

**2020 No. 0000**

**ROAD TRAFFIC**

**The Road Vehicles (Approval) Regulations 2020**

*Made* - - - - **\*\*\***

*Laid before Parliament* **\*\*\***

*Coming into force* - - *1st September 2020*

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

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

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

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

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 The European Communities Act 1972 was repealed by section 1 of the European Union (Withdrawal) Act 2018 (c.16) with effect from exit day, but saved with modifications until IP completion day by section 1A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

(b) See S.I. 1972/1811 and S.I. 1999/2788. Both instruments are prospectively repealed with effect from IP completion day by S.I. 2018/1011 as modified by paragraph 1 of Schedule 5 to the European Union (Withdrawal Agreement) Act 2020.

(c) OJ No. L 151, 14.6.2018, p.1.

(d) OJ No. L 200, 31.7.2009, p.1.

# PART 1

## Introduction

### Citation and commencement

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

### Interpretation

- 2.—(1) In these Regulations—
  - “the 1994 Act” means the Vehicle Excise and Registration Act 1994<sup>(a)</sup>;
  - “enforcement authority” means the Secretary of State;
  - “the Type Approval Regulation” means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, as amended from time to time<sup>(b)</sup>;
  - “relevant products” means—
    - (a) vehicles;
    - (b) systems;
    - (c) components;
    - (d) separate technical units;
    - (e) parts; or
    - (f) equipment;
  - “UNECE Regulation” means, in respect of a Regulation of a particular number—
    - (a) a UNECE Regulation of that number listed in Annex IV of Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor<sup>(c)</sup>, as amended from time to time; or
    - (b) a UN Regulation of that number specified in Chapter XII of, and Annex II to, the Type Approval Regulation.
- (2) Unless otherwise provided any word or expression used in these Regulations which is defined in article 3 of the Type Approval Regulation has the meaning given in that article.

# PART 2

## EU Type Approval

### Appointment of approval authority

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

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<sup>(a)</sup> 1994 c.22.  
<sup>(b)</sup> OJ No. L 151, 14.6.2018, p.1.  
<sup>(c)</sup> OJ No. L 200, 31.7.2009, p.1.

### **Market surveillance authority**

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

### **Requests for information: failure to comply**

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

### **Refusal of EU type-approval application**

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

- (a) articles 26 and 29 to 31; or
- (b) article 39,

of the Type Approval Regulation have not been complied with.

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

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

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

### **Conformity of production: record keeping**

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

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

### **Review of decisions**

8.—(1) All decisions taken pursuant to the Type Approval Regulation and all decisions refusing or withdrawing type-approval, refusing registration, prohibiting or restricting the placing on the market, registration or entry into service of a vehicle or requiring withdrawal of a vehicle from the market must—

- (a) be given by notice in writing (“a relevant notice”);

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(a) OJ No. L 218, 13.8.2008, p.30.

- (b) state in detail the reasons on which they are based; and
  - (c) state the remedies available to the party concerned under the laws in force in the United Kingdom and the time limits allowed for the exercise of such remedies.
- (2) Where the approval authority has given a person a relevant notice, that person may apply to the approval authority for a reconsideration of the decision given in that notice.
- (3) An application under paragraph (2) must—
- (a) be made within the period of 28 days beginning on the date when the relevant notice is received; and
  - (b) state the reasons for making the application and be accompanied by such further evidence as the person believes supports those reasons.
- (4) The approval authority may—
- (a) request evidence in support of the application;
  - (b) after giving reasonable notice to the applicant, carry out a re-examination of one or more vehicles for the purpose of determining the issues raised by the application.
- (5) The approval authority must as soon as reasonably practicable—
- (a) give written notification to the applicant stating whether the decision is confirmed, amended or reversed; and
  - (b) if the decision is reversed or amended, take the appropriate action in respect of the revised decision.
- (6) An applicant aggrieved by the approval authority's notification under paragraph (5) may by notice request the approval authority to appoint an independent assessor to review the decision to which the relevant notice relates.
- (7) A request under paragraph (6) must—
- (a) be made not later than 28 days after receipt of the approval authority's notification under paragraph (5); and
  - (b) state the reasons for the request.
- (8) As soon as reasonably practicable after the date of receipt of the request under paragraph (6), the approval authority must—
- (a) appoint a person to act as assessor or, at the authority's discretion, not more than three persons to act as an assessment panel; and
  - (b) notify the applicant of the appointment.
- (9) The independent assessor or assessment panel may—
- (a) request further evidence in support of the request for review;
  - (b) after giving reasonable notice to the applicant, carry out a re-examination of one or more vehicles for the purpose of determining the issues raised by the request for review.

**Withdrawal of approvals: mistake or error**

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

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

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

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

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

### **Withdrawal and suspension of approvals: effect**

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

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

the certificate, plate or mark is invalid.

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

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

### **Service**

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

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

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

(3) Any such notice or document may—

- (a) in the case of a body corporate, be given to or served on an officer of that body;
- (b) in the case of a partnership, be given to or served on any partner;
- (c) in the case of an unincorporated association other than a partnership, be given to or served on any member of the governing body of that association.

(4) For the purposes of this regulation and section 7 of the Interpretation Act 1978 (service of documents by post)(a) in its application to this regulation, the proper address of any person is that person's last known address (whether of the person's residence or of a place where the person carries on business or is employed) and also—

- (a) in the case of a body corporate or an officer of that body, the address of the registered or principal office of that body in the United Kingdom;
- (b) in the case of an unincorporated association other than a partnership or a member of its governing body, its principal office in the United Kingdom;
- (c) an address within the United Kingdom other than that person's proper address at which that person, or another acting on that person's behalf, will accept service of any notice or document required or authorised by these Regulations or the Type Approval Regulation to be given to or served on any person by the approval authority.

(5) Any notice or other document or information required by these Regulations or the Type Approval Regulation to be given to or served by any person on the approval authority, market surveillance authority or enforcement authority must be—

- (a) in writing; or

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(a) 1978 c.30.

- (b) in an electronic format accepted by, and sent by means of any form of electronic communication agreed with, the approval authority, market surveillance authority or enforcement authority (as appropriate).

### **Provision of testing stations**

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

### **Provision of technical information: loss or damage**

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

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

### **Defeat systems**

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

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

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

(3) A defeat system is not permitted unless—

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

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

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

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

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

(6) A person who breaches a prohibition in paragraphs 9(1), (2) or 10(10) of Schedule 5 commits an offence.

(7) Schedule 5 (penalties, enforcement and other matters) applies in relation to an offence under this regulation.

(8) In this regulation—

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

“Commission Regulation (EC) No 582/2011” means Commission Regulation (EC) No 582/2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council(b);

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

“defeat system” means—

(a) in the case of a motor vehicle to which Regulation (EC) 595/2009 applies—

(i) where the engine system or engine family meets the conditions specified in article 6(1a) of Commission Regulation (EC) No 582/2011, a “defeat strategy” as defined in paragraph 2 of UNECE Regulation 49;

(ii) in all other cases, a “defeat strategy” as defined in article 3(8) of Regulation (EC) 595/2009,

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

(b) in the case of a motor vehicle to which Regulation (EC) 715/2007 applies—

(i) where, pursuant to article 6(1) of Commission Regulation (EC) No 692/2008, the motor vehicle meets the requirements of Regulation (EC) 715/2007 by virtue of compliance with UNECE Regulation 83, a “defeat device” as defined in paragraph 2 of that UNECE Regulation;

(ii) in all other cases, a “defeat device” as defined in article 3(10) of Regulation (EC) 715/2007,

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

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

“extended documentation package” means—

(c) in the case of a motor vehicle to which Regulation (EC) 715/2007 applies, the extended documentation package mentioned in—

(i) article 5(11) of Commission Regulation (EC) No 692/2008(d); or

(ii) article 5(11) of Commission Regulation (EU) 2017/1151;

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(a) OJ No. L 199, 28.7.2008, p. 1.

(b) OJ No. L 167, 25.6.2011, p. 1.

(c) OJ No. L 175, 7.7.2017, p. 1.

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

(d) in the case of a motor vehicle to which Regulation (EC) 595/2009 applies, the extended documentation package specified in article 5(3) of, and Section 8 of Annex I to, Commission Regulation (EC) No 582/2011;

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

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

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

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

## PART 3

### National Small Series Type Approval and Individual Approval

#### CHAPTER 1

##### National small series type approvals

#### **Applications for national small series type approval**

**15.**—(1) A manufacturer requiring—

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

must apply to the approval authority.

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

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

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

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

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

(4) In this regulation, “mixed type-approval”, “multi-stage type approval”, “single-step type-approval” and “step-by-step type-approval” have the meanings given in article 3 of the Type Approval Regulation but as if, in that article, the words “type approval certificates under article 42” were in each case substituted for “EU type-approval certificates”.

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(a) OJ No. L 171, 29.6.2007, p. 1.

(b) OJ No. L 188, 18.7.2009, p. 1.



## **Grant of national small series type approval**

16.—(1) The approval authority must—

- (a) make the decision whether or not to grant a national small series type approval or an amendment to such an approval in accordance with article 42 of the Type Approval Regulation (national type-approval of vehicles produced in small series),
- (b) not grant the approval without first being satisfied that adequate arrangements have been made to ensure that production vehicles conform to the approved type, and
- (c) give notice of the decision to the applicant manufacturer.

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

(3) Where the approval authority decides to grant or amend a national small series type approval the authority must issue a type approval certificate which complies with paragraph 5 of article 42 of the Type Approval Regulation.

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

(5) Upon receiving a request from a person wishing to sell, register or put into service in a member State other than the United Kingdom a vehicle manufactured in conformity with a national small series type approval, the approval authority must supply to the authority in that member State corresponding to the approval authority a copy of the type approval certificate and any attachments relating to it.

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

(7) The Secretary of State must not—

- (a) issue a first vehicle licence for a motor vehicle,
- (b) issue a first nil licence for a motor vehicle,
- (c) register a motor vehicle before the issue of a first licence, or
- (d) give consent under regulation 23(3) to the supply of a large trailer for use on a road,

if it appears that doing so would cause the total number of vehicles registered or, as the case may be, put into service on roads in the United Kingdom in any year to exceed the maximum permitted number.

(8) In calculating whether the maximum permitted number is exceeded in any particular year, no account is to be taken of any vehicle manufactured in an earlier year which was not registered or, as the case may be, put into service on roads in the United Kingdom in that year and provided that the number of vehicles manufactured in that earlier year did not exceed the maximum permitted number.

(9) In this regulation—

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

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

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

17.—(1) A manufacturer may, pursuant to the provisions of paragraphs 1 to 4 of article 43 of the Type Approval Regulation (national type approval of small series), apply to the approval authority for recognition of a small series type approval granted to that manufacturer under the law of a member State other than the United Kingdom (a “non-UK type approval”).

(2) An application may not be made under paragraph (1) if an application in respect of the same type of vehicle has been made under regulation 15 and not withdrawn (and may not be proceeded with if an application under that regulation is made later).

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

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

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

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

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

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

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

## CHAPTER 2

### Individual approval

#### **Individual approval**

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

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

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

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

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

(3) This paragraph applies where—

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

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

- (a) evidence to the satisfaction of the approval authority of the type approval number of the vehicle concerned, where the vehicle has been type approved pursuant to article 42 of the Type Approval Regulation under the law of a member State other than the United Kingdom; or

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

and, in the case of a vehicle which has the benefit of an individual approval granted pursuant to article 45 of the Type Approval Regulation (individual approvals), must include a statement from the member State which granted it of the technical provisions against which the vehicle was approved.

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

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

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

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

(7) The approval authority must make the decision whether or not to grant an individual approval in accordance with—

- (a) article 44; or
- (b) article 45,

of the Type Approval Regulation and give notice to the applicant accordingly.

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

- (a) the alternative requirements required to be imposed under article 45(1) are the technical or other requirements specified in Schedule 2;
- (b) where paragraph (3) applies the approval authority must grant an individual approval unless there are reasonable grounds to believe that the technical provisions under which the non-UK approval covering the vehicle was granted are not equivalent to those applying in the United Kingdom.

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

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

(10) Where the approval authority decides to grant an individual approval the authority must issue a certificate which complies with regulation 20(2).

(11) In this regulation—

“non-UK approval” means—

- (a) type approval granted, pursuant to article 42 of the Type Approval Regulation, under the law of a member State other than the United Kingdom,
- (b) an EU certificate of conformity issued in respect of a type approval (whether granted under the law of a member State or the United Kingdom) showing that the vehicle was not constructed or adapted for use in left-hand traffic or that it does not use imperial units of measurement for the speedometer, or
- (c) an individual approval granted, pursuant to article 44 or 45 of the Type Approval Regulation, under the law of a member State other than the United Kingdom.

“qualifying applicant” means—

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

### **Applications for individual approvals: appeals**

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

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

(3) An appeal under this regulation must—

- (a) be made by notice in writing in a form approved by the approval authority;
- (b) state the grounds on which it is made;
- (c) be accompanied by such documents and further evidence as may be specified in the form and reasonably necessary to support the grounds of appeal; and
- (d) be accompanied by the prescribed fee (if any).

(4) As soon as reasonably practicable after receiving the notice of appeal the approval authority must—

- (a) send a notice to the appellant stating the time and place where a re-examination of the vehicle is to be carried out for the purpose of determining the issues raised by the appeal; and
- (b) appoint a person (“the examiner”) to re-examine the vehicle.

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

(6) The examiner must determine whether or not the decision made under regulation 18(7) was a correct decision and the provisions of regulation 18(7) to (9) apply for the purposes of that determination as they applied for the purposes of the original decision.

(7) The examiner may—

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

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

## **CHAPTER 3**

### **Forms of certificate**

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

**20.**—(1) A national small series type approval certificate must be in the form set out in Part 1 of Schedule 3 (or a form to the like effect).

(2) An individual approval certificate must be in the form set out in Part 2 of Schedule 3 which is appropriate to the category of vehicle in respect of which it is issued (or a form to the like effect).

(3) A national small series certificate of conformity must be in the same format as that prescribed by articles 36 and 37 of the Type Approval Regulation for an EU certificate of conformity relating to a vehicle of the same category and class containing such particulars as are relevant to the vehicle in respect of which it is issued, save that—

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

## PART 4

### Conditions for Licensing or Entry into Service of Vehicles

#### *Conditions relating to motor vehicles*

#### **Grant of first licence or registration of motor vehicles**

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

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

the licence must not be granted unless one of the conditions is satisfied or paragraph (6) applies.

(2) Where a person makes an application under section 21 of the 1994 Act for the registration, before the issue of a first licence, of a motor vehicle which is a relevant vehicle the vehicle must not be registered unless one of the conditions is satisfied, or paragraph (6) applies.

(3) The “conditions” are that—

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

(4) Subject to paragraph (5), for the purposes of this Part a certificate of conformity of any kind has effect if—

- (a) it is issued in respect of—
  - (i) a type approval which, at the appropriate date, is valid for the vehicle in question, or
  - (ii) an end-of-series vehicle, and
- (b) it is not issued in contravention of an implementing act adopted under article 36(4) of the Type Approval Regulation or regulation 16(7) (limitation on putting into service of vehicles covered by small series type approvals).

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

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

(6) This paragraph applies where a vehicle—

- (a) is of a class falling in category M<sub>2</sub> or M<sub>3</sub>; and
- (b) was completed before 30th July 2011.

(7) In this regulation—

“appropriate date” means, as the case may be, the date of the application under section 21 of the 1994 Act for the registration of, or the issue of a first licence for, a vehicle;

“EU certificate of conformity” includes, as well as any certificate of conformity within the meaning of article 3(5) of the Type Approval Regulation—

- (a) a certificate of conformity issued in accordance with—
  - (i) regulation 15 of the Road Vehicles (Approval) Regulations 2009; or
  - (ii) regulation 5 of the Motor Vehicles (EC Type Approval) Regulations 1998(a); and
- (b) a certificate of conformity issued under the law of a member State other than the United Kingdom in accordance with—
  - (i) Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles; or
  - (ii) Council Directive 70/156/EEC of 6th February 1970 on the approximation of the laws of the member states relating to the type approval of motor vehicles and their trailers;

“old vehicle” means—

- (a) a vehicle of category M<sub>1</sub> or N<sub>1</sub> which is more than 10 years old at the appropriate date; or
- (b) vehicle of category N<sub>2</sub> or N<sub>3</sub> which is more than 25 years old at the appropriate date;

“relevant vehicle” means—

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

but which is not an old vehicle.

### **Interoperability for car radio receivers**

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

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

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

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

(4) In this regulation—

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

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

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

“radio service” means—

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

- (a) a sound broadcasting service, as defined in section 126 of the Broadcasting Act 1990<sup>(a)</sup>;
- (b) a digital sound programme service or radio multiplex service, as defined in section 40 of the Broadcasting Act 1996<sup>(b)</sup>; and
- (c) the equivalent of the services in paragraphs (a) and (b) in another EEA State.

*Conditions relating to trailers*

**Consent to supply of large trailers for use on a road**

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

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

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

(3) The approval authority must give consent if—

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

(4) The “principal conditions” are that—

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

(5) Schedule 4—

- (a) states when the alternative conditions apply, and
- (b) prescribes those conditions.

(6) Before giving consent the approval authority may—

- (a) undertake an inspection of the trailer (or arrange for such an inspection to be undertaken), and
- (b) carry out such tests on the trailer as the authority thinks fit (or arrange for such tests to be carried out).

(7) Where the approval authority refuses to give consent under this regulation, the refusal must be accompanied by notice of that fact.

(8) In this regulation—

“appropriate approval or certificate of conformity” means—

- (a) an EU certificate of conformity,
- (b) a national small series certificate of conformity, or
- (c) an individual approval certificate,

which is appropriate to the vehicle issued pursuant to the Road Vehicles (Approval) Regulations 2009 or these Regulations;

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(a) 1990 c.42.  
(b) 1996 c.55.

“relevant vehicle” means trailers of category O to which the Type Approval Regulation applies (see article 2 of that Regulation).

### **Records of large trailers**

**24.** The approval authority must keep a record of—

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

for a period of not less than 10 years from the date of the consent.

### **Records of small trailers**

**25.—**(1) A final supplier who—

- (a) has supplied for use on a road a small trailer which is a relevant vehicle, or
- (b) puts such a trailer into service on a road for personal use (as the end-user),

must, as soon as reasonably possible after making that supply or putting the trailer into service, make a record of pertinent information about the trailer.

(2) Paragraph (1) does not apply if—

- (a) the trailer has previously been used on a road, or
- (b) it was manufactured more than 10 years before the date when it is first used on a road.

(3) The final supplier must keep, or ensure that there is kept, in a secure manner every record of pertinent information made under paragraph (1) for a period of not less than 10 years from the date on which that supplier supplies the trailer for use, or puts it into service, on a road.

### *Interpretation*

### **Interpretation of Part**

**26.—**(1) In this Part—

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

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

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

“pertinent information” means—

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

“principal information” is—

- (a) the name and address and (if any) the company registration number of the manufacturer,
- (b) the manufacturer’s designation (make and model) of the trailer,
- (c) the month and year when manufacture of the vehicle was completed,
- (d) the vehicle identification (VIN) number,
- (e) the number of—

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

(b) S.R. 2003 No. 304. Schedule 2 was amended by S.R. 2013 No. 218 and 2018 No. 86.



- (i) the type approval, or
- (ii) the individual approval certificate,
- (f) in the case of a large trailer, the date of any certificate of conformity issued in respect of the vehicle,
- (g) in the case of a small trailer—
  - (i) a copy of any certificate of conformity issued in respect of the vehicle,
  - (ii) the date of supply, and
  - (iii) the name and address of the purchaser;

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

(2) For the purposes of this regulation—

“alternative conditions” are the conditions applied by virtue of Schedule 4;

“alternative information” is the information specified in Schedule 4;

“converter dolly” means a trailer which is—

- (a) equipped with two or more wheels;
- (b) designed to be used in combination with a semi-trailer without any part of the weight of the semi-trailer being borne by the drawing vehicle; and
- (c) not in itself part of the semi-trailer or the drawing vehicle when being so used;

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

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

#### **End-of-Series vehicles: limits**

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

#### **Components and separate technical units: derogations**

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

## **PART 5**

### **Offences, enforcement and civil penalties**

#### **Offences, enforcement and civil penalties**

29.—(1) Schedule 5 (offences, penalties, enforcement and other matters) and Schedule 6 (other legislation subject to penalties) have effect.

(2) Except in paragraph 2 of Schedule 5 or in relation to the expression “Officer of Revenue and Customs”, a reference in Schedule 5 to an officer is a reference to any person authorised by the enforcement authority to assist the authority in enforcing these Regulations and the Type Approval Regulation.

## PART 6

### Consequential amendments, revocations and savings and transitional provisions

#### Consequential amendments, revocations and savings

30.—(1) Schedule 7 (consequential amendments and revocations) has effect.

(2) Anything done under, or by virtue of, any regulation revoked by these Regulations, if it could have been done under or for the purpose of the corresponding provision of these Regulations or the Type Approval Regulation, shall be deemed to have been done under or by virtue of the corresponding provision of these Regulations or the Type Approval Regulation and anything begun under, or by virtue of, any such regulation may be continued under these Regulations or the Type Approval Regulation as if begun under these Regulations or the Type Approval Regulation.

