Údarás Náisiúnta Iompair
National Transport Authority

SPSV Initial Suitability Inspection Manual for First Licensing and Change of Vehicle Applications

Note: *This manual explains the procedures and standards for vehicles undergoing an Initial Suitability inspection and Change of Vehicle inspection.*

This is a guidance document and is not a legal document. Printed copies may not be up to date. For clarification or the latest version, please contact the Authority's Technical Department or visit www.nationaltransport.ie.

Please ensure you are using the most recent version.

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.

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REVISIONS

This Manual may be revised and updated from time to time, please see the website. Changes will be communicated to the trade and industry wherever practicable and information about such changes can 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 inspection to **prove** exemption from any requirement listed in this Manual or to provide the appropriate documentary evidence.

PRE-VERIFICATION at BOOKING

Certain items mentioned in this Manual can be checked in advance when an inspection is booked by examining official vehicle records (e.g., number of seats, vehicle age) and by checking against similar known vehicle characteristics (e.g., luggage capacity). Such “pre-verification” helps avoids a wasted inspection.

However, subsequent inspection of a “previously acknowledged” type of vehicle may still discover variations that can be significant and so the inspection may still be failed, e.g., change in seating layout in a large MPV.

For wheelchair accessible vehicles especially, the Technical Assessor's Full Report is thoroughly evaluated prior to a booking for an inspection being accepted. To avoid any possible issues at the Inspection centre, vehicle presenters should always have copies of relevant documents to hand and be prepared to present them to the Inspector.

VEHICLE IMAGES

Images are taken at the inspection for identification and quality control purposes. The issuing of the licence is not possible where such image capture is denied.

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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 and local area hackney.

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. Where the vehicle identity cannot be independently confirmed using official records or documents the Initial Suitability Inspection shall be failed. Where the chassis number/VIN on the vehicle does not match with official records or documents the Initial Suitability Inspection shall be failed. Where the number of seats in the vehicle exceeds that in official records or documents or there are obvious anomalies between the official data and the vehicle, the Initial Suitability Inspection may be failed.

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

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. A Technical Assessor's Full 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.

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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 6 SPSV categories, namely taxi, wheelchair accessible taxi, hackney, wheelchair accessible hackney and limousine and local area hackney. 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.

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.

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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 standard, or by comparison of the vehicle against the specification of a previously assessed vehicle, i.e., by reference to the "Suitable Vehicle List" (taxis and hackneys/local area hackneys) or to the "Guidance List for Limousine Vehicle Choice" (limousines).

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.

NOTE: since Brexit, a UK issued approval (approval number starting "e11" or "g11") is no longer valid in almost all circumstances.

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 first 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, local area hackney or limousine. No certificate is issued: it is an integral part of the licensing process.

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.

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.

Local Area Hackney – a vehicle licence for use in a small restricted local area. Vehicle to meet hackney standards except for the luggage requirement.

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.

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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.**

Suitable Vehicle List – 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

Guidance List for Limousine Vehicle Choice – A document listing makes and models approved by the Authority as acceptable in principle for licensing as limousines.

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 Authority– The National Transport Authority is responsible under the Taxi Regulation Act 2013 as amended for the regulation of all SPSV.

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 under the jurisdiction of 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

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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.

SPSV – abbreviation for “Small Public Service Vehicle,” the collective noun for taxis, wheelchair accessible taxis, hackneys, wheelchair accessible hackneys and limousines and local area hackneys.

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.

Technical Assessor's basic 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 is a declaration statement of opinion. A blank template is available. Please also see **“Technical Assessor's full Report.”**

Technical Assessor’s full 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 full 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 “**Technical Assessor's basic Report**.” A blank template is available.

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Technical Assessor's LPG 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 is a declaration that the component or system adaptations to the vehicle for the use of LPG (liquefied petroleum gas) or CNG (compressed natural gas), that such an adaptation complies with the Construction, Equipment and Use Regulations. A blank template is available.

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, widely 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. The manufacturer will often state this figure.

VIN - Vehicle Identification Number, sometimes known as “chassis 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 one other passenger.

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 the Suitable Vehicle List

The purpose of the list 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 Small Series approvals. It 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. Optional fitments, e.g., tinted windows, cannot be “pre-verified” through the Suitable Vehicle List. Inspection areas that may be assessed by reference to the Suitable Vehicle List are indicated with an asterisk (*****).

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The Suitable Vehicle List concept does not usually apply to wheelchair accessible vehicles as many are built to bespoke customer order. It also cannot be used reliably where vehicles have been converted from vans, or other modified vehicles.

The Suitable Vehicle List is available at www.nationaltransport.ie.

Model change year splits are approximate: care should be taken to understand which model version/generation is being considered. For example, where two vehicles share a model name across a production run of several versions the age splits indicate the version, and you should familiarise yourself with the differences. By way of example, the early version Kia Magentis has a boot that is too small whereas the later version is acceptable: **thus, the age splits are indicative of when the model versions changed only.**

Where the use of templates is mentioned, the Authority will provide such templates where required to officials.

Modified Vehicles 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 roadworthiness 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 a Technical Assessor's full or basic Report, as appropriate for the licence category and inspection type. An example would be the wheelchair restraints and anchorages in a wheelchair accessible vehicle, the Technical Assessor’s full 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 and in date.

All modified vehicles (e.g., converted from goods vehicles) and all wheelchair accessible vehicles are required to have one form of the Technical 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. Please see www.iaea-online.org The Technical Assessor's basic Report is a declaration from opinion of compliance and does not specifically include any formal test data. The Assessor's full Report is quite different in that it requires the collation of formal test data, e.g., wheelchair anchorage in-vehicle strength test reports. All Assessors’ Reports must be less than 60 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.

