



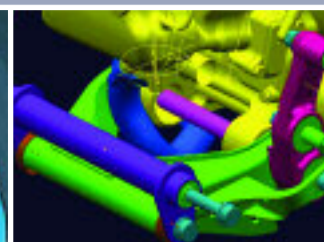
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## Survey results show satisfaction levels at all time high

We asked you what you thought in last year's MOT garages survey and you didn't hesitate to tell us! Here are some of the details from this survey and more...

VOSA commissioned a survey of MOT garages by Ipsos Mori in November last year. The purpose of the survey was to provide us with an understanding of how the MOT scheme is viewed by garages. We also wanted insights into our strengths and, more importantly, the areas that you thought we needed to improve.

The overall findings from the survey are in and we are pleased to report that the results are great! Satisfaction levels, already high from the 2004 survey, have risen further, and give us an extremely positive picture.

Here are the headline results:

- Overall satisfaction with VOSA currently at 90%.
- Overall satisfaction with MOT test procedures at 89%.
- Most garages (75%) say MOT Computerisation has had a positive impact on their day-to-day work.
- A vast majority (95%) find the MOT Computerisation system easy to use.
- Around three-quarters (77%) of Authorised Examiners say that their opinion of computerisation has improved since the system was activated.
- There is high satisfaction with Nominated Tester training at all levels, in part reflecting improvements made to training courses and an increased number of training venues since the last survey.
- More garages now choose to undercut the maximum fee – however, please note that fieldwork was conducted shortly after the new fee was introduced.
- Class I and II garages are a little more negative – some (15%) feel that MOT Computerisation has had a negative impact on their day-to-day business, and are less positive about the standard of training staff (85% compared to 94% overall).



### Still on the quest for improvement

While we are very pleased with the results, we are determined to focus our efforts over the coming months to look at and improve the areas and services which have scored lower on the satisfaction scale.

Private Vehicles Director Alex Fiddes said, "I'm delighted with the continued improvement in garage satisfaction levels. These results demonstrate that garages are now increasingly positive about VOSA, the MOT Computerisation system and the MOT scheme in general. The challenge for us is not only to maintain satisfaction at its current level, but strive to improve on it even further in future surveys."

### Your views on the MOT scheme

Here are some interesting findings:

**MOT discounts:** Since the increase in fees last year, more of you are offering a discount! Almost 32% of motorcycle garages now offer a discount compared with 15% in 2004; while results showed that 46% of car garages now offer a discount compared with 33% in 2004.

**MOT fees:** In our survey 77% of respondents said they want it fixed, 20% said they like it as it is and 1% preferred the fees to be

de-regulated. It will be interesting to see if this view matches the results of a Department for Transport consultation on test frequency, which features a section on options for the fee. We'll keep you posted when we see those results.

**Overcharging:** Some garages have admitted to charging more than the legally allowed maximum fees! The numbers were as follows:

- Motorcycle garages 2%
- Class 3 garages 8%
- Car garages 3%
- Class 7 garages 4%

Ipsos MORI comply with our requirement to keep respondents' identities confidential, so we have no specific details of the garages that are over-charging. Do please remember, however, that charging more than you're allowed to is breaking the law and you could be disciplined or even prosecuted for doing it. The MOT fee is the legal maximum that you can charge and you need to adhere to the law.

## From the team

### Welcome to Matters of Testing 36.

We all fill in surveys giving our honest opinions, but just how often do you get to know the results? Well, now's your chance. Our front-page article tells you exactly what you thought in the Ipsos Mori survey conducted in November. It makes for interesting reading.

So, now we know you're an honest bunch, how about telling us what you'd like to see in your magazine? The next issue you receive will have a brand new look but don't worry, we're keeping your favourite features; if you have any suggestions for new features then let us know. A £20 Argos voucher will go to the person with the best idea. What are you waiting for?

I hope to hear from you soon,

Claire



### Send your letters to:

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## News in brief

# Future perfect

Earlier this year, VOSA issued a consultation document to find out your views on several proposals for modernising MOT test equipment. We wanted to know what you thought about our proposal to keep up with the modern vehicles you are testing these days and also to introduce more effective ways of testing (such as using an ATL).

