

MOT SPECIAL NOTICE



Issue Number

4 – 2008

Issue Date

May 2008

All Authorised Examiners and Designated Councils in Classes

All Classes

The last Special Notice issued was

2 - 2008 All Classes

Is it mandatory to print this Special Notice:	Printed Copy Not Required
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Item 1 When to print Special Notices

From this Special Notice you will be notified when a Special Notice must be printed off. Just above the contents table will be a box instructing you to 'Print and Retain; or 'Printed Copy not Required'

Item 2 Consolidation of Special Notices

The MOT Guide and Inspection Manuals have been updated, as a result the current Special Notices have been reviewed and a consolidation provided at Annex A.

On receipt of this Special Notice all previous hard copy Special Notices can be discarded. The current list held on MOT Computerisation will be updated in due course.

Item 3 Fake Special Notice

A fake Special Notice (Number 3-2008) was issued as a marketing exercise by TEN Automotive. If you received this fake SN please disregard it. It is recognisable due to the VOSA logo being absent from the top right corner of the page. To avoid confusion VOSA have not issued SN 3-2008. All official SNs are now via the computerised system.

A handwritten signature in black ink, appearing to read 'Alan Wilson'.

Alan Wilson

Head of Private Vehicles Scheme Management

All Nominated Testers must acknowledge via the VTS Device that they have read and understood the contents of this Special Notice.

Annex A Consolidation of Special Notices

Item	Description	Class	1 & 2	3	4	5	7
1	Exhaust extraction Systems				Y	Y	Y
2	Vehicle jacking		Y	Y	Y	Y	Y
3	Electric / Combustion engine (Hybrid) vehicles			Y	Y	Y	Y
4	Headlamps		Y	Y			
5	Narrow track vehicles			Y	Y		
6	Low emission diesel engines				Y	Y	Y
7	Release of new diesel smoke meter				Y	Y	Y
8	Class VII brake testing						Y
9	MOT Computerisation – VRM/VIN Mismatches		Y	Y	Y	Y	Y
10	Introduction of Automated Test Lanes (ATL)				Y	Y	Y
11	New 2005 specification headlamp tester		Y	Y	Y	Y	Y
12	Automated Test Lane (ATL) Equipment				Y	Y	Y
13	Motorcycle tyres – Motocross or similar		Y	Y			
14	Equipment calibration dates		Y	Y	Y	Y	Y
15	Quadricycles with hydraulic parking brakes.				Y		
16	One Person Test lanes (OPTL)				Y	Y	Y
17	One Person Testing (OPT) at new sites				Y	Y	Y
18	Seat belt requirements for vehicles with more than 8 passenger seats first used on or after 1 st October 2001				Y	Y	
19	Changes to Class V Lightweight (VL) Threshold					Y	Y
20	Suspension of certain registration plate checks		Y	Y	Y	Y	Y
21	Speed limiters				Y	Y	

Item 1 EXHAUST EXTRACTION SYSTEMS

(SN 13 - 1995)

Exhaust extraction systems, which connect directly onto the tailpipe, cannot be used during MOT exhaust emissions tests. Only remote systems are acceptable (ie. Those extraction units which are placed close to the tailpipe) and these must not be placed closer than 250mm to the tailpipe. Please note that exhaust extraction systems are not a condition of appointment for MOT stations.

Item 2 VEHICLE JACKING

(SN 8 - 1997)

Testers are reminded to take care when jacking up vehicles in order to avoid causing damage, and may wish to refer to manufacturers' information if available. Particular care is also needed when jacking vehicles fitted with self levelling suspension.

Item 3 ELECTRIC/COMBUSTION ENGINE (HYBRID) VEHICLES (SN 2 - 2002)

Hybrid vehicles that can run on electric power in addition to petrol/diesel are exempt from the emissions test.

Care should be taken with such vehicles as;

- there may be high voltage present at any one of several points around the vehicle
- the engine may start without warning if the battery voltage drops
- high voltage may be present in storage capacitors as well as batteries

Item 4 HEADLAMPS (SN 1 – 2003)

The following guidance should be used when testing headlamp aim where the headlamps do not conform to any of the diagrams shown in the relevant inspection manual.

