

SCHEDULE 3

Regulation 5(1)(a)

APPROVAL REQUIREMENTS FOR RELEVANT VEHICLES

Commencement Information

II Sch. 3 in force at 1.2.2001, see [reg. 1](#)

(References to paragraphs (unless otherwise provided) mean references to the numbered paragraph in column 3 of the item in which the reference appears, and the expressions in bold type are defined in column 4)

<i>1</i> <i>Item</i>	<i>2</i> <i>Subject matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
1	Doors, their latches and hinges	1. All doors, provided on the vehicle for the entry and exit of occupants, shall be designed as to allow easy and safe use. Doors shall have both intermediate and fully latched positions and their latches shall be designed to prevent the doors from opening accidentally. However, latching in an intermediate position is not required if a safety-bolt with an audible warning device is provided as specified in	For the purposes of this item, “longitudinal plane” means a vertical plane parallel to the longitudinal axis of a vehicle.	Paragraph 3 shall not apply to doors which do not give direct access to a seat designed for normal use while a vehicle is travelling on a road. This includes any door, for which the longitudinal plane passing through the extreme inboard projecting point of such a door is more than 300mm distant from the longitudinal plane passing through the nearest edge of such a seat.

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		paragraph 2(b) below.		
		<p>2. Where hinges are used, the hinges shall be fitted at the front edge of the door. However, they may be fitted at the top or rear edge if either—</p>		<p>The latching requirements in paragraphs 1 and 3 shall 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.</p>
		<p>(a) a device is fitted which automatically closes the door at least to the intermediate latched position if it is unlatched when the vehicle is moving in the forward direction;</p>		
		<p>(b) a safety-bolt</p>		

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is fitted to prevent such unlatching and an audible warning device is provided which activates an audible warning if the vehicle is driven without the bolt in place.

3. On hinged doors, the latch and striker assembly shall be capable of withstanding any load which is likely to be applied in the course of normal driving (i.e. excluding crash impacts) in both the intermediate and fully latched positions.

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		<p>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>		
2	Radio-interference suppression	<p>The vehicle shall comply with the design, construction and fitting requirements of paragraph 6.1 of Annex 1 to Directive 72/245/EEC as last amended by Directive 89/491/EEC, or of paragraph 6.1 of ECE Regulation 10.01.</p>		<p>This item shall only apply to vehicles propelled by a spark ignition engine.</p>
3	Protective Steering	<p>1. No part of the steering control surface directed towards the driver which can be contacted by a sphere of 165mm in diameter shall present any roughness or</p>	<p>For the purposes of this item— “driver’s air-bag” means a flexible bag fitted to a vehicle and designed to be filled</p>	<p>This item shall not apply to— (a) vehicles, the steering control of which has been specially constructed for the use of a person suffering</p>

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		<p>sharp edges with a radius of curvature of less than 2.5mm.</p> <p>2. The steering control shall 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 movements.</p>	<p>with gas under pressure in order to protect the driver in the event of a collision involving the front end of the vehicle. "steering control" has the same meaning as in Directive 74/297/EEC.</p>	<p>from some physical defect or disability;</p> <p>(b) vehicles manufactured before 1 October 1997 in which the centre of the <i>steering control</i> is in the forward quarter of the total length of the vehicle, including any bumpers and overriders;</p> <p>(c) goods vehicles having a maximum gross weight of not less than 1500kg and goods vehicles manufactured before 1 October 1997;</p> <p>(d) ambulances, motor caravans</p>
		<p>3. The steering control and column assembly as fitted to the vehicle or the steering control itself shall offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. This requirement shall be treated as met if either—</p>		

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		<p>(a) the vehicle complies with the requirements of paragraph 5.2 of Annex 1 of Directive 74/297/EEC; or</p> <p>(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.</p>		<p>and hearses (in each case) having a maximum gross weight of more than 2,500 kg if the vehicle has been derived from a goods vehicle either having a maximum gross weight of not less than 1,500 kg or manufactured before 1st October 1997; and</p> <p>(e) armoured vehicles.</p> <p>Paragraph 1 shall not apply to a vehicle if—</p> <p>(a) it is a Schedule 2 vehicle but not—</p> <p>(i) an amateur-</p>
		<p>4. The vehicle shall comply with the requirements of paragraph</p>		

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		5.1 of Annex 1 of Directive 74/297/EEC .		<p>built vehicle;</p> <p>(ii) a vehicle manufactured using parts of a registered vehicle; or</p> <p>(iii) a rebuilt vehicle;</p> <p>(b) it is fitted with a <i>driver's air bag</i>; and</p> <p>(c) the <i>driver's air bag</i> was fitted at the time the vehicle was manufactured.</p> <p>Paragraph 1 shall not apply to any switch fitted to the</p> <p>steering control of a vehicle if—</p> <p>(a) it is a Schedule 2 vehicle but not—</p> <p>(i) an amateur-</p>

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				built vehicle; (ii) a vehicle manufactured using parts of a registered vehicle; or (iii) a rebuilt vehicle; and (b) the switch is an integral part of the steering control as originally fitted to the vehicle by its manufacturer and it can be depressed into the steering control by finger pressure.
4	Exhaust emissions	1. The vehicle shall not emit any avoidable smoke or avoidable visible vapour.	For the purposes of this item— “effective date” means the date of	Paragraphs 2, 3 and 4 shall not apply to— (a) vehicles not propelled by a spark

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		<p>2. When the engine by which it is propelled is running without load at a normal idling speed, the carbon monoxide content of the exhaust emissions from the engine shall not exceed—</p> <p>(a) if the vehicle has an effective date before 1st August 1986, 4.5%; or</p> <p>(b) if the vehicle has an effective date on or after 1st August 1986 and not being a vehicle</p>	<p>manufacture of the vehicle, except that in the case of a vehicle which for the time being meets the requirements of paragraph 3, 5 or 6 of Schedule 2 to these Regulations, it shall mean the 1st January immediately preceding the date of manufacture of the engine by which it is propelled, if that date is earlier; “the emissions publication is the publication entitled “In-service Exhaust</p>	<p>ignition engine; (b) vehicles having an effective date before 1st August 1975; and (c) vehicles having an effective date before 1st August 1987 and propelled by a rotary piston engine.</p> <p>Paragraphs 2(a) and (b) and 3 shall not apply to vehicles propelled by a 2-stroke engine.</p> <p>Paragraphs 2(c) and 2(d) shall not apply to vehicles having an effective date before 1st January 1999 which are either—</p> <p>(i) fuelled solely</p>

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			to which sub-paragraph (d) below applies, 3.5%;	by either liquid petroleum gas or natural gas, or bi-fuelled vehicles when controlled to operate on either of those gases.
		(c) if the vehicle is of a description mentioned in the Annex to the emissions publication and is either—	to which sub-paragraph (d) below applies, 3.5%;	by either liquid petroleum gas or natural gas, or bi-fuelled vehicles when controlled to operate on either of those gases.
		(i) a passenger car having an effective date on or after 1st August 1992;	to which sub-paragraph (d) below applies, 3.5%;	by either liquid petroleum gas or natural gas, or bi-fuelled vehicles when controlled to operate on either of those gases.
		or	to which sub-paragraph (d) below applies, 3.5%;	by either liquid petroleum gas or natural gas, or bi-fuelled vehicles when controlled to operate on either of those gases.
		(ii) any other vehicle having four or	to which sub-paragraph (d) below applies, 3.5%;	by either liquid petroleum gas or natural gas, or bi-fuelled vehicles when controlled to operate on either of those gases.