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At the Initial Suitability Inspection related to wheelchair accessible vehicle licences, the Authority requires a Technical Assessor's full 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 Technical Assessor's full or basic Reports depending on the licence type, date of issue and vehicle. Vehicles converted to run on LPG or CNG require the Technical Assessor's LPG Report certifying the equipment and installation of the fuel conversion. Please note that where luggage space size limits are specified this may restrict the size of LPG tank permitted: please check in advance of any such conversion.

Specific advice from the Authority regarding the in-vehicle test data and a template form is available for all forms of Assessor's Reports.

Only the authorised format is accepted.

Responsibility of the vehicle presenter

The vehicle presenter must be prepared for the vehicle inspection and, if requested, demonstrate features to the Inspector, e.g., wheelchair ramps. The following items should ideally be left for inspection 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 available for inspection the items will be failed.

Where any proof is required, e.g., Technical Assessor'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: all such Reports to be less than 60 days old. The Authority provides a template for these Reports in a standardised format, available online, on request from the Inspection Centre or by calling 0818 064 000.

Licensing Transactions and related SPSV Inspection Type.

New Licence Application	Initial Suitability Inspection

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Change of Vehicle — Initial Suitability Inspection

Licence Renewal — Licence Renewal Assessment

ALL SPSV

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. Passenger seats shall be firmly and securely fixed in position when available for use. The maximum passenger carrying capacity is 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. 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. A Technical Assessor's full Report is required in all cases where seats, seat belts or anchorages are not original fitment, e.g., vehicles adapted from vans. See also	**Assess** seating positions as outlined in "Requirements. For some the Vehicle Registration Certificate data will indicate the original seating capacity inc. driver and vehicle classification (e.g., goods vehicle) which will help identify a modified vehicle. If doubt exists, then the vehicle presenter will need to provide the associated proof/information. Box S1 in the Vehicle Registration Certificate details the total number of seats including the driver's seat. The intent is clear: a maximum capability of seating 8 passengers is not to be exceeded.	Insufficient seat width. Insecure passenger seat(s) Excess of seating positions compared to that stated in Vehicle Registration Certificate. Seating layout such that possible number of passenger 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. 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).

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
	"Modified vehicle Documentary Proof" at the start of this Section.		
Insurance Certificate Check	The **original** insurance certificate must be presented. The policy must be in date, cover the vehicle that is being inspected and specifically cover use for reward/use as an SPSV. The insurance disc in the screen must be present and match the certificate presented. It is a requirement under the Road Traffic (Insurance Disc) Regulations, 1984 to 1986 that the disc displays either the registration number of the vehicle or the fleet owner's name. *The name on the insurance certificate/insurance disc should exactly match (100%) the name on the vehicle licence. Where the policy is jointly held then the insurance certificate is acceptable if one of the policy holder names is that of the licence holder.* *Note that the policy holder is not the same as a "named driver."*	**Visually** inspect the certificate presented. Check the details including the policy holder name versus the licence holder name on record. Taxis and wheelchair accessible taxis are public hire vehicles, also termed "street service vehicles" in law. Other SPSV licence types are private hire. Taxi and wheelchair accessible taxi policy wording must not exclude "street service vehicles". All policy wording must include explicit "use as an SPSV" or "use as a large and small PSV" or alternatively "use in connection with the insured's business as a taxi/hackney/limousine operator" as appropriate to the licence type. Check the insurance disc is present and that the details align with the certificate.	No certificate/documents presented. Document is not the original Policy is not in date. Policy holder name is not the same as the licence holder name. Policy does not cover the vehicle (wrong registration number or fleet policy with no supporting schedule identifying registration numbers covered) or type of licence use (public hire or private hire) Cover does not include appropriate use for hire or reward/use as an SPSV. Certificate and insurance disc do not match/insurance disc not present.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Modified Vehicle Documentary Proof	As services are moved towards online and self- service delivery, remaining paper documents required shall be left with the Inspector by the vehicle presenter. Documents referred to are: Technical Assessor's full Report, in respect of modified vehicles as appropriate. See the individual Chapters for detailed requirements. Technical Assessor's LPG Report in respect of aftermarket LPG conversions All wheelchair accessible vehicles are modified vehicles, as are stretched limousines, kit cars, and vehicles converted from vans. Modified vehicle also includes any vehicle where the seats, seat anchorages, seat belts and seat belt anchorages are obviously aftermarket specification. Technical Assessor's LPG Report in respect of vehicles fitted with LPG conversions.	Note there is no copying service provided: where documents are required as part of the inspection or licensing process it is the responsibility of the vehicle presenter to provide them. If they are the only copies, they will not be returned: you have been warned.	Relevant document not presented for retention. Technical Assessor's Report more than 60 days old, relates to different vehicle or in incorrect format. Please note that documents are not always required at every transaction.
Aftermarket LPG Installation	Where an aftermarket (non-standard non-OEM fit) LPG installation is fitted the integrity of the installation shall be certified by the specific Technical Assessor's LPG Report declaring that the installation meets the requirements of the Road Traffic Acts as amended. The Technical Assessor's LPG Report shall be less than 60 days old.	**Request** specific Technical Assessor's LPG Report. Technical Assessor's LPG Report template is available on request from the National Transport Authority or from appointed Inspection Centres	No Technical Assessor's LPG Report Technical Assessor's LPG Report more than 60 days old Technical Assessor's LPG Report relates to different vehicle. Technical Assessor's LPG Report in incorrect format
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.	**Visual** assessment, confirm with measurement only if required.	Less than 4 wheels. Insufficient wheelbase or track. Suspected overweight, chassis plate indicates excess weight.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
	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-to-side variation in wheelbase is less than 75mm. Maximum design GVW of 3,500kg. The vehicle shall not be a “crew cab” or “pick-up” type vehicle. Where applicable vehicle meets size requirements	If doubt exists as to vehicle permitted mass, check Chassis (VIN) plate. Vehicle Registration Certificate details are visible in CABS, check details match the vehicle presented. For vehicles suspected of being overweight the vehicle presenter should provide a recent certified weighbridge ticket	VIN not identifiable/different to Vehicle Registration Certificate Vehicle Registration Certificate indicates more than 9 seats. Vehicle has more seats than in Vehicle Registration Certificate Vehicle is a “crew cab” or “pick- up”. Vehicle does not meet minimum size requirements.
Bull Bars	Bull bars are permitted only where they are properly Type Approved items. Generally, they will be “E” marked if they are. Vehicle presenter is responsible for supplying satisfactory proof.	**Check if a bull bar is fitted,** if so, check for E mark.	Bull bar fitted without satisfactory proof of compliance to Regulation 78/2009/EC.
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.
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).	**Visual** inspection of extinguisher, mounting and condition. If in obviously poor condition a service record may be requested.	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.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
	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)	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 obviously non- serviceable, e.g., corroded, out of date, gauge in red etc. Extinguisher not secured/ not installed in accordance with manufacturer instruction. Extinguisher within easy reach of passengers and not secured against malicious use.
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 page 52 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 or not meeting the required specifications. 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 approval marking, see Figure 4, page 55).	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 ISO/CEN 20471 2013, 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. As there are washing restrictions **light** soiling is not a reason for failure.	Reflective vest missing, badly worn/stained/filthy or not to specified standard.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Torch	A working handheld torch shall be carried and stored safely within the vehicle.	**Visual** assessment.	Missing or non-operational torch.
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.
Cleanliness, Doors and Window Operation	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. Seat fabrics shall be original equipment manufacturer quality cloth upholstery, or leather retrims or equivalent quality. Windows shall be clean. Side windows shall be capable of operation by passengers where applicable.	**Visual** assessment of internal and external condition and cleanliness. Prevailing weather conditions **must** be respected. 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. **Check** passenger windows for internal operation.	Visually obvious paintwork defects that spoil overall appearance. Unfinished bodywork repairs. Interior trim in badly dirty or torn condition. Insecure or missing trim. Obviously poor quality seat material, e.g., torn, failing stitching, filthy dirty or badly mismatched across seating rows. Unpleasant smell from interior. Side windows inoperable. Any door (including accessible doors) not operable from the inside or the outside

