

GUIDANCE NOTES (IVA 1)**INDIVIDUAL VEHICLE APPROVAL**

Passenger cars having no more than 8 seats in addition to the driver's – M1

Goods vehicles having a gross vehicle weight not more than 3500kgs – N1

The Road Vehicles (Approval) Regulations 2009

1. OWNER AND PRESENTER CONTACT DETAILS

| PRESENTER (if different from owner) | OWNER |
|--|--|
| <p>Please include the full name and address including postcode.</p> <p>For limited companies, partnerships or sole proprietor, the registered name should be given. If a trading name is used, it should be given.</p> <p>If applying under a company please supply a contact name and number.</p> | <p>Please include the full name and address including postcode.</p> <p>You will also need to fill in this section if you have an Amateur Built vehicle or a Personal Import.</p> |

2. APPOINTMENT AND PAYMENT DETAILS**2a. Which Test Station would you prefer?**

Please provide a second choice of Test Station as an appointment at your first choice Test Station may not be available. If your vehicle has an unladen weight or more than 3500kgs or has a wheelbase in excess of 4.0 metres, it can only be tested at specified Test Stations. Please contact the testing site of your choice if your vehicle exceeds these limits to confirm suitability. Vehicles in classes N, P, and R that fail an inspection can be inspected again at any IVA Test Station. Other classes of vehicle must be inspected at the same IVA Test Station that carried out the original inspection. A list of VOSA IVA Test Stations is available via www.vosa.gov.uk/ivatestlocations

2b. When would you like the test?

Please give your preferred inspection day and time. For the latest information on the availability of appointments, please call our **Contact Centre** on **0300 123 9000**. The Test Station will give an appointment as near as possible to the day and time you prefer. Inspections outside 'normal' hours may be available at certain Test Stations i.e. before **8am** or after **5pm Monday to Thursday**, before **8am** or after **4.30pm on Fridays** or **at any time on weekends or bank holidays**. You will have to pay an extra fee for inspections outside 'normal' working hours. If you require this service please ask your preferred Station if it is available.

For information on the next available appointment for a particular Test Station, please telephone the **Contact Centre** on **0300 123 9000**.

2c. Payment Method.

Please make your cheque or postal order payable to 'VOSA'. You can check the fees on www.businesslink.gov.uk/inspectionfees or www.direct.gov.uk/iva, by telephoning our **Contact Centre** on **0300 123 9000** or by emailing enquiries@vosa.gov.uk.

Please **do not** send notes, coins or Giro transfers in the post.

If you want to pay by credit card, tick the appropriate box but do **not** write your card details on the application. We will contact you by telephone to complete the transaction.

For pre-funded accounts the signatory on the application must be a delegate who is pre-authorised to use the account. If you wish to add a delegate, e-mail the PFA team at customer.accounts@vosa.gov.uk

Refund Policy - Should you wish to **cancel** the IVA appointment date you have been allocated, the following options below will apply regarding the fee paid at the time of application :

1. If you give **more** than 3 working days notice prior to the appointment you have been given, then either:

- you can request a later appointment or if not,
- a fee of **£100** will be retained by VOSA and the remaining amount refunded to the payee.

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2. APPOINTMENT AND PAYMENT DETAILS *cont...*

2c. Payment Method *cont...*

2. If you give **not more** than 3 working days notice prior to the appointment date you have been given, then :

- the whole fee will be forfeited.

Please Note : If you have another application pending at the Test Station, it may be possible to substitute it for the application being deferred.

3. VEHICLE DETAILS

3a. Vehicle Identification Number (VIN) or chassis number.

This is the identification number displayed on the manufacturer's plate and which is stamped on the vehicle chassis or monocoque body.

You may find the vehicle identification and chassis number on the manufacturer's information plate under the bonnet, around the door opening, or, where previously registered in another country, on a previous registration document. If we consider the number to be unsuitable, we will refer you to your local DVLA office, who will give you a new number. Please make sure you write the number in **full**.

If it is an amateur-built vehicle, please provide the kit-car chassis number, **not** the chassis number of any donor vehicle that may have been used.

The VIN must consist of **17 digits** unless the vehicle is a mass produced vehicle, in which case the original manufacturer's number can be less than 17 digits but not less than 8 digits.

Vehicles previously registered in **New Zealand** may have more than one Vehicle Identification Number (VIN) plate; the original applied by the vehicle manufacturer and an additional variation of the original applied by the New Zealand authority. The number on any documentation used to support the IVA application would normally be the one used on the application to identify the vehicle. Please also provide the alternative number on the application form (if necessary, in box 3b - "*Position of stamped VIN on vehicle*").

3b. Position of stamped VIN on vehicle.

