



# **Heavy truck (N2 N3)**

## **Transition to ECWVTA in UK**

### **Version 8**

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# Heavy truck (N2 N3) Transition to ECWVTA in UK – v8

## Vehicles over 3500kg laden weight (N2 and N3 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. Vehicles that are subject to Goods Vehicle type approval today.

Approval scheme today for N2/N3 vehicles:

#### ***GB Goods Vehicle National Type Approval (GVNTA)***

From April 2009 new options for approval were available - ***UK National Small series type approval (NSSTA)***, ***EC Whole vehicle type approval (EC WVTA)*** and ***Individual Vehicle Approval (IVA)***.

From 29 April 2009 DVLA accept ***EC Certificate of Conformity (CoC)***, ***NSSTA 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 October 2014) so long as it shows compliance with the same subjects required by GVNTA. In practice, VCA will not issue an NSSTA for an incomplete vehicle type unless it complies with this requirement.

From **29 October 2010**, VCA will no longer accept applications for ***GVNTA*** for New Types of N2/N3 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. This may also affect certain vehicles that are currently exempt from GVNTA (see overleaf).

From **29 October 2012**, the ***GVNTA*** scheme will cease. VCA will withdraw all approvals and manufacturers can no longer issue Certificates of Conformity or Sub-MACs for new vehicles under ***GVNTA***.

However, the validity of already-issued ***GVNTA*** CoCs or Sub-MACs will continue: For a chassis-cab with a ***GVNTA*** Certificate of Conformity or Sub-MAC issued before 29 October 2012, that certificate will still be valid for registering the vehicle with DVLA until 29 October 2014. (Allowing time to build the body).

From **29 October 2014**, DVLA will no longer accept ***GVNTA*** certificates (CoC or Sub-MAC) for registration of vehicles, and will no longer accept *incomplete* CoC issued under ***NSSTA*** or ***ECWVTA***. Only an ***EC CoC***, ***NSSTA CoC*** or ***IVA*** certificate issued for a complete or completed vehicle will suffice.

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

Certain N2 and N3 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 type approval is postponed to 29 October 2014, even if the vehicle is *Complete* (built in one stage):

**'Motor tractors' and 'Locomotives'** - vehicles which carry no load (other than necessary equipment, etc.) and only haul balanced trailers (and not articulated ones). (unless such vehicles meet the definition of **Mobile Machinery** - see section 4 below)

**Snow ploughs, gritters and other vehicles constructed for dealing with snow or ice. (and dedicated to that purpose)**

**Electrically-propelled goods vehicles designed for special purpose use.**

**Steam-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).

**Mobile cranes within the normal C&U size and weight limits for road vehicles.** (Larger Mobile Cranes subject to STGO are considered as Mobile Machinery and are exempt from type approval – see section 4 below).

In addition, the following are **Special Purpose Vehicles** currently authorised under the Special Types General Order (STGO) rules, but will become subject to type approval before registration from 29 October 2014. Certain exemptions will be available to ensure that the vehicle is capable of fulfilling its intended purpose.

- **Vehicles designed to carry an Abnormal Indivisible Load.**
- **Engineering Plant** which is based on a lorry chassis.
- **Road recovery vehicles over 12 tonnes.**
- **Vehicles with boom-mounted movable work platforms.**
- **Highway testing vehicles** which are based on a lorry chassis.
- **Crash Cushion vehicles** which are based on a lorry chassis.

From **29 October 2014**, DVLA will expect to see an **EC CoC**, **NSSTA CoC** 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 2012. For Completed (multi-stage build) vehicles, registrations after 29 October 2014 will need to comply.

### 3. Bodybuilders for N2/N3 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, rear and side under-run guards, whether it restricts the rear view mirror field of view and if it affects the overall dimensions of the vehicle.

From 29 October 2014, DVLA will no longer accept **GVNTA** certificates or EC or NSSTA CoC for *incomplete* vehicles, for registration. Only an **EC CoC**, **NSSTA CoC** 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 October 2014 a vehicle will not be registered if the 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**
- **Prototypes** - vehicles which are used on the road under the responsibility of the manufacturer to perform a specific test program.

**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).*

**Large Mobile Cranes** These are considered as Mobile Machinery if they are currently authorised under STGO. This would be the case if they exceed normal C&U width/length and weight limits.

**Vehicles with maximum design speed below 25km/h (~15mph).** This includes vehicles designed for low speed operation like *slow engineering plant.* (Often, these would 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 lorry chassis. These are considered as Mobile Machinery

**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 may be covered by other approval regimes.**

**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.