

How To Use This Manual

paragraph 3 continued

Examples of 'first used' Dates

- (i) The requirements for rear seat belts apply to vehicles first used after 31 March 1987, but vehicles manufactured at least 6 months previously (i.e. before October 1986) do not require rear seat belts.
- (ii) The exhaust emission test for a vehicle first used before August 1975 is a visual check only. Vehicles first used on or after 1 August 1975 are also subject to only a visual check if they were manufactured before February 1975 (i.e. 6 months or more before August 1975).

4. Assessment of Component Wear and Deterioration

Because it is not practicable to lay down limits of wear and tolerances for all types of components on different models of vehicle, a NT is expected to use experience and judgement in assessing the condition of a component.

The main criteria to be used when making such an assessment are:

- a. whether the component has reached the stage where it is obviously likely to affect adversely the roadworthiness of the vehicle
- b. whether the condition of the component has clearly reached the stage when replacement, repair or adjustment is necessary.

5. Modified Vehicles

Where a vehicle has been extensively modified or converted, certain Reasons for Rejection, such as for components 'missing where fitted as standard' should not be applied, for example:

- a car converted for rally use (i.e. rear seats removed and fitted with a roll cage and full harness seat belts etc.) may have been converted so as not to require a brake servo, power steering or airbags
- a car converted to a stretch limousine may no longer be fitted with certain airbags or functional Electronic Stability Control.

6. Inappropriate Repair or Modification

Repairs and modifications to vehicles must be assessed on their merits, taking account of the nature and function of the component.

The main criterion to be used when assessing repairs is whether the repair is obviously likely to adversely affect the roadworthiness of the vehicle. In respect of modifications, the main criterion should be whether the modification has seriously weakened the component

7. Use of Equipment

The statutory test must be conducted using **only** equipment designated as acceptable for the test.

In the event of any item of designated test equipment failing, the VOSA local office must be notified. This will usually be via the VTS Device.

Testing must stop on any Class or type of vehicle as soon as any mandatory item of equipment malfunctions, in a way that could prevent a test being properly conducted on that Class or type of vehicle.

Where the failure is to a roller brake tester, testing may continue using a calibrated decelerometer for 2 working days, **only** for vehicles previously booked in before the breakdown occurred.

At approved ATL or OPTL VTSs where the failure is due to a wheel play detector then testing may continue using the conventional method with an assistant for those specific parts of the test.

The Vehicle and Operator Services Agency publishes a list of equipment which it has accepted for statutory testing within the relevant vehicle Classes. This does not apply to general workshop equipment such as levers, inspection lamps, tyre pressure gauges etc.