



SVA to IVA

For Light Goods Vehicles

An insight into the main differences between the current Single Vehicle Approval (SVA) requirements and the new Individual Vehicle Approval (IVA) requirements for Light Goods Vehicles (category N1).



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INTRODUCTION

Background

In October 2007, the European Type Approval scheme for cars (known as European Community Whole Vehicle Type Approval (ECWVTA)) was amended by the implementation of Directive 2007/46/EC. Due to this legislation, ECWVTA will extend to cover other vehicle categories (specifically Light Goods Vehicles, Trucks, Buses and Trailers) for the first time. The Directive details the mandatory implementation dates for all categories of vehicles affected, the first being passenger cars followed by buses, coaches, vans, trucks, some special purpose vehicles and trailers at key dates between 2009 and 2014. The Directive provides the base European legislation for the approval of vehicles that are mass produced, built in small numbers or as individual vehicles.

This process provides a mechanism for ensuring that vehicles meet relevant environmental and safety standards. It allows a vehicle of a type to be approved for use across all member states in the EU without the need for further testing in each country. It helps create a single market by ensuring a common standard of vehicle that is secure, safe to use on the road and has a lower impact on the environment. Provision is however, made for differences depending on whether the vehicle is to be used in a country where traffic uses the left or right hand rule of the road. Full ECWVTA won't suit everyone due to the extensive, rigorous and therefore expensive testing requirement that is necessary to gain approval, particularly for those manufacturing vehicles in low numbers. As a result of this, the Directive provides for three basic routes to approval.

The 3 new routes to approval

a. ECWVTA - European Community Whole Vehicle Type Approval. If you make large numbers of vehicles each year or you plan to sell across Europe, ECWVTA will be the best option for you. If you are a manufacturer for example, under ECWVTA, you can apply for whole vehicle type approval for each type of vehicle you produce. Once each type of vehicle is approved, the manufacturer should have processes in place to produce a Certificate of Conformity (CoC) for each vehicle that is manufactured. This then means that vehicles can be sold across Europe without the need for further testing in each country. **For ECWVTA you will have to contact a recognised approval authority.**

b. NSSTA - National Small Series Type Approval If you manufacture small numbers of vehicles and sell only within the UK, NSSTA could be the right approval route for you. NSSTA is also based on the concept of 'type approval' rather than the approval of individual vehicles and uses similar (but sometimes less exacting) technical standards to ECWVTA as well as having less paperwork to submit. This is to help keep cost down for smaller manufacturers. However, the key disadvantage revolves around the fact that you will be limited to the number of vehicles you can manufacture in the year. **For NSSTA you will have to contact the UK Approval Authority (VCA).**

c. IVA - Individual Vehicle Approval IVA is a UK National approval scheme for vehicles imported, assembled or manufactured in very small numbers or as individual vehicles. It is a means of checking that vehicles broadly meet the technical requirements laid out in European legislation, ensuring that they have been designed and constructed to modern safety and environmental standards. Compared to ECWVTA and NSSTA, the IVA scheme is the least onerous certification route in terms of compliance and is generally less costly but does involve a physical inspection of each individual vehicle requiring approval at the **Driver and Vehicle Agency (DVA)** if in Northern Ireland a **Vehicle and Operator Services Agency (VOSA)** site, or by. Satisfactory completion of an inspection results in the issue of an Approval certificate. Certificates issued under this

scheme may be acceptable under the European “Mutual Recognition” provisions in other EC countries subject to acceptance by the authority of that country.

What this means for manufacturers and presenters of light goods vehicles.

All light goods vehicles will be affected, regardless of their intended use for either commercial or domestic application.

Existing users of SVA for N1 Category Light Goods Vehicles

The last date for applications for N1 SVA is 7th October 2011. DVA will return any applications received for N1 SVA inspections after 7th October 2011, and direct applicants to find an alternative Approval Scheme, such as IVA. All vehicles that fail an SVA test must be retested by 28th October 2011.

**SVA testing for N1 category Goods Vehicles will cease on the 28th October 2011
SVA certificates for N1 category Goods Vehicle will be valid for registration until 28th April 2013**

No approval – no registration!