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			<p>more wheels and an effective date on or after 1st August 1994, (b) the relevant percentage or</p> <p>(d) if the vehicle is not of a description mentioned in the Annex to the emissions publication and is either—</p> <p>(i) a passenger car having an effective date on or after 1st August 1995;</p>	<p>vehicle in columns 3(e) and (f) respectively of that Annex; or in any other case, a rotational speed of between 2,500 and 3,000 revolutions per minute;</p> <p>“the lambda value” means the ratio by mass of air to petrol vapour in the mixture entering the combustion chambers divided by 14.7; “a normal idling speed” means</p>

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			<p>(ii) any in the other case of a vehicle having of a four description or mentioned more in the wheels Annex and to the an emissions effectipublication, date a on rotational or speed after between 1st the August minimum 1997, and 0.5%; maximum of limits the shown total exhaust emissions from the engine by volume.</p>	
		<p>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 shall not exceed 0.12%</p>	<p>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</p>	

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		<p>if the vehicle either—</p> <p>(a) has not more than three wheels; or</p> <p>(b) is a vehicle to which paragraph 2(a) or (b) applies;</p> <p>4. If the vehicle is one to which paragraph 2(c) or (d) applies and the engine by which it is propelled is run without a load at a fast idling speed—</p> <p>(a) the carbon monoxide content of the exhaust emissions from the engine shall not exceed 0.3% of the</p>	<p>(b)</p> <p>(c)</p> <p>(d)</p> <p>“the relevant limits” means—</p> <p>(a)</p>	<p>of passengers and is not a goods vehicle;</p> <p>has no more than five seats in addition to the driver’s seat;</p> <p>has a weight not exceeding 2,500 kg maximum gross; and</p> <p>has four or more wheels;</p> <p>“the relevant limits” means—</p> <p>(a) in the case of a vehicle of a description</p>

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		total exhaust emissions from the engine by volume; (b) the hydrocarbon content of the exhaust emissions from the engine shall not exceed 0.02% of the total exhaust emissions from the engine by volume; and (c) the lambda value shall be between the relevant limits.	(b) “the relevant percentage” means in the case of a vehicle of a description mentioned in the Annex	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 in any other case, 0.97 and 1.03;

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			<p>to the emissions publication, the percentage shown against that description of vehicle in column 2(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 shall be deemed to be a four- stroke engine.</p>	

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5	Smoke Emissions	<p>If the vehicle has an effective date on or after 1 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 shall not exceed—</p> <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>For the purposes of this item—</p> <p>“co-efficient of absorption” shall be construed in accordance with paragraph 3.5 of Annex VII to Directive 72/306; “effective date” has the same meaning as in item 4; and “free acceleration” has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC.</p>	<p>This item shall only apply to vehicles propelled by a compression ignition engine.</p>
6	Lamps, reflectors and devices	<p>The construction and equipment of the vehicle shall be such</p>	<p>For the purpose of this item, the Lighting Regulations</p>	<p>This item, in so far as it requires any lamp (not being</p>

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		that its use on a road between sunset and sunrise would not constitute a contravention or a failure to comply with—	shall have effect as if for every reference to the date on which a vehicle is first used there were substituted a reference to the date of manufacture of the vehicle.	a filament lamp), reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply to a vehicle if—
		(a) regulations 12, 13, 14, 15, 16, 17, 19 or 20 of the Lighting Regulations;	For the purposes of this item— “approval mark”	(a) in the case of a lamp or device, it meets the requirements as to intensity;
		(b) regulation 18 of those Regulations except in so far as it requires a vehicle—	has the same meaning as in Schedule 7 of the Lighting Regulations; “coefficient of luminous intensity”	(b) in the case of a reflector, it meets the standards as to coefficient of luminous intensity ,
		(i) to comply with paragraph 12(c) of Part 1 of Schedule 43.01; to those Regulations; and	has the same meaning as in ECE Regulation 43.01; “special purpose” means,	of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.
		(ii) to be fitted with a	relation to a vehicle, the special	

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			<p>dim-dip device or running lamp.</p> <p>function, body arrangement or equipment by virtue of which the vehicle is a special purpose vehicle for the purposes of Annex IIA of the 1970 Directive; “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</p>	<p>This item, in so far as it requires compliance with regulation 14 of the Lighting Regulations (filament lamps), shall not apply to a lamp, if by virtue of the preceding paragraphs, it could comply with this item without bearing any standard mark.</p> <p>This item, in so far as it requires the headlamps (including a filament lamp fitted to a vehicle to bear a particular standard mark (or one of two or more standard marks), shall not apply to headlamps that emit sufficient light to illuminate the road in front of the vehicle on both main and dipped beam.</p>

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			relates shall be construed accordingly	In the case of a rear direction indicator which is one of a number of lamps having a common housing and fitted to a left-hand drive vehicle, paragraph 2(b) (i) in Part 1 of Schedule 7 of the Lighting Regulations shall apply as if for “400 mm” there were substituted “480 mm”.
				In the case of an ambulance, motor caravan, hearse or armoured vehicle, exemptions shall be permitted in so far as the special purpose of the vehicle makes it impossible fully to comply, provided that all obligatory lamps, reflectors and devices are installed and the angles of

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7	Rear-view mirrors	<p>1. The vehicle shall be fitted with at least one offside exterior mirror which meets—</p> <p>(a) if the vehicle is right hand drive or has a central driving position, the adjustment, rear view, and vibration requirements,</p> <p>(b) if the vehicle is left hand drive, the rear view, and vibration requirements,</p> <p>2 It shall also be fitted with at least</p>	<p>For the purposes of this item—</p> <p>“extreme outer edge” has the meaning given by regulation 3(2) of the Lighting Regulations “floor marking A”, “floor marking B” and “floor marking C” mean the lines shown as such in the Appendices 1 and 2 to this Schedule; “longitudinal plane a”, “longitudinal plane b” and</p>	<p>visibility are not affected.</p> <p>This item shall not apply to vehicles having not more than three wheels, if they comply with the requirements of regulation 3(2) of the motor-tricycles in Annex III of Directive 97/24/EC.</p> <p>The requirements of paragraph 2 shall not apply to motor caravans, ambulances, hearses or armoured vehicles (in each case) having a maximum gross weight exceeding 2,500 kg if the vehicle has been derived from a vehicle of category M(2) M3, N2 or N3.</p> <p>Construction and Use Paragraph 4(b) of Regulation (3) shall not apply—</p> <p>(a) to any mirror, no part of which</p>

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		<p>one interior mirror which meets the adjustment, rear view and <i>vibration requirements</i> unless no interior mirror could provide any view to the rear.</p>	<p>“longitudinal plane c” mean the vertical planes “a”, “b” and “c” in the Appendices (b) 1 and 2 to this Schedule; “pole A”, “pole B” and “pole C” mean the vertical lines projecting upwards (c) from the horizontal surface (floor) at the positions shown in the Appendices 1 and 2 to this Schedule, to the height of— (a) in the case of pole A, the highest point of the</p>	<p>is less than 2,000 mm above the ground, or to any mirror which does not protrude beyond an extreme outer edge of the vehicle, or any left hand drive vehicle.</p>
		<p>3. If no interior mirror is fitted or if no interior mirror meets the rear view requirements, a nearside exterior mirror shall be fitted which meets— (a) if the vehicle is right hand drive or has a central driving position, the rear view and <i>vibration requirements</i>;</p>		
		<p>(b) if the vehicle</p>		