#### Transitional provisions

31. [\*\*\*insert any transitional provisions\*\*\*]

Signed by authority of the Secretary of State for Transport.

Date

*Name*  
Parliamentary Under Secretary of State  
Department for Transport

## SCHEDULES

### SCHEDULE 1

Regulation 16(2)

#### Technical and administrative requirements for grant of National Small Series Type Approval

### PART 1

#### Interpretation

1. In this Schedule—

“approval” means—

- (a) a certificate of type approval (including a certificate issued in accordance with Council Directive 70/156/EEC or Directive 2007/46/EC) issued in the United Kingdom or other member State,
- (b) a document of approval issued under the law of a country or territory outside the United Kingdom,

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

“certificate of conformity” means a certificate of conformity issued in respect of a type approval granted in the United Kingdom or other member State (including a type approval granted before [5th July 2020]);

“disabled person’s vehicle” means a vehicle constructed or adapted to enable a person with a disability to travel in the vehicle as a driver or a passenger, in safety and reasonable comfort (and “disability” has the same meaning as in section 6(1) of the Equality Act 2010(a));

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

“test report” means a report issued by a technical service (within the meaning of article 3(38) of the Type Approval Regulation) which is sufficient to show that a vehicle, system, component or separate technical unit complies with a requirement specified in column 1 of a table in this Schedule.

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

## PART 2

### Requirements for Vehicles of Category M<sub>1</sub>

#### CHAPTER 1

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1 Noise</b>		
The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC; Or: Vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a <b>Stationary Noise Test</b> is permitted.	<b>“Stationary Noise Test”</b> means: (a) in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m; and (b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report to paragraph 5.4 of Annex I to Directive 70/157/EC (except that this shall not apply if proprietary air brake silencers are fitted).	1 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3. 2 Modification of the exhaust system length after last silencer not exceeding 2m is permissible without further test. 3 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
<b>2 Light Duty Emissions</b>		
1 The technical provisions of Regulation (EC) 715/2007 as last amended by Regulation (EC) 692/2008, Annex I, Table	<b>“OBD”</b> means On-board Diagnostic Systems.	1 Vehicles are exempt from the requirements of <b>OBD</b> .

(a) 2010 c.15.

<p>2. 2 Complete or Completed vehicles manufactured after 1st December 2018: the technical provisions of Annex XXI to Commission Regulation (EU) 2017/1151 (WLTP).</p>		<p>2 This item does not apply to vehicles approved to item 41.</p> <p>3 Modification of the exhaust system is permitted without any further test provided the emission control devices including particulate filters (if any) are not affected.</p> <p>4 In the case of a Completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>5 An Approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass or aerodynamic performance.</p> <p>6 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>7 Vehicles exceeding 2840kg reference mass (but not exceeding 5000kg reference mass) can also be considered to be in scope of this requirement.</p>
<p><b>3A Fuel Tanks</b></p>		
<p>1 The technical provisions of Directive 70/221/EEC as last amended by Directive 2006/20/EC.</p> <p>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</p>		<p>In the case of fuel tanks other than tanks for gaseous fuels:</p> <p>(a) tanks must comply with the requirements specified in column 1 except that the approval or test report need not be for the same vehicle type; and</p> <p>(b) modifications to the pipework or relocation of a tank excluding modification of the tank, the cap/filler device</p>

or UNECE Regulation 134 for hydrogen.		or the venting device, may be accepted by the approval authority.
<b>3B Rear Protective Devices</b>		
The technical provisions of Directive 70/221/EEC as last amended by Directive 2006/20/EC.		
<b>4 Rear Registration Plate Space</b>		
The technical provisions of Directive 70/222/EEC; Or: Space shall be provided for a registration plate meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001(a).		
<b>5 Steering Equipment</b>		
The essential technical provisions of Directive 70/311/EEC as last amended by Directive 1999/7/EC.	<b>“Manual or Power Assisted System”</b> means a system that will operate in the event of failure of any power supply or assistance.	1 In the case of a <b>Manual or Power Assisted System</b> , paragraph 5.2 of Annex I to Directive 70/311/EEC does not apply if a driving assessment conducted by the approval authority reveals no undue steering effort, instability, or other adverse characteristics. 2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 3 Directive 70/311/EEC, Annex I, paragraphs 4.1.1.2 and 4.2.1.1.2. does not apply to a steering control system designed to meet the needs of a driver with a physical disability.
<b>6 Door latches and Hinges</b>		
The essential technical provisions of Directive 70/387/EEC as last amended by Directive 2001/31/EC.		1 Does not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the longitudinal plane passing through the extreme inboard projecting point of such a door is more than 300mm distant from the longitudinal plane passing through the nearest

(a) S.I. 2001/561, as amended by S.I. 2001/1079, 2002/2687 and 2742, 2009/811 and 2018/1295.

		<p>edge of such a seat. For the purpose of this provision the seating position of a wheelchair is considered to be a seat.</p> <p>2 This item does not apply to doors meeting the technical requirements specified in paragraphs 7.6.4 to 7.6.6 or in paragraph 7.6.7 of Annex I to Directive 2001/85/EC.</p>
<b>7 Audible Warning</b>		
<p>The technical provisions of paragraph 2 of Annex I to Directive 70/388/EEC as last amended by Directive 87/354/EC.</p>	<p>“<b>Sound Level Check</b>” means a vehicle test as described in the technical provisions given in column 1 except that a voltage test is not required.</p>	<p>1 Inspection to confirm the presence and operation of a device including a <b>Sound Level Check</b>.</p> <p>2 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>3 In the case of armoured vehicles additional panic alarm devices are permitted. For the technical provisions see item 13.</p>
<b>8 Indirect Vision</b>		
<p>The technical provisions of Directive 2003/97/EC.</p>		<p>1 Field of view requirements do not apply to optional mirrors.</p> <p>2 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 passenger car where the longitudinal plane of the exterior bodywork on either side of the vehicle adjacent to the driver’s position on which an exterior rear view mirror may be mounted is more than 150mm inwards from a longitudinal plane passing through the outer edge of the rear tyre(s) on that side of the vehicle the following may apply: Directive 2003/97/EC, Annex III, paragraphs 5.3.1 and 5.3.2, in the second paragraph in each case, for 1m substitute</p>

		<p>2.125m and for 4m substitute 10m.</p> <p>4 Vehicles built before 26 January 2010: the mirrors may as an alternative be installed in accordance with Directive 71/127/EEC as amended by 88/321/EEC.</p>
<b>9 Braking</b>		
<p>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>1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>2 The requirements in column 1 for the driver to be able to operate the service braking system while keeping both hands on the steering control, and the secondary braking system while keeping at least one hand on the steering control, do not apply to a vehicle, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.</p>
<b>10 Electro-magnetic Compatibility</b>		
<p>The essential technical provisions of Directive 72/245/EEC as last amended by Directive 2006/28/EC, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X.</p>		<p>In the case of a vehicle adapted as a wheelchair accessible vehicle or a disabled person's vehicle, wiring may be repositioned and/or additional wiring fitted without further test.</p>
<b>12 Interior Fittings</b>		
<p>The essential technical provisions of Directive 74/60/EEC as last amended by Directive 2000/4/EC.</p>		<p>1 The following do not apply:</p> <p>(a) Directive 74/60/EEC, Annex I, Paragraphs 5.1.2, 5.2.4, 5.3.4.1, 5.4.2.2, 5.7.1.2 and the second sentence of 5.2.3.1.; and</p> <p>(b) the requirements as they apply to hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.</p>

		<p>2 The requirements in column 1 are limited to the area forward of rearmost seat designated for use while travelling and limited to head impact zone.</p> <p>3 For the purpose of this requirement a wheelchair is considered to be a seating position.</p> <p>4 In the case of a motor caravan, ambulance, or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>5 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.</p>
<b>13 Anti-Theft and Immobiliser</b>		
<p>1 The technical provisions of Directive 74/61/EEC as last amended by Directive 95/56/EC.</p> <p>2 In the case of an armoured vehicle fitted with an optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following:</p> <p>(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.</p> <p>(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;</p>	<p>Immobilisers must be approved as part of the base vehicle or as a separate technical unit.</p> <p>Alarms must be approved as part of the base vehicle or as a separate technical unit.</p> <p>An <b>“Installation Check”</b> means:</p> <p>An inspection of installed components as the approval authority deem necessary and in the case of an immobiliser or alarm system a completed installation certificate.</p>	<p>1 Directive 74/61/EEC, Annex IV, paragraphs 3.9, 4.1.3, 4.1.4, 4.2.4, 4.2.6, and 4.3.5. do not apply.</p> <p>2 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 devices to prevent unauthorised use the manufacturer may as an alternative to an approval or test report issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an <b>Installation Check</b> will be conducted.</p> <p>4 In the case of an immobiliser or alarm system an <b>Installation Check</b> will be conducted.</p>



(c) unsetting the panic alarm shall immediately cut the alarm signal.		
<b>14 Protective Steering</b>		
The essential technical provisions of Directive 74/297/EEC as last amended by Directive 91/662/EEC.		<p>1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>2 This item does not apply to: (a) an armoured vehicle; or (b) a vehicle which complies with the technical requirements of Directive 96/79/EC.</p> <p>3 The requirements of this item do not apply to a disabled person's vehicle insofar as the adaptation prevents the vehicle from complying with any of the requirements of this item except that this does not apply where such adaptations can easily be removed, if necessary with the use of tools, and in which case evidence of compliance before the vehicle was adapted is required.</p>
<b>15 Seat Strength</b>		
1 The essential technical provisions of Directive 74/408/EEC as last amended by Directive 2005/39/EC.		<p>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.</p> <p>2 In the case of a motor caravan, ambulance, or hearse the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>4 In the case of a wheelchair accessible vehicle: (a) a wheelchair location is to be considered a seating position but the requirements in column 1, paragraph 1, do not apply to the wheelchair; and (b) for each wheelchair, sufficient space must be provided. The longitudinal plane of the special area must</p>

		<p>be parallel to the longitudinal plane of the vehicle.</p> <p>5 The provisions of paragraph 2 of article 1 to Directive 2005/39/EC shall not apply.</p> <p>6 The tests specified in Appendix 1 and Appendix 2 of Annex II to directive 74/408/EEC do not apply to a seat if designed to provide a comparable level of safety.</p>
<b>16 Exterior Projections</b>		
<p>The essential technical provisions of Directive 74/483/EEC as last amended by Directive 79/488/EEC.</p>		<p>1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.</p> <p>2 Those parts of a motor caravan, ambulance, or hearse, other than the driver's cabin are exempt from any requirement of this item if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>3 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>4 Hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.</p>
<b>17 Speedometer and Reverse Gear</b>		
<p>The technical provisions of Directive 75/443/EEC as last amended by Directive 97/39/EC.</p>		
<b>18 Plates (statutory)</b>		
<p>1 The technical provisions of Directive 76/114/EEC as last amended by Directive 78/507/EEC.</p> <p>2 Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.</p>		
<b>19 Seat Belt Anchorages</b>		
<p>The technical provisions of</p>		<p>1 In the case of a motor</p>

<p>Directive 76/115/EEC as last amended by Directive 2005/41/EC; And In the case of a wheelchair accessible vehicle the requirements in Sections 1 or 2 of Chapter 2 to this Part.</p>		<p>caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 2 In the case of a motor caravan, ambulance, or hearse, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text. 3 In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions. 4 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose. 5 Where a seat belt anchorage has been approved in accordance with the requirements in column 1 and the structure of the vehicle is subsequently modified, no new tests are required provided the structure on which the anchorage is mounted is unlikely to be affected.</p>
<b>20 Installation of Lighting and Light Signalling Devices</b>		
<p>The technical provisions of UNECE Regulation 48.03; And Dipped beam headlamps must be suitable for left hand rule of the road traffic.</p>		<p>1 Exemption from one or more of the technical requirements is permitted for a special purpose vehicle where the special purpose makes it impossible to fully comply provided that all mandatory devices are installed and geometric visibility is unaffected. 2 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or</p>

		<p>incomplete vehicle based on maximum mass may apply to the cab.</p> <p>3 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose and provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.</p>
<b>21 Retro Reflectors</b>		
The technical provisions of UNECE Regulation 3 or UNECE Regulation 150.		
<b>22 End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps</b>		
The technical provisions of UNECE Regulation 7 or UNECE Regulation 148.		
<b>23 Direction Indicators</b>		
The technical provisions of UNECE Regulation 6 or UNECE Regulation 148.		
<b>24 Rear registration Plate Lamps</b>		
The technical provisions of UNECE Regulation 4 or UNECE Regulation 148.		
<b>25 Headlamps (including bulbs)</b>		
The technical provisions of UNECE Regulation 8, UNECE Regulation 20, UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112, UNECE Regulation 123 or UNECE Regulation 149.		
<b>25A Cornering Lamps (where fitted)</b>		
The technical provisions of UNECE Regulation 119 or UNECE Regulation 149.		
<b>26 Front Fog Lamps (where fitted)</b>		
The technical provisions of UNECE Regulation 19 or UNECE Regulation 149.		
<b>28 Rear Fog Lamps</b>		
The technical provisions of UNECE Regulation 38 or UNECE Regulation 148.		
<b>29 Reversing Lamps</b>		

The technical provisions of UNECE Regulation 23 or UNECE Regulation 148.		
<b>30 Parking Lamps (where fitted)</b>		
The technical provisions of UNECE Regulation 7 or UNECE Regulation 148.		
<b>31 Seat Belts</b>		
The technical provisions of Directive 77/541/EEC as last amended by Directive 2005/40/EC.		<p>1 In the case of a motor caravan, ambulance, or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>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.</p> <p>3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.</p> <p>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.</p> <p>5 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt. (Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)</p> <p>6 In the case of a wheelchair accessible vehicle when, due to the conversion, anchorage points for the safety belts need to be moved outside the tolerance provided for in point</p>

		2.7.8.1 of Annex I to Directive 77/541/EEC, the technical service must check whether the alteration constitutes a worst case or not. If that is the case, the test provided for in Annex VII to Directive 77/541/EEC will be performed. Extension to the Approval does not need to be issued. This does not apply to a seat that is a wheelchair. 7 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.
<b>32 Forward Vision</b>		
Directive 77/649/EEC as last amended by Directive 90/630/EEC; Or The driver shall have a clear and un-obscured view of the road ahead and to the side (180° forward).		
<b>33 Identification of Controls, Tell-tales and Indicators</b>		
The technical provisions of Directive 78/316/EEC as last amended by Directive 94/53/EC.		
<b>34 Defrost/Demist</b>		
Directive 78/317/EEC; Or Vehicles shall be fitted with an <b>adequate</b> defrosting and demisting devices.	<b>“Adequate”</b> means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.
<b>35 Wash/Wipe</b>		
Directive 78/318/EEC as last amended by Directive 94/68/EC; Or Vehicles must be fitted with <b>adequate</b> washing and wiping devices.	<b>“Adequate”</b> means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.

<b>36 Heating Systems (where fitted)</b>		
The essential 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.		
<b>37 Wheel guards</b>		
The technical provisions of Directive 78/549/EEC as last amended by Directive 94/78/EC.		<p>1 Paragraph 3 of Annex I to Directive 78/549/EEC does not apply.</p> <p>2 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>
<b>38 Head restraints</b>		
The technical provisions of Directive 78/932/EEC.		<p>1 In the case of a motor caravan, ambulance, or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>2 In the case of a motor caravan, ambulance, or hearse:</p> <p>(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and</p> <p>(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.</p> <p>3 Does not apply to head restraints which comply with the requirements of item 15.</p> <p>4 Does not apply to a seat which is a wheelchair.</p>
<b>41 Heavy Duty Emissions</b>		
<p>1 Directive 2005/55/EC as last amended by Directive 2006/51/EC, Annex I, and Row B2 limit values.</p> <p>2 Complete or Completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.</p>		<p>1 Does not apply to vehicles approved under item 2.</p> <p>2 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>3 In the case of Completed vehicles the requirements</p>

		<p>according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>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.</p>
<b>44 Masses and Dimensions (cars)</b>		
The essential technical provisions of Directive 92/21/EEC as amended by Directive 95/48/EC.		<p>1 In the case of motor caravans, for paragraph 3.1.1.2 of Annex II to Directive 92/21, for “2500mm” substitute “2600mm”.</p> <p>2 Paragraphs 3.1.1.3 and 3.3.3 of Annex II to Directive 92/21/EEC do not apply.</p> <p>3 In the case of wheelchair accessible vehicles, for the purpose of calculations, the mass of the wheelchair including the user is assumed to be 100 kg. The mass shall be concentrated at the H point of the three dimensional machine.</p>
<b>45 Safety glass</b>		
The technical provisions of Directive 92/22/EEC as last amended by Directive 2001/92/EC.		<p>1 Does not apply to armoured vehicles.</p> <p>2 Exclusions defined in paragraph 1 of Annex II to Directive 92/22/EEC as amended.</p> <p>3 In the case of a wheelchair accessible vehicle, motor caravan, ambulance, or hearse, all window glazing, other than driver’s cab glazing, the material may be safety glass or rigid plastic glazing.</p> <p>4 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>5 Directive 92/22/EEC, Annex III, paragraph 2.1.1 and 2.1.2</p>



		do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.
<b>46 Tyres</b>		
Directive 92/23/EEC as last amended by Directive 2005/11/EC; And UNECE Regulation 64.01 for temporary spare use spare tyre (if fitted).		1 For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 2 In the case of armoured vehicles exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the approval authority that it is impossible for the vehicle to comply due to its special purpose.
<b>50 Couplings (where fitted)</b>		
The technical provisions of Annex VII to Directive 94/20/EC.		In the case of a wheelchair accessible vehicle, irrespective of mass, or a motor caravan, ambulance or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
<b>60 Frontal Protection Systems ("Bull-bars") (where fitted)</b>		
The technical provisions of paragraphs 2 and 3 of Annex I to Directive 2005/66/EC and Council Decision 2006/368/EC.		
<b>69 Electrical Safety</b>		
Vehicle: The technical provisions of UNECE Regulation 100.01.		

CHAPTER 2  
SECTION 1

**Wheelchair spaces**

1. A wheelchair space must be fitted with—
  - (a) a wheelchair and wheelchair user restraint system complying with item 19A of the Type Approval Regulation, Annex II, Part III, Appendix 3; or
  - (b) a restraint system comprising—

- (i) a four point wheelchair tie-down system suitable for general wheelchair application; and
- (ii) a wheelchair user restraint system comprising a minimum of three anchorage points to provide a pelvic and upper torso restraint system.

### **Wheelchair tie-down devices**

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

### **Location and geometry of anchorages**

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

### **Testing of restraint system anchorages**

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

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

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

### **Forces applied to a wheelchair tie-down system**

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

### **Forces applied to an occupant restraint system**

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

## Anchorage system performance

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

### SECTION 2

Instead of complying with Section 1 an alternative wheelchair tie-down system, docking system or occupant restraint system may be fitted. This may include a rearward facing wheelchair arrangement with appropriate safety features. Evidence must be provided to the approval authority that the system offers an equivalent level of occupant protection for the wheelchair user.