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
	Doors to be operable from inside and outside, including accessible doors.	**Check** doors for internal and external operation.	
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). If thermometer used in normal workshop conditions (around 18° C) the reading should be at least 25° C.	Non-operational heater, no heat available within passenger compartment Totally inadequate heating system for year-round reasonable passenger comfort.
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. **Not applicable to limousine over 30 years old.** If doubt exists as to the manufacturer's original supply, the vehicle presenter should be	Missing or faulty provision for puncture unless genuinely not supplied at all by manufacturer. Insecure parts likely to present a danger.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
		asked for documentary evidence, e.g., brochure etc. Where an LPG tank is fitted a temporary use solution is acceptable.	For wheelchair accessible vehicles, a can of inflational sealant is acceptable.
Vehicle Ownership/Vehicle Registration Certificate	Licence holders must present the original Vehicle Registration Certificates (VRC – still commonly referred to as the logbook) to all SPSV suitability inspections. Where a vehicle is held under a hire purchase or lease agreement, NTA will accept written confirmation on letter headed paper from the registered owner of the vehicle, stating the SPSV licence holder is legally entitled to the use and possession of the vehicle for a period of not less than 12 months.	**Visual** inspection. Review the Vehicle Licence Certificate (VRC) or hire purchase or lease agreement. Ensure the name on the VRC matches the name on the licence. Or Ensure the hire purchase or lease agreement includes wording to state the SPSV licence holder is legally entitled to the use and possession of the vehicle for a period of not less than 12 months.	Where the requirement is not met for an initial suitability inspection this should be recorded as an **Advisory Fail**. Original Vehicle Registration Certificate (VRC) not presented at inspection. Name on Original Vehicle Registration Certificate (VRC) does not match name on SPSV licence. Hire purchase or lease agreement not presented at inspection. Hire purchase or lease agreement does not include wording to state the SPSV licence holder is legally entitled to the use and possession of the vehicle for a period of not less than 12 months.

