
STATUTORY INSTRUMENTS

2020 No. 818

ROAD TRAFFIC

The Road Vehicles (Approval) Regulations 2020

Made - - - - *3rd August 2020*
Laid before Parliament *7th August 2020*
Coming into force - - *1st September 2020*

The Secretary of State for Transport makes the following Regulations in exercise of the powers conferred by section 2(2) of, and paragraph 1A of Schedule 2 to, the European Communities Act 1972 (“the 1972 Act”) ^{M1}.

The Secretary of State is designated for the purposes of section 2(2) of the 1972 Act in relation to—

- (a) the regulation of the type, description, construction or equipment of vehicles, and of components of vehicles, and in particular any vehicle type approval scheme, and
- (b) measures relating to wireless telegraphy including radio equipment ^{M2}.

These Regulations make provision for a purpose mentioned in that section and it appears to the Secretary of State that it is expedient for references in these Regulations (and in the consequential amendments made by these Regulations) to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ^{M3} and to Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefore ^{M4} to be construed as references to versions of those Regulations as they may be amended from time to time.

Marginal Citations

- M1** 1972 c.68. The European Communities Act 1972 was repealed by section 1 of the [European Union \(Withdrawal\) Act 2018 \(c.16\)](#) with effect from exit day, but saved with modifications until IP completion day by section 1A of that Act (as inserted by section 1 of the [European Union \(Withdrawal Agreement\) Act 2020 \(c.1\)](#)). Section 2(2) of the European Communities Act 1972 was amended by section 27(1) of the [Legislative and Regulatory Reform Act 2006 \(c.51\)](#) and by section 3(3) of, and Part 1 of the Schedule to, the [European Union \(Amendment\) Act 2008 \(c.7\)](#). Paragraph 1A of Schedule 2 was inserted by section 28 of the [Legislative and Regulatory Reform Act 2006](#) and amended by Part 1 of the Schedule to the [European Union \(Amendment\) Act 2008](#) and [S.I. 2007/1388](#).

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

- M2** See [S.I. 1972/1811](#) and [S.I. 1999/2788](#). Both instruments are prospectively repealed with effect from IP completion day by [S.I. 2018/1011](#) as modified by paragraph 1 of Schedule 5 to the European Union (Withdrawal Agreement) Act 2020.
- M3** OJ No. L 151, 14.6.2018, p.1.
- M4** OJ No. L 200, 31.7.2009, p.1.

PART 1

Introduction

Citation and commencement

1. These Regulations—
 - (a) may be cited as the Road Vehicles (Approval) Regulations 2020, and
 - (b) come into force on 1st September 2020.

Commencement Information

- II** Reg. 1 in force at 1.9.2020, see [reg. 1\(b\)](#)

Interpretation

- 2.—(1) In these Regulations—

“the 1994 Act” means the Vehicle Excise and Registration Act 1994 ^{M5};

“enforcement authority” means the Secretary of State;

“the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ^{M6}, as amended from time to time;

“relevant products” means—

 - (a) vehicles,
 - (b) systems,
 - (c) components,
 - (d) separate technical units,
 - (e) parts, or
 - (f) equipment;

“UNECE Regulation” means, in respect of a Regulation of a particular number—

 - (a) a UNECE Regulation of that number listed in Annex IV of Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor ^{M7}, as amended from time to time, or
 - (b) a UN Regulation of that number specified in Chapter XII of, and Annex II to, the Type Approval Regulation.

(2) Unless otherwise provided, any word or expression used in these Regulations which is defined in Article 3 of the Type Approval Regulation has the meaning given in that Article.

Commencement Information

I2 Reg. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M5 1994 c.22.

M6 OJ No. L 151, 14.6.2018, p.1.

M7 OJ No. L 200, 31.7.2009, p.1.

PART 2

EU type-approval

Appointment of approval authority

3. The Secretary of State is the approval authority for the purposes of these Regulations and the Type Approval Regulation.

Commencement Information

I3 Reg. 3 in force at 1.9.2020, see [reg. 1\(b\)](#)

Market surveillance authority

4. The Secretary of State is the market surveillance authority for the purposes of—
- (a) these Regulations and the Type Approval Regulation, and
 - (b) where applied by the Type Approval Regulation or otherwise applicable to relevant products, Regulation (EC) No 765/2008 of the European Parliament and of the Council of 9 July 2008 setting out the requirements for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) No 339/93^{M8}.

Commencement Information

I4 Reg. 4 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M8 OJ No. L 218, 13.8.2008, p.30.

Requirement to supply documentation or additional information: failure to comply

5. Where a manufacturer who makes an application for type approval fails to comply with a requirement to supply documentation or additional information under the second subparagraph of paragraph 4 of Article 25 of the Type Approval Regulation, the approval authority may treat the application as having been withdrawn by the manufacturer.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Commencement Information

I5 Reg. 5 in force at 1.9.2020, see [reg. 1\(b\)](#)

Refusal of EU type-approval application

6.—(1) The approval authority must refuse an EU type-approval application if the requirements of—

- (a) Articles 26 and 29 to 31, or
- (b) Article 39,

of the Type Approval Regulation have not been complied with.

(2) The requirements of Article 30 of the Type Approval Regulation are not complied with if the tests required by that Article demonstrate that there is non-compliance with the technical requirements mentioned in paragraph 1 of that Article.

(3) The requirements of Article 31 of the Type Approval Regulation are not complied with if the approval authority is not satisfied that the applicant has made or will make adequate arrangements to ensure that—

- (a) production will conform to the approved type, or
- (b) the data in the certificates of conformity are correct.

Commencement Information

I6 Reg. 6 in force at 1.9.2020, see [reg. 1\(b\)](#)

Conformity of production: record keeping

7. The holder of an EU type-approval, or national small series vehicle type approval in accordance with Article 42 of the Type Approval Regulation, must compile and retain for inspection by the approval authority for a period of five years commencing with the date of compilation, such records of tests and checks undertaken that are sufficient to demonstrate—

- (a) conformity of production to the approved type,
- (b) compliance of certificates of conformity to Article 36 or Article 37 of the Type Approval Regulation, and
- (c) that the data in certificates of conformity issued by the holder are correct.

Commencement Information

I7 Reg. 7 in force at 1.9.2020, see [reg. 1\(b\)](#)

Review of decisions

8.—(1) All decisions taken pursuant to the Type Approval Regulation and all decisions refusing or withdrawing type approval, refusing registration, prohibiting or restricting the placing on the market, registration or entry into service of a vehicle or requiring withdrawal of a vehicle from the market must be given by notice in writing (“a relevant notice”) and state—

- (a) in detail the reasons on which they are based,

- (b) the remedies available to the party concerned under the laws in force in the United Kingdom, and
 - (c) the time limits allowed for the exercise of such remedies.
- (2) Where the approval authority has given a person a relevant notice, that person may apply to the approval authority for a reconsideration of the decision given in that notice.
- (3) An application under paragraph (2) must—
- (a) be made within the period of 28 days beginning on the date when the relevant notice is received, and
 - (b) state the reasons for making the application and be accompanied by such further evidence as the person believes supports those reasons.
- (4) The approval authority may—
- (a) request 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 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 request the approval authority to appoint an independent assessor to review the decision to which the relevant notice relates.
- (7) A request under paragraph (6) must—
- (a) be made not later than 28 days after receipt of the approval authority's notification under paragraph (5), and
 - (b) state the reasons for the request.
- (8) As soon as reasonably practicable after the date of receipt of the request under paragraph (6), 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.

Commencement Information

18 Reg. 8 in force at 1.9.2020, see [reg. 1\(b\)](#)

Withdrawal of approvals: mistake or error

9.—(1) Subject to the provisions of this regulation, the approval authority may decide to withdraw any approval given by it by reason of mistake or error on the part of that authority.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

(2) A decision to withdraw an approval must be given by notice in writing (“a relevant notice”) and specify—

- (a) the nature of the mistake or error, and
- (b) the date from which the approval is to be withdrawn, which must be not less than 28 days nor more than six months after the date on which the relevant notice is given.

(3) Regulation 8(2) to (9) applies to the review of a decision under this regulation.

(4) Any review of a decision under this regulation may, subject to the requirement in paragraph (2) (b), vary the date from which the approval is to be withdrawn.

Commencement Information

I9 Reg. 9 in force at 1.9.2020, see [reg. 1\(b\)](#)

Withdrawal and suspension of approvals: effect

10.—(1) If the holder of an approval which has been withdrawn or suspended pursuant to the Type Approval Regulation or these Regulations purports by virtue of that approval to—

- (a) issue a certificate of conformity with respect to a vehicle, or
- (b) affix a statutory plate or mark pursuant to Article 38 of the Type Approval Regulation,

the certificate, plate or mark is invalid.

(2) The approval authority may, by notice given to the holder, exempt from paragraph (1) certificates of conformity or classes of certificates of conformity specified in the notice.

(3) The suspension of an approval does not affect the validity of any certificate of conformity issued under it before that suspension.

Commencement Information

I10 Reg. 10 in force at 1.9.2020, see [reg. 1\(b\)](#)

Service

11.—(1) Paragraphs (2) to (4) of this regulation have effect in relation to any notice or other document required or authorised by these Regulations or the Type Approval Regulation to be given to or served on any person by the approval authority, market surveillance authority or enforcement authority.

(2) Any such notice or document may be given to or served on the person in question—

- (a) by delivering it to the person;
- (b) by leaving it at that person's proper address;
- (c) by sending it by post to that person at that address;
- (d) by means of any form of electronic communication agreed with the person to whom it is to be sent.

(3) Any such notice or document may—

- (a) in the case of a body corporate, be given to or served on an officer of that body;
- (b) in the case of a partnership, be given to or served on any partner;

- (c) in the case of an unincorporated association other than a partnership, be given to or served on any member of the governing body of that association.
- (4) For the purposes of this regulation and section 7 of the Interpretation Act 1978 (service of documents by post) ^{M9} in its application to this regulation, the proper address of any person is that person's last known address (whether of the person's residence or of a place where the person carries on business or is employed) and also—
- (a) in the case of a body corporate or an officer of that body, the address of the registered or principal office of that body in the United Kingdom;
 - (b) in the case of an unincorporated association other than a partnership or a member of its governing body, its principal office in the United Kingdom;
 - (c) 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 notice or document required or authorised by these Regulations or the Type Approval Regulation to be given to or served on any person by the approval authority.
- (5) Any notice or other document or information required by these Regulations or the Type Approval Regulation to be given to or served by any person on the approval authority, market surveillance authority or enforcement authority must be—
- (a) in writing, or
 - (b) in an electronic format accepted by, and sent by means of any form of electronic communication agreed with, the approval authority, market surveillance authority or enforcement authority (as appropriate).

Commencement Information

I11 Reg. 11 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M9 1978 c.30.

Provision of testing stations

12. The approval authority may provide and maintain stations where examinations of relevant products may be carried out for the purposes of these Regulations or the Type Approval Regulation and may provide and maintain apparatus for carrying out such examinations.

Commencement Information

I12 Reg. 12 in force at 1.9.2020, see [reg. 1\(b\)](#)

Provision of technical information: loss or damage

13.—(1) Where a duty is imposed on a manufacturer by Chapter XIII (provision of technical information) or Chapter XIV (access to vehicle OBD information and vehicle repair and maintenance information) of the Type Approval Regulation, any breach of the duty which causes a person to sustain loss or damage is actionable at the suit of that person.

(2) But, in any proceedings brought against a manufacturer in pursuance of this regulation, it is a defence for the manufacturer to show that the manufacturer took all reasonable steps and exercised all due diligence to avoid the breach.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Commencement Information

I13 Reg. 13 in force at 1.9.2020, see [reg. 1\(b\)](#)

Defeat systems

14.—(1) A person who is a manufacturer commits an offence if a motor vehicle manufactured by that person—

- (a) is placed on the market or registered in the United Kingdom, and
- (b) that motor vehicle is fitted with a defeat system which is not permitted.

(2) A separate offence under paragraph (1) is committed in respect of each such motor vehicle placed on the market or registered.

(3) A defeat system is not permitted unless—

- (a) in the case of a motor vehicle to which Regulation [\(EC\) 595/2009](#) applies, the fitting and operation of the defeat system is explained in the extended documentation package submitted by the manufacturer to the approval authority (as defined in Article 3(36) of the Type Approval Regulation) when applying for emissions type approval for that vehicle, or
- (b) in the case of a motor vehicle to which Regulation [\(EC\) 715/2007](#) applies—
 - (i) its use falls within one of the exceptions listed in Article 5(2)(a) to (c) of that Regulation, and
 - (ii) in respect of a motor vehicle submitted for emissions type approval after 16th May 2016, the fitting and operation of the defeat system is explained in the documentation package submitted by the manufacturer to the approval authority (as defined in Article 3(36) of the Type Approval Regulation) when applying for emissions type approval for that vehicle.

(4) Where, following examination of motor vehicles associated with a single EU vehicle type approval, the approval authority is satisfied that two or more of those motor vehicles—

- (a) are vehicles for which an EU certificate of conformity has been issued in respect of that approval, and
- (b) are fitted with a defeat system which is not permitted,

each motor vehicle associated with that single EU vehicle type approval is to be taken to be similarly fitted with a defeat system which is not permitted unless proved otherwise by the manufacturer.

(5) In paragraph (4), a motor vehicle is associated with an EU vehicle type approval if an EU certificate of conformity relating to that type approval has been issued in respect of that vehicle.

(6) A person who breaches a prohibition in paragraphs 9(1), (2) or 10(10) of Schedule 4 commits an offence.

(7) In this regulation—

“Commission Regulation [\(EC\) No 692/2008](#)” means Commission Regulation [\(EC\) No 692/2008](#) implementing and amending Regulation [\(EC\) No 715/2007](#) of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information ^{M10};

“Commission Regulation [\(EC\) No 582/2011](#)” means Commission Regulation [\(EC\) No 582/2011](#) implementing and amending Regulation [\(EC\) No 595/2009](#) of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI)

and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council ^{M11};

“Commission Regulation (EU) 2017/1151” means Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information ^{M12};

“defeat system” means—

- (a) in the case of a motor vehicle to which Regulation (EC) 595/2009 applies—
 - (i) where the engine system or engine family meets the conditions specified in Article 6(1a) of Commission Regulation (EC) No 582/2011, a “defeat strategy” as defined in paragraph 2 of UNECE Regulation 49;
 - (ii) in all other cases, a “defeat strategy” as defined in Article 3(8) of Regulation (EC) 595/2009,

at the time of applying for emissions type approval for that vehicle;

- (b) in the case of a motor vehicle to which Regulation (EC) 715/2007 applies—
 - (i) where, pursuant to Article 6(1) of Commission Regulation (EC) No 692/2008, the motor vehicle meets the requirements of Regulation (EC) 715/2007 by virtue of compliance with UNECE Regulation 83, a “defeat device” as defined in paragraph 2 of that UNECE Regulation;
 - (ii) in all other cases, a “defeat device” as defined in Article 3(10) of Regulation (EC) 715/2007,

at the time of applying for emissions type approval for that vehicle;

“emissions type approval” means EC type approval in accordance with Regulation (EC) 715/2007 or Regulation (EC) 595/2009 (as appropriate) in respect of tailpipe emissions and evaporative emissions for a motor vehicle;

“extended documentation package” means—

- (a) in the case of a motor vehicle to which Regulation (EC) 715/2007 applies, the extended documentation package mentioned in—
 - (i) Article 5(11) of Commission Regulation (EC) No 692/2008^{M13}; or
 - (ii) Article 5(11) of Commission Regulation (EU) 2017/1151;
- (b) in the case of a motor vehicle to which Regulation (EC) 595/2009 applies, the extended documentation package specified in Article 5(3) of, and Section 8 of Annex I to, Commission Regulation (EC) No 582/2011;

“placed on the market” means supplying or making available, whether in return for payment or free of charge, to a third party, and includes exposure for sale to a third party;

“registered” means registered pursuant to section 21 of the 1994 Act;

“Regulation (EC) 715/2007” means Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) ^{M14};

“Regulation (EC) 595/2009” means Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) ^{M15}.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Commencement Information

I14 Reg. 14 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M10 OJ No. L 199, 28.7.2008, p. 1.

M11 OJ No. L 167, 25.6.2011, p. 1.

M12 OJ No. L 175, 7.7.2017, p. 1.

M13 [Paragraph 11](#) was inserted by Commission Regulation (EU) 2016/646 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6) (OJ No. L 109, 26.4.2016, p. 1).

M14 OJ No. L 171, 29.6.2007, p. 1.

M15 OJ No. L 188, 18.7.2009, p. 1.

PART 3

National small series type approval and individual approval

CHAPTER 1

National small series type approvals

Applications for national small series type approval

15.—(1) A manufacturer requiring—

- (a) a national small series type approval in respect of a 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 Type Approval Regulation but as if, in that Article, the words “type approval certificates under Article 42” were in each case substituted for “EU type-approval certificates”.

Commencement Information

I15 Reg. 15 in force at 1.9.2020, see [reg. 1\(b\)](#)

Grant of national small series type approval

16.—(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 42 of the Type Approval Regulation (national type-approval of vehicles produced in 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.

(2) For the purposes of paragraph (1)(a), the alternative requirements required to be laid down under Article 42(2) are the technical or other requirements specified in Schedule 1.

(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 20(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 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 regulation 7.

(7) The holder of a national small series type approval must issue, in respect of each vehicle (whether incomplete, complete or completed) which is manufactured in conformity with that approval, a certificate of conformity which—

- (a) complies with regulation 20(3), and
- (b) 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.

(8) In paragraph (7), “maximum permitted number” and “year” have the meanings given in regulation 21(9).

(9) Article 36(3) of the Type Approval Regulation applies in relation to the issue of a duplicate of a certificate of conformity originally issued under paragraph (7).

Commencement Information

I16 Reg. 16 in force at 1.9.2020, see [reg. 1\(b\)](#)

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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

17.—(1) A manufacturer may, pursuant to the provisions of paragraphs 1 to 4 of Article 43 of the Type Approval Regulation (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 15 and not withdrawn (and may not be proceeded with if an application under that regulation is made later).

(3) Not later than two months 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—

(a) notify—

(i) the applicant, and

(ii) the competent authority in the member State which granted it;

(b) issue a national small series type approval certificate.

(6) 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 will be constructed for use in left-hand traffic and use imperial and metric units of measurement for the speedometer.

Commencement Information

I17 Reg. 17 in force at 1.9.2020, see [reg. 1\(b\)](#)

CHAPTER 2

Individual approval

Individual approval

18.—(1) A person requiring an individual approval of a 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—

- (a) the application made under paragraph (1) is an application pursuant to Article 45 of the Type Approval Regulation; and
- (b) the vehicle to which the application relates is covered by a non-UK approval.

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

- (a) evidence to the satisfaction of the approval authority of the type approval number of the vehicle concerned, where the vehicle has been type approved pursuant to Article 42 of the Type Approval Regulation under the law of a member State other than the United Kingdom; or
- (b) a copy of—
 - (i) the non-UK approval, and
 - (ii) the attachments to the certificate of type approval (if applicable),

and, in the case of a vehicle which has the benefit of an individual approval granted pursuant to Article 45 of the Type Approval Regulation (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—

- (a) make the decision whether or not to grant an individual approval in accordance with Article 44 or Article 45 of the Type Approval Regulation, and
- (b) give notice to the applicant accordingly.

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

- (a) the alternative requirements required to be imposed under Article 45(1) of the Type Approval Regulation are the technical or other requirements specified in Schedule 2;
- (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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 20(2).

(11) If an individual approval certificate is lost or defaced, the owner or keeper of the vehicle to which the certificate relates may apply to the approval authority for a replacement certificate.

(12) Where a certificate has been lost, the application for a replacement 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.

(13) Where a certificate has been defaced, the application for a replacement certificate 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.

(14) A replacement certificate must be marked “Replacement”.

(15) Every application under paragraph (11) for a replacement certificate must be accompanied by the prescribed fee (if any).

(16) In this regulation—

“non-UK approval” means—

- (a) type approval granted, pursuant to Article 42 of the Type Approval Regulation, under the law of a member State other than the United Kingdom,
- (b) an EU 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 44 or 45 of the Type Approval Regulation, under the law of a member State other than the United Kingdom.

“qualifying applicant” means—

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

Commencement Information

I18 Reg. 18 in force at 1.9.2020, see [reg. 1\(b\)](#)

Applications for individual approvals: appeals

19.—(1) This regulation applies where a notice has been given to an applicant under regulation 18(7) (“a relevant notice”).

(2) A person aggrieved by a decision made pursuant to an application under regulation 18 may appeal to the approval authority not later than 14 days after the date of receipt 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 approval authority 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 approval authority.

(6) The examiner must determine whether or not the decision made under regulation 18(7) was a correct decision and the provisions of regulation 18(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.

Commencement Information

I19 Reg. 19 in force at 1.9.2020, see [reg. 1\(b\)](#)

CHAPTER 3

Form of certificates

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

20.—(1) A national small series type approval certificate must be in the form set out in Model A of Annex III to the Implementing Regulation.

(2) An individual approval certificate must be in the form set out in Model E of Annex III to the Implementing Regulation.

(3) A national small series certificate of conformity must be in the same format as that prescribed by Articles 36 and 37 of the Type Approval Regulation and Article 8 of the Implementing Regulation

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

for an EU 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 EU type-approval there must be substituted a reference to a national small series type approval, and
- (c) for “EU type-approved”, in each place the expression occurs, there must be substituted “nationally type-approved”.

(4) In this regulation, “the Implementing Regulation” means Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ^{M16}.

Commencement Information

I20 Reg. 20 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M16 OJ No. L 163, 26.5.2020, p. 1.

PART 4

Conditions for licensing or entry into service of vehicles

CHAPTER 1

Conditions relating to motor vehicles

Grant of first licence or registration of motor vehicle

21.—(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 one of the conditions in paragraph (3) is satisfied or paragraph (6) 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 one of the conditions in paragraph (3) is satisfied, or paragraph (6) applies.

(3) The “conditions” are that—

- (a) an appropriate EU 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.

(4) Subject to paragraph (5), 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—
 - (i) an implementing act adopted under Article 36(4) of the Type Approval Regulation, or
 - (ii) regulation 16(7) (limitation on putting into service of vehicles covered by small series type approvals).
- (5) An EU 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 EU 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 and metric units of measurement for the speedometer.
- (6) This paragraph applies where a vehicle—
 - (a) is of a class falling in category M₂ or M₃, and
 - (b) was completed before 30th July 2011.
- (7) In relation to a vehicle of a type to which a national small series type approval has been granted by the approval authority under regulation 16, 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 23(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.
- (8) In calculating whether the maximum permitted number is exceeded in any particular year, no account is to be taken of any vehicle manufactured in an earlier year which was not registered or, as the case may be, put into service on roads in the United Kingdom in that year and provided that the number of vehicles manufactured in that earlier year did not exceed the maximum permitted number.
- (9) In this regulation—
 - “appropriate date” means, as the case may be, the date of the application under section 21 of the 1994 Act for the registration of, or the issue of a first licence for, a vehicle;
 - “EU certificate of conformity” means any of—
 - (a) a certificate of conformity within the meaning of Article 3(5) of the Type Approval Regulation,
 - (b) a certificate of conformity issued in accordance with—
 - (i) regulation 15 of the Road Vehicles (Approval) Regulations 2009^{M17}, or
 - (ii) regulation 5 of the Motor Vehicles (EC Type Approval) Regulations 1998^{M18}, or
 - (c) a certificate of conformity issued under the law of a member State other than the United Kingdom in accordance with—

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (i) 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 ^{M19}, or
- (ii) 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};

“maximum permitted number” means the number of units specified in the table in paragraph 2 of Section A of Annex V to the Type Approval Regulation in relation to the vehicle category to which that type belongs;

“old vehicle” means—

- (a) a vehicle of category M₁ or N₁ which is more than 10 years old at the appropriate date, or
- (b) vehicle of category N₂ or N₃ which is more than 25 years old at the appropriate date;

“relevant vehicle” means a vehicle which is not an old vehicle and which is—

- (a) a vehicle of category M or N to which the Type Approval Regulation applies on a compulsory basis, or
- (b) a vehicle of any category except category O to which the Type Approval Regulation applies on an optional basis and where the manufacturer has obtained type approval or individual approval in respect of that vehicle;

“year” means any period commencing with 1st January and ending with 31st December.

