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# HAZARD WARNING

NEW VEHICLE REGULATIONS APPROACHING



**TYPE APPROVAL**  
Is your business ready?

Please fold here



Stay informed – and stay on the road – by visiting  
[www.dft.gov.uk/roads/vehicles/typeapproval](http://www.dft.gov.uk/roads/vehicles/typeapproval)

## IT'S ALL AT YOUR FINGERTIPS

Want to know more about how type approval will change your business? Check out the attached CD to see how the new regulations will affect buses and coaches; trucks and vans; and trailers and other special purpose vehicles.



# WANT TO KEEP ON MANUFACTURING THESE? YOU'LL NEED TYPE APPROVAL



## TYPE APPROVAL

From 2009, new UK regulations will begin to change the way vehicles can be approved for sale and registration.

European Community Whole Vehicle Type Approval (ECWVTA) is about to be extended from cars and motorcycles to cover other vehicles (including buses, coaches, vans, trucks, trailers and some other special purpose vehicles).

This change is important to you if you:

- manufacture, build or convert vehicles or trailers
- are the owner or director of the business
- are responsible for vehicle approval or certification

Once the new regulations are in place, you'll need to get approval for all the vehicles you manufacture – no approval, no sale.

Read on to find out how the new vehicle approval process will work – then please fill in the attached questionnaire. It's very important that you do this because the more we know about your business, the better we can prepare for the new approval process and make sure that we can meet the demand for inspection facilities from 2009.

# TYPE APPROVAL – GET YOUR BUSINESS UP TO SPEED

## WHAT IS TYPE APPROVAL?

Type approval is a streamlined process for approving new vehicles. Once an initial ‘type’ of vehicle is examined and the production arrangements are assessed as meeting Conformity of Production (CoP) requirements, more vehicles of this type can be manufactured and sold without the need for further inspections and testing.

## HOW DOES IT AFFECT ME?





The new type approval regulations will affect:

- manufacturers
- importers
- body builders
- converters of passenger vehicles, goods vehicles, trailers and some other special purpose vehicles




The regulations – and the changes you’ll need to make in order to conform with them – will differ for each vehicle category. The chart opposite details how vehicles are defined under the new regulations.

## VEHICLE CATEGORY CHART





### PASSENGER VEHICLES

Kind of vehicle	Description	Weight range
M <sub>1</sub> 	No more than 8 seats in addition to driver’s seat	Not applicable
M <sub>2</sub> 	More than 8 seats in addition to driver’s seat	5t or less
M <sub>3</sub> 	More than 8 seats in addition to driver’s seat	Over 5t
M <sub>1</sub>  Special purpose	Motor caravans, ambulances, hearses, armoured cars, wheelchair-accessible vehicles	Not applicable

### GOODS VEHICLES

N <sub>1</sub> 	Light vans and trucks	3.5t or less
N <sub>2</sub> 	Mid size vans and trucks	Over 3.5t and not more than 12t
N <sub>3</sub> 	Heavy vans and trucks	Over 12t

### TRAILERS

O <sub>1</sub> 	Very light trailers	0.75t or less
O <sub>2</sub> 	Light trailers	Over 0.75t and not more than 3.5t
O <sub>3</sub> 	Medium trailers	Over 3.5t and not more than 10t
O <sub>4</sub> 	Heavy trailers	Over 10t

Dates from which vehicles **must** be approved. See the full timeline on the attached CD for more information. Please note: all dates may be subject to minor change.

