

MOT TESTING SCHEME

Requirements for Authorisation for a Vehicle Test Station

(Class 1 and 2 Vehicles)

INSTALLATION AND EQUIPMENT REQUIREMENTS November 2009

The Vehicle and Operator Services Agency, on behalf of the Secretary of State appoints Authorised Examiners and Designated Councils to carry out inspections known generally as MOT tests. This document sets out the additional requirements that must be met for testing Class 1 and 2 vehicles.

IMPORTANT: THIS DOCUMENT SHOULD BE READ IN CONJUNCTION WITH THE REQUIREMENTS FOR AUTHORISATION FOR A VEHICLE TEST STATION (COMMON TO ALL CLASSES) AND REQUIREMENTS FOR AUTHORISATION FOR AUTHORISED EXAMINERS.

WARNING: Applicants are advised not to proceed with alterations to buildings or purchase of equipment, etc, before receiving written approval in principle from the Vehicle and Operator Services Agency.

THE DIMENSIONS IN THIS SECTION ARE THE **MINIMUM** REQUIREMENTS FOR AUTHORISATION AS A VEHICLE TEST STATION FOR CLASS 1 AND 2 VEHICLES.

The dimensions of your test bay should take into account the requirements of your business. **When considering the contents of this document you should be aware that the equipment and/or layout selected may affect the type of vehicle able to be tested.**

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1. Premises and Test Bay.

1.1 Premises, test bays and equipment will be considered suitable if they meet the requirements laid out in "Requirements for Authorisation for Vehicle Testing Station (Common to all Classes)".

1.2 Test Bay

A test bay with:

- a) an inspection area at least 3.2m wide x 3.7m long x 2.1m high, which must be substantially level and may include the brake test and/or headlamp aim standing area(s)
- b) vehicle entrances and exits at least 2.3m wide and 2.0m high.

2. General Inspection Area Equipment.

2.1 Inspection area equipment will be considered suitable if the following are provided:

- a) wheel alignment checking apparatus comprising two straight bars of at least 2.0m long or two strong cords of at least 2.5m long
- b) sufficient jacks or stands so that motorcycles without centre stands can have each of their wheels raised clear of the floor independently

Note: The following optional equipment may also be provided:

- c) a wheel supporting stand or bench capable of lifting the motorcycle to a comfortable working height
- d) a positively located turning plate which allows the steering to be turned freely from lock to lock.

3. Headlamp Aim Testing.

A headlamp aim testing facility will be considered suitable if the following is provided:

3.1 A rail mounted headlamp tester on VOSA's latest List of Acceptable Equipment

Note: Headlamp aiming screens are no longer acceptable for new authorisations.

3.2 A headlamp tester installation with:

- a) a designated clearly marked vehicle standing area at least 2.5m long, 2.0m wide, certified as flat and level to within ± 6 mm. The forward edge of the standing area should be positioned so that it is in line with the headlamp tester lens

- b) rails certified as being flat and level to within $\pm 2\text{mm}$ and parallel to the forward edge of the standing area. The rails must be straight and the headlamp tester must not have excessive rock

The certificate for 'a' and 'b' above must show height measurements from a level plane at all intersecting points on a 300mm (max) square grid covering the standing area and at points 300mm apart on the rails, which must be within the limits stated.

It must be signed by a competent person i.e. a surveyor, manufacturer's representative or agent and include date, status, address of firm and VTS address. A copy must be provided to VOSA for placing on the garage file

- c) equipment positioned to take account of the vertical and horizontal location of headlamps tested, the standing area and datum line(s)
- d) clearance at the rear of the tester optical head to be at least 600mm
- e) the standing area must be durably and clearly marked with a datum line (or lines) at the headlamp tester manufacturer's operational tolerance limits for positioning the vehicle headlamp in relation to the headlamp tester. A centre line on the standing area at right angles to the datum line is required.

3.3 Headlamp aim equipment operating instructions must be available.

3.4 Suitable arrangements for checking the alignment of the equipment with the standing area must be in place. These may consist of evidence provided by a competent outside agency or by the VTS using the manufacturer's acceptable equipment. Provision must be made for checks to be carried out at no more than 6 monthly intervals and for records to be kept. It is acceptable if an alignment check is within the 6th calendar month in which the alignment was last checked.

4. Brake Testing

A brake testing facility will be considered suitable if the following are provided:

- 4.1 a calibrated decelerometer on VOSA's latest List of Acceptable Equipment as approved for Class 1 and 2 testing (mandatory for new authorisations)
- 4.2 either a calibrated roller or plate brake tester that is on VOSA's latest List of Acceptable Equipment

4.3 Roller Brake Tester

A Roller Brake Tester (RBT) must be installed so that:

- a) it is centrally positioned in an area of substantially level floor (which in good building practice is within $\pm 12\text{mm}$ of a level plane) at least 4.6m long and 1.2m wide
- b) the console is positioned so that it can easily be read by the tester performing the test on the machine.

4.4 Plate Brake Tester

A Plate Brake Tester (PBT) must be installed so that:

- a) it is centrally located in a substantially level area, at least 1.5m wide
- b) there is an unobstructed area of substantially level floor at least 4m long in front of the measuring plate and a similar area at least 2m long behind it. The width of each area must not be less than that in (a) above and all of these areas must lie within the test bay
- c) the measuring plate high friction surface to be flush with the floor.

4.5 Weighing equipment

Suitable calibrated weighing equipment must be available, which may be incorporated into the roller or plate brake tester (weight charts are not acceptable).

Separate weighing equipment will be considered suitable provided:

- a) it is accurate to $\pm 3\%$
- b) if weighing one wheel at a time, it must have a minimum capacity of 125kg for Class 1 testing or 250kg for Class 2 testing
- c) if weighing the whole machine, it must have a minimum capacity of 250kg for Class 1 testing or 500kg for Class 2 testing.

4.6 Additional brake testing requirements

- a) operating instructions must be available for the decelerometer and the roller/plate brake tester
- b) suitable arrangements for re-calibration of the decelerometer, weighing equipment and either the roller brake or the plate brake tester (whichever is installed). Arrangements for checking calibration may consist of evidence provided either by a competent outside agency or by the VTS using the manufacturer's acceptable equipment. Provision must be made for checks to be carried out at not more than 6 monthly intervals and for records to be kept. It is acceptable if re-calibration is within the 6th calendar month in which the calibration was last checked.