At VTS councils and in the MOT seminar Q&A sessions, the proposals for updating equipment seem to have been accepted as a good idea, provided that fees will be set to recover the cost.

Some written replies suggested more thought needed to be given to rural garages and those operating under 'grandfather' rights. One or two commentators were more concerned about us even asking the question, at a time when test frequency was under review by the Department for Transport (DfT).

Now we know what your preliminary views are we will make sure we address them in a full consultation once Ministers have considered the responses to the DfT consultation on test frequency and decided the way forward. This will most likely be towards the end of the year.

## Gearing up for the NTTLV course

VOSA is committed to providing the very best of training for your Nominated Tester and you can enhance this by ensuring candidates are given every opportunity to prepare well in advance for the Nominated Tester Training Light Vehicle (NTTLV) course.

To achieve this we are sending you a best practice guide that provides all the necessary pre-course information that your NT needs before attending.

However, in the meantime, you should also ensure that your NT applies for their smart card as soon as they are booked on to their course. This will enable them to use the live MOT computer system during their training.

They should also have basic computer skills, e.g. be familiar with the use of a keyboard and mouse. Please ensure that they are equipped with these skills before attending the course.

## Call in about your new line

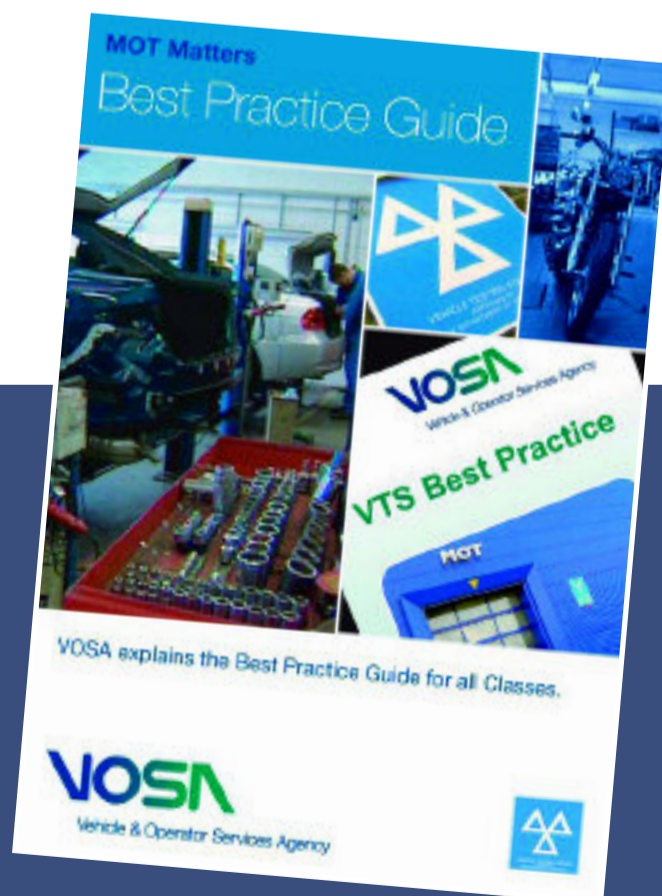
Planning to move your VTS device to a new telephone line? Don't – until you've read this!

If you are intending to make the change, you must check with your telephone provider that the new line is Caller Line Identification (CLI) enabled and you must contact the Siemens service desk, in advance, to get them to record the new number.

If you don't follow these steps, your VTS device will fail its CLI check when you try to connect on the new line, affecting your ability to record tests and their results. This is an important security feature of the system.

## Our latest DVD

This month's MOT Matters DVD covers the VTS Best Practice Guide, which was sent to all MOT stations in May. It shows in more detail the background to the new site assessment process, how the new visits to stations are conducted and the relationship between them and the Best Practice Guide.



