



The Single Vehicle Approval Scheme

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What is the Single Vehicle Approval Scheme?

The Single Vehicle Approval (SVA) scheme is a pre-registration inspection for cars and light goods vehicles that have not been type-approved to British or European standards. The main purpose of the scheme is to ensure that these vehicles have been designed and constructed to modern safety and environmental standards before they can be used on public roads.

Why do we need SVA?

SVA checks that vehicles constructed for non-European Economic Area markets comply with British law. Even vehicles outwardly similar to European-specification models, but intended for other markets, can often be unsuitable for use in Britain without at least some modification. (For further information on importing a vehicle see the Department's leaflet PI5 'How to Import your Vehicle into Great Britain'). SVA recognises certain non-European technical standards as acceptable alternatives to the SVA requirements.

SVA also checks that the construction of amateur-built vehicles, rebuilt vehicles and vehicles using parts from a previously registered vehicle meet modern safety and environmental standards. It also provides an alternative to type approval for vehicles manufactured in very low volume; vehicles converted for the disabled prior to registration, as well as hearses and armoured vehicles for civilian use.

These categories are explained in Appendix 1.

Since 1 August 2001 there have been two levels of SVA: Standard and Enhanced ¹. Standard SVA will be applied in cases where the number of affected vehicles is expected to be low and we can accept that the very demanding safety and environmental standards of type approval will not be undermined. The enhanced inspection (ESVA) will be applied in other cases - i.e. where the number of vehicles entering service warrants type approval or comparable standards for key environmental and safety items.

What vehicles are within the scope of SVA ?

(a) cars or light passenger vehicles ² with:

- four or more wheels and not more than 8 seats (either actual or declared) ³ in addition to the driver's seat; or
- three wheels and not more than 8 seats in addition to the driver's seat and a maximum gross weight of more than 1000kg; or
- three wheels and a maximum gross weight of not more than 1000kg and an unladen weight of more than 410kg (i.e. not a motorcycle) and either having a design speed of more than 50kph (31mph) or an engine capacity more than 50cc.

or

(b) light goods vehicles ⁴ with:

- three or more wheels; and

a maximum gross weight not more than 3500kg. In certain circumstances, goods vehicles up to 5500kg can also use SVA. Please refer to Appendix 2 for further information. For information about motorcycles, tricycles, quadricycles etc please refer to the separate publication available from TTS 6 - address under "Further Information", immediately preceding the Appendices.

Will SVA affect you?

Generally, your vehicle will need to be approved under the SVA scheme and issued with a Minister's Approval Certificate (MAC) if it is up to 10 years old from the date of manufacture and is not covered by either an EC or national type approval (British or similar national approval from another European Economic Area Member State).

Standard SVA only will be applied to the following:

- a left hand drive vehicle
- a personally imported vehicle ⁵
- an amateur built vehicle
- a vehicle manufactured in very low volume
- a vehicle manufactured using parts of a registered vehicle (**for manufacturers only**)
- a rebuilt vehicle (**mandatory if first licensing and registration required**)
- a motor caravan (**optional**)
- an ambulance (**optional**)
- a hearse
- an armoured vehicle

The above categories are defined in Appendix 1.

Enhanced SVA will be required in addition to the Standard SVA in all other cases.

NOTE If you purchase a vehicle that has no identity, or have a vehicle that's identity has been removed by the DVLA and in either case another identification number issued, the vehicle is likely to require an Enhanced SVA.

Recognition of Foreign Single Approvals

If your vehicle has been singly approved by another EEA Member State to standards equivalent to those of British SVA, it is eligible for a Ministers Approval Certificate on that basis.

You must provide evidence of the actual standards to which the vehicle was tested by or on behalf of the authorities in question.

¹ In some cases the enhanced test includes CO2 emissions data that can be used if applying for variable Vehicle Excise Duty under the scheme for less polluting vehicles that was introduced on 1 March 2001

² includes dual-purpose vehicles as defined in the Motor Vehicles (Type Approval) (Great Britain) Regulations 1984

³ where the number of seats has been declared then the vehicle will be tested as if it was fitted with that number of seats.

⁴ includes tractor units of articulated vehicles and bi-purpose vehicles

⁵ see definition in appendix 1;

What is tested?

Most of the items inspected in the SVA scheme are those that are tested when manufacturers apply for type-approval of mass-produced vehicles. The following table lists the items inspected for cars and light goods vehicles for the two levels of SVA. All the items for Standard SVA are checked at the SVA test station. However, items for ESVA (other than seat belts) cannot be tested at the SVA test station and therefore you will have to produce documentary evidence of compliance as explained below. The SVA test station will then check that your vehicle aligns to the documentation presented.

Item	Standard SVA		Additional items for Enhanced SVA	
	Cars	Light Goods Vehicles	Cars	Light Goods Vehicles
Doors, their latches and hinges	Yes	No	No	No
Radio interference suppression	Yes	Yes	No	No

Protective steering	Yes	No	Evidence of compliance with type-approval standard or acceptable alternative	No
Exhaust emissions	Yes*	Yes*	Evidence of compliance with type-approval standard or acceptable alternative MAY REQUIRE INDEPENDENT TEST	Evidence of compliance with type-approval standard or acceptable alternative MAY REQUIRE INDEPENDENT TEST
Smoke emissions (diesels only)	Yes	Yes	No	No
Lamps, reflectors and devices	Yes	No	No	No
Rear-view mirrors	Yes	No	No	No
Anti-theft devices	Yes*	No	Evidence of compliance with type-approval standard or acceptable alternative. May require independent test.	No
Seat belts	Yes	No	Evidence of compliance or visual assessment at test site	No
Seat belt anchorages	Yes*	No	Evidence of compliance with full type-approval standard or acceptable alternative	No
Installation of seat belts	Yes	No	Evidence of compliance with type-approval standard or acceptable alternative	No
Brakes	Yes	Yes	Evidence of compliance with type-approval standard or acceptable alternative	Evidence of compliance with type-approval standard or acceptable alternative
Noise and silencers	Yes*	Yes*	Evidence of compliance with type-approval standard or acceptable alternative. May require independent test	Evidence of compliance with type-approval standard or acceptable alternative. May require independent test
Glass: windscreen & other windows outside	Yes	No	No	No
Seats and their anchorages	Yes	No	No	No
Tyres	Yes	No	No	No

