

SCHEDULES

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

I1 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—
- (a) the requirements specified in Part 3 of this Schedule, and
 - (b) the requirements specified in Part 2 of this Schedule in the subject areas which are not listed in Part 3.

Commencement Information

I2 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

I3 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,

[^{F1}as that Directive, Regulation or Decision has effect in EU law].

(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.

Textual Amendments

- F1** Words in [Sch. 2 para. 4\(3\)](#) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), [regs. 1\(2\), 19\(a\)](#)

Commencement Information

- I4** [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

I5 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

I6 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

I7 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,
 - (iii) suspension,
 - (iv) an axle,
 - (v) transmission, or
 - (vi) steering assembly.

Commencement Information

I8 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^{M1}](#),
 - (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

I9 Sch. 2 para. 9 in force at 1.9.2020, see [reg. 1\(b\)](#)

Marginal Citations

M1 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

I10 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

I11 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>
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1 Noise

<p>1 The vehicle must be fitted with an exhaust system including a silencer such that the exhaust gases must not escape into the atmosphere without first passing through the silencer.</p>	<p>For the purposes of this item “S” means the rotational speed at which maximum power is produced.</p>	<p>Paragraph 1 only applies to vehicles fitted with an internal combustion engine as part of the propulsion system for the vehicle.</p>
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2 When—

- (a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle, and
- (b) the engine by which the vehicle is propelled is run at a constant rotational speed of $\frac{3}{4}S$, the noise measured at 0.5 metres from the exhaust outlet at 45 degrees to the axis of the outlet pipe in a horizontal plane, must not exceed 99dB(A).

2 Light Duty Emissions

<p>1 The vehicle must not emit any avoidable smoke or avoidable visible vapour.</p>	<p>“the emissions publication” has the same meaning as in paragraph 7(b) of Schedule 7B of the Road Vehicles (Construction and Use) Regulations 1986</p>	<p>1 Does not apply to vehicles approved to item 41.</p>
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<p>2 When the engine by which the vehicle is propelled is running without load at a normal idling speed, the carbon monoxide content of</p>	<p>“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</p>	<p>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—</p>
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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 from the engine must not exceed 0.12% if the vehicle is a vehicle described in paragraph 2(a) or 2(b) above;

“**the lambda value**” means the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7;

3 Paragraphs 2, 3 and 4 do not apply to—

(a) vehicles not propelled by a spark ignition engine;

(b) vehicles having an effective date before 1st August 1975;

(c) vehicles having an effective date before 1st August 1987 and propelled by a **rotary piston engine**.

- 4 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
- “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;
- 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.
- 8 In the case of a completed vehicle, the requirements according to the category of the base or incomplete vehicle

and any rotary piston engine based on maximum mass may be deemed to be a four-stroke engine.

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.

3 Fuel Tanks

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

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, 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](#)

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

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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.

4 Rear Registration Plate Space

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

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.

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 the vehicle is moving in the forward direction, or

(b) a safety-bolt is fitted to prevent such unlatching and

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.

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.

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—

(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

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 for a disabled driver to enable him to control the steering at all times while operating either braking system.

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
 (ii) in the case of a good vehicle, 50%;
 (b) for the **secondary braking system**, in the case when the

“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 road surface for two wheels, on opposite sides of the vehicle on the same axle;

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.

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,
- 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; be not less than 70%.

7 The **longitudinal brake distribution** for the **service braking system** must, for all values of **total braking force**, vehicle speed and adjustment settings (if any), be greater than the ratio of the vertical forces transmitted to the road through the front and rear wheels 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.

9 Braking reaction time must comply with the requirements of paragraph 2.3 of Annex II to Directive [71/320/EEC](#) as last amended by Directive [98/12/EC](#).

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](#)

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

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

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.

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.

For the purposes of this item—
“co-efficient of absorption” shall be construed in accordance with paragraph 3.5 of Annex VII to Directive [72/306/EEC](#)^{M7};

“free acceleration” has the same meaning as in Annex II to Directive [77/143/EEC](#)^{M8} as last amended by Directive [92/55/EEC](#)^{M9};

“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.

This item—
 (a) applies only to vehicles propelled by a compression ignition engine;
 (b) does not apply to a vehicle which complies with item 41.

