



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

13th March 2012

Notice of New Regulations Regarding the Periodic Roadworthiness Testing of Motor Caravans

Attention all Motor Caravan Owners,

From 01 March 2012, new regulations ([S.I. No. 58 of 2012](#)) come into effect regarding the roadworthiness testing of Motor Caravans.

In summary the amendment regulations contain provisions for the following:

- Motor Caravans must be tested on the fourth anniversary of first registration and thereafter every two years until the vehicle is ten years old, after which annual testing applies.
- Motor Caravans registered prior to 1st January 1980 are exempt from testing.
- A new fee structure applies to Motor Caravans depending on the number of axles fitted to the vehicle. Motor Caravans with two axles will be charged €70.86 plus VAT (VAT rate currently 23%) and Motor Caravans with three or more axles will be charged €88.58 plus VAT.
- Due to the broad spectrum of types and sizes that Motor Caravans are available in, vehicles with a Design Gross Vehicle Weight (DGVW) not exceeding 3,500kg will be tested in a LGV (Light Goods Vehicle) Test Lane and Motor Caravans with a DGVW exceeding 3,500kg will be tested in a HGV (Heavy Goods Vehicle) Test Lane.
- Vehicles with living accommodation which are also used for transporting goods, i.e. vehicles fitting the description of a 'living van' are, for test purposes, goods vehicles. This has been clarified in the amendment regulations.

Note on test due dates:

In May 2009 it became a penalty point offence to use a vehicle in a public place without a Certificate of Road Worthiness (CRW). Since then the RSA have been advising Motor Caravan owners to get their vehicles tested at CVT Test Centres annually. Currently all vehicles receiving a pass statement on successful completion of the CVT are issued with a CRW by their local Motor Tax Office (MTO) which is valid for one year only.

Under the new regulations therefore any motor caravan aged under 10 years that has undergone a CVT within the past 12 months will need to have the validity period of their current certificate extended by 12 months. The RSA are advising motor caravan owners to simply retain their current certificate. We have been in contact with an An Garda Síochána and they have advised that at roadside checks from 1st March 2012 that they will accept CRW's issued for Motor Caravans which are under ten years old as being valid, (even with an elapsed expiry date) provided that the date on which the last test was carried out on the vehicle is not more than 24 months from the date on which the demand is made. Likewise the CRW issued in the past

12 months for any Motor Caravan which is over ten years old will be deemed to be valid for 12 months from the date of the test.

Certificate of Roadworthiness

When a Pass Statement is issued by an Authorised Tester (Test Centre), it should be exchanged at a Motor Tax Office for a Certificate of Roadworthiness (CRW). It is a legal requirement to have a current CRW for any vehicle covered by these regulations and not just a Pass Statement.

Therefore we are advising Motor Caravan owners not to retain their Pass Statements in lieu of a CRW as there may be difficulties in obtaining a replacement copy should the original Pass Statement be mislaid, and An Garda Síochána will not be accepting Pass Statements at roadside checks in lieu of an actual Certificate of Roadworthiness (CRW).

Note on items to be tested:

In addition to the items ordinarily tested on a vehicle during a roadworthiness test, the following modifications will be made to the Vehicle Testers Manuals to explicitly cater for Motor Caravans

1. Speed Limitation Devices, Conspicuity Markings & Tachographs

- Motor Caravans will not be required to be fitted with speed limiters, conspicuity markings or tachographs. This exemption does not apply to living vans.