Interior fittings	Yes	No	No	No
External projections	Yes	No	No	No
Speedometers	Yes	No	No	No
Wiper and washer system	Yes	No	No	No
Defrosting and demisting system	Yes	No	No	No
Fuel input	Yes	Yes	No	No
Design weights	Yes	No	No	No
General vehicle construction	Yes	Yes	No	No
CO2 emissions & fuel consumption (vehicles manufactured after 1 January 1997)	No	No	Evidence of compliance with full type-approval standard or acceptable alternative	No Doesn't apply to LGVs
CO2 emissions & fuel consumption (vehicles manufactured after 1 January 1997)	No	No	Evidence of compliance with full type-approval standard or acceptable alternative	No Doesn't apply to LGVs
Front Impact Protection (vehicles manufactured after 1 October 2003)	No	No	Evidence of compliance with type-approval standard or acceptable alternative N.B. May require comparison test against EC approved vehicle ⁶	No
Plate for goods vehicles	No	Yes	No	No
Side Impact Protection (vehicles manufactured after 1 October 2003)	No	No	Evidence of compliance with type-approval standard or acceptable alternative N.B. May require comparison test against EC approved vehicle. ⁷	No

* - Compliance with the Enhanced Requirements shall exempt the vehicles from these SVA items.

Acceptable alternatives are listed in the SVA Inspection Manual - see below.

⁶ See ESVA section below

⁷ See ESVA section below

How are the vehicles tested?

Standard SVA

For standard SVA, all the inspections are undertaken at selected testing stations operated by the Vehicle and Operator Services Agency, (VOSA), an executive agency of The Department for Transport. These tests can also be conducted by VOSA Examiners at "designated premises" if certain conditions are met. Designated Premises are privately owned premises that have been authorised by VOSA for their examiners to use to conduct SVA tests. Please contact the Vehicle and Operator Services Agency for further information.

Although the same items are tested as in Type Approval they are not tested in the same way. To keep the fee to a level affordable by individuals the examiner will in the case of certain items conduct an engineering assessment. This check will be in the form of either visual inspection or a simple test on the vehicle to ensure that it complies with the regulations.

The examination will be limited to parts of the vehicle which can be readily seen without dismantling. However, the presenter may be asked to open lockable compartments and remove engine covers, inspection/access panels, trims or carpeting. This is to allow access to items subject to examination. Also, because vehicles are inspected individually the tests are not destructive or damaging in any way.

A Minister's Approval Certificate (MAC) under SVA is issued when the examiner is satisfied that the vehicle would meet the requirements of the regulations in relation to the design and construction of the vehicle. Unlike the MOT, the examination is not primarily concerned with vehicle condition (although poor condition may make it impossible to assess whether some construction requirements are met).

Enhanced SVA

For Enhanced SVA, the items (other than seat belts) cannot be tested by VOSA because special facilities are required. For such items, you will have to provide additional documentary evidence that your vehicle complies with the "type approval" standards required of mass-produced cars in Europe. Your vehicle will be checked to ensure it aligns to the documentation provided as evidence of compliance when it is presented at the VOSA testing station for the remainder of the test.

What is Enhanced Single Vehicle Approval (ESVA)?

Generally, ESVA will apply to cars and light goods vehicles, for which no certificates are available to demonstrate conformity with a valid EC or national type approval, usually those that are not manufactured for the European market. These vehicles will have to meet the basic SVA requirements as well as additional safety, environmental and security aspects, namely, in the case of passenger vehicles, brakes, crash safety, seat belt installation and anchorages, exhaust emissions (including CO₂), noise and silencers and anti-theft protection, and in the case of goods vehicles, brakes, exhaust emissions and noise. For these additional requirements, the European Standard (or certain equivalents) for that aspect of the vehicle and appropriate to the age of the vehicle will have to be met.

Note - Some vehicle types will not have to meet these additional provisions. These are listed on page 3.

In all cases, SVA (whether enhanced or standard), is only required for vehicles less than 10 years old, which require first licensing and registration in Great Britain. SVA remains available as an option for all cars and light goods vehicles.

Technical Standards

Type Approval Requirement	Vehicle Age *
Seat belt anchorages	1st July 1991**
Protective steering	1st July 1991 **
Noise and silencers	1st January 1991
Exhaust emissions	1st January 1993
Brakes	1st April 1995
Seat belts- installation	1st July 1997**
CO ₂ / fuel consumption	1st January 1997**
Anti-theft device	1st October 1998**
Front and side impact protection	1st October 2003**

Note: * The requirements of the relevant Directives applies to vehicles manufactured from this date.

** These requirements are not applicable to goods vehicles

Demonstrating Compliance

For a given vehicle, the method of confirming that it meets the requirements will vary according to the country of origin, the market that it was intended for and the age of the vehicle. Compliance with the enhanced standards may be demonstrated by one of the following methods:

1. Showing that European Approval Standards are met (**Directive Compliance**)
2. Showing that comparable non-European standards are met. (**Comparable Standards**)
3. A comparison check with a known type approved vehicle (**Comparison Test**)
4. Physically having a test conducted to the appropriate Directive standard (**Directive Test**)
5. The use of a **Model Report** (compiled from data obtained from 3 and/or 4 above). This is a check that vehicle is of the same specification as one that is known to meet the standards. (**Model Report see item 5 below**) Note - If a Model Report is available for your vehicle the use of this option is likely to cost less than the tests at items 3/4.

A combination of the above scenarios

1. **Directive Compliance** can be demonstrated for example, by a Type Approval number on the manufacturer's vehicle identification plate and approval verification being obtained by VOSA from the manufacturer or documentary evidence from the manufacturer that the vehicle, when manufactured, met the requirements of the appropriate European Directives. This, if available is the easiest method of demonstrating compliance.

2. **Comparable Standards.** In many cases the technical standards that apply in other non-European countries (Japan, the United States and Canada for example) are the same or very similar to those required in EEA Member States. These have been identified in the Inspection Manual. Satisfactory evidence from the vehicle manufacturer that at the time of manufacture the vehicle met a standard in a non-European country that is considered by the UK authorities to be comparable to the European standards will be acceptable. (For key areas other than Noise and Emissions it is possible to demonstrate compliance by Test Laboratories conducting a comparison with a known Type Approved vehicle.)