## PART 3

### Requirements for Vehicles of Category N<sub>1</sub>

<i>Column 1</i> <i>Requirement</i>	<i>Column 2</i> <i>Definitions and supplementary provisions</i>	<i>Column 3</i> <i>Exemptions and modifications</i>
<b>1 Noise</b>		
The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC.	A “ <b>Stationary Noise Test</b> ” means, in the case of a modified exhaust system, a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157/EEC with a noise limit value measured on the dB(A) scale which must not exceed the equivalent stationary value recorded on the approval, certificate of conformity or test report for that vehicle by more than 2dB(A) at 0.5m.	1 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3 do not apply.  2 If an approval or test report is issued for a vehicle in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required. In the case of any other modification relating to the requirements of column 1 and affecting the only the exhaust system, a <b>Stationary Noise Test</b> must be conducted. 3 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval

		authority that the special purpose of the vehicle makes it impossible to fully comply.
<b>2 Light Duty Emissions</b>		
<p>1 The technical provisions of Regulation (EC) 715/2007 as last amended by Regulation (EC) 692/2008, Annex I, Table 2.</p> <p>2 Complete or Completed vehicles manufactured after 1st December 2019: the technical provisions of Annex XXI in Commission Regulation (EU) 2017/1151 (WLTP).</p>	<p>“OBD” means On-Board Diagnostic Systems.</p>	<p>1 The requirements of OBD do not apply.</p> <p>2 Does not apply to vehicles approved to item 41.</p> <p>3 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>4 In the case of a completed vehicle, an Approval issued to the most representative base vehicle remains valid irrespective of change in reference weight or aerodynamic performance.</p> <p>5 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p>
<b>3A Fuel Tanks</b>		
<p>1 The technical provisions of Directive 70/221/EEC as last amended by Directive 2006/20/EC.</p> <p>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.</p>		
<b>3B Rear Protective Devices</b>		
<p>The technical provisions of paragraph 5 of Annex II to</p>		

Directive 70/221/EEC as last amended by Directive 2006/20/EC.		
<b>4 Rear Registration Plate Space</b>		
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.		
<b>5 Steering Effort</b>		
The technical provisions of paragraphs 4 and 5 of Annex I to Directive 70/311/EEC as last amended by Directive 1999/7/EC.		The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
<b>6 Door latches and Hinges</b>		
The technical provisions of paragraph 3 of Annex I to Directive 70/387/EEC as last amended by Directive 2001/31/EC.		
<b>7 Audible Warning</b>		
Component:  Directive 70/388/EEC as last amended by Directive 87/354/EC. Vehicle: The technical provisions of paragraph 2 of Annex I to Directive 70/388/EEC as last amended by Directive 87/354/EC.		In the case of an armoured vehicle exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
<b>8 Indirect Vision</b>		
Component:  Directive 2003/97/EC		1 Field of view requirements do not apply to optional mirrors. 2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it

Vehicle: The technical provisions of: Directive 2003/97/EC, Annex III.		impossible to fully comply.
<b>9 Braking</b>		
The technical provisions of paragraph 2 of Annex I to Directive 71/320/EEC as last amended by Directive 98/12/EC and tests as defined in associated Annexes as may be applicable.		The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
<b>10 Electro-magnetic Compatibility</b>		
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.		
<b>13 Anti-Theft and, if fitted, Alarm system and Immobiliser</b>		
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, 9.1.2 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.	An immobiliser, if fitted, must be approved as part of the base vehicle or as a separate technical unit. An alarm, except those mentioned in column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.	
<b>14 Protective Steering</b>		
The technical provisions of:		This item does not apply to:

<p>Directive 74/297/EEC as last amended by Directive 91/662/EEC, Annex I, paragraph 5.</p>		<p>(a) vehicles with a maximum permissible mass exceeding 1500 kg; (b) armoured vehicles.</p>
<p><b>15 Seat Strength</b></p>		
<p>The technical provisions of: Directive 74/408/EEC as last amended by Directive 2005/39/EC.</p>		<p>1 In the case of a special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text. 2 The provisions of paragraph 2 of article 1 to Directive 2005/39/EC do not apply.</p>
<p><b>17 Speedometer and Reverse Gear</b></p>		
<p>The technical provisions of: Directive 75/443/EEC as last amended by Directive 97/39/EC, Annex I and Annex II, paragraphs 4.1 and 4.2; Or (a) for all true speeds up to the design speed of the vehicle, the true speed must not exceed the indicated speed; (b) for all true speeds of between 25 mph and 70 mph (or the maximum speed if lower), the difference between the indicated speed and the true speed must not exceed <math>(V/10 + 6.25)</math> mph where V = the true speed.</p>		
<p><b>18 Plates (statutory)</b></p>		
<p>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.</p>		
<p><b>19 Seat Belt Anchorages</b></p>		
<p>The technical provisions of: Directive 76/115/EEC as last amended by Directive 2005/41/EC.</p>		<p>1 In the case of a special purpose vehicle:  (a) the requirements in column</p>

		<p>1 do not apply to seats intended for use solely while the vehicle is stationary; and</p> <p>(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.</p> <p>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.</p>
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**20 Installation of Lighting and Light Signalling Devices**

<p>The technical provisions of UNECE Regulation 48.03;</p> <p>And Dipped beam headlamps must be designed for left hand rule of the road traffic.</p>		<p>In the case of an armoured vehicle or special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and that the geometric visibility is not affected.</p>
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**21 Retro Reflectors**

<p>UNECE Regulation 3 or UNECE Regulation 150.</p>		
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**22 End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps**

<p>UNECE Regulation 7 or UNECE Regulation 148.</p>		
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**23 Direction Indicators**

<p>UNECE Regulation 6 or UNECE Regulation 148.</p>		
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**24 Rear registration Plate Lamps**

<p>UNECE Regulation 4 or UNECE Regulation 148.</p>		
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**25 Headlamps (including bulbs)**

<p>UNECE Regulation 8, UNECE Regulation 20, UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112,</p>		
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UNECE Regulation 123 or UNECE Regulation 149.		
<b>25A Cornering Lamps (where fitted)</b>		
UNECE Regulation 119 or UNECE Regulation 149.		
<b>26 Front Fog Lamps (where fitted)</b>		
UNECE Regulation 19 or UNECE Regulation 149.		
<b>27 Towing Hooks</b>		
The technical provisions of: Annex II to Directive 77/389/EEC as last amended by Directive 96/64/EC.		In the case of an armoured vehicle or special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
<b>28 Rear fog Lamps</b>		
UNECE Regulation 38 or UNECE Regulation 148.		
<b>29 Reversing Lamps</b>		
UNECE Regulation 23 or UNECE Regulation 148.		
<b>30 Parking Lamps (where fitted)</b>		
UNECE Regulation 7 or UNECE Regulation 148.		
<b>31 Seat Belts</b>		
The technical provisions of Directive 77/541/EEC as last amended by Directive 2005/40/EC.		1 In the case of a special purpose vehicle:  (a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and (b) Any seats which are not for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text. 2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply. 3 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some

		<p>physical or mental impairment and intended for use solely by such person are exempt.          (Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)          4 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.</p>
<b>33 Identification of Controls, Tell-tales and Indicators</b>		
The technical provisions of: paragraph 5 of Annex I to Directive 78/316/EEC as last amended by Directive 93/91/EC		
<b>34 Defrost/Demist</b>		
Vehicles must be fitted with an <b>adequate</b> defrosting and demisting device.	<b>“Adequate”</b> means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	
<b>35 Wash/Wipe</b>		
Vehicles must be fitted with <b>adequate</b> washing and wiping devices.	<b>“Adequate”</b> means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	
<b>36 Heating Systems (if fitted)</b>		
The technical provisions of: Directive 2001/56/EC as last amended by 2006/119/EC, paragraph 3 of Annex II, and Annexes III, VII and VIII.		
<b>41 Heavy Duty Emissions</b>		
1 Directive 2005/55/EC as last amended by Directive 2006/51/EC, Annex I, and Row B2 limit values.		1 Does not apply to vehicles approved under item 2.
2 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.		2 Modification of exhaust system length after the last silencer is permissible without any further test.
<b>45 Safety glass</b>		
Component:		1 Exclusions defined in paragraph 1 of Annex II to Directive 92/22/EEC as

<p>Directive 92/22/EEC as last amended by Directive 2001/92/EC.</p> <p>Vehicle:</p> <p>The technical provisions of: Directive 92/22/EEC as last amended by Directive 2001/92/EC.</p>		<p>amended.</p> <p>2 Directive 92/22/EEC, Annex III, paragraphs 2.1.1 and 2.1.2 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.</p> <p>3 In the case of a special purpose vehicle, the requirements for all window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.</p> <p>4 This item does not apply to armoured vehicles.</p>
<p><b>46 Tyres</b></p>		
<p>Directive 92/23/EEC as last amended by Directive 2005/11/EC;</p> <p>And UNECE Regulation 64.01 in the case of a temporary use spare tyre (if fitted).</p>		<p>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><b>48 Masses and Dimensions</b></p>		
<p>The technical provisions of: Directive 97/27/EC as last amended by Directive 2003/19/EC, paragraph 7 of Annex I.</p>		<p>Directive 97/27/EC, Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply.</p>
<p><b>49 External Projection of Cabs</b></p>		
<p>The technical provisions of sections 3 &amp; 4 of Annex I to Directive 92/114/EEC.</p>		<p>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><b>50 Couplings where fitted</b></p>		
<p>Component: Directive 94/20/EC.</p> <p>Vehicle: The technical provisions of: Annex VII to Directive</p>		

94/20/EC.		
<b>60 Frontal Protection Systems (“Bull-bars”) (where fitted)</b>		
The technical provisions of paragraphs 2 and 3 of Annex I to Directive 2005/66/EC and Council Decision 2006/368/EC.		
<b>69 Electrical Safety</b>		
Vehicle: The technical provisions of UNECE Regulation 100.01.		

## PART 4

### Requirements for Vehicles of Categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub> and O

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1 Noise</b>		
The technical provisions of Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC.	A “ <b>Stationary Noise Test</b> ” 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 Does not apply to O category 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 an approval or test report is issued for a vehicle in accordance with column 1 and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required. In the case of any other modification relating</p>

		<p>to the requirements of column 1 and affecting the only the exhaust system, a <b>Stationary Noise Test</b> must be conducted.</p> <p>5 In the case of a mobile crane Directive 70/157/EEC as amended by Directive 99/101/EC applies and for point 5.2.2.1 of Annex I the following limit values are applicable:</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>
<p><b>2 Light Duty Emissions</b></p>		
<p>1 The technical provisions of Regulation (EC) 715/2007 as last amended by Regulation (EC) 692/2008, Annex I, Table 2.</p> <p>2 Complete or Completed vehicles manufactured after 1st March 2020: the technical provisions of Annex XXI in Commission Regulation (EU) 2017/1151 (WLTP).</p>	<p>“<b>OBD</b>” means On-Board Diagnostic systems.</p>	<p>1 Does not apply to M<sub>3</sub>, N<sub>3</sub> or O category vehicles.</p> <p>2 Vehicles of category M<sub>2</sub> are exempt from the requirements of <b>OBD</b>.</p> <p>3 Does not apply to vehicles approved to item 41.</p> <p>4 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>5 In the case of a Completed vehicle, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>6 An Approval issued to the most representative base vehicle remains valid irrespective of change in reference weight or aerodynamic performance.</p> <p>7 In the case of armoured vehicles exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the</p>

		satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
<b>3A Fuel Tanks</b>		
1 The technical provisions of Directive 70/221/EEC as last amended by Directive 2006/20/EC. 2 For vehicles using gaseous fuels: UNECE Regulation 67.01 for LPG; UNECE Regulation 110 for CNG; UNECE Regulation 115 for LPG or CNG retro-fit; or the technical provisions of Regulation (EC) No 79/2009 or UNECE Regulation 134 for hydrogen.		
<b>3B Rear Protective Devices</b>		
The technical provisions of paragraph 5 of Annex II to Directive 70/221/EEC as last amended by Directive 2006/20/EC.		The requirement in column 1 does not apply to O <sub>1</sub> or O <sub>2</sub> category vehicles.
<b>4 Rear Registration Plate Space</b>		
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.		
<b>5 Steering Effort</b>		
The technical provisions of:  paragraphs 4 and 5 of Annex I to Directive 70/311/EEC as last amended by Directive 1999/7/EC.		1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 2 A mobile crane may be fitted with a crab steering system.
<b>6 Door latches and Hinges</b>		
The technical provisions of Directive 70/387/EEC as last amended by Directive 2001/31/EC, Annex I, Paragraph 3, and where the maximum mass exceeds 7.5 tonnes, Annex III.		1 Does not apply to M <sub>2</sub> , M <sub>3</sub> or O category vehicles.  2 In the case of a mobile crane

		exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
<b>7 Audible Warning</b>		
<p>Component:</p> <p>Directive 70/388/EEC as last amended by Directive 87/354/EC.</p> <p>Vehicle:</p> <p>The technical provisions of:</p> <p>Paragraph 2 of Annex I to Directive 70/388/EEC as last amended by Directive 87/354/EC.</p>		<p>1 Does not apply to O category vehicles.</p> <p>2 In the case of an armoured vehicle:</p> <p>(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</p> <p>(b) additional panic alarm devices are permitted.</p>
<b>8 Indirect Vision</b>		
<p>Component:</p> <p>Directive 2003/97/EC.</p> <p>Vehicle:</p> <p>1 The technical provisions of: Directive 2003/97/EC Annex III.</p> <p>2 N<sub>2</sub> and N<sub>3</sub> vehicles manufactured after 1 April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04.</p>		<p>1 Does not apply to O category vehicles.</p> <p>2 Field of view requirements do not apply to optional mirrors.</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 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 less than 2.4m above the ground.</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.
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**9 Braking**

The technical provisions of paragraph 2 of Annex I to Directive 71/320/EEC as last amended by Directive 98/12/EC and tests as defined in associated Annexes as may be applicable.		<p>1 Does not apply to O<sub>1</sub> category 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 mobile crane with more than 4 axles derogations are permitted provided that:  (a) they are justified by the particular construction; and  (b) all the braking performances relating to parking, service and secondary braking are fulfilled.</p>
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**10 Electro-magnetic Compatibility**

<p>Component:</p> <p>Directive 72/245/EEC as last amended by Directive 2006/28/EC.</p> <p>Vehicle:</p> <p>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;</p> <p>Or</p> <p><b>An Installation Check.</b></p>	<p>“<b>Installation Check</b>” 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.</p>	
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**13 Anti-Theft and Immobiliser**

1 The technical provisions of:	Immobilisers must be	1 Does not apply to O category
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<p>Directive 74/61/EEC as last amended by Directive 95/56/EC.</p> <p>2 Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following:</p> <p>(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.</p> <p>(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.</p> <p>(c) unsetting the panic alarm must immediately cut the alarm signal.</p>	<p>approved as part of the base vehicle or as a separate technical unit.</p> <p>Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate technical unit.</p>	<p>vehicles.</p> <p>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.</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><b>15 Seat Strength</b></p>		
<p>1 The technical provisions of: Directive 74/408/EEC as last amended by Directive 2005/39/EC.</p>		<p>1 Does not apply to O category vehicles.</p> <p>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.</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 The provisions of paragraph 2 of Article 1 to Directive 2005/39/EC do not apply.</p> <p>5 The provisions of paragraph 4.5 of Annex III to Directive 74/408/EEC as amended by Directive 2005/39/EC shall also apply to M<sub>2</sub> category vehicles.</p>

**17 Speedometer and Reverse Gear**

The technical provisions of: Directive 75/443/EEC as last amended by Directive 97/39/EC, Annex I and Annex II, paragraphs 4.1 and 4.2.		1 Does not apply to O category vehicles.  2 This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver.
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**18 Plates (statutory)**

The technical provisions of: Directive 76/114/EEC as last amended by Directive 78/507/EEC; And Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.		
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**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 O category vehicles.  2 Does not apply to M <sub>2</sub> (Class A, I or II) or M <sub>3</sub> (Class A, I or II) category vehicles except where seat belt anchorages are fitted. 3 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text. 4 In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions. 5 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 6 In the case of an armoured vehicle, exemption from one
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		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.
<b>20 Installation of Lighting and Light Signalling Devices</b>		
The technical provisions of		1 In the case of a motor caravan, ambulance, hearse, armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and, except in the case of a mobile crane, that the geometric visibility is not affected.
UNECE Regulation 48.03;		2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply to the cab.
And		3 Optional lamps meeting the technical requirements applicable to equivalent mandatory devices (except where specified otherwise) may be fitted, in addition to the mandatory and optional devices permitted by UNECE Regulation 48.03, as follows:
Dipped beam headlamps must be suitable for left hand rule of the road traffic.		(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

		<p>fitted at a height not exceeding 1800mm;</p> <p>(b) any number of:</p> <p>(i) front position lamps;</p> <p>(ii) rear position lamps;</p> <p>(iii) stop lamps of category S1 or S2;</p> <p>(iv) end outline marker lamps;</p> <p>(v) rear retro-reflectors; or</p> <p>(vi) front retro-reflectors, for which the requirements for position and geometric visibility do not apply; and</p> <p>(c) two rear direction indicator lamps.</p> <p>4 The mandatory requirements of UNECE Regulation 48.03, paragraph 6.18.1 do not apply to trailers constructed for the carriage and launching of boats.</p> <p>5 Amber side marker lamps may be wired to flash, provided that this flashing is in phase and at the same frequency with the direction indicator lamps at the same side of the vehicle.</p> <p>6 The requirements of paragraphs 6.5.4.2 and 6.5.5 of UNECE Regulation 48.03 do not apply to any optional rear direction indicator lamps.</p>
<b>21 Retro Reflectors, Rear Marker Plates and Conspicuity Markings</b>		
For retro reflectors:		The fitting of conspicuity markings is optional for M <sub>2</sub> , M <sub>3</sub> , O <sub>1</sub> or O <sub>2</sub> category vehicles.
UNECE Regulation 3 or UNECE Regulation 150.		
For conspicuity markings: UNECE Regulation 104.		
<b>22 End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps</b>		
UNECE Regulation 7 or UNECE Regulation 148.		
<b>23 Direction Indicators</b>		
UNECE Regulation 6 or UNECE Regulation 148.		
<b>24 Rear Registration Plate Lamps</b>		
UNECE Regulation 4 or UNECE Regulation 148.		
<b>25 Headlamps (including bulbs)</b>		
UNECE Regulation 8, UNECE Regulation 20,		Does not apply to O category vehicles.

UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112, UNECE Regulation 123 or UNECE Regulation 149.		
<b>25A Cornering Lamps (where fitted)</b>		
UNECE Regulation 119 or UNECE Regulation 149.		Does not apply to O category vehicles.
<b>26 Front Fog Lamps (where fitted)</b>		
UNECE Regulation 19 or UNECE Regulation 149.		Does not apply to O category vehicles.
<b>27 Towing Hooks</b>		
The technical provisions of: Annex II to Directive 77/389/EEC as last amended by Directive 96/64/EC.		1 Does not apply to O category vehicles.  2 In the case of an armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply. 3 In the case of a motor caravan, ambulance, or hearse, the requirements apply only to the front of the vehicle.
<b>28 Rear fog Lamps</b>		
UNECE Regulation 38 or UNECE Regulation 148.		
<b>29 Reversing Lamps</b>		
UNECE Regulation 23 or UNECE Regulation 148.		Does not apply to O <sub>1</sub> category vehicles except where fitted.
<b>30 Parking Lamps (where fitted)</b>		
UNECE Regulation 7 or UNECE Regulation 148.		Does not apply to O category vehicles.
<b>31 Seat Belts</b>		
The technical provisions of: Directive 77/541/EEC as last amended by Directive 2005/40/EC.		1 Does not apply to O category vehicles.  2 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram

		<p>or a sign with appropriate text.</p> <p>3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.</p> <p>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.</p> <p>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.</p> <p>6 Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt. (Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)</p> <p>7 Vehicles constructed or adapted for the secure transport of persons are required to be fitted with seat belts for the driver's and any front passenger's seat. Any other optional seat belts fitted must also comply.</p> <p>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.</p>
<b>33 Identification of Controls, Tell-tales and Indicators</b>		
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 O category vehicles.
<b>34 Defrost/Demist</b>		
Vehicles must be fitted with an	“Adequate” means	Does not apply to O category

<b>adequate</b> defrosting and demisting device.	sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	vehicles.
<b>35 Wash/Wipe</b>		
Vehicles must be fitted with <b>adequate</b> washing and wiping devices.	“ <b>Adequate</b> ” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	Does not apply to O category vehicles.
<b>36 Heating Systems (where fitted)</b>		
The technical provisions of: Directive 2001/56/EC as last amended by Directive 2006/119/EC, section 3 of Annex II, and Annexes III, VII and VIII.		
<b>41 Heavy Duty Emissions</b>		
1 Directive 2005/55/EC as last amended by Directive 2006/51/EC, Annex I, and Row B2 limit values.  2 Complete or Completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex 1 limit values.		1 Does not apply to O category vehicles.  2 Does not apply to vehicles approved under item 2.  3 Modification of exhaust system length after the last silencer is permissible without any further test. 4 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 5 Does not apply to— (a) mobile cranes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628; or (b) vehicles designed to tow combinations exceeding 200 tonnes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628.
<b>42 Lateral Protection (Side Guards)</b>		
The technical provisions of: paragraphs 1 to 4 of Directive 89/297/EEC		Does not apply to M <sub>2</sub> , M <sub>3</sub> , O <sub>1</sub> or O <sub>2</sub> category vehicles.
<b>43 Spray Suppression Systems</b>		

Component:		1 Does not apply to M <sub>2</sub> , M <sub>3</sub> , O <sub>1</sub> or O <sub>2</sub> category vehicles or to N <sub>2</sub> category vehicles with a maximum mass not exceeding 7.5 tonnes.
Directive 91/226/EEC.		2 Except where fitted the requirements do not apply to:
Vehicle:		“off-road” vehicles as defined in the Framework Directive or to vehicles in which the presence of spray-suppression devices is incompatible with their use.
The technical provisions of Directive 91/226/EEC.		

#### **45 Safety glass**

Component:		1 Exclusions defined in paragraph 1 of Annex II to Directive 92/22/EEC as amended.
Directive 92/22/EEC as last amended by Directive 2001/92/EC.		2 Directive 92/22/EEC, Annex III, paragraph 2.1.1 and 2.1.2 do not apply provided that driver’s forward vision is not distorted and that light transmission of at least 70% is maintained.
Vehicle:		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.
The technical provisions of: Directive 92/22/EEC as last amended by Directive 2001/92/EC.		4 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements for all window glazing, other than the driver’s cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.
		5 This item does not apply to armoured vehicles.