An alternative headlamp dipped beam pattern (not being one of the examples given in the inspection manual) is acceptable providing all of the beam upper edge, including any “peak” is contained within the appropriate tolerance band.

Item 5 NARROW TRACK VEHICLES (SN 2 - 2003)

Certain vehicles have been found to have a track width that may be too narrow for the vehicle to be safely tested on a pit or hoist.

Until further notice, where your equipment does not allow a safe underside inspection of these vehicles, this part of the inspection can be carried out on an area of hard standing within the testing facility.

The tester should use any appropriate inspection method that covers all the testable items set out in the Inspection Manual, including raising the wheels clear of the ground.

If a roller brake test cannot be carried out, due to the track width or transmission type, then a decelerometer test must be conducted.

Where it is not possible to access the headlamp aim facility, the VTS must refuse to test the vehicle.

It is important to remember that this procedure only applies to vehicles with a track width so narrow that it would make it unsafe to use your pit / hoist.

If a tester has any concerns whatsoever with regard to Health and Safety, they should refuse to test the vehicle.

Item 6 LOW EMISSION DIESEL ENGINES (SN 2 – 2003)

All diesel engines must have a metered test. Some 1992 specification diesel smoke meters (DSM) may fail to trigger a reading when testing modern vehicles fitted with low emission diesel engines (mainly Euro III) which produce very low levels of smoke.

If the Smoke Meter does not register a reading or shows an error reading.

1. The printout should be marked accordingly showing that the emissions limits were tested and met but the DSM could not register the reading.
2. If the DSM will not produce a printout then the tester must make a written note of the following: -
 - Test Station number
 - Testers name
 - Date & time
 - Test number
 - Vehicle Type

- Vehicle VRN
- That the vehicle passed the emissions test
- No print out was produced due to low emissions

This information must be recorded and kept with the emissions records for audit purposes for 3 months.

Item 7 RELEASE OF NEW DIESEL SMOKE METER (SN 6 - 2003)

New specification Diesel Smoke Meters have been available from 1 June 2003. These new meters have been designed to be able to deal with lower emission levels from new generation diesel engines and incorporate the fast pass smoke test software.

They will have the ability to communicate directly with the MOT Computerisation scheme.

Use of the new specification DSM's will become compulsory after 31 December 2008, however, old specification smoke meters will remain as acceptable equipment for existing VTS until this date.

New applicants to the scheme after 1st January 2004 will only be authorised with the new specification meter. You should check that a GEA Certificate of Acceptance (for the model you choose) has been issued when buying a new specification DSM.

Item 8 CLASS VII BRAKE TESTING (SN 4 - 2004)

There are occasions on modern class VII vehicles, principally front wheel drive, where perfectly acceptable brakes do not meet the brake efficiency requirements on a roller brake tester, either on calculated percentage or the locked wheel criteria. In such cases the criteria in the information column of section 3.7 page 3, with reference to vehicles of unknown test weight should be applied. This requires a decelerometer test to determine the overall efficiency of the brakes after all other elements of the roller brake test have been completed.

It must be remembered that a decelerometer should not be used if the vehicle has already been failed for 'little or no effort indicating clearly that any brake on the vehicle is not functioning correctly' during the roller brake test.

Item 9 MOT COMPUTERISATION – VRM/VIN MISMATCHES (SN 5 - 2005)

If you find you have registered a test result against an incorrect VRM and/or VIN, you must contact your local Area Office. The Area Office will be able to issue a corrected replacement. Do not register the vehicle for a subsequent test with the correct details, this will result in you using an additional test slot as well as leaving an incorrect record on the database.

Item 10 INTRODUCTION OF AUTOMATED TEST LANES (ATL) (SN 7 - 2005)

The use of ATLs in Classes IV, VL & VII is to be introduced on 01 September 2005. Installation of ATL equipment is not mandatory; it is purely voluntary for existing VTS and optional for new applicants to the scheme.

ATL approval will only be given to those sites with complete installations. Once approval has been granted for automated use the VTS can if they prefer, carry out testing without the use of an assistant.

Note: Where a site has more than one test bay (conventional and ATL equipped) the non use of the assistant applies solely to the ATL equipped bay only.

