SPSV Initial Suitability Inspection Manual for vehicles seeking first licensing as an SPSV or a change of vehicle licence transaction or change in SPSV licence category.

(Explanatory notes on the procedures and standards applicable to vehicles requiring an Initial Suitability Inspection.)

This Manual is not a legal document and must not be construed as such. Hard copy documents are uncontrolled, please contact the Authority's Technical Department for clarifications or update status if required. As of August 2011 a Review of Vehicle Standards is being evaluated and the Ministerial Taxi Review Group may also result in future changes to inspection criteria, please ensure you keep yourself informed via our website, www.nationaltransport.ie

SAFETY

The methods described in this Manual are intended to be carried out by trained and competent persons, working with appropriate facilities and with safe equipment.

The inspection procedures detailed in this Manual are designed to comply with normal inspection practice. The National Transport Authority does not accept responsibility for any injury to any person or any damage to any property arising from the conduct of any inspection described in this Manual. Nothing in this Manual may be construed as diminishing in any way the obligations on employers and employees in relation to occupational health and safety at work.

Vehicles used on the road must comply with all relevant road vehicle regulations in force at the time: the contents of this Manual must not be regarded as a substitute for those statutory provisions and regulations enacted.

REVISIONS

This Manual may be revised and updated from time to time. Changes will be communicated directly to the trade and industry wherever possible and information about such changes can also be obtained by contacting the National Transport Authority via its website at www.nationaltransport.ie

EXEMPTIONS

It is the responsibility of the person presenting the vehicle for test to **prove** exemption from any requirement listed in this Manual or to provide the appropriate documentary evidence.

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[Items identified with (*) indicate inspection areas that may be confirmed in a Model Report]

INTRODUCTION & HELPFUL DEFINITIONS

This Manual is a reference for the inspection of vehicles submitted for examination to assess initial compliance with the SPSV suitability criteria for the categories of taxi, wheelchair accessible taxi, hackney, wheelchair accessible hackney and limousine.

It is produced for the inspectors who carry out such assessments and for other interested parties who may wish to understand in more detail the technical requirements and assessment procedures. It assumes a certain level of vehicle knowledge and familiarity with common vehicle engineering terminology.

This Manual does NOT cover the periodic technical inspection for roadworthiness (the “NCT test”); see the N.C.T.S. website for details in this regard. Nor does it cover the annual SPSV vehicle Licence Renewal Assessment (“LRA”) which is an assessment of basic vehicle cleanliness and completeness; see the National Transport Authority SPSV Licence Renewal Assessment Manual for further information.

This Manual sets out the assessment requirements, the inspection procedures and reasons for failure.

The chassis number (Vehicle Identification Number or VIN) on the vehicle must correspond with the information on the Vehicle Registration File/Book/Licence/Certificate and on the licence application form. Where difficulty is encountered in locating the chassis number it is the responsibility of the applicant or vehicle presenter to establish the location of this information on the vehicle.

Inspectors need not start a test in the following circumstances where:

(i) in their opinion any part of the vehicle or its equipment is in such a dirty or dangerous condition as to make it unreasonably difficult to carry out the inspection.

(ii) a vehicle Registration Book/Licence/Certificate is not produced or the vehicle identity cannot be independently confirmed.

(iii) the vehicle Registration File/Book/Licence/Certificate is produced and the chassis number on the vehicle does not comply with the Registration Book/Licence Certificate or there are obvious anomalies between the official data and the vehicle, e.g. number of seats.

The inspection is a check on condition and suitability. The roadworthiness of the vehicle is a separate test conducted by NCTS. A detailed assessment of a vehicle's engineering design and construction is not part of the Inspection. Where this is requested the Inspection Procedure & Notes indicate the acceptable level of certification required. For example this may be satisfactory evidence that the vehicle complies with the relevant requirements of an EC Directive or an equivalent National standard. An Engineer's Report or Assessor's Report is often specified as a requirement to assist in this regard. In this situation the primary objective of the Inspector is to confirm that any evidence so presented is, in fact, representative of the individual vehicle being inspected.

Layout

This Manual is divided into several Sections. To reduce waste the common requirements to all vehicles are listed separately first with additional vehicle category specific items listed separately in their own Section. So, for example, to identify ALL the items for Limousines you need to look through the Section headed “ALL SPSV” **and** the Section “LIMOUSINE ADDITIONAL REQUIREMENTS”.

"Section" column indicates the general vehicle area of interest.

“Requirements” details the particular items being assessed and their criteria based on the legislative requirements.

“Inspection Procedure & Notes” outlines the inspection method and any guiding advice or equipment needed.

"Reason for Failure" lists defects which will result in the vehicle failing.

Definitions & Terminology

There are 5 SPSV categories, namely taxi, wheelchair accessible taxi, hackney, wheelchair accessible hackney and limousine. A vehicle can only be categorised as one of these SPSVs AFTER successful completion of the relevant Initial Suitability Inspection.

The Initial Suitability Inspection is limited to mechanically propelled vehicles having at least four wheels, designed and constructed for the carriage of passengers, of maximum design gross vehicle weight 3,500kg and having a maximum of eight seats excluding the driver’s seat.

References to “offside” and “nearside”, “front” and “rear” are construed as being based upon sitting normally in the vehicle, looking through the windscreen and driving on the left carriageway in Ireland. Nearside is therefore kerbside in normal driving conditions.

Anchorages - the parts of the vehicle structure or seat structure or any other part of the vehicle to which the safety belt assemblies or the wheelchair restraints are to be secured. In respect of seats themselves then seat anchorage means the system by which the seat assembly is secured to the vehicle structure, including the affected parts of the vehicle structure.

Assessor’s Report – an assessment made by a mechanical or automotive engineer, automotive assessor or a person with similar qualifications who, by reason of his or her competence, experience and independence, is an appropriate person to assess the fitness and safety of a mechanically propelled vehicle. In this regard the format of the Assessor’s Report is principally the collection of data, test certificates and approval documentation and inspection and confirmation that the vehicle inspected matches that documentation so provided. It is not simply a declaration of opinion that the vehicle complies: such an opinion is the “**Engineer's Report**”.

Backrest – The upright padded part of the seat that supports the occupant’s back.

Category “M1” - Motor vehicle designed and constructed for the carriage of passengers and compromising no more than eight seats in addition to the drivers.

Category "N1" - Motor vehicle designed and constructed for the carriage of goods and having a maximum mass not exceeding 3500 kilograms.

CoC - Certificate of Conformity, an official statement by the manufacturer that the vehicle conforms to the relevant EC Type Approval held by the manufacturer.

Documentary Evidence – evidence or proof of compliance may be in the form of vehicle specific documentary evidence from the vehicle manufacturer or a test laboratory, or of compliance with an acceptable non-European standard, or by comparison of the vehicle against the specification of a previously assessed vehicle, i.e. by use of a Model Report.

Doors – Vertically hinged or sliding doors which lead directly into a compartment that contains one or more seating positions. In certain categories a tailgate *may* be considered as a door.

ECWVTA – European Community Whole Vehicle Type Approval: a streamlined process for approving new vehicles. Once an initial 'type' of vehicle is examined and the production arrangements are assessed as meeting Conformity of Production (CoP) requirements, more vehicles of this type can be manufactured and sold without the need for further individual vehicle inspections and testing. This is the only system accepted across all Member States and details the safety and environmental standards vehicles are built to. Each individual vehicle will be issued with a Certificate of Conformity from the manufacturer stating the areas of Directive compliance.

Engineer's Report – an assessment made by a mechanical or automotive engineer, automotive assessor or a person with similar qualifications who, by reason of his or her competence, experience and independence, is an appropriate person to assess the fitness and safety of a mechanically propelled vehicle. This Report has a defined format and is a declaration statement of opinion. Please also see "**Assessor's Report".**

GVW – Gross Vehicle Weight means the gross weight of a vehicle laden with the heaviest load which it can reasonably carry having regard to the engine capacity, brakes, tyres and the general construction of the vehicle and shall, until the contrary is shown, be taken to be the design gross weight of the vehicle as specified by the manufacturer or distributor of the vehicle, or where the design gross weight of the vehicle as specified by the manufacturer or distributor is not ascertainable, the design gross weight of the vehicle as specified by an automotive engineer.

Initial Suitability Inspection – Assessment undertaken for the licensing of a vehicle for use as an SPSV to determine that it meets with the requirements defined for that particular SPSV class, i.e. taxi, wheelchair accessible taxi, hackney, or limousine.

IVA – Individual Vehicle Approval: a scheme where a vehicle is individually inspected prior to registration to ensure technical compliance with a subset of EC Approval-derived regulations, resulting in the issue of an Individual Approval Certificate. Previously also called **SVA**, Single Vehicle Approval.

Legal Metrology Service (LMS) – A statutory body within the National Standards Authority of Ireland (NSAI) and the body responsible for enforcing regulations in relation to measuring instruments, including the taximeter, which calculates the fares in taxis.

Licence Renewal Assessment (LRA) – Interim assessment of vehicle at licence renewal for continued suitability compliance. No certificate is issued: it is an integral part of the licence renewal process.

Low Volume Approval – a national Type Approval scheme for vehicles manufactured in small production numbers and produced under a Conformity of Production quality system. Lies between the Single Vehicle Approval process and the ECWVTA process. Also called **Small Series Approval.**

Model Report – A document or file containing specific unchanging information pertaining to a particular vehicle model regarding, for example, luggage capacity dimensions. Only applicable to vehicles manufactured under a Conformity of Production process, i.e. with ECWVTA or National Low Volume/Small Series Approvals

Modified Vehicle - a vehicle that is not a standard mass produced passenger car in the same base specification as originally manufactured and includes any vehicle that has been converted from a goods or light goods vehicle without subsequent Type Approval, any vehicle that has been stretched, any vehicle that is a “kit car” or any vehicle where the seats, safety belts and safety belt anchorages are not original or the installation of these items is not original.

MPV – Multi-purpose vehicle, often a larger vehicle.

National Transport Authority – The National Transport Authority is responsible under the Taxi Regulation Act 2003 for the regulation of taxis, wheelchair accessible taxis, hackneys, wheelchair accessible hackneys and limousines.

National Type Approval or Low Volume or Small Series National Type Approval - Similar schemes to ECWVTA but technically are only valid in the country of origin. However the Certificate of Conformity issued by the manufacturer may result in a Mutual Recognition Certificate being issued: on foot of which registration may be granted.

NCT – National Car Test, the roadworthiness test conducted independently through the Road Safety Authority.

Power lift – Power assisted elevating and lowering device permanently fitted to a vehicle to surmount the difference in height between the floor of the vehicle compartment and the ground.

Ramp – Inclined plane to bridge the difference in height between the floor of the vehicle compartment and the ground.

Rear doors – In this regard are a door or door system at the rear end of a motor vehicle.

Rearward-facing – Facing in the direction opposite to the normal direction of travel of the vehicle.