On all vehicles other than North American vehicles, the VIN should be stamped into the chassis frame or body. Please state where this number is stamped into the vehicle e.g. under bonnet L/H side (viewed from the driver's seat) or front chassis leg L/H side.

3d. What is the date of manufacture?

This is the date the vehicle was completed such that it could be subject to a full inspection of all relevant criteria. You should be able to get the date your vehicle was made from the manufacturer's information plate or from the manufacturer.

In the case of an imported vehicle, where the date of manufacture is unavailable, the date of first registration (where the vehicle has been registered in another country) can be entered.

3i. Fuel Type : (*Hydrogen*)

Please enter the fuel type(s) used to propel the vehicle. GB legislation does not currently allow the general use of vehicles propelled by hydrogen. However, it is possible that a Vehicle Special Order (VSO) made under Section 44 of the Road Traffic Act 1988 may permit their road use under strict conditions. Guidance is available on the Department for Transport website at www.dft.gov.uk/pgr/roads/vehicles/vssafety. Other than vehicles used specifically to perform a specific test programme under the responsibility of the manufacturer (i.e. prototypes), all other hydrogen propelled vehicles need to obtain a VSO before submitting an application for IVA.

3k. What is the number and arrangement of cylinders? (*This question is for categories A, C, & L ONLY*)

This information can be obtained from the manufacturer of the vehicle, from the engine or from their published data.

3m. Where is the engine number located?

Please indicate where the engine number is located e.g. L/H side of block (when viewed from driver's seat).

3n. Is the engine Turbocharged/Non Turbocharged?

Turbocharged includes engines fitted with a supercharger.

3o. Is the gear box Manual/Automatic?

'Automatic' includes automatic gear boxes that can be used in manual mode.

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3. VEHICLE DETAILS *cont...*

3q. How many designated seating positions does the vehicle have including the driver's?

A designated seating position is a seat used for normal use when the vehicle is travelling on the road. In the case of a Motor Caravan, for example, this would not include seats used only when the vehicle is stationary.

In respect of most production vehicles, seating positions can be determined by the number of seat belt anchorages. Where a vehicle is fitted with a bench seat, the number is determined by dividing the cushion width (in mm) by 400mm.

3s. What is the maximum design road speed of the vehicle?

DO NOT take this figure from the speedometer as it is unlikely to be the true figure. You should try to obtain it from the vehicle handbook or by contacting the manufacturer or viewing manufacturer's information on the internet. Where manufacturer's data relating to maximum speed is not available, a calculated speed may be acceptable.

3t. What is the engine maximum power and the engine speed at which it is obtained?

This is the engine's maximum power in kilowatts (kw) and the engine speed in revolutions per minute (rpm) at which the engine produces maximum power.

You should try to obtain this information from the manufacturer's plate, the vehicle handbook or by contacting the manufacturer or viewing manufacturer's information on the internet.

3u. What are the design weights of the vehicle?

This question is only for categories **A, C, L, M, S, T & W** GOODS vehicles and converted vehicles that have been allocated weights higher than those allocated by the original manufacturer e.g. Limousines and Minibuses.

The design weights should be obtained from the manufacturer's plate where available, or the converters plate if the vehicle has been subject to a conversion. If the weights are not available on a plate they should be obtained from manufacturer's published information.

Design weight is the maximum weight that the vehicle is built to carry when fully loaded. The **gross weight** refers to the weight of the whole vehicle. The **axle weight** is the maximum weight an axle can carry. The **train weight**, for a vehicle fitted with a towing attachment, is the maximum weight of the vehicle and trailer when loaded. **Towable Mass** is the maximum weight of the trailer that can be towed by the vehicle.

3v. Immobiliser/Alarm.

Where an immobiliser is fitted, when the vehicle is presented for test, you must show us documentary evidence of compliance. This can be evidence of an acceptable comparable standard, e.g. for vehicles registered in Japan from 1 July 2006 onwards, or from the vehicle manufacturer, an authorised technical service (a test laboratory), or an installer from an approved installer scheme that the immobiliser meets the European Directive standards. If the vehicle has an alarm fitted you will also need to provide evidence that it complies with the required standard. Evidence from an approved installer scheme must be **an original document** and can be :

- a Thatcham Registered Installer (TRI) certificate of installation or installation report (telephone 01635 868855 or visit www.thatcham.org), or
- a Mobile Electronics Security Federation (MESF) certificate of installation (selected installers only, telephone 01376 561040 or visit www.mesf.org.uk).

4. VEHICLE CLASS

P – Personal Import

A vehicle imported by a person who has lived in the country of export for **12 months** or more and has owned and used the vehicle for **6 months** or more.