“Basic” or “Normal” IVA Inspection for N1 Vehicles

As was the case within the SVA process, there are two levels of compliance to the IVA Approval process for N1 Vehicles.

The “Basic IVA” requirements (These were the “Standard Requirements” within SVA), are based around a visual inspection of the vehicle to assess its design and construction characteristics against key EC technical areas. In most cases a visual inspection will be carried out and documentary evidence of compliance is not normally required, except for certain areas such as Gaseous Fuel tanks.

Vehicles eligible for the Basic IVA:

- left hand drive vehicle
- personally imported vehicle
- amateur built vehicle
- vehicle manufactured in very low volume
- vehicle manufactured using parts of a registered vehicle
- rebuilt vehicle
- armoured vehicle as defined in Annex II.A of the 2007 Directive

A full description for the above vehicle categories can be found in the IVA Inspection Manual or the Northern Ireland IVA guide.

The “Normal IVA” requirements (These were the “Enhanced Requirements” within SVA).

All other N1 vehicles are subject to this level of inspection. It requires documentary evidence to prove compliance with EC Directives for up to **9 key** areas as listed in the Normal IVA general requirements section. Compliance with alternative comparable standards is acceptable where specified.

Information as to which inspection a vehicle is to be subjected is ascertained according to its class and details in the relevant IVA inspection manual.

DVA IVA Guidance

- Start
- IVA application (with payment and supporting documentation where appropriate) is sent by the customer to DVA.
- Application and payment received by DVA
- Vehicle/customer details and payment keyed onto system
- Application and supporting documentation scanned and emailed to VOSA in Swansea for UK verification.
- Customer or manufacturer may be contacted by DVA or VOSA for further information where necessary in order to process application.
- When application has been fully processed DVA will post an appointment date and time to applicant.
- Customer presents vehicle for inspection at DVA test centre.
- Examiner issues an Individual Approval Certificate (IAC) when vehicle passes the IVA inspection
- Customer proceeds with DVLA Registration process

Please note: Completed vehicles over 10 years old are out of scope for IVA. Customers should proceed with the DVLA Registration process.

Current IVA N1 Inspection Centre's

**DVA Newtownards Test Centre
Jubilee Road
BT23 4XP**

**DVA Cookstown Test centre
Sandholes Road
BT80 9AR**

IVA inspection fees

Class of Vehicle	Inspection Level	Fee	Class of Vehicle	Inspection Level	Fee
N - Left Hand Drive	Basic IVA	£199	A - Amateur Built	Basic IVA	£450
P - Personal Import	Basic IVA	£199	S - Rebuilt Vehicle	Basic IVA	£450
L - A vehicle manufactured in very low volume	Basic IVA	£199	C - A vehicle built by a person in the business of building vehicles, using parts of a vehicle registered in the UK	Basic IVA	£450
R - A vehicle not meeting any other category	Normal IVA	£199			

Correct at time of publishing, for up to date information please visit; <http://www.nidirect.gov.uk/index/information-and-services/motoring/owning-a-vehicle/mot.htm>

Conditions applicable at time of inspection.

- There are several conditions that relate to the presentation of a vehicle for an IVA inspection.
- The vehicle must be eligible to the scheme.
- The vehicle must be presented for examination at the appointed time and place.
- At the time of the examination, the full fee must have been paid.
- The vehicle must be able to be driven and the engine runs to the extent necessary to complete the examination.
- The vehicle must be presented in a clean and safe condition for the examination to be carried out.
- Loose items on the vehicle must be removed or secured as required by the examiner.
- The doors, tailgate, boot lid, engine cover, fuel cap or other such devices should be able to be opened.
- The vehicle condition during the examination must not present a risk of ;
 - injury to any person or,
 - damage to the vehicle or any other property
- The vehicle identification number must be ;
 - permanently fixed to the vehicle
 - easy to read and in an accessible position
 - adequate for the purpose of identifying the vehicle.
- The driver, at the time of the examination must remain with the vehicle and operate the controls or remove and refit panels as requested.