Safety belt (or seat belt or belt) - An arrangement of straps with a securing buckle, adjusting devices and attachments which is capable of being anchored to a vehicle and is designed to diminish the risk of injury to its wearer, in the event of collision or abrupt vehicle deceleration, by limiting the mobility of the wearer's body. Such an arrangement is generally referred to as a 'belt assembly', a term also embracing any device for energy absorption or belt retraction. A wheelchair occupant restraint is considered a safety belt. In this document the words 'seat belt' and 'safety belt' are used interchangeably.

S.I. – Statutory Instrument, a form of secondary legislation that includes regulations and is made in the exercise of a statutory power.

Space saver – A generic term for a spare wheel/tyre assembly system specifically designed for restricted speed/distance use.

Spare wheel system – all encompassing term for any form of equipment designed to assist in the event of a deflated tyre, includes full size spare wheels, space savers, run flat tyres, compressor systems etc.

Specialist equipment - Equipment and parts intended to assist persons with disabilities in their boarding, use, travel and disembarkation of the vehicle.

Squab – The base cushion of the seat upon which the passenger sits.

Swivel seat – Special seat for vehicles that makes it possible to turn around an axis fundamentally perpendicular to the vehicle floor.

Tailgate – In this regard is a horizontally hinged movable body panel or panels, or a window composed entirely of glazing material and whose latches and/or hinge systems are attached directly to the glazing material, and through which cargo would usually be loaded or unloaded. A tailgate is not *universally* recognised as a door.

Tamper-proof disc – The licence disc fitted to the windscreen of licensed SPSVs after licensing or renewal of licence.

Taximeter – A device used to measure, calculate and display a taxi fare, based on the duration travelled, or the distance, time of day or date and a number of other factors.

Track width – Distance between the centre of a tyre at its contact with the road on one side of a vehicle to the corresponding contact point on the opposite side.

VDA – The method of luggage volume measurement, used in the motor industry. It is a German standard defined by the Verbund die Automobil Industrie. The VDA figure is determined by filling the luggage space with blocks of volume of one litre, each measuring 200 x 100 x 50mm. The blocks are then counted, e.g. 420 blocks equals 420 litres.

VIN - Vehicle Identification Number, a fixed combination of characters assigned to each vehicle by the manufacturer marked on the manufacturer's plate, and also on the chassis, frame, or other similar structure.

Wheelbase – Distance between the centre of the front wheel and the centre of the rear wheel on the same side of a vehicle.

Wheelchair Accessible Vehicle – A vehicle capable of transporting at least one person seated in their wheelchair and at least three other passengers.

Wheelchair occupant restraints – A system designed to keep the passenger within his/her wheelchair, to avoid him/her being projected and prevent or minimise his/her contact with the vehicle interior components or with other occupants during an abrupt movement or an impact. A wheelchair occupant restraint is considered a safety belt.

Wheelchair restraints - An arrangement of straps or clamps with securing attachments, buckles and adjusting devices designed to attach to a wheelchair and which is capable of being anchored to a vehicle and is designed to limit the mobility of the wheelchair in the event of a collision or abrupt vehicle deceleration.

Use of Model Reports

The purpose of the Model Report is to reduce inspection time. It only works on vehicles that are built consistently to the same specification, i.e. vehicles with full ECWVTA or Low Volume approvals. A Model Report is basically a shorthand or streamlined way of assessing the fundamental vehicle features that do not alter on one vehicle and then reading over those results to all identical models. An example would be luggage space or seating dimensions. Inspection areas assessed by reference to a Model Report are indicated with an asterisk (*****).

The Model Report concept does not usually apply to wheelchair accessible vehicles as many are built to bespoke customer order. However it will be possible to create these for wheelchair accessible vehicles manufactured under a Conformity of Production system. It also cannot be used reliably where vehicles have been converted from vans.

The Model Reports have, in most cases, been previously compiled by the Authority and are listed in the Model Report database, available at www.nationaltransport.ie

Where the use of templates is mentioned the Authority will provide such templates where required to officials and a Guide to their use.

Modified Vehicles, Engineer's Reports and Assessor's Reports

The primary purpose of the Initial Suitability Inspection is to determine if a vehicle meets the licensing requirements for a taxi, hackney etc. The roadworthiness test (NCT) is primarily assessing the safety of the vehicle. As such the majority of items being assessed under the Initial Suitability Inspection are mainly visual and do not require a qualified mechanic.

Modified vehicles present a different challenge than either the roadworthiness test or the suitability inspections. The design and engineering integrity are likely to have been affected by the modifications and even a qualified mechanic may not be in a position to comment on their safety. The Licensing Inspector is not required to verify structural modifications: such areas are to be dealt with via either an Engineer's Report or an Assessor's Report as appropriate for the licence category. An example would be the wheelchair restraints and anchorages in a wheelchair accessible vehicle, the Report accompanying such a vehicle must state compliance with the appropriate regulations and/or reference the relevant test certificates. The Inspector will check that the Report is relevant to the vehicle being presented.

All modified vehicles (e.g. converted from goods vehicles (vans) and all wheelchair accessible vehicles) are required to have an Engineer's Report or Assessor's Report that outlines their compliance with the suitability criteria, general Road Traffic Act regulations and specific legislation such as seat belts. Such reports are compiled mainly by motor insurance engineering assessors rather than Chartered Engineers. The Engineer's Report is a declaration from opinion of compliance and does not specifically include any formal test data. The Assessor's Report is different in that it requires the collation of formal test data, e.g. wheelchair anchorage in-vehicle strength test reports. All Engineer's and Assessor's Report must be less than 90 days old at the time of licensing. The Inspector is within his rights to request a Report for vehicles presented that have obviously been converted or modified. Visible indications include changes in seating capacity, seats that are obviously aftermarket fitment items, poor quality internal trim and poor glass installations.

Type Approval was introduced into Ireland on 29th April 2009. This requires, at a minimum, an Individual Vehicle Approval (IVA) prior to first registration. In the UK Single Vehicle Approval (SVA) has existed for a while and is very similar. The Type Approval regime in Ireland is in its infancy and the costs etc. unclear.

Since June 2010 at the Initial Suitability Inspection related to new wheelchair accessible vehicle licences the Authority requires an Assessor's Report that includes reference to in-vehicle strength test data. The inspection of engineering changes and their effects is outside of the jurisdiction of both the Initial Suitability Inspection and the Licence Renewal Assessment and is dealt with either by the Assessor's Report or the Engineer's Report depending on the licence type, date of issue and vehicle.

In one manner or another, any changes to modified vehicles will need to be covered by an Engineer's Report or the Assessor's Report concept.

Specific advice from the Authority regarding the in-vehicle test data and a template form is available for the Assessor's Report or Engineer's Report. Only the authorised format is accepted.

Responsibility of the vehicle presenter

The vehicle presenter must be prepared for the vehicle inspection and it is wise to have the original Vehicle Registration Certificate document and must make ready the following items for inspection and they should be left on the front passenger seat, except the fire extinguisher which should remain in its bracket in its safely secured position:

Pen (or pencil) and paper

Torch

High Viz Vest (with specification label obvious)

Warning Triangle (out of any box with E mark obvious)

First Aid Kit

For the **avoidance of doubt** and any dispute, it is not the Inspector's job to find the above items: if they are not made readily available for inspection the items will be failed.

Where any proof is required, e.g. Engineer's Report, the onus lies entirely with the vehicle presenter to provide. The vehicle presenter should provide a legible copy for retention by the Inspector. The Authority provides a template for these Reports in a standardised format, available on request by engineers from the Licensing Centre.

Exemptions & derogations for "old" licence holders, i.e. taxi and hackney licences below 45,000.

The Requirements listed have to cover a wide range of vehicles that have been licensed over a long period. A number of additional licensing conditions were introduced on 1st January 2009 applicable to new taxi and hackney licences: such licences are numbers above 45,000. In essence taxi and hackney vehicles on licences above 45,000 must always be under 9 years of age at licence transactions and meet certain minimum interior and luggage dimensions; these vehicle dimensions being assessed initially via the Model Report.

Vehicles originally assessed for suitability under the "old" requirements are not expected to meet all of the new requirements and so, where appropriate, the following table includes exemptions clearly indicated. The use of the word "old" in relation to taxi and hackney licence numbers means below 45,000. Note that **all** taxis and hackneys will be required to meet the size requirements at renewal from 2012.

Finally the Authority introduced the new category of "wheelchair accessible hackney" licence on 8th June 2010 and new vehicle specifications for wheelchair accessible taxi and wheelchair accessible hackney licences issued after this date. Licences issued after 8th June 2010 start at licence number 47,000 for ease of identification of the vehicle standards applicable. A separate section in this Manual is dedicated to those new requirements.

Again the earlier wheelchair accessible taxi licences will not be expected to comply with these new standards immediately: further information is available at our website www.nationaltransport.ie

Licensing Transactions and related SPSV Inspection Type.

New Licence Application	Initial Suitability Inspection
Licence Renewal	Licence Renewal Assessment
Change of Vehicle	Initial Suitability Inspection
Licence Transfer (change of licence owner)	
As package (vehicle & licence)	No Inspection
As licence only	Initial Suitability Inspection for newly associated vehicle after ownership change

ALL SPSV

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition (*)	Mechanically propelled vehicle having at least four wheels, which is designed and constructed for the carriage of passengers and which has a maximum of eight seats excluding the driver's seat. Maximum design GVW of 3,500kg. Passengers assumed to weigh 75kg at each seating position. The wheels shall be arranged in axle pairs such that the minimum wheelbase is 2100mm, the minimum track width is 1100mm and any side to side variation in wheelbase is less than 75mm.	**Visual** assessment, confirm with measurement only if required. View Vehicle Registration Certificate to check vehicle details match the vehicle presented. For vehicles suspected of being overweight the vehicle presenter should provide a recent certified weighbridge ticket	Less than 4 wheels. Insufficient wheelbase or track. Suspected overweight, chassis plate indicates excess weight. Vehicle Registration Certificate indicates more than 9 seats Vehicle Registration Certificate indicates goods vehicle (N1) AND lack of valid Engineer's Report.
Cleanliness	Interior and exterior of the vehicle shall be clean and of tidy condition and appearance at all times. Paintwork repairs shall not spoil the overall appearance of the vehicle; Incomplete, unfinished or inadequate repairs shall be deemed unacceptable; specifically repairs in progress shall not be permitted; All repairs shall be consistent with adjacent body panels – no runs, flat or uneven finishes and shall present a good colour match. Trim material shall not be split, torn, unsecured, dirty, stained or sagging. Windows shall be clean. Side windows shall be capable of operation by passengers where applicable. Doors to be operable from inside and outside	**Visual** assessment of internal and external condition and cleanliness. Prevailing weather conditions **must** be respected. **Check** passenger windows for internal operation **Check** doors for internal and external operation.	Visually obvious paintwork defects that spoil overall appearance. Unfinished bodywork repairs. As a **guide** external dents generally extending bigger than "hand size" and/or deeper than 15mm and present on more than one panel per side/front/rear. Interior trim in badly dirty or torn condition. Insecure or missing trim. Unpleasant smell from interior. Side windows inoperable. Any door not operable from the inside or the outside

