



# M2 M3 Transition

**Version 4**

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## M2 M3 Transition v4

**Buses with more than 8 passenger seats (M2 and M3 category) - includes coaches, minibuses and large limousines.**

From 29 April 2009 a manufacturer of a bus may apply for approval under the new schemes: **EC Whole Vehicle Type Approval (EC WVTA)**, **UK National Small series type approval (NSSTA)** or **Individual Vehicle Approval (IVA)**. A bus which has proof of compliance with one of these requirements will no longer need to undergo a separate technical inspection by VOSA for the purpose of Part II to the Public Service Vehicles (Conditions of Fitness, Equipment, Use and Certification) Regulations 1981 (known as **COIF**) in order to carry paying passengers as a Public Service Vehicle (PSV).

From **29 October 2010** DVLA will no longer register any bus built in a single stage (regardless of whether it is intended for public or private use) unless an **EC WVTA** or **UK NSSTA** Certificate of Conformity or an **IVA** certificate has been issued for that vehicle. (An exception is made for single stage buses whose manufacture was completed before **29 July 2010** – these will continue to be registered indefinitely under the old rules: either with a COIF certificate or following a PRI (Pre-Registration Inspection)). Buses built in a single stage, covered by a COIF certificate, and manufactured after 29 July 2010, **MUST** be registered before 29 October 2010 and will not be accepted by DVLA for registration after that date.

From **29 October 2011** DVLA will no longer register any bus (regardless of whether for public or private use) unless it is accompanied by an **EC WVTA** or **UK NSSTA** Certificate of Conformity, or an **IVA** certificate. (An exception is made for multi-stage built buses whose manufacture was completed before **29 July 2011** – these will continue to be registered under the old rules: either with a COIF certificate or following a PRI (Pre-Registration Inspection)).

A bus that is incomplete will not be accepted for registration.

A technical inspection by VOSA (under **COIF**) will still be necessary for any bus registered before October 2011 and not issued with an **EC WVTA** or **UK NSSTA** Certificate of Conformity, or **IVA** certificate, and which was initially used for private use but where the owner subsequently wishes to put the vehicle to PSV use.

Likewise, an approved panel van (N1 category) which is converted to a minibus **after** registration as a panel van, will still need to apply to VOSA for a **COIF** in order to operate as a Public Service Vehicle, because an approval as N category does not permit such operation.