#### **46 Tyres**

Component:		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.
Directive 92/23/EEC as last amended by Directive 2005/11/EC.		2 In the case of an armoured vehicle, or mobile crane, save as required by paragraph 3, exemption from one or more



<p>Vehicle:</p> <p>The technical provisions of: Directive 92/23/EEC as last amended by Directive 2005/11/EC.</p>		<p>of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>3 In the case of a mobile crane the provision in paragraph 2 above applies on condition that the requirements in ISO 10571—1995 (E) or ETRTO Standards Manual 1998 are fulfilled.</p>
<p><b>47 Speed Limiters</b></p>		
<p>Component:</p> <p>Directive 92/24/EC as last amended by Directive 2004/11/EC.</p> <p>Vehicle:</p> <p>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.</p>		<p>Does not apply to O category vehicles.</p>
<p><b>48 Masses and Dimensions</b></p>		
<p>The technical provisions of: Directive 97/27/EC as last amended by Directive 2003/19/EC, section 7 of Annex I.</p>		<p>1 Directive 97/27/EC, Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply. In the case of a category M<sub>2</sub> or M<sub>3</sub> vehicle, for paragraph 7.3.3 substitute “maximum height 4.57m”.</p> <p>2 Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.</p> <p>3 In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, for the distance mentioned in Annex I, paragraph 7.3.1.4.1 shall be substituted 12.5 m and for paragraph 7.3.1.4.2 shall be substituted 4.19 m.</p> <p>4 Exemptions from Annex I, paragraph 7.6:</p> <p>(a) an abnormal indivisible load vehicle;</p> <p>(b) a semi-trailer low loader;</p>

(c) a semi-trailer step-frame low loader.

5 In the case of a semi-trailer being a trailer designed to carry at least two other wheeled vehicles, Annex I, paragraph 7.6 applies save that any part of the semi-trailer forward of the transverse plane passing through the king pin may be ignored.

6 Vehicles complying with the relevant requirements of the Road Vehicles (Authorisation of Special Types)(General) Order 2003 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 must also include:

(i) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between the trailer and a motor vehicle constructed for that purpose and to which the trailer is designed to be attached such that vehicles carried on it may be moved from the trailer to the motor vehicle or from the motor vehicle to the trailer;

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

8 For the purpose of Directive 97/27/EC, Annex I, paragraph 2.4.2, the items specified shall also include safety railings mounted on a vehicle designed to carry at least two other wheeled vehicles, provided that the safety railings are more than 2m above the ground and the overall width

		<p>including safety railings does not exceed 2.70m.</p> <p>9 In paragraph 7.4.3.3.1. of Annex I to Directive 97/27/EC for the mass representing a wheelchair and user of 250kg substitute 100kg.</p> <p>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.</p>
<b>49 External Projection of Cabs</b>		
The technical provisions of: sections 3 & 4 of Annex I to Directive 92/114/EEC.		1 Does not apply to M <sub>2</sub> , M <sub>3</sub> , or O category vehicles.
		2 In the case of an armoured vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.
<b>50 Couplings (where fitted)</b>		
<p>Component:</p> <p>Directive 94/20/EC.</p> <p>Vehicle:</p> <p>The technical provisions of: Annex VII to Directive 94/20/EC.</p>		<p>1 For the purpose of Directive 94/20/EC, Annex VII, paragraph 1.1, vehicles fitted with Class A couplings are assumed to tow a mass of 3,500kg.</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>
<b>51 Flammability</b>		
The technical provisions of: Directive 95/28/EC, section 7 of Annex I.		<p>1 Does not apply to M<sub>2</sub>, N<sub>2</sub>, N<sub>3</sub>, or O category vehicles.</p> <p>2 Does not apply to M<sub>3</sub> category vehicles except vehicles of Class III as defined in Directive 2001/85/EC.</p> <p>3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or</p>

		incomplete vehicle based on maximum mass apply to the cab.
<b>52 Buses and Coaches</b>		
<p>1 All vehicles: The technical provisions of UNECE Regulation 107.02 excluding Annex 8.</p> <p>2 Vehicles of Class I: The technical provisions of UNECE Regulation 107.02, Annex 8.</p> <p>3 Vehicles other than Class I:</p> <p>(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;</p> <p>(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.</p>	<p>“<b>Vehicle of Class III</b>” means a vehicle of Class III specially designed for the carriage of school children;</p> <p>“<b>Table 4</b>” means the table at the end of this Part.</p>	<p>1 Does not apply to N<sub>2</sub>, N<sub>3</sub>, or O category vehicles.</p> <p>2 Does not apply to vehicles for the secure transport of persons.</p> <p>3 Vehicles of Class I, II or III: As an alternative to UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.14 the upper deck gangway shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door.</p> <p>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.</p> <p>5 Vehicles of Class I, as an alternative to column 1, paragraph 2, may comply with the Public Service Vehicles (Accessibility) Regulations 2000, Schedules 1 and 2, or the Public Service Vehicles (Accessibility) (Northern Ireland) Regulations 2003, Schedules 1 and 2.</p> <p>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.</p> <p>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</p>

purpose of the vehicle makes it impossible to fully comply.

8 In the case of a **vehicle of Class III**, Annex 3 to UNECE Regulation 107.02 is amended as follows:

(a) for “225mm” in paragraphs 7.7.8.1.1.2 and 7.7.8.1.2.2 substitute “200mm”;

(b) for “680mm” in paragraph 7.7.8.4.1 substitute “650mm”; and

(c) for “400mm” in paragraph 7.7.8.2.2 substitute “350mm”.

9 Paragraph 7.4 of Annex 3 to UNECE Regulation 107.02 does not apply to:

(a) a vehicle of Class B fitted with no more than 16 passenger seats; or

(b) any other single deck vehicle fitted with a vehicle stability function for which an approval has been issued in accordance with UNECE Regulation 13.11.

10 Vehicles of Class A & B: The frontal barrier collision test in 7.6.7.2. of Annex 3 to UNECE Regulation 107.02 does not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.

11 A door other than a service door, may be fitted to the offside of a vehicle.

12 UNECE Regulation 107.02, Annex 3, paragraph 7.6.7.6. In the case of:

(i) a manually operated sliding door fitted with a slam lock of the two stage type, the activation of the device may be by movement of the door itself;

(ii) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle, the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.

13 Vehicles of Class I, II or III

		<p>may, as an alternative to the table in UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.1, meet the requirements of <b>Table 4</b>.</p> <p>14 Vehicles of Class B fitted with more than one wheelchair space: In the case of the second and subsequent wheelchair spaces, the space must be not less than 700mm wide and 1200mm long.</p> <p>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.</p>
<b>57 Front Underrun Protection</b>		
The technical provisions of: section 3 of Annex II to Directive 2000/40/EC.		Does not apply to M <sub>2</sub> , M <sub>3</sub> , or O category vehicles.
<b>65 AEBS</b>		
The technical provisions of Regulation (EU) No 347/2012 or UNECE Regulation 131.		<p>1 A Completed vehicle where the Complete or Incomplete vehicle it is based upon was manufactured before 1st September 2018.</p> <p>2 A Complete vehicle which was manufactured before 1st September 2018.</p> <p>3 A Completed vehicle where the Complete or Incomplete vehicle upon which it is based either has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension; and was manufactured before 1st November 2020.</p> <p>4 A Complete vehicle which has a gross weight of not more than 8 tonnes or has hydraulic brakes or is not equipped with pneumatic rear suspension; and was manufactured before 1st November 2020.</p> <p>5 The vehicle classes listed in Article 1 of EU Regulation No 347/2012.</p> <p>6 Completed vehicles based on a Complete or Incomplete</p>

		vehicle of category N1 or M1. 7 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.
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**66 LDWS**

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.
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**69 Electrical Safety**

Vehicle: The technical provisions of UNECE Regulation 100.01.		
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**Table 4**

<i>Number of passengers</i>	<i>Number of Service Doors</i>		
	<i>Class I and A</i>	<i>Class II</i>	<i>Class III and B</i>
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	2 <sup>(*)</sup>	2	1
> 100	4	3	1

(\*) Indicates that the requirement differs from that of UNECE Regulation 107.02.

## SCHEDULE 2

Regulation 18(8)(a)

### Technical and administrative requirements for grant of individual approval

#### PART 1

##### General Provisions

##### **Requirements applicable**

1. The technical requirements which must be met by Part 2 vehicles are the requirements specified in Part 2 of this Schedule.
2. The technical requirements which must be met by Part 3 vehicles are—
  - (a) the requirements specified in Part 3 of this Schedule, and
  - (b) the requirements specified in Part 2 of this Schedule in the subject areas which are not listed in Part 3.
3. The technical requirements which must be met by vehicles other than Part 2 or Part 3 vehicles are the requirements specified in Part 4 of this Schedule.

##### **Interpretation**

##### 4.—(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 M<sub>1</sub> or N (subject however to paragraph 10);

“Part 2 vehicle” means a relevant vehicle of a class which falls within category M<sub>1</sub> or N<sub>1</sub> and is—

- (c) a personally imported vehicle within the meaning of paragraph 5,
- (d) an amateur built vehicle within the meaning of paragraph 6,
- (e) a vehicle manufactured in very low volume within the meaning of paragraph 7,
- (f) a vehicle manufactured using parts from a registered vehicle within the meaning of paragraph 8,
- (g) a rebuilt vehicle within the meaning of paragraph 9,
- (h) a left hand drive vehicle,
- (i) a motor caravan,
- (j) an armoured vehicle,
- (k) an ambulance, or
- (l) a hearse;

“Part 3 vehicle” means a relevant vehicle of a class which falls within category M<sub>1</sub> or N<sub>1</sub> but is not a Part 2 vehicle.



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

**5.—**(1) A vehicle is a personally imported vehicle if either the conditions in sub-paragraph (2) or those in sub-paragraph (3) are satisfied (“A” being, in the following sub-paragraphs, the applicant for individual approval).

(2) The conditions in this sub-paragraph are satisfied if—

- (a) the vehicle has been imported by A upon entry into the United Kingdom,
- (b) A had, prior to the time the vehicle was imported, been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months,
- (c) A intends to become normally resident in the United Kingdom,
- (d) the vehicle has been in the possession of and used by A in the country where A was normally resident for a period of at least 6 months before its importation, and
- (e) the vehicle is intended for A’s personal or household use in the United Kingdom.

(3) The conditions in this sub-paragraph are satisfied if—

- (a) A is a serving member of the Armed Forces and intends to import it into the United Kingdom within 12 months of the date of the application for individual approval;
- (b) at the time of that application A has been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months; and
- (c) paragraphs (c) to (e) of sub-paragraph (2) are satisfied.

(4) Subject to sub-paragraphs (5) to (7), for the purposes of this paragraph A is to be treated as being normally resident in a country if—

- (a) A usually lives in that country for a period of, or periods together amounting to, at least 185 days in a period of 12 months; and
- (b) that period, or those periods, of residence occur because of A’s occupational and personal ties to that country.

(5) Where A has no occupational ties, sub-paragraph (4)(b) does not apply provided that A’s personal ties show close links with that country.

(6) Where A has occupational ties in one country and personal ties in a second country, A is to be treated, for the purposes of this paragraph, as being normally resident in that second country if either—

- (a) A’s stay in the first country is in order to carry out a task of a definite duration, or
- (b) A returns regularly to the second country.

(7) But if A is a United Kingdom citizen whose personal ties are in the United Kingdom and whose occupational ties are in a country other than the United Kingdom, A is to be treated as normally resident in that other country if A has lived there for a period of, or periods together amounting to, at least 185 days in the period of 12 months immediately preceding the date of entry into the United Kingdom.

(8) In this paragraph, “serving member of the Armed Forces” means a person who is employed by Her Majesty’s air forces, Her Majesty’s military forces or Her Majesty’s naval forces but who is not a serving member of any of the reserve forces.

**6.—**(1) A vehicle is an amateur built vehicle if—

- (a) the vehicle was—
  - (i) constructed or assembled or
  - (ii) having previously been registered under the 1994 Act, structurally modified, for the personal use of a person (R) who is a relevant individual, and
- (b) the whole, or a substantial part, of the construction, assembly or modification was carried out—
  - (i) by R,

- (ii) by one or more relevant individuals acting on behalf, and under the direction, of R,  
or
- (iii) by R and one or more relevant individuals acting on behalf, and under the direction,  
of R.

(2) For the purposes of this paragraph, a relevant individual in relation to a motor vehicle is an individual who does not, at any time during the period when the construction or assembly of the vehicle was being carried out, carry on a business in the course of which motor vehicles are normally constructed, assembled or modified.

**7.—**(1) A vehicle is a vehicle manufactured in very low volume if the condition in sub-paragraph (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.

**8.** A vehicle is a vehicle manufactured using parts of a registered vehicle if—

- (a) it is constructed or assembled by a person carrying on a business in the course of which motor vehicles are normally constructed or assembled;
- (b) it is equipped with an engine which has previously been used as the engine of another vehicle which had been registered under the 1994 Act or any earlier Act providing for the licensing and registration of mechanically propelled vehicles; and
- (c) it is equipped with one or more of the following components taken from the same vehicle as the engine—
  - (i) chassis,
  - (ii) body,
  - (iii) suspension,
  - (iv) an axle;
  - (v) transmission, or
  - (vi) steering assembly.

**9.—**(1) A vehicle is a rebuilt vehicle if it—

- (a) is a vehicle to which the approval authority is required to assign a vehicle identification number,
- (b) is not an amateur built vehicle or a vehicle manufactured using parts of a registered vehicle, and
- (c) has been rebuilt using a replacement chassis, or an integral chassis body, which is of the same design and construction as that of the original vehicle and which—
  - (i) was supplied for the purpose without having been previously used, or
  - (ii) previously formed part of a vehicle registered under the 1994 Act or any earlier Act providing for the licensing and registration of mechanically propelled vehicles.

(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,
- (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.

**10.** For the purpose of determining whether a multi-purpose vehicle falls into category M<sub>1</sub> or N, if the manufacturer so requests a vehicle which has—

- (a) 4 or more seats,
  - (b) a load area not exceeding 40% of its length, and
  - (c) a maximum technically permissible mass not exceeding 6500 kilogrammes,
- may be categorised as M<sub>1</sub>.

**PART 2**  
Requirements for Part 2 Vehicles  
**CHAPTER 1**

<i>Column 1</i> <i>Requirement</i>	<i>Column 2</i> <i>Definitions and supplementary provisions</i>	<i>Column 3</i> <i>Exemptions and modifications</i>
<b>1 Noise</b>		
<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>2 When—</p> <p>(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</p> <p>(b) the engine by which the vehicle is propelled is run at a constant rotational speed of <math>\frac{3}{4}S</math>, 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).</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>
<b>2 Light Duty Emissions</b>		
<p>1 The vehicle must not emit any avoidable smoke or avoidable visible vapour.</p>	<p>“<b>the emissions publication</b>” has the same meaning as in paragraph 7(b) of Schedule 7B of the Road Vehicles (Construction and Use) Regulations 1986(a);</p>	<p>1 Does not apply to vehicles approved to item 41.</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</p>

(a) S.I. 1986/1078, as amended by [...]

2 When the engine by which the vehicle is propelled is running without load at a **normal idling speed**, the carbon monoxide content of the exhaust emissions from the engine must not exceed:

- (a) if the vehicle has an effective date before 1st August 1986, 4.5%;
- (b) if the vehicle has an effective date on or after 1st August 1986 and is not a vehicle described in subparagraph (c) or (d) below, 3.5%;

(c) if the vehicle is of a description mentioned in the Annex to **the emissions publication** and is either;

- (i) a **passenger car** having 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

**“fast idling speed”** means:

(a) in the case of a vehicle of a description mentioned in the Annex to the emissions publication, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 3(e) and (f) respectively of that Annex; or

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

**“normal idling speed”** means in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, a rotational speed between the minimum and maximum limits shown against that description of vehicle in columns 2(b) and 2(c) respectively of that Annex;

**“passenger car”** means a motor vehicle which:

- (a) is constructed or adapted for use for the carriage of passengers and is not a goods vehicle;
- (b) has not more than five

long as:

(a) the petrol system is fitted for emergency purposes only; and

(b) the petrol tank cannot contain more than 15 litres of petrol.  
3 Paragraphs 2, 3 and 4 do not apply to:

(a) vehicles not propelled by a spark ignition engine;  
(b) vehicles having an effective date before 1st August 1975;

(c) vehicles having an effective date before 1st August 1987 and propelled by a **rotary piston engine**.  
4 Paragraphs 2(a) and 2(b) do not apply to vehicles propelled by a 2-stroke engine.  
5 Paragraph 2(c) does not apply to:

(a) a **passenger car** having an effective date on or after 1st August 1992 and before 1st August 1995;  
(b) any other vehicle having an

effective date on or after 1st August 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.

(iii) a **passenger car** or any other vehicle having an effective date on or after 1st September 2002, 0.3% of the total exhaust emissions from the engine by volume.

3 If the engine by which the vehicle is propelled is run without a load at a rotational speed of 2,000 revolutions per minute, the hydrocarbon content of the exhaust emission from the engine must not exceed 0.12% if the vehicle is a vehicle described in paragraph 2(a) or 2(b) above;

4 If the vehicle is one

seats in addition to the driver's seat; and

(c) has a weight not exceeding 2,500 kg maximum gross;

**"relevant limits"** means:

(a) in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, the minimum and maximum limits shown against that description of vehicle in columns 3(c) and 3(d) respectively of that Annex; or

(b) in any other case, 0.97 and 1.03;

**"relevant percentage"** means, in the case of a vehicle of a description mentioned in the Annex to **the emissions publication**, the percentage shown against that description of vehicle in column 1(a) of that Annex; and

**"rotary piston engine"** means an engine in which the torque is provided by means of one or more rotary pistons and not by any reciprocating piston; and any rotary piston engine is deemed to be a four-stroke engine.

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

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**.

apply to vehicles fuelled solely by natural gas or to bi-fuelled vehicles when controlled to operate on natural gas.

9 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.

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

11 A Combined CO<sub>2</sub> figure may be determined by the Secretary of State using such information as the Secretary of State sees fit.

**3A Fuel Tanks**

1 The technical provisions of Section 5 of Annex 1 of Directive 70/221/EEC as last amended by Directive 2000/8/EC, with the exception of paragraphs 5.1, 5.2 and 5.12. No dripping test is to be performed.

2 Vehicles (except those not fitted for liquid fuels at normal ambient conditions) must comply with the requirements of paragraph 5.1.2 of Annex 1 to Directive 70/220/EEC as last amended by 91/441/EEC.

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

In the case of a vehicle manufactured on or before 1st May 2009 the requirement in paragraph 5.9.1 for a tank cap to be fixed to the filler pipe does not apply.

**4 Rear Registration Plate Space**

<p>The technical provisions of Directive 70/222/EEC; Or Space must be provided for a registration place meeting the requirements of the Road Vehicles (Display of Registration Marks) Regulations 2001.</p>		
<p><b>5 Steering Effort</b></p>		
<p>The technical provisions of paragraphs 4 and 5 of Annex 1 to Directive 70/311/EEC as last amended by Directive 1997/7/EC; Or  In the case of a <b>Manual or Power Assisted System</b>, a test to ensure no obvious defect or undue stiffness is evident.</p>	<p><b>“Manual or Power Assisted System”</b> means a system that will operate in the event of failure of any power supply or assistance.</p>	<p>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.</p>
<p><b>6 Door latches and Hinges</b></p>		
<p>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. 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</p>	<p>For the purposes of this item, <b>“longitudinal plane”</b> means a vertical plane parallel to the longitudinal axis of a vehicle.</p>	<p>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 <b>longitudinal plane</b> passing through the extreme inboard projecting point of such a door is more than 300mm distant from the <b>longitudinal plane</b> passing through the nearest edge of such a seat. For the purpose of this provision the seating position of a wheelchair is considered to be a seat. 2 The latching requirements in paragraphs 1 and 3 do not apply to any power-operated door if the force applied by the power actuator is sufficient to keep the door completely closed even when any load is applied as described in paragraph 3. 3 This item does not apply to doors meeting the technical requirements specified in</p>

<p>latched position if it is unlatched when the vehicle is moving in the forward direction; or</p> <p>(b) a safety-bolt is fitted to prevent such unlatching and an audible or visual warning device is provided which activates an audible warning if the vehicle is driven without the bolt in place.</p> <p>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 (ie 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.</p>		<p>paragraphs 7.6.4 to 7.6.6 or in paragraph 7.6.7 of Annex 1 to Directive 2001/85/EC.</p>
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**7 Audible Warning**

<p>The vehicle must be fitted with an <b>audible warning device</b> 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.</p>	<p>For the purposes of this item an <b>“audible warning device”</b> does not include a bell, gong or siren.</p>	
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**8 Indirect Vision**

<p>The essential technical provisions of Directive 71/127/EEC as last amended by Directive 88/321/EEC</p>		<p>1 Directive 71/127/EEC, Annex II, paragraph 1.4 does not apply.</p> <p>2 Field of view requirements do not apply to optional mirrors.</p>
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**9 Braking**

<p>1 The vehicle must comply with the requirements of paragraph 2.1 and 2.2 of Annex 1 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:</p>	<p>For the purpose of this item:</p>	<p>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</p>
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<p>(a) the second sentence of paragraph 2.2.1.2.4 does not apply;</p> <p>(b) paragraph 2.2.1.4.2 does not apply in relation to a vehicle which is fitted with a <b>braking system</b> having a split-circuit <b>transmission</b> 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 <b>service braking system</b>; and</p> <p>(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”.</p> <p>2 If the vehicle is equipped with an <b>anti-lock device</b> it must comply with paragraph 2.2.1.23 of 71/320/EEC as last amended by Directive 98/12/EC.</p> <p>3 The vehicle must comply</p>	<p>“<b>anti-lock device</b>” has the same meaning as in Directive 71/320/EEC as amended by Directive 98/12/EC.</p> <p>“<b>brake efficiency</b>” means maximum total brake force expressed as a percentage of the maximum gross weight;</p> <p>“<b>braking system</b>”, “<b>control</b>”, “<b>transmission</b>”, “<b>service braking system</b>”, “<b>secondary braking system</b>” and “<b>parking braking system</b>”, have the same meanings respectively as in Directive 71/320/EEC as amended by Directive 98/12/EC;</p> <p>“<b>in running order</b>” means:</p> <p>(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;</p> <p>(b) carrying a driver weighing 68kg; and</p> <p>(c) not carrying any other load or passengers.</p> <p>“<b>lateral brake distribution</b>”, 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;</p>	<p>steering at all times while operating either braking system.</p> <p>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”.</p> <p>3 Paragraph 7 does not apply to a vehicle if the brakes acting on its rear wheels are fitted with an <b>anti-lock device</b> and were so fitted at the time of its manufacture except that this exemption shall not apply to:</p> <p>(i) an amateur-built vehicle;</p> <p>(ii) a vehicle manufactured using parts of a registered vehicle; and</p> <p>(iii) a rebuilt vehicle.</p> <p>(4) The requirements</p>
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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 **servo-assistance** provided for the service braking (if any) fails and a force is applied to the **control**:

(i) in the case of a passenger vehicle, 25% when the force applied is 50kg; or

(ii) in the case of a goods vehicle, 25% when the force applied is 70kg.