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		<p>is left hand drive, the adjustment, rear view, and vibration requirements.</p> <p>4. Each rear view mirror fitted to the vehicle shall either—</p> <p>(a) comply with the requirements (including marking requirements) of Annex II to Directive 71/127/EEC as last amended by Directive 88/321/EEC or of Part I of ECE Regulation 46.01 for a Class I mirror in</p>	<p>(b)</p> <p>(c)</p> <p>“transverse eye plane” means the</p>	<p>reflecting surface of the offside exterior mirror; in the case of pole B, the highest point of the reflecting surface of the interior mirror; and in the case of pole C, the highest point of the reflecting surface of the nearside exterior mirror;</p>

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		the case of an interior mirror and a Class III or a Class II mirror in the case of an exterior mirror; or	vertical plane passing through the line shown as such in the Appendices 1 and 2 to this Schedule; “transverse plane” means a vertical plane normal to a longitudinal plane.	
		(b) comply with the dimension requirements and the following requirements—	“the adjustment requirements”	
		(i) the edge of the reflective surface shall be enclosed within a protective housing;	In order to meet the adjustment requirements— an interior mirror shall be capable of being adjusted by the driver when enclosed in his driving position; and	
		(ii) all parts of	exterior mirror must—	

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			<p>the (a) be external capable surface of of being the adjusted mirror by which the are, driver in when the in case his of driving an position, interior the mirror, door contactable being by closed; a or sphere(b) be of so 165 constructed mm that, diameter, when and knocked in out the of case alignment, of it an can exterior be mirror, returned by to a its sphere former of position 100 without mm need diameter, of shall adjustment. have</p> <p>a) Provided that radius of mirror shall be regarded as varying the requirements of sub- paragraph (a) less than</p>	

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			<p>250 Above whether not— with it can the meet except those of requirements fixing only holes with the or window recesses on the less driver's than door 12 being mm open; or wide the if mirror is these capable are of being blunted locked in position (iii) exterior mirrors from the shall outside be of the capable vehicle. of The rotating dimension inwards requirements” towards the In order for vehicle an exterior when a mirror to meet the dimension force requirements, of the 10 kg dimensions of the reflecting surface must be such that horizontally at an orthogonal projection the onto a vertical surface outer edge accommodates a vertical line with a length of 70 mm and longitudinal a rectangle</p>	

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			<p>plate vertical sides of 40 mm and horizontal sides of 70 mm. In order for a mirror to meet the rear view requirements, it must be such that when the vehicle is positioned such that its longitudinal axis is parallel to the</p>	

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			<p>longitudinal planes a, b and c, with the driver seated in his normal upright driving position such that his eyes lie in the transverse eye plane and with the mirror correctly adjusted, he shall be able to see in that mirror—</p> <p>(a) in the case of an offside exterior mirror, with the offside extreme outer edge of the vehicle positioned so that it is tangential to the longitudinal plane a, the whole of floor marking A and pole A;</p> <p>(b) in the case</p>	

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			<p>of an interior mirror, with the central longitudinal axis of the vehicle positioned so that it lies on the longitudinal plane b, the whole of floor marking B and pole B;</p> <p>(c) in the case of a nearside exterior mirror, with the nearside extreme outer edge of the vehicle positioned so that it is tangential to the longitudinal plane c, the whole of floor marking C and pole C.</p>	

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			<p><i>“The vibration requirements”</i></p> <p>In order to comply with the vibration requirements, a mirror shall be fixed to the vehicle in such a way that under normal driving conditions, it neither moves so as to change the field of vision, nor vibrate to an extent which would cause the driver to misinterpret the nature of the image received.</p>	
8	Anti-theft devices	<p>1. The vehicle shall be fitted with some form of anti-theft device, that is to say, a mechanical, electrical or electronic immobiliser or a combination of these (in addition to any key operated switch normally used to start the engine) that</p>		This item shall not apply to disabled person’s vehicles

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		<p>prevents the vehicle being driven or moved under its own power.</p> <p>2. No anti-theft device shall operate on the braking system.</p> <p>3. 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>(a) it shall not be possible to start the engine in the normal way until every such mechanical device has been deactivated,</p> <p>(b) it shall</p>		

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			not be possible to activate any such mechanical device while the engine is running, and (c) the action of activating any such mechanical device shall be distinct and separate from that of stopping the engine.	
9	Seat belts	1. Every adult belt fitted to the vehicle, not being a harness belt , or a passive belt , shall comply with the requirements of regulation 47(7)	For the purposes of this item— “adult belt” means a seat belt for an adult not being a disabled person’s belt ;	This item shall not apply to an adult belt fitted to a vehicle if the belt provides a level of safety equivalent to that provided by an adult belt which complies with the

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		<p>of Construction and Use Regulations to the extent (if any) that it would apply were the said paragraph 7 to apply to all motor vehicles.</p>	<p>“disabled person’s belt”, “lap belt” and “seat belt” have the same meanings as in regulation 47(8) of the Construction and Use Regulations; “harness belt” means an adult belt which is a harness belt comprising a lap belt and shoulder straps; “passive belt” means an adult belt comprised in a passive belt system.</p>	<p>requirements of this item as they would otherwise apply to the belt but disregarding paragraph 2(b) and 3(b).</p>
		<p>2. If the vehicle is fitted with one or more passive belts, every such belt shall—</p>		
		<p>(a) bear a mark as described in regulation 47(4)</p>		
		<p>(c) (i) of the Construction and Use Regulations or</p>		
		<p>(b) meet the requirements referred to in regulation 47(4)</p>		
		<p>(c) (iii) of those Regulations.</p>		

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		<p>3. If the vehicle is fitted with one or more harness belts, every such belt shall—</p> <p>(a) bear a mark as described in regulation 47(4)</p> <p>(c) (ii) of the Construction and Use Regulations; or</p> <p>(b) meet the requirements referred to in regulation 47(4)</p> <p>(c) (iv) of those Regulations.</p>		
10	Seat belt anchorages	<p>1. The vehicle shall comply with the requirements of paragraph 4.3 of Annex I to Directive 76/115/EEC. For outboard seating positions other</p>	<p>For the purposes of this item— “adult belt”, “harness belt” and “passive belt” have the same meanings</p>	<p>Paragraph 3 shall not apply to anchorages which are so located that when used with an adult belt of a type for which they are intended to be used, if they provide a</p>

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		<p>than in the front, two lower anchorages are allowed.</p> <p>2. Without prejudice to paragraph 1, the vehicle shall be fitted with an anchorage in every position required to hold securely every adult belt or any part of an adult belt fitted to the vehicle.</p> <p>3. Every anchorage intended for an adult belt shall comply with the requirements of paragraphs 4.2, 4.4 and 4.5 of Annex I to Directive 76/115/EEC.</p> <p>4. The vehicle shall comply with the requirements of paragraph 5 of Annex I to Directive 76/115/EEC.</p>	<p>as in item 9; “disabled person’s belt”, “forward-facing seat” and “seat belt” have the same meanings as in regulation 47(8) of the Construction and Use Regulations and Annex I to Directive 76/115/EEC Directive shall have effect as if for paragraph 4.4.1 there were substituted—</p> <p>“4.4.1 Every belt anchorage shall comply with the following requirements</p>	<p>level of safety equivalent to that provided by anchorages that meet the requirements of that paragraph when used with an adult belt of a type for which they are intended.</p> <p>47(8) motor caravans, ambulances and hearses, paragraph 1 shall apply only to seating positions where there is a seat intended for use while the vehicle is travelling on a road.</p> <p>An armoured vehicle shall be exempted from any requirement of paragraph 1 if it can be demonstrated to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply due to its special purpose.</p>