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WHEELCHAIR ACCESSIBLE TAXIS 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 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
Vehicle Age	**There are a number of age rules that apply to wheelchair accessible taxis and wheelchair accessible hackneys.** See the website (www.nationaltransport.ie) for details or call 0818 064 000 for specific information. Vehicle age is checked when booking the licence inspection.	Checks are made with NVDF to calculate vehicle age. Date of first registration (any country of origin) can be found in the Vehicle Registration Certificate: Box B: Date of first Registration (any country) ***This is the date that matters.*** Box I: Date of Registration in Ireland. ***This is the date a vehicle was imported into Ireland if Box B has a different date.***	Vehicle exceeds relevant age limit.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition & Assessor's Report	A vehicle constructed or converted specifically so as to accommodate at least one person seated in his/her wheelchair when travelling on the road and at least one adult passenger. 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 **full** Report is required less than 60 days old. The assessor is required to have seen and accepted the required test data as representative of the vehicle being certified. In all cases documentary evidence shall be produced and it must relate to that individual vehicle. A Technical Assessor's basic Report alone (i.e., no test data) is not acceptable.	**Visual** check of seating. Ensure vehicle presenter has seating, where adaptable, in the layout to create the minimum required wheelchair space dimensions. The Technical Assessor's full Report is checked at the booking stage: the Inspector is checking that the vehicle described in the Assessor's Report is that presented rather than the integrity of the vehicle adaptations.	No accommodation for adult passenger in addition to the required wheelchair space. Presented vehicle not the same type as that for which documents are provided.
User Manual	A User Manual shall be present. The aim is to provide guidance to the operator as to how the vehicle and equipment is to be used/set up to accommodate the person travelling in their wheelchair. This includes how to re-arrange seating, how to attach restraints and the use of the ramp.	**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.
Front Passenger Seat Requirements	For the front passenger seats: The top of the uncompressed front passenger seat squab(s) shall be at least 275mm from the floor of the vehicle.	Measurement. Lack of a front passenger seat is not a Fail item; some vehicles use this area for luggage.	Front passenger seat too low.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Accessible Doors	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 to gain access to the wheelchair space. Measurement or a template may be used to check this, prior arrangement may be required. At least one other opening (from inside and 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. For clarity a rear tailgate can be considered as the other opening door, i.e., the one which does not have a defined minimum size.	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 at the opening must be at least 745mm x 1250mm. (Two accessible sized doors NOT required.)	Accessible door too small for entry. Accessible sized door does not permit unobstructed access to wheelchair space. Only one door (total) allowing access to the wheelchair space.
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. 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.	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. 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.	Insecure step assembly. Lack of prior authorisation in relation to any innovative assembly. Insufficiently rigid step assembly.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Step Dimensions	Where a door on the nearside or the rear of a vehicle has an aperture height exceeding 1150mm and where the floor or lowest internal surface (e.g., integral step) of the passenger compartment is higher than 230mm from the ground then an access (intermediate) step is required. The height of this first step surface above the ground shall not be more than 230mm. Note that if there is more than one door qualifying as above then only one needs the access step. The tread length (foot depth) shall be at least 200mm. The width of the step shall be a minimum of 400mm. 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.	Excessive step or floor height at the relevant door. Insufficient step size. 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.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
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. Steps shall have clearly marked rounded nosings in a brightly contrasting colour of minimum width 40mm and be non-slip. 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** inspection. Vehicles with full ECWVTA 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. Lack of contrasting edges, presence of sharp edges to upper surface. Manual operated steps without any warning sign or device.
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. Ramps/platforms shall be a continuous, non-slip surface of at least 700mm width	**Visual** inspection for presence of ramp or lift.	Lack of ramp, lift or boarding aids for wheelchair users. Ramp comprises two separate channels. Ramp or lift platform less than 700mm wide. Insecure ramp or lift stowage when not in use.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Detachable Ramp Location & Stowage	Where detachable, ramps shall be suitable for manual handling; having suitable means to lift and manoeuvre them 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. 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 30)	Ramps with no effective in use location. Detachable ramps with no permanent associated registration number or incorrect number.
Ramp Markings	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. Display a Safe Working Load (SWL) marking. 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.	**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.	Lack of safety edges on detachable ramps. Lack of guidance in User Manual as to ramp maintenance. Lack of SWL markings Lack of documentary evidence as to maintenance of powered lifts.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Ramp Suitability	All ramps shall: Have a maximum permitted ramp angle of 16° relative to true level. 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 Technical Assessor's full Report will confirm compliance, but 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. **Measure** ramp length and floor height and refer to Table 1 page 54 for ramp lengths versus floor height	Ramp angle too steep for either side or rear entry vehicles. Ramp of inadequate stiffness/strength. Ramp obviously unsuitable for purpose or in very poor condition, e.g., slippery.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Innovation and 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.) 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.	Test of vehicle or consult Owner's Handbook for confirmation of operating characteristics. Most return to normal ride height when ramp or doors are closed. Check for automatic or manual interlocks and their correct functioning. Note, very few vehicles are fitted with kneeling rear suspension. 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.	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. Claimed innovation and related exemptions/derogations without prior Authority authorisation.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Wheelchair Space Dimensions	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 is not 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 Figure.1 (see page 53).	**Check** that the taximeter is visible especially to boarding wheelchair passengers. The wheelchair space has been certified by the Technical Assessor's full 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 and occupant. 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.

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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, i.e., tie downs or similar for the wheelchair and a 3 point safety belt for the wheelchair occupant. These shall be suitable for general wheelchair applications. A 3-point safety belt means 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 acceptable. It shall be possible to easily release both the wheelchair and the wheelchair occupant restraints in the event of an emergency. 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.	**Visual** inspection for restraint system for wheelchair and separate restraints (safety belt) for occupant in wheelchair. The third anchorage for the wheelchair occupant belt may be at floor level and may be co- incident with one of the wheelchair tie down anchorage points. Check that equipment is suitably marked/labelled and that fittings are compatible. A User Manual should be present outlining the correct procedure for "securing" the wheelchair occupant (see also page 23). Webbing style restraints and their connections should be visually assessed in a similar manner to seat belts and their buckles.	Lack of wheelchair or wheelchair occupant restraints. Lap belt only for wheelchair occupant. Restraints/seat belts without appropriate markings/of uncertain origin Restraints not readily identifiable as to their intended use/location