# Horror story

We've got something a bit different for you in this issue! At first glance the picture seems to show a grubby bit of scrap metal. Look closely, however, and it becomes clear why it qualifies as a horror story.

When Steve Moth of John Dandy Motors in Gloucester sent this picture in, we didn't really understand the fuss. On closer inspection, however, we could just make out the line of a brake back plate.

Closer scrutiny revealed the coils of a brake shoe return spring through a hole caused by corrosion. Well spotted, Steve! This is a perfect example of why you must use an inspection lamp when examining vital parts such as brakes and suspension.

So what does this vehicle fail for? Deteriorated brake back plate you might think, but there is no RfR for this. There is, however, an RfR for insecure brake lining – IM 3.5; 1 (f) – and few would argue that it's secure.

Quite wisely, Steve refused to carry out a brake performance check in case it caused more damage.

As there is no RfR for not doing a brake performance check and you have no



efficiencies to enter on the VTS device, what paperwork are you going to issue? The correct thing to do is to abandon the test because the vehicle has been found unsafe to carry out a roller brake test. (Testing Guide B5 (5)). This way a VT30 will still be issued listing any RfRs and the reason for abandonment, and a VT32 can be issued if required. This method also permits you to charge an appropriate fee, so you will still get paid for the test.

We get quite a few pictures covering similar subjects and we've had a pair showing

MacPherson struts. One was from Allen Pratt of Ace Car Repair showing a spring cup rotted through, which was quite obvious to see, while the other, from BRM Auto Engineers, shows the strut piston rod separated from the strut, which was not so obvious. We have shown pictures like this in previous issues so it's good to see that testers are on the ball.

Keep up the good work and keep the pictures coming.

## Have your say on the MOT test frequency debate

Despite the fierce debate that has taken place, no firm decisions have yet been made on the proposal to consider reducing the frequency of MOT tests, initiated by the Davidson Review. However, the Department for Transport (DfT) will be launching a public consultation on the subject, and would like to hear from you when it is published.

In November last year the proposed changes to the frequency of MOT testing, on the back of the Davidson Review, was big news. You might have also read about it in our article in the last issue of *Matters of Testing* ('It's all in the timing', April 2007, Issue 35). Many believed that the changes were a done deal, although if you had attended one of our MOT seminars earlier this year you would have learned otherwise.

The truth is that no final decision has been made. However, the DfT has agreed to review test frequency this year and a consultation paper will be published.

### Taking a closer look

It is part of DfT's responsibility to regularly review long-standing policies and regulation. As a result, a review of the MOT scheme was in the pipeline for when there was sufficient data available through MOT Computerisation. However, while these data were being collected, the Davidson Review was published.

In the Treasury-commissioned review, Lord Davidson looked at the way a variety of European laws were implemented in Britain, MOT testing being one of them. He recommended reducing the frequency of the tests, in line with the European model – a move which could potentially save motorists £465m a year while also cutting down on paperwork.

In the EU, the minimum test frequency requirement is when vehicles are four years old and every two years from then on – known in the industry as 4-2-2. By contrast, since 1967 the law in Britain requires new cars to be tested after three years and then annually – known as 3-1-1. These are stricter test requirements than is legally required in the rest of the EU, although many EU member states are known to test more frequently than the minimum.

### What is VOSA's role?

Many of you who attended the MOT seminars were keen to know VOSA's opinion about a move towards 4-2-2. As a government agency

it is our duty to implement the policies that the elected government requires. As such we must remain neutral in any public debate about the implications of any change to testing frequency.

We are keen to see a thorough and careful examination of the current system and the impact that the proposed changes might have. To this end, we have supplied the DfT with a raft of data from the computerised system for analysis and all the other information that has been required of us. VOSA is, and has to be, neutral on this matter.

### What can garages and testers do?

If you wish to comment on the options for test frequency contained in the DfT consultation paper, it will be available via the DfT's website: [www.dft.gov.uk](http://www.dft.gov.uk), and or via [www.transportoffice.gov.uk](http://www.transportoffice.gov.uk), [www.direct.gov.uk](http://www.direct.gov.uk). Alternatively, your trade association may be compiling a submission on your behalf. Get in touch with them to make your views known.