## TIMELINE

**OCTOBER 2007**  
ECWVTA directive comes into force

**APRIL 2009**  
Type approval is available (on a voluntary basis) for any vehicle type

### TYPE APPROVAL REGULATIONS COME INTO FORCE FOR THE FOLLOWING VEHICLES:

**OCTOBER 2010**  
Minibuses, buses and coaches built in one stage or first stage of a multi-stage build

**OCTOBER 2011**  
Light vans and trucks built in one stage or first stage of a multi-stage build. Minibuses, buses and coaches built in multiple stages

**APRIL 2012**  
Special purpose passenger vehicles (such as motor caravans, ambulances, hearses and armoured cars)

**OCTOBER 2012**  
Medium/heavy vans, trucks and trailers built in one stage

**APRIL 2013**  
Light vans and trucks built in multiple stages

**OCTOBER 2013**  
Trailers built in multiple stages

**OCTOBER 2014**  
Medium and heavy trucks built in multiple stages and other special purpose vehicles, such as mobile cranes

## HOW MUCH WILL IT COST ME?

The case studies that follow on pages 7–10 provide illustrative examples of Vehicle Certification Agency (VCA) and Vehicle and Operator Services Agency (VOSA) approval fees. Please remember that the approval fee is only one of many components of the total cost of getting type approval/individual vehicle approval.

You may need to:

- modify designs or re-engineer your product to meet new test requirements
- update and or introduce different design, manufacturing and quality processes, e.g. ISO 9001 or ISO/TS 16949
- change your company structure to ensure key staff have the necessary training and skills

These costs don't include any additional initial or ongoing investment in design, engineering, manufacturing, pre-testing, administration, travel or other costs incurred in producing a vehicle to the required standards prior to gaining the relevant approval.

## WHEN WILL IT AFFECT ME?

The timeline on the previous page will tell you when type approval regulations are expected to come into force for new types of each vehicle category. Make a note of the key dates for your business. You need to be ready to submit your new vehicles for type approval by these dates. If you don't act immediately and your competitors do, you could get left behind.

## HOW TO GET APPROVAL

Type approval will be phased in from 2009. By 2014, it will become compulsory for all vehicles.

There will be three new separate approval routes for vehicles: European Community Whole Vehicle Type Approval (ECWVTA), National Small Series Type Approval (NSSTA) or Individual Vehicle Approval (IVA).

The pros and cons of each of the approval routes are detailed in the chart below. To understand which route is best for you, read on: pages 7–10 provide individual case studies for each.

## WHAT ARE THE PROS AND CONS OF EACH APPROVAL ROUTE?

	ADVANTAGES	DISADVANTAGES
ECWVTA	<ul style="list-style-type: none"> <li>• Test one vehicle of each type only.</li> <li>• 'Worst case' may be used to cover other variants.</li> <li>• No additional cost per vehicle.</li> <li>• Once approved, you can build very large numbers of vehicles of the same type and sell them across the EC without further inspections.</li> </ul>	<ul style="list-style-type: none"> <li>• High initial costs.</li> <li>• Full Conformity of Production requirements.</li> <li>• Full documentation required.</li> <li>• Full test requirements must be met.</li> </ul>
NSSTA	<ul style="list-style-type: none"> <li>• Reduced Conformity of Production requirements.</li> <li>• Some technical requirements reduced.</li> <li>• Inspections carried out at the manufacturer's premises.</li> <li>• Once approved, you can build more vehicles of the same type and sell them across the UK without further inspections.</li> <li>• No formal link with stage 1 manufacturer required.</li> </ul>	<ul style="list-style-type: none"> <li>• High initial costs.</li> <li>• Numbers of vehicles limited to 75, 250 or 500 per type per year depending on the kind of vehicle.</li> <li>• Gives sales rights only within the UK.</li> </ul>
IVA	<ul style="list-style-type: none"> <li>• No formal link with stage 1 manufacturer required.</li> <li>• No Conformity of Production requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• Every vehicle has to be inspected and a certificate issued.</li> <li>• Every vehicle to be taken to a VOSA (mainland UK) or a Driver Vehicle Agency, Northern Ireland (DVA) test station.</li> <li>• More expensive per vehicle.</li> <li>• Gives sales rights only within the UK.</li> </ul>

# TYPE APPROVAL: WHICH ROUTE IS BEST FOR ME?



## TYPE APPROVAL

Now that you know which vehicle categories are relevant to your business and what the three type approval routes are, it is important that you work out which route is right for your business.