12 Interior Fittings

1 No surface (other than a surface of a window) of the

For the purposes of this item—

1 Does not apply to a goods vehicle of category N₁.

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**.

2 Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the **specified zone**, must be so constructed and mounted that they would either retract into the surface of the panel or become detached from the panel when a horizontal force of 40kg is applied to them.

3 The lower edge of the instrument panel which is within the **specified zone** must be rounded to a radius of curvature of not less than 19mm, or if it is covered with **non-rigid material**, not less than 5mm.

4 The rearward and upward-facing parts of seat frames behind which there is a **designated seating position**, and which are within the **head impact zone** must be both covered with **non-rigid material** and have a radius of curvature of not less than 5mm.

5 The handbrake control in the fully released position and the gear-lever control in any forward gear position must not have any radius of curvature of less than 3.2mm on surfaces which can be contacted by a sphere of 165mm diameter.

“**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;

“**designated seating position**” means a position where there is a seat designed for normal use while the vehicle is travelling on the road;

“**head impact zone**” has the same meaning as in Directive [74/60/EEC](#);

“**non-rigid material**” means a material which has a hardness of less than 50 shore A;

“**rigid material**” means a material which has a hardness of no less than 50 shore A;

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.

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

4 Paragraph 1 does not apply to—
(a) the edges of any interior fitting (if there is a gap of less than 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.

5 Paragraph 1 does not apply to foot pedal controls.

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^{M10} 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^{M11}.

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 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.

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)—
 - (i) it must not be possible to start the engine in the normal way until every such mechanical device has been deactivated,

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

- (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](#).

2 The steering control must be designed, constructed and fitted so as not to embody components or accessories,

“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**;

including the horn control and other assemblies, capable of catching in the driver's clothing or jewellery in normal driving movement.

3 The **steering control** and column assembly as fitted to the vehicle or the **steering control** itself must offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. 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](#).

15Seat Strength

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

(b) the **driver's air bag** was fitted and approved at the time the base vehicle was manufactured, and

(c) all parts of the **steering control** are blunted, but this exemption does not apply to—

(i) an amateur built vehicle;

(ii) a vehicle manufactured in very low volume;

(iii) a vehicle manufactured using parts of a registered vehicle;

(iv) a rebuilt vehicle,

as defined in Part 1 of this Schedule.

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

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

2 In the case of a motor caravan, ambulance or hearse, the requirements in column 1

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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** 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

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.

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/](#)

1 Annex II paragraphs 4.3 and 4.4 to Directive [75/443/EEC](#)

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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.

18Plates (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.

19Seat Belt Anchorages

The technical provisions of Directive 76/115/EEC as last amended by Directive 2005/41/EC, and in the case of a wheelchair accessible vehicle

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 M₁ 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 requirements according to the category of the base or

the requirements in Section 2 of this Part.

incomplete vehicle based on maximum mass may apply.

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

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

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

5 Tests need not be performed provided that the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of this item.

20 Installation of Lighting and Light Signalling Devices

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 number of lamps having a common housing and fitted

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)*

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.

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

- UNECE Regulation 3 or For the purposes of this item— This item, in so far as it requires
UNECE Regulation 150. “**coefficient of luminous intensity**” has the same meaning as in UNECE Regulation 3.02; 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.
- “**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.

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

- 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 mark which when applied to a filament lamp) to bear a

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

a lamp, reflector or device, 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. may be one of those **standard 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 “adult belt” means a seat belt caravan, ambulance, or hearse, amended by Directive 2005/40/ for an adult not being a disabled with a maximum mass equal EC, person's belt; to or exceeding 2500kg the requirements according to the or

a harness belt marked BS3254:
Part 1: 1988.

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.

2 Paragraph 3 of Annex I to Directive 78/549/EEC does not apply.

38 Head Restraints

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

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

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](#)
M12

as last amended by Directive [91/542/EEC](#)
M13

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](#)
M14

Row A limit values.

1 Does not apply to vehicles approved under item 2 or, in the case of a compression ignition engine, item 11.

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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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

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

46Tyres

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](#).

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.

48Masses and Dimensions

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

1 Does not apply to a passenger vehicle of category M₁.

2 Directive [97/27/EC](#), Annex I, paragraphs 7.5, 7.8.3, 7.9, 7.10 and 7.11 do not apply.

49External Projection of Cabs

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

Does not apply to a passenger vehicle of category M₁ with the exception of vehicles which are classed as M₁ by virtue of paragraph 10 of Schedule 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.