Stop Press: As M of T went to print our new Minister has postponed any decision on consultation until after the Parliamentary recess. More on this in the next issue!

# 50 million MOTs and still going strong

The introduction of MOT Computerisation has revolutionised the industry. We take a closer look at its progress.

Since its rolling introduction in April 2005, MOT Computerisation has gained many fans because of the ease with which it can be used. Its success was made more evident when the 50 millionth test was recorded on the system by Stuart Sloan of RH Patterson & Co Ltd, Newcastle, in March this year. Stuart was testing a Ford Focus in the garage, and is pleased to report the vehicle passed the test! He received a plaque, on behalf of the garage, to commemorate the achievement.

Stuart said: "I was stunned to find out that I had carried out the 50 millionth test using the new computerised system. This system has only been in place at our garage for just over a year now but it makes everything so much easier. The plaque from VOSA will be displayed prominently within RH Patterson & Co Ltd to mark this milestone."

## MOT Computerisation makes history

Alex Fiddes, VOSA's Private Vehicles Director, said: "More MOT tests are currently being carried out, and more MOT certificates are being issued, than ever before. Over 34 million tests were conducted during the past 12 months and over 25 million new style MOT



certificates were issued. To hit this 50 million landmark in such a short time – two years – is absolutely staggering and we are pleased with the work that people like Stuart at RH Patterson & Co Ltd are doing."

The speed at which the computerised MOT database is expanding can be measured

by the fact that the first 25 million tests took 15 months to record, whereas the second only took nine months. This will be the last milestone celebrated in this way because the system is now very much 'business as usual' and is doing exactly what it was designed to do.

## Worth the wait

Action on feedback from the Usability Workshop 2005 and VTS council meetings has resulted in changes for the Test Log Report.

Good news if you are a regular user of the Test Log Report and have read the latest Service News. The Test Log Report has been revised as a result of suggestions from a Usability Workshop held for the trade in December 2005, as well as from VTS council meetings.

The changes were developed through trade liaison meetings and, even though it has taken some time to implement them, it shows that we do listen to the feedback you provide and act upon it!

### New and improved

The first thing that you will notice is that the report is easier to order. Instead of entering dates, you can use a drop-down list to select the period that you would like the report to cover. The list contains the following categories:

- Today – This choice will download an overnight report listing all tests carried out either by VTS or NT on the current day. This can be ordered before any tests have been completed on the day in question and will be available the following morning.
- Yesterday



- Last Week – Monday to Sunday
- Last Month – This is the last calendar month.

In addition, you may also specify the start and finish dates, so long as this period does not exceed 31 days.

The report layout and contents have been significantly altered in order to save paper

and provide more detailed information. We have reverted to the table style of the old VT12 Register. However, as this cannot be printed in landscape format we have had to use a number of code letters and abbreviated text to include all the details on the page. The key is shown on the report and, overall, we hope that you will find it a significant improvement on the previous version.

# A question of compliance

As you will have read in previous articles in *Matters of Testing*, VOSA has introduced a risk assessment for Testing Stations. This links with VOSA's strategic objective of reducing the burden on the compliant.

The new process was successfully trialled in 2006 and was validated by retesting a recently tested vehicle at each of the trial sites. It showed that there was a link between Testing Stations that were identified at a higher risk of non-compliance and actual non-compliant vehicles, when tested by enforcement activity.

From now on, all Testing Stations will be risk assessed as part of the implementation programme. If a Testing Station is identified as meeting or exceeding standards, VOSA will reduce the number of future enforcement visits. Compliance checks will continue, either via telephone calls or remote monitoring using MOT Computerisation.

If a Testing Station is identified as potentially non-compliant, VOSA will increase the number of enforcement checks made to that station. Advice and guidance will be provided to assist them in reducing their risk of non-compliance.

Testing Stations will subsequently receive varying degrees of attention from VOSA based on their risk of non-compliance with the MOT scheme.