The descriptions and case studies that follow should help you to make this decision. Read them all carefully – but if you need to find out more, follow the links to further information on page 11.



## ECWVTA EUROPEAN COMMUNITY WHOLE VEHICLE TYPE APPROVAL

If you make large numbers of vehicles each year or you plan to sell across Europe, ECWVTA will be the best option for you. Under ECWVTA, you can apply for whole vehicle type approval for each type of vehicle you produce. Once each type is approved, you can issue your own Certificates of Conformity, which means vehicles can be sold across Europe without the need for further testing in each country.

### CASE STUDY 1: THE BUS MANUFACTURER SELLING ACROSS EUROPE ECWVTA

Karen's company builds buses. She makes around 300 a year and sells these throughout the European Community (EC). They are produced from a common chassis, to the same fundamental specification but with some variations within a defined type.



Because Karen wants to sell her buses across the EC, ECWVTA would be the best approval route. Karen will just need to get one representative sample bus approved. She will also need quality systems in place to ensure Conformity of Production. This demonstrates that her production processes can be relied on to consistently produce vehicles that match this single, approved specification, and allows her to issue a Certificate of Conformity with each bus.

As several of the bus systems – including emissions, braking and noise – are already covered by approvals obtained by the stage 1 (chassis) manufacturer, Karen only needs to demonstrate compliance of systems such as lighting, seating and interior. The bus type can probably be approved under ECWVTA for around £5,000\*.

\*See the 'How much will it cost me?' section on page 4 for more information.

## NSSTA NATIONAL SMALL SERIES TYPE APPROVAL

If you make small numbers of vehicles and sell only within the UK, NSSTA could be the right approval route for you. NSSTA uses similar (but sometimes less exacting) technical standards to ECWVTA and there is less paperwork to submit. This is to help keep costs down for smaller manufacturers.

NSSTA is for UK sales only and will not automatically be recognised across Europe. So if you want to sell your vehicles in another European country, you may have to apply to the type approval authority in that country.



## CASE STUDY 2: THE VAN BUILDER SELLING WITHIN THE UK NSSTA

Tony builds around 1,250 truck bodies a year for a large UK customer base. His production covers a wide range of bodies (eg box, curtainside, tipper, flatbed) from 3.5 to 26 tonnes and they are fitted on a mix of different chassis makers' vehicles. Although Tony's vehicles represent a very diverse spread, they can be condensed into just a few types, based on weight ranges, number of axles and probably the production numbers for each type. As he is selling them only within the UK, he can use the NSSTA route.

Using NSSTA, Tony won't necessarily need to have formal links with the chassis manufacturer. However, he will need to demonstrate that his production line can consistently create vehicles matching the specifications in the approval. Once a sample vehicle has been approved, he can issue Certificates of Conformity allowing him to register vehicles up to the number limit (250 or 500 according to the vehicle weight).



If Tony produces higher numbers of a particular vehicle in one year than are allowed under NSSTA – for example, if he builds 650 light vans in a year when the limit is 500 – he will need more than one type approval. He may find it easier to separate his approvals according to certain makes of chassis, to give him flexibility over numbers and type approvals that are easier to manage.

The cost of NSSTA is expected to be a little less than the cost of ECWVTA, as the tests can be less complex and the paperwork less challenging. Also, for a stage 2 body builder there should not be many separate items to cover in the approval, as the chassis manufacturer should have arranged approval for most of them. The cost to Tony of gaining approval for one type of vehicle would be around £3,500\*.

\*See the 'How much will it cost me?' section on page 4 for more information.

## IVA INDIVIDUAL VEHICLE APPROVAL

If you are just making a single vehicle or very small numbers of vehicles, you can use IVA. This approval route is for use only within the UK and involves less paperwork and cost than ECWVTA or NSSTA.