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11	Installation of seat belts	<p>1. The vehicle shall be fitted with, a harness belt, a passive belt or a three point belt for the driver’s seat and the specified passenger seat (if any).</p> <p>2. If the vehicle has an effective date on or after 1st April 1987, in addition to the seat belts required by paragraph 1 above, it shall be fitted with an appropriate belt for every other forward-facing seat in the front alongside the driver’s seat, not being a specified passenger’s seat.</p> <p>3. If the vehicle has an effective date on or after 1st April 1987, in addition to the seat belts required by paragraph 1 and 2 above, it</p>	<p>For the purposes of this item—</p> <p>“adult belt”,</p> <p>“harness belt” and</p> <p>“passive belt”</p> <p>have the same meanings as in item 9;</p> <p>“appropriate belt”, in relation to a seat in a vehicle, means—</p> <p>(a) in case and hearses as if for “1st the April 1987” windscreens were substituted located 1st October as 1988”.</p> <p>mentioned in Paragraph paragraph 3.1.7 effect in of relation Annex 1 caravans, to ambulances and hearses as 77/541/EEC (a) for “1st as April 1987” amended there were substituted 90/628/ “1st</p>	<p>The requirements of paragraphs 1, 2 and 3 shall not apply in relation to a seat fitted to a disabled person’s vehicle if the vehicle is fitted with a disabled person’s belt for that seat.</p> <p>Paragraph 2 shall have effect in relation to motor caravans, ambulances and hearses as if for “1st the April 1987” there were substituted “1st October as 1988”.</p> <p>Paragraph 3 shall have effect in relation to motor caravans, ambulances and hearses as if for “1st the April 1987” there were substituted “1st October as 1988”.</p> <p>Paragraph 3 shall have effect in relation to motor caravans, ambulances and hearses as if for “1st the April 1987” there were substituted “1st October as 1988”.</p>

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		<p>shall be fitted with a harness belt, a lap belt, a passive belt or three-point belt for every other forward-facing seat.</p>	<p>(b)</p>	<p>EEC, April 1997”; and there were added at the end the words “intended for use while the vehicle is travelling on a road”.</p> <p>An armoured case, vehicle shall be exempted from any harness belt, requirement of paragraphs 2 or 3 if it can be demonstrated to the satisfaction of the Secretary of State that it is impossible to comply on account of its special purpose.</p> <p>“child restraint”, for the vehicle “disabled to comply person’s on account belt”, of its special purpose. “forward-facing seat”, “lap belt”, “seat belt”, “effective date” means— (a) in the</p>
		<p>4. Every adult belt and every disabled person’s belt fitted to the vehicle shall be properly secured to anchorages provided for it and installed so that it can be used properly to restrain an occupant (e.g. in the case of a lap belt by passing over the pelvic region and in the case of a harness belt, a passive belt or a three-point belt by also restraining the upper torso and not being liable to slip off the shoulder). Also, there shall be no sharp edges liable to cause abrasion or damage to the belts in normal</p>		

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		use. In the case of every lap belt, passive belt and three point belt , provision shall be made for their safe and convenient storage.		<p>case of a vehicle which meets the requirements of paragraph 3 of Schedule 2 to these Regulations—</p> <p>(i) if the vehicle does not have a separate chassis, the date of manufacture of the integral chassis-body, or</p> <p>(ii) if the vehicle has a separate chassis, the date of manufacture of the</p>

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				<p>body or the chassis, whichever is the earlier; or</p> <p>(b) in the case of any other vehicle, the date of manufacture of the vehicle;</p> <p>“Special purpose” has the same meaning as in item 6; “specified passenger’s seat”, and “three- point belt” have the same meanings as in regulation 47(8) of the Construction and Use Regulations.</p>

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12	Brakes	<p>1. The vehicle shall comply with the requirements of paragraph 2.1 and 2.2 of Annex 1 of Directive 71/320/EEC as last amended by Directive 85/647/EEC; but in the application of that Annex (as so amended) for these purposes—</p> <p>(a) the second sentence of paragraph 2.2.1.2.4 shall not apply; and</p> <p>(b) paragraph 2.2.1.4.2 shall not apply in relation to a vehicle which is fitted with a braking device having a</p>	<p>For the purpose of this item—</p> <p>“anti-lock device”—</p> <p>(a) except in relation to a vehicle having more than three wheels,</p> <p>(b) in relation to a vehicle having not more than three wheels,</p>	<p>The requirements in paragraph 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, shall not apply to a disabled person’s vehicle, provided that the vehicle 71/320/EEC is adapted as to allow the driver to control the steering at all times while operating either braking and system.</p> <p>Paragraphs 1 to 4 shall not apply to vehicles having not more than three wheels, than if they comply with the requirements for motor-</p>

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		split-circuit transmission which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the transmission of the service braking ;	the meaning of “parking braking” shall have the same meaning as in Directive 71/320/EEC as last amended	the following provisions of Directive 93/14/EEC— Appendix paragraph 2.1 of the Annex; paragraphs 2.2.4 to 2.2.8 of the Annex; and in the case of vehicles equipped with anti-lock devices , Appendix 2 to the Annex; In relation to vehicles having not more than three wheels, paragraph 5 shall have effect as if— (a) for “60%” and “30%” there were substituted “50%” and “25%” respectively, and
		(c) paragraph 2.2.1.5.1 shall apply as if for the last sentence there were substituted the words “This		

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		<p>condition must be met by automatic means”.</p> <p>2. If the vehicle is equipped with an anti-lock device it shall comply with paragraph 2.2.1.23 of 71/320/EEC as last amended by Directive 88/194/EEC.</p> <p>3. The vehicle shall comply with the requirements of paragraphs 2.2.1.11.1 and 2.2.1.11.2 of Directive 71/320/EEC as last amended by Directive 91/422/EEC.</p> <p>4. The secondary braking and service braking shall have the same control.</p> <p>5. The brake efficiency shall be not less than—</p>	<p>by Directive 85/647/EEC; “in running order” means—</p> <p>(a) with all fluids (such as oils and engine coolant) necessary for the vehicle to be driven, the fuel tanks full, a spare wheel and a tool-kit;</p> <p>(b) carrying a driver weighing 68kg; but not otherwise carrying any load or passenger</p>	<p>(b) for “50 kg” and “70 kg” there were substituted “40 kg”, if a control is used to apply the secondary braking.</p> <p>Paragraph 3 shall not apply to a Schedule 2 vehicle other than:—</p> <p>(a) an amateur-built vehicle;</p> <p>(b) a vehicle manufactured using parts of a registered vehicle;</p> <p>(c) a rebuilt vehicle; and</p> <p>(d) the brakes acting on its rear wheels are fitted with an anti-lock device and were so fitted at the time</p>

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		<p>(a) for the service braking</p> <p>(i) in the case of a passenger vehicle, 60%;</p> <p>or</p> <p>(ii) in the case of a goods vehicle, 50%</p> <p>(b) for the secondary braking in the case when the servo-assistance provided for the service braking (if any) fails and a force is applied to the control</p>	<p>“lateral brake distribution” in relation to an axle, means the ratio (expressed as a percentage) of the lower to the 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; “longitudinal brake distribution” means the ratio of the braking forces transmitted by the tyres to the road surface through</p>	<p>of its manufacture.</p>

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			<p>(i) in the front the and rear case wheels of respectively a when the passenger vehicle is in running order when the and force being applied braked is on a 50kg level or surface;</p> <p>(ii) in the total case 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</p>	
		(c) 18% for the parking braking.		

