

Newsletter

July 2009



Vehicle & Operator Services Agency



In this newsletter, we provide a summary of the comparisons between the technical requirements of the 'Standard' Single Vehicle Approval and the new 'Basic' Individual Approval, the level of inspection now applicable to the "minority group" passenger cars.

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The Technical Standards - 'Basic' Individual Vehicle Approval compared to 'Standard' Single Vehicle Approval

This information reflects the technical requirements of the Road Vehicles (Approval) Regulations 2009, Statutory Instrument 2009 - 717 to which reference should be made for a more detailed interpretation.

The requirements listed in this Newsletter are applicable to the categories below, all of which are defined in the aforementioned regulations;

- an Amateur Built vehicle,
- a Personal Import,
- a Very Low Volume vehicle
- a vehicle constructed from parts of a registered vehicle and;
- a Rebuilt vehicle.

The new IVA scheme applies to most passenger cars requiring

one off approval, however Motor Caravans, Motor Ambulances, Hearses and Wheelchair Accessible vehicles remain subject to SVA until **29th April 2012**.

The following information identifies most of the new requirements, but not all detailed changes. Reference should be made to the 'M1' Inspection Manual for the full requirements. This is available on :

www.transportoffice.gov.uk

General Construction

The general construction requirements are similar to SVA. Some requirements have been moved to a specific section (e.g. forward vision). The requirements particularly include the security of some components within each specific section. For example, fuel system component security is included in Section 3A but other design factors which have the potential to cause damage to fuel or electrical systems are

covered by the required standards in this section (General Construction).

Vehicles presented in an unroadworthy condition (e.g. bald tyres) will not be approved

The following item numbers relate to the Type Approval item numbering system found in the M1 Inspection Manual.

1. Noise

The technical requirements are similar to SVA but with the maximum permitted noise level reduced from 101 db(A) to 99 db(A).

2. Emissions

The technical requirements are similar to SVA; however there is a more onerous limit for vehicles where the effective date is from **1st September 2002*** (these now align with 'MOT' requirements).

For diesel-engined vehicles with an effective date from **01/07/2008**, there is a new opacity requirement of 1.5m⁻¹.
**The effective date is the date of manufacture of the vehicle's engine.*

3. Fuel tanks

This item incorporates the fuel tank filler and general construction requirements for fuel tanks. Fuel tanks for gas fuels (e.g. LPG, CNG) must be type approved, therefore evidence will be required to confirm this at the time of test.

A vehicle manufactured after **1 May 2009** must be designed to avoid excessive evaporative emissions e.g. with a tethered fuel cap.

Fuel tanks must not be mounted in or form part of the passenger compartment. *The fuel filler must not be located in the passenger, luggage or engine compartment. The vehicle must not have any design feature that could allow the passage of fuel into the passenger compartment. There must also be a degree of protection afforded to the fuel tank in the event of a rear impact.

**Although due to a 12 month dispensation, this will not apply until the 29th April 2010.*

4. Rear registration plate space

This requires sufficient space to mount a plate that meets current legal requirements in the UK, which include provisions for smaller plates on imported vehicles. The requirements include the integrity and the size of the plate 'space' mounting and the visibility of any plate mounted on it.

5. Steering effort

For conventional manual or power assisted steering systems, this item requires only basic safety checks for function and effort.

6. Door latches and hinges

The requirements are similar to SVA with an additional requirement for double doors.

7. Audible warning device (horn)

This item requires an adequate audible warning device (a horn) to be fitted but it must not be a bell, gong or siren.

8. Indirect vision (mirrors)

The technical provisions are based on EC Directive requirements which have similar fitting and field of view requirements to SVA. The interior mirror must be positioned as far as possible to afford the best possible view to the rear.

9. Braking

The technical requirements are similar to SVA. There is a new requirement for the 'secondary' brake to achieve 30% efficiency. This may be achieved by both halves of the 'split braking system' meeting the requirement; in the case of a diagonal split or by the front and rear brakes independently achieving 30% in the case of a front to rear split. Alternatively, the parking brake may be selected as the secondary brake if it meets the requirements. There is a new requirement for a method of being able to inspect brake pad/lining wear. Manually adjustable bias valves of any sort are no longer acceptable.

The exact type of brake fluid used in the hydraulic system must be identified within 100mm of the brake reservoir.

10. EMC (radio interference suppression)

The requirements are the same as SVA.

12. Interior fittings (cars)

The requirements are similar to SVA. The section is generally simplified but there are some detailed changes e.g. rear passenger areas fall into scope.

13. Anti-theft (alarm or immobiliser optional)

The requirements for an anti-theft device are similar to SVA.

14. Protective steering

The requirements are the same as SVA but with changes to the permitted exemptions and modifications. For example where a disabled vehicle is fitted with controls that can easily be removed, the vehicle is assessed as if the controls are not fitted. No air bags (SRS) are permitted on vehicles which are amateur built.

15. Seat strength

Adjustable or folding seats shall have a locking mechanism, which for folding seats shall be easily accessible to a passenger sat immediately behind the seat concerned if necessary to exit the vehicle (similar to SVA). Head restraints (or 'high back' seats) are mandatory on outboard front seats. Their minimum height is specified for both mandatory and optional head restraints. The seat back and its locking systems are assessed by inspection.