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
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. 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 Technical Assessor's full Report will include details as to test reports etc. that confirm proof of the above. That Report, and test data is evidence of sufficient structural integrity and will have been evaluated as part of the booking process.	**Visual** inspection of fitted and supplied equipment and confirmation that these are the same as those originally approved/tested/certified.	Unsuitable wheelchair or occupant restraint system, e.g., mismatched components or fittings.
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. Prior acceptance by the Authority is required. NOTE: Full ECWVTA certification as a wheelchair accessible vehicle includes the wheelchair or wheelchair occupant restraints or their anchorages. In all other cases separate proof is required.	**Check** documentation for evidence of prior authorisation by Authority. **Visual** check vehicle system is same as that authorised.	Lack of prior authorisation. Alternative system of restraints is not the same in the vehicle as that for which certification has been authorised.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
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.	**Visual** check 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.
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 are 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).
Interior Lighting & Flooring	Targeted or localised lighting at entrance steps, signage and floor areas and money slots in any dividing screen shall be required. 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. Flooring shall be non-slip (with awareness of wet and dry operating conditions) and any transitions between the floor and doorways or seats shall be delineated with brightly contrasting colours.	**Visual** assessment of lighting levels and floor surfaces Such lighting is primarily aimed at identifying the locations of steps, entrances etc.	Lack of targeted lighting or very dim illumination. Lack of, or poorly placed, safety notices. Flooring of poor quality, presence of trip hazards. Obvious lack of contrast at entrances or steps.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
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 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.
Remaining Seat Requirements	For all other seats: 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 1300mm between the front faces of the opposing backrests.	Measurement or use of template. Measurement or use of template. Measurement or use of template.	Seat height outside of limits. Insufficient leg room. Insufficient leg room.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Seats and Seat Belts	Seat belts, anchorages and fittings are critical safety items. They are assessed through the Technical Assessor's full Report at the booking stage where test data is evaluated. Inspection seeks to check part numbers etc. and overall condition rather than structural integrity of adaptations. Most seat belts are marked with recognised approval details. The Technical Assessor's full Report covers all the seats and fittings. Where the layout requires seats to be moved/relocated to create different configurations the vehicle presenter should demonstrate the seating configurations. Please also see the sub-section 'Wheelchairs and Occupant Restraints' see page 32.	**Visual** check of seats and belts and labelling. If in doubt as to originality of seats, belts or seat belt anchorages request further proof of their compliance to the required European or equivalent standards. Where seats are repositioned to adapt the wheelchair space for the max seating capacity, the vehicle presenter must demonstrate both configurations. This is not the task of the Inspector. The licence is for a wheelchair accessible vehicle: where the vehicle presenter cannot adapt the layout for general seating only, the licence will be only for those passengers accommodated along with a person in their wheelchair.	Modified or non-original (tested and approved) seats, seat belts, seat or seat belt anchorages without proof of meeting recognised standards.

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STANDARD TAXI AND HACKNEY ADDITIONAL REQUIREMENTS

(Note that the Local Area Hackney must meet all standard Hackney requirements except "Luggage Requirements")

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Vehicle Age	**There are a number of complex age rules that apply to taxis, hackneys and local area hackneys**. See the website (www.nationaltransport.ie) for details or call 0818 064 000 for specific information. Vehicle age is checked when booking the licence inspection.	Checks are made with NVDF to calculate vehicle age. Date of first registration (any country of origin) can be found in the Vehicle Registration Certificate: Box B: Date of first Registration (any country) ***This is the date that matters.*** Box I: Date of Registration in Ireland. ***This is the date a vehicle was imported into Ireland if Box B has a different date.***	Vehicle exceeds relevant age limit.
Basic Vehicle Definition (*)	The vehicle shall meet the minimum interior space and luggage capacity requirements. Such vehicles are listed in the Suitable Vehicle List which indicates the number of passengers they may be licensed for. For taxis the luggage capability is checked with seats in their compliant locations with the 650mm min. legroom rule. For hackneys there is no requirement for this luggage space to exist simultaneously with the legroom of all seats. 4 doors are required. A tailgate (horizontally hinged) is not considered a door.	**Refer** to the Suitable Vehicle List. The Suitable Vehicle List lists the number of passengers possible for either taxi or hackney use. Exceptions include modified vehicles. **Check** number of doors. Rear doors not intended for passenger access do not count as	Vehicle not on Suitable Vehicle List/non-compliant with minimum dimensions In the case of taxis, seats not compliant with legroom etc. in order to meet luggage requirements. Insufficient doors (less than 4)

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
	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.	doors for the purpose of assessing the number of doors. *Intended for access* implies a step or provision and simple access to seats.	
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 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.
Seat Requirements (*)	For the front passenger seat(s): The top of the uncompressed front passenger seat squab(s) shall be at least 275mm from the floor of the vehicle. For all other seats: 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 1300mm between the front faces of the opposing backrests.	Measurement or use of template. Measurement or use of template. Measurement or use of template.	Seat height outside of limits. Insufficient leg room. Insufficient leg room.