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transmitted
by the
tyres to
the road
surface
when the
brakes
are
applied.

6. The lateral brake distribution for the service braking shall—

(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 shall, for all values of total braking force, vehicle speed and adjustment

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		<p>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.</p>		
		<p>8. The capacity of the braking device to absorb and dissipate energy shall 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.</p>		

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13	Noise and silencers	<p>1. The vehicle shall be fitted with an exhaust system including a silencer that exhaust gases shall 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</p>	<p>For the purposes of this item, “S” means the rotational speed at which maximum power is produced.</p>	<p>Paragraph 1 shall only apply to vehicles propelled by an internal combustion engine.</p>

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14	Glass in windcreens and other windows outside	<p>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, shall not exceed 101db(A).</p> <p>The windows of the vehicle shall be fitted with glazing which complies with the requirements of regulations 31 and 32 of the Construction and Use Regulations to the extent (if any) that they apply to the vehicle. However, side screens may be constructed</p>	<p>the vehicle is propelled is run at a constant rotational speed of 3/4 S,</p> <p>For the purposes of this item, the Construction and Use Regulations shall have effect as if every reference to the date on which a vehicle is first used were a reference to its effective date.</p>	<p>For the purposes of this item—</p> <p>The requirements of regulation 32(2) and (7) of the Construction and Use Regulations shall not apply to the glazing fitted to any window, if that glazing provides a level of safety equivalent to glazing which complies with the requirements set out in</p>

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		of safety glazing.	<p>“effective date” means—</p> <p>(a) for the purposes of regulation 32(10) and (10) of the Construction and Use Regulations (the mirrors), the date of manufacture of those Regulations vehicles fitted to any window every part of which is behind the driver.</p> <p>(b) for all other purposes, the date of manufacture of those Regulations shall apply as if the values in column 4 of Table II of regulation 32(10) (the minimum Construction</p>	column 3 of this item.

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			and Use Regulations and “side-screen” means an item of glazing wholly or partly on either side of the driver’s seat that does not slide or move relative to the vehicle or any of its parts (including glazing) in a manner likely to cause abrasion to any glazing surface.	light (transmission) were all 60 per cent.
	15	Seats and their anchorages	1. Every seat and seat back adjustment and displacement system provided shall incorporate a locking system which operates automatically in all positions provided for	This item does not apply to seats not intended for normal use while the vehicle is travelling on a road (including seats exempt from Directive 74/408/

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			<p>normal use and all seats, including those which can be tipped forward or have fold-down backs, shall lock automatically in their normal upright position.</p> <p>2. The unlocking controls for displacement systems which facilitate access by passengers shall be accessible from outside the vehicle when the door is open. They shall be easily accessible, even to the occupant of the seat immediately behind the seat concerned if such a seat is designated as suitable for an adult.</p> <p>3. Seats shall be constructed and firmly attached to the vehicle such that they and their</p>	<p>EEC as last amended by Directive 81/577/EEC).</p> <p>This item does not apply to any seat designed for a person with a disability and fitted in a disabled person's vehicle.</p>

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16	Tyres	<p>1. Every tyre (not being a retreaded tyre) fitted to the vehicle shall bear an approval mark in accordance with the requirements of Directive 92/23/EEC or ECE Regulation 30.</p> <p>2. Every retreaded tyre fitted to the vehicle shall bear a mark in accordance with paragraph 6 of BS AU 144e-1988 or a corresponding standard and the indication given by the mark must not be false in a material particular.</p> <p>3. Each tyre fitted to</p>	<p>anchorage anchorages comply with the design, construction and fitting requirements of paragraph 6.2 to Annex I of Directive 74/408/EEC.</p> <p>For the purpose of this item—</p> <p>“BS AU 144e-1988” has the same meaning as in the Motor Vehicles Tyres (Safety) Regulation 1994;(1)</p> <p>“corresponding standard” shall be construed in accordance with regulation 13 of the Motor Vehicles Tyres (Safety) Regulation 1994 as it applies to BS 144e-1988.</p>	<p>Paragraph 1 shall 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 that paragraph.</p> <p>Paragraph 2 shall not apply to a vehicle, if the tyre provides a level of safety equivalent to that provided by a tyre that complies with the requirements of that paragraph so far as it relates to BS AU 144e-1988.</p> <p>Paragraph 3(c) and (d) shall</p>

(1) S.I.1994/3117.

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		<p>the vehicle shall bear marks that were moulded on to or into the tyre at the time that it was manufactured which provide the following service information—</p> <ul style="list-style-type: none"> (a) nominal size; (b) construction type (e.g. radial ply); (c) load capacity; and (d) speed capability. <p>4. Each tyre fitted to the vehicle shall be of a nominal size appropriate to the wheel to which it is fitted.</p> <p>5. Tyres on the same axle shall be of the same nominal size and of the same construction type. If radial tyres are fitted to the front axle, they shall</p>		<p>not apply to a tyre fitted to a vehicle for which information on the load capacity and speed capability have been separately provided.</p>

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		<p>also be fitted to the rear and if bias-belted tyres are fitted to the front axle, radial or bias-belted tyres shall be fitted to the rear.</p> <p>6. Each wheel on each axle shall be equipped with a tyre which has a load capacity such that when the axle is loaded to its maximum permitted axle weight, the weight transmitted to the road surface by that tyre does not exceed that load capacity.</p> <p>7. The speed capability of all tyres fitted shall be not less than the maximum design speed of the vehicle.</p>		
17	Interior fittings	<p>1. No surface (other than a surface of a window) of the vehicle interior which can be</p>	<p>For the purposes of this item— “air bag” means a flexible bag</p>	<p>This item shall not apply to a goods vehicle.</p> <p>This item shall not apply to any area</p>

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		<p>contacted by a sphere of 165mm diameter and which is within the specified zone, shall include any fittings (e.g. controls and instruments) or design features which have any dangerous roughness or sharp edges.</p>	<p>fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle; “designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road; “head impact zone” has the same</p>	<p>inside a motor caravan, an ambulance or a hearse which is not inside the head impact zone for any designated seating position. An armoured vehicle shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply due to its special purpose Paragraphs 1 and 2 shall not apply to any switches, controls or associated equipment designed for the use of a person with a disability and fitted in a disabled person’s vehicle Paragraph 4 shall not apply</p>
		<p>2. Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the specified zone, shall 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</p>		

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		is applied to them.	meaning as in	to any seat designed for
		<p>3. The lower edge of the instrument panel shall be rounded to a radius of curvature of not less than 19mm, or if it is covered with non-rigid material, not less than 5mm.</p>	<p>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.</p>	<p>a person with a disability and fitted in a disabled person’s vehicle</p>
		<p>4. The rearward and upward-facing parts of seat frames behind which there is a designated seating position, shall be both covered with non-rigid material and have a radius of curvature of not less than 5mm.</p>		<p>Paragraph 5 shall not apply to—</p> <p>(a) any floor-mounted hand-brake control if, in the fully released position, no part of the control is in the specified zone; or</p> <p>(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</p>
		<p>5. The handbrake control in the fully released position and the gear-lever control in any forward gear position shall not have any radius of curvature of less than 3.2mm on surfaces which</p>		