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Communications	Pen (or pencil) and paper shall be available from the driver at all times for the assistance of communication between passenger and driver.	**Visual** assessment of presence and working condition.	Missing or not working.
Seat Fabric	Seat fabrics shall be original equipment manufacturer quality cloth upholstery or leather retrims or equivalent quality.	**Visual** inspection	Obviously poor quality seat material, e.g. torn, failing stitching, filthy dirty or badly mismatched across seating rows.
Passenger Compartment Temperature	The internal temperature within the vehicle shall be maintained to at least 20° C (with engine idling) during an external ambient temperature of -5° C.	Initial subjective assessment (**feel**). If in doubt test with thermometer. The location for measurement shall be at least 500mm from any heat/cooling vent. The temperature shall be measured with a thermometer on the longitudinal centre line of the passenger compartment, at a height of 700mm from the vehicle floor mid position fore and aft. If there are any heater outlets/ducts/vents within a 500mm radius of this point then a point mid way between such outlets may be used, maintaining the 700mm height (i.e. not necessarily on the centre line nor mid-distance fore/aft).	No obvious heating capability for passenger areas. Totally inadequate heating system for year round reasonable passenger comfort. If thermometer used in normal workshop conditions (around 18° C) the reading should be at least 25° C.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Fire Extinguisher	At least one portable fire extinguisher to EN3 shall be carried safely and secured, ideally in the luggage compartment. It shall be suitable for the inflammability classes A, B and C, with a minimum capacity of 2kg dry powder (or an equivalent capacity for any other suitable extinguishing agent). The extinguisher shall be in serviceable condition as recommended by the manufacturer, specifically any gauge or date information shall be respected. The fire extinguisher shall be safely and securely installed in such a way that it can present no danger to the occupants in the event of a collision (this means in the boot area or out of easy reach of passengers)	**Visual** inspection of extinguisher, mounting and condition. If in obviously poor condition a service record may be requested. A single extinguisher larger than 2kg is acceptable. More than one extinguisher, each being 2kg or more, is acceptable. EN3 compliance may be proven by traceable laboratory certificate by prior arrangement if not marked on the unit. Extinguishers without a gauge must have a “best before” date that is valid and clearly marked.	Extinguisher less than 2kg capacity (two off 1 kg units NOT acceptable). Extinguishant not stated for category A, B & C fires or not evidenced to meet EN3 standard. Extinguisher obviously non serviceable, e.g. corroded, out of date, gauge in red etc. Extinguisher not secured/ not installed in accordance with manufacturer instruction. Extinguisher in passenger compartment or (in case of MPV/estates/wheelchair accessible vehicle) within easy reach of passengers.
First Aid Kit	A First Aid kit complying with DIN 13164 or Health and Safety Authority travel kit recommendations shall be carried within the vehicle. The contents of the kit that are date-marked shall be within date. The container shall be marked so as to be immediately recognisable as a First Aid kit.	**Visual** inspection of First Aid kit and contents (see here, page 49 for specifications) A sealed kit to the correct standard and unopened needs no further inspection if within any date limits.	First Aid kit missing or incomplete. Kit and/or contents out of date. Kit obviously “fake”, i.e. missing correct certification.
Warning Triangle	A reflective advance warning triangle shall be carried within the vehicle. It shall be safely and securely installed within the vehicle in such a way that the warning triangle can present no danger to the occupants in the event of a collision.	**Visual** inspection, check for ECE Regulation 27 marking.	Warning triangle missing, insecure, sub-standard (e.g. no Reg 27 marking) or in poor condition, e.g. broken
High Viz Vest	A high visibility safety vest is required. It shall meet the standards of ANSI/ISEA 107 1999 - 2010, or to EN/CEN 471, 1994 - 2003. It shall be marked accordingly.	**Visual** inspection, check for condition and approval markings. The label must indicate compliance, most are simply marked “EN471” and are acceptable.	Reflective vest missing, badly worn/stained/filthy or not to specified standard. As there are washing restrictions **light** soiling is not a reason for failure.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Spare Wheel System	The manufacturer's original supply 'system' shall be securely and safely retained in full working order. The term 'system' covers a traditional (permanent) spare wheel/tyre assembly, a (temporary use spare tyre) spacesaver wheel/tyre assembly and associated tools for swapping this, run flat tyres and also other temporary devices such as inflational tyre sealant.	**Visual** inspection. If doubt exists as to the manufacturer's original supply, the vehicle presenter should be asked for documentary evidence, e.g. brochure etc.	Missing or faulty provision for puncture unless genuinely not supplied at all by manufacturer. Insecure parts likely to present a danger. It is not permitted to simply substitute an inflational can where the manufacturer would originally have provided a spare wheel.
Interior Lighting	The standard interior lighting shall be in full working condition.	**Visual** inspection, no requirement for door position to automatically operate lights. Additional interior lighting in wheelchair accessible vehicle should all work. Luggage area lights are **not** checked	Missing or non-operational interior lighting.
Torch	A working handheld torch shall be carried and stored safely within the vehicle.	**Visual** assessment.	Missing or non-operational torch.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Seating Positions (*)	Each passenger requires their own seating position. A minimum seat squab width of 400mm shall be required for each seating position. A maximum passenger carrying capacity of 8 passengers. A seating position fitted with a safety belt shall be counted as one seating position. For bench seats without safety belts then the number of seating positions shall be assessed as multiples of the required minimum squab width of 400mm each. For example a bench seat (with no seat belts) of 1500mm squab width shall be assessed as providing three seating positions. Seats, seatbelts and anchorages cannot be simply added/changed without some certifying proof. An Engineer's Report is required in all cases where seats, seat belts or anchorages are not original fitment, e.g. vehicles adapted from vans. A “converted” seat or seat mechanism is unlikely to be accepted unless the presenter provides some proof of being fit for purpose. A swivel seat is required to meet the relevant standards.	**Assess** seating positions as outlined in “Requirements”. For many vehicles the Model Report will state this. For some the Vehicle Registration Certificate or vehicle data will indicate the original seating capacity or vehicle classification (e.g. goods vehicle) If doubt exists then the vehicle presenter will need to provide the associated proof/information.	Lack of seating width. Excess of seating positions compared to that stated in Vehicle Registration Certificate. Seating layout such that possible number of seating positions exceeds 8 when assessed as described. E.g. a long bench seat that has more than 8 seat belts, or whose size allows for more than 8 multiples of 400mm. The intent is clear: a maximum capability of seating 8 passengers is not to be exceeded. Lack of Engineer's Report for modified vehicles Method of deletion of a seating space to prevent occupation is obviously temporary in nature or of potential danger to passengers (e.g. armrest secured by Velcro, exposed sharp edges, lack of padding).

WHEELCHAIR ACCESSIBLE TAXIS (under 47,000)

Note: these standards **remain** for change of vehicle transactions on licences under 47,000 until further notice but you are strongly advised to consider only vehicles meeting the new standards.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition & Engineer's Report	A vehicle constructed or converted specifically so that they accommodate at least one person seated in his/her wheelchair when travelling on the road and at least three adult passengers. It shall have a permanent roof. Side facing seats are not permitted. An Engineer's Report less than 90 days old is required confirming that the adaptations meet the relevant provisions of the Taxi Regulation Act 2003, Road Traffic Acts 1961-2006, Roads Act 2007 and any statutory instruments made there-under and the wheelchair accessible taxi specific requirements. (page 23)	**Visual** assessment. It shall be possible to board a person seated in a wheelchair and to position them facing fore/aft and to secure the wheelchair and occupant safely.	Obvious lack of room to board a person seated in their wheelchair, inability to seat 3 adult passengers in addition to the person in the wheelchair. Side facing seats fitted. Engineer's Report missing, more than 90 days old, Engineer's Report of incorrect format or Engineer's Report relating to a different vehicle.
Luggage Requirement	Reasonable provision for luggage is required. Items carried within the passenger compartment shall be secured. A separate luggage compartment is not specifically required. Ramps in particular must be secured.	**Visual** assessment.	No obvious junk taking up significant luggage space. Obviously filthy/damp or unusable luggage area. Insecure items, e.g. loose spare wheel, jack, fire extinguisher, ramps

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Accessible Doors	The vehicle shall be fitted with at least two accessible doors capable of being opened from inside and outside. These doors to each provide at least 735mm wide by 1250mm effective opening. Both doors to be obviously intended for boarding of passengers, ramps or boarding aids are required to be suitable for use at both accesses. A tailgate (horizontally hinged) is not considered a door. Rear doors (vertically hinged) shall be considered acceptable as a door, providing that they are obviously designed or constructed for the intended purpose of passenger access.	**Check** accessible doors open from inside and out. Dimension **check** the two accessible doors by measurement or with templates. It should be possible to move from one accessible door to the wheelchair space and on to the other accessible door freely with the door template. Rear doors not intended for passenger access do not count as doors for the purpose of assessing the number of doors.	Lack of two accessible doors. Accessible doors not operable from inside and outside. Accessible doors without boarding aid provision. Excessive intrusion into working aperture of accessible doors. Obstruction preventing passage from wheelchair space to either accessible door, e.g. a row of seats in a rear entry vehicle.
Wheelchair Space Dimensions	The wheelchair space shall be at least 1200mm long and 750mm wide with 1300mm headroom minimum. This space is for the exclusive use of the wheelchair and its occupant. Removeable seats are prohibited in this space. Permanently installed tip down seats may intrude when folded down (position for use) and may only intrude as per Figure 1 (page 52) when folded up (non seating position). A minimum distance (page 52) between any tip down seat (when folded up) and any rear seat of 1000mm is required.	**Check** dimensional space provided with templates or measuring equipment. If the 1200mm is met then any intrusion is irrelevant.	Excessive intrusion into the minimum 1200mm length by tip down seats, max allowed is 200mm. 270mm min below tip down as per Fig 1 (if applicable) Insufficient headroom, min 1300mm in vicinity of wheelchair occupant during turning and securing.
Boarding Aid	There shall be a ramp or other mechanism to permit the person using the wheelchair to enter and exit the vehicle safely at all times. The ramp slope to provide at least 3.6 units of length for each unit in height in its boarding position. A reference table assuming inboard ramp end is at vehicle floor height is provided in Appendix 1. (page 51) The boarding aid shall accommodate a safe working load of at least 300kg at any point in it use in boarding a wheelchair with seated occupant. **Note**: it is intended in future to require “portable” ramps to be marked with the relevant vehicle registration number.	**Visual** inspection of presence of ramp or lift. **Check** ramp is securely located if within passenger area. **Check** ramp angle. Note a ramp may be of more than a one piece construction **View** service certificate for power lifts, to be less than 6 months old	Lack of ramps, lift or boarding aids for wheelchair users. Insecure ramp or lift stowage when not in use. Ramp not suitable for purpose, e.g. too weak or too steep Power lift with no or out of date service certificate

