



Light truck (N1) Transition to ECWVTA in UK

Version 5

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Light truck (N1) Transition to ECWVTA in UK – v5

Light goods vehicles up to 3500kg laden weight (N1 category)

Under the new ECWVTA regime, category N is used to describe all motor vehicles except those which are primarily designed to carry passengers and thus fall into category M. So some vehicles which do not carry goods are nevertheless in the N category.

1. N1 vehicles that are subject to type approval today.

Approval schemes today for N1 vehicles:

Single Vehicle Approval (SVA), comprising standard SVA and Enhanced SVA), or **GB Goods Vehicle National Type Approval (GVNTA)**.

From April 2009 new options for approval became available - **UK National Small series type approval (SSNTA)** and **EC Whole vehicle type approval (EC WVTA)**.

From 29 April 2009 DVLA accept **EC CoC**, **SSNTA CoC** or **IVA** certificate to register a vehicle, as well as the existing **GVNTA CoC** or **Minister's Approval Certificate (MAC)** or an **SVA MAC**. An **EC CoC** or **NSSTA CoC** for an *incomplete* vehicle will be accepted (until 29 April 2013) so long as it shows compliance with the same subjects required by GVNTA.

From **29 October 2010** VCA will no longer accept applications for **GVNTA** for 'New Types' of N1 vehicle (in other words no more **GVNTA Type Approval Certificates** or **Primary Minister's Approval Certificates (P-MAC)** will be issued). Instead any 'New Types' will need to apply for type approval under one of the new schemes (or temporarily switch to **SVA** until October 2011).

From **29 October 2011**, the **GVNTA** scheme will cease for N1 vehicles (it continues for larger vehicles). VCA will withdraw all approvals and manufacturers can no longer issue Certificates of Conformity or Sub-MACs to N1 vehicles with **GVNTA**.

Also from **29 October 2011**, **SVA** for N1 will cease. VOSA will launch **Individual Vehicle Approval (IVA)** for N1 category vehicles.

However, the validity of already-issued **GVNTA** CoCs or Sub-MACs and **SVA** MACs will continue: For a vehicle with any of these issued before 29 October 2011, that certificate will still be valid for registering the vehicle with DVLA until **29 April 2013**. (29 October 2014 in the case of *Special purpose vehicles* – see below).

From **29 April 2013**, DVLA will no longer accept **GVNTA** or **SVA** certificates for registration of vehicles, other than *Special purpose vehicles*. Only an **EC CoC**, **SSNTA CoC** or **IVA** certificate for the completed vehicle will suffice. An **EC CoC** for the incomplete vehicle will no longer be accepted.

From **29 October 2014**, DVLA will no longer accept **GVNTA** or **SVA** certificates for registration of any vehicle, including *Special Purpose Vehicles*, without an **EC CoC**, **SSNTA CoC** or **IVA** certificate for the finished vehicle.



2. N1 vehicles which are exempt from type approval today but will not be exempt in the future.

Certain N1 vehicles which are currently exempt from **GVNTA** will be classified as **Special Purpose Vehicles** for the purposes of the transition, which means that the date of application of mandatory type approval is postponed to 29 October 2014:

- **Snow ploughs, gritters and other vehicles constructed for dealing with snow or ice.**
- **Electrically-propelled goods vehicles designed for special purpose use.**
- **Break-down vehicles** (In this context, defined as a vehicle which can raise a disabled vehicle from the ground and tow it whilst raised, and which carries no other load except necessary equipment).

From **29 October 2014**, DVLA will expect to see an **EC WVTA**, **SSNTA** or **IVA** certificate for all Special Purpose Vehicles being registered.

If vehicles are exempt from GVNTA but do not fall into one of the above categories, then Complete vehicles (those built in a single stage) will have to comply with either **ECWVTA**, **NSSTA** or **IVA** if registered after 29 October 2011. For Completed (multi-stage build) vehicles, registrations after 29 April 2013 will need to comply.

3. Bodybuilders for N1 vehicles (multi-stage build vehicles)

Currently bodies can be added to chassis cabs and no additional approval is required before registration. From the date below, the entire vehicle including the body will be subject to approval. The body itself is not subject to a specific approval but certain aspects of it will be assessed - for example, lights mounted on it, whether it restricts the rear view mirror field of view and if it affects the overall dimensions of the vehicle.

From 29 April 2013 (29 October 2014 for *Special Purpose Vehicles* as described above), DVLA will no longer accept **GVNTA** or **SVA** certificates for registration of vehicles. Only an **EC**, **SSNTA** or **IVA** certificate for the completed vehicle will suffice. These certificates can only be obtained if the body is considered at the time of approval.

From 29 April 2013 a vehicle will not be registered if construction of every aspect of the vehicle is not finished and ready for its intended use. In most cases this means that all bodywork must be completed or in the case of skeletal designs that all fittings are in place.

4. Exempt vehicles

Certain vehicles are **exempt** from type approval today and will continue to be exempt in the future:

Fire engines (including an airfield crash tender).

Vehicles designed and constructed for use by the Armed services, the Police and Civil defence.

Tracked or Track-laying vehicles

Vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities. (These would normally fall within the '**Works Truck**', '**Local Excavation Vehicle**' or possibly '**Engineering Plant**' definitions under current national regulations). Examples include *Fork-lift truck, dumper truck, back-hoe loader, straddle carrier*.

Mobile machinery. (These would fall normally within either the '**Engineering Plant**' or '**Works truck**' definitions under current national regulations and are vehicles which are not considered a means of transport for either goods or passengers, and are not based on a truck chassis). Examples include *Road roller, road planer, road paver, self-propelled mobile access platform (cherry picker - non vehicle mounted)*.

Vehicles with maximum design speed below 25km/h (~15mph). In general these would probably also fall within one of the three preceding categories.

Road sweepers not based on lorry chassis. A vehicle constructed for the purpose of road cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies, which is not based on a truck or lorry chassis. These are considered as Mobile Machinery

Prototypes - vehicles which are used on the road under the responsibility of a manufacturer to perform a specific test program.

Pedestrian controlled vehicles (for example, *pedestrian controlled road maintenance vehicles*).

Such vehicles must comply with other legislation – some examples are given below but the following list is not exhaustive:

The Road Vehicles (Construction and Use) Regulations 1986 – as amended.

The Road Vehicles Lighting Regulations 1989 – as amended.

Supply of Machinery (Safety) Regulations 2008 (S.I. 2008/1597) (implementing the Machinery Directive – see the following link:

<http://www.berr.gov.uk/whatwedo/sectors/sustainability/regulations/ecdirect/page12543.html>

The Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 (Statutory Instrument No. 1999/1053) – for more information see

<http://www.vca.gov.uk/other/non-road-mobile-mach.asp>

5. Vehicles which are outside the scope of type approval in this context but are covered by other regulations.

Agricultural tractors and other agricultural motor vehicles or 'agricultural engines' (for example - *combine harvesters*).

2 and 3 wheeled vehicles. (*motorcycles and tricycles*).

These sectors are covered by their own approval regimes which should be investigated further.