Commencement Information

I21 Reg. 21 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M17 [S.I. 2009/717](#). These Regulations were revoked with effect from 1st September 2020 by Part 2 of Schedule 6 to this instrument.

M18 [S.I. 1998/2051](#). These Regulations were revoked with effect from 29th April 2009 by [S.I. 2009/717](#).

M19 OJ No. L 263, 9.10.2007, p. 1.

M20 OJ No. L 42, 23.2.1970, p. 1.

Interoperability for car radio receivers

22.—(1) A person commits an offence if a motor vehicle of category M—

- (a) is made available for sale or rent by that person for the first time on or after 21st December 2020, and
- (b) that motor vehicle is fitted with an integrated car radio receiver which is not permitted.

(2) An integrated car radio receiver is not permitted unless it comprises a receiver capable of receiving and reproducing at least radio services provided via digital terrestrial radio broadcasting.

(3) A car radio receiver which is in accordance with harmonised standards is to be taken to comply with the requirement of paragraph (2).

(4) In this regulation—

“car radio receiver” means any apparatus installed in a motor vehicle for the purpose of receiving (whether by means of wireless telegraphy or otherwise) and reproducing any radio service, whether or not the apparatus is installed for any other purpose;

“harmonised standards” means any harmonised standards or parts thereof relating to whether a car radio receiver is capable of receiving and reproducing at least radio services provided via digital terrestrial radio broadcasting, the references of which have been published in the Official Journal of the European Union;

“made available” means any supply for distribution, consumption or use on the market in an EEA State in the course of a commercial activity, whether in return for payment or free of charge;

“radio service” means any of—

- (a) a sound broadcasting service, as defined in section 126 of the Broadcasting Act 1990 ^{M21};
- (b) a digital sound programme service or radio multiplex service, as defined in section 40 of the Broadcasting Act 1996 ^{M22};
- (c) the equivalent of the services in paragraphs (a) or (b) in another EEA State.

Commencement Information

I22 Reg. 22 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M21 1990 c.42.

M22 1996 c.55.

CHAPTER 2

Conditions relating to trailers

Consent to supply of large trailers for use on a road

23.—(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 for the purposes of paragraph (1)(c) 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) Schedule 3—

- (a) states when the alternative conditions apply, and

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

- (b) prescribes those conditions.
- (6) Before giving consent for the purposes of paragraph (1)(c), 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 approval authority 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 any of the following which is appropriate to the vehicle and issued pursuant to the Road Vehicles (Approval) Regulations 2009 or these Regulations—
- (a) an EU certificate of conformity;
 - (b) a national small series certificate of conformity;
 - (c) an individual approval certificate;
- “relevant vehicle” means trailers of category O to which the Type Approval Regulation applies
- ^{M23}

Commencement Information

I23 Reg. 23 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M23 See Article 2 of that Regulation.

Records of large trailers

24. For a period of not less than 10 years from the date of the consent, the approval authority must keep a record of—

- (a) every consent given under regulation 23(3), and
- (b) the pertinent information about the large trailer in respect of which that consent is given.

Commencement Information

I24 Reg. 24 in force at 1.9.2020, see [reg. 1\(b\)](#)

Records of small trailers

25.—(1) A final supplier who—

- (a) has supplied a small trailer for use on a road, 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.

Commencement Information

I25 Reg. 25 in force at 1.9.2020, see [reg. 1\(b\)](#)

CHAPTER 3

Interpretation

Interpretation of Part

26.—(1) In this Part—

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

- (a) which is—
 - (i) a semi-trailer of any weight, or
 - (ii) a trailer other than a semi-trailer or converter dolly the unladen weight of which exceeds 1020kg, and
- (b) which is not a vehicle of a description listed in—
 - (i) Schedule 2 to the Goods Vehicles (Plating and Testing) Regulations 1988 ^{M24}, or
 - (ii) Schedule 2 to the Goods Vehicle (Testing) Regulations (Northern Ireland) 2003 ^{M25};

“pertinent information” means—

- (a) the principal information, or
- (b) when the alternative conditions apply, the alternative information.

“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;
- (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;

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

(2) For the purposes of this regulation—

“alternative conditions” are the conditions applied by virtue of Schedule 3;

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

“alternative information” is the information specified in Schedule 3;

“converter dolly” means a trailer which—

- (a) is equipped with two or more wheels,
- (b) is 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
- (c) is not in itself part of the semi-trailer or the drawing vehicle when being so used;

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

Commencement Information

I26 Reg. 26 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M24 [S.I. 1988/1478](#). Schedule 2 was amended by [S.I. 1991/252](#), 1995/1456, 2001/307, 2002/487, 2003/1816, 2005/2343, 2011/3058 and 2017/849.

M25 [S.R. 2003 No. 304](#). Schedule 2 was amended by [S.R. 2013 No. 218](#) and [2018 No. 86](#).

CHAPTER 4

Making available on the market, registration or entry into service: limits and derogations

End-of-Series vehicles: limits

27. For the purposes of Part B of Annex V of the Type Approval Regulation, the maximum number of complete vehicles and completed vehicles^{M26} entered into service in the United Kingdom is restricted in accordance with paragraph 2 of that Part.

Commencement Information

I27 Reg. 27 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M26 See Article 3(26) and (27) of the Type Approval Regulation for the definitions of completed vehicle and complete vehicle.

Components and separate technical units: derogations

28. Except where these Regulations or any other enactment make provision to the contrary (if at all), the derogations permitted by paragraphs 3, 4 and 5 of Article 50 of the Type Approval Regulation apply.

Commencement Information

I28 Reg. 28 in force at 1.9.2020, see [reg. 1\(b\)](#)

PART 5

Offences, enforcement and civil penalties

Offences, enforcement and civil penalties

29.—(1) Schedule 4 (offences, penalties, enforcement and other matters) and Schedule 5 (other legislation for which penalties are applied) have effect.

(2) Except in paragraph 2 of Schedule 4 or in relation to the expression “Officer of Revenue and Customs”, a reference in Schedule 4 to an officer is a reference to any person authorised by the enforcement authority to assist the authority in enforcing these Regulations and the Type Approval Regulation.

Commencement Information

I29 Reg. 29 in force at 1.9.2020, see [reg. 1\(b\)](#)

PART 6

Consequential amendments, revocations, savings and transitional provisions

Consequential amendments, revocations and savings

30.—(1) Schedule 6 (consequential amendments and revocations) has effect.

(2) Anything—

- (a) done under, or by virtue of, any provision in Regulations revoked by these Regulations, if it could have been done under or for the purpose of the corresponding provision of these Regulations or the Type Approval Regulation, is deemed to have been done under or by virtue of the corresponding provision of these Regulations or the Type Approval Regulation, and
- (b) begun under, or by virtue of, any provision in Regulations revoked by these Regulations, if it may be done under or for the purpose of the corresponding provision of these Regulations or the Type Approval Regulation, may be continued under these Regulations or the Type Approval Regulation as if begun under these Regulations or the Type Approval Regulation.

Commencement Information

I30 Reg. 30 in force at 1.9.2020, see [reg. 1\(b\)](#)

Transitional provision: national small series type approval of vehicles over 4m in height

31.—(1) This regulation applies in respect of a national small series type approval—

- (a) granted pursuant to the Road Vehicles (Approval) Regulations 2009, and
- (b) valid immediately before the coming into force of these Regulations.

(2) In relation to a type of vehicle specified in column (1) of the Table in this regulation and which exceeds 4 metres in height, the definition of “maximum permitted number” in regulation 21(9) is to

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

be read as though it were a reference to the number shown in column (2) of the table in relation to the vehicle category to which that type belongs.

Table

Maximum permitted number

<i>Column 1 Vehicle category</i>	<i>Column 2 Maximum permitted number</i>
M ₂ or M ₃	1000
N ₂ or N ₃	1200
O ₃ or O ₄	2000

Commencement Information

I31 Reg. 31 in force at 1.9.2020, see [reg. 1\(b\)](#)

Transitional provision: national small series type approval certificate of conformity

32. For the period beginning with the day on which these Regulations are commenced and ending with 31st December 2020, the obligations imposed by regulation 20(3) apply as though, in paragraph 3 of Annex VIII of the Implementing Regulation (as defined in regulation 20(4)), the words after “coloured graphics” were omitted.

Commencement Information

I32 Reg. 32 in force at 1.9.2020, see [reg. 1\(b\)](#)

Signed by authority of the Secretary of State for Transport

Department for Transport

Chris Heaton-Harris
Minister of State

SCHEDULES

SCHEDULE 1

Regulation 16(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](#) or Directive [2007/46/EC](#)) issued in the United Kingdom or other member State, or
- (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 this 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 5th July 2020);

“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 same meaning as in section 6(1) of the Equality Act 2010 ^{M27});

“effective date” has the meaning given in Part 1 of Schedule 2;

“test report” means a report issued by a technical service (within the meaning of Article 3(38) of the Type Approval Regulation) 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 this Schedule.

Commencement Information

I33 Sch. 1 Pt. 1 para. 1 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M27 [2010 c.15](#).

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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Commencement Information

I34 Sch. 1 Pt. 1 para. 2 in force at 1.9.2020, see reg. 1(b)

3. A reference in column 1 of a table in this Schedule to any Directive, Regulation (other than a UNECE Regulation) or Decision is a reference to the version of that Directive, Regulation or Decision—

- (a) as at the date of any specified last amendment, or
- (b) where it has been revoked and no last amendment is specified, immediately before that revocation.

Commencement Information

I35 Sch. 1 Pt. 1 para. 3 in force at 1.9.2020, see reg. 1(b)

4. A reference in column 2 or 3 of a table in this Schedule to any Directive, Regulation or Decision is a reference to the version of that Directive, Regulation or Decision mentioned in the corresponding entry in column 1 of the table concerned.

Commencement Information

I36 Sch. 1 Pt. 1 para. 4 in force at 1.9.2020, see reg. 1(b)

PART 2

Requirements for vehicles of category M₁

CHAPTER 1

Commencement Information

I37 Sch. 1 Pt. 2 Ch. 1 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<p>1Noise</p> <p>The technical provisions of Annex I to Directive 70/157/EEC^{M28} as last amended by Directive 1999/101/EC^{M29}, or 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 of conformity or test</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>

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 does not apply if proprietary air brake silencers are fitted).

2 Light Duty Emissions

- | | |
|---|--|
| <p>1 The technical provisions of Regulation (EC) 715/2007 as last amended by Regulation (EC) 692/2008
<small>M30</small>
, Annex I, Table 2.</p> <p>2 Complete or completed vehicles manufactured after 1st December 2018: the technical provisions of Annex XXI to Commission Regulation (EU) 2017/1151
<small>M31</small>
(WLTP).</p> | <p>On-board Diagnostic Systems.</p> <p>1 Vehicles are exempt from the requirements of OBD.</p> <p>2 This item does not apply to vehicles approved to item 41.</p> <p>3 Modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are not affected.</p> <p>4 In the case of a completed vehicle, 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 or aerodynamic performance.</p> <p>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.</p> |
|---|--|

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

7 Vehicles exceeding 2840kg reference mass (but not exceeding 5000kg reference mass) can also be considered to be in scope of this requirement.

3A Fuel Tanks

1 The technical provisions of Directive [70/221/EEC](#)

^{M32}

as last amended by Directive [2006/20/EC](#)

^{M33}

.

2 For vehicles using gaseous fuels:

UNECE Regulation 67.01 for LPG,

UNECE Regulation 110 for CNG,

UNECE Regulation 115 for LPG or CNG retro-fit, or

the technical provisions of Regulation [\(EC\) No 79/2009](#)^{M34}

or UNECE Regulation 134 for hydrogen.

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 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.

3B Rear Protective Devices

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](#)^{M35},

or:

Space must be provided for a registration plate meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001^{M36}.

5 Steering Equipment

The essential technical provisions of Directive [70/311/EEC](#)

^{M37}

as last amended by Directive [1999/7/EC](#)

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

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

M38

.

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.

6Door latches and Hinges

The essential technical provisions of Directive [70/387/EEC](#)

M39

as last amended by Directive [2001/31/EC](#)

M40

.

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](#)

M41

7Audible Warning

The technical provisions of “**Sound Level Check**” means a paragraph 2 of Annex I to vehicle test as described in the presence and operation of a device including a **Sound Level Check**.

M42

as last amended by Directive test is not required.

[87/354/EC](#)

M43

.

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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](#)
M44

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](#)
M45

as amended by Directive [88/321/EEC](#)
M46

9 Braking

The technical provisions of
paragraph 2 of Annex I to
Directive [71/320/EEC](#)
M47

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

as last amended by Directive [98/12/EC](#)

M48

and tests as defined in associated Annexes as may be applicable.

10 Electro-magnetic Compatibility

The essential technical provisions of Directive [72/245/EEC](#)

M49

as last amended by Directive [2006/28/EC](#)

M50

, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X.

12 Interior Fittings

The essential technical provisions of Directive [74/60/EEC](#)

M51

as last amended by Directive [2000/4/EC](#)

M52

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.

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.

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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

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 Directive [74/61/EEC](#)

M53

as last amended by Directive [95/56/EC](#)

M54

2 In the case of an armoured vehicle fitted with an 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 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.

Immobilisers must be approved as part of the base vehicle or as a separate technical unit.

Alarms 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 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

The essential technical provisions of Directive [74/297/EEC](#)
M55

as last amended by Directive [91/662/EEC](#)
M56

.

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](#)^{M57}.

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.

15Seat Strength

The essential technical provisions of Directive [74/408/EEC](#)
M58

as last amended by Directive [2005/39/EC](#)
M59

.

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 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

be parallel to the longitudinal plane of the vehicle.

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

5 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](#)

M60

as last amended by Directive [79/488/EEC](#)

M61

.

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](#)

M62

as last amended by Directive [97/39/EC](#)

M63

.

18Plates (statutory)

1 The technical provisions of Directive [76/114/EEC](#)
M64

as last amended by Directive [78/507/EEC](#)
M65

.

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

19Seat Belt Anchorages

The technical provisions of Directive [76/115/EEC](#)^{M66} as last amended by Directive [2005/41/EC](#)^{M67},

and

in the case of a wheelchair accessible vehicle the requirements in Sections 1 or 2 of Chapter 2 to 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 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 UNECE Regulation 3 or UNECE Regulation 150.

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

The technical provisions of UNECE Regulation 7 or UNECE Regulation 148.

23 Direction Indicators

The technical provisions of
UNECE Regulation 6 or
UNECE Regulation 148.

24Rear registration Plate Lamps

The technical provisions of
UNECE Regulation 4 or
UNECE Regulation 148.

25Headlamps (including bulbs)

The technical provisions of
UNECE Regulation 8, UNECE
Regulation 20, UNECE
Regulation 31, UNECE
Regulation 98, UNECE
Regulation 112, UNECE
Regulation 123 or UNECE
Regulation 149.

25ACornering Lamps (where fitted)

The technical provisions of
UNECE Regulation 119 or
UNECE Regulation 149.

26Front Fog Lamps (where fitted)

The technical provisions of
UNECE Regulation 19 or
UNECE Regulation 149.

28Rear Fog Lamps

The technical provisions of
UNECE Regulation 38 or
UNECE Regulation 148.

29Reversing Lamps

The technical provisions of
UNECE Regulation 23 or
UNECE Regulation 148.

30Parking Lamps (where fitted)

The technical provisions of
UNECE Regulation 7 or
UNECE Regulation 148.

31Seat Belts

The technical provisions of
Directive [77/541/EEC](#)
M68

as last amended by Directive
[2005/40/EC](#)
M69

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 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.)

6 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.

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 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](#)^{M70} as last amended by Directive [90/630/EEC](#)^{M71},

or

the driver must have a clear and unobscured 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](#)^{M72}

as last amended by Directive [94/53/EC](#)^{M73}

.

34 Defrost/Demist

Directive [78/317/EEC](#)^{M74},
or
vehicles must be fitted with **adequate** defrosting and demisting devices.

“**Adequate**” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

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.

35 Wash/Wipe

Directive [78/318/EEC](#)^{M75} as last amended by Directive [94/68/EC](#)^{M76},
or
vehicles must be fitted with **adequate** washing and wiping devices.

“**Adequate**” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

to comply due to its special purpose.

36 Heating Systems (where fitted)

The essential technical provisions of Directive [2001/56/EC](#)
M77

as last amended by Directive [2006/119/EC](#)
M78

, paragraph 3 of Annex II, and Annexes III, VII and VIII.

37 Wheel guards

The technical provisions of Directive [78/549/EEC](#)
M79

as last amended by Directive [94/78/EC](#)
M80

.

38 Head restraints

The technical provisions of Directive [78/932/EEC](#)
M81

.

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.

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.

41 Heavy Duty Emissions

1 Directive [2005/55/EC](#)

M82

as last amended by Directive [2006/51/EC](#)

M83

, Annex I, and Row B2 limit values.

2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation [\(EC\) No 595/2009](#) Annex I 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 In the case of completed vehicles 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](#)

M84

as amended by Directive [95/48/EC](#)

M85

.

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 100kg. The mass shall be concentrated at the H point of the three dimensional machine.

45 Safety glass

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

The technical provisions of Directive [92/22/EEC](#)

^{M86}

as last amended by Directive [2001/92/EC](#)

^{M87}

.

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.

46Tyres

Directive [92/23/EEC](#)^{M88} as last amended by Directive [2005/11/EC](#)^{M89},

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.

50Couplings (where fitted)

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

^{M90}

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](#)

M91

and Commission Decision [2006/368/EC](#)

M92

69 Electrical Safety

Vehicle:

The technical provisions of UNECE Regulation 100.01.

Marginal Citations

- M28 OJ No. L 42, 23.2.1970, p. 16.
- M29 OJ No. L 334, 28.12.1999, p. 41.
- M30 OJ No. L 199, 28.7.2008, p. 1.
- M31 OJ No. L 175, 7.7.2017, p. 1.
- M32 OJ No. L 76, 6.4.1970, p. 23 (English special edition: Series I Volume 1970(I) P. 192).
- M33 OJ No. L 48, 18.2.2006, p. 16.
- M34 OJ No. L 35, 4.2.2009, p. 32.
- M35 OJ No. L 76, 6.4.1970, p. 25 (English special edition: Series I Volume 1970(I) P. 194).
- M36 [S.I. 2001/561](#), as amended by [S.I. 2001/1079](#), 2002/2687, 2009/811 and 2018/1295.
- M37 OJ No. L 133, 18.6.1970, p. 10 (English special edition: Series I Volume 1970(II) P. 375).
- M38 OJ No. L 40, 13.2.1999, p. 36.
- M39 OJ No. L 176, 10.8.1970, p. 5 (English special edition: Series I Volume 1970(II) P. 564).
- M40 OJ No. L 130, 12.5.2001, p. 33.
- M41 OJ No. L 42, 13.2.2002, p. 1.
- M42 OJ No. L 176, 10.8.1970, p. 12 (English special edition: Series I Volume 1970(II) P. 571).
- M43 OJ No. L 192, 11.7.1987, p. 43.
- M44 OJ No. L 25, 29.1.2004, p. 1.
- M45 OJ No. L 68, 22.3.1971, p. 1 (English special edition: Series I Volume 1971(I) P. 136).
- M46 OJ No. L 147, 14.6.1988, p. 77.
- M47 OJ No. L 202, 6.9.1971, p. 37 (English special edition: Series I Volume 1971(III) P. 746).
- M48 OJ No. L 81, 18.3.1998, p. 1.
- M49 OJ No. L 152, 6.7.1972, p. 15 (English special edition: Series I Volume 1972(II) P. 637).
- M50 OJ No. L 65, 7.3.2006, p. 27.
- M51 OJ No. L 38, 11.2.1974, p. 2.
- M52 OJ No. L 87, 8.4.2000, p. 22.
- M53 OJ No. L 38, 11.2.1974, p. 22.
- M54 OJ No. L 286, 29.11.1995, p. 1.
- M55 OJ No. L 165, 20.6.1974, p. 16.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- M56** OJ No. L 366, 31.12.1991, p. 1.
- M57** OJ No. L 18, 21.1.1997, p. 7.
- M58** OJ No. L 221, 12.8.1974, p. 1.
- M59** OJ No. L 255, 30.9.2005, p. 143.
- M60** OJ No. L 266, 2.10.1974, p. 4.
- M61** OJ No. L 128, 26.5.1979, p. 1.
- M62** OJ No. L 196, 26.7.1975, p. 1.
- M63** OJ No. L 177, 5.7.1997, p. 15.
- M64** OJ No. L 24, 30.1.1976, p. 1.
- M65** OJ No. L 155, 13.6.1978, p. 31.
- M66** OJ No. L 24, 30.1.1976, p. 6.
- M67** OJ No. L 255, 30.9.2005, p. 149.
- M68** OJ No. L 220, 29.8.1977, p. 95.
- M69** OJ No. L 255, 30.9.2005, p. 146.
- M70** OJ No. L 267, 19.10.1977, p. 1.
- M71** OJ No. L 341, 6.12.1990, p. 20.
- M72** OJ No. L 81, 28.3.1978, p. 3.
- M73** OJ No. L 299, 22.11.1994, p. 26.
- M74** OJ No. L 81, 28.3.1978, p. 27.
- M75** OJ No. L 81, 28.3.1978, p. 49.
- M76** OJ No. L 354, 31.12.1994, p. 1.
- M77** OJ No. L 292, 9.11.2001, p. 21.
- M78** OJ No. L 330, 28.11.2006, p. 12.
- M79** OJ No. L 168, 26.6.1978, p. 45.
- M80** OJ No. L 354, 31.12.1994, p. 10.
- M81** OJ No. L 325, 20.11.1978, p. 1.
- M82** OJ No. L 275, 20.10.2005, p. 1.
- M83** OJ No. L 152, 7.6.2006, p. 11.
- M84** OJ No. L 129, 14.5.1992, p. 1.
- M85** OJ No. L 233, 30.9.1995, p. 73.
- M86** OJ No. L 129, 14.5.1992, p. 11.
- M87** OJ No. L 291, 8.11.2001, p. 24.
- M88** OJ No. L 129, 14.5.1992, p. 95.
- M89** OJ No. L 46, 17.2.2005, p. 42.
- M90** OJ No. L 195, 29.7.1994, p. 1.
- M91** OJ No. L 309, 25.11.2005, p. 37.
- M92** OJ No. L 140, 29.5.2006, p. 33.