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TAXI (INCLUDING WHEELCHAIR ACCESSIBLE TAXI) ADDITIONAL SPECIFIC REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition	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. Side facing seats are not permitted. 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, see below. A Technical Assessor's **full** Report is required less than 60 days old. The assessor is required to have seen and accepted the required test data as representative of the vehicle being certified. In all documentary evidence shall be produced and it must relate to that individual vehicle. A Technical Assessor's basic Report alone (i.e., no test data) is not acceptable. See also “Modified Vehicle Documentary Proof” in the “ALL SPSV” Section. 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.	Visual check of vehicle type and seat orientation. The Technical Assessor's full Report is checked at the booking stage: the Inspector is checking that the vehicle described in the Report is that presented rather than the integrity of the vehicle adaptations.	Side facing seats. Vehicle is a convertible. Sun roof in such condition as to leak or present a danger to occupants.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Tinted Windows	Windows adjacent to licensed seating positions shall be clear. Such windows shall exhibit 70% minimum visible light transmission. The front windscreen 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.	**Check** relevant windows for EU Approval marking symbol "V" above approval number. (See Figure 2, page 54). Common Japanese/American/Australian vehicles markings can be AS1, AS2 or AS3. AS1 and AS2 are acceptable (i.e., "clear", AS3 is too dark Check against reference samples where windows appear obviously dark. Any sunroof is not considered a window for the purpose of this requirement. Inspection or measurement of any sunstrip or gradient tint.	Relevant glass marked with approval indicating non-compliance (letter "V" above approval mark, or AS3) Excessive tint in relevant windows Upper windscreen darkened band in excess of 125mm deep.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Taxi Door Branding	The two front doors shall each display the official taxi branding design as stipulated by the Authority. The branding decals shall be from an Authorised Supplier and shall include the individual vehicle licence number. The branding decals shall be professionally fitted (by an Authorised Supplier) and be of appropriate quality. The licence number shall be untampered with and not easily defaced or altered. The branding decals shall not be easily removable.	Vehicle registration and licence number will be checked against Authorised Supplier records. **Visual** inspection of decal appearance and quality of application. For the avoidance of doubt decals that cannot be traced (for that registration and/or licence number) back to an Authorised Supplier will be Failed.	Decal(s) not fitted/decal(s) not registered to Authorised Supplier Decal(s) poor quality (e.g., not to official specification, size, colour) Decal(s) evidently poorly applied (e.g., peeling, applied at an angle) Decal(s) easily removable, e.g., magnetic items Licence number missing or incorrect, evidently tampered with or easily defaced.
Advertising	Advertising, except electronic signs, is generally allowed in or on taxis and wheelchair accessible taxis. Any advertising must be inoffensive. The door signage (branding) must be the only feature on both front doors, i.e., no other logos, branding or distractions. Electronic displays (including messaging displays), visible from the exterior are not permitted unless with prior written consent. Only the official card acceptance logo may be displayed, see Fig 3, Page 54. Signage/adverts displayed on rear doors cannot exceed 1600 cm^2 in area (per door)	**Visual** inspection. For guidance the area of the central “roundel” of the front door “Taxi” decal is about 2100 cm^2 in area so any sign or advert on any rear door must be significantly smaller in appearance. [1600 cm^2 in area is equivalent to a 40 cm square or a circle of diameter 45 cm.]	Offensive sign, advert or display. Taxi door branding not the only feature on both front doors. Unauthorised electronic display present. Unofficial credit/debit card logo Sign(s) on a rear door exceeding 1600 cm^2 in area

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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 driver, or the despatch company only. 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. The official credit card sign may be displayed, see Fig. 3 Page 54 No other information, e.g., adverts may be displayed on the roof sign.	More than one sign, e.g., at leading and trailing edge of roof is permitted. **Check** sign is secure. **Check** the sign number matches the licence number. **Check** 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. Display of industry association details is not permitted. **Check** any area sign sticker is evidently genuine, i.e., not fake. Note the non-presence of the area sticker is **not** a Fail. **Check**, where appropriate, the wheelchair symbol is present and of adequate size	Insecure sign. A taxi sign defaced, obscured or altered such that the word 'TAXI' or 'TACSAÍ' or the licence number is rendered illegible or partly illegible. Lack of required 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, e.g., displaying trade group/associations. A roof sign with the number not to the nearside from front and rear. A roof sign with obviously non genuine or unofficial area sticker(s) A roof sign with advertising.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
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 or a red light to the rear. There shall be no additional lights attached to the sign.	**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. Presence of additional lights.
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. Taximeter that is evidently hard to read by passengers. 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 or obviously wrong time of day
Passenger Information	A Taxi Passenger Information Card is required for 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 information card. Note: the Passenger Information Cards are *sometimes* available at the Inspection Centre	Lack of current fare information card readily visible in the passenger area and/or lack of passenger information card.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Luggage Requirements (*)	For taxis the Suitable Vehicle List details vehicles by make and model for ease of reference. 420 litres including space within that for a folded wheelchair, sized 735mm x 330mm x 805mm. Hatchback, estate cars and MPV style vehicles shall be fitted with a guard or cover that is intended to prevent luggage from injuring any passenger in the event of an accident. **Check** the Suitable Vehicle List for details as to number of passengers to be licensed for.	Basic compliance listed in the Suitable Vehicle List **Check** luggage area of all vehicles for fitness for purpose. **Check** for guard or securing cover. Some common sense is required; a cargo net is generally acceptable if anchored along edges and corners.	Luggage area cluttered with personal belongings/no space available. Obviously filthy/damp or unusable luggage area. No security of luggage area. Seats not compliant with legroom in order to meet luggage requirements or vice versa. Insecure items, e.g., loose spare wheel, jack, fire extinguisher, ramps