3. **Comparison Test.** For key areas (other than Emissions) it is possible to demonstrate compliance by arranging for one of the authorised Test Laboratories to conduct a comparison of the vehicle with a known Type Approved vehicle. You will be required to provide the test laboratory with a European Approved vehicle for this purpose. This will check that certain components on the vehicle being tested are the same as those fitted to a Type Approved vehicle. The components checked are those that are believed could significantly affect the result of a Directive test for the key area in question. For noise, in place of a full Directive dynamic test (which requires a test on a test track and which can be affected by the prevailing weather conditions) it is possible to conduct a comparison test combined with a static noise test (as prescribed in the Directive).

It should be noted that although this method can be a cost effective method of demonstrating compliance it can be very difficult finding a Type Approved vehicle that is identical to some vehicles built for non-European markets. In a situation where an imported vehicle does not have a European Approved comparable vehicle (and no documentation of compliance is available) full Directive tests at an authorised Test Laboratory would be necessary. (In the case of Protective Steering and potentially in the case of Seat Belt anchorages, the Directive tests are destructive).

A test can be in respect of an individual vehicle. However, if it is intended to use the results of these tests for other similar vehicles then it will be necessary for the test laboratory to submit sufficient data to create a Model Report. A Model Report would cover all key areas that the comparison check covered.

Information obtained by the Test Laboratory for the purposes of a vehicle approval will be sent direct to VOSA. If you require a comparison test you should contact one of the authorised test laboratories listed in Appendix 4 at the back of this publication.

4. Directive Test

Compliance can be demonstrated by arranging for a Directive test in respect of the relevant subject matter. This is possible for any of the key areas - although other methods of demonstrating compliance are likely to be more practical and/or more cost effective for areas such as seat belt anchorages and protective steering which would involve destructive testing.

The tests are effectively the same as is required in Type Approval for a vehicle of that date of manufacture. There are certain minor differences in the detail of the procedures to ensure that they are cost effective to carry out, and are possible without the vehicle manufacturer's support.

The tests are conducted only at authorised Test Laboratories.

The test laboratory will forward information direct to VOSA Swansea. This will always consist of information on the result of the test, and will contain certain measurements taken in the test that are required by VOSA.

A test can be in respect of an individual vehicle, However, if you intending using the results of this test as the basis for demonstrating compliance on other vehicles of a similar specification, then additional information will be required to enable VOSA to produce a "Model Report". The scope of information required depends on the key area being tested, but will require some additional work by the test laboratory/vehicle owner to find all the information required.

If you require a comparison test you should contact one of the authorised test laboratories listed in Appendix 4 at the back of this publication.

5. Model Report

A Model Report is used when an applicant wishes to prove compliance on a subsequent vehicle on the basis of a Directive or Comparison Test or series of tests conducted previously on a "master" vehicle (or vehicles).

The purpose of the Model Report is to enable a VOSA examiner to check that the specification of subsequent vehicles are the same in all relevant respects to the one originally tested at the authorised test laboratory. It will include component descriptions, code numbers and other identifying features, supplemented by photographs or drawings.

Some companies have produced Model Reports and offer them for use to members of the public and other companies for a fee. Information on the model reports available is on the VOSA web site "www.vosa.gov.uk", click on "Car and LGV owners", then "Importing and building vehicles" and on the list "model reports available".

If the vehicle is listed, a model report is available for one or more of the subjects requiring compliance. This report could be used to demonstrate compliance. The report owner should be contacted for further information. It is important to ensure that your vehicle is of the same specification as that given in the report.

If the vehicle presented for test matches the specification in the Model Report, it will pass, and if it does not it will fail and further modifications or alternative evidence of compliance will be necessary.

Vehicles Imported from Japan

Where vehicles have been imported from Japan, evidence that the vehicle was approved there will be taken to confirm that the vehicle meets some of the requirements (Comparable Standards). For a used vehicle, an original de-registration document that demonstrates the vehicle has been allocated a "type designation number" and "variant number" will serve this purpose providing the vehicle has not been modified since manufacture in respect of any of the SVA relevant items in a way that is likely to have a detrimental effect on the original approval. Where the vehicle is new, a manufacturer's certificate of completion will be sufficient evidence of compliance with the comparable standards, again providing it displays the type designation details and the vehicle has not had any detrimental modifications in respect of the relevant SVA items. The extent to which further independent laboratory tests need to be conducted will depend mainly on the age of the vehicle.

Where a vehicle from Japan has a date of manufacture on or after 1st January 1997, additional evidence will be needed to demonstrate that the vehicle is capable of meeting the emissions and noise standards, and additionally in the case of a forward control vehicle ⁸ having a date of manufacture on or after 1st October 1997, the protective steering requirements. Evidence will be required from an authorised test laboratory that the vehicle has been tested in accordance with the requirements of the relevant emissions and noise Directives. This is because the standards in Europe are more demanding than they are in Japan. It is possible that some modifications will be needed to achieve the European standards.

If the vehicle was built before 1997, compliance with all the requirements can be confirmed by either one of the documents mentioned above displaying the manufacturer's Type Designation details, unless the vehicle is a 4 x 4. with a separate chassis. In these cases, evidence of Japanese approval will need to be supported by a report from an authorised test laboratory confirming that the design of the steering wheel, steering column and structure forward of the A-post are the same as a vehicle with European type approval ie a comparison test.

Vehicles imported from countries other than Japan

There are also some standards in other countries that are recognised as being sufficiently similar to those that apply in Europe, such as the safety standards that apply in the United States, Canada and Australia.

Vehicles imported from Singapore may have originally been registered in Singapore on the basis of meeting the Japanese approval standards. If evidence of the Japanese approval standards deemed comparable to the European standards is available from the Singapore Authority this may be acceptable. On the other hand, vehicles imported from Middle Eastern countries may not be designed to meet European Emissions levels.

ESVA anti-theft equipment

All vehicles subject to ESVA manufactured after 1st October 1998 will require an immobiliser approved to EC standards or equivalent to be fitted, together with a certificate from an approved Vehicle Systems Installation Board (VSIB) installer.

Environmental Standards

ESVA Emissions testing

This test is required where evidence of compliance with the European standard is not available and there is no recognised comparable standard to which the vehicle complies. The test will need to be carried out at an authorised test laboratory.