CHAPTER 2

Commencement Information

I38 Sch. 1 Pt. 2 Ch. 2 in force at 1.9.2020, see reg. 1(b)

SECTION 1

Wheelchair spaces

1. A wheelchair space must be fitted with—
 - (a) a wheelchair and wheelchair user restraint system complying with item 19A of the Type Approval Regulation, Annex II, Part III, 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.

Wheelchair tie-down devices

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

Location and geometry of anchorages

- 3. 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.

Testing of restraint system anchorages

- 4.—(1) 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—

- (a) 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;
- (b) The forces specified in paragraph 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;
- (c) The forces specified in paragraph 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^{M93} and supported on the surrogate wheelchair defined in (b) above;
- (d) The forces in sub-paragraphs (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;
- (e) The force in paragraph 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;
- (f) All forces must be applied as rapidly as possible through the central vertical axis of the wheelchair and wheelchair space;
- (g) All forces must be maintained for a period of not less than 0.2 seconds.

- (2) 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.

Marginal Citations

M93 OJ No. L 187, 26.7.1996, p. 95.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Forces applied to a wheelchair tie-down system

- 5. The force applied to the surrogate wheelchair:
 - (a) in the forward direction to be 24.50 kN;
 - (b) in the rearward direction to be 12.25 kN.

Forces applied to an occupant restraint system

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

Anchorage system performance

- 7. The anchorages will meet the test performance requirements if—
 - (a) no part of the system has failed, or become detached during the test;
 - (b) no part of the anchorage system has deformed to such an extent that sharp edges or protrusion may cause injury.

SECTION 2

Instead of complying with Section 1 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 vehicles of category N₁

Commencement Information		
I39 Sch. 1 Pt. 3 in force at 1.9.2020, see reg. 1(b)		

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
1Noise		
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	1 Directive 70/157/EEC , Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply. 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

report for that vehicle by more than 2dB(A) at 0.5m. to the requirements of column 1 and affecting the only the exhaust system, a **Stationary Noise Test** must be conducted.

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.

2 Light Duty Emissions

1 The technical provisions of Regulation (EC) 715/2007 as last amended by Regulation (EC) 692/2008, Annex I, Table 2. “**OBD**” means On-Board Diagnostic Systems. 1 The requirements of **OBD** do not apply.

2 Complete or completed vehicles manufactured after 1st December 2019: the technical provisions of Annex XXI in Commission Regulation (EU) 2017/1151 (WLTP). 2 Does not apply to vehicles approved to item 41. 3 Modification of exhaust system length after the last silencer is permissible without any further test.

4 In the case of a completed vehicle, an approval issued to the most representative base vehicle remains valid irrespective of change in reference weight or aerodynamic performance.

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.

3 Fuel Tanks

1 The technical provisions of Directive 70/221/EEC as last amended by Directive 2006/20/EC.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

2 For vehicles using gaseous fuels:

UNECE Regulation 67.01 for LPG,

UNECE Regulation 110 for CNG,

UNECE Regulation 115 for LPG or CNG retro-fit, or

the technical provisions of Regulation (EC) No 79/2009

or UNECE Regulation 134 for hydrogen.

3BRear Protective Devices

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

4Rear 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 Road Vehicles (Display of Registration Marks) Regulations 2001.

5Steering Effort

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

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

6Door 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.

7Audible Warning

Component:

Directive 70/388/EEC as last amended by Directive 87/354/EC.

Vehicle:

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

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

special purpose of the vehicle makes it impossible to fully comply.

8 Indirect Vision

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

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

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

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 last 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.

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

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

2 Optional panic alarm not forming part of an alarm system Alarms, except those mentioned in column 1

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 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.

paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.

14 Protective Steering

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

This item does not apply to—

(a) vehicles with a maximum permissible mass exceeding 1500kg;

(b) armoured vehicles.

15 Seat Strength

The technical provisions of Directive [74/408/EEC](#) as last 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 last amended by Directive [97/39/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.

18Plates (statutory)

The technical provisions of: Directive [76/114/EEC](#) as last 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.

19Seat Belt Anchorages

The technical provisions of: Directive [76/115/EEC](#) as last 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.

20Installation 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

provided that all mandatory lighting devices are fitted and that the geometric visibility is not affected.

21Retro Reflectors

UNECE Regulation 3 or
UNECE Regulation 150.

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

UNECE Regulation 7 or
UNECE Regulation 148.

23Direction Indicators

UNECE Regulation 6 or
UNECE Regulation 148.

24Rear registration Plate Lamps

UNECE Regulation 4 or
UNECE Regulation 148.

25Headlamps (including bulbs)

UNECE Regulation 8, UNECE
Regulation 20, UNECE
Regulation 31, UNECE
Regulation 98, UNECE
Regulation 112, UNECE
Regulation 123 or UNECE
Regulation 149.

25ACornering Lamps (where fitted)

UNECE Regulation 119 or
UNECE Regulation 149.

26Front Fog Lamps (where fitted)

UNECE Regulation 19 or
UNECE Regulation 149.

27Towing Hooks

The technical provisions of:
Annex II to Directive [77/389/EEC](#)

M94

as last amended by Directive
[96/64/EC](#)

M95

.

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.

28Rear fog Lamps

UNECE Regulation 38 or
UNECE Regulation 148.

29 Reversing Lamps

UNECE Regulation 23 or
UNECE Regulation 148.

30 Parking Lamps (where fitted)

UNECE Regulation 7 or
UNECE Regulation 148.

31 Seat Belts

The technical provisions of
Directive [77/541/EEC](#) as last
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

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 last amended by Directive 93/91/EC
 M96

34 Defrost/Demist

Vehicles must be fitted with **adequate** defrosting and demisting devices. “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 last amended by 2006/119/EC, paragraph 3 of Annex II, and Annexes III, VII and VIII.

41 Heavy Duty Emissions

1 Directive 2005/55/EC as last amended by Directive 2006/51/EC, Annex I, and Row B2 limit values.

1 Does not apply to vehicles approved under item 2.

2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.

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 last 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

Vehicle:

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

46Tyres

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).

48Masses and Dimensions

The technical provisions of:
Directive [97/27/EC](#)
M97
as last amended by Directive
[2003/19/EC](#)
M98

, paragraph 7 of Annex I.

49External Projection of Cabs

The technical provisions of
sections 3 and 4 of Annex I to
Directive [92/114/EEC](#)
M99

50Couplings where fitted

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

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 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.

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 do 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.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 Commission Decision
[2006/368/EC](#).

69 Electrical Safety

Vehicle: The technical
 provisions of UNECE
 Regulation 100.01.

<p>Marginal Citations</p> <p>M94 OJ No. L 145, 13.6.1977, p. 41. M95 OJ No. L 258, 11.10.1996, p. 26. M96 OJ No. L 284, 19.11.1993, p. 25. M97 OJ No. L 233, 25.8.1997, p. 1. M98 OJ No. L 79, 26.3.2003, p. 6. M99 OJ No. L 409, 31.12.1992, p. 17.</p>
--

PART 4

Requirements for vehicles of categories M₂, M₃, N₂, N₃ and O

<p>Commencement Information</p> <p>I40 Sch. 1 Pt. 4 in force at 1.9.2020, see reg. 1(b)</p>

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 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 1999/101/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</p>	<p>1 Does not apply to category O vehicles. 2 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3 do not apply. 3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or</p>

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

report for that vehicle by more than 2dB(A) at 0.5m. incomplete vehicle based on maximum mass may apply.

4 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 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 [1999/101/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 Light Duty Emissions

1 The technical provisions of “**OBD**” means On-Board Diagnostic systems. 1 Does not apply to category M₃, N₃ or O vehicles.

Regulation [\(EC\) 715/2007](#) as last amended by Regulation [\(EC\) 692/2008](#), Annex I, Table 2.

2 Complete or completed vehicles manufactured after 1st March 2020: the technical provisions of Annex XXI in Commission Regulation (EU) 2017/1151 (WLTP). 2 Vehicles of category M₂ are exempt from the requirements of **OBD**.

3 Does not apply to vehicles approved to item 41.

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

5 In the case of a completed vehicle, the requirements according to the category of

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 reference weight or aerodynamic performance.

7 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.

3A Fuel Tanks

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

2 For vehicles using gaseous fuels:
UNECE Regulation 67.01 for LPG,
UNECE Regulation 110 for CNG,
UNECE Regulation 115 for LPG or CNG retro-fit, or
the technical provisions of Regulation (EC) No [79/2009](#) or UNECE Regulation 134 for hydrogen.

3B Rear Protective Devices

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

The requirement in column 1 does not apply to category O₁ or O₂ vehicles.

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 Road Vehicles (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 Directive [1999/7/EC](#).

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.

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.

1 Does not apply to category M₂, M₃ or O 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 last amended by Directive [87/354/EC](#).

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

1 Does not apply to category O 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:
1 The technical provisions of Directive [2003/97/EC](#) Annex III.

1 Does not apply to category O vehicles.

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

3 In the case of a completed vehicle, the requirements according to the category of

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

2 N₂ and N₃ vehicles manufactured after 1st April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04.

the base or incomplete vehicle based on maximum mass 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.

5 The vehicle requirements in column 1 paragraph 2 do not apply to vehicles where any part of the Class V mirror is less than 2.4m above the ground.

6 The requirements in column 1 paragraph 2 do not apply to vehicles where the incomplete vehicle is of a type that is type approved to Directive [2003/97/EC](#).

9 Braking

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

1 Does not apply to category O₁ 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 last amended by Directive [2006/28/EC](#).

Vehicle: that installed components are compliant with the requirements of column 1

The technical provisions of: and inspection of a sample Directive 72/245/EEC as last of installed components as amended by Directive 2006/28/ the approving authority deem EC, section 6 of Annex I necessary. taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X, or an **Installation Check**.

13 Anti-Theft and Immobiliser

1 The technical provisions of: Immobilisers must be approved 1 Does not apply to category O Directive 74/61/EEC as last as part of the base vehicle or as vehicles. amended by Directive 95/56/ a separate technical unit. EC.

2 Optional panic alarm not Alarms, except those under 2 The provisions of column 1 forming part of an alarm system column 1 paragraph 2, must apply only to the extent that a under paragraph 1 must comply be approved as part of the device to prevent unauthorised with the following— base vehicle or as a separate use, immobiliser, alarm system or panic alarm is fitted.

- (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.

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.

15 Seat Strength

1 The technical provisions of Directive 74/408/EEC as last amended by Directive 2005/39/EC.

1 Does not apply to category O 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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 category M₂ vehicles.

17 Speedometer and Reverse Gear

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

1 Does not apply to category O 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 last 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 last amended by Directive [2005/41/EC](#).

1 Does not apply to category O vehicles.

2 Does not apply to category M₂ (Class A, I or II) or M₃ (Class A, I or II) 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 vehicle based on maximum mass may apply to the cab.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

3 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.

4 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.

5 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.

6 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:
UNECE Regulation 3 or
UNECE Regulation 150.

For conspicuity markings:
UNECE Regulation 104.

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

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

UNECE Regulation 7 or
UNECE Regulation 148.

23 Direction Indicators

UNECE Regulation 6 or
UNECE Regulation 148.

24 Rear Registration Plate Lamps

UNECE Regulation 4 or
UNECE Regulation 148.

25 Headlamps (including bulbs)

UNECE Regulation 8, UNECE
Regulation 20, UNECE
Regulation 31, UNECE
Regulation 98, UNECE
Regulation 112, UNECE
Regulation 123 or UNECE
Regulation 149.

Does not apply to category O vehicles.

25A Cornering Lamps (where fitted)

UNECE Regulation 119 or
UNECE Regulation 149.

Does not apply to category O vehicles.

26 Front Fog Lamps (where fitted)

UNECE Regulation 19 or
UNECE Regulation 149.

Does not apply to category O vehicles.

27 Towing Hooks

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

1 Does not apply to category O 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

28 Rear fog Lamps

UNECE Regulation 38 or
UNECE Regulation 148.

29 Reversing Lamps

UNECE Regulation 23 or
UNECE Regulation 148.

30 Parking Lamps (where fitted)

UNECE Regulation 7 or
UNECE Regulation 148.

31 Seat Belts

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

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.

Does not apply to category O₁ vehicles except where fitted.

Does not apply to category O vehicles.

1 Does not apply to category O 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 persons 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 last amended by Directive [94/53/EC](#).

Does not apply to category O vehicles.

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.

Does not apply to category O vehicles.

35 Wash/Wipe

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Vehicles must be fitted with “**Adequate**” means sufficiently **adequate** washing and wiping devices. effective to ensure adequate visibility through the windscreen under all conditions. Does not apply to category O vehicles.

36 Heating Systems (where fitted)

The technical provisions of Directive 2001/56/EC as last amended by Directive 2006/119/EC, paragraph 3 of Annex II, and Annexes III, VII and VIII.

41 Heavy Duty Emissions

1 Directive 2005/55/EC as last amended by Directive 2006/51/EC, Annex I, and Row B2 limit values.

2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.

1 Does not apply to category O vehicles.

2 Does not apply to vehicles approved under item 2.

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

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 Does not apply to—
 (a) mobile cranes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628 ^{M100}, or
 (b) vehicles designed to tow combinations exceeding 200 tonnes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628.

42 Lateral Protection (Side Guards)

The technical provisions of paragraphs 1 to 4 of Directive 89/297/EEC
 M101

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

43 Spray Suppression Systems

Component:

Directive [91/226/EEC](#)^{M102}.

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

Vehicle:

The technical provisions of Directive [91/226/EEC](#).

2 Except where fitted, the requirements do not apply to “off-road” vehicles as defined in the Type Approval Regulation 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 last 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, 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.

Vehicle:

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Vehicle:

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

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](#)^{M103} as last amended by Directive [2004/11/EC](#)^{M104}.

Does not apply to category O vehicles.

Vehicle:

The technical provisions of: sections 1, 2 and 7 of Annex I to Directive [92/24/EC](#) as last amended by Directive [2004/11/EC](#).

48 Masses and Dimensions

The technical provisions of: Directive [97/27/EC](#) as last 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, in Annex I—

(a) paragraph 7.3.1.4.1 is to be read as though, for “the limit laid down in section 1.6 of

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Annex I to Directive [96/53/EC](#)”, there were substituted “ 12.5m ”,

(b) paragraph 7.3.1.4.2 is to be read as though, for “2,04 m as per section 4.4 of Annex I to Directive [96/53/EC](#)”, there were substituted “ 4.19m ”.

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

M105

or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997

M106

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—

- (a) 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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;

(b) 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 6.4m.

49 External Projection of Cabs

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

1 Does not apply to category M₂, M₃, or O 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](#).

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.

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

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](#)
M107
, section 7 of Annex I.

1 Does not apply to category M₂, N₂, N₃, or O vehicles.

2 Does not apply to category M₃ 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 technical provisions of UNECE Regulation 107.02 excluding Annex 8. **“Vehicle of Class III”** means a vehicle of Class III specially designed for the carriage of school children;

1 Does not apply to category N₂, N₃, or O vehicles.

2 Vehicles of Class I: The technical provisions of UNECE Regulation 107.02, Annex 8. **“Table 1”** means the table at the end of this Part.

2 Does not apply to vehicles for the secure transport of persons.

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.

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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

M108

, Schedules 1 and 2, or the Public Service Vehicles (Accessibility) (Northern Ireland) Regulations 2003

M109

, 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 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”.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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—

(a) 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;

(b) 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 1**.

14 Vehicles of Class B fitted with more than one wheelchair space: in the case of the second and subsequent

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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

The technical provisions of section 3 of Annex II to Directive [2000/40/EC](#)
M110

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

65 AEBS

The technical provisions of Regulation (EU) No 347/2012
M111
or UNECE Regulation 131.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.

3 A completed vehicle where the complete or incomplete vehicle upon which it is based either has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension, and was manufactured before 1st November 2020.

4 A complete vehicle which has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension, and was manufactured before 1st November 2020.

5 The vehicle classes listed in Article 1 of Regulation (EU) No 347/2012.

6 Completed vehicles based on a complete or incomplete vehicle of category N₁ or M₁.

7 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

66 LDWS

The technical provisions of Regulation (EU) No 351/2012
M112

or UNECE Regulation 130.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.

3 The exemptions listed in Article 1 of Regulation (EU) No 351/2012.

4 Completed vehicles based on a complete or incomplete vehicle of category N₁ or M₁.

5 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

69 Electrical Safety

Vehicle: The technical provisions of UNECE Regulation 100.01.

Marginal Citations

- M100 OJ No. L 252, 16.9.2016, p. 53.
- M101 OJ No. L 124, 5.5.1989, p. 1.
- M102 OJ No. L 103, 23.4.1991, p. 5.
- M103 OJ No. L 129, 14.5.1992, p. 154.
- M104 OJ No. L 44, 14.2.2004, p. 19.
- M105 [S.I. 2003/1998](#).
- M106 S.R. [1997 No. 109](#).
- M107 OJ No. L 281, 23.11.1995, p. 1.
- M108 [S.I. 2000/1970](#)
- M109 S.R. [2003 No. 37](#).
- M110 OJ No. L 203, 10.8.2000, p. 9.
- M111 OJ No. L 109, 21.4.2012, p. 1.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

M112 OJ No. L 110, 24.4.2012, p. 18.

Table 1

<i>Number of passengers</i>	<i>Number of Service Doors</i>		
	<i>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 ¹	2	1
> 100	4	3	1

¹ Indicates that the requirement differs from that of UNECE Regulation 107.02.

SCHEDULE 2

Regulation 18(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.

Commencement Information

I41 Sch. 2 Pt. 1 para. 1 in force at 1.9.2020, see reg. 1(b)

2. The technical requirements which must be met by Part 3 vehicles are—

- the requirements specified in Part 3 of this Schedule, and
- the requirements specified in Part 2 of this Schedule in the subject areas which are not listed in Part 3.

Commencement Information

I42 Sch. 2 Pt. 1 para. 2 in force at 1.9.2020, see reg. 1(b)

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.

Commencement Information

I43 Sch. 2 Pt. 1 para. 3 in force at 1.9.2020, see reg. 1(b)

Interpretation

4.—(1) In this Schedule—

“approval”, “certificate of conformity” and “test report” have the meanings respectively given in Part 1 of Schedule 1;

“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;

“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.

(3) A reference in column 1 of a table in this Schedule to any Directive, Regulation (other than a UNECE Regulation) or Decision is a reference to the version of that Directive, Regulation or Decision—

(a) as at the date of any specified last amendment, or

(b) where it has been revoked and no last amendment is specified, immediately before that revocation.

(4) A reference in column 2 or 3 of a table in this Schedule to any Directive, Regulation or Decision is a reference to the version of that Directive, Regulation or Decision mentioned in the corresponding entry in column 1 of the table concerned.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

Commencement Information

I44 Sch. 2 Pt. 1 para. 4 in force at 1.9.2020, see reg. 1(b)

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.

Commencement Information

I45 Sch. 2 Pt. 1 para. 5 in force at 1.9.2020, see reg. 1(b)

- 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.

Commencement Information

I46 Sch. 2 Pt. 1 para. 6 in force at 1.9.2020, see reg. 1(b)

- 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 500.

Commencement Information

I47 Sch. 2 Pt. 1 para. 7 in force at 1.9.2020, see reg. 1(b)

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,

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (iii) suspension,
- (iv) an axle,
- (v) transmission, or
- (vi) steering assembly.

Commencement Information

I48 Sch. 2 para. 8 in force at 1.9.2020, see reg. 1(b)

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.

(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 18 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](#)^{M113},
- (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.

Commencement Information

I49 Sch. 2 para. 9 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M113 OJ No. L 24, 30.1.1976, p. 1, as last amended by Directive 2013/15/EU (OJ No. L 158, 10.6.2013, p. 172). This Directive was revoked by Regulation (EC) No 661/2009 (OJ No. L 200, 31.7.2009, p. 1) with effect from 31st October 2010.

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 6500kg,

may be categorised as M₁.

Commencement Information

I50 Sch. 2 para. 10 in force at 1.9.2020, see reg. 1(b)

PART 2

Requirements for Part 2 vehicles

CHAPTER 1

Commencement Information

I51 Sch. 2 Pt. 2 Ch. 2 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
-----------------------------	--	--

1Noise

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.

For the purposes of this item “S” means the rotational speed at which maximum power is produced.

Paragraph 1 only applies to vehicles fitted with an internal combustion engine as part of the propulsion system for the vehicle.

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).

2Light Duty Emissions

1 The vehicle must not emit any avoidable smoke or avoidable visible vapour.

“the emissions publication” has the same meaning as in paragraph 7(b) of Schedule 7B of the Road Vehicles (Construction and Use) Regulations 1986

1 Does not apply to vehicles approved to item 41.

M114

;

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- 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 sub-paragraph (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 effective date on or after 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 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;
- (ii) 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
- “**fast 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 3(e) and 3(f) respectively of that Annex;
- 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;

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

from the engine must not exceed 0.12% if the vehicle is a vehicle described in paragraph 2(a) or 2(b) above;

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**.

“**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 not more than five seats in addition to the driver's seat, and

(c) has a weight not exceeding 2500kg 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

(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—

(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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

“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.

8 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.

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

10 A Combined CO₂ figure may be determined by the Secretary of State using such information as the Secretary of State sees fit.

3AFuel Tanks

1 The technical provisions of Section 5 of Annex I of Directive [70/221/EEC](#) as last amended by Directive [2000/8/EC](#)

M115

, 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](#)

M116

as last amended by Directive [91/441/EEC](#)

M117

3 For vehicles using gaseous fuels:

UNECE Regulation 67.01 for LPG,

UNECE Regulation 110 for CNG,

UNECE Regulation 115 for LPG or CNG retro-fit, or

the technical provisions of Regulation (EC) No [79/2009](#)

or UNECE Regulation 134 for hydrogen.

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.

4Rear Registration Plate Space

The technical provisions of Directive [70/222/EEC](#), or space must be provided for a registration place meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001.

5Steering Effort

The technical provisions of paragraphs 4 and 5 of Annex I to Directive [70/311/EEC](#) as last amended by Directive [1997/7/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 1, 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.

6Door 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 the 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 the paragraph 2(b) below. Door latches must be designed to prevent the doors from opening accidentally.

For the purposes of this item, **“longitudinal plane”** means a vertical plane parallel to the longitudinal axis of a vehicle.

1 Column 1, paragraph 2 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 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

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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

the vehicle is moving in the forward direction, or
 (b) a safety-bolt is fitted to prevent such unlatching and an audible or 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.

3 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 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 position of the vehicle to which it is fitted.

For the purposes of this item an “**audible warning device**” does not include a bell, gong or siren.

8 Indirect Vision

The essential technical provisions of Directive [71/127/EEC](#) as last amended by Directive [88/321/EEC](#)

1 Directive [71/127/EEC](#), Annex II, paragraph 1.4 does not apply.

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

9 Braking

1 The vehicle must comply with the requirements of paragraph 2.1 and 2.2 of Annex I of Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#); but in the application of that Annex (as so amended) for these purposes—

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](#);

1 The requirements in paragraph 1 for the driver to be able to operate the service braking system which 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, as long as the vehicle is adapted

(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 (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 Directive 71/320/EEC as last 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 last amended by Directive 98/12/EEC.

4 The **secondary braking system** and **service braking system** must have the same **control**.

5 The **brake efficiency** must not be less than—
(a) for the **service braking system**—
(i) in the case of a passenger vehicle, 60%, or

“**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 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 higher of the braking forces transmitted by the tyres to the

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 means other than a foot control as if for “50 kg” and “70 kg” respectively there were substituted “40 kg” and “60 kg”.