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HACKNEY (INCLUDING WHEELCHAIR ACCESSIBLE HACKNEY) ADDITIONAL SPECIFIC REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Basic Vehicle Definition	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. Side facing seats are not permitted. 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, see below A Technical Assessor's **full** Report is required less than 60 days old. The assessor is required to have seen and accepted the required test data as representative of the vehicle being certified. In all cases documentary evidence shall be produced and it must relate to that individual vehicle. A Technical Assessor's basic Report alone (i.e., no test data) is not acceptable. See also “Modified Vehicle Documentary Proof” in the “ALL SPSV” Section. 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.	Visual check of vehicle type and seat orientation. The Technical Assessor's full Report is checked at the booking stage: the Inspector is checking that the vehicle described in the Report is that presented rather than the integrity of the vehicle adaptations.	Side facing seats. Vehicle is a convertible. Sun roof in such condition as to leak or present a danger to occupants.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Tinted Windows	Windows adjacent to licensed seating positions shall be clear. Such windows shall exhibit 70% minimum visible light transmission. The front windscreen 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.	**Check** relevant windows for EU Approval marking symbol "V" above approval number. (See Figure 2, page 54). Common in Japanese/American/Australian vehicles markings can be AS1, AS2 or AS3. AS1 and AS2 are acceptable (i.e., "clear", AS3 is too dark Check against reference samples where windows appear obviously dark. Any sunroof is not considered a window for the purpose of this requirement. Inspection or measurement of any sunstrip or gradient tint.	Relevant glass marked with approval indicating non-compliance (letter "V" above approval mark, or AS3) Excessive tint in relevant windows Upper windscreen darkened band in excess of 125mm deep.
Advertising	Advertising is not allowed in or on hackneys or wheelchair accessible hackneys. "Advertising" includes display of industry association information, e.g., trade group names, contact details etc. 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. DVD screens internally displaying advertising messages are not permitted	Internal or external advertising present excepting that expressly permitted.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
Accessibility Symbol	The internationally recognised accessibility symbol shall be required for wheelchair accessible hackneys to be displayed externally on the nearside door or rear door/tailgate as appropriate.	**Visual** inspection. The symbol to be at least 105mm in height on accessible doors of wheelchair accessible hackneys.	Lack of wheelchair symbol. Wheelchair symbol too small.
Meters	The fitment of (taxi) meters in hackneys shall be prohibited.	**Visual** inspection.	Presence of any form of (taxi) meter for any reason.
Luggage Requirements (*)	For hackneys the Suitable Vehicle List details vehicles by make and model for ease of reference. 420 litres including space within that for a folded wheelchair, sized 735mm x 330mm x 805mm. Hatchback, estate cars and MPV style vehicles shall be fitted with a guard or cover that is intended to prevent luggage from injuring any passenger in the event of an accident. **Check** the Suitable Vehicle List for details as to number of passengers to be licensed for.	Basic compliance listed in the Suitable Vehicle List **Check** luggage area of all vehicles for fitness for purpose. **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 SHALL accept the folded dummy wheelchair shape. NOTE, as a hackney is pre- booked the luggage volume need not be met simultaneously with all seating/legroom requirements.	Luggage area cluttered with personal belongings/no space available. Obviously filthy/damp or unusable luggage area. No security of luggage area. Insecure items, e.g., loose spare wheel, jack, fire extinguisher, ramps

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LIMOUSINE ADDITIONAL SPECIFIC REQUIREMENTS

Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
General Definition	Limousines 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; and be a vehicle of such make and model as the Authority may from time to time specify or such equivalent make and model as the Authority may approve. A Guidance List for Limousine Vehicle Choice is available on the website with examples of vehicles: each is however assessed on individual merit. A convertible is acceptable.	**Subjective trained assessment** as to suitability for prestige purposes.	Vehicle not **evidently** prestigious, suitable for corporate or ceremonial work. Vehicle not included in, or specifically listed as excluded, in the Guidance List for Limousine Vehicle Choice
Stretched Vehicle 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 2 in Appendix 1, page 52.	**Visual** inspection of stretched vehicles with reference to the design weights. Note the actual tyre load rating and the design axle weights for Fails in the Fail Report.	Tyre load rating insufficient for the design gross vehicle weight.

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Section	Requirements	Inspection Procedure & Notes	Reasons for Failure
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 which provide access to passenger seats. Where there is more than one row of passenger seats to the rear of the driver, at least one of these doors shall be to the rear of the driver. 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 and access. Rear doors not intended for passenger access do not count as doors for the purpose of assessing the number of doors. Intended for access means a step and clear path to seats.	Compartmented passenger section with less than two doors access.
Advertising	Advertising is not allowed in or on limousines. "Advertising" includes display of industry association information, e.g., trade group names, contact details etc. 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. DVD screens internally displaying advertising messages are not permitted	Internal or external advertising present excepting that expressly permitted.
Meters	The fitment of (taxi) meters in limousines is prohibited.	**Visual** inspection.	Presence of any form of (taxi) meter for any reason.

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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. Any gauge shall be in the green. 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 EN ISO 20471, BS EN 471 or CEN 471 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.

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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.

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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.

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APPENDIX 1 (tables and drawings)