This new process will ensure that MOT scheme standards are maintained and MOT tests are carried out correctly, resulting in improved road safety. It is also an opportunity for Testing Stations and VOSA to raise the profile of the MOT scheme.



You will have received a copy of the new Best Practice Guide in May which lets you know what VOSA believes a good garage should look like. Enclosed with this edition of *Matters of Testing* is a DVD that helps to explain the Best Practice Guide and the new risk-based enforcement process in more detail.

## More checks to be introduced for registration plates

New inspection criteria are being introduced to reduce the number of instances where vehicles may pass their MOT, despite displaying registration plates that clearly don't comply with the appropriate requirements. We are also implementing registration plate (and VIN checks) on Class V vehicles for the first time.

### Getting the basics right

The new check recognises the different requirements dependent on the vehicle's date of first registration. You now also check:

- that the colour of the characters and background comply with regulations;
- that the character font is an acceptable type;
- that the minimum dimensional requirements for the size of characters are met;

- that the size of the margin is correct;
- that plates are fitted vertically, or as close to vertical as is reasonably practicable;
- that the non-reflective border is not wider than permitted or positioned too close to the characters; and
- that an unacceptable symbol or flag, such as football team crests or car manufacturers' logos, is not displayed.

For vehicles registered on or after 1 September 2001, registration plates must also:

- display the BSAU 145d marking;
- display the name and postcode of the supplying outlet; and
- not display a honeycomb or similar effect background.

### Keep this in mind...

It is important to remember that testers are not required to physically measure the characters or their spacing. Registration plates should only be rejected for character dimensions or spacing if they are obviously incorrect.

Until the issue of the special notice, VTSS can advise presenters that the number plate may fail the MOT in the future.

To assist you in communicating these changes to your customers, you will find a poster enclosed in this issue for you to display in your reception area. Produced by DVLA, the poster details the general registration plate dimensional requirements for both cars and motorcycles.

# Green up your act

**A big thank you to all those who provided feedback on Special Notice 3-2007. Your comments and suggestions are extremely useful and will help us make the right decisions as we look to improve the documentation ordering process.**

Below are some of the questions that have been raised by garages on the subject of ordering test packs. We have printed them here in case these questions have crossed your mind as well.

## **Why can't we order slots without documentation?**

The contract we have with Siemens currently states that a pack must be sent with test slots. There will be a cost to VOSA to amend both the MOT Computerisation system and the contract. However, we will look at this option in the summer if levels of additional ordering have not reduced.

## **Why can't we choose which forms we want instead of receiving the whole pack every time we make an order?**

Part of the contract with Siemens provides for a standard pack to be sent out with orders of test slots. There will be a cost to VOSA to amend both the MOT Computerisation system and the contract. It is currently cheaper to send a standard pack rather than to make up individual

orders for 18,700 testing stations. However, we will look at this option in the summer if levels of additional ordering have not reduced.

## **Why are two VT32s printed when a Pass Rectification Scheme (PRS) pass is issued?**

A PRS is in effect two tests in one: a fail and a pass. A separate VT32 is printed for each of these tests. You can use the 'abort print' function to avoid printing two VT32s. We would suggest that you keep the first VT32 printed (associated with the pass) and abort the second (associated with the fail).

## **One size does not fit all**

We are aware that the standard pack does not cover everyone's requirements and fully accept that some sites will need to order extra forms from time to time. The purpose of the SN was to highlight those sites that are unnecessarily ordering extra forms.

It is unlikely that the standard pack of documents will be removed entirely. The standard pack does meet the requirements for most sites and is an economical way of distributing forms. It would not be possible to send out individual orders with test slots because of the time and manpower involved – there are currently around 240,000 orders of test slots each year!

## **What we will do next**

What we plan to do this July is to analyse the number of orders made since the SN to see if ordering has reduced. We will then contact any sites which are found to be still over-ordering extra forms to review their ordering processes. If ordering levels have not reduced dramatically by August, we will then begin to implement changes to the standard pack and ordering process.