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—
(a) an amateur-built vehicle,
(b) a vehicle manufactured using parts of a registered vehicle, and
(c) a rebuilt vehicle.

(4) 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 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (ii) in the case of a good 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 braking force** and vehicle speed, be not less than 70%.

“**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;

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 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;

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.

“**servo-assistance**” means an energy supply which supplements the muscular energy of the driver;

9 Braking reaction time must comply with the requirements of paragraph 2.3 of Annex II

“**total braking force**” means the total of the braking forces transmitted by the tyres to the

to Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#) are applied.

10 Electro-magnetic Compatibility

The vehicle must comply with the essential technical requirements of paragraph 6 of Annex I to Directive [72/245/EEC](#) as last amended by Directive [89/491/EEC](#)

M118

11 Diesel Smoke

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 **co-efficient of absorption** of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed—

For the purposes of this item— This item—

“**co-efficient of absorption**” shall be construed in accordance with paragraph 3.5 of Annex VII to Directive [72/306/EEC](#)^{M119};

(a) applies only to vehicles propelled by a compression ignition engine;

(b) does not apply to a vehicle which complies with item 41.

(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or

(b) in any other case, 2.5 per metre.

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 **co-efficient of absorption** of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed 1.5 per metre.

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

M120

as last amended by Directive [92/55/EEC](#)

M121

3 If the vehicle has an effective date on or after 1st September 2018, when the engine is subject to the **free-acceleration** test, the **co-efficient of absorption** of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed 0.7 per metres or the **plate value** (if any), whichever is lower.

“**plate value**” means the **co-efficient of absorption** specified either on the vehicle's plate provided under item 18 of this table, or on any other plate provided for this purpose.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 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.</p> | <p>For the purposes of this item—
 “air bag” means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle;</p> | <p>1 Does not apply to a goods vehicle of category N₁.</p> |
| <p>2 Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the specified zone, 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.</p> | <p>“designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road;</p> | <p>2 Does not apply to any area inside a motor caravan, ambulance, or hearse which is not inside the head impact zone for any designated seating position for use during vehicle travel.</p> |
| <p>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.</p> | <p>“head impact zone” has the same meaning as in Directive 74/60/EEC;</p> | <p>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.</p> |
| <p>4 The rearward and upward-facing parts of seat frames behind which there is a designated seating position, and which are within the head impact zone must be both covered with non-rigid material and have a radius of curvature of not less than 5mm.</p> | <p>“non-rigid material” means a material which has a hardness of less than 50 shore A;</p> | <p>4 Paragraph 1 does not apply to—
 (a) the edges of any interior fitting (if there is a gap of less than 20mm 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.</p> |
| <p>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</p> | <p>“rigid material” means a material which has a hardness of no less than 50 shore A;</p> | <p>5 Paragraph 1 does not apply to foot pedal controls.</p> |

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 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.

“**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 III to Directive 77/649/EEC^{M122} as last 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 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 last amended by Directive 78/632/EEC^{M123}.

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.

9 Paragraph 7 does not apply to—

- (a) parts covered with a **non-rigid material**,
- (b) to the hood-frames of convertible vehicles, or
- (c) 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

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 last amended by Directive 95/56/EC, or
- (b) the requirements specified in paragraph 2.

“**immobiliser**” has the same meaning as in Directive 74/61/EEC as last 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 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—

- (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)—

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

- (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 deactivating 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 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

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.

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;

1 This item does not apply to—
(a) an ambulance, motor caravan, or hearse if the vehicle has been derived from a goods vehicle having a maximum gross weight of not less than 1500kg;
(b) an armoured vehicle;
(c) a vehicle which complies with the technical requirements of Directive [96/79/EC](#).

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 clothing or jewellery in normal driving movement.

“**steering control**” has the same meaning as in Directive 74/297/EEC.

2 Paragraph 1 does not apply to any vehicle if—

- (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 **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. The requirement shall be treated as met if either—

- (a) the vehicle complies with the requirements of paragraph 5.2 of Annex I 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 last amended by Directive 91/662/EEC.

4 The vehicle must comply with the requirements of paragraph 5.1 of Annex I of Directive 74/297/EEC.

15 Seat Strength

The technical provisions of Directive 74/408/EEC as last amended by Directive 2005/39/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 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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.

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 last amended by Directive [79/488/EC](#), Annex I, paragraphs 5, 6.2, 6.5.1, 6.11 and 6.14. For the purposes of this item “**extreme outer edge**” and “**external surface**” have same meaning as in Directive [74/483/EEC](#).

2 Handles, hinges, push buttons and fuel tank filler caps must not project more than 40mm from the **external surface**

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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

unless they cannot under any circumstances project beyond the **extreme outer edge** of the vehicle, in which case they may project by up to 50mm 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—

- (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 2mm when the handle is in its normal position with the door latched.

3 Those parts of a motor caravan, ambulance or hearse, other than the driver's cab, are exempt from any requirements 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.

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—

- (a) an amateur-built vehicle,
 - (b) a vehicle manufactured in very low volume,
 - (c) a vehicle manufactured using parts of a registered vehicle, and
 - (d) a rebuilt vehicle,
- as defined in Part I of this Schedule.

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

17 Speedometer and Reverse Gear

1 The technical provisions of Directive [75/443/EEC](#) as last 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 maximum speed of the vehicle.

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. Information which has not changed from the base of the vehicle plate does not need to be marked 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 last amended by Directive [2005/41/EC](#),

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 25mph and 70mph (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.

“**mass produced**” means vehicles of the same family of types produced in numbers exceeding 500 per annum worldwide.

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 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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

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
anchorage 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

1 The essential technical
provisions of UNECE
Regulation 48.03.

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

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 “400mm” there were substituted “ 480mm ”.

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 as if it also applied to category M₁ and N₁ 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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 “400mm”, representing the distance from the extreme edge of the vehicle, substitute “ 510mm ”.

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.

21Retro Reflectors

<p>UNECE Regulation 3 or UNECE Regulation 150.</p>	<p>For the purposes of this item— “coefficient of luminous intensity” has the same meaning as in UNECE Regulation 3.02;</p> <p>“standard mark” means a mark which when applied to a lamp, reflector or device, indicates compliance with the requirements of a particular instrument; and a reference to the instrument to which a standard mark relates is to be construed accordingly.</p>	<p>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 as the case may be one of those standard marks) relates.</p>
--	--	--

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

UNECE Regulation 7 or For the purposes of this item, This item, in so far as it requires
 UNECE Regulation 148. “**standard mark**” means a any lamp or device (including
 a lamp, reflector or device, a filament lamp) to bear a
 particular **standard mark** (or
 indicates compliance with the one of two or more **standard
 requirements of a particular marks**), does not apply if
 instrument, the device meets the standards
 and a reference to the as to luminous intensity of
 instrument to which a standard the instrument to which the
 mark relates is to be construed **standard mark** (or as the case
 accordingly. **marks**) relates.

23Direction Indicators

UNECE Regulation 6 or As item 22. As item 22.
 UNECE Regulation 148.

24Rear registration Plate Lamps

UNECE Regulation 4 or As item 22. As item 22.
 UNECE Regulation 148.

25Headlamps (including bulbs)

UNECE Regulation 8, UNECE As item 22. As item 22.
 Regulation 20, UNECE
 Regulation 31, UNECE
 Regulation 98, UNECE
 Regulation 112, UNECE
 Regulation 123 or UNECE
 Regulation 149.

25ACornering Lamps (where fitted)

UNECE Regulation 119 or As item 22. As item 22.
 UNECE Regulation 149.

26Front Fog Lamps (where fitted)

UNECE Regulation 19 or As item 22. As item 22.
 UNECE Regulation 149.

28Rear fog Lamps

UNECE Regulation 38 or As item 22. As item 22.
 UNECE Regulation 148.

29Reversing Lamps

UNECE Regulation 23 or As item 22. As item 22.
 UNECE Regulation 148.

30Parking Lamps (where fitted)

UNECE Regulation 7 or As item 22. As item 22.
 UNECE Regulation 148.

31Seat Belts

The technical requirement of For the purposes of this item— 1 In the case of a motor
 Directive 77/541/EEC as last caravan, ambulance, or hearse,

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

amended by Directive [2005/40/EC](#),
or
a harness belt marked BS3254:
Part 1: 1988.

“adult belt” means a **seat belt** 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.

“harness belt” means an adult belt which is a harness belt comprising a lap belt and shoulder straps.

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 year round 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 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 last 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 last 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** de-frosting and demisting devices. **“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, Annex II, paragraph 3, excluding paragraph 3.1.

37 Wheel guards

The technical provisions of Directive 78/549/EEC, Annex I as last amended by Directive 94/78/EC.

1 Does not apply to a vehicle of category N₁.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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, or 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.

41 Heavy Duty Emissions

1 The technical provisions of Directive 88/77/EEC
M124

as last amended by Directive 91/542/EEC
M125

Row B limit values.

2 Vehicles manufactured on or after 1st October 2001: Directive 88/77/EEC as last

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.

amended by Directive [1999/96/EC](#)
M126

Row A limit values.

3 Vehicles manufactured on or after 1st October 2006: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B1 limit values.

4 Vehicles manufactured on or after 1st October 2009: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B2 limit values.

5 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No [595/2009](#) Annex I limit values.

44Masses & dimensions (cars)

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

45Safety glass

Component:
UNECE Regulation 43.00.

Vehicle:

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 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” substituted “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 100kg. The mass must be concentrated at the H point of the three dimensional machine.

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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

The technical provisions of UNECE Regulation 43.00, Annex 21.

46 Tyres

Component:

The provisions of 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).

Vehicle Installation:

The technical provisions of Annex IV to Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#).

48 Masses and Dimensions

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

49 External Projection of Cabs

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

50 Couplings (if fitted)

Coupling device:

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

transmission of at least 70% is maintained (60% in the case of armoured vehicles).

1 Annex V of Directive [92/23/EEC](#) 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.

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.

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 2, 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.

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

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.

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](#)

69 Electrical Safety

Vehicle: The technical provisions of UNECE Regulation 100.01.

For a vehicle with batteries with maximum voltage 48V—only compliance with the essential technical requirements of UNECE Regulation 100.00 is required.

70 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 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 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

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 so 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 300mm 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

- M114** S.I. 1986/1078, as last amended by S.I. 2019/734. The definition of “emissions publication” in Schedule 7B was substituted by S.I. 2017/1251.
- M115** OJ No. L 106, 3.5.2000, p. 7.
- M116** OJ No. L 76, 6.4.1970, p. 1 (English special edition: Series I Volume 1970(I) P. 171).
- M117** OJ No. L 242, 30.8.1991, p. 1.
- M118** OJ No. L 238, 15.8.1989, p. 43.
- M119** OJ No. L 190, 20.8.1972, p. 1 (English special edition: Series I Volume 1972(III) P. 889).
- M120** OJ No. L 47, 18.2.1977, p. 47.
- M121** OJ No. L 225, 10.8.1992, p. 68.
- M122** OJ No. L 267, 19.10.1977, p. 1.
- M123** OJ No. L 206, 29.7.1978, p. 26.
- M124** OJ No. L 36, 9.2.1988, p. 33.
- M125** OJ No. L 295, 25.10.1991, p. 1.
- M126** OJ No. L 44, 16.2.2000, p. 1.

CHAPTER 2

Commencement Information

- I52** Sch. 2 Pt. 2 Ch. 2 in force at 1.9.2020, see reg. 1(b)

SECTION 1

Wheelchair spaces

1. Any wheelchair space must be fitted with the following—
 - (a) a wheelchair and wheelchair user restraint system complying with item 19A of the Type Approval Regulation, Annex II, Part III, 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.

Wheelchair tie-down devices

2. All wheelchair tie-down devices must comply with ISO 10542 and be marked accordingly.

Location and geometry of anchorages

3. 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.

Testing of restraint system anchorages

4.—(1) 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—

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (a) 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,
 - (b) The forces specified in paragraph 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,
 - (c) The forces specified in paragraph 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;
 - (d) The forces in sub-paragraphs (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;
 - (e) The force in paragraph 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;
 - (f) All forces must be applied as rapidly as possible through the central vertical axis of the wheelchair and wheelchair space;
 - (g) All forces must be maintained for a period of not less than 0.2 seconds.
- (2) 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.

Forces applied to a wheelchair tie-down system

5. The force applied to the surrogate wheelchair—
- (a) in the forward direction to be 24.50 kN;
 - (b) in the rearward direction to be 12.25 kN.

Forces applied to an occupant restraint system

6. The forces must be those specified in paragraph 5.4 of Annex I to Directive 76/115/EEC as last amended by Directive 96/38/EC.

Anchorage system performance

7. The anchorages will meet the test performance requirements if—
- (a) no part of the system has failed, or become detached during the test;
 - (b) no part of the anchorage system has deformed to such an extent that sharp edges or protrusion may cause injury.

SECTION 2

Instead of complying with Section 1 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

Commencement Information

I53 Sch. 2 Pt. 3 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
1 Noise		
Directive 70/157/EEC , as last amended by Directive 92/97/EEC <small>M127</small> , Annex I, paragraph 5.	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 Directive 70/157/EEC , Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply. 2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 3 Where evidence of compliance has been provided, subsequent modification to the exhaust system will be permitted provided— (a) it is downstream of any emissions control device (eg a catalyst), and (b) the emission control device and silencer are identical to that fitted at the time compliance was demonstrated. 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.
2 Light Duty Emissions		
1 Directive 70/220/EEC <small>M128</small> as last amended by Directive 94/12/EC <small>M129</small> , Annex I, paragraph 5.	“ 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 Vehicles are exempt from the requirements of OBD . 2 Does not apply to vehicles approved to item 41.
2 Vehicles manufactured on or after 1st January 2001: Directive 70/220/EEC as last		

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

amended by Directive [98/69/EC](#)
M130

, Annex I, paragraph 5 (Row A limits).

3 Vehicles manufactured on or after 1st January 2006: Directive [70/220/EEC](#) as last amended by Directive [98/69/EC](#) Annex I, paragraph 5 (Row B limits).

4 Vehicles manufactured on or after 1st January 2012: Regulation [\(EC\) 715/2007](#), Annex I, Table 1.

5 Vehicles manufactured on or after 1st September 2016: Regulation [\(EC\) 715/2007](#) Annex I, Table 2.

6 Complete or completed vehicles manufactured after 1st December 2018 in the case of M₁ vehicles and 1st December 2019 otherwise: the technical provisions of Annex XXI to Commission Regulation (EU) 2017/1151 (WLTP).

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

4 In the case of a completed vehicle, the requirements according to the category and date of completion of the base or incomplete vehicle based on maximum mass may apply.

5 An approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass or aerodynamic performance.

6 In the case of wheelchair accessible vehicles—
(a) the modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are now not affected, and
(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.

7 Diesel passenger vehicles manufactured before 1st January 2003 with a maximum permissible weight exceeding 2000kg, which have either more than 6 seats including the driver, or comply with the definition of an MIG (Off-Road vehicle as defined in Directive [2007/46/EC](#)) are to be treated as a vehicle of category N₁.

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).

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 Vehicles manufactured on or after 1st April 1995: Directive [71/320/EEC](#), Annex I, paragraph 2.

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

3 Vehicles manufactured on or after 31st March 2001: Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#), Annex I, paragraph 2 (all requirements) and Annex II.

3 Evidence of compliance with column 1 remains valid where brake transmissions lines are repositioned.

13 Anti-Theft and Immobiliser

Vehicles manufactured on or after 1st October 1998: Directive [74/61/EEC](#), as last amended by Directive [95/56/EC](#), Annex V (electronic immobiliser), and Annex VI (alarm system).

Immobilisers must be approved as part of the base vehicle or as a separate technical unit.

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

Alarms must be approved as part of the base vehicle or as a separate technical unit.

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.

14 Protective Steering

Directive [74/297/EEC](#) as last 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 1500kg.

2 The requirements of this item do not apply to a disabled

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 last amended by Directive [90/629/EEC](#)

M131

, Annex 1, paragraphs 4 and 5.

2 Vehicles manufactured on or after 29th April 2009: Directive [76/115/EEC](#) as last amended by Directive [2005/41/EC](#).

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 last amended by Directive [90/628/EEC](#)

M132

, Annex I, paragraphs 3.1 to 3.1.9 and 3.2.1 to 3.2.2.4.

2 Vehicles manufactured on or after 1st October 1999: Directive [77/541/EEC](#) as last

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.

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

amended by Directive [96/36/EC](#)
M133

, 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 last amended by Directive [2005/40/EC](#).

41 Heavy Duty Emissions

1 Directive [88/77/EEC](#) as last amended by Directive [91/542/EEC](#) Row B limit values.

2 Vehicles manufactured on or after 1st October 2001: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row A limit values.

3 Vehicles manufactured on or after 1st October 2006: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B1 limit values.

4 Vehicles manufactured on or after 1st October 2009: Directive [88/77/EEC](#) as last amended by Directive [1999/96/EC](#) Row B2 limit values.

5 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No [595/2009](#) Annex I limit values.

53 Frontal impact

Vehicles manufactured on or after 1st October 2003: Directive [96/79/EC](#), Annex II, paragraph 3.

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.)

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 vehicles approved to item 2.

2 In the case of a completed vehicle 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.

1 Category N₁ vehicles and vehicles with a maximum mass exceeding 2500kg are exempt.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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](#) **M134**

, 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.

69 Electrical Safety

Vehicle: The technical provisions of UNECE Regulation 100.01.

Marginal Citations

M127 OJ No. L 371, 19.12.1992, p. 1.

M128 OJ No. L 76, 6.4.1970, p. 1 (English special edition: Series I Volume 1970(I) P. 171).

M129 OJ No. L 100, 19.4.1994, p. 42.

M130 OJ No. L 350, 28.12.1998, p. 1.

M131 OJ No. L 341, 6.12.1990, p. 14.

M132 OJ No. L 341, 6.12.1990, p. 1.

M133 OJ No. L 178, 17.7.1996, p. 15.

M134 OJ No. L 169, 8.7.1996, p. 1.

PART 4

Requirements for other vehicles

Commencement Information

I54 Sch. 2 Pt. 4 in force at 1.9.2020, see reg. 1(b)

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
1 Noise		
The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC , 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.	A “ Stationary Noise Test ” means— (a) 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 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).	1 Does not apply to category O vehicles. 2 Directive 70/157/EEC , Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do 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 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 1999/101/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 Light Duty Emissions		

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- | | |
|---|--|
| <p>1 Directive 70/220/EEC as last 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 last amended by Directive 98/69/EC, Annex I.</p> <p>3 Vehicles manufactured on or after 1st January 2006: Directive 70/220/EEC as last amended by Directive 98/69/EC Annex I, paragraph 5 (Row B limits).</p> <p>4 Vehicles manufactured on or after 1st September 2012: Regulation (EC) No 715/2007, Annex I, Table 1.</p> <p>5 Vehicles manufactured on or after 1st September 2016: Regulation (EC) No 715/2007, Annex I, Table 2.</p> <p>6 Vehicles manufactured on or after 1st March 2020: Commission Regulation (EU) 2017/1151 (WLTP).</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 Does not apply to category M₃, N₃ or O vehicles.</p> <p>2 Vehicles of category M₂ are excepted from the requirements of OBD.</p> <p>3 Does not apply to vehicles approved to item 41.</p> <p>4 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>5 In the case of a completed vehicle, the requirements according to the category and date of completion of the base or incomplete vehicles based on maximum mass may apply.</p> <p>6 An approval issued to the most representative base vehicle irrespective of change in reference weight or aerodynamic performance.</p> <p>7 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

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.

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.

2 For vehicles using gaseous fuels:

UNECE Regulation 67.01 for LPG,

UNECE Regulation 110 for CNG,

UNECE Regulation 115 for LPG or CNG retro-fit, or

the technical provisions of Regulation (EC) No 79/2009

or UNECE Regulation 134 for hydrogen.

3BRear Protective Devices

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

“**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,

together with a visual inspection that the device has been correctly installed in accordance with the technical requirements in paragraph 1 of column 1.

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

2 As an alternative to the installation requirements of paragraph 1 for a rear protective device fitted to a vehicle, an **Installation Check**.

4Rear 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 Road Vehicles

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

(Display of Registration Marks)
Regulations 2001.

5 Steering Effort

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

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 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 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 last amended by Directive 87/354/EC.

An “**Installation Check**” means a check for the presence and operation of the device.

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

Vehicle:

The technical provisions of paragraph 2 of Annex I to Directive 70/388/EEC as last amended by Directive 87/354/EC,

or

an **Installation Check**.

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

“**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 minimise the effects of

1 Does not apply to category O vehicles.

Vehicle:

1 The technical provisions of Directive 2003/97/EC Annex III.

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

2 N ₂ and N ₃ vehicles manufactured after 1st April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04 or an Installation Check .	vibration and that the field of view requirements are met.	3 In the case of a completed vehicle, 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. 5 The vehicle requirements in column 1 paragraph 2 do not apply to vehicles where any part of the Class V mirror is below 2.4m above the ground. 6 The requirements in column 1 paragraph 2 do not apply to vehicles where the incomplete vehicle is of a type that is type approved to Directive 2003/97/EC .
--	--	---

9Braking

1 The technical provisions of paragraph 2 of Annex I to Directive 71/320/EEC as last amended by Directive 98/12/EC and tests as defined in associated Annexes as may be applicable.	A “ Park Brake Test ” means a test for category O ₂ and (if fitted) O ₁ 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 category O ₁ vehicles except where a braking system is fitted.
2 Category O ₂ trailers and O ₁ 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,		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, or hearse, the requirements according to category of the base or incomplete vehicle based on maximum mass may apply. 4 In the case of a mobile crane with more than 4

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- 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**.

- 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: Directive 72/245/EEC as last amended by Directive 2006/28/EC. “**Installation Check**” means a manufacturer's declaration that installed components are compliant with the requirements of column 1 and inspection of a sample of installed components as the approving authority deem necessary.

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, or an **Installation Check**.

13 Anti-Theft and Immobiliser

1 The technical provisions of Directive 74/61/EEC as last amended by Directive 95/56/EC. Immobilisers must be approved as part of the base vehicles or as a Separate Technical Unit. 1 Does not apply to category O vehicles.

2 Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following— 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.

(a) the alarm signal must be audible and in additional may include optical alarm devices or be a radio alarm, or any combination of the above; An “**Installation Check**” means an inspection of installed components as the approving authority deems 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. 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.

(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, 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) unsettling the panic alarm must immediately cut the alarm signal. 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 last amended by Directive [2005/39/EC](#).

1 Does not apply to category O 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 last amended by Directive [97/39/EC](#), Annex I and Annex II, paragraphs 4.1 and 4.2.

1 Does not apply to category O 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 last amended by Directive [78/507/EEC](#), and where the vehicle is the subject of a multi-stage build a plate is required on

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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](#).

1 Does not apply to category O vehicles.

2 Does not apply to category M₂ (Class A, I or II) or M₃ (Class A, I or II) 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.

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 are 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 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 requirement 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.

21Retro Reflectors, Rear Marker Plates and Conspicuity Markings

1 For retro reflectors:
UNECE Regulation 3 or
UNECE Regulation 150.

2 For conspicuity markings:
UNECE Regulation 104.

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

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

UNECE Regulation 7 or
UNECE Regulation 148.

