

## Concerns over new MoT test requirements due in the UK in 2012

### Changes to MOT testers' manual

Chris Hunt Cooke has uncovered a report from the FBHVC on this topic which said:

EU Directive 2010/48/EU of 5th July 2010 updated directive 2009/40/EC that deals with the roadworthiness testing of motor vehicles. The purpose of the update, broadly, was to take account of technical advances in modern vehicle design and to improve consistency in testing standards across the EU. Its requirements are mandatory for member states which have to put in place all regulations necessary to comply with the directive by the end of 2011.

This revision exercise does not set new standards for vehicle construction and use, but does increase the number of items that have to be tested. To meet the new requirements, the Vehicle and Operator Services Agency (VOSA) has to revise the wording of the MOT testers' manual and it published its proposed amendments earlier this year in the form of a consultation that was described as a 'review of mandatory changes'.

**All the concessions for older vehicles have been carried forward.** In all there are 215 rewordings, changes and amendments to the existing manual. Unfortunately these amendments are scattered through the 218 pages of the draft document which has not helped to compile this précis. Briefly the additional items are:

- Inappropriate repairs/modification to brake systems, steering, suspension and tow bars;
- Power steering fluid level;
- Functionality of steering locks;
- Coloured headlamp lenses which reduce performance of beam;
- Operation of tell-tale headlamp warning light when fitted (for vehicles without this equipment a note accepts a date exemption);
- Speedometer (Class 5 only);
- Security of rear doors, locks and hinges;
- Oil leaks from steering box etc;
- Ball joint dust cover missing or damaged/insecure allowing ingress of dirt (ball joints which did not have protective covers are not required to be retrofitted);
- Integrity of electrical wiring and battery;
- Operation of electrical systems relating to anti-lock braking, stability control, supplementary restraint systems, together with associated warning lights;
- Security and condition of towing structure – includes balls and pins;
- Integrity of tow bar electrical connections – both 7 and 13 pin sockets (tested even if tow bar is missing);
- Condition of engine mountings;
- Front and rear drive shaft and gaiters – includes support bearings;
- Driver's seat adjustment (if there is any!).

In essence, if items are fitted they must be in good order, which should not raise concerns for responsible owners who maintain vehicles of any age.

One item we have picked up on, and have asked for clarification, concerns vehicles fitted with new (or retrofitted) with high intensity discharge and LED headlamps. They will be required to be fitted with a headlamp washing system (wiper not required) and be self levelling. However the new text goes on to accept that some high performance vehicles fitted with HID that have limited luggage space and stiff suspension do not require a self levelling system.

It is envisaged that the final version of the revised manual will be available in January 2012.

### New MoT test - engine modifications

A concern was raised in the V8BB thread posted (see page 2) by Chris Allan - "New MOT regs – illegal engine modifications" – where he says he has heard modifications will be covered in "new stricter MOT regulations coming into force in 2012. Chris Hunt Cooke, the immediate past FBHVC chairman and a V8 member, notes "I do not see in either the FBHVC report or in the May 2011 issue of the "Matters of Testing - MoT" (the magazine for authorised MOT test examiners and testers) any mention of the illegal engine modifications that Christopher Allan says he has heard will be covered, so this may be a rumour without foundation. I am struggling to think what that expression could mean, and the only thing I can think of is in connection with motor bikes where there is a limitation to the power output of bikes that can be ridden at certain ages. A bike bought as "learner legal" might be illegally modified to increase its power beyond the original limit perhaps.

Another thought is that this might not be related to MoT testing, but to an EU proposal in relation to motor bikes, so-called "anti-tamper" rules. Motor bike organisations are greatly opposed to aspects of this consultation and are lobbying strongly, but it would apply only to 2 and 3 wheeled vehicles and quadricycles.

A link to the Matters of Testing magazine above was mentioned in the V8BB responses from John Catlin and Victor Smith:

<http://www.dft.gov.uk/vosa/repository/MoT%20-%20Issue%2050%20-%20May%202011.pdf>

### Power steering systems

On page 7 of the May 2011 issue of the Matters of Testing magazine, they note: "any inappropriate repair or modification to a power steering component will result in a failure – so a pair of tights in place of the drive belt will not be acceptable! The serious misalignment or fouling of power steering components is also an RfR." Chris Hunt Cooke feels the important phrase there is "inappropriate repair or modification". Under the parking brake section on page 10 it is said about this phrase: "the team at VOSA has defined this as 'when the repair is obviously likely to adversely affect the roadworthiness of the vehicle or if any modification has seriously weakened the component.'"

Chris says he thinks that this same definition must be applied in the context of modifications to a power steering where it has been installed on an MGV8. Therefore he does not see that there should be any difficulty in the case of properly engineered and installed power steering systems fitted to our cars.

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### V8 Bulletin Board thread

#### New MOT regs - illegal engine modifications

Members may well be aware that new stricter MOT regulations are coming into force in 2012. A number of items previously outside the scope of the test are to be added e.g. the operation of dashboard warning lights and condition of electrical wiring. Of more concern to some RV8 owners in particular is that their cars will fail the test if the catalytic converters are not fitted. I also understand that "illegal engine modifications" will also come within the scope of the new test. I'm unsure of what constitutes an illegal modification, but have read that this could include the tuning of ECU software. Does anybody have any more information on this aspect of the new test?

Christopher Allan

15 November 2011 @ 10:14

**Under topic: RV8**

#### Reply(ies) received for this Message

#### New MOT regs - illegal engine modifications

Have a look here:

<http://www.dft.gov.uk/vosa/repository...May%202011.pdf>

John Catlin

15 November 2011 @ 14:05

#### New MOT regs - illegal engine modifications

The link to the Matters of Testing - May 2011 magazine which is free to all MOT testers carries some useful information on the new MOT test requirements due to come in in January 2012 (see pages 6 to 10) is:

<http://www.dft.gov.uk/vosa/repository/MoT%20-%20Issue%2050%20-%20May%202011.pdf>

I will contact the FBHVC to see what their review of the new arrangements has uncovered. It would be wise to get the facts before too many hares are set running.

V8 Webmaster

15 November 2011 @ 21:33

#### New MOT regs - illegal engine modifications

FBHVC have looked at the proposed new regulations and have no particular concerns about them. We were pleased to see that all existing concessions for older vehicles are carried forward. In essence, if particular items are fitted they must be in good order, which should not raise concerns for responsible owners who maintain vehicles of any age.

Nothing in these regulations or any other proposal I have heard about would impact modifications to the engines of our cars. That might apply to motor bikes in certain circumstances.

I have passed to Victor some more detailed comments, which he will post up as a news item.

Incidentally, there has been a change in the way MoT certificates are produced - in future they will be printed off on plain paper.

Chris Hunt Cooke

16 November 2011 @ 18:56