

IM ESVA GENERAL

- **Suitability of Japanese Evidence of Compliance – vehicles fitted with non standard components.**
- **(Not Applicable to Model Report Assessment)**

RE-ISSUED 19/03/05.

Vehicles are likely to be presented using a Japanese De-registration document as evidence of compliance with the SVA requirements, both under the Enhanced element of the scheme and under the Standard section.

Some vehicles will have been subject to regular maintenance and/or modification such that the components fitted are not those of the original manufacturer.

In deciding whether the evidence presented is acceptable as evidence of compliance, consideration must be given to whether the vehicle is, in relation to the subjects being examined, of original specification.

Non Standard Parts

Documentation provided as evidence that a vehicle meets a comparable standard can only be accepted if we can be reasonably confident that the vehicle is to the same specification as when the vehicle was certified as complying with the comparable standard.

When examining vehicles against model reports the information contained in the model report will **always** take precedence.

If, in the examiner's opinion, the component is not the vehicle manufacturer's original fitment but a **like for like** replacement (such as a replacement exhaust system or brake pads) then the documentary evidence must be accepted.

If the component is **clearly** different from the manufacturer's original fitment **and** in the examiner's opinion **likely** to be detrimental to the vehicles original approval then the vehicle should be failed. The presenter will need to either replace the component with that of the specification originally fitted at time of approval, supply documentary evidence that the component is equivalent to the original component, or demonstrate that it meets the directive requirements by a lab test.

Documentary evidence submitted from a presenter to corroborate the authenticity of the component in question should be from a manufacturer. It can also be from an independent source or authority, i.e. a test laboratory, or a source where the information is likely to have originated from the manufacturer e.g. published work such as a "Haynes" or equivalent manual.

Information provided by a manufacturer's dealer will only be acceptable if supported by evidence originating from the manufacturer.

Items which are considered to have a detrimental effect on the original approval are listed below under the appropriate areas of approval. This list is not exhaustive but covers the main areas. Examiners will only need to question these items if they are **clearly** non original fitment.

Emissions and/or Noise

This broadly covers engine tuning items and components affecting noise emissions but specifically:

- ECU - clearly non-standard
- Air filter assembly (there is no need to check the element)
- Throttle body
- Non-original wheels and/or low profile tyres. These are allowed if documentary evidence is given that shows the rolling radius of the replacement wheels and/or tyres is within 8% of the original. Evidence must show the rolling radius of both wheel/tyre combinations
- Tyre width wider than original
- Under bonnet/under engine/body insulation missing
- Exhaust catalytic converter
- Exhaust silencer
- Fitment of an additional exhaust system silencer

The fitment of Mud/Snow tyres will not invalidate the documentary evidence supplied.

Protective steering - with air bag(s) fitted

- Non-original specification panels forward of "A" post
- Non-original structure (not necessarily plastic panels) forward of "A" post
- Additional panels e.g. spoilers
- Addition of "bull bar"
- Non - standard steering wheel

Protective steering - no air bag(s)

- Non-original specification panels forward of "A" post
- Non-original structure (not necessarily plastic panels) forward of "A" post
- Non - standard steering wheel

Brakes

- Non-original wheels with low profile tyres. These are allowed if documentary evidence is given that shows the rolling radius of the replacement wheels and/or tyres is within 8% of the original. Evidence must show the rolling radius of both wheel/tyre combinations
- Lowered suspension with a dynamic load sensing valve
- Raised suspension

Front impact - post October 2003 vehicles only

- As Protective steering with air bag
- Body ride Height

Side impact - post October 2003 vehicles only

- Non-original specification panels
- Additional panels
- Body ride height

Please note however,

- In respect of weight it has been decided that removal of the **Spare Wheel** will not be considered to invalidate the vehicles approval in respect of brakes, (a vehicle is likely to be tested in a worst case scenario, i.e. lightest rear axle weight).
- Modifications to the **Braking System** for the purposes of obtaining compliance with the brake longitudinal distribution requirements are not considered to invalidate the vehicles approval. (See Information reference E 16 / 2)
- Modifications to a vehicle **Exhaust System** as provided for in items E17 Noise (downstream of the emissions control device (Cat.) and retaining the original specification Cat. and silencer; and E18 Emissions (downstream of the emissions control device which must be to the original specification, again are not considered to invalidate the original approval.