23Direction Indicators

UNECE Regulation 6 or
UNECE Regulation 148.

24Rear registration Plate Lamps

UNECE Regulation 4 or
UNECE Regulation 148.

25Headlamps (including bulbs)

UNECE Regulation 8, UNECE
Regulation 20, UNECE
Regulation 31, UNECE
Regulation 98, UNECE
Regulation 112, UNECE
Regulation 123 or UNECE
Regulation 149.

Does not apply to category O
vehicles.

25ACornering Lamps (where fitted)

UNECE Regulation 119 or
UNECE Regulation 149.

Does not apply to category O
vehicles.

26Front Fog Lamps (where fitted)

UNECE Regulation 19 or
UNECE Regulation 149.

Does not apply to category O
vehicles.

27Towing Hooks

The technical provisions of “**Installation Check**” means a check to confirm the presence of towing hooks and that towing hooks are securely attached to major structural aspects of the vehicle.
Annex II to Directive [77/389/EEC](#) as last amended by Directive [96/64/EC](#),
or
an **Installation Check**.

1 Does not apply to category O
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.

28Rear fog Lamps

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

UNECE Regulation 38 or
UNECE Regulation 148.

29 Reversing Lamps

UNECE Regulation 23 or
UNECE Regulation 148.

Does not apply to category O₁ vehicles except where fitted.

30 Parking Lamps (where fitted)

UNECE Regulation 7 or
UNECE Regulation 148.

Does not apply to category O vehicles.

31 Seat Belts

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

1 Does not apply to category O 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 of 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 specifically designed or adapted for use by an adult or young person suffering from some physical or mental impairment

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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 last amended by Directive [94/53/EC](#).

Does not apply to category O 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 category O 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 category O vehicles.

36 Heating Systems (if fitted)

1 The technical provisions of: Directive [2001/56/EC](#) as last amended by Directive [2006/119/EC](#), paragraph 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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

2 Combustion heaters:
the provision of paragraph 1
may be met by an approval or
test report for the device and an
Installation Check.

41 Heavy Duty Emissions

1 Directive [88/77/EEC](#) as last
amended by Directive [91/542/](#)
[EEC](#) Row B limit values.

2 Vehicles manufactured on
or after 1st October 2001:
Directive [88/77/EEC](#) as last
amended by Directive [1999/96/](#)
[EC](#) Row A limit values.

3 Vehicles manufactured on
or after 1st October 2006;
Directive [88/77/EEC](#) as last
amended by Directive [1999/96/](#)
[EC](#) Row B1 limit values.

4 Vehicles manufactured on
or after 1st October 2009:
Directive [88/77/EEC](#) as last
amended by Directive [1999/96/](#)
[EC](#) Row B2 limit values.

5 Complete or completed
vehicles manufactured on or
after 1st September 2018:
Regulation (EC) No [595/2009](#)
Annex I limit values.

1 Does not apply to category O
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 completed
vehicle, 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 cranes which have
an engine meeting the technical
requirements of Regulation
(EU) No 2016/1628, or
(b) vehicles designed to
tow combinations exceeding
200 tonnes which have an
engine meeting the technical
requirements of Regulation
(EU) No 2016/1628,
compliance with Regulation
(EU) No 2016/1628 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 category
M₂, M₃, O₁ or O₂ vehicles.

2 Tests are not required where the device is designed to meet the strength characteristics specified in column 1.

43Spray Suppression Systems

Component: 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 category M₂, M₃, O₁ or O₂ vehicles or to category N₂ vehicles with a maximum mass not exceeding 7.5 tonnes.

Vehicle: The technical provisions of Directive [91/226/EEC](#), or an **Installation Check**

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.

45Safety Glass

Component: UNECE Regulation 43.00.

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.

Vehicle: The technical provisions of UNECE Regulation 43.00, Annex 21.

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.

46Tyres

Component: Directive [92/23/EEC](#) as last amended by Directive [2005/11/EC](#). “**Installation Check**” means a check to ensure that all tyres (except those that are not accessible) are marked in

1 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

<p>Vehicle: The technical provisions of: Directive 92/23/EEC as last amended by Directive 2005/11/EC, or an Installation Check</p>	<p>accordance with the directive including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle.</p> <p>incomplete vehicle based on maximum mass may apply.</p> <p>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.</p> <p>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.</p>
---	---

47Speed Limiters

<p>Component: Directive 92/24/EC as last amended by Directive 2004/11/EC.</p> <p>Vehicle: The technical provisions of: sections 1, 2 and 7 of Annex I to Directive 92/24/EC as last amended by Directive 2004/11/EC, or an Installation Check.</p>	<p>“Installation Check” means a check for presence, component approval markings and the set speed which must be indicated on a place in a conspicuous position in the driver's compartment.</p> <p>Does not apply to category O vehicles.</p>
---	--

48Masses and Dimensions

<p>The technical provisions of Directive 97/27/EC as last amended by Directive 2003/19/EC, section 7 of Annex I.</p>	<p>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”.</p> <p>2 Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.</p> <p>3 In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, in Annex I—</p>
--	---

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

(a) paragraph 7.3.1.4.1 is to be read as though, for “the limit laid down in section 1.6 of Annex I to Directive [96/53/EC](#)”, there were substituted “12.5m”;

(b) paragraph 7.3.1.4.2 is to be read as though, for “2,04 m as per section 4.4 of Annex I to Directive [96/53/EC](#)”, there were substituted “4.19m”.

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-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 or the Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997 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—

(a) 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

that vehicles carried on it may be moved from the trailer to the motor vehicle or more the motor vehicle to the trailer;

(b) 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 substituted 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 and 4 of Annex I to Directive [92/114/EEC](#).

1 Does not apply to category M₂, M₃ or O 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 (if fitted)

Component:
Directive [94/20/EC](#)

“Installation Check” means: 1 For the purpose of confirmation that the Directive [94/20/EC](#), Annex VII,

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

Vehicle:
The technical provisions of Annex VII to Directive [94/20/EC](#),
or
an **Installation Check**.

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.

paragraph 1.1, vehicles fitted with Class A couplings shall be assumed to tow a mass of 3500kg.

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 category M₂, N₂, N₃ or O vehicles.

2 Column 1 does not apply to category M₃ 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.

“**Vehicle of Class IIIS**” means a vehicle of Class III specially designed for the carriage of school children;

2 Vehicles of Class I: The technical provisions of UNECE Regulation 107.02, Annex 8.

“**Table 2**” means the table at the end of this Part.

3 Vehicles other than Class 1—
(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 category N₂, N₃ or O 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

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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) (Northern Ireland) Regulations 2003, 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 III**, Annex 3 to UNECE Regulation 107.02 is amended as follows—

(a) for “225m” 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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

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—

(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;

(b) 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 2**.

14 Vehicles of Class B fitted with more than one wheelchair space: in the case of a second and subsequent wheelchair spaces, the space must not be 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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

57 Front Underrun Protection

1 The technical provisions of section 3 of Annex II to Directive 2000/40/EC. “**Installation Check**” means a check to confirm that the device is approved or of the type tested and has been correctly installed. Does not apply to category M₂, M₃ or O vehicles.

2 A device for which an approval or test report has been issued or a test has been witnessed by the approval authority with respect to the requirements of paragraph 1 or 2, and an **Installation Check**.

65 AEBS

The technical provisions of Regulation (EU) No 347/2012 or UNECE Regulation 131.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.

3 A completed vehicle where the complete or incomplete vehicle upon which it is based has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension; and was manufactured before 1st November 2020.

4 A complete vehicle which has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension; and which was manufactured before 1st November 2020.

5 The exemptions listed in Article 1 of Regulation EU No 347/2012.

6 Completed vehicles based on a complete or incomplete vehicle of category N₁ or M₁.

7 Vehicles built by a manufacturer which made fewer than 1,000 chassis and

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

unitized bodies in the previous calendar year.

66LDWS

The technical provisions of Regulation (EU) No 351/2012 or UNECE Regulation 130.

1 A completed vehicle where the complete or incomplete vehicle it is based upon was manufactured before 1st September 2018.

2 A complete vehicle which was manufactured before 1st September 2018.

3 The exemptions listed in Article 1 of EU Regulation No 351/2012.

4 Completed vehicles based on a complete or incomplete vehicle of category N₁ or M₁.

5 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.

69Electrical Safety

Vehicle:

The technical provisions of UNECE Regulation 100.01.

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 2

<i>Number of passengers</i>	<i>Number of Service Doors</i>		
	<i>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 ¹	2	1
> 100	4	3	1

¹ Indicates that the requirement differs from that of UNECE Regulation 107.02.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

SCHEDULE 3

Regulations 23 and 26

Alternative requirements for the purposes of regulations 23 and 26

1.—(1) For the purposes of regulations 23 and 26, the alternative conditions apply if 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.

Commencement Information

I55 Sch. 3 para. 1 in force at 1.9.2020, see reg. 1(b)

2. The cases are as follows—

(a) Case 1—

(i) the trailer is manufactured in one stage, and

(ii) its manufacture is completed not later than 29th July 2012;

(b) Case 2—

(i) the trailer is manufactured in more than one stage, and

(ii) its manufacture is completed not later than 29th July 2013.

Commencement Information

I56 Sch. 3 para. 2 in force at 1.9.2020, see reg. 1(b)

3. The alternative information for the purposes of regulation 26 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 number (VIN),

(e) the date of supply, and

(f) the name and address of the purchaser.

Commencement Information

I57 Sch. 3 para. 3 in force at 1.9.2020, see reg. 1(b)

SCHEDULE 4

Regulation 29(1)

Offences, penalties, enforcement and other matters

PART 1

Offences

Offences and defences

- 1.—(1) A person commits an offence if—
 - (a) that person supplies a recordable trailer,
 - (b) the trailer is supplied for use on a road, and
 - (c) none of the conditions specified in sub-paragraph (2) is met.
- (2) The specified conditions are that—
 - (a) an EU 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, at a time when there is no relevant consent in effect with respect to a large trailer, that person—
 - (a) supplies that large trailer for use on a road,
 - (b) uses that large trailer on a road, or
 - (c) causes or permits that large trailer to be used on a road.
- (4) A person commits an offence if that person contravenes any requirement in paragraph (1) or (3) of regulation 25.
- (5) A person commits an offence if that person—
 - (a) contravenes any other prohibition in these Regulations, the Type Approval Regulation or the legislation listed in Schedule 5, or
 - (b) fails to comply with any requirement or obligation in these Regulations, the Type Approval Regulation or the legislation listed in Schedule 5.
- (6) It is a defence for a person charged with an offence under sub-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.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

(7) It is a defence for a person charged with an offence under sub-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 sub-paragraph (6) (a), (b), or (c).

(8) For the purposes of this paragraph, a trailer is a recordable trailer if it is a relevant vehicle other than—

- (a) a trailer falling within regulation 25(2)(a) or (b), or
- (b) a trailer to which the alternative conditions in Schedule 3 apply.

(9) In this paragraph—

“relevant consent” means consent given under regulation 23(3);

“relevant vehicle” has the meaning given in regulation 23(8);

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

- (a) the Type Approval Regulation,
- (b) these Regulations,
- (c) the Goods Vehicles (Plating and Testing) Regulations 1988, or
- (d) the Goods Vehicles (Testing) Regulations (Northern Ireland) 2003.

Commencement Information

I58 Sch. 4 para. 1 in force at 1.9.2020, see [reg. 1\(b\)](#)

Offences by bodies corporate and partnerships

2.—(1) If an offence under these Regulations committed by a body corporate is proved to have been committed with the consent or connivance of, or to be attributable to neglect on the part of, an officer of the body corporate, or a person purporting to act as an officer of the body corporate, that officer or person (as well as the body corporate) commits the offence and is liable to be proceeded against and punished accordingly.

(2) If the affairs of a body corporate are managed by its members, sub-paragraph (1) applies in relation to the acts and omissions of a member in connection with the member's functions of management as it applies to an officer of the body corporate.

(3) If an offence under these Regulations is—

- (a) committed by a Scottish partnership, and
- (b) proved to have been committed with the consent or connivance of, or to be attributable to neglect on the part of, a partner of the partnership,

the partner (as well as the partnership) commits the offence and is liable to be proceeded against and punished accordingly.

(4) In this paragraph “officer” in relation to a body corporate means a director, secretary or other similar officer of the body corporate.

Commencement Information

I59 Sch. 4 para. 2 in force at 1.9.2020, see [reg. 1\(b\)](#)

PART 2

Penalties

Criminal penalties

3.—(1) A person who commits an offence under these Regulations is punishable on summary conviction—

- (a) in England and Wales by a fine or (in the case of an individual) by imprisonment for a term not exceeding three months, or by both, or
 - (b) in Scotland or Northern Ireland by a fine not exceeding level 5 on the standard scale or (in the case of an individual) by imprisonment for a term not exceeding three months, or by both.
- (2) But an offence is not punishable under this paragraph if—
- (a) the enforcement authority has required a person to pay a penalty in respect of that offence under paragraph 4, and
 - (b) that penalty has been paid to the enforcement authority.

Commencement Information

I60 Sch. 4 para. 3 in force at 1.9.2020, see reg. 1(b)

Civil penalties

4.—(1) The enforcement authority may require a person to pay a penalty if the enforcement authority is satisfied, on a balance of probabilities, that the person has committed an offence mentioned in paragraph 1(1), (3), (4) or (5).

- (2) But the enforcement authority may not require a person to pay a penalty if—
- (a) the person shows that there was a reasonable excuse for committing the offence, or
 - (b) criminal proceedings have been instituted against the person in respect of the same offence.
- (3) A penalty imposed under this paragraph may not exceed £50,000 per offence.
- (4) The penalty is payable to the enforcement authority on demand.

Commencement Information

I61 Sch. 4 para. 4 in force at 1.9.2020, see reg. 1(b)

Notification of penalty decision

5.—(1) If the enforcement authority decides to require a person to pay a penalty under these Regulations, the enforcement authority must give the person a penalty notice.

- (2) A penalty notice must—
- (a) be in writing,
 - (b) state the enforcement authority's reasons for deciding to require the person to pay a penalty,
 - (c) state the amount of the penalty,
 - (d) specify the date on which it is given,

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (e) specify the date, at least 28 days after the date specified in the notice as the date on which it is given, before which the penalty must be paid,
- (f) specify how a penalty must be paid,
- (g) include an explanation of the steps that the person may take if the person objects to the penalty (including specifying the manner and form in which any notice of objection must be given to the enforcement authority), and
- (h) include an explanation of the steps the enforcement authority may take to recover any unpaid penalty.

Commencement Information

I62 Sch. 4 para. 5 in force at 1.9.2020, see reg. 1(b)

Objection to penalty decision

6.—(1) The recipient of a penalty notice (the “recipient”) may object to the penalty notice by giving a notice of objection to the enforcement authority.

(2) A notice of objection must—

- (a) give the reasons for the objection,
- (b) be given to the enforcement authority in the manner and form specified in the penalty notice, and
- (c) be given before the end of the period of 28 days beginning with the date specified in the penalty notice as the date on which it is given.

(3) Where the enforcement authority receives a notice of objection, the enforcement authority must consider it and—

- (a) cancel the penalty,
- (b) reduce the penalty,
- (c) increase the penalty, or
- (d) determine not to alter the penalty.

(4) After reaching a decision as to how to proceed under sub-paragraph (3), the enforcement authority must notify the recipient of the decision in writing.

(5) A notification under sub-paragraph (4) must be given before the end of the period of 70 days beginning with the date specified in the penalty notice as the date on which it is given, or such longer period as the enforcement authority may agree with the recipient.

(6) A notification under sub-paragraph (4), other than one notifying the recipient that the enforcement authority has decided to cancel the penalty, must—

- (a) state the amount of the penalty following the enforcement authority's consideration of the notice of objection,
- (b) state the enforcement authority's reasons for the decision under sub-paragraph (3),
- (c) specify the date, at least 28 days after the date on which the notification is given, before which the penalty must be paid,
- (d) specify how the penalty must be paid,
- (e) include an explanation of the recipient's rights of appeal, and
- (f) include an explanation of the steps the enforcement authority may take to recover any unpaid penalty.

(7) A notification under sub-paragraph (4) notifying the recipient that the enforcement authority has decided to cancel the penalty must state the enforcement authority's reasons for the decision under sub-paragraph (3).

Commencement Information

I63 Sch. 4 para. 6 in force at 1.9.2020, see reg. 1(b)

Civil penalties: appeals

7.—(1) A person (the “appellant”) may appeal to the court against a decision to require the person to pay a penalty under these Regulations.

(2) An appeal may be brought only if the appellant has given a notice of objection and the enforcement authority has—

- (a) reduced the penalty under paragraph 6(3)(b),
- (b) increased the penalty under paragraph 6(3)(c), or
- (c) determined not to alter the penalty under paragraph 6(3)(d).

(3) An appeal must be brought within the period of 28 days beginning with the date on which the person is notified of the enforcement authority's decision on the notice of objection under paragraph 6(4).

(4) On appeal, the court may—

- (a) allow the appeal and cancel the penalty,
- (b) allow the appeal and reduce the penalty, or
- (c) dismiss the appeal.

(5) An appeal—

- (a) is to be a re-hearing of the enforcement authority's decision to impose a penalty, and
- (b) may be determined having regard to matters of which the enforcement authority was unaware.

(6) Sub-paragraph (5)(a) has effect despite any provision of rules of court.

(7) In this paragraph, a reference to “the court” is a reference—

- (a) in England and Wales, to the county court,
- (b) in Scotland, to the sheriff, and
- (c) in Northern Ireland, to a county court.

(8) But—

- (a) the county court in England and Wales, or a county court in Northern Ireland, may transfer proceedings under this paragraph to the High Court, and
- (b) the sheriff may transfer proceedings under this paragraph to the Court of Session.

Commencement Information

I64 Sch. 4 para. 7 in force at 1.9.2020, see reg. 1(b)

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

PART 3

Enforcement and other matters

Enforcement of penalty decision

8.—(1) This paragraph applies where a sum is payable to the enforcement authority as a penalty under these Regulations.

(2) In England and Wales the penalty is recoverable as if it were payable under an order of the county court in England and Wales.

(3) In Scotland the penalty may be enforced in the same manner as an extract registered decree arbitral bearing a warrant for execution issued by the sheriff court of any sheriffdom in Scotland.

(4) In Northern Ireland the penalty is recoverable as if it were payable under an order of a county court in Northern Ireland.

(5) Where action is taken under this paragraph for the recovery of a sum payable as a penalty under these Regulations, the penalty is—

- (a) in relation to England and Wales, to be treated for the purposes of section 98 of the Courts Act 2003 ^{M135} (register of judgments and orders etc.) as if it were a judgment entered in the county court;
- (b) in relation to Northern Ireland, to be treated for the purposes of article 116 of the Judgments Enforcement (Northern Ireland) Order 1981 ^{M136} (register of judgments) as if it were a judgment in respect of which an application has been accepted under article 22 or 23(1) of that Order.

Commencement Information

I65 Sch. 4 para. 8 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M135 2003 c.39; section 98 has been amended by sections 48(1) and 106(2) of, and paragraph 55(1), (2), (3) (a) and (b) of Schedule 8 and paragraph 15 of Schedule 16 to, the [Tribunals, Courts and Enforcement Act 2007 \(c.15\)](#) and section 17(5) of, and paragraph 40(a) and (c) of Part 2 of Schedule 9 to, the [Crime and Courts Act 2013 \(c.22\)](#). Further amendments made by the Tribunals, Courts and Enforcement Act 2007 have yet to be brought into force.

M136 S.I. 1981/226 (N.I. 6).

Obstruction of officers and false statements

9.—(1) A person must not—

- (a) intentionally obstruct an officer when acting in pursuance of any provision of these Regulations,
- (b) intentionally fail to comply with any requirement properly made by an officer under any provision of these Regulations, or
- (c) without reasonable cause, fail to give an officer any other assistance or information which the officer may reasonably require of that person for the purposes of the exercise of the officer's functions under any provision of these Regulations.

(2) A person must not, in giving any information which is required of that person by virtue of sub-paragraph (1)(c)—

- (a) make any statement which the person knows is false in a material particular, or
- (b) recklessly make a statement which is false in a material particular.

Commencement Information

I66 Sch. 4 para. 9 in force at 1.9.2020, see reg. 1(b)

Powers of search, etc.

10.—(1) Officers may exercise any of the powers set out in sub-paragraph (2) at all reasonable hours provided the officers—

- (a) identify themselves and produce authority in writing from the enforcement authority for the exercise by the officers of powers conferred on the authority by these Regulations, and
- (b) state the purpose of the officers' actions and the grounds for undertaking them.

(2) The powers referred to in sub-paragraph (1) are as follows—

- (a) an officer may for the purpose of ascertaining whether an offence under these Regulations has been committed—
 - (i) inspect any relevant products, and
 - (ii) enter any premises other than premises used wholly or mainly as a dwelling;
- (b) if an officer has reasonable cause to suspect that an offence under these Regulations has been committed, the officer may, for the purpose of ascertaining whether it has been committed, require any person carrying on, or employed in connection with, a business to produce any records relating to the relevant products and the officer may take copies of those records or any part of them;
- (c) if an officer has reasonable cause to suspect that an offence under these Regulations has been committed, the officer may seize and detain any relevant products for the purpose of ascertaining whether the offence has been committed;
- (d) an officer may seize and detain any relevant products or records which the officer has reason to believe may be required as evidence in proceedings for an offence under these Regulations;
- (e) an officer may, for the purpose of exercising the officer's powers of seizure under this sub-paragraph, but only if and to the extent that it is reasonably necessary in order to secure that the provisions of these Regulations are duly observed, require any person having authority to do so to open any container and, if that person does not comply with the requirement or if there is no person present having authority to open it, the officer may break open the container.

(3) For the purposes of sub-paragraph (2), the officer may require information stored electronically to be made available in printed form.

(4) An officer may, for the purpose of ascertaining whether an offence has been committed under these Regulations, make a purchase of relevant products.

(5) If a justice is satisfied by any written information on oath—

- (a) that there are reasonable grounds for believing either—
 - (i) that any relevant products or records, which an officer has power under this paragraph to inspect, copy, seize or require to be produced, is or are on any premises and that the inspection, copying, seizure or production of that item is likely to disclose evidence of the commission of an offence under these Regulations, or

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

- (ii) that any offence under these Regulations has been, is being, or is about to be committed on any premises, and
- (b) either—
 - (i) that admission to the premises has been or is likely to be refused and that notice of intention to apply for a warrant under this sub-paragraph has been given to the occupier, or
 - (ii) that an application for admission, or the giving of such a notice, would defeat the object of the entry or that the premises are unoccupied or that the occupier is temporarily absent and it might defeat the object of the entry to await the occupier's return,

the justice may by warrant under the justice's hand, which continues in force for a period of one month, authorise an officer to enter the premises, if need be by force.

(6) On entering any premises by authority of a warrant granted under sub-paragraph (5), an officer must, if the occupier is present, give to the occupier or, if the occupier is temporarily absent, leave in a prominent place on the premises, or an appropriate part of the premises, a notice in writing—

- (a) summarising an officer's powers of seizure and detention of any relevant products or records under this paragraph,
- (b) explaining that compensation may be payable for damage caused in entering premises and seizing and removing any relevant products or records and giving the address to which an application for compensation should be directed, and
- (c) indicating at which office of the enforcement authority and within which hours a copy of these Regulations is available to be consulted.