If evidence can be provided that a vehicle which has a date of manufacture on or after **1st January 1997** complies with USA, Canadian, Japanese or any other standard which requires control of evaporative emissions, only the Directive "Type 1" test specified in the relevant emissions Directive needs to be carried out. This must be carried out in accordance with the relevant Directive procedures but with the following exceptions:

It has been agreed that:

- the applicant may choose to submit a vehicle that has not completed 3000km of running in;
- the test should be carried out with the tank filled to capacity with UK pump fuel;
- for vehicles for which a model report is not required ie the test is to prove compliance on an individual vehicle only one test is needed provided each pollutant is within the limit value for that test. Deterioration factors (to compensate for 80,000km) will not be applied;
- for vehicles for which a model report is required, the deterioration factors (as prescribed in the Directive) will be applied to new vehicles (i.e. less than 3000km) , but for older vehicles, they will be applied on a reducing pro-rata basis with the recorded km up to 80,000 km after which no deterioration factor is applied;

ESVA Noise Testing

The Directive procedures (drive-by and static tests) will apply except that the exhaust silencer(s) do not require pre-conditioning. The only exception to the requirement for a drive-by test would be if the applicant can demonstrate to the satisfaction of an authorised laboratory that the vehicle is identical to an EC type approved model in all relevant respects ie by having a "comparison test", and that the Directive static noise test on the vehicle gives a result no higher than for the type approved model.

Authorised Test Laboratories

The services that test laboratories may provide are:

testing, to Directive noise and emissions requirements that are applicable at the time of manufacture of the vehicle;

- production of documents (drawings, photos) to enable VOSA examiners to be able to identify (without dismantling) vehicles that are sufficiently similar to the subject vehicle that had undergone the tests, (documenting a vehicle to support a request for a Model Report);
- back to back examination of vehicles, for which there is a claim of EC specification but for which no evidence of type approval exists, against an EC type approved vehicle which is of the same specification, and the production of a report, (a comparison test)
- in some cases if required, testing to braking, seat belt anchorages and protective steering requirements. (Directive tests which could be destructive)

Laboratories that have been authorised for ESVA testing are listed on the application form SVA 1 which is available from the Vehicle and Operator Services Agency (and in Appendix 4 of this booklet. In addition, any laboratory from another country, which is already recognised by the Vehicle Certification Agency (VCA) as a Type Approval Technical Service, may also carry out this work.

NB The cost of such tests must be borne by the applicant. An emissions CO2 / fuel consumption test is expected to cost about £500 but you should check with the laboratory concerned.

Model Reports For Identical Vehicles

A model report is a collection of documents provided by the applicant where subsequent applications are proposed for identical vehicles or those with a very similar specification. The purpose of a model report is to enable an examiner to check that the specification of subsequent vehicles is the same as the one tested in the laboratory. The Vehicle and Operator Services Agency will be responsible for compiling model reports, although they will be owned by the applicant. Most model reports will consist of test reports and vehicle specification details from the test laboratory. For some vehicles e.g. where comparison on protective steering is required, the laboratory will provide evidence to support the similarity of a non type-approved vehicle with one that has full type approval. .

Model reports have considerable commercial value. The confidentiality of model reports will be protected to ensure that only those staff with a need to know their contents are able to see them. However, applicants can if they wish allow the use of model reports by others. VOSA will only use such reports where there is a written agreement between both parties and a copy of the agreement is available with the application.

Compliance Checks

If the vehicle is submitted for assessment against an existing model report, it may be chosen for a 'compliance check'. This is carried out on a sample of vehicles to ensure that vehicles submitted on the basis that they are built to the same specification as an original vehicle described in a model report (the original vehicle having been tested and found to comply with the relevant enhanced requirements) actually comply with the enhanced requirements and are built to the specification described in the model report.

The compliance check is part of the 'approval' process and vehicles submitted on the basis of an existing model report are therefore submitted on the understanding that they may be chosen for this check.

If the vehicle is selected for a compliance check, you will be notified when you present the vehicle for test. You will be required to leave the vehicle at the Vehicle and Operator Services Agency test site, from where it will be transported to an independent approved test laboratory, which will carry out a full check of the vehicle against the nominated model report. As the vehicle presenter you may claim reimbursement of the cost of your intended return journey to your home / place of work. There will be no charge for transporting the vehicle to or from the laboratory or the compliance check. The process is likely to take approximately two weeks. You will be notified when the check has been completed, when the vehicle will be returned to the VOSA test location and the outcome of the check.

It should be noted that the outcome of this compliance check could have an effect on the future use of the model report in question. It may be the model report has to be expanded, or in certain extreme cases is deemed to be unusable.

Individual (one-off) vehicles

An ESVA test may be conducted without the need for a model report. The advantage of this arrangement for the applicant is that they would require the laboratory to provide less documentation at lower cost. A model report would not be needed where the vehicle presenter just has a single vehicle (of a given type) to submit for an ESVA examination. The vehicle would have to pass the relevant type approval test at an authorised test laboratory. We would have to see the satisfactory test report and any other documentation necessary to prove compliance with any other relevant standard, and would conduct a basic SVA examination plus a check that the vehicle had the same identity as that tested at the laboratory.

If the other key areas are not covered by approvals that we are able to recognise, then a back to back comparison examination will be required by an authorised test laboratory in each of the areas not covered by a recognised approval.

Voluntary Inspections.

Vehicles that are already registered for use in the UK are not eligible for a Single Vehicle Approval, however there are situations where evidence of compliance with the approval standard would be beneficial or be a requirement. An example would be a taxi licensing authority that may require evidence of compliance for a vehicle that has been modified since original registration, or where evidence of compliance is being used as part of a contractual agreement on a modified vehicle. To facilitate this requirement a non-statutory "Voluntary SVA" test is available. The test criteria applied will be dependant on the vehicle category/class nominated on the application form VSVA 1. The fees are the same as those appropriate to the particular class of vehicle/test required other than VAT is payable. If the vehicle is found to meet the requirements a letter of compliance with the technical standards will be issued and not a Minister's Approval certificate. The letter of compliance is not acceptable for First Licensing/Registration purposes.

Consultation Advice.

If you have a particular need to obtain more information about the test procedure and standards applied at the time of test (eg assessing a prototype vehicle against the SVA criteria) you can obtain this information by asking for a consultation in association with either a statutory test (following successful completion of which a certificate will be issued) or a voluntary test. The consultation fee will be charged in addition to

the test fee and will be subject to VAT.

SVA Inspection Manual

Full details of what is tested and how is described in the Vehicle and Operator Services Agency's SVA Inspection Manual. A copy can be obtained by sending a cheque for £37 payable to "The Vehicle and Operator Services Agency" to:

The Vehicle and Operator Services Agency
P O Box 12
SWANSEA
SA1 1BP

8 "Forward Control" means a configuration in which more than half the engine length (including fan, generator and air cleaner, if fitted to the vehicle, but not radiator, silencer, clutch or transmission) is rearward of the foremost point of the windscreen.

