure adequate washing and wiping under all conditions.

Does not apply to O category vehicles.

36. Heating Systems (where fitted)

The technical provisions of: Directive [2001/56/EC](#) as amended by [2006/119/EC](#), section 3 of Annex II, and Annexes III, VII and VIII.

40. Engine power

The essential technical provisions of Directive [80/1269/](#)

Does not apply to O category vehicles.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

EEC as amended by Directive 99/99/EC.

41. Diesel Emissions

1. Directive 2005/55/EC as amended by 2006/51/EC, Annex I, and Row B1 limit values.

2. Complete or incomplete vehicles manufactured on or after 1st October 2009: Directive 2005/55/EC as amended by 2006/51/EC, Annex I, and Row B2 limit values.

1. Does not apply to O category vehicles.

2. From 1st October 2010 new types of N₂ vehicles with a reference mass not exceeding 2610kg must comply with Regulation (EC) No. 715/2007.

3. Does not apply to vehicles approved under item 2.

4. Modification of exhaust system length after the last silencer is permissible without any further test.

5. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

6. In the case of a mobile crane compliance with Directive 2004/26/EC can be accepted.

42. Lateral Protection (Side Guards)

The technical provisions of paragraphs 1 to 4 of Directive 89/297/EEC

Does not apply to M₂, M₃, O₁ or O₂ category vehicles.

43. Spray Suppression Systems

Component: Directive 91/226/EEC.

Vehicle: The technical provisions of Directive 91/226/EEC.

1. Does not apply to M₂, M₃, O₁ or O₂ category vehicles or to N₂ category vehicles with a maximum mass not exceeding 7.5 tonnes.

2. Except where fitted the requirements do not apply to: “off-road” vehicles as defined in the Framework Directive or to vehicles in which the presence of spray-suppression devices is incompatible with their use.

45. Safety glass

Component: Directive 92/22/EEC as amended by Directive 2001/92/EC.

Vehicle: The technical provisions of:

1. Exclusions defined in paragraph 1 of Annex II to Directive 92/22/EEC as amended.

2. Directive 92/22/EEC, Annex III, paragraph 2.1.1 and 2.1.2 do not apply provided that driver's forward vision is not distorted and that light

Directive [92/22/EEC](#)
as amended by
Directive [2001/92/EC](#).

transmission of at least 70% is maintained.

3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

4. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements for all window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.

5. This item does not apply to armoured vehicles.

46. Tyres

Component:
Directive [92/23/EEC](#)
as amended by
Directive [2005/11/EC](#).

Vehicle:
The technical provisions of:
Directive [92/23/EEC](#)
as amended by
Directive [2005/11/EC](#).

1. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of an armoured vehicle, or mobile crane, save as required by paragraph 3, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

3. In the case of a mobile crane the provision in paragraph 2 above applies on condition that the requirements in ISO 10571 – 1995 (E) or ETRTO Standards Manual 1998 are fulfilled.

47. Speed Limiters

Component:
Directive [92/24/EC](#)
as amended by
Directive [2004/11/EC](#).

Vehicle:
The technical provisions of:
sections 1, 2 and
7 of Annex I
to Directive [92/24/](#)

Does not apply to O category vehicles.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

EC as amended by
Directive 2004/11/
EC.

48. Masses and Dimensions

The technical
provisions of:
Directive 97/27/EC
as amended by
Directive 2003/19/
EC, section 7 of
Annex I.

1. Directive 97/27/EC, Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply. In the case of a category M₂ or M₃ vehicle, for paragraph 7.3.3 substitute “maximum height 4.57m”.
2. Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.
3. In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, for the distance mentioned in Annex I, paragraph 7.3.1.4.1 shall be substituted 12.5 m and for paragraph 7.3.1.4.2 shall be substituted 4.19 m.
4. Exemptions from Annex I, paragraph 7.6:
 - (a) an abnormal indivisible load vehicle;
 - (b) a semi-trailer low loader;
 - (c) a semi-trailer step-frame low loader.
5. In the case of a semi-trailer being a trailer designed to carry at least two other wheeled vehicles, Annex I, paragraph 7.6 applies save that any part of the semi-trailer forward of the transverse plane passing through the king pin may be ignored.
6. Vehicles complying with the relevant requirements of the Road Vehicles (Authorisation of Special Types)(General) Order 2003 ^{M32} or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997 ^{M33} are exempt from any of the provisions in column 1 which they are unable to comply with due to their special purpose.
7. For the purpose of Directive 97/27/EC, Annex I, paragraph 2.4.1., the items specified must also include:
 - (i) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the

gap between the trailer and a motor vehicle constructed for that purpose and to which the trailer is designed to be attached such that vehicles carried on it may be moved from the trailer to the motor vehicle or from the motor vehicle to the trailer;

(ii) any part of a trailer designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part.

8. For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.2, the items specified shall also include safety railings mounted on a vehicle designed to carry at least two other wheeled vehicles, provided that the safety railings are more than 2m above the ground and the overall width including safety railings does not exceed 2.70m.

9. In paragraph 7.4.3.3.1. of Annex I to Directive [97/27/EC](#) for the mass representing a wheelchair and user of 250kg substitute 100kg.

10. Directive [97/27/EC](#), Annex I, paragraph 7.6. do not apply to a motor vehicle having 4 or more axles where the distance between the foremost and rearmost axles exceeds 6.4 metres.

49. External Projection of Cabs

The technical provisions of sections 3 & 4 of Annex I to Directive [92/114/EEC](#).

1. Does not apply to M₂, M₃, or O category vehicles.

2. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

50. Couplings (where fitted)

Component: Directive [94/20/EC](#).
Vehicle:
The technical provisions of: Annex VII to Directive [94/20/EC](#).

1. For the purpose of Directive [94/20/EC](#), Annex VII, paragraph 1.1, vehicles fitted with Class A couplings are assumed to tow a mass of 3,500kg.

2. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

vehicle based on maximum mass may apply.

51. Flammability

The technical provisions of Directive 95/28/EC, section 7 of Annex I.

1. Does not apply to M₂, N₂, N₃, or O category vehicles.
2. Does not apply to M₃ category vehicles except vehicles of Class III as defined in Directive 2001/85/EC.
3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass apply to the cab.

52. Buses and Coaches

1. All vehicles: The **“Vehicle of Class III”** means a vehicle of Class III specially designed for the carriage of school children; excluding Annex 8. **“Table 4”** means the table at the end of this Part.

2. Vehicles of Class I: The technical provisions of UNECE Regulation 107.02, Annex 8.

3. Vehicles other than Class I:

(a) If fitted with accommodation for a wheelchair the vehicle must comply with the technical provisions of paragraphs 3.6 and 3.8 of Annex 8 to UNECE Regulation 107.02;

(b) If fitted with a boarding aid the vehicle must comply with the technical provisions of paragraph 3.11 of Annex 8 to UNECE Regulation 107.02.

1. Does not apply to N₂, N₃, or O category vehicles.
2. Does not apply to vehicles for the secure transport of persons.
3. Vehicles of Class I, II or III: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.14 the upper deck gangway shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door.
4. Vehicles of Class A or B: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.11.3.1 a vehicle may be fitted with handrails or handholds on at least one side and in the case of double doors this requirement may be met by a central stanchion or handrail.
5. Vehicles of Class I, as an alternative to column 1, paragraph 2, may comply with the Public Service Vehicles (Accessibility) Regulations 2000 ^{M34}, Schedules 1 and 2, or the Public Service Vehicles (Accessibility) (Northern Ireland) Regulations 2003 ^{M35}, Schedules 1 and 2.
6. Requirements that are not compatible with the intended use do not apply to vehicles containing seating for use only while the vehicle is stationary.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

7. In the case of armoured vehicles, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

8. In the case of a **vehicle of Class III**, Annex 3 to UNECE Regulation 107.02 is amended as follows:

(a) for “225mm” in paragraphs 7.7.8.1.1.2 and 7.7.8.1.2.2 substitute “200mm”;

(b) for “680mm” in paragraph 7.7.8.4.1 substitute “650mm”; and

(c) for “400mm” in paragraph 7.7.8.2.2 substitute “350mm”.

9. Paragraph 7.4 of Annex 3 to UNECE Regulation 107.02 does not apply to:

(a) a vehicle of Class B fitted with no more than 16 passenger seats; or

(b) any other single deck vehicle fitted with a vehicle stability function for which an approval has been issued in accordance with UNECE Regulation 13.11.

10. Vehicles of Class A & B: The frontal barrier collision test in 7.6.7.2. of Annex 3 to UNECE Regulation 107.02 does not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.

11. A door other than a service door, may be fitted to the offside of a vehicle.

12. UNECE Regulation 107.02, Annex 3, paragraph 7.6.7.6. In the case of:

(i) a manually operated sliding door fitted with a slam lock of the two stage type, the activation of the device may be by movement of the door itself;

(ii) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle, the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

13. Vehicles of Class I, II or III may, as an alternative to the table in UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.1, meet the requirements of **Table 4**.

14. Vehicles of Class B fitted with more than one wheelchair space: In the case of the second and subsequent wheelchair spaces, the space must be not less than 700mm wide and 1200mm long.

15. The test requirements of paragraph 3.8. of Annex 8 to UNECE Regulation 107.02 do not apply if the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of those paragraphs.

57. Front Underrun Protection

1. The technical provisions of section 3 of Annex II to Directive [2000/40/EC](#)

1. Does not apply to M₂, M₃, or O category vehicles.

Marginal Citations

M32 [S.I. 2003/1998](#).

M33 S.R. (N.I.) [1997 No. 109](#).

M34 [S.I. 2000/1970](#). Relevant amendments are by [S.I. 2000/3318](#) and 2002/2981.

M35 S.R. (N.I.) [2003 No. 37](#). Relevant amendments are by S.R.(N.I.) [2004 No. 1881](#) and [2006 No. 249](#).

Table 4

<i>Number of Passengers</i>	<i>of</i>	<i>Number of Service Doors Class I and A</i>	<i>Class II</i>	<i>Class III and B</i>
9 - 45		1	1	1
46 - 70		2	1	1
71 - 100		2*	2	1
>100		4	3	1

(*) indicates that the requirement differs from that of UNECE Regulation 107.02.

SCHEDULE 5

Regulation 27(8)(a)

Technical and Administrative Requirements for Grant of Individual Approval

PART 1

General Provisions

Requirements applicable

1. The technical requirements which must be met by Part 2 vehicles are the requirements specified in Part 2 of this Schedule.
2. The technical requirements which must be met by Part 3 vehicles are—
 - (a) the requirements specified in Part 3 of this Schedule, and
 - (b) the requirements specified in Part 2 of this Schedule in the subject areas which are not listed in Part 3.
3. The technical requirements which must be met by vehicles other than Part 2 or Part 3 vehicles are the requirements specified in Part 4 of this Schedule.

Interpretation

4. In this Schedule—

“approval”, “certificate of conformity” and “test report” have the meanings respectively given in Part 1 of Schedule 4;

“effective date” means—

 - (a) in the case of an amateur built vehicle, a vehicle manufactured using parts from a registered vehicle or a rebuilt vehicle (as respectively defined below), the 1st January immediately preceding the date of manufacture of the engine by which the vehicle is propelled, if that date is earlier;
 - (b) in any other case, the date of manufacture of the vehicle;

“multi-purpose vehicle” means a vehicle intended for the carriage of both passengers and their luggage or goods and falling within category M₁ or N (subject however to paragraph 10);

“Part 2 vehicle” means a relevant vehicle of a class which falls within category M₁ or N₁ and is—

 - (a) a personally imported vehicle within the meaning of paragraph 5,
 - (b) an amateur built vehicle within the meaning of paragraph 6,
 - (c) a vehicle manufactured in very low volume within the meaning of paragraph 7,
 - (d) a vehicle manufactured using parts from a registered vehicle within the meaning of paragraph 8,
 - (e) a rebuilt vehicle within the meaning of paragraph 9,
 - (f) a left hand drive vehicle,
 - (g) a motor caravan,
 - (h) an armoured vehicle,
 - (i) an ambulance, or
 - (j) a hearse;

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

“Part 3 vehicle” means a relevant vehicle of a class which falls within category M₁ or N₁ but is not a Part 2 vehicle.

(2) A reference in a table in this Schedule to any numbered item is, except where otherwise provided, a reference to the item so numbered in that table.

5.—(1) A vehicle is a personally imported vehicle if either the conditions in sub-paragraph (2) or those in sub-paragraph (3) are satisfied (“A” being, in the following sub-paragraphs, the applicant for individual approval).

(2) The conditions in this sub-paragraph are satisfied if—

- (a) the vehicle has been imported by A upon entry into the United Kingdom,
- (b) A had, prior to the time the vehicle was imported, been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months,
- (c) A intends to become normally resident in the United Kingdom,
- (d) the vehicle has been in the possession of and used by A in the country where A was normally resident for a period of at least 6 months before its importation, and
- (e) the vehicle is intended for A's personal or household use in the United Kingdom.

(3) The conditions in this sub-paragraph are satisfied if—

- (a) A is a serving member of the Armed Forces and intends to import it into the United Kingdom within 12 months of the date of the application for individual approval;
- (b) at the time of that application A 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) are satisfied.