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Wheelchair and Occupant Restraint Systems	The wheelchair and the person in the wheelchair shall have separate restraint systems. The vehicle shall be fitted with a wheelchair restraint system that is suitable for general wheelchair applications. The wheelchair shall not be secured sideways facing. The restraints and anchorages to the vehicle shall either meet documented standards (i.e. Type Approval, International or National standards with supporting proof) or be installed in accordance with S.I. 47 of 1998, see Appendix 2, page 53 A separate lap belt (or three point belt) is required for the passenger in the wheelchair. An Engineer's Report less than 90 days old is required confirming their fitness for purpose and compliance.	**Visual** inspection for restraint system for wheelchair and separate restraints (safety belt) for occupant in wheelchair. Webbing style restraints and their connections should be assessed in a similar manner to seat belts and their buckles. A 3 point shoulder belt may have its anchorage to the floor. Note it is the purpose of the Engineer's Report to ascertain the restraints and anchorages are structurally adequate but dimensional checks may be made.	Lack of wheelchair or wheelchair occupant restraints. Restraints for either wheelchair or wheelchair occupant in obviously poor condition. Anchorages in unusable condition. Wheelchair and occupant cannot be accommodated in fore/aft orientation. Lack of Engineer's Report, Engineer's Report out of date, or Engineer's Report relates to different vehicle/installation.
Roof Sign	For taxi (roof) sign, taximeter, fare chart and advertising requirements please see 'Taxi Additional Specific Requirements'. (page 43)		

WHEELCHAIR ACCESSIBLE TAXIS (above 47,000) AND WHEELCHAIR ACCESSIBLE HACKNEYS

(Note there are some small differences but principally the vehicle standards are the same. The wheelchair accessible taxi requires a roof sign, taximeter and printer, and fare sticker and may display advertising. The wheelchair accessible hackney does not need to meet the luggage requirements and the seating dimensions simultaneously.)