As with NSSTA, you'll need separate approval to sell your vehicles across the rest of Europe.

## CASE STUDY 3: THE BODY BUILDER MAKING ONE-OFF TRAILERS IVA

Phil is a body builder producing bespoke trailers for specialist applications. He doesn't work from an existing trailer chassis, but builds each unit from the ground up. This means every trailer he produces is different. All his production is sold to customers in the UK.



IVA will be the most convenient approval route. Phil will need to have every trailer he makes inspected to get the certificate his customers require to be able to use their trailers on the road.

Phil will not need formal quality systems to demonstrate Conformity of Production, because the specification of each unit is different. Instead, each trailer must be inspected to get an approval. The technical requirements of the IVA test aren't as complex as with ECWVTA, so the IVA inspection is likely to cost around £150 for each trailer\*.

## HOW DOES THE NEW APPROVAL PROCESS AFFECT MULTI-STAGE BUILD?

If your company is a stage 1 builder in a multi-build process (for example a bus chassis manufacturer), only two of the three approval routes apply. You can get incomplete vehicles approved to either ECWVTA or NSSTA standards.

Anyone who subsequently works on the vehicle can gain approval to the same or an alternative national approval standard. So if you submit a partial vehicle to be approved under NSSTA, a body builder (stage 2 builder) can then have the completed vehicle approved using NSSTA or IVA. If the stage 1 vehicle was approved under NSSTA, then the only options available at stage 2 are NSSTA and IVA.

## WHAT NEXT?

Now you know more about how type approval works and about which approval route could be best for your business. To find out about the changes in more detail, check out the CD on the inside front cover of this booklet.

You can keep up with what's happening by regularly visiting our website at [www.dft.gov.uk/roads/vehicles/typeapproval](http://www.dft.gov.uk/roads/vehicles/typeapproval), or emailing your contact details to [ecwvtaconsult@dft.gsi.gov.uk](mailto:ecwvtaconsult@dft.gsi.gov.uk) to receive regular updates.



\*See the 'How much will it cost me?' section on page 4 for more information.

**FILL IN THE QUESTIONNAIRE – AND HELP US TO HELP YOU!**

To make sure we can meet the demand for inspection facilities from 2009, we need to know more about everyone who's involved in the manufacturing or conversion of vehicles.

Please fill in the enclosed questionnaire and return it to us to tell us who you are, where you are, what vehicles you manufacture and how many. If you need help completing the questionnaire or want more information on type approval, email [ecwvtaconsult@dft.gsi.gov.uk](mailto:ecwvtaconsult@dft.gsi.gov.uk).

**HOW TO FILL IN THE QUESTIONNAIRE**

Please complete the form in block capitals, using black ink. All information will be treated in confidence and not shared with any third party.

**SECTION 1: COMPANY DETAILS**

Please complete your contact details so that we can keep you up to date with the progress of the new legislation.

**SECTION 2: AREAS OF BUSINESS ACTIVITY**

Please tell us your main business. We've split business areas into the following categories:

**Factory-built van maker:**

Builds complete vehicles.

**Truck chassis maker:**

Builds chassis cabs for others to add a body (or fifth wheel) to form a completed goods vehicle.

**Bus and coach chassis maker:**

Builds chassis for others to add a body to form a completed vehicle.

**Trailer maker:**

Builds complete vehicles including chassis and body.

**Trailer chassis maker:**

Builds chassis for others to add a body to form a completed vehicle.

**Body builder:**

Adds a body (goods or passenger) to a truck chassis, trailer chassis or bus chassis to form a complete goods or passenger vehicle. May add a fifth wheel to a tractor unit.



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**Chassis converter:**

Undertakes major alterations to chassis (mostly truck), for example wheelbase/overall length alterations, the addition of axles, etc.

