

SVA Testing Standards Enquiry**IM 9.1****REF No. 35****Details Of Enquiry:**

Obligatory lights (position lamps, indicators etc) are sometimes attached to cycle wings, which in turn are often designed to move with the wheel/hub assemblies. This means that the light units themselves are constantly moving. Because of this, in certain instances, it is possible that the lights in question can not meet the required angles of visibility and/or positional requirements at all times. There is information in the manual on how to treat side repeaters, but not other lamps.

Furthermore, obligatory lights *not* affixed to cycle wings may also have angles of visibility impaired by suspension/steering travel. For example, on full steering lock it is possible that an obligatory lamp fitted to a cycle wing may become obscured by the vehicle bodywork – or a lamp fitted to the body to become obstructed by the wheel itself.

Should the angles of visibility for these lights be assessed bearing in mind that the lights will move in relation to suspension/steering travel? Or should the vehicle be assessed with the steering in the straight ahead position only, and the suspension 'at rest'?

Answer:

Lamps mounted on a cycle wing (and lamps mounted on the body) must only be tested with the steering in the straight ahead position and the suspension "at rest".

Answer Given By: TSB/DfT

Date: April 2006

Further Action:

IB to amend Inspection Manual.