(c) for the **parking braking system**, 18%.

6 The **lateral brake distribution** for the **service braking system** must:

(a) in relation to each steering axle; and

(b) for all values of **total braking force** and vehicle speed, be not less than 70%.

7 The **longitudinal brake distribution** for the **service braking system** must, for all values of **total braking**

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

**“longitudinal brake distribution”** means the ratio of the braking forces transmitted by the tyres to the road surface through the front and rear wheels respectively when the vehicle is in running order and being braked on a level surface;

**“maximum total brake force”** means the total braking force when the brakes are fully applied;

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

**“total braking force”** means the total of the braking forces transmitted by the tyres to the road surface when the brakes are applied.

**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.

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 1 to Directive 72/245/EEC as last amended by Directive 89/491/EEC.

**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:

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;  
**“free acceleration”** has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC;

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.

<p>(a) if the engine of the vehicle is turbo-charged, 3.0 per metre, or</p> <p>(b) in any other case, 2.5 per metre.</p> <p>2 If the vehicle has an effective date on or after 1st July 2008, when the engine by which it is propelled is subject to the <b>free-acceleration</b> test, the <b>co-efficient of absorption</b> of the exhaust emissions from the engine immediately after leaving the exhaust must not exceed 1.5 per metre.</p> <p>3 If the vehicle has an effective date on or after 1st September 2018, when the engine is subject to the <b>free-acceleration</b> test, the <b>co-efficient of absorption</b> 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.</p>	<p><b>“plate value”</b> means the <b>co-efficient of absorption</b> specified either on the vehicle’s plate provided under item 18 of this table, or on any other plate provided for this purpose.</p>	
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**12 Interior Fittings**

<p>1 No surface (other than a surface of a window) of the vehicle interior which can be contacted by a sphere of 165mm diameter and which is within the <b>specified zone</b>, may include any fittings (eg controls and instruments) or design features which have any dangerous roughness or <b>sharp edges</b>.</p>	<p>For the purposes of this item:</p> <p><b>“air bag”</b> means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle;</p> <p><b>designated seating position”</b> means a position where there</p>	<p>1 Does not apply to a goods vehicle of category N<sub>1</sub>.</p> <p>2 Does not apply to any area inside a motor caravan, ambulance, or hearse which is not inside the <b>head impact zone</b> for any <b>designated seating position</b> for use during vehicle travel.</p> <p>3 An armoured vehicle is exempted from any</p>
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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

is a seat designed for normal use while the vehicle is travelling on the road;

**“head impact zone”** has the same meaning as in Directive 74/60/EEC;

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

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

**“sharp edge”** means an edge of **rigid material** having a radius of curvature of less than 2.5mm, except in the case of projections of less than 3.2mm from the panel. In this case, the minimum radius of curvature does not apply provided that the height of the projection is not more than half its width and its edges are blunted;

**“specified zone”** means the zone which:

(a) is forward of the transverse plane of the torso reference

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 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

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

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

6 Shelves and other similar items fitted below the level of the highest part of the instrument panel must be so constructed that their supports have no protruding edges and that all parts facing into the vehicle present a surface not less than 25mm high with edges rounded to a radius of curvature of not less than 3.2mm. This surface must also be covered with **non-rigid material**.

7 On that part of the inner surface of the roof which is situated above or forward of the occupants and can be contacted by a sphere of 165mm 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

line of the manikin as defined in paragraph 2.5 and appendix 1 of Annex 3 to Directive 77/649/EEC 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 1 to Directive 74/60/EEC as last amended by Directive 78/632/EEC.

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 parts covered with a **non-rigid material**; to the hood-frames of convertible vehicles; or to hood or tonneau cover press studs so long as they are blunted. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof, with the roof in the closed position.

10 Paragraph 1 (in so far as it relates to the surface of an instrument panel) and paragraph 2 do not apply to any vehicle if:

19mm.		<p>(a) it is fitted with <b>air bags</b> for the protection of the driver and the front seat passenger; and</p> <p>(b) those <b>air bags</b> were fitted at the time the vehicle was manufactured, except that this exemption does not apply to:</p> <p>(i) an amateur-built vehicle,</p> <p>(ii) a vehicle manufactured in very low volume,</p> <p>(iii) a vehicle manufactured using parts of a registered vehicle, and</p> <p>(iv) a rebuilt vehicle, as defined in Part 1 of this Schedule.</p>
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<b>13 Anti-Theft and Immobiliser</b>		
<p>1 Either:</p> <p>(a) the technical provisions of Directive 74/61/EEC as last amended by Directive 95/56/EC, or</p> <p>(b) the requirements specified in paragraph 2.</p> <p>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:</p> <p>(a) No anti-theft device is to operate on the braking system:</p> <p>(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):</p>	<p><b>“immobiliser”</b> has the same meaning as Directive 74/61/EEC as last amended by Directive 95/56/EC.</p>	<p>1 For the purpose of column 1, paragraph 3, compliance may be demonstrated by:</p> <p>(a) a base vehicle approval or test report; or</p> <p>(b) a separate technical unit approval or test report, and a completed installation certificate.</p> <p>2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>

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

(ii) it must not be possible to activate any such mechanical device while the engine is running, and

(iii) the action of deactivating any such mechanical device must be distinct and separate from that of stopping the engine.

3 Any alarm system or immobiliser, excluding a panic alarm specified in paragraph 4, fitted to a vehicle must comply with paragraph 1.

4 An optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following requirements:

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

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

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

**14 Protective Steering**

1 No part of the **steering control** surface directed towards the driver which can be contacted by a sphere of 165mm in diameter may present any roughness or sharp edges with a radius of curvature of less than 2.5mm.

For the purposes of this item:

**“driver’s air bag”** means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver in the event of a collision involving the front end of the vehicle.

1 This item does not apply to:

(a) ambulances, motor caravan, or hearse if the vehicle has been derived from a goods vehicle having a maximum gross weight of not less than 1,500kg;



2 The steering control must be designed, constructed and fitted so as not to embody components or accessories, including the horn control and other assemblies, capable of catching in the driver's clothing or jewellery in normal driving movement.

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 1 of Directive 74/297/EEC; or
- (b) the steering control complies with the requirements of paragraphs 5.2, 5.4.3, 5.4.4 and 5.4.5 of Directive 74/297/EEC as last amended by Directive 91/662/EEC.

4 The vehicle must comply with the requirements of paragraph 5.1 of Annex 1 of Directive 74/297/EEC.

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

(b) an armoured vehicle;

(c) a vehicle which complies with the technical requirements of Directive 96/79/EC.

2 Paragraph 1 does not apply to any vehicle if:

- (a) it is fitted with a **driver's air bag**;
- (b) the **driver's air bag** was fitted and approved at the time the base vehicle was manufactured; and
- (c) all parts of the **steering control** are blunted, but this exemption does not apply to:

(i) an amateur built vehicle;

(ii) a vehicle manufactured in very low volume;

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

(iv) a rebuilt vehicle, as defined in Part 1 of this Schedule.

3 The requirements of this item do not apply to a disabled person's vehicle insofar as the adaptation prevents the vehicle from complying but this exception does not apply where such adaptations can easily be removed, if

		necessary with the use of tools, in which case evidence of compliance before the vehicle was adapted is required.
<b>15 Seat Strength</b>		
The technical provisions of: Directive 74/408/EEC as last amended by Directive 2005/39/EC.		<p>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.</p> <p>2 In the case of a motor caravan, ambulance or hearse, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>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.</p> <p>4 In the case of a wheelchair accessible vehicle:</p> <p>(a) a wheelchair location shall be considered a seating position but the requirements in column 1, paragraph 1, do not apply to the wheelchair,</p> <p>(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.</p> <p>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.</p> <p>6 The provisions of paragraph 2 of article 1 to Directive 2005/39/EC do not apply.</p>
<b>16 Exterior projections</b>		
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:	1 Does not apply to goods vehicles of category N <sub>1</sub> or multi-purpose vehicles which are classed as M <sub>1</sub> by virtue of paragraph 10 of Part 1 of this Schedule.

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 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.

**“extreme outer edge”** and **“external surface”** have same meaning as in Directive 74/483/EEC.

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

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

(i) an amateur-built vehicle,

(ii) a vehicle manufactured in very low volume,

		<p>(iii) a vehicle manufactured using parts of a registered vehicle, and</p> <p>(iv) a rebuilt vehicle, as defined in Part I of this Schedules.</p> <p>6 Hood or tonneau cover press studs fitted to a convertible vehicle so long as they are blunted.</p>
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### 17 Speedometer and Reverse Gear

<p>1 The technical provisions of: Directive 75/443/EEC as last amended by Directive 97/39/EC, Annex I and Annex II, paragraph 4.</p> <p>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.</p>		<p>1 Annex II paragraphs 4.3 and 4.4 to Directive 75/443/EEC do not apply if the following requirements are met:</p> <p>(a) for all true speeds up to the design speed of the vehicle, the true speed must not exceed the indicated speed;</p> <p>(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 <math>V/10 + 6.25</math>mph where <math>V</math> = the true speed.</p> <p>2 Annex II paragraph 4.2.1 to Directive 75/443/EEC applies only where the speedometer is marked in km/h.</p>
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### 18 Plates (statutory)

<p>1 The technical provisions of: Directive 76/114/EEC as last amended by Directive 78/507/EEC.</p> <p>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.</p>	<p><b>“mass produced”</b> means vehicles of the same family of types produced in numbers exceeding 500 per annum worldwide.</p>	<p>1 In the case of M<sub>1</sub> vehicles paragraphs 2.1.4 to 2.1.7 of the Annex to Directive 76/114/EEC do not apply.</p> <p>2 Where a vehicle is <b>mass produced</b> the following may apply:</p> <p>(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</p> <p>(b) the vehicle identification number may be marked in</p>
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		characters less than 4mm in height.
<b>19 Seat Belt Anchorages</b>		
<p>The technical provisions of: Directive 76/115/EEC as last amended by Directive 2005/41/EC; and</p> <p>In the case of a wheelchair accessible vehicle the requirements in Section 2 of this Part.</p>		<p>1 In the case of a motor caravan, ambulance or hearse, with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>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.</p> <p>3 In the case of a motor caravan, ambulance or hearse, at least anchorages for lap belts are required for all rear seating positions.</p> <p>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.</p> <p>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.</p>
<b>20 Installation of Lighting and Light Signalling Devices</b>		
<p>1 The essential technical provisions of UNECE Regulation 48.03.</p> <p>2 Dipped beam headlamps must be suitable for left hand rule of the road traffic.</p>		<p>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.</p> <p>2 The requirements relating to S3 devices in paragraph 6.7 of UNECE Regulation 48.03 do not apply.</p> <p>3 In the case of a rear direction</p>

indicator which is one of a number of lamps having a common housing and fitted to a left-hand drive vehicle, paragraph 6.5.4.1 of UNECE regulation 48 applies as if for “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 for 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 M<sub>1</sub> and N<sub>1</sub> category vehicles.

8 In paragraph 5.15 of UNECE Regulation 48.03, the text specifying the colour of the side marker lamp is to be read as if the words following the word “red” were deleted.

9 Paragraph 6.3.4.1 of UNECE Regulation 48.03 does not apply.

10 Paragraphs 6.9.2 and 6.10.2 of UNECE Regulation 48.03 are to be read as if the word “two” were replaced by “two or four”.

		<p>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”.</p> <p>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”.</p> <p>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.</p>
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**21 Retro Reflectors**

<p>UNECE Regulation 3 or UNECE Regulation 150.</p>	<p>For the purposes of this item:</p> <p>“<b>coefficient of luminous intensity</b>” has the same meaning as in UNECE Regulation 3.02.</p> <p>“<b>standard mark</b>” means a mark which when applied to a lamp, reflector or device, indicates compliance with the requirements of a particular instrument; and a reference to the instrument to which a standard mark relates is to be construed accordingly.</p>	<p>This item, in so far as it requires any reflector or device to bear a particular <b>standard mark</b> (or one of two or more <b>standard marks</b>), does not apply if the device meets the standards as to <b>coefficient of luminous intensity</b>, of the instrument to which the <b>standard mark</b> (or as the case may be one of those <b>standard marks</b>) relates.</p>
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**22 End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps**

<p>UNECE Regulation 7 or UNECE Regulation 148.</p>	<p>For the purposes of this item:</p>	<p>This item, in so far as it requires any lamp or device</p>
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	<p>“standard mark” means a mark which when applied to a lamp, reflector or device, indicates compliance with the requirements of a particular instrument; and a reference to the instrument to which a standard mark relates is to be construed accordingly</p>	<p>(including a filament lamp) to bear a particular <b>standard mark</b> (or one of two or more <b>standard marks</b>), does not apply if the device meets the standards as to luminous intensity of the instrument to which the <b>standard mark</b> (or as the case may be one of those <b>standard marks</b>) relates.</p>
<b>23 Direction Indicators</b>		
UNECE Regulation 6 or UNECE Regulation 148.	As item 22.	As item 22.
<b>24 Rear registration Plate Lamps</b>		
UNECE Regulation 4 or UNECE Regulation 148.	As item 22.	As item 22.
<b>25 Headlamps (including bulbs)</b>		
UNECE Regulation 8, UNECE Regulation 20, UNECE Regulation 31, UNECE Regulation 98, UNECE Regulation 112, UNECE Regulation 123 or UNECE Regulation 149.	As item 22.	As item 22.
<b>25A Cornering Lamps (where fitted)</b>		
UNECE Regulation 119 or UNECE Regulation 149.	As item 22.	As item 22.
<b>26 Front Fog Lamps (where fitted)</b>		
UNECE Regulation 19 or UNECE Regulation 149.	As item 22.	As item 22.
<b>28 Rear fog Lamps</b>		
UNECE Regulation 38 or UNECE Regulation 148.	As item 22.	As item 22.
<b>29 Reversing Lamps</b>		
UNECE Regulation 23 or UNECE Regulation 148.	As item 22.	As item 22.
<b>30 Parking Lamps (where fitted)</b>		
UNECE Regulation 7 or UNECE Regulation 148.	As item 22.	As item 22.
<b>31 Seat Belts</b>		
The technical requirement of Directive 77/541/EEC as last amended by Directive 2005/40/EC, or	For the purposes of this item:	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



<p>A harness belt marked BS3254: Part 1: 1988.</p>	<p>“<b>adult belt</b>” means a <b>seat belt</b> for an adult not being a disabled person’s belt;  “<b>harness belt</b>” means an adult belt which is a harness belt comprising a lap belt and shoulder straps.</p>	<p>category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>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.</p> <p>3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all year round seating positions.</p> <p>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.</p> <p>5 This item does not apply to an <b>adult belt</b> fitted to a vehicle, if the belt provides a level of safety equivalent to that provided by an <b>adult belt</b> which complies with the requirements of column 1.</p> <p>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.)</p> <p>7 A seat belt bearing an approval mark in accordance with column 1 may be fitted, whether or not the seat belt has</p>
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		been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements of column 1.
<b>32 Forward vision</b>		
The driver must have a clear and un-obscured view of the road ahead and to the side (180° forward).		
<b>33 Identification of Controls, Tell-tales and Indicator</b>		
The technical provisions of: paragraph 5 of Annex 1 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.
<b>34 Defrost/Demist</b>		
Vehicles must be fitted with <b>adequate</b> de-frosting and demisting devices.	<b>“Adequate”</b> means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	
<b>35 Wash/Wipe</b>		
Vehicles must be fitted with <b>adequate</b> washing and wiping devices.	<b>“Adequate”</b> means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	
<b>36 Heating Systems (if fitted)</b>		
The technical provisions of Directive 2001/56/EC, Annex II, paragraph 3, excluding paragraph 3.1.		
<b>37 Wheel guards</b>		
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 N <sub>1</sub> .  2 Paragraph 3 of Annex I to Directive 78/549/EEC does not apply. 3 The requirements according to the category of the base or incomplete vehicle based on

		maximum mass may apply.
<b>38 Head Restraints</b>		
The technical provisions of Directive 78/932/EEC.		<p>1 Does not apply to a vehicle of category N<sub>1</sub>.</p> <p>2 Does not apply to head restraints which comply with item 15.</p> <p>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.</p> <p>4 In the case of a motor caravan, ambulance, or hearse, or other special purpose vehicle:</p> <p>(a) the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary; and</p> <p>(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.</p> <p>5 Does not apply to a seat which is a wheelchair.</p>
<b>41 Heavy Duty Emissions</b>		
<p>1 The technical provisions of Directive 88/77/EEC as last amended by Directive 91/542/EEC Row B limit values.</p> <p>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.</p> <p>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.</p> <p>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.</p>		<p>1 Does not apply to vehicles approved under item 2 or, in the case of a compression ignition engine, item 11.</p> <p>2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>3 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>4 In the case of 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</p>

<p>5 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.</p>		<p>to its special purpose.</p>
<p><b>44 Masses &amp; dimensions (cars)</b></p>		
<p>The essential technical requirements of 92/21/EEC as last amended by Directive 95/48/EC.</p>		<p>1 Does not apply to a goods vehicle of category N<sub>1</sub>.</p> <p>2 For motor caravans, in paragraph 3.1.1.2 of Annex II to Directive 92/21, for “2500mm” substituted “2600mm”.</p> <p>3 Paragraphs 3.1.1.3 and 3.3.3 of Annex II to Directive 92/21/EEC do not apply.</p> <p>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.</p>
<p><b>45 Safety glass</b></p>		
<p>Component:</p> <p>UNECE Regulation 43.00. Vehicle: The technical provisions of UNECE Regulation 43.00, Annex 21.</p>		<p>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).</p>
<p><b>46 Tyres</b></p>		
<p>Component:</p> <p>The provisions of Directive 92/23/EEC as last amended by Directive 2005/11/EC; and</p> <p>UNECE Regulation 64.01 in</p>		<p>1 Annex V of Directive 92/23/EEC as amended by 2005/11/EC does not apply to vehicles manufactured before 1st October 2011.</p> <p>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.</p>

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.		
<b>48 Masses and Dimensions</b>		
The technical provisions of: Directive 97/27/EC as last amended by Directive 2003/19/EC, paragraph 7 of Annex 1.		1 Does not apply to a passenger vehicle of category M <sub>1</sub> .  2 Directive 97/27/EC, Annex 1, paragraphs 7.5, 7.8.3, 7.9, 7.10 and 7.11 do not apply.
<b>49 External Projection of Cabs</b>		
The essential technical provisions of: sections 3 and 4 of Annex 1 to Directive 92/114/EEC.		Does not apply to a passenger vehicle of category M <sup>1</sup> with the exception of vehicles which are classed as M <sup>1</sup> by virtue of paragraph 10 of Schedule 5, Part 1. Does not apply to badges and other features of mass produced vehicles that cannot reasonably be removed or modified provided that such projections are blunted.
<b>50 Couplings (if fitted)</b>		
Coupling device:  The technical provisions of: Annex VII to Directive 94/20/EC.  Vehicle Installation: Securely attached to structural parts of the vehicle and in such a position to allow the safe functioning and operation of the coupling.		1 In the case of a wheelchair accessible vehicle, irrespective of mass or a motor caravan, ambulance or hearse with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 2 Does not apply to couplings fitted as original equipment to mass produced vehicles which are compatible with trailer coupling devices complying with requirements of column 1.
<b>60 Frontal Protection Systems ("Bull-bars") (if fitted)</b>		
Directive 2005/66/EC		
<b>69 Electrical Safety</b>		

<p>Vehicle: The technical provisions of UNECE Regulation 100.01.</p>		<p>For a vehicle with batteries with maximum voltage 48V— only compliance with the essential technical requirements of UNECE Regulation 100.00 is required.</p>
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**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

<p>than doors) including tail gates, boot and bonnet lids, must be capable of being securely latched in the fully closed position;</p> <p>(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;</p> <p>(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.</p> <p>(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.</p>		
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CHAPTER 2  
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. 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 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 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 (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 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; and
- (g) all forces must be maintained for a period of not less than 0.2 seconds.