(4) Subject to sub-paragraphs (5) to (7), for the purposes of this paragraph A is to be treated as being normally resident in a country if—

- (a) A usually lives in that country for a period of, or periods together amounting to, at least 185 days in a period of 12 months; and
- (b) that period, or those periods, of residence occur because of A's occupational and personal ties to that country.

(5) Where A has no occupational ties, sub-paragraph (4)(b) does not apply provided that A's personal ties show close links with that country.

(6) Where A has occupational ties in one country and personal ties in a second country, A is to be treated, for the purposes of this paragraph, as being normally resident in that second country if either—

- (a) A's stay in the first country is in order to carry out a task of a definite duration, or
- (b) A returns regularly to the second country.

(7) But if A is a United Kingdom citizen whose personal ties are in the United Kingdom and whose occupational ties are in a country other than the United Kingdom, A is to be treated as normally resident in that other country if A has lived there for a period of, or periods together amounting to, at least 185 days in the period of 12 months immediately preceding the date of entry into the United Kingdom.

(8) 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 but who is not a serving member of any of the reserve forces.

6.—(1) A vehicle is an amateur built vehicle if—

- (a) the vehicle was—

- (i) constructed or assembled or
- (ii) having previously been registered under the 1994 Act, structurally modified, for the personal use of a person (R) who is a relevant individual, and
- (b) the whole, or a substantial part, of the construction, assembly or modification was carried out—
 - (i) by R,
 - (ii) by one or more relevant individuals acting on behalf, and under the direction, of R, or
 - (iii) by R and one or more relevant individuals acting on behalf, and under the direction, of R.

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

7.—(1) A vehicle is a vehicle manufactured in very low volume if the condition in subparagraph (2) is satisfied.

(2) The condition is that the total number of vehicles of the family of types to which the vehicle in question belongs which are manufactured in the world during any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured does not exceed 300.

8. A vehicle is a vehicle manufactured using parts of a registered vehicle if—
- (a) it is constructed or assembled by a person carrying on a business in the course of which motor vehicles are normally constructed or assembled;
 - (b) it is equipped with an engine which has previously been used as the engine of another vehicle which had been registered under the 1994 Act or any earlier Act providing for the licensing and registration of mechanically propelled vehicles; and
 - (c) it is equipped with one or more of the following components taken from the same vehicle as the engine—
 - (i) chassis,
 - (ii) body,
 - (iii) suspension,
 - (iv) an axle;
 - (v) transmission, or
 - (vi) steering assembly.

- 9.—(1) A vehicle is a rebuilt vehicle if it—
- (a) is a vehicle to which the approval authority is required to assign a vehicle identification number,
 - (b) is not an amateur built vehicle or a vehicle manufactured using parts of a registered vehicle, and
 - (c) has been rebuilt using a replacement chassis, or an integral chassis body, which is of the same design and construction as that of the original vehicle and which—
 - (i) was supplied for the purpose without having been previously used, or
 - (ii) previously formed part of a vehicle registered under the 1994 Act or any earlier Act providing for the licensing and registration of mechanically propelled vehicles.

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(2) For the purposes of sub-paragraph (1) the approval authority is required to assign a vehicle identification number to a vehicle where it appears to the authority upon receipt of an application under regulation 27 that the vehicle does not have a vehicle identification number which—

- (a) satisfies the requirements set out in paragraph 3 of the Annex to Council Directive 76/114/EEC^{M36},
- (b) has previously been assigned under this Schedule, or
- (c) if it does not fall within paragraph (a) or (b), is adequate for the purpose of enabling the vehicle to be identified.

Marginal Citations

M36 OJ No L24, 30.1.1976, p.1. The relevant amendments are by Commission Directive 78/507/EEC (OJ No L155, 13.6.1978, p.31).

10. For the purpose of determining whether a multi-purpose vehicle falls into category M₁ or N, if the manufacturer so requests a vehicle which has—

- (a) 4 or more seats,
- (b) a load area not exceeding 40% of its length, and
- (c) a maximum technically permissible mass not exceeding 6500 kilogrammes,

may be categorised as M₁.

PART 2

Requirements for Part 2 Vehicles

SECTION 1

<i>1 Requirement</i>	<i>2 Definitions and supplementary provisions</i>	<i>and 3 Exemptions and modifications</i>
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1. Noise

<p>1. The vehicle must be fitted with an exhaust system including a silencer such that the exhaust gases must not escape into the atmosphere without first passing through the silencer.</p>	<p>For the purposes of Paragraph 1 only applies to this item “S” means the rotational speed at which maximum power is produced.</p>	<p>Paragraph 1 only applies to vehicles fitted with an internal combustion engine as part of the propulsion system for the vehicle.</p>
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2. When:

(a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle; and

(b) the engine by which the vehicle is propelled is run at a constant rotational speed of 3/4S, 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, must not exceed 99dB(A).

2. Emissions

1. The vehicle must not emit any avoidable smoke or avoidable visible vapour.
 2. When the engine by which the vehicle is propelled is running without load at a **normal idling speed**, the carbon monoxide content of the exhaust emissions from the engine must not exceed:
 - (a) if the vehicle has an effective date before 1st August 1986, 4.5%;
 - (b) if the vehicle has an effective date on or after 1st August 1986 and is not a vehicle described in subparagraph (c) or (d) below, 3.5%;
 - (c) if the vehicle is of a description mentioned in the Annex to **the emissions publication** and is either:
 - (i) a **passenger car** having an effective date on or after 1st August 1992; or
 - (ii) any other vehicle having an effective date on or after 1st August 1994, the **relevant percentage**;
 - (d) if the vehicle is not of a description mentioned in the Annex to the **emissions publication** and is:
 - (i) a **passenger car** having an effective date on or after 1st August 1995 or any other vehicle having an effective date on or after 1st August 1997, 0.5% of the total exhaust emissions from the engine by volume.
 - (iii) a **passenger car** or any other vehicle having an effective date on or after 1st September 2002, 0.3% of the total exhaust emissions from the engine by volume.
 3. If the engine by which the vehicle is propelled is run without a load at a rotational speed of 2,000 revolutions per minute, the hydrocarbon content of the exhaust emission from the engine must not exceed 0.12% if the vehicle is a vehicle described in paragraph 2(a) or 2(b) above;
 - (a) is constructed or adapted for use for the carriage of passengers and is not a goods vehicle;
 - (b) has no more than five seats in addition to the driver's seat; and
- “the emissions publication”** has the same meaning as in paragraph 7(b) of Schedule 7B of the Construction and Use Regulations^{M37};
- “fast idling speed”** means:
- (a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 3(e) and (f) respectively of that Annex; or
 - (b) in any other case, a rotational speed of between 2,500 and 3,000 revolutions per minute;
- “the lambda value”** means the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7;
- “normal idling speed”** means in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 2(b) and 2(c) respectively of that Annex;
- “passenger car”** means a motor vehicle which:
- (a) is constructed or adapted for use for the carriage of passengers and is not a goods vehicle;
 - (b) has no more than five seats in addition to the driver's seat; and
1. Does not apply to vehicles approved to item 41.
 2. For the purposes of this item, a vehicle that can be fuelled with both petrol and gaseous fuel, is to be regarded as a vehicle that can only be fuelled with a gaseous fuel, so long as:
 - (a) the petrol system is fitted for emergency purposes only; and
 - (b) the petrol tank cannot contain more than 15 litres of petrol.
 3. Paragraphs 2, 3 and 4 do not apply to:
 - (a) vehicles not propelled by a spark ignition engine;
 - (b) vehicles having an effective date before 1st August 1975;
 - (c) vehicles having an effective date before 1st August 1987 and propelled by a **rotary piston engine**.
 4. Paragraphs 2(a) and 2(b) do not apply to vehicles propelled by a 2-stroke engine.
 5. Paragraph 2(c) does not apply to:
 - (a) a **passenger car** having an effective date on or after 1st August 1992 and before 1st August 1995;
 - (b) any other vehicle having an effective date on or after 1st August 1994 and before 1st August 1997; if the **passenger car** or other vehicle was not on the effective date, equipped with a catalyst exhaust emissions system, in which case paragraph 2(b) applies.
 6. Paragraphs 2(c) and 2(d) do not apply to vehicles having an effective date before 1st January 1999 which are either:

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4. If the vehicle is one described in paragraph 2(c) or (d) above and the engine by which it is propelled is run without a load at a **fast idling speed:**
- (a) the carbon monoxide content of the exhaust emissions from the engine must not exceed 0.3% of the total exhaust emissions from the engine by volume;
- (b) if the vehicle has an effective date on or after 1st September 2002, the carbon monoxide content of the exhaust emissions from the engine must not exceed 0.2% of the total exhaust emissions from the engine by volume;
- (c) the hydrocarbon content of the exhaust emissions from the engine must not exceed 0.02% of the total exhaust emissions from the engine by volume; and
- (d) **the lambda value** must be between the **relevant limits.**
- (c) has a weight not exceeding 2,500 kg maximum gross;
- “relevant limits”** means:
- (a) in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, the minimum and maximum limits shown against that description of vehicle in columns 3(c) and 3(d) respectively of that Annex; or
- (b) in any other case, 0.97 and 1.03;
- “relevant percentage”** means, in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, the percentage shown against that description of vehicle in column 1(a) of that Annex; and
- “rotary piston engine”** means an engine in which the torque is provided by means of one or more rotary pistons and not by any reciprocating piston; and any rotary piston engine is deemed to be a four-stroke engine.
- (a) fuelled solely by either liquid petroleum gas or natural gas, or
- (b) bi-fuelled vehicles when controlled to operate on either of those gases.
7. Paragraphs 3 and 4(b) do not apply to vehicles fuelled solely by natural gas or to bi-fuelled vehicles when controlled to operate on natural gas.
8. Paragraph 4(c) does not apply to vehicles fuelled by liquid petroleum gas or natural gas.
9. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
10. An Approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass.

3. Fuel Tanks

1. The technical provisions of Section 5 of Annex I of Directive [70/221/EEC](#) as amended by [2000/8/EC](#), with the exception of paragraphs 5.1, 5.2 and 5.12. No dripping test is to be performed.

2. Vehicles (except those not fitted for liquid fuels at normal ambient conditions) must comply with the requirements of paragraph 5.1.2. of Annex I to Directive [70/220/EEC](#) as amended by [91/441/EEC](#).

3. For vehicles using gaseous fuels:

ECE Regulation 67.01 for LPG

Or

ECE Regulation 110 for CNG

Or

In the case of a vehicle manufactured on or before 1st May 2009 the requirement in paragraph 5.9.1 for a tank cap to be fixed to the filler pipe does not apply.

ECE Regulation 115 for LPG or CNG retro-fit.

4. Rear Registration Plate Space

The technical provisions of Directive [70/222/EEC](#);

Or

Space must be provided for a registration plate meeting the requirements of the Display of Registration Marks Regulations 2001 ^{M38}.

5. Steering Effort

The technical provisions of paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as amended by [1999/7/EC](#);

Or

In the case of a **Manual or Power Assisted System**, a test to ensure no obvious defect or undue stiffness is evident.

“**Manual or Power Assisted System**” means a system that will operate in the event of failure of any power supply or assistance.

1. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. Directive [70/311/EEC](#), Annex I, paragraphs 4.1.1.2 and 4.2.1.1.2. do not apply to a steering control system designed to meet the needs of a driver with a physical disability.

6. Door latches and Hinges

1. All doors, provided on the vehicle for the entry and exit of occupants, must be designed so as to allow easy and safe use. Doors fitted to the side of a vehicle must 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 must be designed to prevent the doors from opening accidentally.

2. Where hinges are used on doors fitted to the side of a vehicle, other than folding doors, the hinges must be fitted at the front edge of the door. However, they may be fitted at the top or rear edge if either:

- (a) a device is fitted which automatically closes the door at least to the intermediate latched position if it is unlatched when the vehicle is moving in the forward direction; or
- (b) a safety-bolt is fitted to prevent such unlatching and an audible or

For the purposes of this item, “**longitudinal plane**” means a vertical plane parallel to the longitudinal axis of a vehicle.

1. Column 1, Paragraph 3 does not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the **longitudinal plane** passing through the extreme inboard projecting point of such a door is more than 300mm distant from the **longitudinal plane** passing through the nearest edge of such a seat. For the purpose of this provision the seating position of a wheelchair is considered to be a seat.

2. The latching requirements in paragraphs 1 and 3 do not apply to any power-operated door if the force applied by the power actuator is sufficient to keep the door completely closed even when any load is applied as described in paragraph 3.

3. This item does not apply to doors meeting the technical

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visual warning device is provided which activates an audible warning if the vehicle is driven without the bolt in place.

3. On hinged doors, the latch and striker assembly must be capable of withstanding any load which is likely to be applied in the course of normal driving (i.e. excluding crash impacts) in both the intermediate and fully latched positions. However if a safety-bolt with an audible warning device is provided as specified in paragraph 2(b) above, the requirement need be met only with the bolt in place.

7. Audible Warning

The vehicle must be fitted with an **audible warning device** which when operated emits a continuous uniform sound capable of giving audible warning of the approach or position of the vehicle to which it is fitted.

8. Indirect Vision

The essential technical provisions of Directive [71/127/EEC](#) as amended by Directive [88/321/EEC](#).