IVA Inspection Criteria

In some areas of the inspection, evidence that the vehicle complies with the relevant criteria **must** be submitted in the form of official documentation. This must be satisfactory evidence that the vehicle complies with the requirements of the relevant European Directive or UN ECE regulation or of an acceptable comparable standard. In certain cases test reports, calculations or declarations will be sufficient to prove compliance. For all other areas an inspection will take place. The table below gives a summary of the IVA Inspection Manual sections and an indication of those requiring documentary evidence. (Underlined Italic text represents criteria previously inspected under the existing SVA Inspection)

Item No	Area of Compliance	Criteria for Basic IVA	Criteria for Normal IVA
01	Noise	<u><i>Inspection</i></u>	<u><i>Documentary Evidence and inspection</i></u>
02	Emissions	<u><i>Inspection</i></u>	<u><i>Documentary Evidence and inspection</i></u>
03	Fuel Tanks	Documentary Evidence (Gaseous fuel only) and inspection	Documentary Evidence and inspection
04	Rear registration plate space	Inspection	Inspection
05	Steering effort	Inspection	Inspection
06	Door latches and hinges	Inspection	Inspection
07	Audible warning	Inspection	Inspection
08	Indirect Vision	Inspection	Inspection
09	Braking	<u><i>Inspection</i></u>	<u><i>Documentary Evidence and inspection</i></u>
10	EMC	<u><i>Inspection</i></u>	Inspection
13	Anti-theft	Inspection	Documentary Evidence and inspection
14	Protective Steering	Inspection GVM< 1500kg	Documentary Evidence and Inspection GVM< 1500kg
15	Seat strength	Inspection	Inspection
17	Speedo and reverse gear	<u><i>Inspection</i></u>	Inspection
18	Statutory plates	<u><i>Inspection</i></u>	Inspection
19	Seat belt anchorages	Inspection	Documentary Evidence and inspection
20	Installation of lighting and signaling devices	Inspection	Inspection
21	Retro reflectors	Inspection	Inspection
22	End outline, position, stop & side marker lights	Inspection	Inspection
23	Direction indicators	Inspection	Inspection
24	Rear registration plate lamp	Inspection	Inspection
25	Headlights	Inspection	Inspection

Item No	Area of Compliance	Criteria for Basic IVA	Criteria for Normal IVA
26	Front fog lights	Inspection	Inspection
28	Rear fog lights	Inspection	Inspection
29	Reverse lights	Inspection	Inspection
30	Parking lights	Inspection	Inspection
31	Seat belts	Inspection	Documentary Evidence and inspection
33	Identification of controls	Inspection	Inspection
34	Defrost/demist	Inspection	Inspection
35	Wash/wipe	Inspection	Inspection
36	Heater systems	Inspection	Inspection
39	Fuel Consumption	N/A	Documentary Evidence and inspection
45	Safety glass	Inspection	Inspection
46	Tyres	Inspection	Inspection
48	Masses & dimensions	Inspection	Inspection
49	External projections of cabs	Inspection	Inspection
50	Couplings	Inspection	Inspection
54	Side impact	N/A	Documentary Evidence and inspection
60	Frontal protection systems	E' Marked	E' Marked

Even though documentary evidence may be supplied for an item, it will still be inspected for modifications which may invalidate the evidence.

Copies of all the IVA Inspection Manuals can be downloaded free of charge from the business link website and more detailed description of requirements and guidance can be found in the relevant manual sections.

www.businesslink.gov.uk/ivainspectionmanuals

SUMMARY of CHANGES

This section gives a brief overview of the IVA requirements compared to a vehicle assessed against the existing SVA approval criteria. For full requirements you would need to refer to the IVA Inspection Manual.

Application process

At application stage more documentary evidence is required for Normal IVA compared to Enhanced SVA as Directive compliance is required for a greater number of items. Evidence must be specific to the vehicle being applied for, i.e. relate to the particular vehicle by chassis/VIN. If you take up the option in some of the requirements to have a test to the required standards rather than hold a full approval, you will need to be aware these can only be carried out by an authorised technical service (test laboratory).

Application forms and the associated guidance notes are available on the NI Direct web site; <http://www.nidirect.gov.uk/index/information-and-services/motoring/owning-a-vehicle/mot/what-other-test-do-driver-vehicle-agency-carry-out/individual-vehicle-approval.htm>

Vehicle Terminology

The categorisations of the vehicles which this guide refers to are:

N1:- A Light Goods Vehicle (LGV) - Motor vehicle with at least four wheels designed and constructed for the carriage of goods and having a maximum mass not exceeding 3500 kg.