50Couplings (if fitted)

Coupling device:

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

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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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.

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 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

M2 [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](#).

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)*

- M3** OJ No. L 106, 3.5.2000, p. 7.
- M4** OJ No. L 76, 6.4.1970, p. 1 (English special edition: Series I Volume 1970(I) P. 171).
- M5** OJ No. L 242, 30.8.1991, p. 1.
- M6** OJ No. L 238, 15.8.1989, p. 43.
- M7** OJ No. L 190, 20.8.1972, p. 1 (English special edition: Series I Volume 1972(III) P. 889).
- M8** OJ No. L 47, 18.2.1977, p. 47.
- M9** OJ No. L 225, 10.8.1992, p. 68.
- M10** OJ No. L 267, 19.10.1977, p. 1.
- M11** OJ No. L 206, 29.7.1978, p. 26.
- M12** OJ No. L 36, 9.2.1988, p. 33.
- M13** OJ No. L 295, 25.10.1991, p. 1.
- M14** OJ No. L 44, 16.2.2000, p. 1.

CHAPTER 2

Commencement Information

- I12** 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—
 - (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

I13 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 ^{M15} , 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.	<p>1 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply.</p> <p>2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>3 Where evidence of compliance has been provided, subsequent modification to the exhaust system will be permitted provided— (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.</p> <p>4 In the case of wheelchair accessible vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a Stationary Noise Test is permitted.</p>
2 Light Duty Emissions		
1 Directive 70/220/EEC ^{M16} as last amended by Directive 94/12/EC ^{M17} , 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 Vehicles manufactured on or after 1st January 2001: Directive 70/220/EEC as last		2 Does not apply to vehicles approved to item 41.

amended by Directive [98/69/EC](#)
M18

, 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

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](#)
M19

, 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](#)
M20

, 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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

amended by Directive [96/36/EC](#)
M21

, 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](#).

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.

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 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.

53 Frontal impact

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

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

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

3 For wheelchair accessible vehicles, and disabled person's vehicles, the vehicle is not required to comply in respect of an adaptation for a disabled person affecting the "frontal impact". Evidence of compliance of the unadapted vehicle is required.

54 Side impact

Vehicles manufactured on or after 1st October 2003: Directive [96/27/EC](#) **M22**

, 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

M15 OJ No. L 371, 19.12.1992, p. 1.

M16 OJ No. L 76, 6.4.1970, p. 1 (English special edition: Series I Volume 1970(I) P. 171).

M17 OJ No. L 100, 19.4.1994, p. 42.

M18 OJ No. L 350, 28.12.1998, p. 1.

M19 OJ No. L 341, 6.12.1990, p. 14.

M20 OJ No. L 341, 6.12.1990, p. 1.

M21 OJ No. L 178, 17.7.1996, p. 15.

M22 OJ No. L 169, 8.7.1996, p. 1.

PART 4

Requirements for other vehicles

Commencement Information

I14 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		
<p>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.</p>	<p>A “Stationary Noise Test” means—</p> <p>(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</p> <p>(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).</p>	<p>1 Does not apply to category O vehicles.</p> <p>2 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2 and 5.3.1.3 do not apply.</p> <p>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.</p> <p>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.</p> <p>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—</p> <p>81 dB(A) for vehicles with an engine power of less than 75 kW;</p> <p>83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW;</p> <p>84 dB(A) for vehicles with an engine power of not less than 150 kW.</p>
2 Light Duty Emissions		

1 Directive 70/220/EEC as last amended by Directive 94/12/EC, 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 Does not apply to category M ₃ , N ₃ or O vehicles.
2 Vehicles manufactured on or after 1st January 2001: Directive 70/220/EEC as last amended by Directive 98/69/EC, Annex I.		2 Vehicles of category M ₂ are excepted from the requirements of OBD.
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).		3 Does not apply to vehicles approved to item 41.
4 Vehicles manufactured on or after 1st September 2012: Regulation (EC) No 715/2007, Annex I, Table 1.		4 Modification of exhaust system length after the last silencer is permissible without any further test.
5 Vehicles manufactured on or after 1st September 2016: Regulation (EC) No 715/2007, Annex I, Table 2.		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.
6 Vehicles manufactured on or after 1st March 2020: Commission Regulation (EU) 2017/1151 (WLTP).		6 An approval issued to the most representative base vehicle 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.