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		can be contacted by a sphere of 165mm diameter.	In this case, the minimum radius of curvature shall not apply	vehicle contacting it in the event of a frontal impact.
		<p>6. Shelves and other similar items shall 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 shall also be covered with non-rigid material.</p>	<p>provided that the height of the projection is not more than half its width and its edges are blunted; “special purpose” has the same meaning as in item 6; “specified zone” means the zone which—</p>	<p>Paragraph 7 shall not apply to parts covered with a non-rigid material and the hood-frames of convertible vehicles. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof in the closed position.</p>
		<p>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</p>	<p>(a) is forward of the transverse plane) and of paragraph 2 the torso of a vehicle referred to in line (a) of the manikin as defined</p>	<p>Paragraph 1 and so far as it relates to the surface of the instrument panel) and shall not apply to a vehicle referred to in Schedule 2 of the vehicle but not one of the</p>

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		<p>material, shall not be less than the length of their projection from the surface and their edges shall 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, shall not project downwards by more than 19mm.</p>	<p>(b) is above the horizontal plane passing through the point 150mm above the lowest part of the top of</p>	<p>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; (c) those air bags were fitted at the time the vehicle was manufactured.</p> <p>following classes— (i) an amateur-built vehicle; (ii) a vehicle manufactured using parts of a registered vehicle; (iii) a rebuilt vehicle; it is fitted with air bags for the protection of the driver and the front passenger; and those air bags were fitted at the time the vehicle was manufactured.</p>

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				<p>the front seat cushions; and (c) is outside the areas defined by paragraphs 2.3.1, 2.3.2 and 2.3.3 of Annex I to Directive 74/60/EEC as last amended by Directive 78/632/EEC.</p>
18	External projections	<p>1. The vehicle shall not be fitted with any mascot, emblem or other ornamental object unless it complies with the requirements of regulation 53 of the Construction and Use Regulations.</p>	<p>For the purposes of this item— “extreme outer edge” has the meaning given by regulation (2) of the Lighting Regulation be exempted from any requirement of this item if it can be projection demonstrated</p>	<p>This item shall not apply to a goods vehicle. Those parts of a motor caravan, ambulance or hearse other than the driver’s cabin shall be exempted from any requirement of this item if it can be projection demonstrated</p>

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		<p>2. The radius of curvature of all hard parts on or protruding from the external surface of the vehicle and which can be contacted by a sphere of 100 mm diameter, shall be not less than 2.5 mm.</p>	<p>of handles, hinges, push buttons, fuel tank filler caps and windows; “external surface” of the vehicle means the outward facing surface at any height from the floor line up to a height of 2 metres from the horizontal surface on which the vehicle is standing; “floor line” has the same meaning as in Directive 74/483/EEC. “hard parts” means those made</p>	<p>to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply due to its special purpose. An armoured vehicle shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Secretary of State that it is impossible for the vehicle to comply due to its special purpose. Paragraph 2 shall not apply to—</p> <p>(a) parts which protrude by less than 5.0 mm but by not less than 1.5 mm, if the outward facing angles of such parts are blunted and any</p>
		<p>3. Headlamp visors and rims shall not project more than 30 mm beyond the lens surface.</p>		
		<p>4. The ends of bumpers shall be turned inwards or recessed or integrated within the bodywork.</p>		
		<p>5. Handles, hinges, push buttons and fuel tank filler caps shall not project more than 40 mm from the external surface unless they cannot under any circumstance project beyond the extreme</p>		

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		<p>outer edge of the vehicle, in which case they may project by up to 50 mm from the external surface. All handles shall be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the extreme outer edge of the vehicle.</p>	<p>of a material of hardness exceeding 60 shore A; (b) “special purpose” has the same meaning as in item 6; “vehicle body plan-form” means the area resulting from a vertical projection of the complete body onto a horizontal surface; and, for the purposes of this definition—</p> <p>“complete body” means all parts of the bodywork and chassis, including any separate</p>	<p>parts which protrude by less than 1.5 mm; grills such as air intakes, having gaps of not more than 40 mm but more than 25 mm, if they have radii of curvature of not less than 1 mm; and those having gaps of not more than 25 mm but more than 10 mm, if they have radii of curvature of not less than 0.5 mm; and those having gaps of not more than 10</p>
		<p>6. The open ends of door handles which rotate parallel to the plane of the door shall be turned back towards the plane of the door. Such open ends shall 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—</p>		

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		(a) the open end of the handle is shielded to the front by a protective surround, or	wheel-guards, but does (c) not include running gear, such as wheels, axles, suspensions, brakes and steering.	mm; if they are blunted; wind screen, head lamp and rear window wiper blades and supports, provided that
		(b) the open end of the handle is recessed into the vehicle bodywork, or		they are blunted; (d) wheels, if there are no pointed or sharp features which projects beyond the external plane
		(c) the gap measured laterally between the open end of the handle and the vehicle body is no more than 2 mm		of the wheel rim, no wing nuts are fitted above the horizontal plane passing through the axis of rotation of the wheels, and there are no

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		<p>when the handle is in its normal position with the door latched.</p> <p>7. The open ends of handles which pivot outwards in any direction shall face either rearwards or downwards, unless they have an independent return mechanism and cannot project more than 15 mm from the external surface should the return mechanism fail.</p> <p>8. Windows which open outwards from the external surface of the vehicle shall have no forward facing exposed edge and shall not project beyond the extreme</p>		<p>projections beyond the vehicle body plan form apart from tyres and wheel discs, (including central wheel securing nuts) if the latter have a radius of curvature of not less than 30 mm and do not project by more than 30 mm beyond the vehicle body plan-form;</p> <p>(e) sheet metal edges if they are folded back by about 180 degrees;</p> <p>(f) folds in body panels;</p>

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		<p>outer edge of the vehicle.</p>		<p>(g) lateral air or rain deflectors, if their edges which are capable of being directed outwards have a radius of curvature of not less than 1 mm; and</p>
		<p>9. No jacking bracket shall project by more than 10 mm beyond the vertical projection of the floor line lying directly above it.</p>		<p>(h) in the case of a Schedule 2 vehicle other than—</p>
		<p>10. No exhaust pipe shall project by more than 10 mm beyond the vertical projection of the floor line lying directly above it, unless it terminates in a rounded edge having a radius of curvature of no less than 2.5 mm.</p>		<p>(i) an amateur-built vehicle;</p> <p>(ii) a vehicle manufactured using parts of a registered vehicle, or</p> <p>(iii) a rebuilt vehicle,</p> <p>any part of the external surface of the body</p>

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19	Speed-ometers	<p>1. The vehicle shall be fitted with a speedometer capable of indicating speed in mph at uniform intervals not exceeding 20 mph at all speeds up to the maximum speed of the vehicle and</p>	<p>In this item “maximum speed” has the meaning given in regulation 3(2) of the Construction and Use Regulations.</p>	<p>(including without prejudice to the generality of this paragraph cosmetic features such as trim and badges) of the vehicle as originally manufactured, or as subsequently altered in a manner approved by the manufacturer, and which it is not reasonably practicable to remove.</p> <p>This item shall not apply to vehicles having a maximum speed of less than 25 mph.</p>

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		<p>capable of being read by the driver at all times of the day or night.</p> <p>2. For all true speeds up to the design speed of the vehicle, the true speed shall not exceed the indicated speed.</p> <p>3. 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 shall not exceed—</p> <p>$V/10 + 6.25$ mph</p> <p>where V = the true speed of the vehicle in mph.</p>		
20	Wiper and washer system	<p>1. The vehicle shall be fitted with one or more wipers which when switched on, operate automatically to clear the</p>		<p>This item shall not apply to a goods vehicle.</p> <p>This item shall not apply to vehicles not equipped with a windscreen</p>