9. Braking

1. The vehicle must comply with the requirements of paragraph 2.1 and 2.2 of Annex 1 of Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#); but in the application of that Annex (as so amended) for these purposes:

(a) the second sentence of paragraph 2.2.1.2.4 does not apply;

(b) paragraph 2.2.1.4.2 does not apply in relation to a vehicle which is fitted with a **braking system** having a split-circuit **transmission** which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the transmission of the **service braking system**; and

For the purposes of this item an **“audible warning device”** does not include a bell, gong or siren.

For the purpose of this item:

“anti-lock device” has the same meaning as in Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#).

“brake efficiency” means maximum total brake force expressed as a percentage of the maximum gross weight;

“braking system”, **“control”**,

“transmission”, **“service braking system”**,

“secondary braking system” and **“parking braking system”**, have

requirements specified in paragraphs 7.6.4 to 7.6.6 or in paragraph 7.6.7 of Annex I to Directive [2001/85/EC](#).

1. Directive [71/127/EEC](#), Annex II, paragraph 1.4 does not apply.

2. Field of view requirements do not apply to optional mirrors.

1. 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, does not apply to a disabled person's vehicle, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.

2. Paragraph 5(b) has effect in the case of a vehicle having a secondary brake operated by a means other than a foot

(c) paragraph 2.2.1.5.1 applies as if for the last sentence there were substituted the words “This condition must be met by automatic means”.

2. If the vehicle is equipped with an **anti-lock device** it must comply with paragraph 2.2.1.23 of 71/320/EEC as amended by Directive 98/12/EC.

3. The vehicle must comply with the requirements of paragraphs 2.2.1.11.1 and 2.2.1.11.2 of Directive 71/320/EEC as amended by Directive 98/12/EEC.

4. The **secondary brakingsystem** and **service braking system** must have the same **control**.

5. The **brake efficiency** must be not less than:

(a) for the **service braking system**:

(i) in the case of a passenger vehicle, 60%; or

(ii) in the case of a goods vehicle, 50%;

(b) for the **secondary braking system**, in the case when the **servo-assistance** provided for the service braking (if any) fails and a force is applied to the **control**:

(i) in the case of a passenger vehicle, 25% when the force applied is 50kg; or

(ii) in the case of a goods vehicle, 25% when the force applied is 70kg.

(c) for the **parking braking system**, 18%.

6. The **lateral brake distribution** for the **service braking system** must:

(a) in relation to each steering axle; and

(b) for all values of **total breaking force** and vehicle speed, be not less than 70%.

7. The **longitudinal brake distribution** for the **service braking system** must, 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

the same meanings respectively as in Directive 71/320/EEC as amended by Directive 98/12/EC; “**in running order**” means:

(a) with all fluids (such as oils and engine coolant) necessary for the vehicle to be driven, with the fuel tanks full, and having a spare wheel and a tool-kit;

(b) carrying a driver weighing 68kg; and

(c) not carrying any other load or passengers.

“**lateral brake distribution**”, in relation to an axle, means the ratio (expressed as a percentage) of the lower to the higher of the braking forces transmitted by the tyres to the road surface for two wheels, on opposite sides of the vehicle on the same axle;

“**longitudinal brake distribution**” means the ratio of the braking forces transmitted by the tyres to the road surface through the front and rear wheels respectively when the vehicle is in running order and being braked on a level surface;

“**maximum total brake force**” means the total braking force when the brakes are fully applied;

“**servo-assistance**” means an energy supply which supplements the muscular energy of the driver;

“**total braking force**” means the total of the braking forces transmitted by the tyres to the road surface when the brakes are applied.

control as if for “50kg” and “70kg” respectively there were substituted “40kg” and “60kg”.

3. Paragraph 7 does not apply to a vehicle if the brakes acting on its rear wheels are fitted with an **anti-lock device** and were so fitted at the time of its manufacture except that this exemption shall not apply to:

(i) an amateur-built vehicle;

(ii) a vehicle manufactured using parts of a registered vehicle; and

(iii) a rebuilt vehicle.

4. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

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respectively when the vehicle is **in running order** and being braked on a level surface.

8. The capacity of the **braking system** to absorb and dissipate energy must be sufficient to ensure that all the required aspects of braking performance can be maintained under all normal operating conditions of the vehicle, including long hill descents, taking account of the vehicle's speed capability, weight and weight distribution.

9. Braking reaction time must comply with the requirements of paragraph 2.3 of Annex II to Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#).

10. Electro-magnetic Compatibility
The vehicle must comply with the essential technical requirements of paragraph 6 of Annex 1 to Directive [72/245/EEC](#) as amended by Directive [89/491/EEC](#).

11. Diesel Smoke

<p>1. If the vehicle has an effective date on or after 1st August 1979, when the engine by which it is propelled is subject to the free-acceleration test, the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed:</p> <p>(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or</p> <p>(b) in any other case, 2.5 per metre.</p> <p>2. If the vehicle has an effective date on or after 1st July 2008, when the engine by which it is propelled is subject to the free-acceleration test, the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed 1.5 per metre.</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/EEC;</p> <p>“free acceleration” has the same meaning as in Annex II to Directive 77/143/EEC as amended by Directive 92/55/EEC.</p>	<p>This item:</p> <p>(a) applies only to vehicles propelled by a compression ignition engine;</p> <p>(b) does not apply to a vehicle which complies with Directive 2005/55/EC as amended by Directive 2008/74/EC.</p>
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12. 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</p>	<p>For the purposes of this item:</p> <p>“air bag” means a flexible bag fitted to a vehicle and</p>	<p>1. Does not apply to a goods vehicle of category N₁.</p> <p>2. Does not apply to any area inside a motor caravan,</p>
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- and which is within the **specified zone**, may include any fittings (e.g. controls and instruments) or design features which have any dangerous roughness or **sharp edges**.
2. Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the **specified zone**, must be so constructed and mounted that they would either retract into the surface of the panel or become detached from the panel when a horizontal force of 40kg is applied to them.
 3. The lower edge of the instrument panel which is within the **specified zone** must be rounded to a radius of curvature of not less than 19mm, or if it is covered with **non-rigid material**, not less than 5mm.
 4. The rearward and upward-facing parts of seat frames behind which there is a **designated seating position**, and which are within the **head impact zone** must be both covered with **non-rigid material** and have a radius of curvature of not less than 5mm.
 5. The handbrake control in the fully released position and the gear-lever control in any forward gear position must not have any radius of curvature of less than 3.2mm on surfaces which can be contacted by a sphere of 165mm diameter.
 6. Shelves and other similar items fitted below the level of the highest part of the instrument panel must 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 must also be covered with **non-rigid material**.
 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 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;

“designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road;

“head impact zone” has the same meaning as in Directive 74/60/EEC;

“non-rigid material” means a material which has a hardness of less than 50 shore A;

“rigid material” means a material which has a hardness of no less than 50 shore A;

“sharp edge” means an edge of **rigid material** having a radius of curvature of less than 2.5mm, except in the case of projections of less than 3.2mm from the panel. In this case, the minimum radius of curvature does not apply provided that the height of the projection is not more than half its width and its edges are blunted;

“specified zone” means the zone which:

 - (a) is forward of the transverse plane of the torso reference line of the manikin as defined in paragraph 2.5 and appendix 1 of Annex 3 to Directive 77/649/EEC as amended by Directive 90/630/EEC with the manikin positioned in the rearmost **designated seating position**;
 - (b) is above the horizontal plane passing through the point 150mm above the ambulance, or hears which is not inside the **head impact zone** for any **designated seating position** for use during vehicle travel.
 3. An armoured vehicle is exempted from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.
 4. Paragraph 1 does not apply to:
 - (a) the edges of any interior fitting (if there is a gap of less than 20 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.
 5. Paragraph 1 does not apply to foot pedal controls.
 6. Paragraphs 1 and 2 do not apply to any switches, controls or associated equipment designed for the use by a disabled driver and fitted in the driver's position so long as any edges are blunted.
 7. For the purpose of this item the seating position of a wheelchair is considered to be a seat.
 8. Paragraph 5 does not apply to:
 - (a) any floor-mounted hand-brake control if, in the fully released position, no part of the control is in the **specified zone**; 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.

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diameter, the width of projecting parts made of **rigid material** must not be less than the length of their projection from the surface and their edges must have a radius of curvature of not less than 5mm. Roof sticks or ribs made of **rigid material**, with the exception of the header rail of the glazed surfaces and door frames, must not project downwards by more than 19mm.

lowest part of the top of the front seat cushions; and (c) is outside the areas defined by paragraphs 2.3.1, 2.3.2 and 2.3.3 of Annex I to Directive 74/60/EEC as amended by Directive 78/632/EEC.

9. Paragraph 7 does not apply to parts covered with a **non-rigid material**; to the hood-frames of convertible vehicles; or to hood or tonneau cover press studs so long as they are blunted. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof, with the roof in the closed position.

10. Paragraph 1 (in so far as it relates to the surface of an instrument panel) and paragraph 2 do not apply to any vehicle if:

- (a) it is fitted with **air bags** for the protection of the driver and the front seat passenger; and
- (b) those **air bags** were fitted at the time the vehicle was manufactured, except that this exemption does 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, as defined in Part 1 of this Schedule.

13. Anti-Theft and Immobiliser

1. Either:
 - (a) the technical provisions of Directive 74/61/EEC as amended by Directive 95/56/EC, or
 - (b) the requirements specified in paragraph 2.

2. The vehicle must be fitted with some form of anti-theft device, that is to say, a mechanical anti-theft device or 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. Such device(s) shall comply with the following requirements:

“**immobiliser**” has the same meaning as Directive 74/61/EEC as amended by Directive 95/56/EC.

1. For the purpose of column 1, paragraph 3, compliance may be demonstrated by:

- (a) a base vehicle approval or test report; or
- (b) a separate technical unit approval or test report, and a completed installation certificate.

2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

(a) No anti-theft device is to operate on the braking system;

(b) If any anti-theft device is, or incorporates, any mechanical device that acts upon a system that affects the control of the vehicle (e.g. the steering control):

(i) it must not be possible to start the engine in the normal way until every such mechanical device has been deactivated,

(ii) it must not be possible to activate any such mechanical device while the engine is running, and

(iii) the action of activating any such mechanical device must be distinct and separate from that of stopping the engine.

3. Any alarm system or immobiliser, excluding a panic alarm specified in paragraph 4, fitted to a vehicle must comply with paragraph 1.

4. An optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following requirements:

(a) the alarm signal to be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above;

(b) the technical requirements of Directive [74/61/EEC](#) as amended by Directive [95/56/EC](#), Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive;

(c) unsetting the panic alarm must immediately cut the alarm signal.

14. Protective Steering

1. No part of the **steering control** surface directed towards the driver which can be contacted by a sphere of 165mm in diameter may present any roughness or sharp edges with a radius of curvature of less than 2.5mm.

2. The steering control must 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

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 pressure in order to protect the driver in the event of a collision involving the front end of the vehicle.

“steering control” has the same meaning as in Directive [74/297/EEC](#).

1. This item does not apply to:

(a) an ambulances, motor caravan, or hearse if the vehicle has been derived from a goods vehicle having a maximum gross weight of not less than 1,500 kg;

(b) an armoured vehicle;

(c) a vehicle which complies with the technical requirements of Directive [96/79/EC](#).

2. Paragraph 1 does not apply to any vehicle if:

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clothing or jewellery in normal driving movement.

3. The **steering control** and column assembly as fitted to the vehicle or the **steering control** itself must 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:

(a) the vehicle complies with the requirements of paragraph 5.2 of Annex 1 of Directive [74/297/EEC](#);

or
(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 amended by Directive [91/662/EEC](#).

4. The vehicle must comply with the requirements of paragraph 5.1 of Annex 1 of Directive [74/297/EEC](#).

15. Seat Strength

The technical provisions of Directive [74/408/EEC](#) as amended by Directive [2005/39/EC](#).

(a) it is fitted with a **driver's air bag**;

(b) the **driver's air bag** was fitted and approved at the time the base vehicle was manufactured; and

(c) all parts of the **steering control** are blunted, but this exemption does 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;

(iv) a rebuilt vehicle,

as defined in Part 1 of this Schedule.

3. The requirements of this item do not apply to a disabled person's vehicle insofar as the adaptation prevents the vehicle from complying but this exception does not apply where such adaptations can easily be removed, if necessary with the use of tools, in which case evidence of compliance before the vehicle was adapted is required.

1. In the case of a motor caravan, ambulance or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of a motor caravan, ambulance or hearse, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3. This item does not apply to the anchorages of any seat designed for a disabled person, so long as such a seat is securely attached to the vehicle.

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4. In the case of a wheelchair accessible vehicle:

(a) a wheelchair location shall be considered a seating position but the requirements in column 1, paragraph 1, do not apply to the wheelchair,

(b) for each wheelchair sufficient space must be provided, the longitudinal plane of the special area must be parallel to the longitudinal plane of the vehicle.

5. The tests specified in Appendix 1 and Appendix 2 of Annex II to directive [74/408/EEC](#) do not apply to a seat designed to provide a comparable level of safety.

6. The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

16. Exterior projections

1 The essential technical provisions of Directive [74/483/EEC](#) as amended by Directive [79/488/EEC](#), Annex I, paragraphs 5, 6.2, 6.5.1, 6.11 and 6.14.