**Vehicle converter:**

Undertakes conversions of one vehicle type to another, for example panel van to minibus, passenger car to special purpose vehicle (such as a motor caravan, ambulance, hearse, armoured car or wheelchair-accessible vehicle).

**SECTION 3: NUMBERS OF VEHICLES PRODUCED**

If you manufacture vehicles for more than one sector (for example trucks and vans as well as buses), please complete every section that's relevant to you.

Although type approval is already in place for cars, we've included them in the questionnaire, so you can tell us if cars are part of your business.

**SECTION 4: ROUTES TO APPROVAL**

To help you decide which approval routes you may want to use, see pages 5–11.

**SECTION 5: QUALITY SYSTEMS**

If you already have quality systems in place, it could make the type approval process easier and/or cheaper. Please tell us about your quality systems.

**SECTION 1: COMPANY DETAILS**

Company		Tel	
Address		e-mail	
		www	
		Contact	
Postcode		Role	

**SECTION 2: AREA OF BUSINESS ACTIVITY – please tick the boxes that apply to you**

<input type="checkbox"/>	Factory-built van maker	<input type="checkbox"/>	Trailer chassis maker
<input type="checkbox"/>	Truck chassis maker	<input type="checkbox"/>	Body builder
<input type="checkbox"/>	Bus and coach chassis maker	<input type="checkbox"/>	Chassis converter
<input type="checkbox"/>	Trailer maker	<input type="checkbox"/>	Vehicle converter

**SECTION 3: NUMBERS OF VEHICLES PRODUCED**

**SECTION 3A: PASSENGER VEHICLES – please tell us how many passenger vehicles you produce per year and how many products these represent. If none, tick this box  and move on to section 3B**

Kind of vehicle	Description	Weight	Total no.	No. products
	No more than 8 seats in addition to driver's seat	n/a		
	More than 8 seats in addition to driver's seat	5t or less		
	More than 8 seats in addition to driver's seat	Over 5t		
	Special purpose Motor caravans, ambulances, hearses, armoured cars, wheelchair-accessible vehicles	n/a		

**SECTION 3B: GOODS VEHICLES – please indicate how many goods vehicles you produce per year and how many products these represent. If none, tick this box  and move on to section 3C**

Kind of vehicle	Description	Weight	Total no.	No. products
	Light vans & trucks	3.5t or less		
	Mid size vans & trucks	Over 3.5t and not more than 12t		
	Heavy vans & trucks	Over 12t		

**SECTION 3C: TRAILERS – please indicate how many trailers you produce per year and how many products these represent. If none, tick this box  and move on to section 4.**

Kind of vehicle	Description	Weight	Total no.	No. products
	Very light trailers	0.75t or less		
	Light trailers	Over 0.75t and not more than 3.5t		
	Medium trailers	Over 3.5t and not more than 10t		
	Heavy trailers	Over 10t		

**SECTION 4: ROUTES TO APPROVAL – please tick the approval routes you are likely to use and estimate how many vehicles and products you are likely to put through each approval route per year.**

Routes to approval	Vehicles	No. products
European Community Whole Vehicle Type Approval (ECWVTA) <input type="checkbox"/>		
Small Series Type Approval (NSSTA) <input type="checkbox"/>		
Individual Vehicle Approval (IVA) <input type="checkbox"/>		

**SECTION 5: QUALITY SYSTEMS – please tick the boxes in the table below which apply to you.**

Quality systems	Yes	No
Do you have a quality system in place? (e.g. BS5790, ISO 9000, ISO/TS 16949)	<input type="checkbox"/>	<input type="checkbox"/>
Do you have a quality manual? (e.g. covering procedures to build in and check quality)	<input type="checkbox"/>	<input type="checkbox"/>
If you don't have one or the other now do you plan to in the future?	<input type="checkbox"/>	<input type="checkbox"/>

If you do not wish to receive any further information about type approval, please tick this box