We will accept the HM Revenue & Customs clearance form **C&E 388** as full proof of Personal Import (this is only available if the vehicle has been imported from *outside* the European Community (EC)). If you are not eligible to obtain this form you will need to send us individual proof of the following :

- **6 months ownership** – for example, a previous registration document from the country of export.
- **6 months use of the vehicle** – for example, an insurance certificate covering a minimum of 6 months from the country of export.
- **12 months residency** – for example, utility bills covering the last 12 months or more from the country of export.

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4. VEHICLE CLASS

You must send us **photocopies** of these documents and you are required to endorse the copies '*certified copies*'. These copies must be signed by the vehicle owner (**originals of these documents may be requested at a later date**).

Note 1: The owner of the vehicle must complete and sign the declaration on the application form.

Note 2: Photocopies will be retained by VOSA.

A – Amateur-built

A vehicle, the majority of which was constructed, assembled or, if previously registered in the UK, structurally modified by you or by someone on your behalf who is not in the business of building motor vehicles and which is for **your** personal use. Where appropriate you must provide the kit-car chassis number, **not** the donor vehicle chassis number. **Please complete the Amateur Built Declaration which can be downloaded from www.businesslink.gov.uk/ivaforms** or can be posted/e-mailed to you on request by telephoning our Contact Centre on **0300 123 9000**.

Evidence of the date of manufacture of the engine will be required at the time of inspection to determine the emissions limits for the vehicle. The donor vehicle registration document (V5) may be acceptable evidence, where it indicates the engine to be the original engine fitted to the donor vehicle.

S – Rebuilt Vehicle

A vehicle which :

- has been rebuilt using a replacement chassis or combined chassis-body of the same design as the original. The chassis or combined chassis-body needs to be new or from a vehicle that has already been registered in the United Kingdom (UK). Please provide the previous registration mark of the vehicle being rebuilt and also details of where the chassis or body has come from (e.g. a receipt),
- your local DVLA office has given a vehicle chassis or identification number,
- does not meet classes 'A' or 'C'.

(Evidence of the date of manufacture of the engine will be required at the time of test to determine the emissions limits for the vehicle).

C – A vehicle built by a person in the business of building vehicles using parts of a vehicle registered in the UK

The engine and at least one other major part must come from the same donor vehicle. Where the engine used was not the **original** engine fitted to the donor vehicle, the registration document (V5) alone will not be sufficient evidence that the engine was from the donor vehicle. You must provide the following information :

- donor registration number.
- engine number.
- list of major parts used from the donor vehicle specified above.

(Evidence of the date of manufacture of the engine will be required at the time of test to determine the emissions limits for the vehicle).

L – Vehicle manufactured in very low volume

A vehicle is manufactured in very low volume if the total number of vehicles of the family of types to which the vehicle in question belongs, which are manufactured in the world during any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured, does not exceed 300. Evidence will be required to demonstrate that this criteria has been met.

R – A vehicle not meeting any other category

To demonstrate compliance for this category it will be necessary to provide evidence of compliance with the 'Relevant' EC Directives or evidence of a recognised standard from a non European country that is considered comparable. These are listed in the IVA M1 Inspection Manual which is available from www.businesslink.gov.uk/ivainspectionmanuals.

'Relevant Directives' relating to a passenger vehicle of category M1 (passenger cars) are those relating to noise, emissions, gas fuel tanks, brakes, anti-theft, protective steering (evidence for this item is not required if the vehicle complies with the frontal impact Directive), seat belt anchorages, CO₂ and fuel consumption* (vehicle approved to diesel heavy emissions are exempt from this subject), side impact (where seat reference point is 700mm or less from the ground), frontal impact (not required for vehicles over 2500kgs GVW).

4. VEHICLE CLASS cont...

R – A vehicle not meeting any other category cont...

Where evidence of compliance is provided by a letter from the vehicle manufacturer stating EC standards have been met, the letter must also contain the CO₂ figure obtained at the time of approval. This information will be used to establish the revenue limit for the vehicle. If the CO₂ information is not available VOSA will, at their discretion, accept a figure from a directly comparable vehicle sold in the European market of the same specification.

‘Relevant Directives’ relating to a goods vehicle of category N1 are those relating to noise, emissions, gas fuel tanks, brakes, anti-theft, protective steering (vehicles under 1500kg GVW - evidence for this item is not required if the vehicle complies with the frontal impact Directive), seat belt anchorages and side impact (where reference point is 700mm or less from the ground).