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

### **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

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1 Noise</b>		
Directive 70/157/EEC, as last amended by Directive 92/97/EEC, Annex 1, paragraph 5.	A <b>“Stationary Noise Test”</b> 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:</p> <p>(a) it is downstream of any emissions control device (eg a catalyst); and</p> <p>(b) the emission control device and silencer are identical to that fitted at the time compliance was demonstrated.</p> <p>4 In the case of wheelchair accessible vehicles for which an approval or test report has been issued prior to modification of the exhaust system, a <b>Stationary Noise Test</b> is permitted.</p>
<b>2 Light Duty Emissions</b>		
1 Directive 70/220/EEC as last	<b>“OBD”</b> means: On-Board	1 Vehicles are exempt from

<p>amended by Directive 94/12/EC, Annex I, paragraph 5.</p> <p>2 Vehicles manufactured on or after 1st January 2001: Directive 70/220/EEC as last amended by Directive 98/69/EC, Annex I, paragraph 5 (Row A limits).</p> <p>3 Vehicles manufactured on or after 1st January 2006: Directive 70/220/EEC as last amended by Directive 98/69/EC Annex I, paragraph 5 (Row B limits).</p> <p>4 Vehicles manufactured on or after 1st January 2012: Regulation (EC) 715/2007, Annex I, Table I.</p> <p>5 Vehicles manufactured on or after 1st September 2016: Regulation (EC) 715/2007 Annex I, Table 2.</p> <p>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).</p>	<p>Diagnostic systems as defined in paragraph 2.13 of Annex I to Directive 70/220/EEC or paragraph 9 of Article 3 to Regulation (EC) No 715/2007.</p>	<p>the requirements of <b>OBD</b>.</p> <p>2 Does not apply to vehicles approved to item 41.</p> <p>3 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>4 In the case of a Completed vehicle, the requirements according to the category and date of completion of the base or incomplete vehicle based on maximum mass may apply.</p> <p>5 An Approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass or aerodynamic performance.</p> <p>6 In the case of 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.</p> <p>7 Diesel passenger vehicles manufactured before 1st January 2003 with a maximum</p>
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		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 N <sub>1</sub> .
<b>9 Braking</b>		
<p>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).</p> <p>2 Vehicles manufactured on or after 1st April 1995: Directive 71/320/EEC, Annex I, paragraph 2.</p> <p>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.</p>		<p>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.</p> <p>2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>3 Evidence of compliance with column 1 remains valid where brake transmissions lines are repositioned.</p>
<b>13 Anti-Theft and Immobiliser</b>		
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).	<p>Immobilisers must be approved as part of the base vehicle or as a separate technical unit.</p> <p>Alarm must be approved as part of the base vehicle or as a separate technical unit.</p>	<p>1 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p> <p>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.</p>
<b>14 Protective Steering</b>		
Directive 74/297/EEC as last amended by Directive 91/662/EEC, annex I, paragraphs 5 and 6.		<p>1 This item does not apply to:</p> <p>(a) vehicles complying with the requirements of item 53;</p>

		<p>(b) vehicles of category N<sub>1</sub> with a maximum permissible mass exceeding 1500kg.</p> <p>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.</p> <p>3 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>
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**19 Seat Belt Anchorages**

<p>1 Directive 76/115/EEC as last amended by Directive 90/629/EEC, annex 1, paragraphs 4 and 5.</p> <p>2 Vehicles manufactured on or after 29th April 2009: Directive 76/115/EEC as last amended by Directive 2005/41/EC.</p> <p>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.</p>		<p>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.</p> <p>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.</p>
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**31 Seat Belts**

<p>1 Vehicles manufactured on or after 1st July 1997: Directive 77/541/EEC as last amended by Directive 90/628/EEC, annex 1, paragraphs 3.1 to 3.1.9 and 3.2.1 to 3.2.2.4.</p> <p>2 Vehicles manufactured on or</p>		<p>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.</p> <p>2 Seat belts which have been</p>
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<p>after 1st October 1999: Directive 77/541/EEC as last amended by Directive 96/36/EC, annex I, paragraphs 3.1 to 3.1.10, 3.1.11, 3.1.12 and 3.2.1 to 3.2.2.5.</p> <p>3 Vehicles manufactured on or after 29th April 2009: Directive 77/541/EEC as last amended by Directive 2005/40/EC.</p>		<p>specially designed or adapted for use by an adult or young person suffering from some physical or mental impairment and intended for use solely by such person are exempt. (Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)</p> <p>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.</p>
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**41 Heavy Duty Emissions**

<p>1 Directive 88/77/EEC as last amended by Directive 91/542/EEC Row B limit values.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>5 Complete or Completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.</p>		<p>1 Does not apply to vehicles approved to item 2.</p> <p>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.</p> <p>3 Modification of exhaust system length after the last silencer is permissible without any further test.</p>
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**53 Frontal impact**

<p>Vehicles manufactured on or after 1st October 2003: Directive 96/79/EC, Annex II, paragraph 3.</p>		<p>1 Category N<sub>1</sub> vehicles and vehicles with a maximum mass exceeding 2500kg are exempt.</p> <p>2 The requirements according to the category of the base or</p>
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		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.
<b>54 Side impact</b>		
Vehicles manufactured on or after 1st October 2003: Directive 96/27/EC, Annex II, paragraph 3.		1 Does not apply to vehicles where the R point of the lowest seat is more than 700mm above the ground. 2 The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 3 For wheelchair accessible vehicles, and disabled person's vehicles, the vehicle is not required to comply in respect of an adaptation for a disabled person affecting the "side impact". Evidence of compliance of the unadapted vehicle is required.
<b>69 Electrical Safety</b>		
Vehicle: The technical provisions of UNECE Regulation 100.01.		

## PART 4

### Requirements for Other Vehicles

<i>Column 1 Requirement</i>	<i>Column 2 Definitions and supplementary provisions</i>	<i>Column 3 Exemptions and modifications</i>
<b>1 Noise</b>		
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 <b>Stationary Noise Test</b> is permitted.	A " <b>Stationary Noise Test</b> " means:  (a) a stationary test as defined in paragraphs 5.2.3.4.2 and 5.2.3.4.3 of Annex 1 to Directive 70/157/EEC with a noise limit value which must not exceed 99dB(A) at 0.5m; and (b) in the case of vehicles having a maximum	1 Does not apply to O category vehicles.  2 Directive 70/157/EEC, Annex I, paragraphs 5.3.1.1, 5.3.1.2. and 5.3.1.3 do not apply.  3 In the case of a motor caravan, ambulance, or hearse,

	<p>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>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 99/101/EC applies and for point 5.2.2.1 of Annex 1 the following limit values are applicable:  81 dB(A) for vehicles with an engine power of less than 75 kW  83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW  84 dB(A) for vehicles with an engine power of not less than 150 kW.</p>
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**2 Light Duty Emissions**

<p>1 Directive 70/220/EEC as last amended by Directive 94/12/EC, Annex I, paragraph 5.</p> <p>2 Vehicles manufactured on or after 1st January 2001; Directive 70/220/EEC as last amended by Directive 98/69/EC, Annex I.</p> <p>3 Vehicles manufactured on or after 1st January 2006; Directive 70/220/EEC as last amended by Directive 98/69/EC Annex I, paragraph 5 (Row B limits).</p> <p>4 Vehicles manufactured on or after 1st September 2012: Regulation (EC) No 715/2007, Annex I, Table 1.</p> <p>5 Vehicles manufactured on or after 1st September 2016: Regulation (EC) No 715/2007, Annex I, Table 2.</p> <p>6 Vehicles manufactured on or</p>	<p>“<b>OBD</b>” 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 No 715/2007.</p>	<p>1 Does not apply to M<sub>3</sub>, N<sub>3</sub> or O category vehicles.</p> <p>2 Vehicles of category M<sub>2</sub> are excepted from the requirements of <b>OBD</b>.</p> <p>3 Does not apply to vehicles approved to item 41.</p> <p>4 Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>5 In the case of a completed vehicle, the requirements according to the category and date of completion of the base or incomplete vehicles based on maximum mass may apply.</p> <p>6 An Approval issued to the most representative base vehicle irrespective of change in reference weight or aerodynamic performance.</p> <p>7 In the case of armoured vehicles exemption from one</p>
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<p>after 1st March 2020: Commission Regulation (EU) 2017/1151 (WLTP).</p>		<p>or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p>
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### 3A Fuel Tanks

<p>1 The technical provisions of paragraphs 5 and 6 of Annex 1 to Directive 70/221/EEC as last amended by Directive 2006/20/EC; and 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.</p>		<p>In the case of fuel tanks other than tanks for gaseous fuels:</p> <p>(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</p> <p>(b) modifications to the pipework or relocation of a tank excluding modification of the tank, the cap/filler device or the venting device, may be accepted by the approval authority.</p>
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### 3B Rear Protective Devices

<p>1 The technical provisions of paragraph 5 of Annex II to Directive 70/221/EEC as last amended by Directive 2006/20/EC. 2 As an alternative to the installation requirements of paragraph 1 for a rear protective device fitted to a vehicle, an <b>Installation Check</b>.</p>	<p><b>“Installation Check”</b> means a check to confirm that the rear protective device as a separate technical unit is of a type:</p> <p>(a) for which an approval or test report has been issued; or</p> <p>(b) which has been tested and witnessed by the approval authority; or</p> <p>(c) for which calculations have been submitted to the satisfaction of the approval authority; and a visual inspection that the device has been correctly installed in accordance with the technical requirements in paragraph 1 of column 1.</p>	<p>The requirement in column 1 for a rear protective device does not apply to O<sub>1</sub> or O<sub>2</sub> category vehicles.</p>
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**4 Rear Registration Plate Space**

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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.		
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**5 Steering Effort**

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The technical provisions of paragraph 4 and 5 of Annex I to Directive 70/311/EEC as last amended by Directive 1999/7/EC; or In the case of a <b>Manual or Power Assisted System</b> , 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.	<b>“Manual or Power Assisted System”</b> means: a system that will operate in the event of failure of any power supply or assistance.	
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**6 Door latches and Hinges**

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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.		
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**7 Audible Warning**

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Component:  Directive 70/388/EEC as last amended by Directive 87/354/EC. Vehicle:  The technical provisions of:  Paragraph 2 of Annex I to Directive 70/388/EEC as last amended by Directive 87/354/EC; or Or: <b>An Installation Check.</b>	An <b>“Installation Check”</b> means a check for the presence and operation of the device.	1 Does not apply to M <sub>2</sub> , M <sub>3</sub> or O category vehicles.  2 In the case of an armoured vehicle:  (a) exemption from one or more of the provisions in column 1 is permissible where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply; and (b) additional panic alarm devices are permitted.
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**8 Indirect Vision**

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<p>Component:</p> <p>Directive 2003/97/EC</p> <p>Vehicle:</p> <p>1 The technical provisions of Directive 2003/97/EC Annex III.</p> <p>2 N<sub>2</sub> and N<sub>3</sub> vehicles manufactured after 1 April 2016: the technical provisions of paragraph 15 of UNECE Regulation 46.04.</p> <p>Or:</p> <p><b>An Installation Check.</b></p>	<p><b>“Installation Check”</b> 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 vibration and that the field of view requirements are met.</p>	<p>1 Does not apply to O category vehicles.</p> <p>2 Field of view requirements do not apply to optional mirrors.</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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**9 Braking**

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<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 O<sub>2</sub> trailers and O<sub>1</sub> trailers fitted with an inertia type braking system may, as an alternative, comply with the following requirements:</p>	<p>A <b>“Park Brake Test”</b> means a test for O<sub>2</sub> and (if fitted) O<sub>1</sub> category 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 O<sub>1</sub> category 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>
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<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, 3.2, 3.4 excluding drag force check;</p> <p>(e) a visual assessment to Annex VIII, paragraphs 4.1, and of the first sentence of paragraph 4.2;</p> <p><b>(f) a Park Brake Test.</b></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 axles derogations are permitted provided that:</p> <p>(a) they are justified by the particular construction; and</p> <p>(b) all the braking performances relating to parking, service and secondary braking are fulfilled.</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>
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#### 10 Electro-magnetic Compatibility

<p>Component:</p> <p>Directive 72/245/EEC as last amended by Directive 2006/28/EC.</p> <p>Vehicle:</p> <p>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</p> <p><b>An Installation Check.</b></p>	<p><b>“Installation Check”</b> 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.</p>	
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#### 13 Anti-Theft and Immobiliser

<p>1 The technical provisions of Directive 74/61/EEC as last amended by Directive 95/56/EC.</p> <p>2 Optional panic alarm not forming part of an alarm system under paragraph 1 must comply with the following:</p>	<p>Immobilisers must be approved as part of the base vehicles or as a Separate Technical Unit.</p> <p>Alarms, except those under column 1 paragraph 2, must be approved as part of the base vehicle or as a separate</p>	<p>1 Does not apply to O category vehicles.</p> <p>2 The provisions of column 1 apply only to the extent that a device to prevent unauthorised use, immobiliser, alarm system</p>
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<p>(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.</p> <p>(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.</p> <p>(c) unsetting the panic alarm must immediately cut the alarm signal.</p>	<p>technical unit.</p> <p>An <b>“Installation Check”</b> means:</p> <p>An inspection of installed components as the approving authority deem necessary and in the case of an Immobiliser or Alarm system a completed installation certificate except that a panic alarm fitted in accordance with column 1, paragraph 2, a test report is required.</p>	<p>or panic alarm is fitted.</p> <p>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 <b>Installation Check</b> will be conducted.</p> <p>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.</p>
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**15 Seat Strength**

<p>The technical provisions of Directive 74/408/EEC as last amended by Directive 2005/39/EC.</p>		<p>1 Does not apply to O category vehicles.</p> <p>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.</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 The provisions of paragraph 2 of article 1 to Directive 2005/39/EC do not apply.</p> <p>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.</p>
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**17 Speedometer and Reverse Gear**

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The technical provisions of Directive 75/443/EEC as last amended by Directive 97/39/EC, Annex I and II, paragraphs 4.1 and 4.2.		1 Does not apply to O category vehicles.  2 This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver.
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**18 Plates (statutory)**

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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.		
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**19 Seat Belt Anchorages**

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The technical provisions of Directive 76/115/EEC as last amended by Directive 2005/41/EC.		1 Does not apply to O category vehicles.  2 Does not apply to M <sub>2</sub> (Class A, I or II) or M <sub>3</sub> (Class A, I or II) category vehicles except where seat belt anchorages are fitted. 3 In the case of a motor caravan, ambulance, hearse, mobile crane, or other special purpose vehicle, the requirements in column 1 do not apply to seats intended for use solely while the vehicle is stationary and any such seats must be clearly identified to users by means of a pictogram or a sign with appropriate text. 4 In the case of a motor caravan, ambulance, or hearse, at least anchorages for lap belts are required for all rear seating positions. 5 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. 6 In the case of an armoured vehicle, exemption from one or more of the provisions in
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		<p>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>7 Paragraph 5 of Annex I to Directive 76/115/EEC does not apply to a vehicle provided that the anchorages are designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of that paragraph.</p>
<b>20 Installation of Lighting and Light Signalling Devices</b>		
<p>The technical provisions of UNECE Regulation 48.03; and</p> <p>Dipped beam headlamps must be suitable for left hand rule of the road traffic.</p>		<p>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.</p> <p>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.</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 to the cab.</p> <p>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</p>

		<p>devices permitted by UNECE Regulation 48.03, as follows:</p> <p>(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:</p> <p>(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</p> <p>(ii) a special purpose vehicle designed for use with equipment that may obstruct the mandatory devices and fitted at a height not exceeding 1800mm;</p> <p>(b) any number of:</p> <p>(i) front position lamps;</p> <p>(ii) rear position lamps;</p> <p>(iii) stop lamps of category S1 or S2;</p> <p>(iv) end outline marker lamps;</p> <p>(v) rear retro-reflectors; or</p> <p>(vi) front retro-reflectors, for which the requirements for position and geometric visibility do not apply; and</p> <p>(c) two rear direction indicator lamps.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<b>21 Retro Reflectors, Rear Marker Plates and Conspicuity Markings</b>		
1 For retro reflectors:		The fitting of conspicuity markings is optional for M <sub>2</sub> , M <sub>3</sub> , O <sub>1</sub> or O <sub>2</sub> category vehicles.

UNECE Regulation 3 or UNECE Regulation 150. 2 For conspicuity markings: UNECE Regulation 104.		
<b>22 End-outline, Front-Position (side), Rear-Position (side), Stop, Side Marker, Daytime Running Lamps</b>		
UNECE Regulation 7 or UNECE Regulation 148.		
<b>23 Direction Indicators</b>		
UNECE Regulation 6 or UNECE Regulation 148.		
<b>24 Rear registration Plate Lamps</b>		
UNECE Regulation 4 or UNECE Regulation 148.		
<b>25 Headlamps (including bulbs)</b>		
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 O category vehicles.
<b>25A Cornering Lamps (where fitted)</b>		
UNECE Regulation 119 or UNECE Regulation 149.		Does not apply to O category vehicles.
<b>26 Front Fog Lamps (where fitted)</b>		
UNECE Regulation 19 or UNECE Regulation 149.		Does not apply to O category vehicles.
<b>27 Towing Hooks</b>		
The technical provisions of Annex II to Directive 77/389/EEC as last amended by Directive 96/64/EC; or  An <b>Installation Check</b> .	<b>“Installation Check”</b> means a check to confirm the presence and that towing hooks are securely attached to major structural aspects of the vehicle.	1 Does not apply to O category vehicles.  2 In the case of an armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply. 3 In the case of a motor caravan, ambulance, or hearse, the requirements apply only to the front of the vehicle.
<b>28 Rear fog Lamps</b>		
UNECE Regulation 38 or UNECE Regulation 148.		
<b>29 Reversing Lamps</b>		
UNECE Regulation 23 or		Does not apply to O <sub>1</sub> category



UNECE Regulation 148.		vehicles except where fitted.
<b>30 Parking Lamps (where fitted)</b>		
UNECE Regulation 7 or UNECE Regulation 148.		Does not apply to O category vehicles.
<b>31 Seat Belts</b>		
The technical provisions of Directive 77/541/EEC as last amended by Directive 2005/40/EC.		<p>1 Does not apply to O category vehicles.</p> <p>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.</p> <p>3 In the case of a motor caravan, ambulance, or hearse, at least lap belts are required for all rear seating positions.</p> <p>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.</p> <p>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.</p> <p>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 and intended for use solely by such person are exempt.</p> <p>(Note: Seat belt anchorages for such belts must satisfy the requirements of item 19.)</p> <p>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</p>

		<p>other optional seat belts fitted must also comply.</p> <p>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.</p>
<b>33 Identification of Controls, Tell-tales and Indicators</b>		
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 O category vehicles.
<b>34 Defrost/Demist</b>		
Vehicles shall be fitted with an <b>adequate</b> defrosting and demisting device.	<b>“Adequate”</b> means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	Does not apply to O category vehicles.
<b>35 Wash/Wipe</b>		
Vehicles shall be fitted with <b>adequate</b> washing and wiping devices.	<b>“Adequate”</b> means: sufficiently effective to ensure adequate visibility through the windscreen under all conditions.	Does not apply to O category vehicles.
<b>36 Heating Systems (if fitted)</b>		
<p>1 The technical provisions of: Directive 2001/56/EC as last amended by Directive 2006/119/EC, section 3 of Annex II, and Annexes III, VII and VIII.</p> <p>2 Combustion heaters: The provision of paragraph 1 may be met by an approval or test report for the device and an <b>Installation Check</b>.</p>	<b>“Installation Check”</b> means an inspection to confirm compliance with the installation requirements of column 1.	
<b>41 Heavy Duty Emissions</b>		
<p>1 Directive 88/77/EEC as last amended by Directive 91/542/EEC Row B limit values.</p> <p>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.</p> <p>3 Vehicles manufactured on or after 1st October 2006; Directive 88/77/EEC as last</p>		<p>1 Does not apply to O category vehicles.</p> <p>2 N2 vehicles with reference mass not exceeding 2610kg manufactured after 1st January 2012 must comply with Regulation (EC) No 715/2007.</p> <p>3 Does not apply to vehicles approved under item 2.</p> <p>4 Modification of exhaust system length after the last silencer is permissible without any further test.</p>