2. Handles, hinges, push buttons and fuel tank filler caps must not project more than 40 mm from the **external surface** unless they cannot under any circumstance project beyond the **extreme outer edge** of the vehicle, in which case they may project by up to 50 mm from the **external surface**. All handles must be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the **extreme outer edge** of the vehicle.

3. The open ends of door handles which rotate parallel to the plane of the door must be turned back towards the plane of the door. Such open ends must be directed rearwards unless the handles cannot under any circumstances project beyond the **extreme outer edge** of the vehicle and at least one of the following requirements is met:

For the purposes of this item:

“**extreme outer edge**” and “**external surface**” have same meaning as in Directive [74/483/EEC](#).

1. Does not apply to goods vehicles of category N₁ or multi-purpose vehicles which are classed as M₁ by virtue of paragraph 10 of Part 1 of this Schedule.

2. The requirements according to the base or incomplete vehicle based on maximum mass may apply to the cab.

3. Those parts of a motor caravan, ambulance or hearse, other than the driver's cab, are exempt from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

4. An armoured vehicle is exempt from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

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- (a) the open end of the handle is shielded to the front by a protective surround, or
- (b) the open end of the handle is recessed into the vehicle bodywork, or
- (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.

4. The open ends of handles, which pivot outwards in any direction, must face either rearwards or downwards, unless they have an independent return mechanism and cannot project more than 15 mm from the **external surface** should the return mechanism fail.

17. Speedometer and Reverse Gear

1. The technical provisions of: Directive [75/443/EEC](#) as amended by Directive [97/39/EC](#), Annex I and Annex II, paragraph 4.

2. The vehicle must be fitted with a speedometer capable of indicating speed in mph at uniform intervals not exceeding 20 mph at all speeds up to the maximum speed of the vehicle.

18. Plates (statutory)

1. The technical provisions of: Directive [76/114/EEC](#) as amended by Directive [78/507/EEC](#).

2. Where the vehicle is the subject of a multi-stage build a plate is required on completion of each stage as appropriate. Information which has not changed from the base vehicle plate does not need to be marked

5. Does not apply to badges and other features of mass produced vehicles that cannot reasonably be removed or modified provided that such projections are blunted except that this exemption does 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, as defined in Part 1 of this Schedule.

6. Hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.

1. Annex II paragraphs 4.3 and 4.4 to Directive [75/443/EEC](#) do not apply if the following requirements are met:

- (a) for all true speeds up to the design speed of the vehicle, the true speed must not exceed the indicated speed;
- (b) for all true speeds of between 25 mph and 70 mph (or the maximum speed if lower), the difference between the indicated speed and the true speed must not exceed $V/10 + 6.25$ mph where V = the true speed.

2. Annex II paragraph 4.2.1 to Directive [75/443/EEC](#) applies only where the speedometer is marked in km/h.

1. In the case of M_1 vehicles paragraphs 2.1.4 to 2.1.7 of the Annex to Directive [76/114/EEC](#) do not apply.

2. Where a vehicle is **mass produced** the following may apply:

- (a) the information on the plate required in column 1 may be

on subsequent plates, except the vehicle identification number must be marked on every plate.

19. Seat Belt Anchorages

The technical provisions of Directive 76/115/EEC as amended by Directive 2005/41/EC;

And

In the case of a wheelchair accessible vehicle the requirements in Section 2 of this Part.

on separate plates provided that the plates are fitted as close as possible to each other in a clearly visible position and every plate is marked with the vehicle identification number; and

(b) the vehicle identification number may be marked in characters less than 4mm in height.

1. In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of a motor caravan, ambulance, hearse, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3. In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.

4. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

5. Tests need not be performed provided that the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of this item.

20. Installation of Lighting and Light Signalling Devices

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1. The essential technical provisions of UNECE Regulation 48.03.
2. Dipped beam headlamps must be suitable for left hand rule of the road traffic.

1. Paragraphs 6.2.6.2 and 6.2.6.3 of UNECE Regulation 48.03 (headlamp levelling) do not apply except where dipped beam headlamps with light sources having an objective luminous flux which exceed 2000 lumen are fitted.
2. The requirements relating to S3 devices in paragraph 6.7 of UNECE Regulation 48.03 do not apply.
3. 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 6.5.4.1 of UNECE regulation 48 applies as if for "400 mm" there were substituted "480 mm".
4. Exemption from one or more of the technical requirements is permitted for a special purpose vehicle where the special purpose makes it impossible to fully comply provided that all mandatory devices are installed and geometric visibility is unaffected.
5. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.
6. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose and provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.
7. Paragraph 6.7.2.1 of UNECE Regulation 48.03 is to be read

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as if it also applied to M₁ and N₁ category vehicles.

8. In paragraph 5.15 of UNECE Regulation 48.03, the text specifying the colour of the side marker lamp is to be read as if the words following the word “red” were deleted.

9. Paragraph 6.3.4.1 of UNECE Regulation 48.03 does not apply.

10. Paragraphs 6.9.2 and 6.10.2 of UNECE Regulation 48.03 are to be read as if the word “two” were replaced by “two or four”.

11. In paragraph 5.15 of UNECE Regulation 48.03, the text specifying the colour of the end outline marker lamp is to be substituted by “white or amber in front, red at the rear”.

12. In the case of a left hand drive vehicle where the requirements of UNECE Regulation 48.03, paragraph 6.18.7 are met, paragraph 6.5.4.1 is amended so that for “400 mm”, representing the distance from the extreme edge of the vehicle, substitute “510 mm”

13. In the case of a left hand drive vehicle where the headlamp height above the ground as specified in paragraph 6.2.4.2 of UNECE Regulation 48.03 does not exceed 850mm, the requirement in paragraph 6.2.9 for headlamp cleaning does not apply.

21. Retro Reflectors

Directive [76/757/EEC](#) as amended by Directive [97/29/EC](#). For the purposes of this item: This item, in so far as it requires any reflector or device to bear a particular **standard mark** (or one of two or more **standard marks**), does not apply if the device meets the standards as to **coefficient of luminous intensity**, of the instrument to which the **standard mark** (or

“**coefficient of luminous intensity**” has the same meaning as in UNECE Regulation 3.02.

“**standard mark**” means a mark which, when applied to a lamp, reflector

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or device, indicates as the case may be one of those compliance with the **standard marks**) relates. requirements of a particular instrument; and a reference to the instrument to which a standard mark relates is to be construed accordingly.

22. End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps

Directive 76/758/EEC as amended by Directive 97/30/EC .	For the purposes of this item “ standard mark ” means a mark which, when applied to a particular 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 is to be construed accordingly.	This item, in so far as it requires any lamp or device (including a filament lamp) to bear a particular standard mark (or one of two or more standard marks), does not apply if the device meets the standards as to luminous intensity of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.
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23. Direction Indicators

Directive 76/759/EEC as amended by Directive 99/15/EC .	As item 22.	As item 22.
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24. Rear registration Plate Lamps

Directive 76/760/EEC as amended by Directive 97/31/EC .	As item 22.	As item 22.
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25. Headlamps (including bulbs)

Directive 76/761/EEC as amended by Directive 99/17/EC .	As item 22.	As item 22.
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25A. Cornering Lamps (if fitted)

UNECE Regulation 119	As item 22.	As item 22.
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26. Front Fog Lamps (if fitted)

Directive 76/762/EEC as amended by Directive 99/18/EC .	As item 22.	As item 22.
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28. Rear fog Lamps

Directive 77/538/EEC as amended by Directive 99/14/EC .	As item 22.	As item 22.
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29. Reversing Lamps

Directive 77/539/EEC as amended by Directive 97/32/EC .	As item 22.	As item 22.
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30. Parking Lamps (if fitted)

Directive 77/540/EEC as amended by Directive 99/16/EC .	As item 22.	As item 22.
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31. Seat Belts

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The technical requirements of Directive 77/541/EEC as amended by Directive 2005/40/EC, Or A harness belt marked BS3254:Part 1:1988.

For the purposes of this item:

“**adult belt**” means a **seat belt** for an adult not being a disabled person's belt;

“**harness belt**” means an adult belt which is a harness belt comprising a lap belt and shoulder straps.

1. In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
2. In the case of a motor caravan, ambulance, hearse, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.
3. In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.
4. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.
5. This item does not apply to an **adult belt** fitted to a vehicle, if the belt provides a level of safety equivalent to that provided by an **adult belt** which complies with the requirements of column 1.
6. Seat belts which have been specially designed or adapted for use by an adult or young person who has a physical or mental impairment, and intended for use solely by such person are exempt.
(Note: Seat belt anchorages for such belts shall satisfy the requirements of item 19.)
7. A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the

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anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

32. Forward vision

The driver must have a clear and un-obscured view of the road ahead and to the side (180° forward).

33. Identification of Controls, Tell-tales and Indicator

The technical provisions of: paragraph 5 of Annex I to Directive 78/316/EEC as amended by Directive 94/53/EC,

Or

The symbols (including the colour of tell-tales when their presence is required) mentioned in Annex II of Directive 78/316 as amended by Directive 94/53/EC must be designed in accordance with Standard ISO 2575.

Instead of complying with column 1 it is sufficient for symbols or text, where fitted, to provide the driver with understandable information about the operation of the control in question.

34. Defrost/Demist

Vehicles must be fitted with **“Adequate”** means: **adequate** defrosting and demisting devices. sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

35. Wash/Wipe

Vehicles must be fitted with **“Adequate”** means: **adequate** washing and wiping devices. sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

36. Heating Systems (if fitted)

The technical provisions of Directive 2001/56/EC, Annex II, paragraph 3, excluding paragraph 3.1.

37. Wheel guards

The technical provisions of Directive 78/549/EEC, Annex I as amended by Directive 94/78/EC.

1. Does not apply to a vehicle of category N₁.
2. Paragraph 3 of Annex I to directive 78/549/EEC does not apply.
3. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

38. Head Restraints

The technical provisions of Directive [78/932/EEC](#).

1. Does not apply to a vehicle of category N1.
2. Does not apply to head restraints which comply with item 15.
3. In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
4. In the case of a motor caravan, ambulance, hearse, or other special purpose vehicle:
 - (a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and
 - (b) any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.
5. Does not apply to a seat which is a wheelchair.

40. Engine power

An engine power and maximum power speed must be determined for each vehicle.

41. Diesel Emissions

1. The technical provisions of Directive [88/77/EEC](#) as amended by Directive [91/542/EEC](#) Row B limit values.
2. Vehicles manufactured on or after 1st October 2001:
Directive [88/77/EEC](#) as amended by Directive [99/96/EC](#)
Row A limit values.
3. Vehicles manufactured on or after 1st October 2006:
Directive [88/77/EEC](#) as amended by Directive [99/96/EC](#)
Row B1 limit values.
4. Vehicles manufactured on or after 1st October 2009:
Directive [88/77/EEC](#) as amended by Directive [99/96/EC](#)
Row B2 limit values.

1. Does not apply to vehicles approved under item 2 or, in the case of a compression ignition engine, item 11.
2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
3. Modification of exhaust system length after the last silencer is permissible without any further test.
4. In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle

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44. Masses & dimensions (cars)

The essential technical requirements of 92/21/EEC as amended by 95/48/EC.

to comply due to its special purpose.

1. Does not apply to a goods vehicle of category N₁.
2. For motor caravans, in paragraph 3.1.1.2 of Annex II to Directive 92/21, for “2500mm” substitute “2600mm”.
3. Paragraphs 3.1.1.3 and 3.3.3 of Annex II to Directive 92/21/EEC do not apply.
4. In the case of wheelchair accessible vehicles, for the purpose of calculations, the mass of the wheelchair including the user is assumed to be 100 kg. The mass must be concentrated at the H point of the three dimensional machine.

45. Safety glass

Component:
UNECE Regulation 43.00.
Vehicle:
The technical provisions of UNECE Regulation 43.00, Annex 21.

UNECE Regulation 43, Annex 21, paragraphs 4.1.2 and 4.1.3. do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained (60% in the case of armoured vehicles).

46. Tyres

Component:
The provisions of Directive 92/23/EEC as amended by Directive 2005/11/EC;
And
UNECE Regulation 64.01 in the case of a temporary use spare tyre (if fitted).
Vehicle Installation:
The technical provisions of Annex IV to Directive 92/23/EEC as amended by Directive 2005/11/EC.

1. Annex V of Directive 92/23/EEC as amended by 2005/11/EC does not apply to vehicles manufactured before 1st October 2011.
2. The requirements of column 1 do 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 column 1 which refer to the “component” element.

48. Masses and Dimensions

The technical provisions of: Directive 97/27/EC as amended, paragraph 7 of Annex I.

1. Does not apply to a passenger vehicle of category M₁.
2. Directive 97/27/EC, Annex I, paragraphs 7.5, 7.8.3, 7.9, 7.10 and 7.11 do not apply.

49. External Projection of Cabs

The essential technical provisions of: sections 3 and 4 of Annex I to Directive [92/114/EEC](#).

Does not apply to a passenger vehicle of category M₁ with the exception of vehicles which are classed as M₁ by virtue of paragraph 10 of Schedule 5, Part 1.

Does not apply to badges and other features of mass produced vehicles that cannot reasonably be removed or modified provided that such projections are blunted.

50. Couplings (if fitted)

Coupling device:

The technical provisions of: Annex VII to Directive [94/20/EC](#).