HOW TO APPLY FOR ATL APPROVAL

All applications must be submitted on a VT01 application form to the local VOSA Area Office, including those for VTS currently approved seeking voluntary ATL approval.

To be ATL approved the site must have:

- a fully automated brake tester
- a weighing facility electronically linked to the brake tester
- wheel play detectors
- a brake pedal application device
- suitable mirrors so positioned that all the relevant lighting operations can be assessed from the driving position
- a headlamp aim tester meeting the May 2005 specification
- all other equipment as specified in the current MOT Testing Guide for the Class(es) of vehicle to be tested.

Please note that currently no plate brake testing equipment has been approved for testing Class V or VL vehicles.

As with all applications, equipment must be selected from the VOSA "List of Acceptable Equipment" published on the VOSA website www.transportoffice.gov.uk or obtainable from local VOSA Area Offices.

For those VTS seeking authorisation for Class VL the procedures for testing using the ATL without an assistant should be adopted from the Car and Light Goods Vehicle Inspection Manual.

Item 11 NEW 2005 SPECIFICATION HEADLAMP TESTER (SN 7 - 2005)

New specification headlamp aim equipment will be available from 01 September 2005. This will be a mandatory piece of equipment for all applications for new sites received from 01 September 2005 (excluding Class I & II opting for an aiming screen). Currently there is no requirement for existing VTS or those seeking re-approval for a conventional test lane to upgrade. However if you are proposing a change to existing equipment you may wish to consider this as an option.

Item 12 AUTOMATED TEST LANE (ATL) EQUIPMENT (SN 8 - 2005)

Where an application is received to fit wheel play detectors to an existing hoist this will only be granted where the manufacturer has issued a written declaration that the hoist is suitable for such an installation.

Item 13 MOTORCYCLE TYRES - MOTOCROSS OR SIMILAR (SN 1- 2006)

There is a number of Motocross or similar type tyres on the market with the spacing between the block treads greater than the block width and that have been approved for road use. According to the MOT Inspection Manual guidance these tyres should be failed unless they have an approval marking and MST (Multi Service Tyre) moulded into the sidewall of the tyre.

If a machine is presented for MOT test fitted with any of these types of tyres, you should not fail them just because they do not display MST. If the tyre is marked with an 'E' in a circle, or an 'e' in a rectangle, moulded in to the tyre wall, this shows that the tyre has been type approved for road use. Similarly if a tyre is permanently marked with the letters JIS (Japanese Industry Standard) or DOE (American Standard) then the tyre is also approved for road use. These tyres may not necessarily be marked MST as set out in the information column in Section 4.1 page 1 ('Examples of unsuitable tyres' paragraph b.) of the MOT Inspection Manual.

Therefore principal reason for failure 1, 'an unsuitable tyre' in the Motor Bicycle and Side Car Testing Manual section 4.1 page 1 does not apply to these tyres providing they permanently display on a sidewall any of the approval markings mentioned in the above paragraph.

Item 14 EQUIPMENT CALIBRATION DATES

(SN 5 - 2006)

Roller/plate brake testers and headlamp aim testers can be calibrated anytime during the six months following its last date of calibration. The equipment is then considered calibrated until the end of the 6th month.

When entering the calibration details on the VTS Device it is important that you record the correct date. For computerisation purposes the date to be entered must be the date the calibration is next due, i.e. the day after calibration has expired, not the date of expiry as the system will prevent the use of that piece of equipment at the beginning of the entered date.

Example: If an RBT is calibrated on the 15 Jan 2006 – the calibration expiry is the 31 July 2006. In this case you must enter 1 August 2006 as the date next calibration is due. Therefore any calibration must be carried out before the 1 August 2006 and the system will not prevent you from testing with equipment still in calibration.

Item 15 QUADRICYCLES WITH HYDRAULIC PARKING BRAKES

(SN 8 - 2006)

Some quadricycles are being presented for MOT test which have been granted European Community Whole Vehicle Type Approval (ECWVTA) with a hydraulic parking brake. This issue is under investigation by the Department for Transport, as parking brakes which are not capable of being maintained in operation by direct mechanical action are unacceptable under GB legislation.