SPECIFIC TECHNICAL CHANGES

The tables below give an indication of changes compared to the current SVA criteria for each section of the IVA Inspection Manual. The details in the tables are centered on the differences from “**Standard**” SVA to “**Basic**” IVA and the differences from “**Enhanced**” SVA to “**Normal**” IVA. For full requirements please refer to the N1 Inspection Manual for Light Goods Vehicles.

Item No	Area of Compliance	SVA Manual Section Number	Change compared to SVA (Goods)
01	Noise	17	Changes to the required standards as follows: Acceptable sound level reduced to 99dba
02A	Visual Emissions	18	No Change
02B	Metered Emissions	18	No Change
02C	Diesel Emissions	19	No Change
03	Fuel Tanks	N/A	New Item; Fuel tanks and their associated components are to be checked for secure fitment, leakage and exposure to damage risk. For tanks for gaseous fuels and for plastic fuel tanks, relevant documentary evidence is to be presented at inspection
04	Rear registration plate space	N/A	New Item; Covers adequate space to mount, position and angles of visibility of the rear registration plate
05	Steering effort	N/A	New Item: Check that any Manual or Power Assisted steering system fitted to the vehicle will ensure easy and safe handling of the vehicle.
06	Door latches and hinges	N/A	New Item; All door aperture covers will be assessed
07	Audible warning	N/A	New Item; The vehicle must be fitted with a horn.
08	Indirect Vision	N/A	New Item: Includes approval marking, field of view and dimensional requirements.
09A	Brake systems	16.1	No Change

Item No	Area of Compliance	SVA Manual Section Number	Criteria for Normal IVA
09B	Service Brake	16.2	New additional Required Standards as follows: -That all service brake controls operate in the same direction as the forces created when the vehicle is moving in a forward direction. That it is possible to easily check the wear on service brake linings. That brake controls apply and release brakes at a rate comparable to an approved system. That it must not be possible to manually adjust braking rates between axles. The requirement for a label to be affixed on or near adjustable twin master cylinders if the mechanical means of adjustment has been rendered inoperative.
09C	Park brake	16.3	No change
09D	Hydraulic and vacuum systems	16.4	New additional Required Standards as follows: - The requirement to identify the brake fluid used in the braking system.
09E	Brake Performance	16.5	Secondary brake is now included
10	EMC	7	No Change
13A	Anti-theft/Immobiliser	N/A	New Item; All vehicles must be fitted either with a mechanical anti-theft device or an electronic immobiliser. Vehicles which are conversions based on a different class of vehicle are not required to comply if there was no compliance requirement for the base vehicle.
13B	Anti-theft/Alarm	N/A	New required standards if an alarm is optionally fitted as follows; If an alarm is fitted, documentary evidence of compliance must be provided
14	Protective Steering	N/A	New Item
15	Seat strength	N/A	New Item; Only seats intended for use when the vehicle is travelling on the public road will be assessed.
17	Speedo and reverse gear	N/A	Changes to the required standards as follows: Basically the same as SVA but some Speedometers may require proof of accuracy. IVA requires a reverse gear
18	Statutory plates	N/A	New additional required standards as follows: This section also now goes into more detail concerning the information on the manufacturers plate/plates + stamped in chassis numbers and its size and layout.
19	Seat belt anchorages	N/A	New item; Positional, strength and quantity requirements for seat belt anchorages for all passenger seats intended for use when the vehicle is on the public road.
20	Installation of lights	N/A	New item; Position of all lamps fitted to the vehicle will be assessed
21-30	Individual Light Sections	N/A	New Item; All lamps fitted to the vehicle are checked for operation, colour and number