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition & Assessor's Report	A vehicle constructed or converted specifically so that they accommodate at least one person seated in his/her wheelchair when travelling on the road and at least three adult passengers. A goods (category N1) vehicle may only be converted provided that the final finished adaptations are assessed to be compliant to passenger car (M1) standards. Test data (in-vehicle strength test) is required. A Technical Assessor's Report is required less than 90 days old. The assessor is required to have seen and accepted the required test data as representative of the vehicle being certified. Side facing seats are not permitted A wheelchair accessible vehicle complete with ECWVTA or Low Volume certification may be assessed once for principal internal dimensions and thereafter assessed via a Model Report (i.e. as per mass produced saloons).	Converted vans will usually be apparent in their seat or seat belt installation being obviously non OEM fit. Headlining and window fit may also be obviously aftermarket. In all cases documentary evidence shall be produced and it must relate to that individual vehicle. The Assessor's Report should collate all of this information leaving the VI to assess if the vehicle and papers describe the same vehicle.	Vehicle adaptations not compliant with M1 standards, no documentary proof of M1 test pass, e.g. seat belt anchorage strength. Onus is on presenter to supply information as required by the Vehicle Inspector. An Assessor's Report alone (i.e. no test data) is not acceptable. Presented vehicle not the same type as that for which documents are provided. ***Note**: strength tests referred to are destructive, cannot be done on a vehicle intended for subsequent road use and are vehicle model type specific*
General Requirement	There shall be a permanent rigid roof covering all of the driver and passenger compartments. Specifically, cabriolets and convertibles shall not be considered suitable. Sunroofs shall be permitted, including full length items.	Visual inspection.	Vehicle is a convertible. Sun roof in such condition as to leak or present a danger to occupants.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Luggage Requirement	There shall be space capable of safely containing at least 420 litres luggage as measured by the VDA method. Any luggage carried shall be safely secured. The overall luggage capacity shall be checked against manufacturer details where available. Where that data is unavailable the luggage capacity shall be assessed in substantially the same manner as the VDA method using blocks of 200mm x 100mm x 50mm. This may require prior arrangement. The capacity of any spare wheel well shall not be included for assessing the luggage space volume. A guard or cover shall be fitted that is intended to prevent luggage from injuring any passenger in the event of an accident. Space for a folded wheelchair shall be provided. A dummy volume may be used to check the shape of the luggage space: this shall be a parallel sided box of maximum external dimensions 735mm x 330mm x 805mm to ensure that a folded wheelchair can be safely carried. For wheelchair taxis only this luggage capacity requirement shall exist simultaneously with the seating dimensional requirements shown later, 'Remaining Seat Requirements', see page 28.	The volume of 420 litres to be provided by the manufacturer or checked by the Assessor's Report. Alternatively the defined area (s) to be assessed: the dummy wheelchair volume box is 195 litres, fit at least an additional 225 VDA one litre blocks **in addition.** Check for guard or securing cover. Some common sense is required, a cargo net is generally acceptable if anchored along edges and corners. The luggage area MUST accept the folded dummy wheelchair volume box. For wheelchair taxis the luggage capability must be checked with seats in their compliant locations with the legroom rules, see page 28. For wheelchair hackneys there is no need for this simultaneous luggage space.	420 secure litres including the wheelchair box is not provided. No security of luggage area. No ability to store wheelchair box. In case of wheelchair taxis; seats not compliant with legroom etc. in order to meet luggage requirements or vice versa. For the avoidance of doubt, for wheelchair accessible **taxis**, if removal of a seat is required to meet the wheelchair space requirements and that seat cannot be carried in the vehicle it will not be counted as part of the licensed seating capacity.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Accessible Door Dimensions	The vehicle shall be fitted with: At least one wheelchair accessible door capable of being opened from both inside and outside, of minimum usable dimensions 745mm wide x 1250mm high. A template may be used to check this, prior arrangement may be required. At least one other opening (from inside or outside) door (not necessarily of wheelchair accessible dimensions) that enables access to the passenger and wheelchair occupant compartment. Doors may be to the nearside or to the rear. In this context a tailgate may be considered as a door, if the boarding intent is obvious.	Rear tailgates are acceptable, as the accessible door, if obviously designed for boarding of passengers or wheelchairs. Check for ease of opening. Check dimensions, with template or by measurement, substantially perpendicular to direction of boarding, i.e. up ramp and into wheelchair space. The opening and any interior restrictions must be at least 745mm x 1250mm.	Only one door (total) accessing wheelchair space. Accessible door too small for entry. Accessible sized door does not permit unobstructed access to wheelchair space. Accessible and/or other door not operable from inside and outside. (Two accessible sized doors NOT required.)
Wheelchair Space Dimensions & Allowances	The taximeter shall be visible on entry and exit by all passengers. The wheelchair and the person travelling in it shall travel either forwards facing or rearwards facing. Side facing orientation of the wheelchair and occupant shall not be permitted. There shall be a space exclusively available for the accommodation of at least one person to travel within their wheelchair. This space shall have a predominantly flat and level surface but it is accepted that in some conversions there may be localised interruptions. The wheelchair space shall be at least 1200mm long and 700mm wide with 1350mm headroom minimum, see explanatory diagram page 52 and also page 30 of National Vehicle Standards Requirements publication	Check that the taximeter is visible especially to boarding wheelchair passengers. The wheelchair space has been certified by the Assessor's Report. Checks may be made by measurement or with templates for the intrusion of the tip down seats or other obstacles. The intrusion allowance is into the 1200mm measurement. If the 1200mm is met then the tip down intrusion is irrelevant.	Taximeter not readily visible at entry or exit. Side facing wheelchair location. Insufficient space for wheelchair. Floor space unacceptably interrupted by irregularities inconsistent with basic design requirement of carrying a wheelchair. Excessive intrusion into the minimum 1200mm length by tip down seats, max allowed is 200mm. Insufficient foot space under tip down seats, min of 270mm required within intrusion into 1200mm length. Insufficient headroom, min 1350mm in vicinity of wheelchair occupant during turning and restraining.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Seat Belts	Safety belts, anchorages, seats and head restraints shall be in accordance with relevant technical requirements of passenger car M1 EC/ECE/Construction, Equipment and Use Regulations or equivalent national standards. Please also see the sub-section 'Wheelchairs and Occupant Restraints' see page 34. The Assessor's Report will include details as to formal test reports etc.	If in doubt as to originality of seat or seat belt anchorages request further proof of their compliance to these European or equivalent standards. Most seat belts are marked with recognised approval details.	Modified or non-original (tested and approved) seats, seat belts, seat or seat belt anchorages without proof of meeting recognised standards. An Assessor's Report alone (i.e. without test certification etc.) is not considered sufficient proof.
Seat Fabric	Seat fabrics shall be original equipment manufacturer quality cloth upholstery or leather retrims or equivalent quality.	Visual inspection	Obviously poor quality seat material, e.g. torn, failing stitching, filthy dirty or badly mismatched across seating rows.
Front Passenger Seat Requirements	For the front passenger seats: The top of the uncompressed front passenger seat squab shall be at least 275mm from the floor of the vehicle, with a foot exit space/radius at floor level between the corner of the outermost seat squab and the door pillar of 350mm minimum. For the **outermost** front passenger seat there shall be a foot space of at least 350mm long by 350mm wide (a clear predominantly flat area on the floor of the vehicle immediately in front of the seat of minimum size 350mm x 350mm).	Measurement or use of template provided. Lack of a front passenger seat is not a fail item; some vehicles use this area for luggage. The front seat may be adjusted to the most rearward position for this assessment.	Front passenger seat too low. Insufficient exit radius at outermost seat. Insufficient front passenger floor foot space at outermost seat.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Remaining Seat Requirements	For all other seats: A minimum seat squab width of 400mm is required for each passenger. The top of each uncompressed squab shall be at least 275mm and not more than 460mm from the vehicle floor at the front of the squab.	Measurement or use of template provided.	Insufficient seat width. Seat height outside of limits.
	There shall be at least 650mm measured longitudinally and horizontally from the front face of the backrest at uncompressed squab height to the rear face of the seat or surface immediately in front of it.	Measurement or use of template provided.	Insufficient leg room.
	Where seats face each other (i.e. opposite), there shall be at least 1300mm between the front faces of the opposing backrests.	Measurement or use of template provided.	Insufficient leg room.
Rear Shoulder Room	The shoulder room of the rear seats shall be a minimum of 1360mm. Manufacturer dimensions shall be used or measurements made accordingly. Almost all vehicles with sufficient wheelchair space will meet this requirement.	Applies to main row of rear passenger seats; i.e. for vehicles with more than one row of rear seats assess the row most obviously intended for regular use.	Insufficient shoulder dimension.
Folding & Additional Seats	Seats shall not be added that contravene any of the relevant requirements. The replacement of a seat by a (tested) swivel seat fitted by an approved installer is not contrary to this requirement Folding or removable seats as supplied by the original manufacturer and respecting the relevant technical requirements of EC/ECE Type Approval or equivalent national standards are acceptable. For the avoidance of doubt, the term ‘manufacturer’ in this instance usually refers to the holder of the vehicle Type Approval certificate and would not ordinarily be a vehicle convertor. The Assessor's Report will include details as to test reports etc.	Visual assessment to ascertain either obvious compliance with OEM standards or obvious aftermarket adaptations that lack any certification/proof. Removeable seats, fittings and associated anchorages are acceptable only if supported by full test data for the complete “system”. Original folding seats as evidenced by the Owner’s Handbook are acceptable.	Modified or non-original (tested and approved) seats, seat belts, seat or seat belt anchorages without proof of meeting recognised EC standards. An Assessor's Report alone (i.e. without test certification etc.) is not considered sufficient proof.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Floor or Step Height	An access (intermediate) step is required for at least one door exceeding 1150mm in aperture height fitted to the rear or nearside of the vehicle where the floor or lowest internal surface (e.g. integral step) of the passenger compartment is higher than 230mm from the ground. The height of this first step surface above the ground shall not be more than 230mm. This applies to "tall" doors intended for use by semi-ambulant passengers and is not ordinarily required at the rear for rear entry vehicles.	If kneeling suspension is fitted, this may be used to meet this requirement. The height of any step will be measured at the centre of its width. The height of the first step in relation to the ground will be measured with the vehicle on level ground, at its mass in running order (unladen kerb weight) and the tyre equipment and pressure being as specified by the manufacturer for the design gross vehicle weight.	Step or floor height in excess of 230mm at the relevant door. Given the lack of a dedicated completely flat measuring floor and vehicle manufacturing tolerances the max. acceptable step height when assessed in the workshop via tape measure may be taken as 250mm.
Step Integrity	The step shall not be temporary in nature and shall be securely affixed to the vehicle. All steps shall have a slip resistant surface.	If the step is part of an innovative ramp system the vehicle manufacturer/convertor may seek dispensation and will, if authorised, be in possession of written confirmation of this from the Authority.	Insecure step assembly.
Step Tread	The tread length (foot depth) shall be at least 200mm. The width of the step shall be a minimum of 400mm.	Measurement, permitted tolerance of +/- 10mm.	Insufficient step size.
Step Slope	The maximum slope of the step in any direction shall not exceed 3° when the unladen vehicle is standing on a smooth and horizontal surface in its normal condition of travel (in particular any kneeling device shall not be engaged).	Initial visual assessment, if in doubt confirm with angle finder/spirit level. Of vehicles assessed thus far none have been near this limit.	Excessively angled step.
Step Edges	Steps shall have clearly marked rounded nosings in a brightly contrasting colour of minimum width 40mm and be non-slip	Visual assessment.	Lack of contrasting edges, presence of sharp edges to upper surface.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Step Retraction	May be automatically retractable (i.e. upon door closing) or manually retractable. It shall not be possible for any automatic retractable step to be deployed whilst the vehicle is in motion. An interlock related to the handbrake warning system would be considered sufficient for compliance. For manually operated steps a warning notice in the vicinity of the driver may suffice.	Visual assessment/check of operation.	Manual operated steps without any warning sign or device.
Step Projections	No step shall project more than 10mm beyond the widest part of the vehicle exterior (mirrors are not considered for the purpose of this requirement) whilst the vehicle is in motion. The corners of steps, or supporting structures, facing forwards or rearwards shall be rounded to a radius of not less than 5mm; the edges shall be rounded to a radius of not less than 2.5mm. Protruding parts made of a material of hardness not exceeding 60 shore A may have a radius of curvature less than 2.5mm. The Assessor's Report will include details as to test reports etc.	Visual inspection. Vehicles with full ECWVTA CoC are assumed to comply with full exterior projections. This includes external steps.	Excessive protrusion. Presence of obviously sharp or dangerous or hard edges or corners.
Step Strength & Stiffness	All steps shall be designed and constructed so as to withstand, without permanent deformation, a centrally placed load as below without the deflection at any point on the step exceeding 10mm: For steps designed to take one person at a time a mass of 136kg placed in the centre of a single step; For steps designed to accommodate more than one person at a time a mass of 272kg placed in the centre of a double step.	Initial visual assessment. If in doubt check as described with appropriate approximate mass. The deflection is assessed relative to the vehicle and not to the ground. Vehicles assessed thus far have presented no concerns.	Insufficiently rigid step assembly.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Kneeling Suspension Systems	Where a vehicle is fitted with a kneeling suspension system, the vehicle and system shall comply with the following requirements: A master control and a separate user control for the kneeling system function shall be required to enable operation of the system. Any control which initiates the lowering or raising of any part or the whole of the body relative to the road surface shall be clearly identified and under the direct control of the driver or the wheelchair occupant or assistant. The lowering process shall be capable of being stopped and immediately reversed by either of the controls above. The kneeling system shall not allow the vehicle to be driven at a speed of more than 5km/h where the vehicle is lower than the normal height of travel. An interlock related to the handbrake warning system is acceptable. (In this paragraph 'master control' means a control which enables another control to activate the relevant system, but which itself alone is not capable of activating that system.)	Test of vehicle or consult Owner's Handbook for confirmation of operating characteristics. Very few vehicles are fitted with kneeling rear suspension. Most return to normal ride height when ramp or doors are closed. Check for automatic or manual interlocks and their correct functioning.	Ability to drive in excess of 5km/h with suspension lowered below that recommended in the Owner's Handbook or in an obviously or dangerously low position.
Boarding Aid	There shall be a ramp or other mechanism to permit the person using the wheelchair to enter and exit the vehicle safely at all times. This may entail assistance. This boarding aid shall be either part of the vehicle or carried securely within the vehicle.	Visual inspection of presence of ramp or lift.	Lack of ramp, lift or boarding aids for wheelchair users. Insecure ramp or lift stowage when not in use.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Ramp Angle & Stiffness	All ramps shall: Have a maximum permitted ramp angle of 16° relative to true level. The ideal suggested ramp angle is less than 11°. The vehicle shall be unladen and on flat level ground for the purpose of this requirement, kneeling suspension may be used to meet this requirement. Be able to accommodate a variety of ground and kerb conditions. Consideration of the potential use of the vehicle (i.e. accessing the vehicle on slopes/hills) should be made and noted in the user manual. Support a combined wheelchair and occupant mass of minimum 300kg at any position along its length without permanent deformation or failure. The Assessor's Report will confirm compliance but occasional checks may be performed.	For side entry vehicles this angle to be measured assuming the free end of the ramp is placed on a 'standard' pavement of height 125mm above the ground on which the vehicle is standing; For rear entry vehicles the ramp angle is measured with the free end on the ground. See Table 1 page 51 for ramp lengths versus floor height	Ramp angle in excess of 16° for either side or rear entry vehicles. Ramp of inadequate stiffness/strength. Ramp obviously unsuitable for purpose or in very poor condition.
Detachable Ramp Location & Stowage	Where detachable, be suitable for manual handling; having suitable means to lift and manoeuvre the ramps and be of light weight. The ramp shall have effective location when in use to ensure it is easily fitted to the vehicle and cannot accidentally become detached when being used. Have a safe means of ramp stowage. Where detachable be permanently marked with their associated vehicle registration number.	Check that ramps can be located to the appropriate accessible door opening. Specific ramp test requirements for secondary safety (impact resistance) are discretionary requirements: if in doubts as to their installation Inspectors may seek further proof. Innovative underfloor ramps need not demonstrate compliance with registration number markings or impact resistance. (see page 33)	Ramps with no effective in use location. Ramps with no safe stowage Detachable ramps with no permanent associated registration number or incorrect number.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Ramp Surface & Markings	A continuous non-slip surface for the wheels of the wheelchair, i.e. two separate channels shall not be permitted. The width of the ramp shall be a minimum of 700mm between the edge upturns. Have safety edge upturns at least 25mm high that are brightly coloured as per I.S. EN 1756-2 2004 or equivalent national regulations. Comply with the requirements of I.S. EN 1756-2 2004 and General Safety Regulations or equivalent national regulations. Be maintained in good working order and be available for use at all times. The General Safety Regulations require that personnel lifts are tested and certified every six months by a competent person. Display a Safe Working Load (SWL) marking. Provide a maintenance specification appropriate to the design of the ramp.	Visual inspection and measurement. Edge upturns need not be present on underfloor ramps (see below) Inspection of service records for powered lifts, date of issue must be less than 6 months old.	Two separate channels rather than continuous surface. Lack of non-slip surface. Ramp less than 700mm wide. Lack of safety edges on detachable ramps. Lack of SWL markings Lack of guidance in User Manual as to ramp maintenance. Lack of documentary evidence as to maintenance of powered lifts.
Innovative Entry Solutions & Discretionary Considerations	Alternative innovative approaches will be encouraged by the Authority. Discretionary relaxation of certain parts of this section may be considered by the Authority upon application by the manufacturer in respect of innovative design solutions whose essential features make compliance with the above unachievable. Such a request shall contain: The reason why the technologies or concepts in question prevent the vehicle or component from complying with the requirements of one or more of the above; A description of the areas of innovative design and their benefits to driver and passenger; A description of the areas of safety concerned and the measures taken; A description of any tests and their results that demonstrate an equivalent level of performance or function as is provided by the requirements above.	For innovative (e.g. underfloor ramps) solutions request discretionary authorisation letter from Authority. Certain vehicle makes may be pre-approved by the Authority in this regard, such vehicles will usually have full ECWVTA and be covered by the Model Report.	Claimed innovation and related exemptions/derogations without prior Authority authorisation.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Wheelchair and Occupant Restraint Systems	The wheelchair and the person in the wheelchair shall have separate restraint systems. The vehicle shall be fitted with a wheelchair restraint system that is suitable for general wheelchair applications. The vehicle shall be fitted with a restraint system for the person in the wheelchair with a minimum of three anchorage points providing pelvic and upper torso restraints designed and constructed to perform in a similar manner to those of a safety belt complying with 77/541/EEC, as amended. A safety belt or complete WTORS approved to ISO 10542 shall also be considered acceptable. The belt shall lie across the person's pelvis and not be unduly influenced by any parts/shape of the wheelchair itself, i.e. the belt should restrain the person and not the wheelchair. It shall be possible to easily release both the wheelchair and the wheelchair occupant restraints in the event of an emergency.	Visual inspection for restraint system for wheelchair and separate restraints (safety belt) for occupant in wheelchair. Due to the variations in wheelchair design the exact routing of the occupant belts will be unknown. Shoulder belts with the upper anchorage at floor level should consider carefully the belt "run". A User Manual should be present outlining the correct procedure for "securing" the wheelchair occupant (see also page 36).	Lack of wheelchair or wheelchair occupant restraints. Lap belt only for wheelchair occupant. Unsuitable wheelchair or occupant restraint system, e.g. mismatched components or fittings.
Wheelchair and Occupant Restraint Anchorages	The anchorages for the wheelchair occupant restraints shall comply with the technical strength requirements as defined in 76/115/EEC, as amended. Due to the variable nature of wheelchair and occupant size, the positional requirements are to be considered for guidance only. Compliance with the static test outlined in Appendix 6 of the National Vehicle Standards publication shall also be considered acceptable. Test reports shall be made available to show that the vehicle is capable of meeting the requirements regarding the anchorage points for both the wheelchair restraint system and the wheelchair occupant restraint. The Assessor's Report will include details as to test reports etc.	Visual inspection of fitted and supplied equipment and confirmation that these are the same as those originally approved/tested/certified.	An Assessor's Report alone (i.e. without test certification etc.) is not considered sufficient proof