(7) An officer, when entering any premises by virtue of this paragraph, may be accompanied by such persons and take such equipment as appear to the officer to be necessary.

(8) An officer, when leaving any premises which the officer entered by virtue of a warrant, must, if the premises are unoccupied or the occupier is temporarily absent, leave them in as secure a state as that in which they were found.

(9) When exercising any power of seizure and detention under this paragraph, an officer must, as soon as practicable, give to the person against whom the power has been exercised, a written notice stating—

- (a) precisely what has been so seized and detained,
- (b) that an application for the release of a detained item may be made in accordance with paragraph 12 of this Schedule, and
- (c) the procedure for making such an application.

(10) A person who is not an officer of the enforcement authority must not purport to act as such under this paragraph.

(11) In sub-paragraph (5), the reference to “any written information on oath” is to be construed, in the application of this paragraph to—

- (a) Scotland, as a reference to any evidence on oath;
- (b) Northern Ireland, as a reference to any complaint on oath.

(12) In this paragraph, “justice” means—

- (a) in England and Wales, a justice of the peace,
- (b) in Scotland, a sheriff or summary sheriff, and
- (c) in Northern Ireland, a lay magistrate.

Commencement Information

I67 Sch. 4 para. 10 in force at 1.9.2020, see reg. 1(b)

Powers of customs officers to detain goods

11.—(1) An Officer of Revenue and Customs may, for the purpose of facilitating the exercise by the enforcement authority, or duly authorised officer of the authority, of any powers conferred on the authority or officer by these Regulations seize any imported relevant products or any records, and detain them for not more than two working days.

(2) Anything seized and detained under this paragraph must be dealt with during the period of its detention in such manner as the Commissioners for Her Majesty's Revenue and Customs may direct.

(3) An Officer of Revenue and Customs seizing any relevant products or records under this paragraph must inform the person from whom they are seized that such relevant products or records have been seized.

(4) In sub-paragraph (1) the reference to two working days is a reference to a period of forty-eight hours calculated from the time when the goods in question are seized, but disregarding so much of any period as falls on a Saturday or Sunday or on Christmas Day, Good Friday or a day which is a bank holiday under the Banking and Financial Dealings Act 1971 ^{M137} in the part of the United Kingdom where the goods are seized.

Commencement Information

I68 Sch. 4 para. 11 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M137 1971 c.80.

Applications for the release of detained items

12.—(1) Any person having an interest in any relevant products or records detained for the time being under paragraph 10 may apply for an order requiring any item so detained to be released to the applicant or another person.

(2) An application under this paragraph may be made—

- (a) to any magistrates' court in which proceedings have been brought in England and Wales or Northern Ireland for an offence in respect of a contravention of any provision of these Regulations in connection with the detained item,
- (b) where no such proceedings have been so brought, by way of complaint to a magistrates' court, or
- (c) in Scotland, by summary application to the sheriff.

(3) A magistrates' court or the sheriff must not make an order under sub-paragraph (1) unless the court or sheriff is satisfied that—

- (a) proceedings have not been brought for an offence in respect of a contravention of any provision of these Regulations in connection with the detained item or, having been brought, have been concluded, and
- (b) where no such proceedings have been brought, more than six months have elapsed since the seizure was carried out.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

(4) Any person aggrieved by an order made under this paragraph by a magistrates' court or sheriff, or by a decision of such a court or sheriff not to make such an order, may appeal against that order or decision—

- (a) in England and Wales, to the Crown Court,
- (b) in Scotland, to the Sheriff Appeal Court as though it were an appeal under section 110(1) of the Courts Reform (Scotland) Act 2014 ^{M138}, or
- (c) in Northern Ireland, to a county court.

(5) In England and Wales or in Northern Ireland, an order so made may contain such provision as appears to the court to be appropriate for delaying the coming into force of the order pending the making and determination of any appeal (including any application under section 111 of the Magistrates' Courts Act 1980 ^{M139} or article 146 of the Magistrates' Courts (Northern Ireland) Order 1981 ^{M140} (statement of case)).

Commencement Information

I69 Sch. 4 para. 12 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M138 2014 asp 18.

M139 1980 c.43.

M140 S.I. 1981/1675 (N.I. 26).

Compensation for seizure and detention

13.—(1) Where an officer exercises any power under paragraph 10 to seize and detain any relevant products or records, the enforcement authority is liable to pay compensation to any person having an interest in the item seized and detained in respect of any loss or damage caused by the exercise of the power if—

- (a) there has been no contravention of any provision of these Regulations, and
- (b) the exercise of the power is not attributable to any neglect or default by that person.

(2) Any disputed question as to the right to, or the amount of, any compensation payable under this paragraph must be determined by arbitration—

- (a) in England and Wales or Northern Ireland, in accordance with the Arbitration Act 1996 ^{M141}, or
- (b) in Scotland, in accordance with the Arbitration (Scotland) Act 2010 ^{M142}.

Commencement Information

I70 Sch. 4 para. 13 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M141 1996 c.23.

M142 2010 asp 1.

Recovery of the expenses of enforcement

14.—(1) This paragraph applies where a court convicts a person of an offence in respect of a contravention of any provision of these Regulations in relation to any relevant products or records.

(2) The court may (in addition to any other order it may make as to costs and expenses) order the person convicted to reimburse the enforcement authority for any expenditure which has been or may be incurred by that authority in connection with any seizure or detention by or on behalf of the authority of the relevant products or records.

Commencement Information

I71 Sch. 4 para. 14 in force at 1.9.2020, see reg. 1(b)

Power of the Commissioners for Her Majesty's Revenue and Customs to disclose information

15.—(1) If they think it appropriate to do so for the purpose of facilitating the exercise by any person to whom sub-paragraph (2) applies of any functions conferred on that person by any provisions of these Regulations, the Commissioners for Her Majesty's Revenue and Customs may authorise the disclosure to that person of any information obtained for the purposes of the exercise by the Commissioners of their functions in relation to imported goods.

(2) This sub-paragraph applies to the enforcement authority and to any officer authorised by the enforcement authority.

(3) A disclosure of information made to any person under sub-paragraph (1) must be made in such manner as may be directed by the Commissioners for Her Majesty's Revenue and Customs and may be made through such persons acting on behalf of that person as may be so directed.

(4) Information may be disclosed to a person under sub-paragraph (1) whether or not the disclosure of the information has been requested by or on behalf of that person.

Commencement Information

I72 Sch. 4 para. 15 in force at 1.9.2020, see reg. 1(b)

Savings for certain privileges

16. Nothing in these Regulations is to be taken as requiring any person—

- (a) to produce any records if that person would be entitled to refuse to produce those records in any proceedings in any court on the grounds that they are the subject of legal professional privilege or, in Scotland, a claim of confidential communications, or as authorising any person to take possession of any records which are in the possession of a person who would be so entitled, or
- (b) to answer any question or give any information if to do so would incriminate that person or that person's spouse or civil partner.

Commencement Information

I73 Sch. 4 para. 16 in force at 1.9.2020, see reg. 1(b)

Savings for civil rights

17. A contract for the supply of relevant products is not void or unenforceable by reason only of a contravention of any provision of these Regulations.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Commencement Information

I74 Sch. 4 para. 17 in force at 1.9.2020, see reg. 1(b)

SCHEDULE 5

Regulation 29(1)

Other legislation for which penalties are applied

1. Directive [2005/64/EC](#) of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability ^{M143}.

Commencement Information

I75 Sch. 5 para. 1 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M143 OJ No. L 310, 25.11.2005, p.10, as last amended by Commission Directive 2009/1/EC (OJ No. L 9, 14.1.2009, p.31).

2. Directive [2006/40/EC](#) of the European Parliament and of the Council of 17 May 2006 relating to emissions from air conditioning systems in motor vehicles ^{M144}.

Commencement Information

I76 Sch. 5 para. 2 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M144 OJ No. L 161, 14.6.2006, p.12.

3. Regulation [\(EC\) No 715/2007](#) of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information ^{M145}.

Commencement Information

I77 Sch. 5 para. 3 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M145 OJ No. L 171, 29.6.2007, p.1, as last amended by Commission Regulation (EU) No. 459/2012 (OJ No. L 142, 1.6.2012, p.16).

4. Regulation [\(EC\) No 78/2009](#) of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users ^{M146}.

Commencement Information

I78 Sch. 5 para. 4 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M146 OJ No. L 35, 4.2.2009, p.1, as last amended by Council Regulation (EU) No 517/2013 (OJ No. L 158, 10.6.2013, p.1).

5. Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on type-approval of hydrogen-powered motor vehicles ^{M147}.

Commencement Information

I79 Sch. 5 para. 5 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M147 OJ No. L 35, 4.2.2009, p.32, as last amended by Regulation (EU) 2019/1243 (OJ No. L 198, 25.7.2019, p.241).

6. Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information ^{M148}.

Commencement Information

I80 Sch. 5 para. 6 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M148 OJ No. L 188, 18.7.2009, p.1, as last amended by Regulation (EU) 2019/1242 (OJ No. L 198, 25.7.2019, p.202).

7. Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor ^{M149}.

Commencement Information

I81 Sch. 5 para. 7 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M149 OJ No. L 200, 31.7.2009, p.1, as last amended by Commission Regulation (EU) 2019/543 (OJ No. L 95, 4.4.2019, p.1).

8. Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems ^{M150}.

Commencement Information

I82 Sch. 5 para. 8 in force at 1.9.2020, see reg. 1(b)

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

Marginal Citations

M150 OJ No. L 158, 27.5.2014, p.131, as last amended by Commission Delegated Regulation (EU) 2019/839 (OJ No. L 138, 24.5.2019, p.70).

SCHEDULE 6

Regulation 30(1)

Consequential amendments and revocations

PART 1

Consequential amendments

CHAPTER 1

Primary legislation

Amendment of the Public Passenger Vehicles Act 1981

1.—(1) Section 6 of the Public Passenger Vehicles Act 1981 ^{M151} (certificate of initial fitness (or equivalent) required for use as public service vehicles) is amended as follows.

(2) In subsection (1)(d)(i), for “EC certificate of conformity”, substitute “ EU certificate of conformity ”.

(3) In subsection (1ZB), for “regulation 6”, substitute “ regulation 21 ”.

(4) For subsection (3), substitute—

“(3) In this section—

“Approval Regulations” means the Road Vehicles (Approval) Regulations 2020;

“EU certificate of conformity” has the same meaning as “certificate of conformity” in Article 3(5) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;

“individual approval certificate” means a certificate issued under regulation 18(10) of the Approval Regulations;

“national small series certificate of conformity” means a certificate issued under regulation 16(7) of the Approval Regulations.”.

Commencement Information

I83 Sch. 6 para. 1 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M151 1981 c.14. Relevant amendments were made by [S.I. 2009/818](#).

Amendment of the Road Traffic Act 1988

2.—(1) The Road Traffic Act 1988 ^{M152} is amended as follows.

(2) In section 67^{M153} (testing of condition of vehicles on roads), in subsection (3B)(a), for “Annex II to the road vehicles type approval Directive”, substitute “ Article 4 of the road vehicles type approval Regulation ”.

(3) In section 79^{M154} (further provisions relating to weighing of motor vehicles)—

(a) in subsection (A2), for “Annex II to Directive 2007/46/EC”, substitute “ Article 4 of the road vehicles type approval Regulation ”;

(b) omit subsection (6).

(4) In section 85(1) (interpretation of Part II), in the definition of “EC certificate of conformity”^{M155}—

(a) in paragraph (a)—

(i) in sub-paragraph (iii), omit the second “or”;

(ii) in sub-paragraph (iv), at the end, insert—

“, or

(v) Article 36 or 37 of the road vehicles type approval Regulation;”;

(b) in paragraph (d)—

(i) in sub-paragraph (i), omit “or”;

(ii) in sub-paragraph (ii), at the end, insert—

“, or

(iii) Article 36 or 37 of the road vehicles type approval Regulation;”.

(5) In section 85(1) (interpretation of Part II), after the definition of “the road vehicles type approval Directive”^{M156}, insert—

““the road vehicles type approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles,”.

(6) In section 86 (index to Part II), in the table, after the entry relating to “Road vehicles type approval Directive”, insert—

“Road vehicles type approval Regulation

Section 85”.

Commencement Information

I84 Sch. 6 para. 2 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M152 1988 c.52.

M153 Subsection (3B) was inserted by [S.I. 2011/996](#) and substituted by [S.I. 2017/849](#).

M154 Subsections (A2) and (6) were inserted by [S.I. 2011/996](#).

M155 The definition was inserted by [S.I. 1992/3107](#), substituted by [S.I. 2009/818](#) and partially substituted by [S.I. 2018/235](#) and 236.

M156 The definition was inserted by [S.I. 2009/818](#).

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Amendment of the Vehicle Excise and Registration Act 1994

3.—(1) Schedule 1 to the Vehicle Excise and Registration Act 1994 ^{M157} (annual rates of duty) is amended as follows.

(2) In Part IA (light passenger vehicles registered before 1 April 2017: graduated rates of duty)—

(a) in paragraph 1A, for sub-paragraph (2), substitute—

“(2) In sub-paragraph (1)(b)(i) a “light passenger vehicle” means, as the case may be, a vehicle—

- (a) within Category M₁ of Annex II to Council Directive [70/156/EEC](#) (vehicle with at least four wheels used for carriage of passengers and comprising no more than 8 seats in addition to the driver's seat),
- (b) within Category M₁ of Annex II to Directive [2007/46/EC](#) (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat), or
- (c) within Category M₁ of Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat).”;

(b) in paragraph 1G, for sub-paragraph (1), substitute—

“(1) References in this Part of this Schedule to an “EU certificate of conformity” are to a certificate of conformity within the meaning of—

- (a) Council Directive [70/156/EEC](#),
- (b) Directive [2007/46/EC](#) of the European Parliament and of the Council of 5 September 2007, or
- (c) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”.

(3) In Part 1AA (light passenger vehicles registered on or after 1 April 2017), in paragraph 1GA—

(a) for sub-paragraph (2), substitute—

“(2) In sub-paragraph (1)(b)(i) a “light passenger vehicle” means—

- (a) a vehicle within Category M₁ of Annex II to Directive [2007/46/EC](#) (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat), or
- (b) a vehicle within Category M₁ of Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (vehicle designed and constructed primarily for the carriage of passengers and comprising no more than 8 seats in addition to the driver's seat).”;

(b) for sub-paragraph (2A) ^{M158}, substitute—

“(2A) For the purposes of sub-paragraph (1A) a vehicle is a “motor caravan” if the certificate mentioned in sub-paragraph (1)(b) identifies the vehicle as a motor caravan within the meaning of—

- (a) Annex II to Directive [2007/46/EC](#), or
 - (b) Part A of Annex I to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”;
- (c) for sub-paragraph (4), substitute—
- “(4) References in this Part of this Schedule to an “EU certificate of conformity” are to a certificate of conformity within the meaning of—
- (a) Directive [2007/46/EC](#), or
 - (b) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.”.
- (4) In Part IB (light goods vehicles), in paragraph 1H, for sub-paragraph (2), substitute—
- “(2) In sub-paragraph (1)(b) a “light goods vehicle” means, as the case may be, a vehicle—
- (a) within Category N₁ of Annex II to Council Directive [70/156/EEC](#) (vehicle with four or more wheels used for carriage of goods and having a maximum mass not exceeding 3.5 tonnes),
 - (b) within Category N₁ of Annex II to Directive [2007/46/EC](#) (vehicle designed and constructed primarily for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes), or
 - (c) within Category N₁ of Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (vehicle designed and constructed primarily for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes).”.

Commencement Information

I85 Sch. 6 para. 3 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M157 [1994 c.22](#). Part IA and Part IB were inserted into Schedule 1 by section 22 of, and Schedule 3 to, the [Finance Act 2000 \(c.17\)](#). Part 1AA was inserted by section 46 of the [Finance \(No 2\) Act 2015 \(c.33\)](#).

M158 Sub-paragraph (2A) was inserted by section 86(3) of the [Finance Act 2020 \(c.14\)](#).

Amendment of the Income Tax (Earnings and Pensions) Act 2003

4.—(1) Section 171(1) of the Income Tax (Earnings and Pensions) Act 2003 ^{M159} (minor definitions: general) is amended as follows.

(2) For the definition of “EC certificate of conformity”, substitute—

““EC certificate of conformity” means a certificate of conformity within the meaning of—

- (a) Council Directive [70/156/EEC](#),
- (b) Directive [2007/46/EC](#) of the European Parliament and of the Council of 5 September 2007, or

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

- (c) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

(3) For the definition of “EC type-approval certificate”, substitute—

““EC type-approval certificate” means—

- (a) a type-approval certificate issued under any provision of the law of a Member State implementing Council Directive [70/156/EEC](#),
- (b) an EC type-approval certificate within the meaning of Council Directive [2007/46/EC](#), or
- (c) an EU type-approval certificate within the meaning of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

Commencement Information

I86 Sch. 6 para. 4 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M159 [2003 c.1](#). Relevant substitutions were made by section 48 of the [Finance Act 2018 \(c.3\)](#).

CHAPTER 2

Secondary legislation

Amendment of the Motor Vehicles (International Circulation) Order 1975

5.—(1) The Motor Vehicles (International Circulation) Order 1975 ^{M160} is amended as follows.

(2) In Article 5(2)(c)(ii), for “Annex II to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”.

Commencement Information

I87 Sch. 6 para. 5 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M160 [S.I. 1975/1208](#), as amended by [S.I. 1980/1095](#), 1985/459, 1989/993, 1991/771 and 1727, 1996/1929 and 1974, 2004/1992, 2010/771, 2013/3150 and 2018/1295 and prospectively amended (from IP completion day) by [S.I. 2019/563](#).

Amendment of the Motor Vehicles (Type Approval) Regulations 1980

6.—(1) The Motor Vehicles (Type Approval) Regulations 1980 ^{M161} are amended as follows.

(2) In regulation 3(1), in the definition of “component”, for “described in Directive [2007/46/EC](#) of the European Parliament and of the Council of 5th September 2007”, substitute “ defined in Article 3(20) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I88 Sch. 6 para. 6 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M161 [S.I. 1980/1182](#), as amended by [S.I. 1982/7](#), 1986/1501, 1987/524, 1988/1103 and 1669, 1989/1578 and 2262, 1991/820, 2681 and 2830, 1992/2154 and 3107 and 2011/1043 and prospectively amended (from IP completion day) by [S.I. 2019/453](#).

Amendment of the Road Traffic (Northern Ireland) Order 1981

7.—(1) The Road Traffic (Northern Ireland) Order 1981 ^{M162} is amended as follows.

(2) In Article 31A(7) (interpretation of Articles 31A to 31E)—

(a) in the definition of “EC certificate of conformity”—

(i) in paragraph (a)—

(aa) in sub-paragraph (iii), omit the second “or”;

(bb) in sub-paragraph (iv), at the end, insert—

“, or

(v) Article 36 or 37 of the road vehicles type approval Regulation”;

(ii) in paragraph (d)—

(aa) in sub-paragraph (i), omit “or”;

(bb) in sub-paragraph (ii), at the end, insert—

“, or

(iii) Article 36 or 37 of the road vehicles type approval Regulation”;

(b) after the definition of “the road vehicles type approval Directive”, insert—

““the road vehicles type approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

Commencement Information

I89 Sch. 6 para. 7 in force at 1.9.2020, see reg. 1(b)

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

Marginal Citations

M162 [S.I. 1981/154 \(N.I. 1\)](#). Article 31A was inserted by [S.I. 1985/755 \(N.I. 6\)](#). In Article 31A(7), the definition of “EC certificate of conformity” was substituted, and other definitions inserted, by [S.I. 2019/648](#) (as amended by [S.I. 2019/691](#)), and other amendments were made by S.R. [1993 No. 246](#), [S.I. 2006/1254 \(N.I. 9\)](#) and [S.I. 2018/235](#).

Amendment of the Motor Vehicles (Tests) Regulations 1981

8.—(1) The Motor Vehicles (Tests) Regulations 1981 ^{M163} are amended as follows.

(2) In regulation 5(6)(b), for “Annex 2 to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”.

(3) In regulation 6(5), in the definition of “vehicle of historic interest”, for “meaning given in paragraph 1 of Schedule 3 to the Road Vehicles (Approval) Regulations 2009”, substitute “same meaning as “type of vehicle” in Article 3(32) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”.

Commencement Information

I90 Sch. 6 para. 8 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M163 [S.I. 1981/1694](#), as amended by [S.I. 1982/814](#),

1477 and
1715,
1983/1434,
1984/1126,
1985/45,
1988/1894,
1989/1694,
1991/253,
1525 and
2229,
1992/1217,
1609 and
3160,
1995/1457 and
2438,
1997/81,
1998/1672,
2000/1432,
2001/3330,
2002/488 and
1698,
2003/1113,
1698 and
1815,
2004/1879,

2005/1832,
2006/594 and
1998,
2007/506,
1161 and
1898,
2009/643 and
802,
2010/449 and
1172,
2011/3058,
2012/307,
2404 and
2652,
2013/271,
2014/480 and
2114,
2017/850,
2018/25 and
2020/382
and prospectively amended (from IP completion day) by [S.I. 2019/453](#).

Amendment of the Road Vehicles Lighting Regulations 1989

9.—(1) The Road Vehicles Lighting Regulations 1989 ^{M164} are amended as follows.

(2) In Schedule 1, in the entries in the table relating to “headlamp cleaning device” and “reversing lamp”, in the third column of each entry, for “2009”, substitute “ 2020, or by Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, ”.

Commencement Information

191 Sch. 6 para. 9 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M164 [S.I. 1989/1796](#), as amended by paragraphs 11 to 14 of Schedule 9 to the [Deregulation Act 2015 \(c.20\)](#),
[S.I. 1992/1217](#), [1994/2280](#) and
2567,
1996/3016,
2001/560,
2003/1959 and
1998,
2004/3168,
2005/344,
2559,
2929 (W. 214) and
3169,
2006/594 and
1914,
2008/1277,
2009/3220,

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

2010/1172,
2011/935,
2013/119 and
755,
2014/480,
2017/852,
2018/1203,
2019/703 and
734
and [S.S.I. 2006/129](#).

Amendment of the Goods Vehicles (Licensing of Operators) Regulations 1995

10.—(1) The Goods Vehicles (Licensing of Operators) Regulations 1995 ^{M165} are amended as follows.

(2) In Schedule 3, in paragraph 23A(1)(b), for “Annex II to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I92 Sch. 6 para. 10 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M165 [S.I. 1995/2869](#), as amended by [S.I. 2003/2096](#), 2004/3168, 2005/2060 and 2929 (W. 214), 2006/594, 2007/1898, 2009/1307, 2010/455, 2012/2404, 2013/602, 1644, 1750 and 1753, 2017/874, 2018/25 and prospectively amended (from IP completion day) by [S.I. 2019/708](#).

Amendment of the Road Vehicles (Authorised Weight) Regulations 1998

11.—(1) The Road Vehicles (Authorised Weight) Regulations 1998 ^{M166} are amended as follows.

(2) In regulation 2(1)—

- (a) in the definition of “alternatively fuelled vehicle”, for “Framework Directive”, substitute “ Type Approval Regulation or Road Vehicles (Approval) Regulations 2020 ”;
- (b) omit the definition of “Framework Directive”;
- (c) insert at the appropriate place in the alphabetical order—

““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

(3) In regulation 3, for “Annex II of the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.