Until this investigation is concluded, it is considered that such parking brakes should **NOT** be rejected under Section 3.1, RfR 2 of the MOT Inspection Manual. Any other Reasons for Rejection with regard to presence, security, condition, operation and efficiency should still be applied if appropriate. In such cases NTs should also issue a 'free text' advisory notice which states 'this vehicle may need a mechanical parking brake fitted for a future MOT test'.

This is a temporary exemption which **must** only be applied to motorcycle based quadricycles that have been granted ECWVTA and issued with a Certificate of Conformity, and **no** other vehicles. These can be identified by the type approval number displayed and indelibly marked on the manufacturer's data plate which also displays the VIN.

The type approval number will consist of a lower case 'e' and a number (1 - 30) surrounded by a rectangle followed by a type approval serial number.

Example:

e4

 97/24*0002

Item 16 ONE PERSON TEST LANES (OPTL)

(SN 1 - 2007)

Following on from the successful introduction of Automated Test Lanes (ATLs), one person testing is to be extended to existing test stations without the need to install an automated Roller Brake Tester (RBT). From Monday 29 January 2007, VTS' can voluntarily upgrade existing equipment to enable OPTL if they wish to do so.

As with ATLs, the installation of OPTL equipment is not mandatory. Following VOSA approval of an OPTL your VTS can carry out testing without the use of an assistant.

Note: Some sites may have more than one type of test bay (i.e. conventional, OPTL and/or ATL equipped). One person testing applies only to tests conducted in the approved ATL and/or OPTL test bays.

Use of assistant

When authorised with OPTL or ATL facilities you may still use an assistant if you need or wish to.

Sites with lanes not authorised with OPTL or ATL **must** use an assistant as required throughout all tests.

How to Apply for OPTL Approval

All applications must be submitted on a VT01 to your local VOSA office completed as per the requirements for 'Notification of changes to an approved VTS'.

For OPTL approval the site must have:

- VOSA approved wheel play detectors
- VOSA approved brake pedal application device
- suitable mirrors positioned so that all relevant lighting operations can be easily and clearly assessed from the driving position
- all other equipment as specified in the current MOT Testing Guide for the Class(es) of vehicle to be tested.

Installation

OPTL equipment must conform to the layout and dimensional requirements set out in the latest edition of the MOT Testing Guide applicable at time of installation.

Note: Where the installation includes a hoist, before OPTL approval is granted by VOSA the applicant must produce a written declaration from the hoist manufacturer (**not the installer**) that the hoist is suitable to be fitted with wheel play detectors.

Test Methods for use with OPTL

All references to ATL in the Car & Light Commercial, Vehicle Inspection Manual and the MOT Testing Guide will apply to OPTL, with the exception of brake testing requirements and procedures. The Car & Light Commercial Vehicle Inspection Manual and MOT Testing Guide will be updated to reflect these changes in due course.

Class VL OPTL Authorisations must follow the procedures for testing vehicles without the use of an assistant as detailed in the Car and Light Commercial Vehicle Inspection Manual.

Item 17 ONE PERSON TESTING (OPT) AT NEW SITES (SN 2 - 2007)

Following the introduction of OPT in January 2007 the concession to allow 'new sites' to be approved without a fully automated test lane (ATL) will cease at the end of March 2007. All applications for OPT at 'new sites' received on or after the 1st April 2007 must be for a full ATL. New sites are considered to be sites that are not currently test stations or have not been such for more than one year.

Item 18 SEAT BELT REQUIREMENTS FOR VEHICLES WITH MORE THAN 8 PASSENGER SEATS FIRST USED ON OR AFTER 1 OCTOBER 2001 (SN 2 - 2007)

Further to Special Notice 9-2002 there are two major changes to the seat belt requirements for vehicles with more than 8 passenger seats first used on or after 1 October 2001

1. All vehicles with more than 8 passenger seats first used on or after 1 October 2001 no longer require a seat belt installation check (Class IVA or VA test).
2. All forward and rearward facing seats are now mandatory seats for the purpose of seat belts and **must** have seat belts fitted. The only exception to this is a bus, which has been certified to carry standing passengers.