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		<p>windscreen of water so that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in wet weather.</p> <p>2. The wiper or wipers shall have at least one operating frequency at which it or they shall operate continuously at no less than 45 cycles per minute.</p> <p>3. The wiper blade or blades shall return automatically to a position of rest which shall be at or beyond the outer edge of the area swept by the wiper and shall be capable of being displaced from this position on the windscreen to allow for windscreen cleaning.</p>		<p>through which the driver must look to obtain an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, from all normal seating positions.</p>

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21	Defrosting and demisting system	<p>4. The vehicle shall be fitted with a windscreen washer system capable of cleaning, in conjunction with the wiper or wipers, the area of windscreen swept by the wiper or wipers.</p> <p>5. When this system is actuated with the nozzles plugged, it shall be capable of withstanding the pressures produced.</p> <p>6. The capacity of the liquid reservoir for this system shall not be less than 1 litre.</p> <p>1. The vehicle shall be equipped with a system for removing frost and ice from the glazed surfaces of the windscreen. This system shall be effective</p>		<p>This item shall not apply to a goods vehicle.</p> <p>This item shall not apply to vehicles not equipped with a windscreen through which the driver must look to obtain an</p>

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		<p>enough to ensure that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in cold weather.</p> <p>2. The vehicle shall be equipped with a system for removing mist from the interior glazed surface of the windscreen. This system shall be effective enough to ensure that the driver has an adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, in wet and humid weather.</p>		<p>adequate view of the road ahead, both directly in front of the vehicle and in front of both sides of the vehicle, from all normal seating positions.</p>
22	Fuel input	The vehicle shall be fitted with a fuel tank so constructed that it cannot readily be filled from a		This item shall not apply to vehicles to which paragraph 2(c) or (d) in column 3 of item

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23	Design weights	<p>petrol pump delivery nozzle which has an external diameter of not less than 23.6mm without the aid of a device (such as a funnel) not fitted to the vehicle.</p> <p>1. The maximum gross weight of the vehicle shall be no less than the sum of the kerbside weight, and—</p> <p>(a) in the case of a vehicle other than a motor caravan, 75kg for each seat; and</p> <p>(b) in the case of a motor caravan, 85kg for each seat</p>	<p>For the purposes of this item—</p> <p>“seat” means any seat, including the driver’s seat, designed for use while the vehicle is travelling on the road.</p>	<p>4 (exhaust emissions) do not apply.</p> <p>This item shall not apply to a goods vehicle.</p>

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and
10kg
for
each
metre
of
the
total
length
of
the
vehicle.

2. For all vehicles—

- (a) the sum of the maximum permitted axle weights must not be less than the maximum gross weight of the vehicle;
- (b) when the vehicle is loaded to its maximum gross weight by placing a

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			weight of 68kg in each seat and by distributing the remaining weight evenly in the areas designed to accommodate luggage (all in accordance with paragraph 2 of the Appendix to Directive 92/21/EEC as last amended by Directive 95/48/EC), the axle weight of each axle shall not exceed	

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			<p>the maximum permitted axle weight; and</p> <p>(c) when the vehicle is loaded to its maximum gross weight, and at the same time, its rear axle is loaded to its maximum permitted axle weight, the front axle weight shall not be less than 30% of the maximum gross weight.</p>	

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24	General vehicle construction	<p>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, shall be such that no danger is caused or likely to be caused to any person in the vehicle or on a road.</p> <p>2. In particular, under all 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—</p> <p>(a) it shall be possible to</p>		

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		<p>control the vehicle safely, taking account of the vehicle's speed and acceleration capabilities;</p> <p>(b) it shall at all times be possible for the driver, while controlling the vehicle, to have a full view of the road and traffic ahead of the vehicle;</p> <p>(c) the clearance between any of the following</p>		

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<i>1</i> <i>Item</i>	<i>2</i> <i>Subject matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			<p>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 shall be sufficient to ensure no risk of fouling and the wheels and wheel fixings shall be compatible;</p>	

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		<p>(d) the vehicle structure (chassis or integral chassis-body), shall be so designed and constructed as to withstand the forces and vibration to which it is likely to be subject;</p>		
		<p>(e) all entries and exits provided for the vehicle occupants (other than doors) shall be so designed as to allow easy and</p>		

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<i>Item</i>	<i>Subject matter</i>	<i>Requirement</i>	<i>Definitions and supplementary provisions</i>	<i>Exemptions and modifications</i>
			safe use.	
		(f) all aperture covers (other than doors) including tail gates, boot and bonnet lids, shall be capable of being securely latched in the fully closed position;		
		(g) the steering, suspension, axles and wheels shall be so designed, constructed and fitted as to withstand the forces and vibration to		

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			<p>which they are likely to be subject;</p> <p>(h) the fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the forces, vibration and corrosive environment to which it is likely to be subject. It shall also be so fitted as to avoid the risk of damage, such</p>	

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			<p>as abrasion, due to fouling of other parts, and to minimise the risk of fire in the event of any leakage of fuel. The fuel tank shall comply with regulation 39 of the Construction and Use Regulations, except that it need not be made of metal.</p> <p>(i) the electrical</p>	

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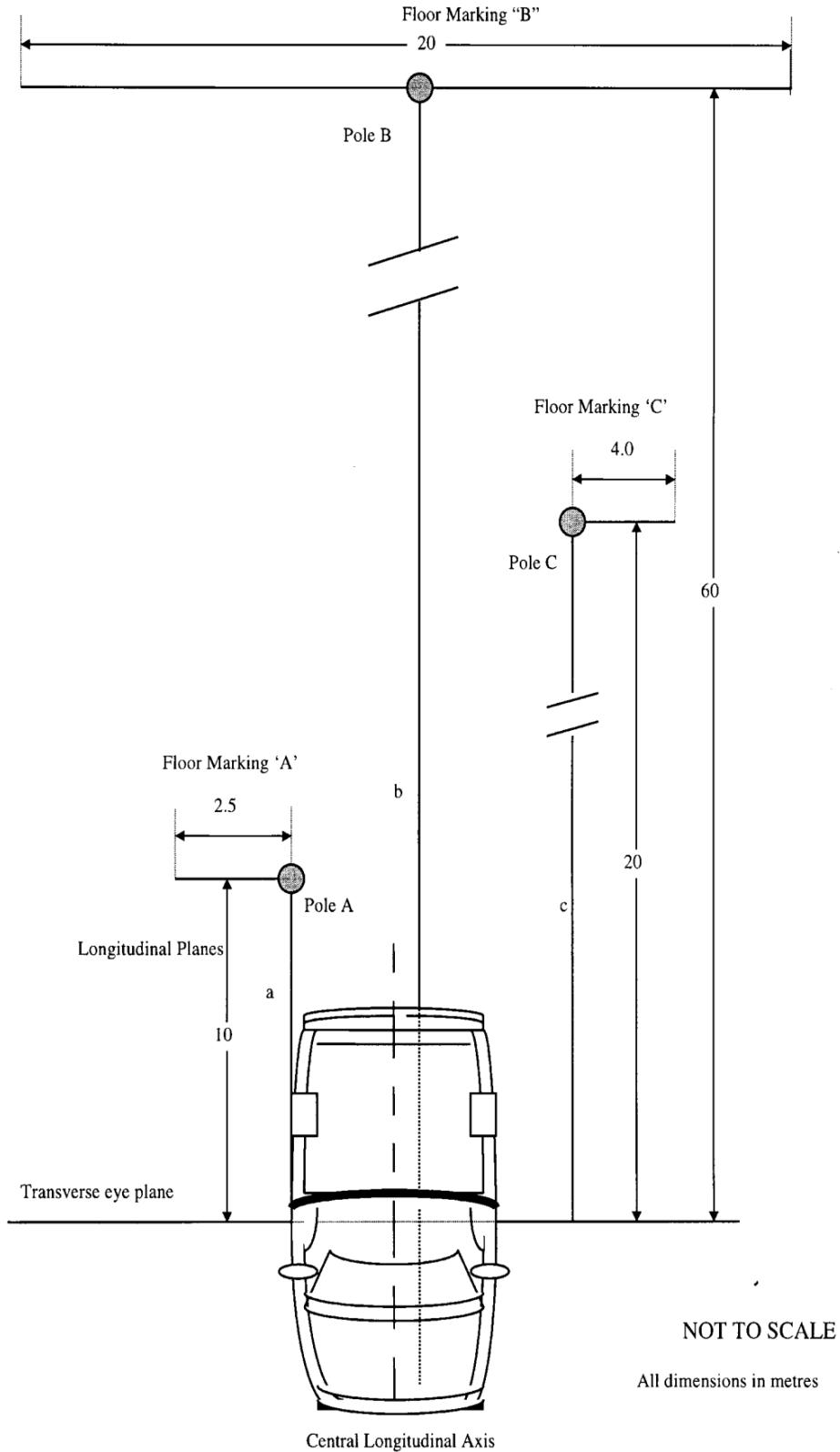
<i>1</i> <i>Item</i>	<i>2</i> <i>Subject matter</i>	<i>3</i> <i>Requirement</i>	<i>4</i> <i>Definitions and supplementary provisions</i>	<i>5</i> <i>Exemptions and modifications</i>
			<p>system, including the battery, electrical components and wires, shall be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, shall be 300 mm and wires shall be so fitted and protected as to avoid the risk of damage</p>	