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

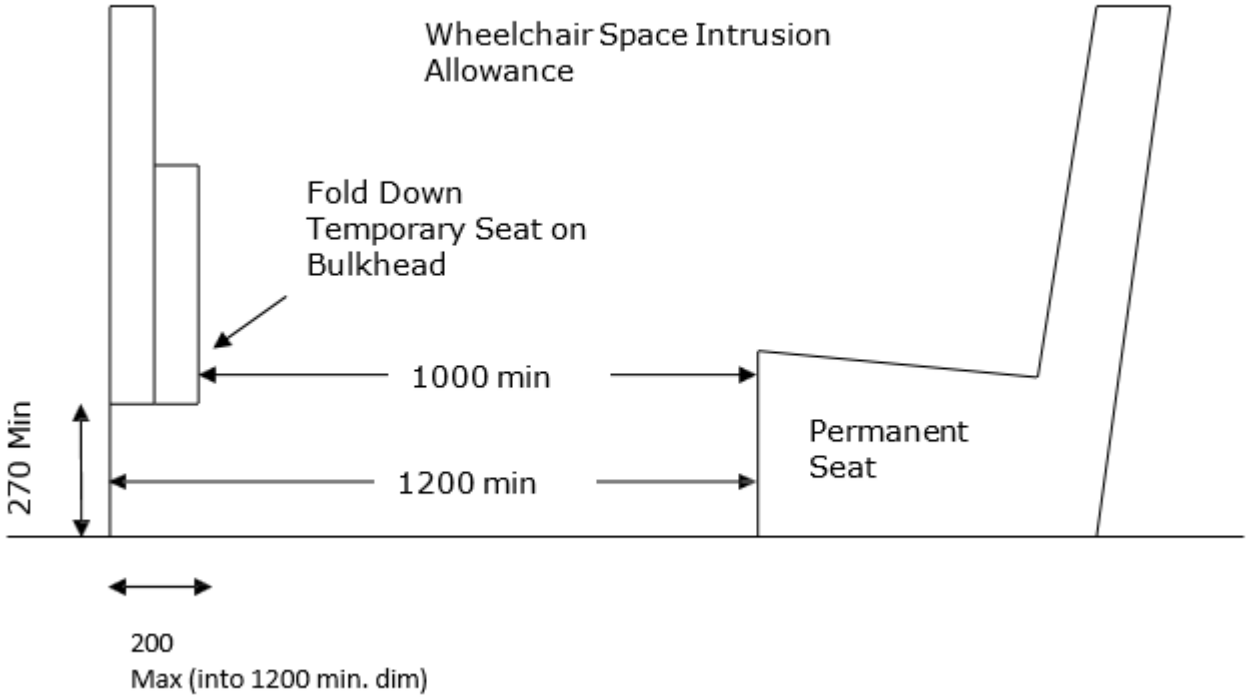
Table 2, Tyre Load Rating Index (Read axle mass (kg) from chassis plate, divide by two and look up tyre rating below)

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		

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Figure 1 Wheelchair Tip Down Seat Intrusion Allowance

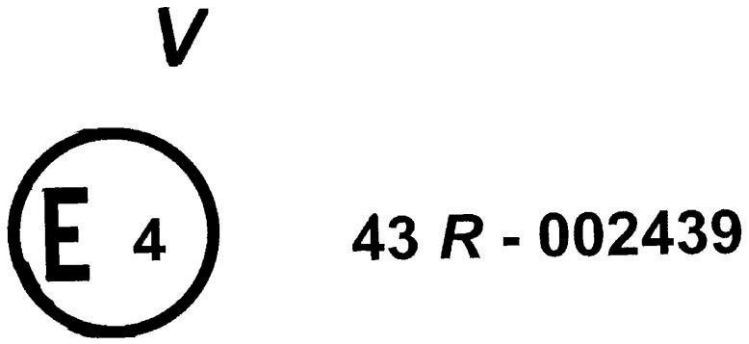
(Note if 1200mm exists between tip down and seat at any height then the tip down “foot space” is not relevant)



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Figure 2 Example Excessively Tinted Glass Marking

The “V” symbol next to the approval marking indicates that the visible light transmission is less than 70%. Glass so marked is not “clear.” The Roman numeral “V” is usually, but not always, just above the approval marking. Some glass is marked “Less than 70% light transmittance” which is self-explanatory.



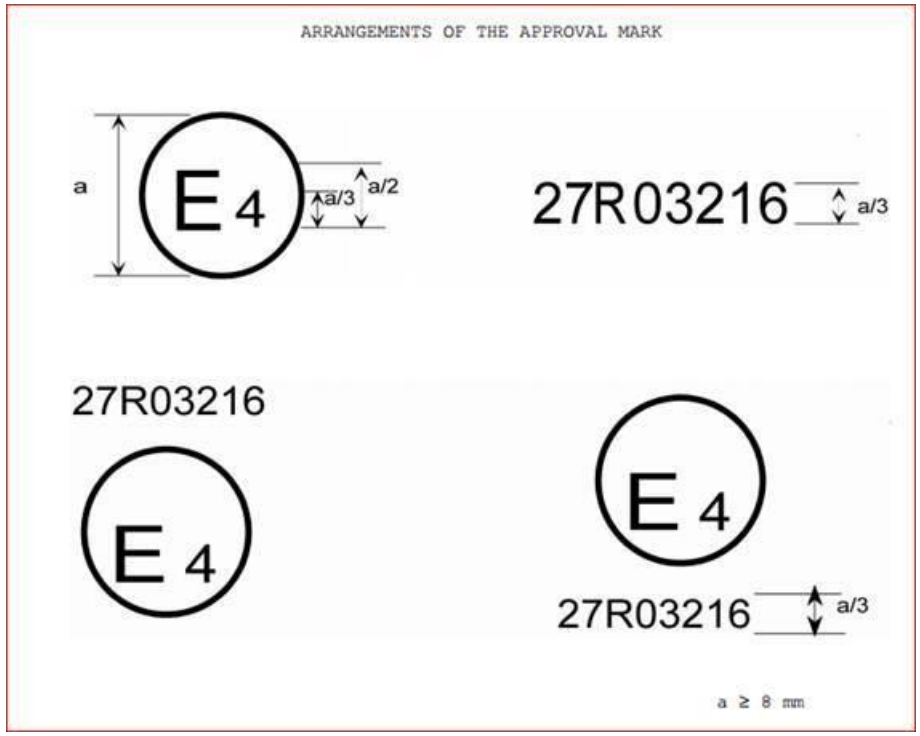
Note that the number next to the “E” in the circle will vary as will the number after the “43R” characters.

Figure 3 Official credit/debit card sign (blue Pantone 534, green Pantone 382)



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Figure 4 Example of Warning Triangle Regulation 27 approval marking.



Note that the number next to the "E" in the circle will vary as will the number after the "27R" characters.

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