<p>amended by Directive 1999/96/EC Row B1 limit values.</p> <p>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.</p> <p>5 Complete or completed vehicles manufactured on or after 1st September 2018: Regulation (EC) No 595/2009 Annex I limit values.</p>		<p>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.</p> <p>6 In the case of—</p> <p>(a) mobile cranes which have an engine meeting the technical requirements of Regulation (EU) No 2016/1628; or</p> <p>(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.</p>
<b>42 Lateral Protection (Side Guards)</b>		
<p>The technical provisions of: paragraphs 1 to 4 of Directive 89/297/EEC.</p>		<p>1 Does not apply to M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> category vehicles.</p> <p>2 Tests are not required where the device is designed to meet the strength characteristics specified in column 1.</p>
<b>43 Spray Suppression Systems</b>		
<p>Component:</p> <p>Directive 91/226/EEC</p> <p>Vehicle:</p> <p>The technical provisions of: Directive 91/226/EEC; Or <b>An Installation Check</b></p>	<p><b>“Installation Check”</b> means a check to confirm that approved devices are fitted and installed in accordance with the directive.</p>	<p>1 Does not apply to M<sub>2</sub>, M<sub>3</sub>, O<sub>1</sub> or O<sub>2</sub> category vehicles or to N<sub>2</sub> category vehicles with a maximum mass not exceeding 7.5 tonnes.</p> <p>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.</p>
<b>45 Safety Glass</b>		
<p>Component:</p> <p>UNECE Regulation 43.00.</p>		<p>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.</p> <p>2 In the case of a motor caravan, ambulance, or hearse,</p>

<p>Vehicle:</p> <p>The technical provisions of: UNECE Regulation 43.00, Annex 21.</p>		<p>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, 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.</p> <p>4 This item does not apply to armoured vehicles.</p>
<p><b>46 Tyres</b></p>		
<p>Component:</p> <p>Directive 92/23/EEC as last amended by Directive 2005/11/EC.</p> <p>Vehicle:</p> <p>The technical provisions of: Directive 92/23/EEC as last amended by Directive 2005/11/EC; or <b>An Installation Check</b></p>	<p><b>“Installation Check”</b> means a check to ensure that all tyres (except those that are not accessible) are marked in accordance with the directive including the appropriate speed and load ratings for their</p>	<p>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.</p> <p>2 In the case of an armoured vehicle, or mobile crane, save as required by paragraph 3, exemption from one or more of the provisions in column 1 is permitted where it can be demonstrated to the satisfaction of the approval authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>3 In the case of a mobile crane the provision in paragraph 2 above applies on condition that the requirements in ISO 10571 – 1995 (E) or ETRTO Standards Manual 1998 are fulfilled.</p>
<p><b>47 Speed Limiters</b></p>		
<p>Component:</p>	<p><b>“Installation Check”</b> 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</p>	<p>Does not apply to O category vehicles.</p>

<p>Directive 92/24/EC as last amended by Directive 2004/11/EC.  Vehicle:  The technical provisions of: sections 1, 2 and 7 of Annex I to Directive 92/24/EC as last amended by Directive 2004/11/EC; Or  <b>An Installation Check.</b></p>	<p>compartment.</p>	
<p><b>48 Masses and Dimensions</b></p>		
<p>The technical provisions of Directive 97/27/EC as last amended by Directive 2003/19/EC, section 7 of Annex I.</p>		<p>1 Directive 97/27/EC, Annex I, paragraphs 7.3.3, 7.5, 7.9, 7.10 and 7.11 do not apply. In the case of a vehicle of category M<sub>2</sub> or M<sub>3</sub> paragraph 7.3.3 is substituted by “maximum height 4.57m”.</p> <p>2 Trailers for abnormal indivisible loads of exceptional length are exempt from Annex I, paragraph 7.3.1.</p> <p>3 In the case of a semi-trailer which is designed to carry at least two other wheeled vehicles, for the distance mentioned in Annex I, paragraphs 7.3.1.4.1 substituted 12.5m and for that in paragraph 7.3.1.4.2 substituted 4.19m.</p> <p>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.</p> <p>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.</p> <p>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</p>

		<p>provisions in column 1 which they are unable to comply with due to their special purpose.</p> <p>7 For the purpose of Directive 97/27/EC, Annex I, paragraph 2.4.1, the items specified also include:</p> <p>(i) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between the trailer and a motor vehicle constructed for that purpose and to which the trailer is designed to be attached such that vehicles carried on it may be moved from the trailer to the motor vehicle or more the motor vehicle to the trailer;</p> <p>(ii) any part of a trailer designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<b>49 External Projection of Cabs</b>		
<p>The technical provisions of sections 3 &amp; 4 of Annex I to Directive 92/114/EEC.</p>		<p>1 Does not apply to M<sub>2</sub>, M<sub>3</sub> or O category vehicles.</p>

		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.
<b>50 Couplings (if fitted)</b>		
Component:  Directive 94/20/EC  Vehicle: The technical provisions of Annex VII to Directive 94/20/EC; Or An <b>Installation Check</b> .	<b>“Installation Check”</b> means: confirmation that the components meet the technical requirements of column 1 and are appropriately “e” /“E” marked and securely installed in accordance with supporting information provided by the vehicle manufacturer.	1 For the purpose of Directive 94/20/EC, Annex VII, paragraph 1.1, vehicles fitted with Class A couplings shall be assumed to tow a mass of 3,500kg.  2 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.
<b>51 Flammability</b>		
The technical provisions of: Directive 95/28/EC, section 7 of Annex I; Or  An <b>Installation Check</b> .	<b>“Installation Check”</b> means a manufacturer’s declaration of compliance with supporting documentary evidence and inspection compliance checks as may be necessary.	1 Does not apply to M <sub>2</sub> , N <sub>2</sub> , N <sub>3</sub> or O category vehicles.  2 Column 1 does not apply to M <sub>3</sub> category vehicles except vehicles of Class III as defined in Directive 2001/85/EC. 3 In the case of a motor caravan, ambulance, or hearse, the requirements according to the category of the base or incomplete vehicle based on maximum mass shall apply to the cab.
<b>52 Buses and Coaches</b>		
1 All vehicles: The technical provisions of UNECE Regulation 107.02 excluding Annex 8. 2 Vehicles of Class I: The technical provisions of UNECE Regulation 107.02,	<b>“Vehicle of Class IIIS”</b> means a vehicle of Class III specially designed for the carriage of school children; <b>“Table 5”</b> means the table at the end of this Part.	1 Does not apply to N <sub>2</sub> , N <sub>3</sub> or O category vehicles.  2 Does not apply to vehicles for the secure transport of persons.

Annex 8.

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 1078.02;

(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.

10 Vehicles of Class A & B:

The frontal barrier collision test in 7.6.7.2 of Annex 3 to UNECE Regulation 107.02 does not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.

11 A door other than a service door, may be fitted to the offside of a vehicle.

12 UNECE Regulation 107.02, Annex 3, paragraph 7.6.7.6. In the case of:

(i) manually operated sliding door fitted with a slam lock of the two stage type, the activation of the device may be by movement of the door itself;

(ii) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle, the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.

13 Vehicles of Class I, II or III may, as an alternative to the table in UNECE Regulation 107.02, Annex 3, paragraph 7.6.1.1, meet the requirements of **Table 5**.

14 Vehicles of Class B fitted with more than one wheelchair space: In the case of 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.
<b>57 Front Underrun Protection</b>		
<p>1 The technical provisions of: section 3 of Annex II to Directive 2000/40/EC.</p> <p>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 <b>An Installation Check.</b></p>	<p><b>“Installation Check”</b> means a check to confirm that the device is approved or of the type tested and has been correctly installed.</p>	Does not apply to M <sub>2</sub> , M <sub>3</sub> or O category vehicles.
<b>65 AEBS</b>		
<p>The technical provisions of Regulation (EU) No 347/2012 or UNECE Regulation 131.</p>		<p>1 A Completed vehicle where the Complete or Incomplete vehicle it is based upon was manufactured before 1st September 2018.</p> <p>2 A Complete vehicle which was manufactured before 1st September 2018.</p> <p>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.</p> <p>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.</p> <p>5 The exemptions listed in article 1 of Regulation EU No 347/2012.</p> <p>6 Completed vehicles based on a Complete or Incomplete vehicle of category N1 or M1.</p> <p>7 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous</p>

		calendar year.
<b>66 LDWS</b>		
The technical provisions of Regulation (EU) No 351/2012 or UNECE Regulation 130.		<p>1 A Completed vehicle where the Complete or Incomplete vehicle it is based upon was manufactured before 1st September 2018.</p> <p>2 A Complete vehicle which was manufactured before 1st September 2018.</p> <p>3 The exemptions listed in article 1 of EU Regulation No 351/2012.</p> <p>4 Completed vehicles based on a Complete or Incomplete vehicle of category N1 or M1.</p> <p>5 Vehicles built by a manufacturer which made fewer than 1,000 chassis and unitized bodies in the previous calendar year.</p>
<b>69 Electrical Safety</b>		
Vehicle: The technical provisions of UNECE Regulation 100.01.		

**Table 5**

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).

<i>Number of passengers</i>	<i>Number of Service Doors</i>		
	<i>Class I and A</i>	<i>Class II</i>	<i>Class III and B</i>
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	2 <sup>(*)</sup>	2	1
> 100	4	3	1

(\*) Indicates that the requirement differs from that of UNECE Regulation 107.02.

## SCHEDULE 3

Regulation 20

### Forms of Certificate: National Small Series Type Approval and Individual Approval

#### PART 1

#### National Small Series Type Approval Certificate

UNITED KINGDOM NATIONAL SMALL SERIES TYPE-APPROVAL CERTIFICATE

**Side 1**

Communication concerning UK-type approval / extension of UK type-approval / refusal of UK type-approval / withdrawal of UK type approval<sup>(1)</sup> of a type of complete vehicle / completed vehicle / incomplete vehicle / vehicle with complete and incomplete variants / vehicle with completed and incomplete variants<sup>(1)</sup> with regard to the Road Vehicles (Approval) Regulations 2020 (S.I. 2020/\*\*\*)

United Kingdom National Small Series Type-approval number:

Reason for extension:

**SECTION 1**

- 0.1 Make (trade name of manufacturer):
- 0.2 Type:
  - 0.2.1 Commercial name(s)<sup>(2)</sup>:
- 0.3 Means of identification of type, if marked on the vehicle:
  - 0.3.1 Location of that marking:
- 0.4 Category of vehicle<sup>(3)</sup>:
- 0.5 Name and address of manufacturer of the complete vehicle<sup>(1)</sup>:
  - Name and address of manufacturer of the base vehicle<sup>(1) (4)</sup>:
  - Name and address of manufacturer of the latest built stage of the incomplete vehicle<sup>(1) (4)</sup>:
  - Name and address of manufacturer of the completed vehicle<sup>(1) (4)</sup>:
- 0.8 Name(s) and address(es) of assembly plant(s):
- 0.9 Name and address of the manufacturer's representative (if any):

**SECTION 2**

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the vehicle(s) described above ((a) sample(s) having been selected by the United Kingdom type-approval authority and submitted by the manufacturer as prototype(s) of the vehicle type) and that the attached test results are applicable to the vehicle type.

- 1 For complete and completed vehicles / variants<sup>(1)</sup>:
  - The vehicle type meets / does not meet<sup>(1)</sup> the requirements prescribed in Schedule 1 of the Road Vehicles (Approval) Regulations 2020.
- 2 For incomplete vehicles / variants<sup>(1)</sup>:

The vehicle type meets / does not meet<sup>(1)</sup> the technical requirements of the regulatory acts listed in the table on side 2.

- 3 The approval is granted/ refused/ withdrawn<sup>(1)</sup> and is limited to no more than 250 / 500<sup>(1)</sup> vehicles conforming to this type manufactured in any calendar year.
- 4 The approval is granted in accordance with article 39 of the Type Approval Regulation (Regulation (EU) 2018/858) and the validity of the approval is thus limited to dd/mm/yyyy<sup>(1)</sup>.

Place: BRISTOL

Signature:

Position:

Date:

Attachments: Information package.

Test results (see [implementing acts adopted under article 28(3) of the Type Approval Regulation (Regulation (EU) 2018/858)])

Name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign certificates of conformity and a statement of their position in the company.

This United Kingdom National Small Series type-approval is, where incomplete and completed vehicles or variants are concerned, based on the approval(s) for incomplete vehicles listed below:

- Stage 1      Manufacturer of the base vehicle:  
EU/UKNSSTA type-approval number:  
Dated:  
Applicable to variants:
- Stage 2:      Manufacturer:  
EU/UKNSSTA type-approval number:  
Dated:  
Applicable to variants:
- Stage 3:      Manufacturer:  
EU/UKNSSTA type-approval  
Dated:  
Applicable to variant(s):

In the case where the approval includes one or more incomplete variants, list those variants which are complete or completed.

Complete/ completed variant(s):

List of requirements applicable to the approved incomplete vehicle type or variant (as appropriate, taking into account of the scope and latest amendment to each of the regulatory acts listed below).

## Side 2

Item	Subject	Regulatory act reference	Last amended	Applicable to variants

(List only subjects for which an EU type-approval exists)

In the case of special purpose vehicles, exemptions granted or special provisions applied pursuant to Part III of Annex IV of the Type Approval Regulation (Regulation (EU) 2018/858):

Regulatory act reference	Item Number	Kind of approval and nature of exemption	Applicable to variants

Notes:

- (1) Delete where not applicable.
- (2) If not available at the time of granting the type-approval, this item shall be completed at the latest when the vehicle is introduced on the market.
- (3) As defined in the Type Approval Regulation (Regulation (EU) 2018/858).
- (4) See side 2.

## PART 2

### Individual Approval Certificate

#### UNITED KINGDOM INDIVIDUAL APPROVAL CERTIFICATE (IAC)

Vehicle Identification Number (VIN):

### Section 1

Make (Trade name of manufacturer):

Commercial name (Model):

Type

Variant:

Version

Category

Engine Number

Verified: Y/ N

EU type-approval number:

Year of manufacture:

Date of original registration

The vehicle can be permanently registered in Member States having left hand traffic and metric only, or metric and imperial, units for the speedometer.

Technical Service responsible for carrying out IVA:

Approval authority responsible for issuing IAC:

Place:

Date of issue:

Signature:

Position:

Class code:

IVA Classification (Please tick one as appropriate):

Basic

Normal

Harmonised

## Section 2

3 Wheelbase (mm):

5 Axle track (mm)

Axle 1:

Axle 2:

Axle 3:

Axle 4:

12.1 Mass of the vehicle with bodywork in running order (in service mass) (kg):

Technically permissible maximum laden mass (design weight/ kg):

Maximum GVW in UK (kg):

14.3 Technically permissible mass on each axle (kg)

Axle 1:

Axle 2:

Axle 3:

Axle 4:

14.5 Technically permissible maximum mass of the combination (kg)

Maximum towable mass, or maximum UK GTW (tractor units only) (kg)

- 24 Engine Capacity (cm<sup>3</sup>):
- 25 Fuel:
- 26 Maximum net power (kW at min<sup>-1</sup>):
- 37 Body/ Vehicle type (DVLA code):
- 38 Colour of vehicle:
- 42.2 Number of seating positions (including driver):
- 42.3 Number of standing places:
- 46 Euro status
- 46.2 CO<sub>2</sub> emissions—
  - Combined CO<sub>2</sub> emissions (g/ km):
  - CO<sub>2</sub> validation (HC):

## SCHEDULE 4

Regulations 23 and 26

### Alternative Requirements for the Purposes of Regulations 23 and 26

**1.**—(1) For the purposes of regulations 23 and 26, the alternative conditions apply if either of the cases specified in paragraph 2 applies.

(2) The alternative conditions are that—

(a) where—

- (i) (in the case of a large trailer) the application for consent, or
- (ii) (in the case of a small trailer) the supply,

is in consequence of the importation of the trailer from a place outside the United Kingdom, any value added tax or customs duty charged on or arising from its removal into the United Kingdom has been or will be paid or remitted, and

(b) there is otherwise no lawful reason (whether or not arising from a breach of these Regulations) for refusing to give consent.

**2.** The cases are as follows—

Case 1—

- (a) the trailer is manufactured in one stage, and
- (b) its manufacture is completed not later than 29th July 2012;

Case 2—

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

**3.** The alternative information for the purposes of regulation 26 is—

- (a) the name and address and (if any) the company registration number of the manufacturer,



- (b) the manufacturer's designation (make and model) of the trailer,
- (c) the month and year when manufacture of the vehicle was completed,
- (d) the vehicle identification (VIN) number,
- (e) the date of supply, and
- (f) the name and address of the purchaser.

## SCHEDULE 5

Regulation 29(1)

### Offences, penalties, enforcement and other matters

#### PART 1

#### Offences

##### **Offences and defences**

1.—(1) A person commits an offence if—

- (a) that person supplies a recordable trailer,
- (b) the trailer is supplied for use on a road, and
- (c) none of the conditions specified in sub-paragraph (2) is met.

(2) The specified conditions are that—

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

(3) A person commits an offence if that person—

- (a) supplies, for use on a road, a large trailer,
- (b) uses such a trailer on a road, or
- (c) causes or permits such a trailer to be used on a road,

at a time when there is no relevant consent in effect with respect to that trailer.

(4) A person commits an offence if that person contravenes paragraph (1) or (3) of regulation 25.

(5) A person commits an offence if that person—

- (a) contravenes any other prohibition in these Regulations, the Type Approval Regulation or relevant legislation; or
- (b) fails to comply with any requirement or obligation in these Regulations, the Type Approval Regulation or relevant legislation.

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

- (a) the trailer is an incomplete vehicle, is not carrying goods and is being towed to a place where a further stage of manufacture is to take place;
- (b) the trailer is to be exported and is being towed to a place from where it is to be taken out of the United Kingdom;
- (c) the trailer is being used solely for the purpose of—
  - (i) submitting it (by previous arrangement at a specified time) for a statutory inspection or test, or
  - (ii) bringing it away from any such inspection or test; or

- (d) the trailer is operated from a base in a country outside the United Kingdom and either—
  - (i) the trailer is registered in that country, or
  - (ii) it is shown that the trailer has its principal base there.

(7) It is a defence for a person charged with an offence under sub-paragraph (1) or (3)(a) to show that, at the time when the trailer was supplied, there was reasonable cause to believe that the trailer would not be used on a road otherwise than in circumstances specified in sub-paragraph (6)(a), (b), or (c).

(8) For the purposes of this paragraph, a trailer is a recordable trailer if it is a relevant vehicle other than—

- (a) a trailer falling within regulation 25(2)(a) or (b); or
- (b) a trailer to which the alternative conditions in Schedule 4 apply.

(9) In this paragraph—

“relevant consent” means consent given under regulation 24(3);

“relevant legislation” means the legislation listed in Schedule 6;

“relevant vehicle” has the meaning given in regulation 24(8);

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

- (a) the Type Approval Regulation,
- (b) these Regulations,
- (c) the Goods Vehicles (Plating and Testing) Regulations 1988, or
- (d) the Goods Vehicles (Testing) Regulations (Northern Ireland) 2003.

### **Offences by bodies corporate and partnerships**

2.—(1) If an offence under these Regulations committed by a body corporate is proved to have been committed with the consent or connivance of, or to be attributable to neglect on the part of, an officer of the body corporate, or a person purporting to act as an officer of the body corporate, that officer or person (as well as the body corporate) commits the offence and is liable to be proceeded against and punished accordingly.

(2) If the affairs of a body corporate are managed by its members, sub-paragraph (1) applies in relation to the acts and omissions of a member in connection with the member’s functions of management as it applies to an officer of the body corporate.

(3) If an offence under these Regulations is—

- (a) committed by a Scottish partnership; and
- (b) proved to have been committed with the consent or connivance of, or to be attributable to neglect on the part of, a partner of the partnership,

the partner (as well as the partnership) commits the offence and is liable to be proceeded against and punished accordingly.

(4) In this paragraph “officer” in relation to a body corporate means a director, secretary or other similar officer of the body corporate.

## **PART 2**

### **Penalties**

#### **Criminal penalties**

3.—(1) A person who commits an offence under these Regulations is punishable on summary conviction—

- (a) in England and Wales by a fine or (in the case of an individual) by imprisonment for a term not exceeding three months, or by both; or
  - (b) in Scotland or Northern Ireland by a fine not exceeding level 5 on the standard scale or (in the case of an individual) by imprisonment for a term not exceeding three months, or by both.
- (2) But an offence is not punishable under this paragraph if—
- (a) the enforcement authority has required a person to pay a penalty in respect of that offence under paragraph 4; and
  - (b) that penalty has been paid to the enforcement authority.

**Civil penalties**

4.—(1) The enforcement authority may require a person to pay a penalty if the enforcement authority is satisfied, on a balance of probabilities, that the person has committed an offence mentioned in paragraph 1.

- (2) But the enforcement authority may not require a person to pay a penalty if—
- (a) the person shows that there was a reasonable excuse for committing the offence; or
  - (b) criminal proceedings have been instituted against the person in respect of the same offence.
- (3) A penalty imposed under this paragraph may not exceed £50,000 per offence.
- (4) The penalty is payable to the enforcement authority on demand.

**Notification of penalty decision**

5.—(1) If the enforcement authority decides to require a person to pay a penalty under these Regulations, the enforcement authority must give the person a penalty notice.