Vehicle Installation:

Securely attached to structural parts of the vehicle and in such a position to allow the safe functioning and operation of the coupling.

1. In the case of a wheelchair accessible vehicle, irrespective of mass, or a motor caravan, ambulance or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. Does not apply to couplings fitted as original equipment to mass produced vehicles which are compatible with trailer coupling devices complying with requirements of column 1.

60. Frontal Protection Systems (“Bull-bars”) (if fitted)

Directive [2005/66/EC](#).

General Construction

1. All aspects of the design and construction of the vehicle and its equipment which are not covered by other subject matters in this Schedule, must be such that no danger is caused or likely to be caused to any person in the vehicle or on a road.

2. In particular, under all normal conditions likely to be encountered while the vehicle is being driven on a road, including when the vehicle is loaded to its maximum gross weight and the axle weight of any one axle equals its maximum permitted axle weight:

(a) it must be possible to control the vehicle safely, taking account of

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the vehicle's speed and acceleration capabilities;

(b) the clearance between any of the following parts of the vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of the steering mechanism and fixed parts must be sufficient to ensure no risk of fouling and the wheels and wheel fixings shall be compatible;

(c) the vehicle structure (chassis or integral chassis-body), must be designed and constructed so as to withstand the forces and vibration to which it is likely to be subject;

(d) all entries and exits provided for the vehicle occupants (other than doors) must be so designed as to allow easy and safe use;

(e) all aperture covers (other than doors) including tail gates, boot and bonnet lids, must be capable of being securely latched in the fully closed position;

(f) the steering, suspension, axles and wheels must be designed, constructed and fitted so as to withstand the forces and vibration to which they are likely to be subject;

(g) the electrical system, including the battery, electrical components and wires, must be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, must be 300 mm and wires must be fitted and protected so as to avoid the risk of damage to insulation, such as abrasion. All components must be constructed and fitted so as to minimise the risk of corrosion and fire.

(h) no part of the inside or outside of the vehicle should have high surface temperatures likely to cause injury to persons travelling in or entering or exiting the vehicle unless adequately protected.

Marginal Citations

M37 S.I. 1986/1078. The relevant amendment is by S.I. 2008/1702.

M38 S.I. 2001/561. Relevant amendments are by S.I. 2001/1079 and 2002/2687.

SECTION 2

Part A

1. Wheelchair spaces

Any wheelchair space must be fitted with the following:

- (d) A wheelchair and wheelchair user restraint system complying with item 19 of Directive 2007/46/EC, Annex XI, Appendix 3; or
- (e) A restraint system comprising:
 - (i) a four point wheelchair tie-down system suitable for general wheelchair application; and
 - (ii) a wheelchair user restraint system comprising a minimum of three anchorage points to provide a pelvic and upper torso restraint system.

2. Wheelchair tie-down devices

All wheelchair tie-down devices must comply with ISO 10542 and be marked accordingly.

3. Location and geometry of anchorages

The geometry of the wheelchair tie-down and occupant restraint system anchorages and webbing must comply with ISO 10542. A surrogate wheelchair as defined in ISO 10542 or equivalent must be used for this purpose.

4. Testing of restraint system anchorages

A static test shall be conducted on the anchorage points for both the wheelchair tie-downs and occupant restraints in accordance with the following requirements:

- (f) the tests must be conducted on a vehicle or a representative section of a vehicle structure including any vehicle fittings that are likely to contribute to the strength or rigidity of the structure;
- (g) the forces specified in 5 below must be applied by means of a surrogate wheelchair of adequate strength as defined in ISO 10542, or equivalent, with attachment points for the front and rear tie-downs and reproducing the geometry of the wheelchair tie-down system;
- (h) the forces specified in 6 below must be applied by means of a traction device specified in paragraph 5.3.4 of Annex I to Directive 76/115/EEC as amended by Directive 96/38/EC and supported on the surrogate wheelchair defined in (b) above;
- (i) the forces in (b) and (c) above must be applied simultaneously in the forward direction at an angle of $10^{\circ} \pm 5^{\circ}$ above the horizontal plane. The force in (b) must be applied at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;

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- (j) the force in 5(b) must be applied in the rearward direction at an angle of $10^\circ \pm 5^\circ$ above the horizontal plane at a height of not less than 200 mm and not more than 300 mm measured vertically above the floor of the wheelchair space;
- (k) all forces must be applied as rapidly as possible through the central vertical axis of the wheelchair and wheelchair space; and
- (l) all forces must be maintained for a period of not less than 0.2 seconds;

For test purposes the components comprising the wheelchair tie-down and occupant restraint devices may be replaced with components suitable for test purposes having a similar function.

5. Forces applied to a wheelchair tie-down system

The force applied to the surrogate wheelchair:

- (m) in the forward direction to be 24.50 kN;
- (n) in the rearward direction to be 12.25 kN.

6. Forces applied to an occupant restraint system

The forces must be those specified in paragraph 5.4 of Annex I to Directive [76/115/EEC](#) as amended by Directive [96/38/EC](#)

7. Anchorage system performance

The anchorages will meet the test performance requirements if—

- (o) no part of the system has failed, or become detached during the test;
- (p) no part of the anchorage system has deformed to such an extent that sharp edges or protrusion may cause injury.

8. Transitional provisions

In the case of a vehicle type for which evidence of a test is provided, and that test was conducted on or before 29th April 2009 the following variations apply:

- (q) in paragraph 5(a) for “24.50 kN” substitute “22.25 kN”;
- (r) in paragraph 5(b) for “12.25 kN” substitute “11.00 kN”.

Part B

Instead of complying with Part A an alternative wheelchair tie-down system, docking system or occupant restraint system may be fitted. This may include a rearward facing wheelchair arrangement with appropriate safety features. Evidence must be provided to the approval authority that the system offers an equivalent level of occupant protection for the wheelchair user.

PART 3

Requirements for Part 3 Vehicles

1 Requirement	2 Definitions and supplementary provisions	3 Exemptions and modifications
<p>1. Noise</p> <p>Directive 70/157/EEC, as amended by: Directive 92/97/EEC, Annex I, paragraph 5.</p>	<p>A “Stationary Noise Test” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.</p>	<p>1. Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 does not apply.</p> <p>2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>3. Where evidence of compliance has been provided, subsequent modification to the exhaust system will be permitted provided:</p> <p>(a) it is downstream of any emissions control device (e.g. a catalyst); and</p> <p>(b) the emission control device and silencer are identical to that fitted at the time compliance was demonstrated.</p> <p>4. In the case of wheelchair accessible vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a Stationary Noise Test is permitted.</p>
<p>2. Emissions</p> <p>1. Directive 70/220/EEC as amended by Directive 94/12/EC, Annex I, paragraph 5.</p> <p>2. Vehicles manufactured on or after 1st January 2001: Directive 70/220/EEC as amended by Directive 98/69/EC, Annex I, paragraph 5 (Row A limits).</p> <p>3. Vehicles manufactured on or after 1st January 2006: Directive 70/220/EEC as amended by Directive 98/69/EC Annex I, paragraph 5 (Row B limits).</p> <p>4. Vehicles manufactured on or after 1st January 2012: Regulation</p>	<p>“OBD” means: On-Board Diagnostic systems as defined in paragraph 2.13 of Annex I to Directive 70/220/EEC or paragraph 9 of Article 3 to Regulation (EC) No. 715/2007.</p>	<p>1. Vehicles are exempt from the requirements of OBD.</p> <p>2. Does not apply to vehicles approved to item 41.</p> <p>3. Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>4. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>5. An Approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass.</p> <p>6. In the case of wheelchair accessible vehicles:</p> <p>(a) the modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are not affected; and</p> <p>(b) no new evaporative test is required on the modified vehicle on condition that the evaporative control devices are kept as fitted by the manufacturer of the base vehicle.</p> <p>7. Diesel passenger vehicles manufactured before 1st January 2003 with a maximum permissible weight exceeding 2000kg, which have either more than 6 seats including</p>

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(EC) 715/2007, Annex I, Table 1.

5. Vehicles manufactured on or after 1st September 2016: Regulation (EC) 715/2007 Annex I, Table 2.

9. Braking

1. Vehicles manufactured on or after 1st October 1990: Directive 98/12/EC, Annex I, paragraph 2.1.1.3 (requirements for asbestos-free brake linings only).

2. Vehicles manufactured on or after 1st April 1995: Directive 71/320/EEC as amended by: Directive 91/422/EEC, Annex I, paragraph 2.

3. Vehicles manufactured on or after 31st March 2001: Directive 71/320/EEC as amended by: Directive 98/12/EC, Annex I, paragraph 2 (all requirements) and Annex II.

13. Anti-Theft and Immobiliser

Vehicles manufactured on or after 1st October 1998: Directive 74/61/EEC, as amended by: Directive 95/56/EC, Annex V (electronic immobiliser), and Annex VI (alarm system).

14. Protective Steering

the driver, or comply with the definition of an M1G (Off-Road vehicle as defined in Directive 2007/46/EC) are to be treated as a vehicle of category N₁.

1. The requirements in column 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, do not apply to a disabled person's vehicle, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.

2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3. Evidence of compliance with column 1 remains valid where brake transmissions lines are repositioned.

1. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. In the case of a panic alarm not forming part of an alarm system specified in column 1 the requirements of item 13 of Part 2 of this Schedule apply.

Directive [74/297/EEC](#) as amended by Directive [91/662/EEC](#), annex I, paragraphs 5 and 6.

1. This item does not apply to:
 - (a) vehicles complying with the requirements of item 53;
 - (b) vehicles of category N₁ with a maximum permissible mass exceeding 1500 kg.
2. The requirements of this item do not apply to a disabled persons' vehicle insofar as the adaptation prevents the vehicle from complying with any of the requirements of this item, except that this exemption does not apply where such adaptations can easily be removed, if necessary with the use of tools, and in which case evidence of compliance before the vehicle was adapted is required.
3. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

19. Seat Belt Anchorages

1. Directive [76/115/EEC](#) as amended by Directive [90/629/EEC](#), annex I, paragraphs 4 and 5

2. Vehicles manufactured on or after 29th April 2009: Directive [76/115/EEC](#) as amended by Directive [2005/41/EC](#)

1. In the case of other special purpose vehicles, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.
2. In the case of a disabled person's vehicle adapted by a person other than the base vehicle manufacturer, any seat belt anchorage points fitted by that person may comply instead with the requirements of item 19 of Part 2 of this Schedule.

3. In the case of a wheelchair accessible vehicle the requirements of this item are substituted by item 19 of Part 2 of this Schedule.

31. Seat Belts

1. Vehicles manufactured on or after 1st July 1997: Directive [77/541/EEC](#) as amended by Directive [90/628/EEC](#), annex I, paragraphs 3.1 to 3.1.9 and 3.2.1 to 3.2.2.4.

1. In the case of other special purpose, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.
2. Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.

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2. Vehicles manufactured on or after 1st October 1999: Directive [77/541/EEC](#) as amended by Directive [96/36/EC](#), annex I, paragraphs 3.1 to 3.1.10, 3.1.11, 3.1.12 and 3.2.1 to 3.2.2.5.

3. Vehicles manufactured on or after 29th April 2009: Directive [77/541/EEC](#) as amended by Directive [2005/40/EC](#).

39. CO₂ emissions/Fuel consumption

1. Vehicles manufactured on or after 1st January 1997: Directive [80/1268/EEC](#) as amended by: Directive [93/116/EC](#), Annex I, paragraphs 4 to 7.

2. Vehicles manufactured on or after 1 Jan 2009: Directive [80/1268/EEC](#) as amended by [2004/3/EC](#).

41. Diesel Emissions

1. Directive [88/77/EEC](#) as amended by Directive [91/542/EEC](#) Row B limit values.

2. Vehicles manufactured on or after 1st October 2001: Directive [88/77/EEC](#) as amended by Directive [99/96/EC](#) Row A limit values.

3. Vehicles manufactured on or after 1st October 2006: Directive [88/77/EEC](#) as

(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)

3. A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

1. Does not apply to category N₁ vehicles manufactured before 1st Jan 2009.

2. Does not apply where the applicant accepts a Combined CO₂ figure determined by the Secretary of State using such information as he sees fit.

3. Vehicles with engines approved to item 41 are exempt.

4. Annexe V of Directive [89/491/EEC](#) amending Directive [80/1268/EEC](#) shall not apply with effect from 2nd January 2013.

1. Does not apply to vehicles approved to item 2.

2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3. Modification of exhaust system length after the last silencer is permissible without any further test.

amended by Directive 99/96/EC Row B1 limit values.

4. Vehicles manufactured on or after 1st October 2009: Directive 88/77/EEC as amended by Directive 99/96/EC Row B2 limit values.

53. Frontal impact

Vehicles manufactured on or after 1st October 2003: Directive 96/79/EC, Annex II, paragraph 3.

1. Category N₁ vehicles and vehicles with a maximum mass exceeding 2500 kg are exempt.
2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
3. For wheelchair accessible vehicles, and disabled person's vehicles, the vehicle is not required to comply in respect of an adaptation for a disabled person affecting the "frontal impact". Evidence of compliance of the unadapted vehicle is required.

54. Side impact

Vehicles manufactured on or after 1st October 2003: Directive 96/27/EC, Annex II, paragraph 3.

