

Notes to accompany SVA 1 application form

Question 20 notes continued below

Safety Notice: If the vehicle is fitted/supplied with a pyrotechnic warning flare, in the interest of safety, we request that the device (and its holder) are removed from the vehicle prior to presenting the vehicle for test.

Q1. The vehicle identification /chassis number may be found on the manufacturer's data plate under the bonnet, around the door opening or on a previous registration document. Where the number is considered to be unsuitable you will be referred to your local DVLA Office for them to allocate a suitable number. In the case of an amateur built vehicle provide the kit car chassis number not the donor number chassis number.

Q5. Please provide a second choice of test station as an appointment at your first choice test station may not be available (see enclosed sheet - **Stations and Test Laboratories**). N.B. Vehicles of class N, P & R that fail a test can be re-tested at any SVA test station. Other classes must be re-tested at the same SVA testing station as the original test.

Q6/7. Please state your preferred test date/time. An appointment will be allocated, as near as possible, by the Testing Station upon receipt of your processed application from the SVA Section, Swansea. Testing outside 'normal' hours may be available at certain test locations. This would be before 8.00am or after 5.00pm on a Monday to Thursday, before 8.00am or after 4.30pm on a Friday or at any time on a Saturday, Sunday or a Bank Holiday. An extra fee will be payable for testing outside normal working hours. The test station will contact you if this service is available.

Q11. The date of manufacture may be obtained from the manufacturer's data plate or the manufacturer. If previously registered, the date of first registration may be provided as an alternative.

Q13. VOSA may use manufacturer's data, where available, in place of the information declared on the application form unless satisfactory documentary evidence to support the declaration is submitted.

Q15. Design Weight is the maximum weight that the vehicle is built to carry when fully loaded. The gross weight refers to the weight of the whole vehicle. The axle weight is the maximum weight an axle can carry. The train weight, for a vehicle fitted with a towing attachment, is the maximum weight of the laden vehicle and trailer.

Q17. Evidence to prove the date of manufacture of the engine shown on this form will be required at the time of examination. Failure to supply this evidence will result in the vehicle being tested to a default catalytic emission test.

Q20. Vehicles of class 'R' will need to meet the ESVA requirements in addition to the standard SVA requirement.

c) A "one off" vehicle is a vehicle to be tested as an individual where the information provided will not be used for future applications.

d) A "precedent" vehicle is one where any tests provided submitted includes additional information to allow a "model report" to be created. The model report can be used as a basis to examine more vehicles of the same specification.

Where a vehicle is submitted using a model report (i.e. the answer to Question 20d or 20e is "Yes") the presenter should be prepared to remove/dismantle trim and other components in order to gain access to critical components.

(a)

Note I. Relevant Directives in relation to a goods vehicle are those relating to brakes, noise & emissions.

Notes to accompany SVA 1 application form

Question 20 notes continued below

Relevant Directives relating to a passenger vehicle are those relating to, seat belt anchorage's, protective steering, noise and silencers, exhaust emissions, brakes, seat belt installation, fuel consumption/CO2, anti-theft, frontal impact and side impact. For passenger vehicles having a date of manufacture from 1 October 1998 evidence of compliance from the vehicle manufacturer or an authorised test laboratory or an original certificate of installation from an approved installer for an immobiliser device that meets the European Directive requirements must be presented at the time of test. Evidence of compliance in respect of an alarm, if fitted is also required. Evidence from an approved installer will need to be a certificate from a Vehicle Security Installation Board (VSIB) accredited installer (Tel: 0870 5502006 or www.vsib.co.uk). **The relevant directives to which the vehicle was built may be obtained from the vehicle manufacturer.** If you are unable to obtain this information from the manufacturer you will need to contact an independent test laboratory. See enclosed sheet - **Stations and Test Laboratories.**

NOTE II. Only applicable to **certain** Nissan D22, Isuzu TFS69, TFS54 and Mitsubishi L200 (applied model code K64T and K74T) goods vehicles.

Note III. A passenger vehicle meeting the following definition may require a model report for protective steering - A 4x4 having a separate chassis is a motor vehicle that has a frame chassis (that is separated from the body) and to which the engine and front /rear suspension is attached and on which the engine power can be transmitted to all wheels.

Note IV. A passenger vehicle meeting the following definition may require a model report for protective steering -A forward control vehicle is a vehicle having the major part of the engine (the block) underneath the driver/passenger compartment and to the rear of the most forward part of the windscreen.

NOTE V. The majority of passenger cars would have a reference point below 700mm. For guidance purposes only , it can be assessed with the front seat (if adjustable) in its middle position and placing a rectangular block measuring 136mm long (longitudinally) and 53mm high onto the rear of the seat cushion against the back rest. The forward upper edge is the height of the reference point. If the measurement is close to the critical point advice should be sought from the manufacturer, VOSA , or a test laboratory.

NOTE VI. "Reference Mass" means the weight of the vehicle with bodywork (including coolant, oils, fuel, tools, spare wheel and driver) plus 25kg.

Compliance check the vehicle is submitted for assessment against an existing model report (i.e. the answer to question 20e is "yes") it may be chosen for a "compliance check". This is a check carried out on a sample of vehicles to ensure that vehicles submitted on the basis that they are built to the same specification as an original vehicle described in a model report (the original vehicle having been tested and found to comply with the relevant enhanced requirements) actually comply with the enhanced requirements and are built to the specification described in the model report.

The compliance check is part of the "approval" process and vehicles submitted on the basis of an existing model report are therefore submitted on the understanding that they may be chosen for this check. If the vehicle is selected for a compliance check you will be notified when you present the vehicle for test. You will be required to leave the vehicle at the VOSA test station, from where it will be transported to an independent test laboratory, who will carry out a full check of the vehicle against the nominated model report. As the vehicle presenter you may claim reimbursement of the cost of your intended return journey to your home/place of work. There will be no charge for transportation of the vehicle to or from the laboratory or the compliance check. The process is likely to take approximately two weeks. You will be notified when the check has been completed, when the vehicle will be returned to the VOSA test station and the outcome of the check.

(b)

It should be noted that the outcome of this compliance check can have an effect on the future use of the model report in question. It may be the model report has to be expanded, or in certain extreme cases is deemed to be unusable.

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Question 20 notes continued below

(c)