If you have any more comments and feedback on this matter, you can get in touch with us by sending a message on your VTS device to the Contracts mailbox.

# Stand-alone testing gets upgraded

**New function promises to help communications with main computer.**

VOSA has introduced a new function to MOT Computerisation called stand-alone testing to help garages when the VTS device cannot communicate with the main computer. We have listened to the MOT trade who have told us of their difficulties and emergency testing (ET) has been declared.

In most cases, stand-alone testing should avoid VOSA having to declare ET when incidents occur, and garages will be able to continue testing using the VTS device. Previously, you could only carry out MOT tests when your VTS device could connect to MOT Computerisation.

If everything fails you cannot continue to test using your VTS device and must use the fall-back procedure. In most cases, stand-alone testing will allow tests to be entered onto the VTS device when MOT Computerisation is unavailable.

As with any new additions to MOT Computerisation, we test the system rigorously along with our partners Siemens, initially in a test facility which mirrors the system that VTS stations use, and secondly to test the system in real circumstances.

In the live trials, pre-determined functionality tests were carried out by



volunteer garages in Coventry and Leeds. With the system live and with controlled failure of MOT Computerisation, the trials were overseen by expert VOSA users and the results were analysed.

Although some minor problems occurred, these were resolved by Siemens and the successful outcome of the trials meant that the stand-alone testing facility was released to all VTSs in mid-June.

# BIKES, trikes and quads



## Reviewing rear suspension

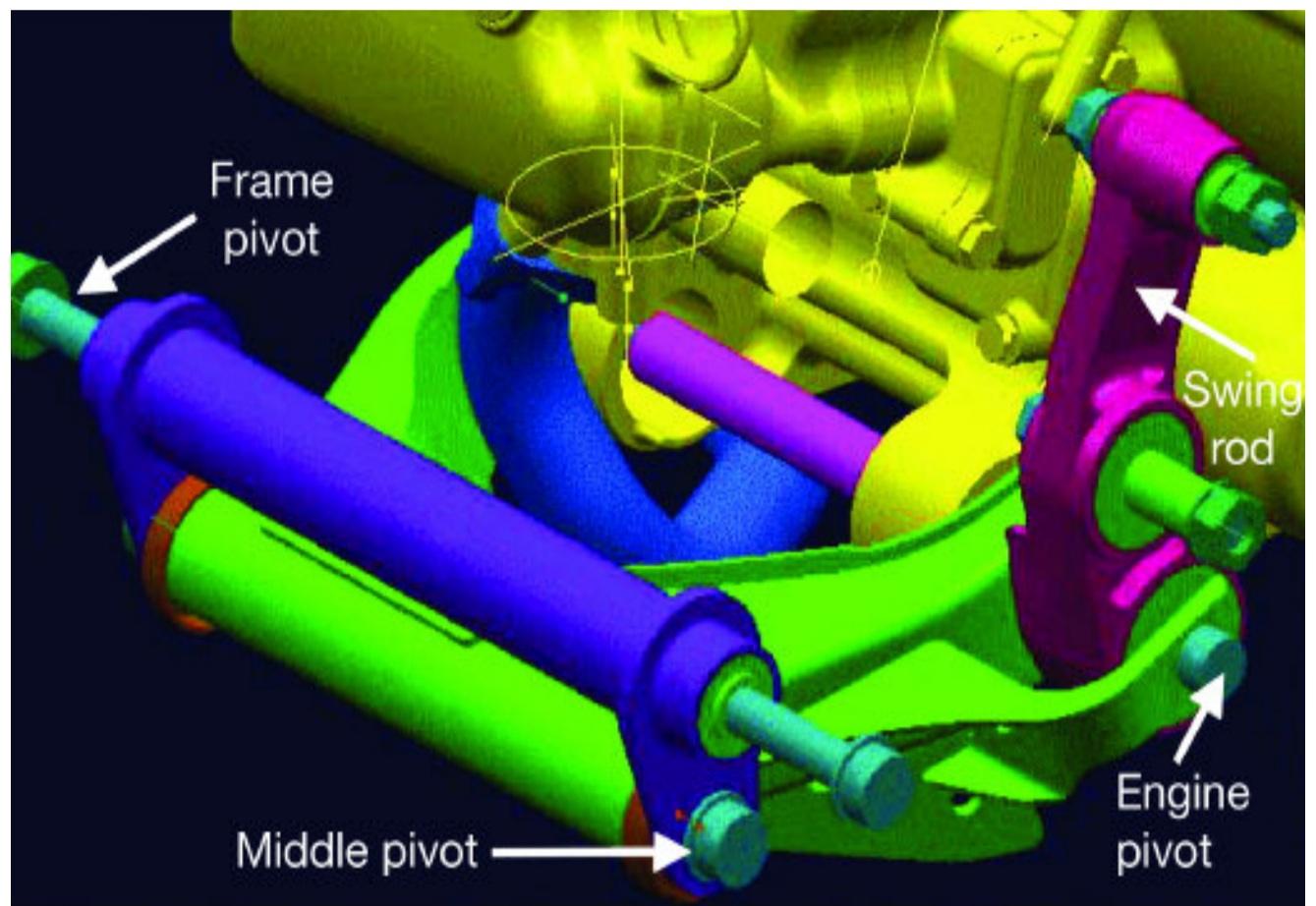
Suspension systems are vital to the bike's handling and braking, while keeping the rider and pillion reasonably comfortable and isolated from bumps and vibrations. We take a closer look...