1. Does not apply to vehicles where the R point of the lowest seat is more than 700mm above the ground.
2. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
3. For wheelchair accessible vehicles, and disabled person's vehicles, the vehicle is not required to comply in respect of an adaptation for a disabled person affecting the "side impact". Evidence of compliance of the unadapted vehicle is required.

PART 4

Requirements for Other Vehicles

1 Requirement

2 Definitions and 3 Exemptions and modifications supplementary provisions

1. Noise

The technical provisions of Annex I to Directive 70/157/EEC as amended by Directive 1999/101/EC;

A "Stationary Noise Test" means: (a) a stationary test as defined in paragraphs 3.2.5.3.1 and 3.2.5.3.2 of Annex 3

1. Does not apply to O category vehicles.
2. UNECE Regulation 51, Annex 5, paragraphs 1.1, 1.2, and 1.3 do not apply.
3. In the case of a motor caravan, ambulance, or hearse, the requirements

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Or For vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a **Stationary Noise Test** is permitted.

UNECE Regulation 51 with a noise limit value which must not exceed 99dB(A) at 0.5m; and (b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report in accordance with Annex 6 to UNECE Regulation 51 (except that this shall not apply if proprietary air brake silencers are fitted).

according to the category of the base or incomplete vehicle based on maximum mass may apply.

4. If a vehicle is type approved in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required.

5. In the case of a mobile crane, Directive 70/157/EEC as amended by Directive 99/101/EC applies and for point 5.2.2.1 of Annex I the following limit values are applicable:

81 dB(A) for vehicles with an engine power of less than 75 kW
 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW
 84 dB(A) for vehicles with an engine power of not less than 150 kW.

2. Emissions

The technical provisions of paragraph 5 of Annex I to Directive 70/220/EEC as amended by Directive 2003/76 , Row B limit values.

“OBD” means: On-Board Diagnostic systems as defined in paragraph 2.13 of Annex I to Directive 70/220/EEC or paragraph 9 of Article 3 to Regulation (EC) No. 715/2007.

1. Does not apply to M₃, N₃ or O category vehicles.
2. N₂ category vehicles with reference mass not exceeding 2610kg and manufactured after 1st January 2012 must comply with Regulation (EC) No. 715/2007.
3. Vehicles of category M₂ are excepted from the requirements of **OBD**.
4. Does not apply to vehicles approved to item 41.
5. Modification of exhaust system length after the last silencer is permissible without any further test.
6. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
7. An Approval issued to the most representative base vehicle remains valid irrespective of change in reference weight.
8. In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

3. Fuel Tanks/Rear Protective Devices

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Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

For Fuel Tanks:

1. The technical provisions of paragraphs 5 and 6 of Annex I to Directive 70/221/EEC as amended by directive 2006/20/EC;

And

2. For vehicles using gaseous fuels: Regulations 67.01 or 115 for LPG. Regulation 110.00 or 115 for CNG.

For rear protective devices:

3. The technical provisions of paragraph 5 of Annex II to Directive 70/221/EEC as amended by directive 2006/20/EC.

4. As an alternative to the installation requirements of paragraph 3 for a rear protective device fitted to a vehicle, an **Installation Check**.

4. Rear Registration Plate Space

The technical provisions of Directive 70/222/EEC;

Or

Space must be provided for a registration plate meeting the requirements of the Display of Registration Marks Regulations 2001 M39.

5. Steering Effort

The technical provisions of paragraphs 4 and 5 of Annex I to Directive 70/311/EEC as amended by 1999/7/EC;

Or

In the case of a **Manual or Power Assisted System**, and where an approval or test report has been issued for that system prior to its

“Installation Check” means a check to confirm that the rear protective device as a separate technical unit is of a type:

(a) for which an approval or test report has been issued;

or

(b) which has been tested and witnessed by the approval authority;

or

(c) for which calculations have been submitted to the satisfaction of the approval authority;

And

a visual inspection that the device has been correctly installed in accordance with the technical requirements in paragraph 4 of column 1.

1. The requirement in column 1 for a rear protective device does not apply to O₁ or O₂ category vehicles.

2. In the case of fuel tanks other than tanks for gaseous fuels:

(a) tanks must comply with the requirements given in column 1 except that the approval or test report need not be for the same vehicle type; and

(b) modifications to the pipework or relocation of a tank excluding modification of the tank, the cap/filler device or the venting device, may be accepted by the approval authority.

“Manual or Power Assisted System” means: a system that will operate in the event of failure of any power supply or assistance.

1. The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

2. A mobile crane may be fitted with a crab steering system.

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modification, a test will be conducted to ensure no obvious defect or undue stiffness is evident.

6. Door latches and Hinges

The technical provisions of Directive [70/387/EEC](#) as amended by Directive [2001/31/EC](#), Annex I, Paragraph 3, and where the maximum mass exceeds 7.5 tonnes, Annex III.

1. Does not apply to M₂, M₃ or O category vehicles.
2. In the case of a mobile crane exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

7. Audible Warning

Component: Directive [70/388/EEC](#) as amended by [87/354/EC](#).
Vehicle:

The technical provisions of:

Paragraph 2 of Annex I to Directive [70/388/EEC](#) as amended by [87/354/EC](#);
Or

An **Installation Check**.

An **“Installation Check”** means a check for the presence and operation of the device.

1. Does not apply to O category vehicles.
2. In the case of an armoured vehicle:
 - (a) exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply; and
 - (b) additional panic alarm devices are permitted.

8. Indirect Vision

Component: Directive [2003/97/EC](#).
Vehicle:

The technical provisions of:

Directive [2003/97/EC](#), Annex III;
Or

An **Installation Check**.

“Installation Check” means a check that the devices required in column 1 are fitted, bear an appropriate approval mark, are securely attached to the vehicle so as to minimize the effects of vibration and that the field of view requirements are met.

1. Does not apply to O category vehicles.
2. Field of view requirements do not apply to optional mirrors.
3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
4. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

9. Braking

1. The technical provisions of paragraph 2 of Annex I to Directive [71/320/EEC](#) as amended by Directive [98/12/EC](#) and tests as defined in

A **“Park Brake Test”** means a test for O₂ and (if fitted) O₁ category trailers that the park brake meets the performance requirement of Directive [71/320/EEC](#), Annex II, paragraph 2.2.2.

1. Does not apply to O₁ category vehicles except where a braking system is fitted.
2. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

associated Annexes as may be applicable.

2. Category O₂ trailers and O₁ trailers fitted with an inertia type braking system may, as an alternative, comply with the following requirements:

(a) technical reports to Directive [71/320/EEC](#), Annex VIII, Appendix 2 and 3;

(b) a compatibility check to Annex VIII, Appendix 4;

(c) the requirements of Annex I, paragraphs 2.2.2.9 and 2.2.2.10;

(d) the technical requirements of Annex VIII, paragraphs 3.1, 3.2, 3.4 excluding drag force check;

(e) a visual assessment to Annex VIII, paragraphs 4.1, and of the first sentence of paragraph 4.2;

(f) a **Park Brake Test**.

10. Electro-magnetic Compatibility

Component: **“Installation Check”** means Directive [72/245/EEC](#) as amended by Directive [2006/28/EC](#) a manufacturer's declaration that installed components are compliant with the requirements of column 1

Vehicle: The technical provisions of: Directive [72/245/EEC](#) as amended by Directive [2006/28/EC](#), section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X; and inspection of a sample of installed components as the approving authority deem necessary.

Or

An **Installation Check**.

11. Diesel Smoke

Directive [72/306/EEC](#) as amended by Directive [2005/21/EC](#) section 5 of For the purposes of this item: 1. Does not apply to O category vehicles. **“co-efficient of absorption”** 2. Modification of exhaust system is permissible without any further test. is to be construed in

3. In the case of a mobile crane with more than 4 axles derogations are permitted provided that:

(a) they are justified by the particular construction; and

(b) all the braking performances relating to parking, service and secondary braking are fulfilled.

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Annex I and tests as defined in Annexes IV and V;

Or

A **free acceleration** test such that the **coefficient of absorption** of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed:

(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or

(b) in any other case, 2.5 per metre.

13. Anti-Theft and Immobiliser

1. The technical provisions of Directive 74/61/EEC as amended by Directive 95/56/EC.

2. Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following:

(a) The alarm signal must be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above.

(b) The technical requirements of Directive 74/61/EEC as amended by Directive 95/56/EC, Annex VI, Part II, paragraphs 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11 inclusive.

(c) unsetting the panic alarm must immediately cut the alarm signal.

Immobilisers must be approved as part of the base vehicle or as a Separate Technical Unit.

Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.

An **“Installation Check”** means: An inspection of installed components as the approving authority deem necessary and in the case of an Immobiliser or Alarm system a completed installation certificate except that a panic alarm fitted in accordance with column 1, paragraph 2, a test report is required.

1. Does not apply to O category vehicles.

2. The provisions of column 1 apply only to the extent that a device to prevent unauthorised use, immobiliser, alarm system or panic alarm is fitted.

3. In the case of devices to prevent unauthorised use, an immobiliser or alarm system the manufacturer may issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an **Installation Check** will be conducted.

4. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

15. Seat Strength

The technical provisions of Directive 74/408/EEC as amended by Directive 2005/39/EC.

1. Does not apply to O category vehicles.

2. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats intended for use solely while

the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

4. The provisions of paragraph 2 of Article 1 to Directive [2005/39/EC](#) do not apply.

5. The testing of seat anchorages need not be performed provided that the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of this item.

17. Speedometer and Reverse Gear

The technical provisions of Directive [75/443/EEC](#) as amended by Directive [97/39/EC](#), Annex I and Annex II, paragraphs 4.1 and 4.2.

18. Plates (statutory)

The technical provisions of Directive [76/114/EEC](#) as amended by Directive [78/507/EEC](#);

And

Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.

19. Seat Belt Anchorages

The technical provisions of Directive [76/115/EEC](#) as amended by Directive [2005/41/EC](#).

1. Does not apply to O category vehicles.

2. This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver

1. Does not apply to O category vehicles.
2. Does not apply to M₂ (Class A, I or II) or M₃ (Class A, I or II) category vehicles except where seat belt anchorages are fitted.

3. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.

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4. In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions.
5. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
6. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
7. Paragraph 5 of Annex I to Directive [76/115/EEC](#) does not apply to a vehicle provided that the anchorages are designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of that paragraph.

20. Installation of Lighting and Light Signalling Devices

The technical provisions of UNECE Regulation 48.03;

And

Dipped beam headlamps must be suitable for left hand rule of the road traffic.

1. The requirements in column 1 is limited to the installation of approved components as appropriate to the location, of the requisite number, installed in the specified positions, with the required geometric visibility and that operate in accordance with the technical requirements in column 1.
2. In the case of a motor caravan, ambulance, hearse, armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and, except in the case of a mobile crane, that the geometric visibility is not affected.
3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.
4. Optional lamps meeting the technical requirements applicable to equivalent

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mandatory devices (except where specified otherwise) may be fitted, in addition to the mandatory and optional devices permitted by UNECE Regulation 48.03, as follows:

(a) two additional dipped beam headlamps forming a matched pair with electrical connections that permit only one pair to operate at any one time and fitted to:

(i) a vehicle intended for use in both left hand and right hand rule of the road traffic and in which case one pair must meet the requirements for right hand rule of the road traffic; or

(ii) a special purpose vehicle designed for use with equipment that may obstruct the mandatory devices and fitted at a height not exceeding 1800mm;

(b) any number of:

(i) front position lamps;

(ii) rear position lamps;

(iii) stop lamps of category S1 or S2;

(iv) end outline marker lamps;

(v) rear retro-reflectors; or

(vi) front retro-reflectors,

for which the requirements for position and geometric visibility do not apply; and

(c) two rear direction indicator lamps.

5. The mandatory requirements of UNECE Regulation 48.03, paragraph 6.18.1 do not apply to trailers constructed for the carriage and launching of boats.

6. Amber side marker lamps may be wired to flash, provided that this flashing is in phase and at the same frequency with the direction indicator lamps at the same side of the vehicle.

7. The requirements of paragraphs 6.5.4.2 and 6.5.5 of UNECE Regulation 48.03 do not apply to any optional rear direction indicator lamps.

21. Retro Reflectors, Rear Marker Plates and Conspicuity Markings

1. For retro reflectors:

Directive [76/757/EEC](#) as amended by Directive [97/29/EC](#).

2. For conspicuity markings:

UNECE Regulation 104.

The fitting of conspicuity markings is optional for M₂, M₃, O₁ or O₂ category vehicles.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

22. End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps

Directive [76/758/EEC](#) as amended by Directive [97/30/EC](#).

23. Direction Indicators

Directive [76/759/EEC](#) as amended by Directive [99/15/EC](#).

24. Rear registration plate Lamps

Directive [76/760/EEC](#) as amended by Directive [97/31/EC](#).

25. Head-lamps (including bulbs)

Directive [76/761/EEC](#) as amended by Directive [99/17/EC](#).

Does not apply to O category vehicles.

25A. Cornering Lamps (if fitted)

UNECE Regulation 119.

Does not apply to O category vehicles.

26. Front Fog Lamps if fitted)

Directive [76/762/EEC](#) as amended by Directive [99/18/EC](#).

Does not apply to O category vehicles.

