

# Changes to the VOSA Heavy Goods Vehicle Manual

## SECTION 22 - MIRRORS

An addition to table of requirements

### **Date of First Use**

From 26<sup>th</sup> January 2007 with a DGWV exceeding 7.5 tonnes

### **Mirrors Required**

A Main exterior mirror on both the offside and the nearside

A wide angle mirror on both the offside And the nearside

1 close proximity mirror on passenger side  
| Front mirror

### **Procedures and Standards**

Fourth bullet point, add to the end of the sentence, this exemption does not include front mirrors.

### **Reasons for Failure**

Wording for points 1 to 4 should now read:-

1. Not fitted with the correct number or type(s) of mirror, or other indirect vision device.
2. Part of a close proximity, front mirror or monitor for an indirect visual device is fitted less than 2 metres from the ground.
3. A required mirror or indirect vision device in such a condition that anyone sitting in the driving seat cannot see clearly towards the rear nearside or front where required.
4. A mirror, indirect vision device or its mounting bracket insecure or structurally deteriorated.

## SECTION 26 - TACHOGRAPHS

**Final note on page 26/1 now reads:-**

NOTE: Installation/calibration plaques expire after 6 years for analogue, 2 years for digital

### **Page 26/2 Digital Tachographs**

3 new requirements:-

- a. Check a printout can be obtained from digital tachograph.
- b. Check the tachograph has the same "K" factor as that which is displayed on the tachograph plaque  
(*There is no allowance/tolerance as with analogue type tachographs*).
- c. Do not use the Stoneridge speed limiter test gear on vehicles fitted with digital tachographs.

### **Page 26/3 Reasons for Failure**

Under section 3 add

- g. Unable to obtain a printout from a digital tachograph
- h. A digital tachograph that displays a "K" factor reading different to that shown on the calibration plaque. (*There is no allowance/tolerance as with analogue type tachographs*)

## SECTION 33 – SPEED LIMITER

Application - Vehicles required to be fitted with a speed limiter are:

- A add a 3<sup>rd</sup> line "**Must be fitted with speed limiter set at a maximum stabilized speed of 56 mph (90 km/h)**"
- B add 3<sup>rd</sup> line "**Must be fitted with a speed limiter set at a maximum of 60 mph (96.5 km/h)**"
- C add 3<sup>rd</sup> Line "**Must be fitted with a speed limiter set at a maximum stabilised speed of 56 mph (90km/h) from 1<sup>st</sup> January 2007 or 1<sup>st</sup> January 2006 if used in international traffic.**"
- D add 3<sup>rd</sup> line "**Must have a speed limiter set at 60 mph (96.5 km/h)**"
- E add 3<sup>rd</sup> line "**Must be fitted with a speed limiter set at a maximum stabilized speed of 90 km/h from 1<sup>st</sup> January 2008 or 1<sup>st</sup> January 2005 if used in international traffic**"
- F add 3<sup>rd</sup> line "**Must be fitted with a speed limiter set at a maximum stabilized speed of 90 km/h**"



Following F the NOTE should now read as follows:-

Some vehicles first used from 1<sup>st</sup> October 2001 until 31<sup>st</sup> December 2004 may have been approved to Directive 70/220/EC or fitted with Euro II engines. These vehicles are exempt from the speed limiter fitting requirements for group C. Where exemption is claimed at time of test this should be accompanied by an operator's declaration of exemption and where necessary supported by Manufacturers confirmation of emission test standard, unless the vehicle is marked speed limiter exempt on the technical record. All the following listed vehicles have already been confirmed by their manufacturers as being exempt and no further proof is required for these vehicles.