Over the years motorcycle rear suspension has seen many designs, from the basic tubular steel swing arm with a shock absorber on either side, to stronger, lighter, single-sided swinging arms with a monoshock mounted in just about every imaginable position.

These designs have brought with them new terminology such as cantilever, rising rate, pro-link and full floater that motorcycle enthusiasts have quickly become accustomed to.

With the introduction of Honda's SH300i scooter in 2007, another term new to most of us has arrived – the floating link unit swinging arm incorporates an 'oleo-link' mechanism. This type of mechanism (also used in aeroplane landing gear) is designed to give better control of the engine when riding over a bumpy road surface, improving stability and giving increased rider comfort.

The mechanism consists of three main components: two engine hanger brackets (see diagram) and a swing rod which restricts the range of movement of the engine hanger



brackets. The design incorporates three pivot points, each of which has a different type of bearing:

- rubber mounts at the frame pivot to absorb lateral vibrations;
- needle bearings on the middle pivot to provide both smoothness and stability; and

- metal bushes on the engine pivot.

While this new suspension arrangement shouldn't cause any difficulties when testing these machines, testers will obviously need to be aware of the different types of pivot bearing fitted when assessing wear or deterioration in the various bushes.

## Letters



Dear Editor,

I wonder if you can shed any light on the question that was raised at our last seminar in Feb. We were told that in the near future the GVW limit for Class 5L will be increasing to 5,000kg. As we are a Class 4, 5L and 7 VTS we are waiting patiently for the Special Notice allowing us to test the heavier 5Ls. We are constantly turning away vehicles with 3850kg on their build plate. We are, however, able to test campers/motorhomes of any weight because of the capacity of our equipment.

I look forward to hearing your comments.

Yours sincerely

Mr Chris Peck, A.E. C&C Diesels

Dear Mr Peck,

The raising of the Class 5L weight limit was included in the last round of seminars, but as an item that needed to be consulted on. While it is our intention to raise the limit, this cannot be done without formal consultation.

VOSA is required by Cabinet Office guidelines to consult for a minimum of 12 weeks. This ended on 18 May. VOSA has collated all the responses and a full analysis of the information has taken place. Since the initial response to this we have issued SN 6-2007 in June, which outlines the changes to the threshold and seat requirements for Class 5 lightweights.

Editor

# Testing tips

## Mercedes gets in touch

We have encouraged manufacturers to advise us of possible issues that might affect testing and Mercedes has promptly come up with a couple.

We have published several articles on Sprinter lower ball joints in previous issues but Mercedes has revisited the question of wear and issued further advice.