27. Towing Hooks

The technical provisions of Annex II to Directive [77/389/EEC](#) as amended by Directive [96/64/EC](#); Or An **Installation Check**.

“Installation Check” means a check to confirm the presence and that towing hooks are securely attached to major structural aspects of the vehicle.

1. Does not apply to O category vehicles.
2. In the case of an armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
3. In the case of a motor caravan, ambulance, or hearse, the requirements apply only to the front of the vehicle.

28. Rear fog Lamps

Directive [77/538/EEC](#) as amended by Directive [99/14/EC](#).

29. Reversing Lamps

Directive [77/539/EEC](#) as amended by Directive [97/32/EC](#).

Does not apply to O₁ category vehicles except where fitted.

30. Parking Lamps (if fitted)

Directive [77/540/EEC](#) as amended by Directive [99/16/EC](#).

31. Seat Belts

The technical provisions of Directive [77/541/EEC](#) EEC as amended by Directive [2005/40/EC](#).

Does not apply to O category vehicles.

1. Does not apply to O category vehicles.
2. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.
3. In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.
4. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
5. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
6. Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt.
(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)
7. Vehicles constructed or adapted for the secure transport of prisoners are required to be fitted with seat belts for the driver's and any front passenger's seat. Any other optional seat belts fitted must also comply.
8. A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.

33. Identification of Controls, Tell-tales and Indicators

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

The technical provisions of: paragraph 5 of Annex I to Directive [78/316/EEC](#) as amended by Directive [94/53/EC](#).

Does not apply to O category vehicles.

34. Defrost/Demist

Vehicles shall be fitted with an **adequate** defrosting and demisting device.

“Adequate” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

Does not apply to O category vehicles.

35. Wash/Wipe

Vehicles shall be fitted with **adequate** washing and wiping devices.

“Adequate” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

Does not apply to O category vehicles.

36. Heating Systems (if fitted)

1. The technical provisions of: Directive [2001/56/EC](#) as amended by [2006/119/EC](#), section 3 of Annex II, and Annexes III, VII and VIII.

“Installation Check” means an inspection to confirm compliance with the installation requirements of column 1.

2. Combustion heaters:
The provisions of paragraph 1 may be met by an approval or test report for the device and an **Installation Check**.

40. Engine power

The essential technical provisions of Directive [80/1269/EEC](#) as amended by Directive [99/99/EC](#).

Does not apply to O category vehicles.

41. Diesel Emissions

1. The technical provisions of Directive [88/77/EEC](#) as amended by [2001/27/EC](#), Annex I Row B1 limit values.

2. Engines manufactured on or after 1st October 2009: Directive [88/77/EEC](#) as amended by Directive [99/96/EC](#) Row B2 limit values.

1. Does not apply to O category vehicles.
2. N₂ vehicles with reference mass not exceeding 2610kg manufactured after 1st January 2012 must comply with Regulation (EC) No. 715/2007.
3. Does not apply to vehicles approved under item 2.
4. Modification of exhaust system length after the last silencer is permissible without any further test.
5. In the case of a motor caravan, ambulance, or hearse, the requirements

according to the category of the base or incomplete vehicle based on maximum mass may apply.

6. In the case of a mobile crane compliance with Directive 2004/26/EC can be accepted.

42. Lateral Protection (Side Guards)

The technical provisions of: paragraphs 1 to 4 of Directive 89/297/EEC.

1. Does not apply to M₂, M₃, O₁ or O₂ category vehicles.

2. Tests are not required where the device is designed to meet the strength characteristics specified in column 1.

43. Spray Suppression Systems

Component: Directive 91/226/EEC.
Vehicle: The technical provisions of: Directive 91/226/EEC;

“Installation Check” means a check to confirm that approved devices are fitted and installed in accordance with the directive.

1. Does not apply to M₂, M₃, O₁ or O₂ category vehicles or to N₂ category vehicles with a maximum mass not exceeding 7.5 tonnes.

2. Except where fitted, the requirements do not apply to off-road vehicles as defined in Directive 2007/46/EC, or vehicles in which the presence of spray-suppression devices is incompatible with their use.

Or

An **Installation Check**

45. Safety glass

Component: UNECE Regulation 43.00.
Vehicle: The technical provisions of: UNECE Regulation 43.00, Annex 21.

1. UNECE Regulation 43.00, Annex 21, paragraphs 4.1.2 and 4.1.3. do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.

2. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

3. In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements for all window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.

4. This item does not apply to armoured vehicles.

46. Tyres

Component: Directive 92/23/EEC as amended by Directive 2005/11/EC.
Vehicle: **“Installation Check”** means a check to ensure that all tyres (except those that are not accessible) are marked in accordance with the directive

1. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

The technical provisions of Directive 92/23/EEC as amended by Directive 2005/11/EC;
Or
An **Installation Check**.

including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle.

2. In the case of an armoured vehicle, or mobile crane, save as required by paragraph 3, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

3. In the case of a mobile crane the provision in paragraph 2 above applies on condition that the requirements in ISO 10571 – 1995 (E) or ETRTO Standards Manual 1998 are fulfilled.

47. Speed Limiters

Component: Directive 92/24/EC as amended by Directive 2004/11/EC,
Vehicle:

The technical provisions of sections 1, 2 and 7 of Annex I to Directive 92/24/EC as amended by Directive 2004/11/EC;

Or

An **Installation Check**.

“**Installation Check**” means a check for component approval markings and the set speed which must be indicated on a plate in a conspicuous position in the driver's compartment.

1. Does not apply to O category vehicles.

48. Masses and Dimensions

The technical provisions of Directive 97/27/EC as amended by Directive 2003/19/EC, section 7 of Annex I.

1. Directive 97/27/EC, Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply. In the case of a vehicle of category M₂ or M₃ paragraph 7.3.3 is substituted by “maximum height 4.57m”.

2. Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.

3. In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, for the distance mentioned in Annex I, paragraph 7.3.1.4.1 substitute 12.5 m and for that in paragraph 7.3.1.4.2 substitute 4.19 m.

4. Exemption from Annex I, paragraph 7.6:

abnormal indivisible load vehicle;

a semi-trailer low loader; or

a semi-trailer step-frame low loader.

5. In the case of a semi-trailer being a trailer designed to carry at least two other wheeled vehicles, Annex I, paragraph 7.6 applies save that any part of the semi-

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

trailer forward of the transverse plane passing through the king pin may be ignored.

6. Vehicles complying with the Road Vehicles (Authorisation of Special Types)(General) Order 2003 ^{M40} or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997 ^{M41} are exempt from any of the provisions in column 1 which they are unable to comply with due to their special purpose.

7. For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.1., the items specified also include:

- (i) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between the trailer and a motor vehicle constructed for that purpose and to which the trailer is designed to be attached such that vehicles carried on it may be moved from the trailer to the motor vehicle or from the motor vehicle to the trailer;
- (ii) any part of a trailer designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part.

8. For the purpose of Directive [97/27/EC](#), Annex I, paragraph 2.4.2, the items specified shall also include safety railings mounted on a vehicle designed to carry at least two other wheeled vehicles, provided that the safety railings are more than 2m above the ground and the overall width including safety railings does not exceed 2.70m.

9. In paragraph 7.4.3.3.1 of Annex I to Directive [97/27/EC](#), for the mass representing a wheelchair and user of 250kg substitute 100kg.

10. Directive [97/27/EC](#), Annex I, paragraph 7.6 does not apply to a motor vehicle having 4 or more axles where the distance between the foremost and rearmost axles exceeds 6.4 metres.

49. External Projection of Cabs

The technical provisions of: sections 3 & 4 of

1. Does not apply to M₂, M₃, or O category vehicles.

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

Annex I to Directive 92/114/EEC.

50. Couplings (if fitted)

Component: Directive 94/20/EC.
Vehicle: The technical provisions of: Annex VII to Directive 94/20/EC;
Or
An **Installation Check**.

“Installation Check” means: confirmation that the components meet the technical requirements of column 1 and are appropriately “e” / “E” marked and securely installed in accordance with supporting information provided by the vehicle manufacturer.

2. In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

1. For the purpose of Directive 94/20/EC, Annex VII, paragraph 1.1, vehicles fitted with Class A couplings shall be assumed to tow a mass of 3,500kg.
2. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

51. Flammability

The technical provisions of: Directive 95/28/EC, section 7 of Annex I;
Or
An **Installation Check**.

“Installation Check” means a manufacturer's declaration of compliance with supporting documentary evidence and inspection compliance checks as may be necessary.

1. Does not apply to M₂, N₂, N₃, or O category vehicles.
2. Column 1 does not apply to M₃ category vehicles except vehicles of Class III as defined in Directive 2001/85/EC.
3. In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass shall apply to the cab.

52. Buses and Coaches

1. All vehicles: The technical provisions of UNECE Regulation 107.02 excluding Annex 8.

2. Vehicles of Class I: The technical provisions of UNECE Regulation 107.02, Annex 8.

3. Vehicles other than Class I:

(a) If fitted with accommodation for a wheelchair the vehicle must comply with the technical provisions of paragraphs 3.6 and 3.8 of Annex 8 to UNECE Regulation 107.02;

“Vehicle of Class IIIS” means a vehicle of Class III specially designed for the carriage of school children;
“Table 5” means the table at the end of this Part.

1. Does not apply to N₂, N₃, or O category vehicles.
2. Does not apply to vehicles for the secure transport of persons.
3. Vehicles of Class I, II or III: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.14 the upper deck gangway must be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door.
4. Vehicles of Class A or B: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.11.3.1 a vehicle may be fitted with handrails or handholds on at least one side and in the case of double doors this requirement

(b) If fitted with a boarding aid the vehicle must comply with the technical provisions of paragraph 3.11 of Annex 8 to UNECE Regulation 107.02.

may be met by a central stanchion or handrail.

5. Vehicles of Class I, as an alternative to column 1, paragraph 2, may comply with the Public Service Vehicles (Accessibility) Regulations 2000 ^{M42}, Schedules 1 and 2, or the Public Service Vehicles (Accessibility) (Northern Ireland) Regulations 2003 ^{M43}, Schedules 1 and 2.

6. Requirements that are not compatible with the intended use do not apply to vehicles containing seating for use only while the vehicle is stationary.

7. In the case of armoured vehicles, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.

8. In the case of a **vehicle of Class IIS**, Annex 3 to UNECE Regulation 107.02 is amended as follows:

(a) for “225mm” in paragraphs 7.7.8.1.1.2 and 7.7.8.1.2.2 substitute “200mm”;

(b) for “680mm” in paragraph 7.7.8.4.1 substitute “650mm”; and

(c) for “400mm” in paragraph 7.7.8.2.2 substitute “350mm”.

9. Paragraph 7.4 of Annex 3 to UNECE Regulation 107.02 does not apply to:

(a) a vehicle of Class B fitted with no more than 16 passenger seats; or

(b) any other single deck vehicle fitted with a vehicle stability function for which an approval has been issued in accordance with UNECE Regulation 13.11.

10. Vehicles of Class A & B: The frontal barrier collision test in 7.6.7.2. of Annex 3 to UNECE Regulation 107.02 does not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.

11. A door other than a service door, may be fitted to the offside of a vehicle.

12. UNECE Regulation 107.02, Annex 3, paragraph 7.6.7.6. In the case of:

(i) a manually operated sliding door fitted with a slam lock of the two stage

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

type, the activation of the device may be by movement of the door itself;
(ii) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle, the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.

13. Vehicles of Class I, II or III may, as an alternative to the table in UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.1, meet the requirements of **Table 5**.

14. Vehicles of Class B fitted with more than one wheelchair space: In the case of the second and subsequent wheelchair spaces, the space must be not less than 700mm wide and 1200mm long.

15. The test requirements of paragraph 3.8. of Annex 8 to UNECE Regulation 107.02 do not apply if the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of those paragraphs.

57. Front Underrun Protection

1. The technical “**Installation Check**” means Does not apply to M₂, M₃, or O category provisions of: section 3 a check to confirm that the vehicles. of Annex II to Directive device is approved or of the type tested and has been 2000/40/EC.

2. A device for which correctly installed.

an approval or test report has been issued or a test has been witnessed by the approval authority with respect to the requirements of paragraph 1 or 2;

And

An Installation Check.

Marginal Citations

M39 S.I. 2001/561. Relevant amendments are by S.I. 2001/1079 and 2002/2687.

M40 S.I. 2003/1998.

M41 S.R. (N.I.) 1997 No. 109.

M42 S.I. 2000/1970. Relevant amendments are by S.I. 2000/3318 and 2002/2981.

M43 S.R. (N.I.) 2003 No. 37. Relevant amendments are by S.R. (N.I.) 2004 No. 1881 and 2006 No. 249.

The following table may be used as an alternative to the Table 7.6.1.1 in Annex 3 of UNECE Regulation 107.02 (minimum number of service doors).

Table 5

<i>Number of Passengers</i>	<i>of Number of Service Doors Class I and A</i>	<i>Class II</i>	<i>Class III and B</i>
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	2*	2	1
>100	4	3	1

(*) indicates where the requirement differs from UNECE Regulation 107.02.