- (2) A penalty notice must—
- (a) be in writing;
  - (b) state the enforcement authority’s reasons for deciding to require the person to pay a penalty;
  - (c) state the amount of the penalty;
  - (d) specify the date on which it is given;
  - (e) specify the date, at least 28 days after the date specified in the notice as the date on which it is given, before which the penalty must be paid;
  - (f) specify how a penalty must be paid;
  - (g) include an explanation of the steps that the person may take if the person objects to the penalty (including specifying the manner and form in which any notice of objection must be given to the enforcement authority); and
  - (h) include an explanation of the steps the enforcement authority may take to recover any unpaid penalty.

**Objection to penalty decision**

6.—(1) The recipient of a penalty notice (the “recipient”) may object to the penalty notice by giving a notice of objection to the enforcement authority.

- (2) A notice of objection must—
- (a) give the reasons for the objection;
  - (b) be given to the enforcement authority in the manner and form specified in the penalty notice; and

- (c) be given before the end of the period of 28 days beginning with the date specified in the penalty notice as the date on which it is given.
- (3) Where the enforcement authority receives a notice of objection, the enforcement authority must consider it and—
  - (a) cancel the penalty;
  - (b) reduce the penalty;
  - (c) increase the penalty; or
  - (d) determine not to alter the penalty.
- (4) After reaching a decision as to how to proceed under sub-paragraph (3), the enforcement authority must notify the recipient of the decision in writing.
- (5) A notification under sub-paragraph (4) must be given before the end of the period of 70 days beginning with the date specified in the penalty notice as the date on which it is given, or such longer period as the enforcement authority may agree with the recipient.
- (6) A notification under sub-paragraph (4), other than one notifying the recipient that the enforcement authority has decided to cancel the penalty, must—
  - (a) state the amount of the penalty following the enforcement authority’s consideration of the notice of objection;
  - (b) state the enforcement authority’s reasons for the decision under sub-paragraph (3);
  - (c) specify the date, at least 28 days after the date on which the notification is given, before which the penalty must be paid;
  - (d) specify how the penalty must be paid;
  - (e) include an explanation of the recipient’s rights of appeal; and
  - (f) include an explanation of the steps the enforcement authority may take to recover any unpaid penalty.
- (7) A notification under sub-paragraph (4) notifying the recipient that the enforcement authority has decided to cancel the penalty must state the enforcement authority’s reasons for the decision under sub-paragraph (3).

**Civil penalties: appeals**

- 7.—(1) A person (the “appellant”) may appeal to the court against a decision to require the person to pay a penalty under these Regulations.
- (2) An appeal may be brought only if the appellant has given a notice of objection and the enforcement authority has—
    - (a) reduced the penalty under paragraph 6(3)(b);
    - (b) increased the penalty under paragraph 6(3)(c); or
    - (c) determined not to alter the penalty under paragraph 6(3)(d).
  - (3) An appeal must be brought within the period of 28 days beginning with the date on which the person is notified of the enforcement authority’s decision on the notice of objection under paragraph 6(4).
  - (4) On appeal, the court may—
    - (a) allow the appeal and cancel the penalty;
    - (b) allow the appeal and reduce the penalty; or
    - (c) dismiss the appeal.
  - (5) An appeal—
    - (a) is to be a re-hearing of the enforcement authority’s decision to impose a penalty; and
    - (b) may be determined having regard to matters of which the enforcement authority was unaware.

- (6) Sub-paragraph (5)(a) has effect despite any provision of rules of court.
- (7) In this paragraph, a reference to “the court” is a reference—
- (a) in England and Wales, to the county court;
  - (b) in Scotland, to the sheriff; and
  - (c) in Northern Ireland, to a county court.
- (8) But—
- (a) the county court in England and Wales, or a county court in Northern Ireland, may transfer proceedings under this paragraph to the High Court; and
  - (b) the sheriff may transfer proceedings under this paragraph to the Court of Session.

## PART 3

### Enforcement and other matters

#### **Enforcement of penalty decision**

**8.**—(1) This paragraph applies where a sum is payable to the enforcement authority as a penalty under these Regulations.

(2) In England and Wales the penalty is recoverable as if it were payable under an order of the county court in England and Wales.

(3) In Scotland the penalty may be enforced in the same manner as an extract registered decree arbitral bearing a warrant for execution issued by the sheriff court of any sheriffdom in Scotland.

(4) In Northern Ireland the penalty is recoverable as if it were payable under an order of a county court in Northern Ireland.

(5) Where action is taken under this paragraph for the recovery of a sum payable as a penalty under these Regulations, the penalty is—

- (a) in relation to England and Wales, to be treated for the purposes of section 98 of the Courts Act 2003 (register of judgments and orders etc.)(a) as if it were a judgment entered in the county court;
- (b) in relation to Northern Ireland, to be treated for the purposes of article 116 of the Judgments Enforcement (Northern Ireland) Order 1981 (register of judgments)(b) as if it were a judgment in respect of which an application has been accepted under article 22 or 23(1) of that Order.

#### **Obstruction of officers and false statements**

**9.**—(1) A person must not—

- (a) intentionally obstruct an officer when acting in pursuance of any provision of these Regulations;
- (b) intentionally fail to comply with any requirement properly made by an officer under any provision of these Regulations; or
- (c) without reasonable cause, fail to give an officer any other assistance or information which the officer may reasonably require of that person for the purposes of the exercise of the officer’s functions under any provision of these Regulations.

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(a) 2003 c.39; section 98 has been amended by sections 48(1) and 106(2) of, and paragraph 55(1), (2), (3)(a) and (b) of Schedule 8 and paragraph 15 of Schedule 16 to, the Tribunals, Courts and Enforcement Act 2007 (c.15) and section 17(5) of, and paragraph 40(a) and (c) of Part 2 of Schedule 9 to, the Crime and Courts Act 2013 (c.22). Further amendments made by the Tribunals, Courts and Enforcement Act 2007 have yet to be brought into force.

(b) S.I. 1981/226 (N.I. 6).

(2) A person must not, in giving any information which is required of that person by virtue of sub-paragraph (1)(c)—

- (a) make any statement which the person knows is false in a material particular; or
- (b) recklessly make a statement which is false in a material particular.

### **Powers of search, etc.**

**10.**—(1) Officers may exercise any of the powers set out in sub-paragraph (2) at all reasonable hours provided—

- (a) the officers identify themselves and produce authority in writing from the enforcement authority for the exercise by the officers of powers conferred on the authority by these Regulations; and
- (b) state the purpose of the officers' actions and the grounds for undertaking them.

(2) The powers referred to in sub-paragraph (1) are as follows—

- (a) an officer may for the purpose of ascertaining whether an offence under these Regulations has been committed—
  - (i) inspect any relevant products; and
  - (ii) enter any premises other than premises used wholly or mainly as a dwelling;
- (b) if an officer has reasonable cause to suspect that an offence under these Regulations has been committed, the officer may, for the purpose of ascertaining whether it has been committed, require any person carrying on, or employed in connection with, a business to produce any records relating to the relevant products and the officer may take copies of those records or any part of them;
- (c) if an officer has reasonable cause to suspect that an offence under these Regulations has been committed, the officer may seize and detain any relevant products for the purpose of ascertaining whether the offence has been committed;
- (d) an officer may seize and detain any relevant products or records which the officer has reason to believe may be required as evidence in proceedings for an offence under these Regulations;
- (e) an officer may, for the purpose of exercising the officer's powers of seizure under this sub-paragraph, but only if and to the extent that it is reasonably necessary in order to secure that the provisions of these Regulations are duly observed, require any person having authority to do so to open any container and, if that person does not comply with the requirement or if there is no person present having authority to open it, the officer may break open the container.

(3) For the purposes of sub-paragraph (2), the officer may require information stored electronically to be made available in printed form.

(4) An officer may, for the purpose of ascertaining whether an offence has been committed under these Regulations, make a purchase of relevant products.

(5) If a justice is satisfied by any written information on oath—

- (a) that there are reasonable grounds for believing either—
  - (i) that any relevant products or records, which an officer has power under this paragraph to inspect, copy, seize or require to be produced, is or are on any premises and that the inspection, copying, seizure or production of that item is likely to disclose evidence of the commission of an offence under these Regulations; or
  - (ii) that any offence under these Regulations has been, is being, or is about to be committed on any premises; and
- (b) either—
  - (i) that admission to the premises has been or is likely to be refused and that notice of intention to apply for a warrant under this sub-paragraph has been given to the occupier; or

- (ii) that an application for admission, or the giving of such a notice, would defeat the object of the entry or that the premises are unoccupied or that the occupier is temporarily absent and it might defeat the object of the entry to await the occupier's return,

the justice may by warrant under the justice's hand, which continues in force for a period of one month, authorise an officer to enter the premises, if need be by force.

(6) On entering any premises by authority of a warrant granted under sub-paragraph (5), an officer must, if the occupier is present, give to the occupier or, if the occupier is temporarily absent, leave in a prominent place on the premises, or an appropriate part of the premises, a notice in writing—

- (a) summarising an officer's powers of seizure and detention of any relevant products or records under this paragraph;
- (b) explaining that compensation may be payable for damage caused in entering premises and seizing and removing any relevant products or records and giving the address to which an application for compensation should be directed; and
- (c) indicating at which office of the enforcement authority and within which hours a copy of these Regulations is available to be consulted.

(7) An officer, when entering any premises by virtue of this paragraph, may be accompanied by such persons and take such equipment as appear to the officer to be necessary.

(8) An officer, when leaving any premises which the officer entered by virtue of a warrant, must, if the premises are unoccupied or the occupier is temporarily absent, leave them in as secure a state as that in which they were found.

(9) When exercising any power of seizure and detention under this paragraph, an officer must, as soon as practicable, give to the person against whom the power has been exercised, a written notice stating—

- (a) precisely what has been so seized and detained;
- (b) that an application for the release of a detained item may be made in accordance with paragraph 12 of this Schedule; and
- (c) the procedure for making such an application.

(10) A person who is not an officer of the enforcement authority must not purport to act as such under this paragraph.

(11) In sub-paragraph (5), the reference to "any written information on oath" is to be construed, in the application of this paragraph to—

- (a) Scotland, as a reference to any evidence on oath;
- (b) Northern Ireland, as a reference to any complaint on oath.

(12) In this paragraph, "justice" means—

- (a) in England and Wales, a justice of the peace;
- (b) in Scotland, a sheriff or summary sheriff; and
- (c) in Northern Ireland, a lay magistrate.

### **Powers of customs officers to detain goods**

**11.—**(1) An Officer of Revenue and Customs may, for the purpose of facilitating the exercise by the enforcement authority, or duly authorised officer of the authority, of any powers conferred on the authority or officer by these Regulations seize any imported relevant products or any records, and detain them for not more than two working days.

(2) Anything seized and detained under this paragraph must be dealt with during the period of its detention in such manner as the Commissioners for Her Majesty's Revenue and Customs may direct.

(3) An Officer of Revenue and Customs seizing any relevant products or records under this paragraph must inform the person from whom they are seized that such relevant products or records have been seized.

(4) In sub-paragraph (1) the reference to two working days is a reference to a period of forty-eight hours calculated from the time when the goods in question are seized, but disregarding so much of any period as falls on a Saturday or Sunday or on Christmas Day, Good Friday or a day which is a bank holiday under the Banking and Financial Dealings Act 1971<sup>(a)</sup> in the part of the United Kingdom where the goods are seized.

### **Applications for the release of detained items**

**12.**—(1) Any person having an interest in any relevant products or records detained for the time being under paragraph 10 may apply for an order requiring any item so detained to be released to the applicant or another person.

(2) An application under this paragraph may be made—

- (a) to any magistrates' court in which proceedings have been brought in England and Wales or Northern Ireland for an offence in respect of a contravention of any provision of these Regulations in connection with the detained item;
- (b) where no such proceedings have been so brought, by way of complaint to a magistrates' court; or
- (c) in Scotland, by summary application to the sheriff.

(3) A magistrates' court or the sheriff must not make an order under sub-paragraph (1) unless the court or sheriff is satisfied that—

- (a) proceedings have not been brought for an offence in respect of a contravention of any provision of these Regulations in connection with the detained item or, having been brought, have been concluded; and
- (b) where no such proceedings have been brought, more than six months have elapsed since the seizure was carried out.

(4) Any person aggrieved by an order made under this paragraph by a magistrates' court or sheriff, or by a decision of such a court or sheriff not to make such an order, may appeal against that order or decision—

- (a) in England and Wales, to the Crown Court;
- (b) in Scotland, to the Sheriff Appeal Court as though it were an appeal under section 110(1) of the Courts Reform (Scotland) Act 2014<sup>(b)</sup>; or
- (c) in Northern Ireland, to a county court.

(5) In England and Wales or in Northern Ireland, an order so made may contain such provision as appears to the court to be appropriate for delaying the coming into force of the order pending the making and determination of any appeal (including any application under section 111 of the Magistrates' Courts Act 1980<sup>(c)</sup> or article 146 of the Magistrates' Courts (Northern Ireland) Order 1981<sup>(d)</sup> (statement of case)).

### **Compensation for seizure and detention**

**13.**—(1) Where an officer exercises any power under paragraph 10 to seize and detain any relevant products or records, the enforcement authority is liable to pay compensation to any person having an interest in the item seized and detained in respect of any loss or damage caused by the exercise of the power if—

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(a) 1971 c.80.  
(b) 2014 asp 18.  
(c) 1980 c.43.  
(d) S.I. 1981/1675 (N.I. 26).



- (a) there has been no contravention of any provision of these Regulations; and
  - (b) the exercise of the power is not attributable to any neglect or default by that person.
- (2) Any disputed question as to the right to, or the amount of, any compensation payable under this paragraph must be determined by arbitration—
- (a) in England and Wales or Northern Ireland, in accordance with the Arbitration Act 1996(a); or
  - (b) in Scotland, in accordance with the Arbitration (Scotland) Act 2010(b).

#### **Recovery of the expenses of enforcement**

**14.**—(1) This paragraph applies where a court convicts a person of an offence in respect of a contravention of any provision of these Regulations in relation to any relevant products or records.

(2) The court may (in addition to any other order it may make as to costs and expenses) order the person convicted to reimburse the enforcement authority for any expenditure which has been or may be incurred by that authority in connection with any seizure or detention by or on behalf of the authority of the relevant products or records.

#### **Power of the Commissioners for Her Majesty's Revenue and Customs to disclose information**

**15.**—(1) If they think it appropriate to do so for the purpose of facilitating the exercise by any person to whom sub-paragraph (2) applies of any functions conferred on that person by any provisions of these Regulations, the Commissioners for Her Majesty's Revenue and Customs may authorise the disclosure to that person of any information obtained for the purposes of the exercise by the Commissioners of their functions in relation to imported goods.

(2) This sub-paragraph applies to the enforcement authority and to any officer authorised by the enforcement authority.

(3) A disclosure of information made to any person under sub-paragraph (1) must be made in such manner as may be directed by the Commissioners for Her Majesty's Revenue and Customs and may be made through such persons acting on behalf of that person as may be so directed.

(4) Information may be disclosed to a person under sub-paragraph (1) whether or not the disclosure of the information has been requested by or on behalf of that person.

#### **Savings for certain privileges**

**16.** Nothing in these Regulations is to be taken as requiring any person—

- (a) to produce any records if that person would be entitled to refuse to produce those records in any proceedings in any court on the grounds that they are the subject of legal professional privilege or, in Scotland, a claim of confidential communications, or as authorising any person to take possession of any records which are in the possession of a person who would be so entitled; or
- (b) to answer any question or give any information if to do so would incriminate that person or that person's spouse or civil partner.

#### **Savings for civil rights**

**17.** A contract for the supply of relevant products is not void or unenforceable by reason only of a contravention of any provision of these Regulations.

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(a) 1996 c.23.  
(b) 2010 asp 1.

## Other legislation subject to penalties

1. Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability(**a**).

2. Directive 2006/40/EC of the European Parliament and of the Council of 17 May 2006 relating to emissions from air conditioning systems in motor vehicles(**b**).

3. Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information(**c**).

4. Regulation (EC) No 78/2009 of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users(**d**).

5. Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on type-approval of hydrogen-powered motor vehicles(**e**).

6. Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information(**f**).

7. Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor(**g**).

8. Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems(**h**).

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(a) OJ No. L 310, 25.11.2005, p.10, as last amended by Commission Directive 2009/1/EC (OJ No. L 9, 14.1.2009, p.31).

(b) OJ No. L 161, 14.6.2006, p.12

(c) OJ No. L 171, 29.6.2007, p.1, as last amended by Commission Regulation (EU) No. 459/2012 (OJ No. L 142, 1.6.2012, p.16).

(d) OJ No. L 35, 4.2.2009, p.1, as last amended by Council Regulation (EU) No 517/2013 (OJ No. L 158, 10.6.2013, p.1).

(e) OJ No. L 35, 4.2.2009, p.32, as last amended by Regulation (EU) 2019/1243 (OJ No. L 198, 25.7.2019, p.241).

(f) OJ No. L 188, 18.7.2009, p.1, as last amended by Regulation (EU) 2019/1242 (OJ No. L 198, 25.7.2019, p.202).

(g) OJ No. L 200, 31.7.2009, p.1, as last amended by Commission Regulation (EU) 2019/543 (OJ No. L 95, 4.4.2019, p.1).

(h) OJ No. L 158, 27.5.2014, p.131, as last amended by Commission Delegated Regulation (EU) 2019/839 (OJ No. L 138, 24.5.2019, p.70).

## Consequential amendments and revocations

## PART 1

## Consequential amendments

**[Insert consequential amendments]**

## PART 2

## Revocations

**[Insert list of instruments to be revoked]**

**EXPLANATORY NOTE**

*(This note is not part of the Regulations)*

These Regulations make provision in connection with Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ No. L 151, 14.6.2018, p.1) “the Type Approval Regulation”. In particular, they:

- appoint the Secretary of State as the approval authority and the market surveillance authority for the purposes of the Type Approval Regulation (regulations 3 and 4)
- specify when the Secretary of State may treat any application as having been withdrawn by the manufacturer (regulation 5) or when it must be refused (regulation 6)
- require the holder of a type-approval to retain certain records (regulation 7)
- provide for a review procedure in respect of decision notices given under article 53 of the Type Approval Regulation (regulation 8)
- specify when an approval may be withdrawn (regulation 9) and the effect of such a withdrawal or a suspension (regulation 10)
- set out how any notice or other document is to be served by the approval authority, market surveillance authority or enforcement authority (regulation 11)
- authorise the approval authority to provide and maintain testing stations and apparatus to use for examination of products for the purposes of the Type Approval Regulation (regulation 12)
- provide that breach of the duty to provide certain technical information which causes a person to sustain loss or damage is actionable at the suit of that person, and a defence available to the manufacturer where they have exercised all due diligence (regulation 13)
- provide that the fitting of non-permitted defeat devices is an offence (regulation 14)
- provide for applications for, and the granting of, National Small Series Type Approval (regulations 15 and 16, and Schedule 1)
- provide for recognition of national type approvals of small series granted in EU Member States (regulation 17)
- provide for applications for individual approvals of vehicles (regulation 18 and Schedule 2) and appeals from decisions made (regulation 19)

- provide for the form of certificates to be used for national type approval of small series and individual approval (regulation 20 and Schedule 3)
- provide that the grant of a first vehicle licence or the registration of motor vehicles cannot happen unless a certificate of conformity or individual approval has been issued in respect of the vehicle (regulation 21)
- provide for consent to be obtained for the supply of large trailers (regulation 23 and Schedule 4) and for certain records to be kept in relation to large trailers and small trailers (regulations 24 and 25)
- provide for limits on end-of-series vehicles entering into service (regulation 27)
- derogate from the requirements of the Type Approval Regulation in respect of components or separate technical units which have been exempted from one or more provisions of the Type Approval Regulation, or which are not required to be type-approved by the Type Approval Regulation (regulation 28)
- provide for breach of the Regulations, the Type Approval Regulation or legislation listed in Schedule 6 to be an offence, and for offences to be punishable either by criminal or civil penalties (regulation 29 and parts 1 and 2 of Schedule 5)
- make provision for enforcement of the Regulations, including in connection with false statements and obstruction of officers, powers of search, detention of goods by customs officers and recovery of expenses of enforcement (part 3 of Schedule 5)
- make consequential amendments to various enactments, and revoke instruments replaced by the Type Approval Regulation (regulation 30(1) and Schedule 7)
- provide for the continuation under these Regulations or the Type Approval Regulation of anything done under, or by virtue of, any regulation revoked by these Regulations, if it could have been done under or for the purpose of the corresponding provision of these Regulations or the Type Approval Regulation (regulation 30(2)).

These Regulations also transpose the obligation in Article 113 of, and paragraph 3 of Annex XI, to Directive (EU) 2018/1972 of the European Parliament and of the Council of 11 December 2018 establishing the European Electronic Communications Code (OJ No. L 321, 17.12.2018, p.36) in relation to interoperability for car radio receivers (regulation 22).

The net costs imposed on business, the voluntary sector and the public sector by these Regulations have been assessed as being less than £5m in any year and therefore a full impact assessment has not been prepared, and a Review provision not included.