What does the SVA test cost?

SVA Test Fees as at April 2004.

Voluntary Test fees are the same as the Statutory Test fees listed below but with the addition of VAT.

Test Type	Normal Â£	Out of Hours Â£
Standard SVA		
Standard SVA test	150.00	225.00
SVA Consultation Advice - in association with Voluntary test or Statutory Test (plus VAT)	35.00	
* E Certificate	60.00	80.00
Enhanced SVA (includes standard test)		
Enhanced SVA test with Model Report	190.00	265.00
Enhanced SVA test without Model Report	180.00	255.00
* E Certificate & ESVA test with Model Report	100.00	120.00
* E Certificate & ESVA test without Model Report	90.00	110.00
ESVA for new vehicle with EC Type Approval	30.00	50.00
SVA or Enhanced SVA		
Retest	30.00	45.00
Charge for failure to attend a test or refusal to test by the examiner	50.00	
Replacement Certificate	10.00	

Goods Vehicles

Test Type	Normal Â£	Out of Hours Â£
Standard SVA		
Standard SVA test	60.00	85.00
Standard SVA Consultation Advice - after Statutory Test (plus VAT)	35.00	
* E Certificate	60.00	80.00
Enhanced SVA (includes standard test)		
Enhanced SVA test with Model Report	100.00	125.00
Enhanced SVA test without Model Report	90.00	115.00
* E Certificate & ESVA test with Model Report	100.00	120.00
* E Certificate & ESVA test without Model Report	90.00	110.00
ESVA for new vehicle marked with EC Type Approval number	30.00	50.00
SVA or Enhanced SVA		
Retest	15.00	21.00
Charge for failure to attend a test or refusal to test by the examiner	50.00	
Replacement Certificate	10.00	

Note:- No VAT is required on a statutory test fee.

* E Certificate. This means the issue of a Ministers Approval Certificate (MAC) following an inspection by another EEA Approval Authority.

** Includes motor caravan, ambulance, hearse and armoured vehicle

Lower fees are applied for goods vehicles because fewer items are inspected.

How do I apply for a test?

Application forms are available from DVLA local offices and from offices of the Vehicle and Operator Services Agency, but you must send completed applications to VOSA's Swansea office:

The Vehicle and Operator Services Agency
91/92 The Strand
Swansea
SA1 2DH

The stations conducting SVA are listed at Appendix 3. **If you are importing large numbers of vehicles, you might wish to arrange for them to be inspected at other Designated Premises. Designated Premises are privately owned premises that have been authorised by VOSA for their examiners to use to conduct SVA tests. Please contact VOSA for information about the equipment needed and other arrangements.**

You will be asked to provide certain technical details in relation to the vehicle, e.g. maximum speed of the vehicle, maximum power engine speed and maximum design weights. This may be obtained by reference to the manufacturer's vehicle handbook or from the manufacturer or his Agent. VOSA may check stated design weights against certain criteria to ensure that they are realistic. Any documentary evidence of the standards to which the vehicle was originally approved will always be helpful and must be provided for certain ESVA items as described previously.

In the case of a "Personal Import" vehicle the application must be supported by original documentation confirming that the applicant has been resident in a country other than the UK for a continuous period of at least 12 months, and that the vehicle has been in the possession of and used by that person for a period of 6 months before its importation. An original Customs & Excise form C&E 388 may be acceptable for this purpose.

Once the completed form has been returned along with the fee, you will be sent a notice stating the time and place of the test. The test, where possible, will be held at the Vehicle and Operator Services Agency test station which you have selected.

If your vehicle does not have a manufacturer's Vehicle Identification Number stamped on the chassis, you will have to apply to your DVLA local office for one to be assigned before the SVA inspection is conducted. DVLA local office officials may wish to inspect the vehicle as a check that it is not stolen. VOSA will also check vehicle details against information held on stolen vehicle databases.

After arrival the only circumstances in which you can drive the vehicle before completing the registration and licensing formalities are to and from a pre-arranged SVA and/ or MoT test and to and from a garage for remedial work following failure to pass the tests. Other than in these situations the vehicle must be kept off the road until the licensing and registration formalities have been completed. N.B. UK law requires a vehicle to be licensed and registered for use on the road. To avoid difficulties, importers are advised by DVLA to transport rather than drive their vehicles from the port of entry to home or first destination and to keep them off the road until they have been properly licenced and registered.

Conditions relating to the presentation of vehicles for test

The examination of a vehicle may be refused for any of the following reasons:

- the vehicle is not submitted for examination at the appropriate time and place appointed
- the fee has not been paid
- the vehicle cannot be driven or has insufficient fuel or oil to enable the test to be completed
- the vehicle is presented in a dangerous or such a dirty condition that the test is not feasible
- a load or items on the vehicle are not secured or removed as required
- a proper examination cannot be carried out because any door, tailgate, boot lid, engine cover, fuel cap or other device designed to be readily opened cannot be opened
- the condition of the vehicle (in the opinion of the examiner) is such that a proper examination of the vehicle would involve a danger of injury to any person or damage to the vehicle or any other property
- the vehicle does not display, permanently, in an accessible position and readily legible, the required vehicle identification number
- the driver does not remain in the vehicle or its vicinity and operate the controls etc. as requested

Afterwards

Once your vehicle has successfully passed the SVA test you will be given a Minister's Approval Certificate (MAC). With a MAC you will be able to go to your DVLA local office to get your vehicle licensed and registered. The locations and telephone numbers of these offices are included in the Department's PI5 booklet.

If your vehicle fails the SVA you will be allowed to take your vehicle away for repairs and modification. You will then have to reapply to the Vehicle and Operator Services Agency.

The vehicle user will remain responsible for ensuring that the vehicle continues to comply with all relevant "Construction and Use" Regulations and Lighting Regulation requirements. However, for vehicles, which have been given a MAC under SVA, several existing requirements are relaxed. For instance, vehicles will not need to be fitted with European type-approved components such as lamps, mirrors, seat-belts and glazing, if they remain fitted with the same components as when inspected at SVA - these having been assessed as providing an equivalent level of safety.