Restraints required; Vehicles not exceeding 3500kg DGW - 3 point inertia reel belts in all forward facing seats and 3 point inertia reel or retractable lap belts in rearward facing seats. Vehicles exceeding 3500kg DGW - 3 point inertia reel belts in all forward and rearward facing seats.

Retractable lap belts are acceptable in any rearward facing seat or forward facing nonexposed seats with an appropriate energy absorbing seat or surface present in front i.e. where the forward surface is protected and there is no danger of a passenger hitting their head on a harsh object. If you have any doubt regarding the suitability of any protective surface, you may wish to seek guidance from the manufacturer.

Note: Alternatively, disabled persons seat belts or child restraints may be fitted in place of any of the above.

Item 19 CHANGES TO CLASS V LIGHTWEIGHT (VL) THRESHOLD (SN 6 - 2007)

From the 1st July 2007 Class VL will be extended to cover private buses with over 12 passenger seats not exceeding 5000Kg DGW which is a change from the maximum 16 passenger seats and 3500Kg DGW. Of course this is providing they can be adequately and safely tested on your approved facilities.

Class VL **does not** include any vehicle, which is required to undergo a seatbelt installation check. These vehicles must be presented at a Class V station authorised to carry out these checks.

For any Class VII VTS not currently approved for Class VL an application must be made using the VT01 application form, ensuring that Class VL is printed in section C. No other method of application will be accepted.

NT's wishing to test these vehicles must demonstrate an acceptable Class VL test to their local Vehicle Examiner before being allowed to test these vehicles. They should familiarise themselves with the additional procedure and standards in the Class V inspection manual before contacting their local area office to arrange a demonstration test.

Item 20 SUSPENSION OF CERTAIN REGISTRATION PLATE CHECKS (SN 10 - 2007)

Special Notice 8 - 2007 introduced additional checks to number plates and due to technical reasons some of these are being temporarily suspended. From receipt of this Special Notice the following items must not be used to fail a vehicle presented for test.

The sections of the manual this applies to are: Class I, II, III, IV & VII Section 6.3
 Class V Section 6.12

The references within the table below list the specific Reason for Rejection (RfR)

Failure Text	Class	I & II	III, IV & VII	V
The registration plate background overprinted or shadowed with text e.g. vehicle manufacturer name		RfR 1.e		
A front registration plate does not have black characters on a white background		N/A	RfR 2.a	
A rear registration plate does not have black characters on a yellow background		RfR 2.a	RfR 2.b	
A registration plate obviously not displaying the name and postcode of the supplying outlet		RfR 3.a		
A registration plate obviously not displaying a BSAU 145d marking		RfR 3.b		
A registration plate obviously displaying a honeycomb or similar effect background		RfR 3.c		
A registration plate with a non-reflective border obviously wider than permitted or positioned too close to the characters		RfR 4.h		
A dual purpose registration plate displaying a symbol other than an acceptable international symbol or flag		RfR 5		

All other number plate checks must still be applied.

Please Note

The MOT Computerisation system and Inspection Manuals will be updated in due course.

Item 21 SPEED LIMITERS

(SN 11 - 2007)

Due to changes in legislation, a wider range of vehicles must be fitted with speed limiting devices. As well as affecting vehicles in Class V, the changes now also mean that certain vehicles in Class IV are required to have a speed limiter fitted and will be subject to MOT test from 1 January 2008.

This has resulted in a new Section (6.5) in respect of the Class III, IV & VII Inspection Manual and amendments to Section 6.9 of the Class V Manual.

Temporary new pages may be printed from the VTS Device and inserted in the appropriate Manual.

Many Class IV NTs will be unfamiliar with speed limiters and should read the new Manual pages carefully. Vehicles in Class IV that require a speed limiter are:

Vehicles with more than 8 passenger seats and

- a maximum speed in excess of 100km/h (62.14mph) if a speed limiter were not fitted, and
- with a DGW not exceeding 7500kg and first used on or after 1 January 2005, or
- with a DGW exceeding 7500kg and first used on or after 1 January 1988

Checks include the speed limiter plate and the speed limiter itself, including any actuating linkages, tamperproof devices and electrical wiring.

Testers of Class V vehicles should also be aware that the inspection now includes vehicles with a DGW not exceeding 7500kg first used on or after 1 January 2005.