SCHEDULE 6

Regulation 28

Forms of Certificate: National Small Series Type Approval and Individual Approval

PART 1

National Small Series Type Approval Certificate

UNITED KINGDOM NATIONAL SMALL SERIES TYPE-APPROVAL CERTIFICATE

Side 1

Communication concerning UK type-approval/extension of UK type-approval/refusal of UK type-approval/withdrawal of UK type-approval⁽¹⁾ of a type of complete vehicle/completed vehicle/incomplete vehicle/vehicle with complete and incomplete variants/vehicle with completed and incomplete variants⁽²⁾ with regard to the Road Vehicles (Approval) Regulations 2009 (SI 2009/717)

United Kingdom National Small Series Type-approval number:

Reason for extension:

SECTION I

- 0.1. Make (trade name of manufacturer):
- 0.2. Type:
- 0.2.1. Commercial name(s)⁽³⁾:
- 0.3. Means of identification of type, if marked on the vehicle:
- 0.3.1. Location of that marking:
- 0.4. Category of vehicle⁽⁴⁾:
- 0.5. Name and address of manufacturer of the complete vehicle⁽⁵⁾:
 Name and address of manufacturer of the base vehicle⁽¹⁾⁽⁶⁾:
 Name and address of manufacturer of the latest built stage of the incomplete vehicle⁽¹⁾⁽⁶⁾:
 Name and address of manufacturer of the completed vehicle⁽¹⁾⁽⁶⁾:
- 0.8. Name(s) and address(es) of assembly plant(s):
- 0.9. Name and address of the manufacturer's representative (if any):

Status: Point in time view as at 29/04/2009.
Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

SECTION II

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the vehicle(s) described above (a) sample(s) having been selected by the United Kingdom type-approval authority and submitted by the manufacturer as prototype(s) of the vehicle type) and that the attached test results are applicable to the vehicle type.

0. For complete and completed vehicles/variants⁽¹⁾:
 The vehicle type meets/does not meet⁽¹⁾ the requirements prescribed in Schedule 4 of the Road Vehicles (Approval) Regulations
2. For incomplete vehicles/variants⁽¹⁾:
 The vehicle type meets/does not meet⁽¹⁾ the technical requirements of the regulatory acts listed in the table on side 2.
3. The approval is granted/refused/withdrawn⁽¹⁾ and is limited to no more than 75/150/250⁽¹⁾ vehicles conforming to this type manufactured in any calendar year.
4. The approval is granted in accordance with Regulation 13(2) of the Road Vehicles (Approval) Regulations 2009 and the validity of the approval is thus limited to dd/mm/yyyy⁽¹⁾.

Place: BRISTOL
 Signature:
 (Head of Technical & Quality Group)
 Date:
 Attachments: Information package.
 Test results (see Annex VIII).

Name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign certificates of conformity and a statement of their position in the company.

This United Kingdom National Small Series type-approval is, where incomplete and completed vehicles or variants are concerned, based on the approval(s) for incomplete vehicles listed below:

Stage 1: Manufacturer of the base vehicle:

ECUKNSSTA type-approval number:
 Dated:
 Applicable to variants:

Stage 2: Manufacturer:

ECUKNSSTA type-approval number:
 Dated:
 Applicable to variants:

Stage 3: Manufacturer:

ECUKNSSTA type-approval number:
 Dated:
 Applicable to variants:

In the case where the approval includes one or more incomplete variants, list those variants which are complete or completed.

Complete/completed variant(s):

List of requirements applicable to the approved incomplete vehicle type or variant (as appropriate, taking account of the scope and latest amendment to each of the regulatory acts listed below).

Side 2

Item	Subject	Regulatory act reference	Last amended	Applicable to variants
------	---------	--------------------------	--------------	------------------------

(List only subjects for which an EC type approval exists)

In the case of special purpose vehicles, exemptions granted or special provisions applied pursuant to Annex XI of Directive 2007/46/EC:

Regulatory act reference	Item Number	Kind of approval and nature of exemption	Applicable to variants
--------------------------	-------------	--	------------------------

- (1) Delete where not applicable.
- (2) If not available at the time of granting the type-approval, this item shall be completed at the latest when the vehicle is introduced on the market.
- (3) As defined in Directive 2007/46/EC.
- (4) See side 2.

PART 2

Individual Approval Certificate

UNITED KINGDOM INDIVIDUAL APPROVAL CERTIFICATE (IAC)
Vehicle Identification Number (VIN):

Section 1

Make (Trade name of manufacturer):
Commercial name (Model):
Type:
Variant:
Version:
Category:
Engine Number:
Verified VIN:

EC type approval number:

Year of manufacture:

Date of original registration

The vehicle can be permanently registered in Member States having left hand traffic and metric only, or metric and imperial, units for the speedometer.

Technical Service responsible for carrying out IVA:

approval authority responsible for issuing IAC:

Place:

Date of issue:

Signature:

Position:

Class code:

IVA Classification (Please tick one as appropriate)

Basic
Normal
Harmonised

Section 2

3. Wheelbase (mm):

5. Axle track (mm)

Axle 1:

Axle 2:

Axle 3:

Axle 4:

12.1. Mass of the vehicle with bodywork in running order (in service mass)(kg):

Technically permissible maximum laden mass (design weight)(kg):

Maximum GVW in UK (kg):

14.3 Technically permissible mass on each axle (kg)

Axle 1:

Axle 2:

Axle 3:

Axle 4:

14.5 Technically permissible maximum mass of the combination (kg)

Maximum towable mass, or maximum UK GTW (tractor units only) (kg)

24. Engine Capacity (cm³):

25. Fuel:

26. Maximum net power (kW at min⁻¹):

37. Body/Vehicle type (DVA code):

38. Colour of vehicle:

42.2 Number of seating positions (including driver):

42.3 Number of standing places:

46. Euro status

46.2 CO₂ emissions—

Combined CO₂ emissions (g/km):

CO₂ validation (HC):

EXPLANATORY NOTE

(This note is not part of the Regulations)

The primary purpose of these Regulations is to implement Directive [2007/46/EC](#) of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and trailers and of systems, components and separate technical units intended for such vehicles, known as the “Framework Directive” (OJ No L263, 9.10.2007, p.1). The Directive has been amended by Regulation (EC) No. [1060/2008](#), which, for the most part, updated its technical and administrative

Status: Point in time view as at 29/04/2009.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked). (See end of Document for details)

requirements (OJ No L292, 31.10.2008, p.1). The Regulations extend to the whole of the United Kingdom.

Part 1 (regulations 1 to 5) provides for general preliminary matters.

Regulations 3 and 4 define terms used in the Regulations, both general and those specifically concerning vehicles. Regulation 3 introduces *Schedule 2* which provides for the interpretation of references to requirements in regulatory acts (i.e. Community instruments and UNECE Regulations).

Regulation 5 specifies the types of vehicle to which the Regulations apply. It provides for exemptions, optional application and, with *Part 1 of Schedule 3*, for the gradual application of the Regulations to vehicles of different categories and classes.

Part 2 (regulations 6 to 11) prescribes conditions relating to vehicle approval which must be satisfied before a vehicle may be registered or put into service on a road in the United Kingdom.

Regulation 6 provides that a motor vehicle may not be registered or granted a first licence under the Vehicle Excise and Registration Act 1994 unless it is covered by an appropriate approval.

It also introduces *Part 2 of Schedule 3* which provides for alternative requirements to apply in certain cases, either indefinitely or during a transitional period, and for certain temporary exemptions.

Regulations 7 to 10 prescribe the conditions to be satisfied by suppliers of trailers in respect of the first use of such vehicles. They provide that a large trailer may not be put into service unless the approval authority (the Secretary of State) has given consent and that consent may only be given if the vehicle is covered by an appropriate approval. They further provide that a record of “pertinent information” must be kept for each trailer, in the case of a large trailer by the approval authority and in the case of a small trailer by or on behalf of the supplier. With *Part 3 of Schedule 3* they make alternative provision for some trailers during a transitional period.

Regulation 11 creates offences of supplying and using trailers without complying with prescribed conditions.

Part 3 (regulations 12 to 23) makes provision for EC type approvals and related matters.

Regulation 12 provides for applications for type approvals by reference to Directive [2007/46/EC](#) and *regulation 13* provides for the approval procedure and prescribes (also by reference to that Directive) the requirements which must be fulfilled for the grant of EC type approval. *Regulation 14* provides for amendment to approvals. *Regulation 15* requires manufacturers of vehicles which are type approved to issue certificates of conformity in the prescribed form. *Regulations 16 and 17* provide for conformity of production procedures to be observed and *regulation 18* for manufacturers of vehicles and equipment to co-operate by the appropriate exchange of safety information. *Regulation 19* provides for the withdrawal or suspension of EC type approval in the event breach of the requirements as to conformity of production. *Regulation 20* makes special provision for EC type approval of vehicles produced in small numbers (“small series”).

Regulations 21 to 23 provide for cases where parts or equipment may compromise safety and for the recall of vehicles which are a risk to public safety or the environment.

Part 4 (regulations 24 to 28) makes provision for vehicle approvals which are valid in the United Kingdom only and for related matters.

Regulation 24 provides for applications for national type approval of vehicles produced in small numbers. *Regulation 25* provides for the type approval procedure and prescribes, with *Schedule 4*, the technical requirements which must be fulfilled for the grant of such approvals. It also makes provision for conformity of production and the issue of certificates of conformity, the numbers of vehicles which may be produced being limited according to the type of vehicle in question (limits being specified in a table). *Regulation 26* specifies the procedure for recognition of national type approvals issued in other Member States. *Regulation 27* provides for individual approval of particular vehicles by the approval authority, including the recognition of vehicles approved under the national regimes of other Member States and, with *Schedule 5*, prescribes the technical requirements which must be fulfilled for the grant of such approvals. *Regulation 28*, with *Schedule 6*, prescribes the form of national certificates.

Part 5 (regulations 29 to 32) makes provision about the validity of type approvals.

Regulation 29 specifies the circumstances in which EC type approvals cease to be valid and *regulation 30* the circumstances in which national small series type approvals cease to be valid. *Regulations 31 and 32* provides for “end-of-series” vehicles, i.e. vehicles which have been produced in conformity with an EC or national type approval which has since ceased to be valid. With the consent of the approval authority vehicles manufactured 3 months or more before the date when the type approval ceased to be valid may be registered for a specified period after that date (12 or 18 months according to the number of stages of manufacture).

Part 6 (regulations 33 to 42) makes provision for miscellaneous matters, including enforcement and the review of approval authority decisions.

Regulation 33 creates offences of forgery of approvals and certificates of conformity and of making false statements, supplying false information or using a false document (e.g. a record of test results) for the purposes of the Regulations. *Regulation 34* empowers the approval authority to enter premises used for a purpose connected with the Regulations to inspect those premises and any vehicles, documents, data and so on found on them, to copy data found on the premises and to remove items from the premises when necessary. *Regulation 35* imposes a duty on the approval authority to give reasons when issuing notice of specified decisions, *regulation 36* provides for the review of the authority's decisions on type approval applications and other matters relating to type approval and *regulation 37* provides for appeals against decisions on individual vehicle approval applications. *Regulation 38* provides for the issue of duplicate certificates to replace those lost or destroyed, and *regulation 39* for the services of notices under the Regulations. *Regulations 40 and 41* relate to the provision of testing stations and the designation of technical services and *regulation 42* makes a saving for applications made under the Motor Vehicles (EC Type Approval) Regulations 1998 which are now revoked.

The effect of *regulation 3(3) and Schedule 2* is to transpose also the following 3 Commission Directives:

Directive 2008/74 /EC of 18 July 2008 (OJ No L192, 19.7.2008, p.51), which amends the type approval requirements in Directive 2005/55 (OJ No L275, 20.10.2005, p.1) and 2005/78 (OJ No L 313, 29.11.2005, p.1) as respects emissions from light passenger and commercial vehicles (Euro 5 and 6) and access to vehicle repair and maintenance information;

Directive 2008/89 of 24 September 2008 (OJ No L257, 25.9.2008, p.14), which amends the type approval requirements in Directive 76/756/EEC (OJ No L262, 27.9.76, p.1) as respects the installation of lighting and light-signalling devices on motor vehicles and trailers; and

Directive 2009/1 of 7 January 2009 (OJ No L9, 14.1.2009, p.31), which amends the type approval requirements in Directive 2005/64/EC (OJ No L310, 25.11.2005, p.10) with regard to the reusability, recyclability and recoverability of motor vehicles.

Regulation 3(3) and Schedule 2 also re-enact provisions in the Motor Vehicles (EC Type Approval) Regulations 1998 which implement certain transitional provisions of Directive 2003/97/EC, Regulation (EC) No 715/2007 of the European Parliament and Council. (The Official Journal references are respectively L25, 29.1.2004, p.1 and L171, 29.6.2007, p.1.)

A full Impact Assessment of the effect this instrument will have on the costs of the business, voluntary and public sectors has been produced and is available from the Transport Technology and Standards Division, Department for Transport, Zone 2/01 Great Minster House, 76 Marsham Street, London SW1P 4DR or may be accessed via the Department's website at www.dft.gov.uk. A copy has been placed in the library of each House of Parliament.

A Transposition Note is also available and may be accessed as above.

A copy of Directive 2007/46/EC may be obtained from the Office of Public Sector Information or viewed in the Official Journal of the European Union via the EU website at <http://europa.eu.int/eur-lex>.

Status:

Point in time view as at 29/04/2009.

Changes to legislation:

There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2009 (revoked).