Appeals

If your vehicle fails SVA or ESVVA and you are aggrieved by the decision, you can appeal against the decision and a re-test by an independent inspector will be carried out. You must make your appeal within 14 days of the original decision. The fee for the appeal will be the same as that paid for the original test. If your appeal is upheld either wholly or in part, you may have your fee or part of your fee refunded.

Further Information

If you need any advice on the policy of the SVA scheme please contact:

Transport Technology and Standards 7
Zone 2/01
Department of Transport
Great Minster House
76 Marsham St
LONDON
SW1P 4DR

Fax: 020 7944 2196
e-mail: vsed@dft.gsi.gov.uk
web-site: <http://www.dft.gov.uk/>

To make an application for the SVA test and for general enquiries and information on the test procedure and technical standards, please contact:

SVA Section
The Vehicle and Operator Service Agency
91/92 The Strand
Swansea
SA1 2DH

Tel: 0870 60 60 440.
Fax: 01792 454367
e-mail: technical@vosa.gov.uk
web-site: <http://www.vosa.gov.uk/>

For information on the accreditation of test laboratories, please contact:

The Vehicle Certification Agency
1 The Eastgate Office Centre
Eastgate Road
Bristol
BS5 6XX

Tel: 0117 951 5151
Fax: 0117 952 4103
e.mail: enquiries@vca.gov.uk

For information on the accreditation of test laboratories, please contact:

The Vehicle Certification Agency
1 The Eastgate Office Centre
Eastgate Road
Bristol

BS5 6XX

Tel: 0117 951 5151

Fax: 0117 952 4103

e.mail: enquiries@vca.gov.uk

Appendix 1 - Vehicle Definitions

Note: The Motor Vehicle Approval Regulations 2001 should be consulted for precise legal definitions.

Amateur-built vehicle is one constructed or assembled for your own personal use, where:

- the construction or assembly or a substantial part of it must have been carried out by you or other persons acting on your behalf; and
- a substantial part of the construction or assembly was carried out by you or other persons not involved in a business in the course of which motor vehicles are normally constructed or assembled.

Ambulance means a passenger vehicle intended for the transport of sick or injured people and having special equipment for such purpose.

The interpretation applied to this definition is as follows: -

The vehicle shall be readily identifiable as a vehicle used for the carriage of sick, injured or disabled people to or from welfare centres or places where medical or dental treatment is given by being permanently marked "Ambulance" (or "Ambiwans") on both sides

The vehicle must have the following equipment or characteristics;

- An optical warning system ie; a blue warning beacon (or special warning lamp) or a device which fulfils the same function
- An acoustical warning system
- One operational 12v socket for medical devices in the patient's compartment
- The electrical supply system shall consist of at least four separate sub-systems as follows;
 - - basic system in non-equipped vehicle
 - supply system for specific body mounted devices
 - supply system for patient compartment
 - supply system for communications.

Apart from the basic system, (the pre-converted vehicle system) the road ambulance body shall not be used as part of any of the supply systems. (ie it must be an insulated return system)

- A communication system;
 - - with a transceiver permanently installed
 - connected to external antenna(e)
- A permanently fitted bulkhead;

- - separating the driver's compartment from the patient's compartment,
 - if fitted with a door that the door is self closing while the vehicle is moving and is secured against self-opening,
 - having one or two windows with a minimum separation of 100mm, and
- any permanently fitted window;
- - shall be made of material displaying an "e" or "E" marking
 - shall have a maximum area of 0.12m²
 - shall allow direct visual contact with the driver
 - shall be secured against opening
 - shall have an adjustable blind or other means of preventing the driver being disturbed by the light of the patient's compartment.
- External Windows;
- - positioned or screened to ensure patient's privacy,
 - displaying an "E" or "e" marking.
- Restraint Systems
- - positions for occupants on board shall be fitted with a permanent restraint which when subjected to a force of 10g shall prevent the occupant becoming detached such as to create a hazard to the safety of other persons on the ambulance.
 - items (eg medical devices/equipment /objects) on board shall be fitted with a permanent restraint and when subjected to a force of 10g shall not become detached such as to create a hazard to the safety of the persons on the ambulance.
 - maximum distance the patient, the stretcher and any item attached to either the holding assembly or stretcher may travel is 150mm.
- Evacuation

It shall be possible to release all persons in the ambulance without the use of equipment on board the ambulance.

- Doors

An audible and/ or visual signal shall warn the driver when any door is not completely closed when the vehicle is in motion.

Armoured vehicle is a civilian vehicle constructed or adapted for the protection of conveyed passengers and/or goods and complying with armour plating anti-bullet requirements

Bi-purpose vehicle means a vehicle constructed or adapted for the carriage of both goods and not more than 8 passengers, not being a vehicle to which the Motor Vehicles (Type Approval) (Great Britain) Regulations apply (i.e. not a passenger car, dual purpose vehicle, motor caravan or motor ambulance). Bi-purpose vehicles are thus subject to goods vehicle type approval, or if up to 3.5T gross weight, alternatively SVA.

Car (Passenger) means a motor vehicle which is constructed solely for the carriage of passengers and their effects or is a dual-purpose vehicle and which -

- is adapted to carry not more than 8 passengers exclusive of the driver and either has four or more wheels or, if having only three wheels has a maximum gross weight of more than 1,000 kg,

or

- has three wheels, a maximum gross weight not exceeding 1,000 kg, and either a design speed exceeding 50 k.p.h. or an engine with a capacity exceeding 50cc, and is not a motorcycle with or without a sidecar attached.

Note: Larger vehicles such as limousines with bench seating arrangements can be approved subject to the applicant declaring that the vehicle is only suitable up to 8 passengers.

Disabled person's vehicle is one adapted or specially constructed so as to enable a person who has a disability to travel in the vehicle, whether as the driver or a passenger, in safety and reasonable comfort.

Dual-purpose vehicle means a vehicle constructed or adapted for the carriage both of passengers and of goods or burden of any description, where the unladen weight does not exceed 2,040 kilograms, and which satisfies the following conditions as to construction:

- the vehicle must be permanently fitted with a rigid roof, with or without a sliding panel;
- the area to the rear of the driver's seat must -
 - be permanently fitted with at least one row of transverse seats (fixed or folding) for 2 or more passengers and those seats must be properly sprung or cushioned and provided with upholstered back-rests; attached either to the seats or to a side or the floor of the vehicle; and
 - be lit on each side and at the rear by a window or windows of glass or other transparent material having an area or aggregate area of not less than 1,850 square centimeters on each side and not less than 770, square centimeters at the rear; and
- the distance between the rearmost part of the steering wheel and the back-rests of the row of transverse seats satisfying the requirements specified in sub-paragraph b(i) above or, if there is more than one such row of seats, the distance between the rearmost part of the steering wheel and the back-rests of the rearmost such row must, when the seats are ready for use, be not less than one-third of the distance between the rear most part of the steering wheel and the rear most part of the floor of the vehicle.