Mercedes states that checking for axial (lift) play is not required and not possible. It advises that the vehicle should be jacked – as per VSI – with the front suspension hanging free; and when raising the vehicle, the tester needs to watch whether there is lateral misalignment (radial play) in the supporting ball joint.

Lateral misalignment of more than 3mm is rated as a considerable defect by the technical inspection associations. Vehicles should only be rejected if this figure is exceeded.

The manufacturer has not made provisions to allow the wear to be checked using an assembly lever or similar tool. Using such tools could result in damage to the joint-bearing shell due to excessive proof loads and/or damage to the rubber boot as a result of becoming trapped.

## Spring mounts

On another matter, some Mercedes E Class models (with 210 as the first three numbers in the VIN) may have undergone what looks like an unacceptable repair to an area



within 30cm of the front suspension spring mounts and Mercedes has contacted us with more information.

The inner wing around the spring cup upper mount may be repaired by the use of a panel retained by rivets but Mercedes advises that this is an acceptable method of repair and we will always be guided by the manufacturer's advice.

## VIN Identification

The VIN on modern production vehicles is normally 17 digits long, but some NTs are entering longer VINs that result in a mismatch record. The VIN should always be taken from the vehicle as presented. However, in some instances the NT has copied what appears to be an 18-digit VIN.

On some VIN plates there is a 'check digit' which is not part of the VIN and this number is usually separated from the VIN

itself, so take care when entering the VIN on the VTS device and take a second look to see if you've done it right if you get a warning message.

## What's this?!

We've had a few queries about why some RfRs have a red exclamation mark by them. Well it's quite simple really; there is a note attached to the RfR that may have an effect on the tester's decision. So it could be worthwhile taking a little extra time and click on the link to read the note.

## Clio catchers

TV viewers will be aware of the media interest in accidents alleged to have been caused by faulty Clio bonnet catches. Bonnet security is of course testable as part of our normal MOT and we are sure that you do pay attention to these components during your examinations.

Although we have no evidence on our MOT database that Clio bonnet catches are any more prone to failure than any other car's, it might be useful to pay particular attention to these components in future and issue advisory notices for any malfunction that has not yet reached the point of MOT failure.

*Matters of Testing* has been advised that the manufacturer has invited Clio owners to present their vehicles to a Renault dealer if they have any concerns about the safety of the bonnet catch. You might like to pass this information on to any of your Clio-owning customers.

## COMPETITION TIME

**£20  
prize**

We've been a bit sneaky this issue. To test how much of *Matters of Testing* you actually read, we've chosen a phrase from this very issue and need you to fill it into the boxes provided. We're not that mean though, as we've left some letters in to help you along the way. Good luck – a £20 WHSmith voucher could be yours, if you get it right.



UN  
NHROOT  
LNDSSTRS  
OMEOIUAIIDNCI  
CTEPIOETISUTEN  
THHUTFRMOAITOD

As usual send your answers with your full name and address to *Matters of Testing*, VOSA, Berkeley House, Croydon Street, Bristol BS5 0DA. The winner will receive a £20 WHSmith voucher.

## Last issue's competition, the answers were:

West Indies, Red Hot and Open Sesame. Congratulations to Robert Mitchell from Darnley Auto Works, Kent. The £20 WHSmith voucher is on its way to you.

## Special Notices

### SN 3 – 2007 (all Classes)

Item	Subject
1	Cut Waste – Help the Environment

### SN 4 – 2007 (all Classes)

Item	Subject
1	Introduction of Targeted Risk Based Enforcement

### SN 5 – 2007 (all Classes)

Item	Subject
1	Introduction of Stand Alone Testing (SAT)

### SN 6 – 2007 (all Classes)

Item	Subject
1	Introduction of Formal Warning Review
2	Changes to Class V Lightweight (VL) threshold

### SN7 – 2007 (Classes 4, 5 and 7)

1	Spark Ignition Engine Emission Testing on and After 1 August 2007
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An executive agency of the  
Department for  
**Transport**