Citreon Relay 2.0 litre and 2.2 litre HDi engines  
Fiat Ducato with 2.0 litre engines (engine code RHV )  
Ford Transit (all)  
LDV (all)  
Nissan Interstar with FQ9 engines (all Primastar models)  
Peugeot Boxer 2.0 litre and 2.2 litre HDi engines  
Renault Master with FQ9 engines (all Traffic models)  
Vauxhall/Opel Movano with E,F,G,J,K,L,M,N,P,T or W as the 7<sup>th</sup> VIN character  
Vauxhall/Opel Vivaro (all)  
Volkswagen (all except 2.5lt / 2.8lt 109bhp/158bhp engine codes AVR & AUH respectively)

**Page 33/3** Second paragraph now reads as follows.

Speed limiter integrity Check using Electronic Device. Not applicable to vehicles fitted with digital tachographs. Refer to section 26 headed digital tachographs.

**Page 33/4**

The TABLE SHOULD NOW READ AS FOLLOWS.

Vehicle Group	Response Speed at which vehicle will be failed
A C E F	92 km/h or more
B D	102 km/h or more

**Page 33/4 and 33/5**

Reasons for Failure

2. Set speed marked on speed limiter plate greater than:
  - a. 90 km/h ( 56 mph ) for a vehicle described in Application section Groups A, C E & F
  - b. 96.5 km/h (60 mph ) for a vehicle described in Application section B & D
3. Response Speed
  - a. 93 km/h or more for a vehicle described in Application sections A,C,E & F
  - b. 102 km/h or more for a vehicle described in Application Group B & D

## **SECTION 63**

**Page 63/1**

APPLICATION

Side Marker Lamps must be fitted to:

Add

“Trailers with an overall length exceeding 9.15 metres, manufactured before 1<sup>st</sup> October 1990. This is a change from the original which stated 9.5 metres.”



## Page 63/2

### Procedures and Standards

#### Rear Fog Lamp

First bullet point should now read:-

**“Inspection of non-obligatory fog lamps is restricted to a check of colour (Rft 1.d) whether operation of brakes affects the fog lamp (RfF 1.g)”**

#### Side Marker Lamps

Paragraph now reads as follows:-

**“Vehicles first used before 1<sup>st</sup> April 1996 are exempt from the need to fit side marker lamps if they are fitted with all of the lighting and light signalling devices listed in items 1.5.7 to 1.5.20 of Annex 1 of the Community Directive 76/756/EEC as amended. Motor vehicles which comply with these requirements will be fitted with a label showing a dipped headlamp and a percentage dip figure or/and a manual headlamp height adjuster control, readily accessible from the drivers seat and which operates both lamps simultaneously.”**

### REASONS FOR FAILURE

#### 1 For all lamps

Items a,b,c,d,e,f and g are now all marked with \* to show that if it fails then the examiner will need to assess the severity of the defect in line with the Categorisation of Defects criteria before deciding whether to issue an immediate prohibition.

## Page 63/4

Table of lamps including type, date of first use, position and colour

Under rear end outline marker lamps for trailers

Please change the reference for first date of use from October 1985 to October 1990

Also, change the details in the Side Marker lamps for trailer with regards to colour this final box should now read:-

**“Amber or red if within 1m of the rear of the trailer or if fitted to a trailer built before October 1990 one side marker lamp on each side, positioned longitudinally such that no part of the light emitting surface is forward of, or more than 1530mm to the rear of, the centre point of the overall length of the trailer. The lamp may show a white light to the front and a red light to the rear, or alternatively amber.”**

### TESTING STANDARDS ENQUIRY - REF No 63/31

Details of Enquiry: If a vehicle has a “Moffet Loader” stowed at the rear and is presented for test with only the lights at the rear being those on the loader, is this reason for FAILURE?

ANSWER: NO, provided the Moffet is equipped with lights which comply with the annual test standards this should be accepted.



### TESTING STANDARDS ENQUIRY - REF 9/26

Details of Enquiry: When should side guards, which do not comply fully with the dimensional requirements, be failed for not fitted?

ANSWER: When it is clear that there is a section missing, which has no acceptable circumstance.

Acceptable circumstances are when there are such items such as fuel tanks or work boxes, which by virtue of their shape and characteristics conform to the requirements.