(4) In regulation 4(3)(a), for “Framework Directive”, substitute “ Type Approval Regulation or Road Vehicles (Approval) Regulations 2020 ”.

Commencement Information

I93 Sch. 6 para. 11 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M166 [S.I. 1998/3111](#), as amended by [S.I. 2000/3224](#), [2001/1125](#) and [2017/881](#).

Amendment of the Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999

12.—(1) The Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999 ^{M167} are amended as follows.

(2) In regulation 2(1)—

(a) in the definition of “alternatively fuelled vehicle”, for “Framework Directive”, substitute “ Type Approval Regulation or Road Vehicles (Approval) Regulations 2020 ”;

(b) omit the definition of “Framework Directive”;

(c) insert at the appropriate place in the alphabetical order—

““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

(3) In regulation 3, for “Annex II to the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.

(4) In regulation 4(3)(a), for “Framework Directive”, substitute “ Type Approval Regulation or Road Vehicles (Approval) Regulations 2020 ”.

Commencement Information

I94 Sch. 6 para. 12 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M167 [S.R. 1999 No. 258](#), as amended by [S.R. 2017 No. 191](#).

Amendment of the Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations 1999

13.—(1) The Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations 1999 ^{M168} are amended as follows.

(2) In regulation 3—

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (a) in paragraph (2)—
- (i) for the definition of “applicant”, substitute—
 - ““applicant” means an applicant for the issue of—
 - (a) a type approval certificate, authorisation or test report for a vehicle or vehicle part for the purpose of an EU instrument or ECE Regulation; or
 - (b) a type approval certificate for a vehicle or a vehicle part for the purpose of the national small series type approval scheme;”
 - (ii) in the definition of “Approval Regulations”, for “2009”, substitute “ 2020 ”;
 - (iii) in the definition of “approval requirements”, in sub-paragraph (a)—
 - (aa) omit paragraphs (ii) and (iii);
 - (bb) in sub-paragraph (v), for “Schedule 4”, substitute “ Schedule 1 ”;
 - (iv) for the definition of “EU instrument”, substitute—
 - ““EU instrument” means any EU regulatory act listed in a table in —
 - (a) Part I or Part III of Annex II to the Type Approval Regulation;
 - (b) Annex I to the tractor type approval Regulation; or
 - (c) Annex II to the motorcycle type approval Regulation;”;
 - (v) for the definition of “ECE Regulation”, substitute—
 - ““ECE Regulation” means a UNECE Regulation—
 - (a) as defined in regulation 2(1) of the Approval Regulations; or
 - (b) referred to in—
 - (i) Article 49(1) of the tractor type approval Regulation; or
 - (ii) Article 54(1) of the motorcycle type approval Regulation;”;
 - (vi) for the definition of “national small series type approval”, substitute—
 - ““national small series type approval” means the scheme described in Article 42 of the Type Approval Regulation;”;
 - (vii) omit the definitions of “Framework Directive”, “Great Britain Regulations”, “Great Britain Regulations for Goods Vehicles”, “low volume type approval vehicle”, “national type approval scheme”, “regulatory act” and “sound level measurement certificate”;
 - (viii) at the appropriate place in the alphabetical order, insert—
 - ““the motorcycle type approval Regulation” means Regulation (EU) No 168/2013 of the European Parliament and of the Council on the approval and market surveillance of two- or three-wheel vehicles and quadricycles as it may be amended from time to time;”;
 - ““the tractor type approval Regulation” means Regulation (EU) No 167/2013 of the European Parliament and of the Council on the approval and market surveillance of agricultural and forestry vehicles as it may be amended from time to time;”;
 - ““the Type Approval Regulation” has the same meaning as in regulation 2(1) of the Approval Regulations;”;
- (b) omit paragraph (3);
- (c) in paragraph (4), for “the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.
- (3) In regulation 4—

- (a) in paragraph (1)—
 - (i) in sub-paragraph (a), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
 - (ii) in sub-paragraph (b), omit “a sound level measurement certificate or”;
- (b) in paragraph (3), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
- (c) in paragraph (4)—
 - (i) for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
 - (ii) omit “a sound level measurement certificate or”.
- (4) Omit regulation 5.
- (5) In regulation 5A ^{M169}—
 - (a) in paragraph (1)—
 - (i) for “25(3)”, substitute “ 16(3) ”;
 - (ii) for “Framework Directive”, substitute “ Type Approval Regulation ”;
 - (b) in paragraph (2)—
 - (i) for “Framework Directive”, substitute “ Type Approval Regulation ”;
 - (ii) for “that Directive”, substitute “ that Regulation ”;
 - (c) in paragraph (3), for “24(3)(b)(ii)”, substitute “ 15(3)(b)(ii) ”;
 - (d) in paragraph (4), for “24(1)”, substitute “ 15(1) ”.
- (6) In regulation 6—
 - (a) in the heading to the regulation, for “EC”, substitute “ EU ”;
 - (b) in paragraph (1)—
 - (i) for “EC”, substitute “ EU ”;
 - (ii) for “regulation 13(3) of the Approval Regulations”, substitute “ Article 26(2) of the Type Approval Regulation ”;
 - (iii) for “Framework Directive”, substitute “ Type Approval Regulation ”;
 - (c) in paragraph (2)—
 - (i) for “Framework Directive”, substitute “ Type Approval Regulation ”;
 - (ii) for “that Directive”, substitute “ that Regulation ”;
 - (d) in paragraph (3), for “EC”, substitute “ EU ”;
 - (e) in paragraph (4), for “EC”, substitute “ EU ”;
 - (f) in paragraph (5), for “EC”, substitute “ EU ”;
 - (g) in paragraph (6), for “EC” (three times), substitute “ EU ”;
 - (h) in paragraph (7), for “EC”, substitute “ EU ”.
- (7) In regulation 7—
 - (a) in paragraph (1), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
 - (b) in paragraph (2), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
 - (c) in paragraph (3), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

- (d) in paragraph (4)—
 - (i) omit sub-paragraph (a);
 - (ii) after “national”, insert “ small series ”.
- (8) In regulation 8, after “national”, insert “ small series ”.
- (9) In regulation 9, omit paragraphs (2), (3), (5) and (6).
- (10) Omit regulation 10.
- (11) In regulation 11—
 - (a) in paragraph (1), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
 - (b) in paragraph (3), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
- (12) In regulation 12—
 - (a) in paragraph (1)(b), omit “a sound level measurement certificate or”;
 - (b) in paragraph (2), for “5”, substitute “ 5A ”;
 - (c) omit paragraph (6).
- (13) In regulation 13, in paragraph (4), omit “or 2”.
- (14) Omit regulation 15.
- (15) In regulation 16, in paragraph (1), after “national”, insert “ small series ”.
- (16) In regulation 17—
 - (a) in paragraph (1)—
 - (i) for “of the Environment, Transport and the Regions”, substitute “ for Transport ”;
 - (ii) after “national”, insert “ small series ”;
 - (b) in paragraph (2), for “of the Environment, Transport and the Regions”, substitute “ for Transport ”.
- (17) In regulation 19, for “5,”, substitute “ 5A, ”.
- (18) In regulation 20, for “5,”, substitute “ 5A, ”.
- (19) In Schedule 1—
 - (a) in the heading to the Schedule, omit “the Great Britain Regulations or”;
 - (b) omit Part I and Part II;
 - (c) in the heading to Part IV, for “EC”, substitute “ EU ”.
- (20) Omit Schedule 2.
- (21) In Schedule 3 ^{M170}, in the table—
 - (a) in section (B)—
 - (i) in the heading, for “Community”, substitute “ EU ”;
 - (ii) for “the first indent of article 5(3) of the Framework Directive”, substitute “ Article 34(1) of the Type Approval Regulation ”;
 - (iii) for “the second indent of article 5(3) of the Framework Directive”, substitute “ Article 34(2) of the Type Approval Regulation ”;
 - (b) omit section (C);
 - (c) in section (D), for “Minister's approval, EEC or EEC”, substitute “ EU or ECE ”;
 - (d) in section (E), for “Minister's approval, EEC”, substitute “ EU ”;

- (e) in the note to the table (marked “NB”), for “EEC”, substitute “ EU ”.
- (22) In Schedule 4—
 - (a) omit Part I and Part II;
 - (b) in Part III, in the table, for “article 4(2) of the Framework Directive”, substitute “ Article 7(1) of the Type Approval Regulation ”.

Commencement Information

I95 Sch. 6 para. 13 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M168 S.I. 1999/2149, as amended by S.I. 2003/2258, 2004/2106, 2006/1638 and 2009/719.

M169 Regulation 5A was inserted by S.I. 2009/719.

M170 Schedule 3 was substituted by S.I. 2006/1638.

Amendment of the Road Vehicles Lighting Regulations (Northern Ireland) 2000

14.—(1) The Road Vehicles Lighting Regulations (Northern Ireland) 2000 ^{M171} are amended as follows.

(2) In Schedule 1, in Table 1, in the entries in the table relating to “headlamp cleaning device” and “reversing lamp”, in the third column of each entry, for “2009”, substitute “ 2020, or by Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, ”.

Commencement Information

I96 Sch. 6 para. 14 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M171 S.R. 2000 No. 169, as amended by S.I. 2008/1277, S.R. 2015 No. 397, 2018 No. 88 and 2019 No. 20 and 185.

Amendment of the Passenger Car (Fuel Consumption and CO2 Emissions Information) Regulations 2001

15.—(1) The Passenger Car (Fuel Consumption and CO2 Emissions Information) Regulations 2001 ^{M172} are amended as follows.

- (2) In regulation 3(1)—
 - (a) omit the definition of “the 2009 Regulations”;
 - (b) for the definition of “EC certificate of conformity”, substitute—

““EU certificate of conformity” has the same meaning as “certificate of conformity” in Article 3(5) of the Type Approval Regulation;”;
 - (c) for the definition of “EC type approval certificate”, substitute—

““EU type approval certificate” means a type approval certificate issued pursuant to Article 28 or 41 of the Type Approval Regulation;”;
 - (d) omit the definition of “Framework Directive”;

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (e) in the definition of “make”, for “EC” (twice), substitute “ EU ”;
 - (f) in the definition of “official fuel consumption”, for “EC” (twice), substitute “ EU ”;
 - (g) in the definition of “official specific emissions of CO₂”, for “EC” (twice), substitute “ EU ”;
 - (h) in the definition of “type”, “variant” and “version”, for “Annex II B of the Framework Directive”, substitute “ Part B of Annex I to the Type Approval Regulation ”;
 - (i) at the appropriate place in the alphabetical order, insert—
 - ““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.
- (3) In regulation 4—
- (a) in the opening words, for “of Annex II of the Framework Directive”, substitute “ in Article 4(1)(a) of the Type Approval Regulation ”;
 - (b) in paragraph (a), for “the Framework Directive”, substitute “ the Type Approval Regulation ”;
 - (c) in paragraph (c), for “Article 9(1)(b) of the Framework Directive”, substitute “ point 5 of Part A of Annex I to the Type Approval Regulation ”.
- (4) In Schedule 5—
- (a) in paragraph 6—
 - (i) in sub-paragraph (2), for “EC” (three times), substitute “ EU ”;
 - (ii) in sub-paragraph (4)(a)(i), for “EC”, substitute “ EU ”.
 - (b) in paragraph 7(1), for “EC”, substitute “ EU ”.
 - (c) in paragraph 8(2), for “EC”, substitute “ EU ”.

Commencement Information

I97 Sch. 6 para. 15 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M172 [S.I. 2001/3523](#), as amended by [S.I. 2004/1661](#), 2013/65 and 2018/235 and 673

Amendment of the Road Vehicles (Registration and Licensing) Regulations 2002

16.—(1) The Road Vehicles (Registration and Licensing) Regulations 2002 ^{M173} are amended as follows.

(2) In regulation 15(3A)(a), for “paragraph 1.1.1 of” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 15A(6)(a), for “paragraph 1.1.1 and” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I98 Sch. 6 para. 16 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M173 [S.I. 2002/2742](#), as amended by section 188(3)(b) of the [Finance Act 2013 \(c.29\)](#), [section 12\(1\)](#) of the [Humber Bridge Act 2013 \(c. vi\)](#), [S.I. 2003/2154](#),
2335,
2635,
2981,
3073 and
3110,
2004/238,
1773,
1872,
2099 and
3298,
2005/2344 and
2713,
2006/2320,
2007/498,
1018 and
2553,
2008/642,
1444 and
2849,
2009/880 and
3103,
2010/451 and
1092,
2012/304 and
443,
2013/2909,
2014/480,
2116,
2358 and
2676,
2015/403,
971 and
1657,
2017/554,
2018/52 and
2020/663 and prospectively amended (from IP completion day) by [S.I. 2018/1295](#).

Amendment of the Motor Vehicle Testing Regulations (Northern Ireland) 2003

17.—(1) The Motor Vehicle Testing Regulations (Northern Ireland) 2003 ^{M174} are amended as follows.

(2) In regulation 5(5)(b), for “Annex 2 to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I99 Sch. 6 para. 17 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M174 S.R. [2003 No. 303](#), as amended by S.R. [2018 No. 85](#).

Amendment of the End-of-Life Vehicles Regulations 2003

18.—(1) The End-of-Life Vehicles Regulations 2003 ^{M175} are amended as follows.

(2) In regulation 2, in the definition of “vehicle”, in paragraph (a), for “Annex II to Directive [2007/46/EC](#)” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 5, for the words “Article 23 of ” to “for such vehicles”, substitute “ Articles 42 and 43 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I100 Sch. 6 para. 18 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M175 [S.I. 2003/2635](#), as amended by [S.I. 2005/263](#) and [2018/942](#) and prospectively amended (from IP completion day) by [S.I. 2019/188](#).

Amendment of the End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003

19.—(1) The End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003 ^{M176} are amended as follows.

(2) In regulation 2, in the definition of “vehicle”, in paragraph (a), for “paragraph 1.1.1 or” to “Commission Regulation (EU) 2017/2400”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I101 Sch. 6 para. 19 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M176 [S.S.I. 2003/593](#), as amended by [S.S.I. 2011/226](#), [2015/438](#), [2018/391](#) and prospectively amended (from IP completion day) by [S.S.I. 2019/26](#) and

175

Amendment of the End-of-Life Vehicles (Producer Responsibility) Regulations 2005

20.—(1) The End-of-Life Vehicles (Producer Responsibility) Regulations 2005 ^{M177} are amended as follows.

(2) In regulation 2, in the definition of “vehicle”, in paragraph (a), for “Annex II to Directive 2007/46/EC” to “for such vehicles”, substitute “ Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(3) In regulation 5, for the words from “Article 9(1)(b)” to the end, substitute “ point 5 of Part A of Annex I to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I102 Sch. 6 para. 20 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M177 [S.I. 2005/263](#), as amended by [S.I. 2018/942](#) and prospectively amended (from IP completion day) by [S.I. 2019/188](#).

Amendment of the Supply of Machinery (Safety) Regulations 2008

21.—(1) The Supply of Machinery (Safety) Regulations 2008 ^{M178} are amended as follows.

(2) In Schedule 3—

(a) in paragraph 1(e)(ii), for the words “Article 3(11) and (12)” to the end, substitute “ Article 3(16) and (17) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

(b) in paragraph 2(b)(ii), for “Directive [2007/46/EC](#)”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I103 Sch. 6 para. 21 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M178 [S.I. 2008/1597](#), as amended by [S.I. 2011/1043](#) and
2157,
2014/469 and
3248,
2015/1630 and
1682,

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

2016/1105,
2018/235
and S.R. 2016 No. 427 and prospectively amended (from IP completion day) by S.I. 2019/696 (as amended by S.I. 2019/1246).

Amendment of the Road Vehicles (Individual Approval) (Fees) Regulations 2009

22.—(1) The Road Vehicles (Individual Approval) (Fees) Regulations 2009^{M179} are amended as follows.

(2) In regulation 2—

(a) in paragraph (1)—

- (i) in the definition of “Approval Regulations”, for “2009”, substitute “ 2020 ”;
- (ii) in the definition of “ACS vehicle”, for “Schedule 5”, substitute “ Schedule 2 ”;
- (iii) in the definition of “appeal”, for “37(2) and (3)”, substitute “ 19(2) and (3) ”;
- (iv) in the definition of “applicant”, for “27(11)”, substitute “ 18(11) ”;
- (v) in the definition of “application”, for “27(1) and (2)”, substitute “ 18(1) and (2) ”;
- (vi) in the definition of “examination”, for “27(5)”, substitute “ 18(5) ”;
- (vii) omit the definition of “Framework Directive”;
- (viii) for the definition of “individual approval”, substitute—
““individual approval” means the process of certification that a particular vehicle, whether unique or not, satisfies the relevant administrative and technical requirements prescribed by the Approval Regulations (and particularly Chapter 2 of Part 3 of those Regulations);”;
- (ix) in the definition of “re-examination”, for “regulation 37”, substitute “ regulation 19 ”;
- (x) at the appropriate place in the alphabetical order, insert—
““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”;

(b) in paragraph (2), for “Annex II to the Framework Directive”, substitute “ Article 4 of the Type Approval Regulation ”.

(3) In regulation 3, for “regulation 27”, substitute “ regulation 18 ”.

(4) In regulation 4—

- (a) in paragraph (1), for “regulation 27(5)”, substitute “ regulation 18(5) ”;
- (b) in paragraph (2)—
 - (i) for “regulation 27(3)”, substitute “ regulation 18(3) ”;
 - (ii) for “regulation 27(4)”, substitute “ regulation 18(4) ”.

(5) In regulation 5—

- (a) in paragraph (1), for “regulation 27(5)”, substitute “ regulation 18(5) ”;
- (b) in paragraph (2)—
 - (i) for “regulation 27(3)”, substitute “ regulation 18(3) ”;
 - (ii) for “regulation 27(4)”, substitute “ regulation 18(4) ”.

- (6) In regulation 6—
 - (a) in paragraph (1), for “regulation 27(5)”, substitute “ regulation 18(5) ”;
 - (b) in paragraph (2)—
 - (i) in the opening words, for “Schedule 5”, substitute “ Schedule 2 ”;
 - (ii) in sub-paragraph (a), for “requirement 3”, substitute “ requirement 3A ”;
 - (c) in paragraph (3), for “Schedule 5”, substitute “ Schedule 2 ”.
- (7) In regulation 8, in paragraph (1), for “regulation 37(3)(d)”, substitute “ regulation 19(3)(d) ”.
- (8) In regulation 11—
 - (a) in the heading, for “duplicate”, substitute “ replacement ”;
 - (b) for “regulation 38(6)”, substitute “ regulation 18(15) ”.
- (9) In regulation 12, for “article 24(8) of the Framework Directive”, substitute “ Article 46(4) of the Type Approval Regulation ”.

Commencement Information

I104 Sch. 6 para. 22 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M179 [S.I. 2009/718](#), as amended by [S.I. 2012/1271](#).

Amendment of the Motor Vehicles (Replacement of Catalytic Converters and Pollution Control Devices) Regulations 2009

23.—(1) The Motor Vehicles (Replacement of Catalytic Converters and Pollution Control Devices) Regulations 2009 ^{M180} are amended as follows.

- (2) In regulation 2—
 - (a) for paragraph (1), substitute—
 - “(1) A reference in these Regulations to a vehicle being of category M or N followed by a number in subscript is to be construed in accordance with—
 - (a) Article 4 of the Type Approval Regulation where the vehicle was approved pursuant to the requirements of that Regulation;
 - (b) Annex II to the second Framework Directive where the vehicle was approved pursuant to the requirements of that Directive; and
 - (c) Annex II to the first Framework Directive in all other cases.”;
 - (b) in paragraph (2)—
 - (i) at the appropriate place in the alphabetical order, insert—
 - ““the 2020 Regulations” means the Road Vehicles (Approval) Regulations 2020;”
 - ““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”;
 - (ii) in the definition of “a 715 relevant vehicle”, in paragraph (b), for sub-paragraphs (i) and (ii), substitute—
 - “(i) an EC certificate of conformity issued in accordance with the 1998 Regulations, 2009 Regulations or 2020 Regulations, or any equivalent

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

provision of the law of a member State (other than the United Kingdom) or any other EEA state giving effect to Article 6 of the first Framework Directive, article 18 of the second Framework Directive or Article 36 of the Type Approval Regulation, or

(ii) a national certificate of conformity issued in accordance with the 1982 Regulations, the 1984 Regulations, the 2007 Regulations, the 2009 Regulations or the 2020 Regulations or any provision of a member State (other than the United Kingdom) or any other EEA state having equivalent effect,”;

(c) in paragraph (3)(a), after “Directive”, insert “ or the Type Approval Regulation ”;

(d) in paragraph (4)(c), after “the 2009 Regulations”, insert “ or the 2020 Regulations ”.

Commencement Information

I105 Sch. 6 para. 23 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M180 [S.I. 2009/1899](#), as amended by [S.I. 2011/1854](#).

Amendment of the Cleaner Road Transport Vehicles (Scotland) Regulations 2010

24.—(1) The Cleaner Road Transport Vehicles (Scotland) Regulations 2010 ^{M181} are amended as follows.

(2) In regulation 3(2), for “Directive [2007/46/EC](#)” to “such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I106 Sch. 6 para. 24 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M181 [S.S.I. 2010/390](#), as amended by [S.S.I. 2012/88](#), 2015/446 and 2016/49.

Amendment of the Cleaner Road Transport Vehicles Regulations 2011

25.—(1) The Cleaner Road Transport Vehicles Regulations 2011 ^{M182} are amended as follows.

(2) In regulation 3(2), for “Directive [2007/46/EC](#)” to “such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I107 Sch. 6 para. 25 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M182 [S.I. 2011/1631](#), as amended by [S.I. 2015/102](#) and 2016/275.

Amendment of the Pollution Prevention and Control (Scotland) Regulations 2012

26.—(1) The Pollution Prevention and Control (Scotland) Regulations 2012 ^{M183} are amended as follows.

(2) In Schedule 2, in Part 4, in paragraph 12—

(a) omit the definition of “Directive [2007/46/EC](#)”;

(b) insert at the appropriate place in the alphabetical order—

““the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”;

(c) in the definition of “vehicle coating”, for “Directive [2007/46/EC](#)” (five times), substitute “ the Type Approval Regulation ”;

(d) in the definition of “vehicle refinishing”, for “Directive [2007/46/EC](#)”, substitute “ the Type Approval Regulation ”.

Commencement Information

I108 Sch. 6 para. 26 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M183 [S.S.I. 2012/360](#), as amended by [S.S.I. 2014/267](#), 2015/100,

101,

188and

438,

2016/39,

2017/446 ,

2018/391

and [S.I. 2014/469](#) and 2015/483 and 1973, and prospectively amended (from IP completion day) by [S.S.I. 2019/26](#) and

175.

Amendment of the Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012

27.—(1) The Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012 ^{M184} are amended as follows.

(2) In regulation 4(1), in the definition of “travel service”, in paragraph (c)(ii), for “Article 3(11)” to the end, substitute “ Article 3(16) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles; ”.

Commencement Information

I109 Sch. 6 para. 27 in force at 1.9.2020, see reg. 1(b)

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

Marginal Citations

M184 S.I. 2012/1017, as amended by S.I. 2012/1134 and 2018/670 and prospectively amended (with effect from IP completion day) by S.I. 2019/278.