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Anchorage Requirements	The wheelchair restraint anchorages shall be approximately symmetrically located longitudinally relative to the wheelchair space provided. Where there are common (shared) anchorages for the wheelchair and the occupant restraints then the test loads shall be met simultaneously, i.e. the common anchorage shall be shown to support both the wheelchair restraint test load and the occupant restraint test load. The Assessor's Report will include details as to test reports etc.	Visual inspection. For all wheelchairs at least four restraints shall be required; two front and two rear for the purpose of securing the wheelchair to the vehicle wheelchair restraint anchorages. If there is proof from the presenter that an alternative restraint system (including anchorages) has been tested to an equivalent level (20g impact) this is acceptable provided that the test report is representative of the vehicle presented.	Missing or incomplete restraints for the wheelchair. Insufficient restraints or lack of proof of alternative system compliance. An Assessor's Report alone (i.e. without test certification etc.) is not considered sufficient proof
Restraint Markings	In addition to wheelchair tie down equipment complying with the relevant part of ISO 10542, being required, the vehicle anchorages shall still be shown to meet the strength requirements above. All tie down or restraint devices shall be clearly marked or designed or permanently attached to their anchorages in such a manner that it is not possible to attach them to the incorrect anchorage point. The Assessor's Report will include details as to test reports etc.	Note that ISO 10542 markings indicate only that the restraints themselves are approved: this does not include the anchorages (usually to the vehicle floor). Separate certification of proof of the anchorage strength is required. Webbing style restraints and their connections should be assessed in a similar manner to seat belts and their buckles.	Unmarked restraints or wrongly marked restraints or obvious defects. An Assessor's Report alone (i.e. without test certification etc.) is not considered sufficient proof Vehicle anchorages in poor condition or not the same as those for which documentary evidence of their strength exists.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Alternative Technologies / Proof	Alternative restraint systems may be considered acceptable but the vehicle manufacturer or converter shall provide proof that the system demonstrates an equivalent level of performance. The Assessor's Report will include details as to test reports etc.	Inspection of certification and confirmation that the certification is representative of the vehicle presented. NOTE: Full ECWVTA certification does **NOT** automatically include the wheelchair or wheelchair occupant restraints or their anchorages. Separate proof is required.	Alternative system of restraints is not the same in the vehicle as that for which certification is provided. An Assessor's Report alone with an opinion as to their performance is not considered adequate proof.
User Manual	A User Manual shall be present.	Visual assessment that User Manual is present and relates to the vehicle and specialist equipment.	Lack of User Manual or a Manual that does not cover the specialist equipment presented.
Handholds	Handholds or rails shall be provided. In general, they should be located in the vicinity of the doors and steps and central pathways. These shall be of contrasting colours similar to those seen on buses and trains, approximately circular in cross section and approximately 35mm in diameter. Their surface should be slip-resistant and there should be at least 35mm clearance between the inside of the working surface of the handhold and any adjacent surface to which it is attached or near.	They should not impede general access or exit. For rear entry vehicles where boarding by walking is unlikely, handholds benefiting those in manual wheelchairs only are permitted.	Lack of any handholds where advantageous. Handholds that are similar in colour to their background. Handholds with sharp edges or generally unusable by virtue of their size or proximity to other surfaces.
Interior Lighting	Targeted or localised lighting at entrance steps, signage and floor areas and money slots in any dividing screen shall be required. Such lighting shall be around 200 lux with general background interior levels of around 150 lux. Any safety notices shall be capable of being read from the passenger compartment or on entry to the vehicle.	These requirements shall only apply when the vehicle is stationary. Such lighting is primarily aimed at identifying the locations of steps, entrances etc. Only obviously dim illumination should actually be tested with the light meter.	Lack of targeted lighting or very dim illumination. Lack of, or poorly placed, safety notices.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Flooring	Flooring shall be non-slip (with knowledge of wet and dry operating conditions) and any transitions between the floor and doorways or seats shall be delineated with brightly contrasting colours.	Visual inspection.	Flooring of poor quality, presence of trip hazards. Obvious lack of contrast at entrances or steps.
Intercom & Induction Loop	For vehicles fitted with a full dividing screen, partition or bulkhead between the driver and passenger compartment, an intercom and an induction loop is required. Signage shall be placed in the passenger compartment to advise passengers of this.	Working condition check for vehicles with dividing screen. Induction loop to be tested with hearing aid or induction loop tester.	Lack of, or poorly functioning, intercom or induction loop system in vehicles with dividing screen. Lack of signage indicating induction loop facility (if installed).
Tinted Windows	Wheelchair accessible taxis and wheelchair accessible hackneys shall be fitted with clear window glass. The front windscreen shall exhibit 75% minimum visible light transmission. Remaining windows shall exhibit 70% minimum visible light transmission. A band of maximum 125mm depth at the top upper edge of the front windscreen shall be permitted a lesser degree of visible light transmission, i.e. it may be darker.	Visual inspection followed, if needed, by test with visible light transmission meter (separate instructions of use for this exist). Any sunroof is not considered a window for the purpose of this requirement. Inspection or measurement of any sunstrip or gradient tint.	Reading of less than 65.0% for any windows. (Includes total allowance for accuracy and resolution of displayed result of light meter.) Glass marked with approval indicating non compliance (letter “V” above approval mark) Upper windscreen darkened band in excess of 125mm deep.
Accessibility Symbol	The existing mandatory roof sign with the internationally recognised accessibility symbol for wheelchair accessible taxis shall be required. Wheelchair accessible hackneys shall be required to display the accessibility symbol externally on a door.	Visual inspection. The symbol to be at least 85mm in height on roof signs, 105mm on accessible doors of wheelchair accessible hackneys.	Non compliant roof sign. Lack of wheelchair symbol. Wheelchair symbol too small.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Advertising	Advertising shall be allowed in or on wheelchair accessible taxis but is not permitted in or on wheelchair accessible hackneys.	Visual internal and external assessment. An interior DVD or similar display should be turned on to check for advertising in wheelchair accessible hackneys. For avoidance of doubt and in consideration of practicalities the following shall be allowed on all vehicles: The owner's/driver's or company details or supplying vehicle agent's details may be displayed beneath the number plate or in the lower half of the rear window, the maximum size of such a 'statement' to be no more than 500mm x 20mm in size or equivalent area (10,000 square mm).	Internal (including on DVD style screens) or external advertising present in wheelchair accessible hackneys, excepting that expressly permitted.
Roof Sign	For taxi (roof) sign, taximeter, fare chart and advertising requirements please see page 43, 'Taxi Additional Specific Requirements'.		

STANDARD TAXI AND HACKNEY ADDITIONAL REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition (*)	Taxis and hackneys shall be mid-range cars, saloon, hatchback, estate or multi-purpose vehicles (MPVs) capable of transporting not less than four and not more than eight adult passengers in reasonable comfort, as well as their luggage in a safe and secure manner. All doors shall be capable of being opened from both the inside and the outside of the vehicle. A tailgate (horizontally hinged) is not considered a door. Side facing seats are not permitted. There shall be a permanent rigid roof covering all of the driver and passenger compartments. Sunroofs shall be permitted, including full length items. A tailgate (horizontally hinged) is not considered a door. Rear doors (vertically hinged) shall be considered acceptable as a door, providing that they are obviously designed or constructed for the intended purpose of passenger access.	For licences **above** 45,000 **refer** to Model Report for general compliance with internal dimensions, seating positions and luggage capacity. **Check** all doors open readily from inside and outside. **Check** number of doors. All taxis (regardless of licence number) and hackneys on licences **above** 45,000 require 4 doors. This will apply to all taxi and hackneys from 2012. Rear doors not intended for passenger access do not count as doors for the purpose of assessing the number of doors. Intended for access implies a step or provision and simple access to seats.	Seating for less than 4 or more than 8, see here also, page 20. Insufficient doors Doors not capable of being opened from inside or out. Vehicle is a convertible. Sun roof in such condition as to leak or present a danger to occupants.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Luggage Requirements (*)	For taxi licences **below** 45,000 reasonable provision for luggage required, i.e. one piece per licensed passenger. For hackney licences **below** 45,000 there is **no** luggage requirement.	Applies from 2012 to all taxis and hackneys. **Check** luggage area of all vehicles for fitness for purpose	Any licence number: luggage space filthy/damp/unusable
	For taxi and hackney licences **above** 45,000 the remainder below applies. Model Report details this.	For licences **above** 45,000 **refer** to Model Report.	For licences **above** 45,000 the remainder below applies:
	There shall be a luggage compartment capable of safely containing a minimum volume of 420 litres as measured by the VDA method.	**Check** for guard or securing cover. Some common sense is required; a cargo net is generally acceptable if anchored along edges and corners.	420 secure litres total including the wheelchair template (195 litres) is not available.
	The overall luggage capacity shall be checked against manufacturer details where available. Where that data is unavailable the luggage capacity shall be assessed in substantially the same manner as the VDA method using blocks of 200mm x 100mm x 50mm. The capacity of any spare wheel well shall not be included for assessing the luggage space volume.		
	Space for a folded wheelchair shall be provided within the total luggage volume. A template volume shall be used to check the shape of the luggage space to ensure that a folded wheelchair can be safely carried.	The luggage area SHALL accept the folded dummy wheelchair shape.	No ability to store wheelchair shape.
	Hatchback, estate cars and MPV style vehicles shall be fitted with a guard or cover that is intended to prevent luggage from injuring a passenger in the event of an accident.		No security of luggage area.
	For taxis the luggage capability shall be checked with seats in their compliant locations with the legroom rules. (Page 41). For hackneys there is no need for this luggage space to exist simultaneously with the legroom of all seats.	**Check** Model Report for details as to number of passengers to be licensed for.	In case of taxis, seats not compliant with legroom etc. in order to meet luggage requirements.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Front Passenger Seat Requirements (*)	Taxi and hackney licences **above** 45,000 only. Model Report details this. The top of the uncompressed front passenger seat squabs shall be at least 275mm from the floor of the vehicle, with a foot exit space/radius at floor level between the corner of the outermost seat squab and the door pillar of 350mm minimum. For the outermost front passenger seat there shall be a foot space of at least 350mm long by 350mm wide (a clear predominantly flat area on the floor of the vehicle immediately in front of the seat of minimum size 350mm x 350mm).	Applies to taxi and hackney licences **above** 45,000 **only**. Applies from 2012 to **all** taxi and hackney licences **Refer** to Model Report. The front seat may be adjusted to the most rearward position for this assessment.	Front passenger seat too low. Insufficient exit radius at outermost seat. Insufficient front passenger floor foot space at outermost seat.
Remaining Seat Requirements (*)	Taxi and hackney licences **above** 45,000 only. Model Report details this. For all other passenger seats: A minimum seat squab width of 400mm is required for each passenger. The top of each uncompressed squab shall be at least 275mm and not more than 460mm from the vehicle floor at the front of the squab. There shall be at least 650mm measured longitudinally and horizontally from the front face of the backrest at uncompressed squab height to the rear face of the seat or surface immediately in front of it. Where seats face each other (i.e. opposite), there shall be at least 250mm between the front edges of the opposing seat squabs. Note that for taxis the above shall exist whilst maintaining the minimum luggage volumes (page 40) specified.	Applies to taxi and hackney licences **above** 45,000 **only**. Applies from 2012 to **all** taxi and hackney licences **Refer** to Model Report. **Check** Model Report for details as to number to be licensed for.	Insufficient seat width. Seat height outside of limits. Insufficient leg room. Leg room in taxis only able to be achieved with luggage volume reduced below that required.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Rear Shoulder Room (*)	Taxi and hackney licences **above** 45,000 only. Model Report details this The shoulder room of the rear seat(s) shall be a minimum of 1360mm.	Applies to taxi and hackney licences **above** 45,000 **only**. Applies from 2012 to **all** taxi and hackney licences **Refer** to Model Report.	Insufficient shoulder dimension.
Vehicle Age	Applies to all taxi and hackney licences above 45,000 at **all** transactions. Applies to **all** taxi and hackney licences at Change of Vehicle except for change of licence ownership and for any Change of Vehicle subsequent to that transfer where replacement can be no older than original vehicle (sliding scale applies). Vehicles shall be no more than nine years old on the day of booking the inspection, referenced to the date of first registration. The date of first registration is the date on which the vehicle was first registered, irrespective of the country of registration. At transfer of licence ownership vehicle under 3 years required, at subsequent change of vehicle the replacement to be no older than that it replaces.	Age is referenced to date of first registration irrespective of the country of first registration, see the Vehicle Registration Certificate for details.	Vehicle is older than 8 years, 11 months and 31 days when referenced to original date of first registration. For licence transfer cases, vehicle older than 2 years, 11 months and 31 days when referenced to original date of first registration for this transaction.