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25	Plate for goods vehicles	Every goods vehicle shall comply with the requirements of paragraphs (2) and (3) of regulation 66 of the Construction and Use Regulations.	to insulation, such as abrasion. All components shall be so constructed and fitted as to minimise the risk of corrosion and fire.	

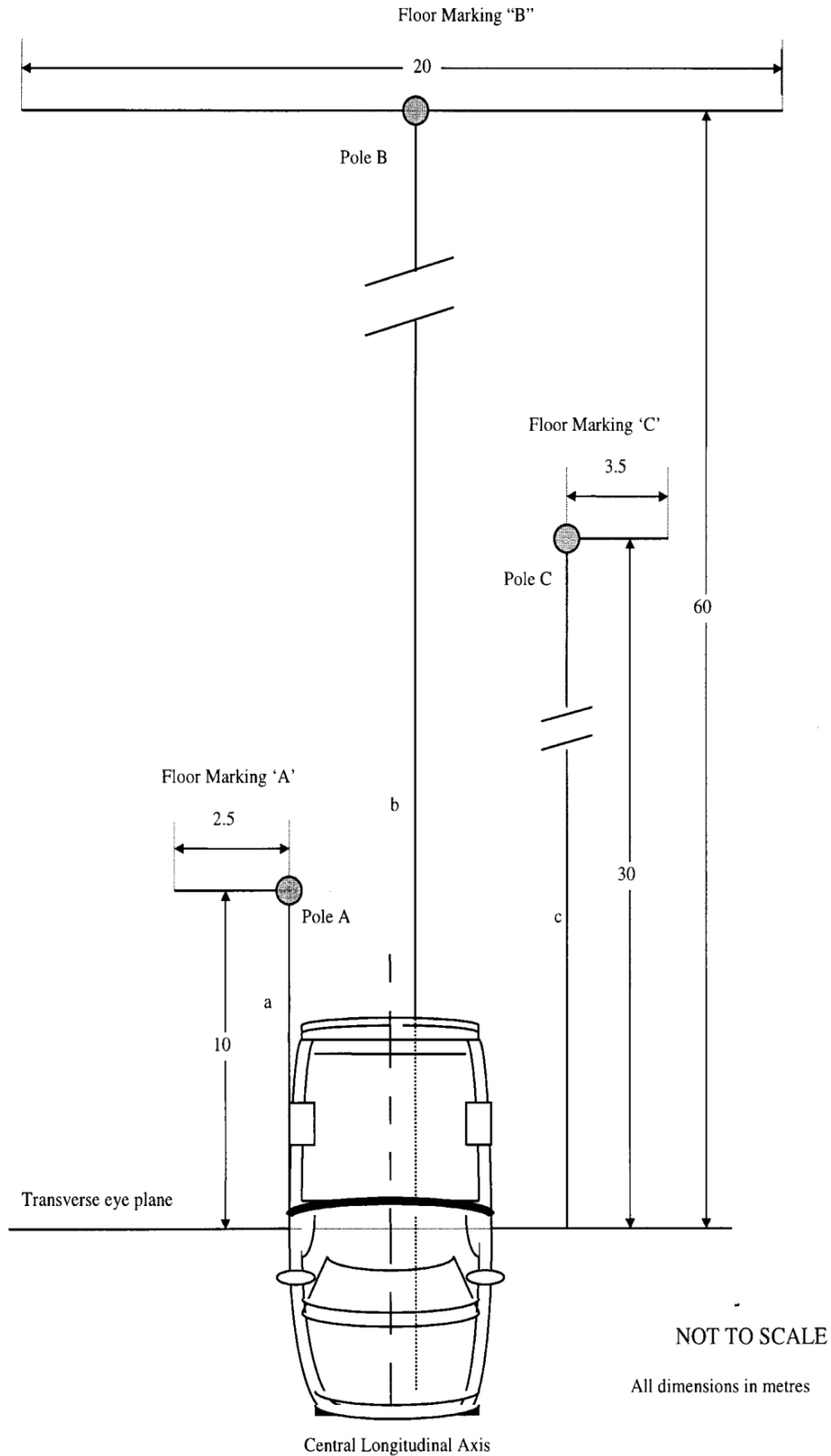
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APPENDIX 1 TO SCHEDULE 3 (Item 7, Rear-view Mirrors)
(All passenger vehicles and goods vehicles having a maximum gross weight not exceeding 2 tonnes)



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APPENDIX 2 TO SCHEDULE 3 (Item 7, Rear-view Mirrors)
(Goods Vehicles Exceeding 2000kg GVW)



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Changes and effects yet to be applied to :

- Sch. 3 Table substituted by [S.I. 2004/623 Sch. 1](#)
- Sch. 3 Item 6 words substituted by [S.I. 2009/815 reg. 2\(9\)](#)
- Regulations revoked by [S.I. 2020/818 Sch. 6 para. 43](#)

Changes and effects yet to be applied to the whole Instrument associated Parts and Chapters:

Whole provisions yet to be inserted into this Instrument (including any effects on those provisions):

- Sch. 2 para. 2(1A) inserted by [S.I. 2004/623 reg. 7\(3\)](#)
- Sch. 2 para. 2(6) inserted by [S.I. 2004/623 reg. 7\(4\)](#)
- reg. 5(8A) inserted by [S.I. 2004/623 reg. 4\(4\)](#)
- reg. 5(8A) words substituted by [S.I. 2009/815 reg. 2\(6\)](#)