16. Exterior projections (cars)

Some of the requirements are the same as SVA and some have been replaced by reference to equivalent paragraphs of the EC Directive. The overall effect is much the same as SVA by ensuring that projections are suitably radiused, blunted, protected or designed so as not to be a hazard. The floor line itself is now assessed to 2.5mm radius.

17. Speedometer and reverse gear

A speedometer accuracy check is required which is the same as SVA. Other requirements are specified by reference to the relevant EC Directive and having the same requirements as SVA except for an additional graduation marking requirement on the speedometer and a check that a means of reversing the vehicle under its own power is provided.

18. Plates (statutory)

This item requires a manufacturer's plate and marking of the vehicle identification number on the chassis. A unique VIN is mandatory, which must be 17 digits (but a minimum of 8 in the case of a mass produced vehicle). In the case of multi-stage build (e.g. truck chassis converted into motor caravan or ambulance) a plate is required for each stage.

19. Seat belt anchorages

This requires compliance with the technical provisions of the relevant EC Directive to a later version to that specified in SVA. For cars, the installation requirements are much the same as SVA and will be verified in the same way. In the case of

wheelchair accessible vehicles, provisions are added to ensure the safety of wheelchair users.

There are new maximum separation requirements for sideward facing seat anchorages and new requirements for rear seat belt anchorage numbers.

20. Installation of Lighting and Light Signalling Devices

The technical requirements are those of the relevant Directive with some exceptions. The requirements are comparable to current regulations. A central high mounted stop lamp will still not be required but a reversing lamp will now be required. Individual lighting devices are specified (listed as separate items 21 to 25, 26, and 28 to 30, some of which are optional devices) and like SVA, type approved lamps are preferred but not required as long as they are of sufficient intensity (brightness). There are various minor differences e.g:

- the maximum distance the stop lamps can be from the sides of the vehicle is 400mm.
- if gas discharge headlamps are fitted, then automatic levelling and headlamp wash are required (subject to certain exemptions)
- there are new requirements for the height of front fog lamps and front position lamps.

31. Seat belts

Seat belts are required to comply with the technical requirements of the relevant EC Directive, which has the same effect as SVA. Provision is made for BS-marked harness belts and for disabled person's belts. The changes mirror those of Section 19 above.

32. Forward vision

This item requires adequate view of the road ahead which is already part of SVA under the General Construction requirements.

33. Identification of controls

This inspection is to ensure that any controls, tell-tales and indicators fitted to the vehicle are, where required, readily identifiable and in any case where displayed, they would not cause confusion to the driver. Identification of certain controls, tell-tales and indicators is mandatory and is covered in other relevant sections. This section only applies to optional identification where provided. Any optional controls, tell-tales or indicators must be clear and not cause confusion.

34. Defrost/demist

An adequate system is required. The details will be specified in the Inspection Manual but will be much the same as SVA.

35. Wash/wipe

An adequate system is required. The details will be specified in the inspection manual but will be much the same as SVA.

There is a new 2 speed requirement as well as a cycle frequency requirement.

36. Heating systems (optional)

Any heater fitted must not be likely to cause fire or injury, or pollute the vehicles interior.

37. Wheel guards (mudguards)

The vehicle must be provided with wheel guards which may be part of the bodywork. The wheel

guards must be designed so as to protect other road users from thrown up stones, mud, ice and water, and to reduce the potential of contact with moving wheels. The arc of the wheel covered will be measured during the test.

40. Engine Power

This section does not appear in the Manual but is covered by a declaration of engine power on the application form.

44. Masses & dimensions

All cars must conform to the following: -

- Max. length - 12m
- Max. width - 2.5m (except motor caravans 2.6m)

The manufacturer must determine the maximum technically permissible mass (known as Gross Vehicle Weight - GVW) and maximum axle weights similar to the design weight requirements under SVA.

'Train weights' or 'Maximum Towable Mass' figures must be provided for vehicles equipped to tow. Where possible, these should also be provided for any vehicle. Where neither of these weights is provided, the vehicle will not be permitted to tow.

45. Safety glass

The windscreen and windows must be fitted in accordance with the relevant UNECE regulation and, where appropriate, bear an appropriate approval mark. Other than windscreens, the regulation makes provision for plastic glazing. However, all glazing (including plastics) must have a recognised approval marking applied by the manufacturer. A dispensation has been granted until **29th April 2010** to situations where a kit was purchased before the IVA scheme was introduced.

46. Tyres

The requirements are for approved tyres (e marked or comparable standards) fitted in accordance with the technical requirements of the relevant EC Directive. Tyres must be appropriate for the vehicle in terms of load capacity, speed rating, and type of tyre. There are also requirements for temporary spares if fitted.

50. Couplings (optional)

This item applies if an optional coupling device is fitted. The coupling device must bear an EC type approval marking (unless a North American Modular system) but attachment

to the vehicle will be checked by means of a visual assessment.

60. Frontal protection systems 'bull bars' (optional)

If a bull bar is fitted the device must be approved to the relevant EC Directive. This requirement is added in the interests of pedestrian safety.

For further information regarding European Community Whole Vehicle Type Approval (ECWVTA) and the Individual Vehicle Approval (IVA) scheme please visit the following websites :

Department for Transport:
www.dft.gov.uk/typeapproval

VOSA (Individual Vehicle Approval services):
www.transportoffice.gov.uk
(Click on the 'Vehicle Dealerships and Importers' menu option)

E-mail us at:
enquiries@vosa.gov.uk



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