

## FAQs on Class VI (Cyclops) Mirrors and PCD Systems

**What are Class VI Mirrors?** Class VI Mirrors, often referred to as Cyclops or front blind spot mirrors, are fitted to the front of large commercial vehicles to remove the blind spot immediately in front of the vehicle.

**What are the laws on Class VI mirrors?** Class VI mirrors must be fitted to all commercial vehicles over 7.5 tonnes regardless of their age [under S.I. No. 457 of 2011](#) taking effect on 1<sup>st</sup> October 2012

**Are there any situations where a class VI mirror is not required under law?** In certain vehicles where the driver has a clear view of the area in front of the vehicle, a class VI mirror may not be required. For example if the driver seat and cab are lower to the ground than a normal HGV, the front blind spot may be sufficiently small enough so that an additional mirror is not required. If you are unsure as to whether your vehicle needs a class VI mirror please refer to Section 8 of the [CVRT Manuals](#) for further information

**Are Class VI mirrors examined at the roadworthiness test?** Yes. From 1<sup>st</sup> January 2013 failure to have HGVs with a design gross vehicle weight of over 7500kg fitted with a Class VI (Cyclops) front mirror, will result in a fail item at the periodic roadworthiness test. See Section 8 of the [CVRT Manuals](#)

**What are the technical specifications for fitting VI Mirrors?** Please refer to Section 8 of [HCV Manual](#) on Mirrors explaining angle, field of vision and adjustment.

**Does the positioning requirements for VI/Cyclops mirrors apply to trucks travelling in Ireland but registered and owned in the UK?** No. The regulations governing the positioning of Cyclops mirrors (SI 457 of 2011) only applies to Irish registered trucks. They do not apply to foreign trucks travelling in Ireland

**What are Pedestrian and Cyclist Detection Technologies (PCDs)?** Many commercial vehicles (e.g. trucks, buses etc.) have large blind spots due to their sheer size and design. PCD's are specialist technologies which can be built into such vehicles to detect the presence of vulnerable road users (i.e. Pedestrians and cyclists) and subsequently warn the driver.

**What is the law relating to PCD's?** There is currently no European or National legal requirement to have PCD systems fitted to Heavy Commercial Vehicles (HCVs). However, the research of such emerging road safety technologies and the making of recommendations on their introduction is an action item (No. 64) in the [Road Safety Strategy 2013-2020](#). To date the RSA has carried out extensive research of road traffic collisions involving heavy commercial vehicles (HCV's) and vulnerable road users (VRU's), in particular cyclists. The RSA has also previously investigated emerging PCD technologies which have the capability to alert a driver if a vulnerable road user is moving close to or is in a hazardous position next to their vehicle.