Demonstrating compliance can be achieved by one or more of the following methods :

- **Directive Compliance** - Showing that European Approval Standards are met, for example, by a Type Approval number on the VIN plate or documentary evidence from the manufacturer. A letter from the manufacturer listing the European Community (EC) Directives that the vehicle met at the time the vehicle was made is required. You must send a copy of this with the application, and **YOU MUST PRESENT THE ORIGINAL ON THE DAY OF YOUR INSPECTION.**
- **Comparable Standards** - Showing that comparable non-European standards are met e.g. using a Japanese de-registration/export certificate, or a manufacturer's certificate of completion, which will cover certain European Community (EC) Directive areas (**see table on page 5 for further requirements**). The model specification and classification numbers must be displayed on the document (you should send a copy with the application and show the original at the time of the test). If the model specification and classification numbers are not shown on the Japanese de-registration document or manufacturer's certificate of completion, **we cannot accept it**
- **Comparison Test** - A comparison check (but not in respect of emissions) with a known type approved vehicle.
- **Directive Test** - Physically having a test conducted to the appropriate Directive standard.
- **Model Report** - The use of a Model Report compiled from data obtained from a designated Technical Service (Test Laboratory).

For further information on demonstrating compliance refer to the IVA Information Guide available from www.businesslink.gov.uk/iva.

VEHICLE HAVING A JAPANESE EXPORT DOCUMENT – INFORMATION REQUIRED

Passenger or good vehicles :

Japanese deregistration document and evidence of :

- Emission Directive (if the vehicle has not been registered in Japan for at least 6 months).
- CO₂ & Fuel Consumption Directive (Passenger Vehicles Only).
- Anti-theft Directive (if the vehicle is a pre July 2006 in which case it may have an immobiliser fitted by an accredited installer).

E – European Approved

A vehicle that has been found by another country in the European Community to meet the same requirements as the UK Individual Vehicle Approval (IVA) scheme.

You must send us a declaration and evidence of the technical standards to which the vehicle was tested by the Approval Authority. This category also includes vehicles that display an approval number on the VIN plate that was applied at the time the vehicle was manufactured that can be supported by manufacturer's confirmation of compliance.

T– Armoured Vehicle

A vehicle intended for the protection of conveyed passengers and/or goods and which meets the armoured-plating anti-bullet requirements.

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5. CLASS 'R' ONLY

5b. Has the vehicle had a 'One-off' Test?

A 'one-off' test is a test on an individual vehicle where the information provided will include documentation from a Technical Service that will not be used for any other vehicle applications.

5d. Is the vehicle to be tested against an existing Model Report?

A Model Report is a document created as a result of a vehicle being submitted to a designated Technical Service and being fully documented such that the report can be used to establish compliance on future vehicles of the same specification. You may be able to obtain the use of an existing Model Report all of which are listed on www.businesslink.gov.uk/ivamodelreports (these are owned by members of the public or private companies).

If presenting a vehicle using a Model Report, you should be prepared to remove or dismantle trim and other parts so that the examiner can gain access to critical parts.

If you want your vehicle to be tested against an existing Model Report, we may choose to carry out a 'compliance check'. This is a check we carry out on a sample of vehicles to make sure that :

- they are built to the same specification as the original vehicle described in the Model Report (the original vehicle having been tested and found to meet the relevant requirements), and that
- they actually meet the requirements and are built to the specification described in the Model Report.

The compliance check is part of the 'approval' process. If we decide to carry out the check on your vehicle, we will tell you when you bring the vehicle for inspection. You will have to leave the vehicle at the Test Station. We will then transport it to a designated Technical Service who will carry out a full check of the vehicle against the relevant Model Report. You may claim a refund of the cost of your return journey to your home or place of work. We will not charge for transporting the vehicle to or from the Technical Service or for the compliance check. The process is likely to take around two weeks. We will tell you when the check has been completed, when the vehicle will be returned to the Test Station and the result of the check. The result of this compliance check can affect the future use of the Model Report in question.

6. CONVERTED VEHICLES ONLY

6. Is your vehicle now a passenger vehicle, with no more than 8 passenger seats, that has been : d. converted from a goods vehicle that has a design weight of 1500kgs or more? f. manufactured on or after 1st October 2003?

If 'YES' to both 'd' and 'f', does the vehicle also have a seat reference point (of the lowest front seat) of more than 700mm above the ground?

A passenger car would normally have a reference point below 700mm. For guidance only, it can be assessed with the front seat (if adjustable) in its lowest, most rearward position and by placing a rectangular block measuring 136mm long and 53mm high onto the back of the seat cushion against the back rest. The forward upper edge is the height of the reference point. If the measurement is close to the critical point (that is, above 700mm), you should get advice from us, the manufacturer or a designated Technical Service (Test Laboratory).

6. 'a', 'b', 'c' or 'd' - "converted vehicle"

Where a vehicle of 'category 'R' (but not a 'disabled persons vehicle' or a 'wheelchair accessible vehicle') has been converted from a goods vehicle to a passenger vehicle or is a passenger vehicle fitted with additional seats, evidence of compliance with the seat belt anchorage requirements must be provided using the declaration pro-forma **IVA 19a and 19b** available via www.businesslink.gov.uk/ivaforms.