Amendment of the Pollution Prevention and Control (Industrial Emissions) Regulations (Northern Ireland) 2013

28.—(1) The Pollution Prevention and Control (Industrial Emissions) Regulations (Northern Ireland) 2013 ^{M185} are amended as follows.

(2) In Schedule 1, in Part 1, in Chapter 7, in Part C, in “Interpretation of Part C”, in paragraph 2—

- (a) in the definition of “other coating activities”, for “Directive 2007/46/EC as last amended by Commission Regulation 2017/2400/EU”, substitute “ Article 4 of Regulation (EU) 2018/858 ”;
- (b) in the definition of “vehicle coating”, for “Directive 2007/46/EC as last amended by Commission Regulation 2017/2400/EU” (four times), substitute “ Article 4 of Regulation (EU) 2018/858 ”;
- (c) in the definition of “vehicle refinishing”, for “Directive 2007/46/EC as last amended by Commission Regulation 2017/2400/EU”, substitute “ Article 4 of Regulation (EU) 2018/858 ”;
- (d) at the appropriate place in the alphabetical order, insert—

““Regulation (EU) 2018/858” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

Commencement Information

I110 Sch. 6 para. 28 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M185 S.R. 2013 No. 160, as amended by S.R. 2014 No. 304, 2015 No. 14 and 325, 2016 No. 95 and 309, 2018 No. 33 and 200, S.I. 2015/1973 and prospectively amended (with effect from IP completion day) by S.I. 2019/289.

Amendment of the Wireless Telegraphy (Automotive Short Range Radar) (Exemption) Regulations 2013

29.—(1) The Wireless Telegraphy (Automotive Short Range Radar) (Exemption) Regulations 2013 ^{M186} are amended as follows.

(2) In regulation 2(h), for “Directive 2007/46/EC” to “for such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I111 Sch. 6 para. 29 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M186 S.I. 2013/1437.

Amendment of the Taxi Licensing Regulations (Northern Ireland) 2015

30.—(1) The Taxi Licensing Regulations (Northern Ireland) 2015^{M187} are amended as follows.

(2) In regulation 2(1)—

(a) in the definition of “approved M₁ vehicle”—

(i) after paragraph (a), insert—

“(aa) an EU certificate of conformity under Regulation (EU) 2018/858;”;

(ii) in paragraph (d), after “Regulations 2009”, insert “ or the Road Vehicles (Approval) Regulations 2020 ”;

(b) at the appropriate place in the alphabetical order, insert—

““Regulation (EU) 2018/858” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

Commencement Information

I112 Sch. 6 para. 30 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M187 S.R. 2015 No. 393, as amended by S.R. 2016 No. 140, 2017 No. 141, 2018 No. 90 and 2020 No. 64.

Amendment of the Wireless Telegraphy (Ultra-Wideband Equipment) (Exemption) Regulations 2015

31.—(1) The Wireless Telegraphy (Ultra-Wideband Equipment) (Exemption) Regulations 2015^{M188} are amended as follows.

(2) In regulation 3, in the definition of “automotive vehicle”, for “Council Directive [2007/46/EC](#)” to “for such vehicles”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I113 Sch. 6 para. 31 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M188 S.I. 2015/591, as amended by S.I. 2018/44.

Status: Point in time view as at 01/09/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Amendment of the Pressure Equipment (Safety) Regulations 2016

32.—(1) The Pressure Equipment (Safety) Regulations 2016 ^{M189} are amended as follows.

(2) In Schedule 1, for paragraph 1(e)(i), substitute—

“(i) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles;”.

Commencement Information

I114 Sch. 6 para. 32 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M189 [S.I. 2016/1105](#), as amended by [S.I. 2017/1206](#) and 2018/966 and prospectively amended (with effect from IP completion day) by [S.I. 2019/696](#),
791 and
1246.

Amendment of the Economic Growth (Regulatory Functions) Order 2017

33.—(1) The Economic Growth (Regulatory Functions) Order 2017 ^{M190} is amended as follows.

(2) In the Schedule, in Part 3, in the section headed “Road transport”, for “Road Vehicles (Approval) Regulations 2009”, substitute—

“Road Vehicles (Approval) Regulations 2020

Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”.

Commencement Information

I115 Sch. 6 para. 33 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M190 [S.I. 2017/267](#), as amended by [S.I.2017/595](#),
692 and
1012,
2018/1253 and
2019/1027 and
1354.

Amendment of the Package Travel and Linked Travel Arrangements Regulations 2018

34.—(1) The Package Travel and Linked Travel Arrangements Regulations 2018 ^{M191} are amended as follows.

(2) In regulation 2(1), in the definition of “travel service”, in paragraph (c)(ii), for the words “Article 3(11) of” to “for such vehicles”, substitute “ Article 3(16) of Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I116 Sch. 6 para. 34 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M191 [S.I. 2018/634](#), as prospectively amended (with effect from IP completion day) by [S.I. 2018/1367](#).

Amendment of the Package Travel and Linked Travel Arrangements (Amendment) (EU Exit) Regulations 2018

35.—(1) The Package Travel and Linked Travel Arrangements (Amendment) (EU Exit) Regulations 2018 ^{M192} are amended as follows.

(2) In regulation 3(a), for sub-paragraph (ii), substitute—

“(ii) in the definition of “travel service”, in paragraph (c)(iii), for “point (c) of Article 4(3) of Directive [2006/126/EC](#) of the European Parliament and of the Council on driving licences”, substitute “ Part 1 of Schedule 2 (categories and sub-categories of vehicle for licensing purposes) to the Motor Vehicles (Driving Licences) Regulations 1999 ^{M193} ”;”.

Commencement Information

I117 Sch. 6 para. 35 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M192 [S.I. 2018/1367](#).

M193 [S.I. 1999/2864](#). In Schedule 2, the entry relating to Category A was amended by [S.I. 2012/977](#).

Amendment of the Waste (Miscellaneous Amendments) (EU Exit) (No. 2) Regulations 2019

36.—(1) The Waste (Miscellaneous Amendments) (EU Exit) (No. 2) Regulations 2019 ^{M194} are amended as follows.

(2) In regulation 9—

- (a) omit paragraph (2)(c);
- (b) omit paragraph (6).

(3) In regulation 10—

- (a) omit paragraph (2)(e);
- (b) omit paragraph (6)(b).

Commencement Information

I118 Sch. 6 para. 36 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M194 [S.I. 2019/188](#), as prospectively amended (with effect from IP completion day) by [S.I. 2019/1078](#).

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Amendment of the Air Passenger Rights and Air Travel Organisers' Licensing (Amendment) (EU Exit) Regulations 2019

37.—(1) The Air Passenger Rights and Air Travel Organisers' Licensing (Amendment) (EU Exit) Regulations 2019 ^{M195} are amended as follows.

(2) In regulation 6(2), for “paragraph (c)(ii) and (iii)” to the end, substitute—
“paragraph (c)(iii) substitute—

“(iii) motorcycles requiring a Category A driving licence in accordance with Part 1 of Schedule 2 to the Motor Vehicles (Driving Licences) Regulations 1999;”.”.

Commencement Information

I119 Sch. 6 para. 37 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M195 [S.I. 2019/278](#).

Amendment of the Road Vehicle Emission Performance Standards (Cars and Vans) (Amendment) (EU Exit) Regulations 2019

38.—(1) The Road Vehicle Emission Performance Standards (Cars and Vans) (Amendment) (EU Exit) Regulations 2019 ^{M196} are amended as follows.

(2) In regulation 5—

(a) in paragraph (8)(a)(ii), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Article 25 of Regulation (EU) 2018/858 ”;

(b) for paragraph (8)(b), substitute—

“(b) in paragraph 2, in the first subparagraph—

(i) for “Directive [2007/46/EC](#)”, substitute “ Regulation (EU) 2018/858 ”;

(ii) for “Article 11 of that Directive”, substitute “ Article 30 of that Regulation ”.”.

(3) In regulation 32—

(a) in paragraph (2)(a), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”;

(b) in paragraph (8)(a)(ii), for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Article 25 of Regulation (EU) 2018/858 ”;

(c) for paragraph (8)(b), substitute—

“(b) in paragraph 2, in the first subparagraph—

(i) for “Directive [2007/46/EC](#)”, substitute “ Regulation (EU) 2018/858 ”;

(ii) for “Article 11 of that Directive”, substitute “ Article 30 of that Regulation ”.”.

Commencement Information

I120 Sch. 6 para. 38 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M196 S.I. 2019/550.

**Amendment of the Road Vehicles and Non-Road Mobile Machinery (Type-Approval)
(Amendment) (EU Exit) Regulations 2019**

39.—(1) The Road Vehicles and Non-Road Mobile Machinery (Type-Approval) (Amendment) (EU Exit) Regulations 2019^{M197} are amended as follows.

(2) In regulation 2—

(a) in paragraph (2)—

(i) in sub-paragraph (a), in the new subsection (1C) inserted by that sub-paragraph, in the definition of “relevant European approval”, after paragraph (a), insert—

“(aa) an EU type-approval certificate, as referred to in Article 28 of the road vehicles type approval Regulation,”;

(ii) in sub-paragraph (e), in the new subsection (9) inserted by that sub-paragraph, after paragraph (a), insert—

“(aa) the road vehicles type approval Regulation,”;

(b) in paragraph (3)(a), in the new subsection (1ZB) inserted by that sub-paragraph—

(i) after paragraph (a), insert—

“(aa) a certificate of conformity issued before exit day under Article 36 the road vehicles type approval Regulation,”;

(ii) in paragraph (d), after “that law,”, insert “ Article 36, ”;

(c) in paragraph (5)—

(i) for sub-paragraph (a), substitute—

“(a) in paragraph (a)—

(i) in sub-paragraph (iv), omit “other than the United Kingdom”;

(ii) in sub-paragraph (v), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”.”;

(ii) for sub-paragraph (d), substitute—

“(d) in paragraph (d)—

(i) in sub-paragraph (ii), omit “other than the United Kingdom”;

(ii) in sub-paragraph (iii), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”.”.

(3) In regulation 3—

(a) in paragraph (2), in sub-paragraph (b), in the new definition of “relevant UK certificate” to be inserted into subsection (8), after paragraph (c), insert—

“(ca) a certificate issued pursuant to regulation 16(7) or 18(10) of the Road Vehicles (Approval) Regulations 2020 (S.I. 2020/818),”;

(b) in paragraph (3), in the new section 22B to be inserted by that paragraph, in subsection (4), in the definition of “relevant UK certificate”, after paragraph (c), insert—

“(ca) a certificate issued pursuant to regulation 16(7) or 18(10) of the Road Vehicles (Approval) Regulations 2020 (S.I. 2020/818),”.

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

- (4) In regulation 5(2)—
- (a) in sub-paragraph (a), in the new paragraph (2C) inserted by that sub-paragraph, in the definition of “relevant European approval”, after sub-paragraph (a), insert—
- “(aa) an EU type-approval certificate, as referred to in Article 28 of the road vehicles type approval Regulation,”;
- (b) in sub-paragraph (b), in the new paragraph (3B) inserted by that sub-paragraph—
- (i) after paragraph (a), insert—
- “(aa) a certificate of conformity issued before exit day under Article 36 of the road vehicles type approval Regulation,”;
- (ii) in paragraph (d), after “that law,”, insert “ Article 36,”;
- (c) in sub-paragraph (d)(ii)—
- (i) for sub-paragraph (aa), substitute—
- “(aa) in paragraph (a)—
- (i) in sub-paragraph (iv), omit “other than the United Kingdom”;
- (ii) in sub-paragraph (v), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”,”;
- (ii) for sub-paragraph (dd), substitute—
- “(dd) in paragraph (d)—
- (i) in sub-paragraph (ii), omit “other than the United Kingdom”;
- (ii) in sub-paragraph (iii), after “type approval Regulation”, insert “ or under Article 36 or 37 of that Regulation as it has effect in EU law ”,”.
- (d) in sub-paragraph (d)(iii), in the new definition of “European type approval requirements” inserted by that sub-paragraph, after sub-paragraph (a), insert—
- “(aa) the road vehicles type approval Regulation,”.
- (5) Omit regulation 6.
- (6) After regulation 10, insert—

“Amendment of Regulation (EU) 2018/858

10ZA.—(1) Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles is amended as follows.

(2) In Article 3 (definitions), after point (58), insert—

“References in this Regulation to Member States are to be read (insofar as is possible) as including the United Kingdom.”.

(3) During the period beginning with IP completion day and ending with the 31st December next following the end of the relevant period, the table in paragraph 2 of Annex V is to be read as though—

- (a) the figures shown in the “Units” column of that table corresponding to “Category” M₁ and N₁ were “1000”; and
- (b) each of the remaining figures shown in the “Units” column of that table were multiplied by a factor of two.

(4) In paragraph (3), the “relevant period” means the period of six months beginning with the day on which IP completion day falls.”.

Commencement Information

I121 Sch. 6 para. 39 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M197 [S.I. 2019/648](#), as amended by [S.I. 2019/691](#) and 1156.

Amendment of the Product Safety and Metrology etc. (Amendment etc.) (EU Exit) Regulations 2019

40.—(1) The Product Safety and Metrology etc. (Amendment etc.) (EU Exit) Regulations 2019 ^{M198} are amended as follows.

(2) In Schedule 12, in paragraph 32, omit sub-paragraphs (a) and (c).

Commencement Information

I122 Sch. 6 para. 40 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M198 [S.I. 2019/696](#), as prospectively amended (with effect from IP completion day) by [S.I. 2019/1246](#).

Amendment of the REACH etc. (Amendment etc.) (EU Exit) Regulations 2019

41.—(1) The REACH etc. (Amendment etc.) (EU Exit) Regulations 2019 ^{M199} are amended as follows.

(2) In Schedule 3—

(a) in paragraph 28(3), in the new paragraph 4 to be substituted by that paragraph, for “the Road Vehicles (Approval) Regulations 2009 ”, substitute “Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles”;

(b) in paragraph 36(2)(a), for “the Road Vehicles (Approval) Regulations 2009”, substitute “Regulation (EU) 2018/858 of the European Parliament and of the Council ”.

Commencement Information

I123 Sch. 6 para. 41 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M199 [S.I. 2019/758](#), as prospectively amended (with effect from IP completion day) by [S.I. 2019/858](#) and 1144

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

Amendment of the REACH etc. (Amendment etc.) (EU Exit) (No 3) Regulations 2019

42.—(1) The REACH etc. (Amendment etc.) (EU Exit) (No 3) Regulations 2019^{M200} are amended as follows.

(2) In regulation 5(2), in the new paragraph 28A(2) to be inserted by that paragraph, for “the Road Vehicles (Approval) Regulations 2009”, substitute “ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles ”.

Commencement Information

I124 Sch. 6 para. 42 in force at 1.9.2020, see reg. 1(b)

Marginal Citations

M200 [S.I. 2019/1144](#).

PART 2

Revocations

Revocations

43. The following Regulations are revoked—

<i>Instrument title</i>	<i>Reference</i>
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) Regulations 1982	S.I. 1982/1271
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1984	S.I. 1984/697
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) (No. 2) Regulations 1984	S.I. 1984/1402
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1985	S.I. 1985/46
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1986	S.I. 1986/427
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) (No. 2) Regulations 1986	S.I. 1986/1089
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1987	S.I. 1987/1508
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1988	S.I. 1988/1523
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1989	S.I. 1989/1579
The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) (Amendment) Regulations 1991	S.I. 1991/1021

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1991/1970
(Amendment) (No. 2) Regulations 1991

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1992/25
(Amendment) Regulations 1992

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1992/1342
(Amendment) (No. 2) Regulations 1992

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1992/3084
(Amendment) (No. 3) Regulations 1992

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1993/2200
(Amendment) Regulations 1993

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1994/2191
(Amendment) Regulations 1994

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1995/1323
(Amendment) Regulations 1995

The Motor Vehicles (Type Approval for Goods Vehicles) (Amendment) S.I. 1996/2331
Regulations 1996

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1996/3014
(Amendment) (No. 2) Regulations 1996

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1997/1365
(Amendment) Regulations 1997

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1997/2936
(Amendment) (No. 2) Regulations 1997

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 1998/1006
(Amendment) Regulations 1998

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2003/582
(Amendment) Regulations 2003

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2003/1866
(Amendment) (No. 2) Regulations 2003

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2007/361
(Amendment) Regulations 2007

The Motor Vehicles (Type Approval for Goods Vehicles) (Great Britain) S.I. 2009/2084
(Amendment) Regulations 2009

The Motor Vehicles (Type Approval) (Great Britain) Regulations 1984 S.I. 1984/981

The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1984/1401
Regulations 1984

The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) S.I. 1984/1761
Regulations 1984

The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1985/1651
Regulations 1985

The Motor Vehicles (Type Approval) (Great Britain) (Amendment) S.I. 1986/739
Regulations 1986

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Road Vehicles (Approval) Regulations 2020. (See end of Document for details)

The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1987	S.I. 1987/1509
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1988	S.I. 1988/1522
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1989	S.I. 1989/1580
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1990	S.I. 1990/94
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1990	S.I. 1990/1839
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1991	S.I. 1991/1022
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1991	S.I. 1991/1971
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1992	S.I. 1992/1341
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1992	S.I. 1992/2161
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 3) Regulations 1992	S.I. 1992/2908
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1993	S.I. 1993/2201
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1994	S.I. 1994/2190
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1995	S.I. 1995/1322
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1996	S.I. 1996/2330
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1996	S.I. 1996/3015
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1997	S.I. 1997/1367
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 2) Regulations 1997	S.I. 1997/1502
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) (No. 3) Regulations 1997	S.I. 1997/2933
The Motor Vehicles (Type Approval) (Great Britain) (Amendment) Regulations 1998	S.I. 1998/1005
The Motor Vehicles (Type Approval and Approval Marks) (Fees) Regulations (Northern Ireland) 1992	S.R. 1992 No. 227
The Motor Vehicles (Approval) Regulations 2001	S.I. 2001/25
The Motor Vehicles (Approval) (Amendment) Regulations 2004	S.I. 2004/623

The Motor Vehicles (Approval) (Amendment) Regulations 2009	S.I. 2009/815
The Motor Vehicles (Approval) Regulations (Northern Ireland) 2001	S.R. 2001 No. 172
The Motor Vehicles (Approval) (Amendment No. 2) (Revocation) Regulations (Northern Ireland) 2003	S.R. 2003 No. 275
The Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2004	S.R. 2004 No. 30
The Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2006	S.R. 2006 No. 343
The Motor Vehicles (Approval) (Amendment) Regulations (Northern Ireland) 2011	S.R. 2011 No. 3
The Motor Vehicles (Approval) (Fees) Regulations 2001	S.I. 2001/2486
The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2007	S.I. 2007/495
The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2008	S.I. 2008/1443
The Motor Vehicles (Approval) (Fees) (Amendment) Regulations 2009	S.I. 2009/863
The Motor Vehicles (Approval) (Fees) Regulations (Northern Ireland) 2004	S.R. 2004 No. 65
The Motor Vehicles (Type Approval) Regulations (Northern Ireland) 2007	S.R. 2007 No. 240
The Road Vehicles (Approval) Regulations 2009	S.I. 2009/717
The Road Vehicles (Approval) (Amendment) Regulations 2011	S.I. 2011/1946
The Road Vehicles (Approval) (Amendment) Regulations 2018	S.I. 2018/984

Commencement Information

I125 Sch. 6 para. 43 in force at 1.9.2020, see reg. 1(b)

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations make provision in connection with Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ No. L 151, 14.6.2018, p.1) (“the Type Approval Regulation”). In particular, they:

- appoint the Secretary of State as the approval authority and the market surveillance authority for the purposes of the Type Approval Regulation (regulations 3 and 4)
- specify when the Secretary of State may treat any application as having been withdrawn by the manufacturer (regulation 5) or when it must be refused (regulation 6)
- require the holder of a type approval to retain certain records (regulation 7)

Status: Point in time view as at 01/09/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020*. (See end of Document for details)

- provide for a review procedure in respect of notices given in connection with decisions taken pursuant to the Type Approval Regulation, etc. (regulation 8)
- specify when and how an approval may be withdrawn (regulation 9) and the effect of such a withdrawal or a suspension (regulation 10)
- set out how any notice or other document is to be served by the approval authority, market surveillance authority or enforcement authority (regulation 11)
- authorise the approval authority to provide and maintain testing stations and apparatus to use for examination of products for the purposes of the Type Approval Regulation (regulation 12)
- provide that breach of the duty to provide certain technical information which causes a person to sustain loss or damage is actionable at the suit of that person, and that a defence is available to the manufacturer where they have exercised all due diligence (regulation 13)
- provide for an offence of placing on the market or registering a vehicle that is fitted with a defeat system (regulation 14)
- provide for applications for, and the granting of, national small series type approval (regulations 15 and 16, and Schedule 1)
- provide for recognition of national type approvals of small series granted in other EU Member States (regulation 17)
- provide for applications for individual approvals of vehicles (regulation 18 and Schedule 2) and appeals against decisions made (regulation 19)
- provide for the form of certificates to be used for national type approval of small series and individual approval (regulation 20)
- provide that the grant of a first vehicle licence or the registration of motor vehicles cannot happen unless a certificate of conformity or individual approval has been issued in respect of the vehicle (regulation 21)
- provide for consent to be obtained for the supply of large trailers (regulation 23 and Schedule 3) and for certain records to be kept in relation to large trailers and small trailers (regulations 24 and 25)
- provide for limits on the number of end-of-series vehicles entering into service (regulation 27)
- provide for derogations from the requirements of the Type Approval Regulation in respect of components or separate technical units intended for fitment to vehicles which have been exempted from one or more provisions of the Type Approval Regulation, or which are not required to be type-approved by the Type Approval Regulation (regulation 28)
- provide for breach of these Regulations, the Type Approval Regulation or legislation listed in Schedule 5 to be an offence, and for offences to be punishable either by criminal or civil penalties (regulation 29 and Parts 1 and 2 of Schedule 4)
- make provision for enforcement of these Regulations, including in connection with false statements and obstruction of officers, powers of search, detention of goods by customs officers and recovery of expenses of enforcement (regulation 29 and Part 3 of Schedule 4)
- make consequential amendments to various enactments, and revoke instruments replaced by the Type Approval Regulation (regulation 30(1) and Schedule 6)
- provide for the continuation under these Regulations or the Type Approval Regulation of anything done under, or by virtue of, any regulation revoked by these Regulations, if it could have been done under or for the purpose of the corresponding provision of these Regulations or the Type Approval Regulation (regulation 30(2))
- make transitional provision in respect of existing national small series type approvals of vehicles over 4m in height (regulation 31)

— make transitional provision until the end of 2020 in respect of requirements for paper certificates of conformity in connection with national small series type approval (regulation 32) These Regulations also transpose the obligation in Article 113 of, and paragraph 3 of Annex XI to, Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code (OJ No. L 321, 17.12.2018, p.36) in relation to interoperability for car radio receivers (regulation 22).

The net costs imposed on business, the voluntary sector and the public sector by these Regulations have been assessed as being less than £5m in any year and therefore a full impact assessment has not been prepared, and a review provision not included.

This Explanatory Note incorporates the Transposition Note which would otherwise have been provided separately. An Explanatory Memorandum is published alongside these Regulations on the UK legislation website at www.legislation.gov.uk .

Status:

Point in time view as at 01/09/2020.

Changes to legislation:

There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020.