3AFuel 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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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

(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.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

<p>2 N₂ and N₃ vehicles manufactured after 1st April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04 or an Installation Check.</p>	<p>vibration and that the field of view requirements are met.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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9Braking

<p>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.</p> <p>2 Category O₂ trailers and O₁ trailers fitted with an inertia type braking system may, as an alternative, comply with the following requirements—</p> <p>(a) technical reports to Directive 71/320/EEC, Annex VIII, Appendix 2 and 3;</p> <p>(b) a compatibility check to Annex VIII, Appendix 4;</p> <p>(c) the requirements of Annex I, paragraphs 2.2.2.9 and 2.2.2.10;</p> <p>(d) the technical requirements of Annex VIII, paragraphs 3.1,</p>	<p>A “Park Brake Test” means a test for category O₂ and (if fitted) O₁ trailers that the park brake meets the performance requirement of Directive 71/320/EEC, Annex II, paragraph 2.2.2.</p>	<p>1 Does not apply to category O₁ vehicles except where a braking system is fitted.</p> <p>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.</p> <p>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.</p> <p>4 In the case of a mobile crane with more than 4</p>
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3.2, 3.4 excluding drag force check;

(e) a visual assessment to Annex VIII, paragraphs 4.1, and of the first sentence of paragraph 4.2;

(f) a **Park Brake Test**.

10 Electro-magnetic Compatibility

Component:

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,

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](#).

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

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

(b) the technical requirements of Directive [74/61/EEC](#) as 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) unsetting the panic alarm must immediately cut the alarm signal.

“**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.

Immobilisers must be approved as part of the base vehicles or as a Separate Technical Unit.

Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.

An “**Installation Check**” means an inspection of installed components as the approving authority 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.

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.

1 Does not apply to category O vehicles.

2 The provisions of column 1 apply only to the extent that a device to prevent unauthorised use, immobiliser, alarm system or panic alarm is fitted.

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

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

15Seat 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.

17Speedometer 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.

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.

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

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)*

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

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.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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 [Annex II to Directive 77/389/EEC](#) as last amended by [Directive 96/64/EC](#), and that towing hooks are securely attached to major structural aspects of the vehicle.
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

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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (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.

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.

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

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

Vehicle: The technical provisions of: Directive 92/23/EEC as last amended by Directive 2005/11/ EC , or an Installation Check	accordance with the directive including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle.	incomplete vehicle based on maximum mass may apply. 2 In the case of an armoured vehicle, or mobile crane, save as required by paragraph 3, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply. 3 In the case of a mobile crane the provision in paragraph 2 above applies on condition that the requirements in ISO 10571 – 1995 (E) or ETRTO Standards Manual 1998 are fulfilled.
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47Speed Limiters

Component: Directive 92/24/EC as last amended by Directive 2004/11/ EC .	“ 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.	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 , or an Installation Check .		

48Masses 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 vehicle of category M ₂ or M ₃ paragraph 7.3.3 is substituted by “maximum height 4.57m”. 2 Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1. 3 In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, in Annex I—
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Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (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

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,

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (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” [“f” or “g” / “n”] 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 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 2**” 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 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.

3 Vehicles of Class I, II or III: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.14 the upper deck gangway must be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door.

4 Vehicles of Class A or B: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.11.3.1 a vehicle may be fitted with handrails or

handholds on at least one side and in the case of double doors this requirement 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.

Changes to legislation: There are currently no known outstanding effects for the *The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (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.

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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (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.

Textual Amendments
F2 Words in [Sch. 2 Pt. 4](#) table inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment and Transitional Provisions\) \(EU Exit\) Regulations 2022 \(S.I. 2022/1273\)](#), regs. 1(2), **19(b)**

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

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

Changes to legislation: There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2. (See end of Document for details)

71 - 100	2 ¹	2	1
> 100	4	3	1

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

Changes to legislation:

There are currently no known outstanding effects for the The Road Vehicles (Approval) Regulations 2020, SCHEDULE 2.