Hearse is a motor vehicle intended for the transport of deceased people and having special equipment for such purpose.

This shall be interpreted as a vehicle:-

- having an enclosed glazed area to the rear of the driving position,
- being fitted with a permanent deck of suitable length to accommodate a full size coffin
- incorporating bier fittings such as coffin stops and/or rollers, and
- not fitted with any seats or seat mountings below the deck/bier, (although storage space may be provided).

- **Motor caravan** means a special purposes passenger car constructed to include living accommodation which contains at least the following equipment:
- seats and table,
- sleeping accommodation which may be converted from the seats,
- cooking facilities, and
- storage facilities.

This equipment shall be rigidly fixed to the living compartment; however, the table may be designed to be easily removable.

The interpretation applied to this definition is as follows:

Seats and a Table

- Are required to be an integral part of the living accommodation area, and mounted independently of other items.
- The table must be capable of being mounted directly to the vehicle floor and /or side wall.
- The table mounting arrangement must be secured as a permanent feature, (bolted, riveted, screwed or welded), although the table may be detachable.
- Permanently secured seating must be available for use at the table.
- The seats must be secured directly to the vehicle floor and/or side wall.
- The seats must be secured as a permanent feature, (bolted riveted, screwed or welded).

Sleeping Accommodation

- Must be an integral part of the living accommodation area.
- Either beds or a bed converted from seats (to form a mattress base)
- Secured as a permanent feature, with base structures bolted, riveted, screwed or welded to the vehicle floor and / or side wall, (unless the sleeping accommodation is provided as a provision over the driver's cab compartment.

Cooking Facilities

- That are an integral part of the vehicle living accommodation and is mounted independently of other items.
- That are secured to the vehicle floor and / or side wall.
- Secured as a permanent feature, (bolted, riveted, screwed, or welded).
- The cooking facility must consist of a minimum of a two ring cooking facility or a microwave in either case having a fuel/power source.
- If the cooking facility is fuelled by gas having a remote fuel supply, the fuel supply pipe must be permanently secured to the vehicle structure.
- If the cooking facility is fuelled by gas having a remote fuel supply, the fuel reservoir must be secured in a storage cupboard or the reservoir secured to the vehicle structure.

Storage Facilities

- Storage facilities must be provided by a cupboard or locker.
- The facility must be an integral part of the vehicle living accommodation, ie mounted independently of other items, unless incorporated below seat/sleeping accommodation or the cooking facility.
- The storage facility must be a permanent feature, (bolted, riveted, screwed or welded).
- The storage facility must be secured directly to the vehicle floor and / or side wall, unless a storage provision is provided over the driver's cab compartment.

Personally imported vehicle is where:

- the vehicle has been imported by a person entering the United Kingdom (in the case of a serving member of the Armed Forces, is to be imported within 12 months of the date of application);
- that person, at the time the vehicle was imported, (in the case of a serving member of the Armed Forces, at the time of application) had been normally resident in a country other than the United Kingdom for a continuous period of at least 12 months;
- that person intends to become normally resident in the United Kingdom;
- the vehicle has been in the possession of that person and used by him or her in the country where he or she has been normally resident for a period of at least 6 months before its importation; and
- the vehicle is intended for his or her personal or household use in the United Kingdom.

Rebuilt vehicle is a vehicle to which the Secretary of State is required to assign a Vehicle Identification Number and which has been rebuilt using a replacement chassis or body of the same design and construction as that of the original vehicle and which -

- was supplied for the purpose without having been previously used, or
- previously formed part of a registered vehicle.

Vehicle manufactured in very low volume is where:

- the total number of vehicles of the family of types to which the vehicle in question belongs which are manufactured in the world for any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured does not exceed 200.
- the total number of vehicles of the type variant to which the vehicle in question belongs which are manufactured in the world for any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured does not exceed 20.

A type variant consists exclusively of vehicles which do not differ in at least the following essential respects-

(a) the manufacturer;

(b) essential aspects of construction and design:

(i) obvious and fundamental differences in the chassis, floor plan or other parts of the vehicle's structure, or

(ii) the power plant (whether internal combustion, electric or hybrid);

(c) body style (e.g. saloon, hatchback, coupe, cabriolet or estate wagon)

(d) power plant:

(i) the working principle (whether positive ignition or compression ignition, and whether four stroke or two stroke),

(ii) the number and arrangement of cylinders,

(iii) differences in maximum power of more than 30% (the highest is more than 1.3 times the lowest), or

(iv) engine capacity differences of more than 20% (the highest is more than 1.2 times the lowest);

(e) number, position or interconnection of the powered axles; or

(f) number or position of the steered axles.

Vehicle manufactured using parts of a registered vehicle is where:

- it is constructed or assembled by a person carrying on a business in the course of which motor vehicles are normally constructed or assembled;
- it is equipped with an engine which has previously been used as the engine of another vehicle which had been registered under the Vehicle Excise and Registration Act 1994 or any earlier Act relating to the registration of mechanically propelled vehicles; and
- it is equipped with one or more of the following components taken from the same vehicle as the engine: - chassis; body; suspension; an axle; transmission; or steering assembly.

Appendix 2 - Special arrangements for certain goods vehicles exceeding 3,500kg gross weight

SVA normally applies to Light Goods Vehicles up to 3,500kg gross weight and to any passenger car. If, however, a heavier goods vehicle is of the same "family of types" as a vehicle that has already passed SVA (either as a goods vehicle no more than 3,500kg gross weight, or as a passenger car) it may be submitted for SVA providing:

- the design gross weight does not exceed 5,500 kg; and
- the kerbside (i.e. unladen) weight does not exceed 3,425 kg.
- The vehicle is downrated to 3500kg GVW

"Family of Types" means vehicles which do not differ in at least the following essential respects:

- the manufacturer,
- essential aspects of construction and design:
- chassis/floor pan (obvious and fundamental differences),
- power plant (internal combustion/electric/hybrid).