2. Plating

- Motor Caravans, irrespective of their Design Gross Vehicle Weight (DGWV) will not have to undergo plating at an NSAI approved plating centre. This exemption does not apply to living vans with a DGWV exceeding 3,500kg, *i.e. living vans are goods vehicles for the purposes of periodic roadworthiness testing and are therefore subject to the same plating requirements as goods vehicles.* The tester will, however, need to know a Motor Caravan's DGWV and maximum permissible axle weights and this information can be found on the manufacturer's VIN plate.
 - In the absence of a manufacturer's plate being fitted to an unmodified Motor Caravan, which is most unlikely, it will be sufficient for the owner to provide the tester with written confirmation from the original manufacturer detailing the vehicle's VIN, DGWV and maximum permissible axle weights.
 - In cases where a vehicle has been physically modified since first registration and the manufacturer's plate has been removed or its data modified, the owner will have to declare the conversion to the Revenue Commissioners (see note below) and provide the tester with written confirmation from the original vehicle manufacturer (not importer, distributor or other) detailing the vehicle's original maximum permissible axle weights, and procure the services of a Suitably Qualified Individual to examine the vehicle and approve the modification in writing and detail the vehicle's new DGWV and maximum permissible axle weights.
 - In cases where a vehicle modifier has fitted an additional plate to a vehicle this will be acceptable provided that the plate contains the required information, *i.e.* the vehicle's VIN, DGWV & maximum permissible axle weights. A vehicle's DGWV may not be amended without a physical change being made to the vehicle. Any such change should be justified, approved and documented by the original vehicle manufacturer.

Note The conversion of a previously registered or unregistered vehicle to a Motor Caravan in Ireland must be declared to the Revenue Commissioners by following the procedure outlined in the “Vehicle Owner’s Declaration of Conversion” form, a copy of which is available on the Revenue website [here](#).

3. Glazing Materials

- The glazing materials used in Motor Caravans will be required to meet one of the standards from the list of acceptable standards compiled by the RSA which covers glazing fitted to Motor Caravans going back 25 years. The RSA is aware that there are a number of vehicles, including numerous older Motor Caravans that have non-glass glazing fitted in side, rear or roof windows. The following glazing standards have therefore been deemed acceptable for roadworthiness testing.
 - Glazing E-marked to UNECE Regulation 43, marked (En) 43R where *n* is the country code where the glazing was type-approved.
 - Any of the following standards outlined in Table 1 overleaf as these have been verified as equivalent to UNECE Regulation 43.

Country	Safety Glass Standard
Australia:	AS/NZS 2080 AS/NZS 2080T
Canada:	CMVSS 205 (C2)
India:	IS2553 (Part 2) 1992 (Note 11)
Japan:	11-4-21 (window glass) JISR 3211
South Africa:	SABS 1191 / SABS 1193
UK:	BS AU I78 / BS 85 7-2 / BS 5282
USA:	FMVSS 205 (U) ANSI/SAE Z26.1-1996 (Section 7)
Germany:	<p>A three-period sine wave followed by the letter D. This is an older German type approval for automotive glazing. (See image below).</p>  <p>Glazing marked Birkholz, Seitz, Roxite, Para Press or Bonoplex.</p> <p>Glazing marked PMMA (polymethylmethacrylate) or PC (polycarbonate).</p>

Table 1: List of acceptable glazing standards.

If the glazing presented is not marked or is marked to a standard not listed above, it is the responsibility of the owner/presenter to provide documentary evidence that the glazing material is not likely, if fractured, to produce fragments capable of causing severe cuts.

4. Wastewater & Sewage Treatment Systems

- Wastewater & sewage treatment systems fitted to Motor Caravans will not explicitly be checked for the presence of leaks. In line with the provisions applicable to other vehicle categories already tested at CVT Test Centres, however, testers may refuse to carry out a test on a vehicle or any of its equipment if it is in such a dirty or dangerous condition as to make it unreasonable to carry out a test.

5. Brake Testing & Un-laden Weight Dockets

- Brake performance testing on **all** Motor Caravans (including those over 3,500 kgs tested in a HGV Test Lane) will be carried out on the basis of the weight presented as per the current Light Goods Vehicle (LGV) brake performance test. It will not be necessary to present a weight docket for the purpose of undergoing brake performance testing.

6. Gas Installations

- Gas installations fitted to Motor Caravans will not be checked as part of the test; however this will be reviewed in the future to perhaps require a declaration of conformance for the vehicle's gas installation.

If you have any queries please contact us on 096 25014 from 9:00 a.m. to 5.30 p.m. Monday to Thursday and from 9:00 a.m. to 5.15 p.m. on Fridays or by email at vehiclestandards@rsa.ie

Vehicle Standards,
Road Safety Authority,
Moy Valley Business Park,
Primrose Hill,
Ballina, Co. Mayo