TAXI (INCLUDING WHEELCHAIR ACCESSIBLE TAXI) ADDITIONAL SPECIFIC REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Roof Sign	The roof sign shall be securely attached. The illuminated surface to be 110-120mm in height, 1030-1120mm long. Front and rear faces to contain 3 sections, with TAXI or TACSAÍ in the centre in yellow letters on a blue background of 300mm to 360mm width. Characters to be 80mm to 90mm in height and with 14mm to 16mm stroke width. The nearside section front and rear to be of yellow background, 360mm to 425mm in width and display in black the vehicle licence number in digits 85mm to 90mm tall by 45mm to 60mm wide, and with 14mm to 16mm stroke width identified by "Licence Number" or, in the Irish language, 'uimhir cheadúnais' above or beside the number. The offside panel, if blank shall be yellow. It may display the contact details of the taxi, the operator or the despatch company or a representative body. If a wheelchair accessible taxi then it shall contain the accessibility symbol, approx 90mm square. It may display the official driver area identity stickers. No characters on the offside panel may be bigger than 70mm tall, excepting the area identifier.	More than one sign, e.g. at leading and trailing edge of roof is permitted. **Check** the sign number matches the licence number. **Check** the dimensions if the sign appears obviously non-compliant. **Check** the sign, especially the number section, is readily visible from the outside. **Check** the number is legible, with and without illumination switched on.	A taxi sign defaced, obscured or altered in such a manner that the word 'TAXI' or 'TACSAÍ' or the licence number is rendered illegible or partly illegible. Lack of the wheelchair symbol on a wheelchair accessible taxi. A roof sign that is the incorrect size or has incorrectly sized information. A roof sign of the wrong colours. A roof sign with incorrectly displayed information. A roof sign with the number not to the nearside from front and rear. A roof sign with unofficial area stickers
Roof Sign Light	The taxi sign light shall be capable of being switched on when the vehicle is available for hire and switched off when the vehicle is not available for hire. The 3 panels should all be capable of being illuminated. The sign shall not show a white light to the front nor a red light to the rear. The illumination shall not be brighter than 400 candela per sq metre of illuminated area.	**Check** operation. There is no requirement to link the taxi sign light to the meter hire status. A single light source is permitted provided the full sign information can be seen at night, e.g. a strip light or multiple LED clusters.	Roof sign unable to be switched between lit and unlit. Roof sign linked to ignition or light switch. Inadequate internal illumination (3 bulbs usually required) or opaque backgrounds. Display of white light to front or red light to rear.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Taximeter	The taximeter shall be securely attached to the vehicle. The display shall be capable of being read by all passengers. A printer shall be fitted, wired to the taximeter and capable of automatically printing a receipt including the details of the vehicle registration and the licence number.	**Visual** assessment. **Check** security of installation of taximeter; **check** printed receipt details match the vehicle identity and licence. The printer may be located in the glovebox/does not need to be permanently secured to the vehicle but shall be "wired" to the taximeter.	Insecure taximeter, liable to come loose from vehicle/interfere with driver or passenger safety. Printer not working/printed receipt not containing the associated vehicle reg or licence number/containing incorrect reg or licence number Printer/taximeter displays obviously incorrect initial fare charge
Front Fare Sticker	The sun visor National Maximum Taxi Fare sticker displaying the current maximum fare shall be required to be prominently displayed in the front passenger area. A Taxi Passenger Information Card is required for rear seat passengers. It is the responsibility of the vehicle presenter to satisfy themselves that this is not interfering with any restraint system, e.g. airbag.	**Visual** assessment for correct up to date sticker and information card. Note: the Passenger Information Cards are *sometimes* available at the Inspection Centre	Lack of current fare information sticker readily visible in the front passenger area and/or lack of rear passenger information card.
Advertising	Advertising is allowed in or on taxis and wheelchair accessible taxis. The roof sign must remain visible to intending passengers.	**Visual** inspection, including any roof advertising boards.	A taxi sign obscured in such a manner that the word 'TAXI' or 'TACSAÍ' or the licence number is rendered illegible or partly illegible.

HACKNEY ADDITIONAL SPECIFIC REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Advertising	Advertising is not allowed in or on hackneys. For avoidance of doubt and in consideration of practicalities the following shall be allowed on all vehicles: The owner's/driver's or company details or supplying vehicle agent's details may be displayed beneath the number plate or in the lower half of the rear window, the maximum size of such a 'statement' to be no more than 500mm x 20mm in size or equivalent area (10,000 square mm).	**Visual** internal and external assessment.	Internal or external advertising present excepting that expressly permitted. (DVD screens internally displaying advertising messages are not permitted)
Meters	The fitment of (taxi) meters in hackneys shall be prohibited.	**Visual** inspection.	Presence of any form of (taxi) meter in hackneys for any reason.

LIMOUSINE ADDITIONAL SPECIFIC REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
General Definition	Vehicles shall have an engine capacity of at least 1900cc, except in the case of vehicles constructed more than 30 years before the licence application date. Limousines shall generally be a larger than average prestigious passenger vehicles which shall be evidently suited by reason of style and condition for the provision of hire services for ceremonial occasions, corporate occasions or other prestige purposes. Passengers shall expect to travel in high quality, luxury, dignified and comfortable surroundings. A convertible is acceptable.	If doubt exists over engine capacity take the details from the Vehicle Registration Certificate or the manufacturer brochure. **Subjective trained assessment** as to suitability for prestige purposes.	Engine capacity not shown to exceed 1900cc in vehicles less than 30 years old. Vehicle not evidently prestigious, a black vehicle is not a limousine just because it is black!
Engineer's Reports	For modified vehicles an Engineer's Report less than 90 days old is required confirming that the adaptations meet the relevant provisions of the Taxi Regulation Act 2003, Road Traffic Acts 1961-2006, Roads Act 2007 and any statutory instruments made there-under. Specific reference to be included to seats, seat belts and anchorages.	**Check** documentation. Modified vehicles includes stretched vehicles, kit cars, converted vans or minibus style vehicles adapted from vans, and any vehicle where the seats, seat anchorages, seat belts and seat belt anchorages are obviously aftermarket specification.	Engineer's Report missing, older than 90 days, of incorrect format or relevant to a different vehicle
Doors	Where passengers are carried in a compartmented section of the vehicle (i.e. an area with seats and a permanent rigid roof), there shall be at least two doors that open into or from this compartmented area. All such doors shall be capable of being opened from both the inside and the outside of the vehicle. Rear doors (vertically hinged) shall be considered acceptable as a door, providing that they are obviously designed or constructed for the intended purpose of passenger access. Tailgates (horizontally hinged) are not considered doors.	**Check** doors for operation from inside and outside. A rigid roof vehicle requires two doors to the rear of the driver. Rear doors not intended for passenger access do not count as doors for the purpose of assessing the number of doors.	Compartmented passenger section with less than two doors access. Doors incapable of being opened from inside and outside.

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Stretched Tyre Specification and GVW	For **stretched** vehicles the tyre load rating should be checked. The tyre load shall be appropriate for the (stretched) design gross vehicle weight. The design GVW shall generally be indicated on the vehicle manufacturer plate. For vehicles below 3,500 kg GVW a 107 tyre load rating or greater shall be required unless documentary evidence is provided to the contrary. For any vehicle the tyre load rating shall be appropriate to the stated axle weights, see Table in Appendix 1, page 51.	**Visual** inspection of stretched vehicles with reference to the design weights. Documentary evidence can be the official chassis plate affixed to the vehicle. Specifically record the tyre load rating and the design axle weights for vehicles with GVW in excess of 3,500 kg.	Tyre load rating less than required by relevant axle load rating.
Advertising	Advertising is not allowed in or on limousines. For avoidance of doubt and in consideration of practicalities the following shall be allowed on all vehicles: The owner's/driver's or company details or supplying vehicle agent's details may be displayed beneath the number plate or in the lower half of the rear window, the maximum size of such a 'statement' to be no more than 500mm x 20mm in size or equivalent area (10,000 square mm).	**Visual** internal and external assessment.	Internal or external advertising present excepting that expressly permitted. (DVD screens internally displaying advertising messages are not permitted)
Meters	The fitment of (taxi) meters in limousines is prohibited.	**Visual** inspection.	Presence of any form of (taxi) meter in limousines for any reason.

SAFETY EQUIPMENT REQUIREMENTS FOR ALL SPSV

Fire Extinguisher.