If you wish to make use of this concession, you should submit with your application, evidence (e.g. manufacturer's brochure) to show that your vehicle is of the same family of types as a vehicle normally eligible for SVA. If you know that a normally eligible vehicle in that family of types has passed SVA, please give details (but the Vehicle and Operator Services Agency will confirm whether or not there is such a precedent).

Appendix 3 - The SVA scheme is available at the following Test Centres

(Address followed by telephone number)

Scotland

Aberdeen:

Cloverhill Road
Bridge of Don Industrial Estate
Aberdeen
AB23 8EE
01224 702357

Glasgow:

Crosshill Road
Bishopbriggs
Glasgow
G64 10A
0141 7726321

Northern England

Beverley

Oldbeck
Off Grovehill Road
Beverley
East Yorkshire
HU17 0JG
01482 881522

Carlisle:

Brunthill Road
Kingstown Industrial Estate
Cumbria
CA3 0EH
01228 528106

Liverpool (Speke):

C/O South Liverpool Commercials
Woodend Avenue
Speke
Liverpool
L24 9NB
01514860050 or 0151 5474445

Manchester (Chadderton):

Broadway Business Park
Broad Gate
Chadderton
Oldham
OL9 9XA
0161 947 1000

Newcastle-Upon-Tyne:

Sandy Lane
Gosforth
Newcastle-upon-Tyne
NE3 5HB
0191 2365011

Midlands

Birmingham:

Garretts Green Industrial Estate
Birmingham
B33 0SS
0121 783 6560

Derby:

Curzon Lane
Alvaston
Derby
DE21 7AY
01332 571961

Nottingham:

Main Road
Watnall
Nottingham
NG16
0115 938 2591

Shrewsbury:

SVA Site
Unit 6, Levens Drive
Harlescott
Shrewsbury
SY1 3EG
01743 462261

London

Edmonton:

Anthony Wharf
Lea Valley Trading Estate
Edmonton
London
N18 3JR
020 8803 7733

Mitcham:

Redhouse Road
Croydon
Surrey
CR0 3AQ
020 8684 1499

Yeading:

Cygnets Way
Willow Tree Lane
Yeading
Hayes
Middlesex
UB4 9BS
020 8841 9205

Eastern England

Chelmsford:

Widford Industrial Estate
Chelmsford
Essex
CM1 3DR
01245 259341

Norwich:

Jupiter Road
Hellesdon
Norwich

NR6 6SS
01603 408128

Leighton Buzzard:

Stanbridge Road
Leighton Buzzard
Bedfordshire
LU7 4QG
01525 373074

Southern England

Gillingham:

Ambley Road
Gillingham
Kent
ME8 0SJ
01634 232541

Southampton (Northam):

Unit R, Centurian Industrial Estate
Bitterne Road West
Southampton
SO18 1UB
02380 837397

South West England

Bristol:

Unit 10
I.O. Centre
Poplar Way West
Avonmouth
Bristol
BS11 0QL
01179 381157

Exeter

Grace Road
Marsh Barton Trading Estate
Devon
EX2 8PU
01392 278267

Taunton:

Taunton Trading Estate
Norton Fitzwarren

Taunton
Somerset
TA2 6RX
01823 282525

Wales

Cardiff:
School Road
Miskin
Pontyclun
Mid Glamorgan
CF72 8YR
01443 224701

Appendix 4 - Organisations approved for ESVA laboratory testing are:

In the UK:

Dunton Emission Laboratory
Dunton Technical Centre
Laindon
Basildon
Essex
SS15 6EE
Tel: 01268 403271
Fax: 01268 401309

Landrover
Block 105
Lode Lane
Solihull
West Midlands
B92 8NW
Tel: 01926 634364

LTC Ltd
Aston Way
Leyland
Preston
PR5 3TZ
Tel: 01772 422911
Fax: 01772 621466

MG Rover Group Ltd
Emissions Test Facility
Longbridge
Birmingham
B31 2TD
Tel: 0212 482 4821
Fax: 0121 482 6421

Millbrook Proving Ground Ltd
Millbrook
Bedford
MK45 2JQ
Tel: 01525 404242
Fax: 01525 408312

The Motor Industry Research Association
Power Train and Emissions Technology
Watling Street
Nuneaton
Warwickshire
CV10 0TU
Tel: 0247 635 5029 or 0247 635 5178

(Prodrive) Tickford Engineering Ltd
Tickford House
Tanners Drive
Milton Keynes
Bucks
MK14 5BN
Tel: 01908 513000
Fax: 01908 618233

STATUS
Department of Engineering and Technology
Manchester Metropolitan University
John Dalton Building, Chester Street
Manchester
M1 5GD
Tel. 0161 247 6262
Fax. 0161 247 6779

Torotrack Plc
1 Aston Way
Leyland
Preston
PR26 7UX
Tel 01772 900900

Fax 01772 900929.

TRL Ltd
Old Wokingham Road
Crowthorne
Berkshire
RG45 6AU
Tel: 01344 770765
Fax: 01344 770918

Overseas:

Eurotype Test Centre (PTY) Ltd
PO Box 5486
Greenfields
East London 5208
South Africa.
Tel +27 43 703 1602
Fax + 27 43 703 1618

RWTUV Fahrzeug Gmbh
Institut Fur Fahrzeugtechnik
Typprufstelle
Adlerstr. 7,
45307 Essen
Germany
Tel: +49 201 825 4142
Fax: +49 201 825 4185

TUV Nord Stassenverkehr GmbH
Motor Veh. System and Traffic Routing Technique Traffic Routing Technique
Am TUV 1
30519 Hannover
Germany
Tel: +49 511 986 1334 or +49 511 986 1586
Fax: +49 511 986 1998 or +49 511 986 1999

Emission Test Cell Company Limited
G/F, Flat B
Lok Shun Factory Building
Chai Wan Kok Street
Tsuen Wan
New Territories
Hong Kong
Tel: +852 2499 2772

ETC HK Ltd (ETC HK SAR Ltd)

Unit B, G/F

No 7 Mok Cheong Street

Tokwawan

Kowloon

Hong Kong

Tel: +852 2690 0682

Fax: +852 2687 6231

Hong Kong Exhaust Emission Laboratory Ltd (HKEEL)

GF

Watson Building

204-210 Texaco Road

Tsuen Wan

New Territories

Hong Kong

NB: Some of the laboratories listed above specialise in particular subject areas e.g. emissions. An individual laboratory may not conduct the full range of tests / examination necessary to approve a particular vehicle.