2kg dry powder unit to EN3 standard certified for fires of class A, B & C and marked accordingly. Extinguisher to be safely secured (in the luggage compartment wherever possible). It cannot be loose. Where the EN3 marking is not on the extinguisher there must be a traceable certificate from the manufacturer/supplier that references the extinguisher to the certificate by model number or other similar identifier. Where a gauge is not present a “date stamp” date must be present and in the future. A fill weight may also be present.

Suppliers should note that simply marking an extinguisher on the outside as “EN3” compliant is likely to be interpreted as misrepresentation and possibly falls to other agencies to police.

Warning Triangle.

Advance warning triangle compliant with ECE Regulation R27 and marked as such.

Reflective High Visibility Vest.

High visibility safety vest approved to ANSI/ISEA 107 1999 or 2004 or to BS EN 471 or CEN 471, 1994 or 2003 and marked accordingly. Most simply display “EN471” on the label, this is acceptable.

Torch

Working handheld torch stored safely within the vehicle.

Pen and Paper

Pen/pencil and paper within the vehicle.

First Aid Kit.

Please see section below for details of compliant kits. Any date marked items to be “within date”. The initial check will be any external manufacturer/supplier reference. DIN kits are externally marked as such. Spot checks on contents may be made.

Suppliers should note that simply marking a kit on the outside as “DIN 13164” compliant is likely to be interpreted as misrepresentation and possibly falls to other agencies to police.

ACCEPTABLE FIRST AID KITS; THE DIN 13164 OR THE HSA TRAVEL KIT

DIN 13164 kit contents, popular automotive vehicle first aid kit, often found as standard in German cars.

(Directly as per DIN standard).

1	roll of self-adhesive plaster DIN 13 019-A, size 5m roll x 2.5cm width (adhesive tape)
8	pieces of self-adhesive bandage, size 10cm x 6cm, DIN 13 019 (first aid dressings/large plasters)
1	large sterile first-aid packet DIN 13 151-G (standard first aid dressing, large, 10cm x 12cm)
3	medium sterile first-aid packets DIN 13 151-M (standard first aid dressing, medium 8cm x 10cm)
1	large sterile dressing for burns DIN 13 152-A (burn dressing 60cm x 80cm)
2	small sterile dressings for burns DIN 13 152-BR (burn dressing 40cm x 60cm)
3	large elastic gauze bandages DIN 61 631-MB-8, 8cm x 4m (conforming bandage)
2	small elastic gauze bandages DIN 61 631-MB-6, 6cm x 4m (conforming bandage)
6	sterile gauze wound compresses 10cm x 10cm (non adherent wound dressings)
2	triangular bandages DIN 13 168-D (96cm x 96cm x 135cm)
1	pair of scissors DIN 58 279-A 145
1	insulating emergency foil blanket gold/silver 160cm x 210cm
4	disposable vinyl gloves, large
1	first-aid brochure (six languages)
1	table of contents

Note: Items marked “sterile” generally have an expiry date that should be observed.

Irish Health & Safety Authority General First Aid Applications 2007 Recommended Contents for First-Aid Travel Kit (contents should be kept up to date).

20	Adhesive Plasters
2	Sterile Eye Pads (No. 16) (bandage attached)
2	Individually Wrapped Triangular Bandages
6	Safety Pins
1	Individually Wrapped Sterile Unmedicated Wound Dressings Medium (No. 8) (10 x 8cms)
1	Individually Wrapped Sterile Unmedicated Wound Dressings Large (No. 9) (13 x 9cms)
1	Individually Wrapped Sterile Unmedicated Wound Dressings Extra Large (No. 3) (28 x 17.5 cm)
10	Individually Wrapped Disinfectant Wipes
1	Paramedic Shears
3	Pairs of Examination Gloves
2 x 20mls	Sterile water where there is no clear running water **
1	Pocket Face Mask
1	Water Based Burns Dressing Small (10 x 10 cm) ***
1	Water Based Burns Dressing Large ***
1	Crepe Bandage (7cm)

** Note 2: Where mains tap water is not readily available for eye irrigation, sterile water or sterile normal saline (0.9%) in sealed disposable containers should be provided. Each container should hold at least 20ml and should be discarded once the seal is broken. Eye bath/eye cups/refillable containers should not be used for eye irrigation due to the risk of cross infection. The container should be CE marked.

*** Note 3: Where mains tap water is not readily available for cooling burnt area.

APPENDIX 1

Table 1, Minimum required true ramp lengths for various floor heights (true length being measured along the ramp surface itself).

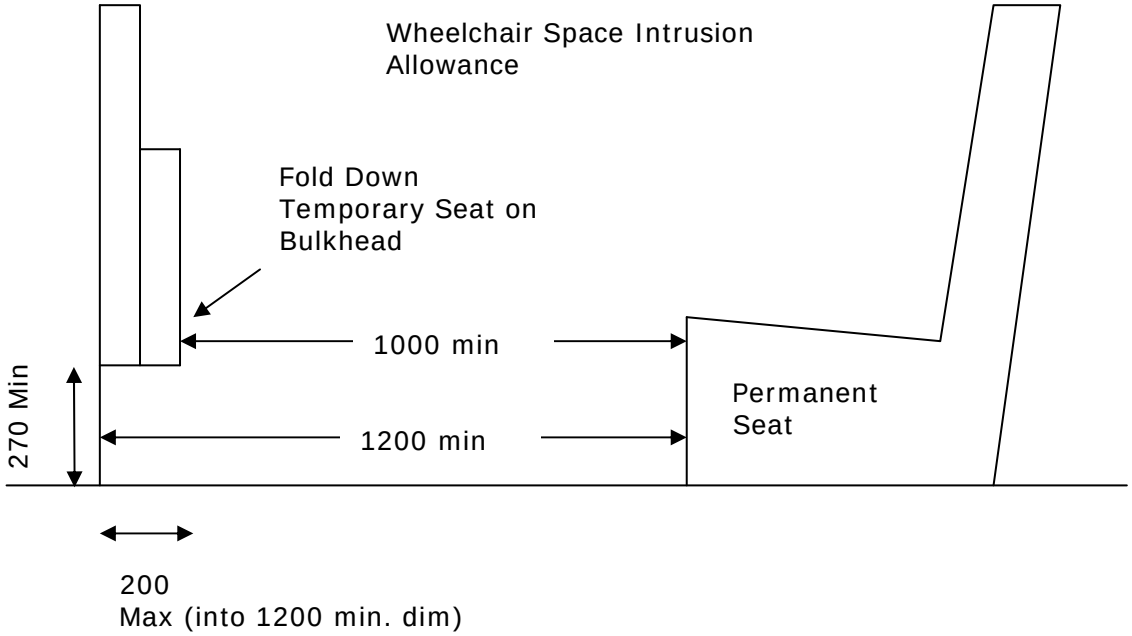
Floor height from ground (mm)	**Side Entry**		**Rear Entry**	
	Effective floor height to 125mm kerb	Required ramp MINIMUM true length for **16** deg angle (mm)	Effective floor height to road	Required ramp MINIMUM true length for **16** deg angle (mm)
350	225	815	350	1265
400	275	995	400	1450
450	325	1175	450	1630
475	350	1265	475	1720
500	375	1360	500	1810
550	425	1540	550	1995
600	475	1720	600	2175
650	525	1900	650	2355
700	575	2085	700	2535

Table 2, Tyre Load Rating Index (Read axle mass (kg) from chassis plate, divide by two and look up tyre rating below)

Load Index	**kg**	**Load Index**	**kg**	**Load Index**	**kg**	**Load Index**	**kg**	**Load Index**	**kg**	**Load Index**	**kg**
65	290	75	387	85	515	95	690	105	925	115	1215
66	300	76	400	86	530	96	710	106	950	116	1250
67	307	77	412	87	545	97	730	**107**	**975**	117	1285
68	315	78	425	88	560	98	750	108	1000	118	1320
69	325	79	237	89	580	99	775	109	1030	119	1360
70	335	80	450	90	600	100	800	110	1060		
71	345	81	462	91	615	101	825	111	1090		
72	355	82	475	92	630	102	850	112	1120		
73	365	83	487	93	650	103	875	113	1150		
74	375	84	500	94	670	104	900	114	1180		

Figure 1 Wheelchair Tip Down Seat Intrusion Allowance

(Note if 1200mm exists between tip down and seat at any height then the tip down “foot space” is not relevant)



APPENDIX 2

(Wheelchair accessible taxi restraint details for licences **below** 47,000)

The area for the accommodation of the wheelchair and its occupant must be provided with a restraint system or systems fixed to the structure of the vehicle by an appropriate means for the purpose of securing the wheelchair and its occupant.

For the purpose of securing the wheelchair and its occupant, the “an appropriate means” requirement may be met by a vehicle equipped as follows:

a) four restraints – two to the front and two to the rear - provided for the purpose of connecting the wheelchair to anchorage points on the vehicle.
b) A minimum of a lap belt, provided for the purpose of securing the wheelchair occupant
c) fixed anchorage points provided for each wheelchair restraint and for the lap belt, or alternatively straight tracks provided that allows for variation in the location of anchorage points. The location of anchorage points under either of these arrangements must be such as to provide, as a minimum one anchorage point in each of the locations A1 and A2, or alternatively A3 and A4, in addition to one anchorage point in each of the locations B1 and B2 or alternatively B3 and B4 as set out in the following drawing
d) the wheelchair’s front and rear restraints can be connected to the front and rear anchorage points, respectively. The lap belt can be either connected to the two rear restraints of the wheelchair, to the two rear anchorage points for the wheelchair or to two anchorage points positioned to provide downward and rearward restraint on the pelvic area of the wheelchair occupant
e) each single fixed anchorage point is attached to the structure of the vehicle by a high tensile bolt or set screw of not less than 10 mm in diameter with a reinforcing plate or washer having no sharp edges and measuring not less than 75 mm2 in size and not less than 3 mm in thickness - fastened tightly with a locknut
f) where a track is used it must have a minimum length of 200 mm and must be attached to the structure of the vehicle by a minimum of 4 high tensile bolts or set screws of not less than 6 mm in diameter with reinforcing plates or washers not less than 35 mm2 in size and not less than 1 mm in thickness - fastened tightly with locknuts. For each additional length of track, measuring 120 mm or part thereof, there must be at least one additional bolt or screw conforming to the above specification. The bolts or set screws nearest each end of the track must be located not more than 25 mm from the ends of the track and the distance between adjacent bolts or set screws must be not be less than 75 mm nor more than 125 mm.
g) if the location of an anchorage point is contoured, the reinforcing plate or washer must be formed to fit the shape of the area and must be augmented, if necessary with a shaped spacer so as to ensure that the face of the locknut is parallel to the surface against which it is tightened
h) in any case where the bolts or set screws pass through double skin or hollow panels, spacers of the correct dimensions must be used to avoid compressing or causing distortion to the panels