Item No	Area of Compliance	SVA Manual Section Number	Criteria for Normal IVA
31	Seat belts	N/A	New Item; Introduction of required standards for seat belts.
32	Forward Vision	N/A	New Item; Has introduced a minimum field of vision requirement
33	Identification of controls	N/A	New Item; Has introduced the requirement for any optionally installed display units or identification of controls to comply with certain standards.
34	Defrost/demist	N/A	New Item; The vehicle must be fitted with a system capable of defrosting/demisting the windscreen
35	Wash/wipe	N/A	New Item; Vehicles shall be fitted with adequate windscreen washing and wiping devices
36	Heater systems	N/A	New Item; Passengers will need to be protected from fire, fumes and injury
45	Safety glass	N/A	New Item; All safety glazing (glass or plastic) must be approved
46	Tyres	N/A	New Item; All tyres including the spare if fitted will need to carry the appropriate approval mark and be of the correct type.
48	Masses & dimensions	N/A	New Item; Introduces certain weight, dimensional and maneuverability standards
49	External projections of cabs	N/A	New Item; Exterior projections will be assessed between the floor line and a height of 2 meters.
50	Couplings	N/A	New Item; Introduces standards requiring any coupling to be an approved component and with dimensional and fixing requirements
60	Frontal protection systems	N/A	New Item; Introduces a standard which requires any frontal protection system fitted to have a formal approval marking which has been applied at the time of its manufacture

Normal IVA

Where a vehicle is subject to Normal IVA, all the Basic subjects are tested except those where documentary evidence is required, or has been provided that is considered satisfactory. Where compliance with the Comparable standards is demonstrated, there is no need to test the vehicle in that subject other than to verify the vehicle has not been adapted or modified such that the evidence has been invalidated.

Item No	Area of Compliance	SVA Manual Section Number	Criteria for Normal IVA
01	Noise	17	New required standard: Under IVA, a noise test will be performed and checked against the model report on vehicles where permitted modifications have been carried out to the exhaust system
02	Visual Emissions	E18a	New required standard; A visual assessment to check for excessive smoke and vapour
09	Braking	E16	Changes to the required standard as follows; The requirement to carry out a static or dynamic brake force distribution test has been removed.
13A	Anti-theft/Immobiliser	N/A	New Item; All vehicles must be fitted with a category 1 or 2, electronic immobiliser and accompanied by documentary evidence that it is fitted
13B	Anti-theft/Alarm	N/A	Optionally fitted/New item; If an alarm is fitted, documentary evidence of compliance must be provided.
14	Protective Steering		New Item for light goods; Documentary evidence of compliance required
19	Seat belt anchorages	N/A	New item; There is no visual criteria as an alternative to a tested system / vehicle
39	Fuel Consumption	N/A	New Item
54	Side Impact	E14c	New Item; Applied to vehicles with a seat reference point no greater than 700mm from the ground. Documentary evidence of compliance required.

FURTHER HELP and ADVICE

If you need general advice or if you do not have internet access and would like a copy of this information guide, please telephone our Contact Centre on:

0845 601 4094

Monday to Friday - 900am until 5.00pm

Our address details for IVA application forms and IVA enquiries are:

Driver Vehicle Agency (DVA)

IVA/SVA Admin Section
Driver & Vehicle Agency
Balmoral Road
Belfast BT12 6QL
Northern Ireland

Tel: 0845 601 4094

E-mail: dva.ivaqueries@doeni.gov.uk

www.dvani.gov.uk

Useful Links

<http://www.dft.gov.uk/vosa/repository/IVA%20N1%20Inspection%20Manual.pdf>

www.businesslink.gov.uk/ivainspectionmanuals

<http://www.nidirect.gov.uk/index/information-and-services/motoring/owning-a-vehicle/mot.htm>

<http://www.nidirect.gov.uk/index/information-and-services/motoring/owning-a-vehicle/mot/what-other-test-do-driver-vehicle-agency-carry-out/individual-vehicle-approval.htm>

GLOSSARY of TERMS

N1

Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.

VCA

The Vehicle Certification Agency, UK Approval Authority.

DVA

Driver and Vehicle Agency, appointed “Technical Service” for Northern Ireland.

VOSA

Vehicle and Operator Services Agency, appointed “Technical Service” for Great Britain.

Complete Vehicle

A vehicle built by one manufacturer, approved in a Single Stage.

Completed Vehicle

A vehicle built by one or more manufacturer, approved in Multiple Stages (A single manufacturer may build vehicles using multi-stage approval, as long as the first stage of the build is accompanied by a CoC).

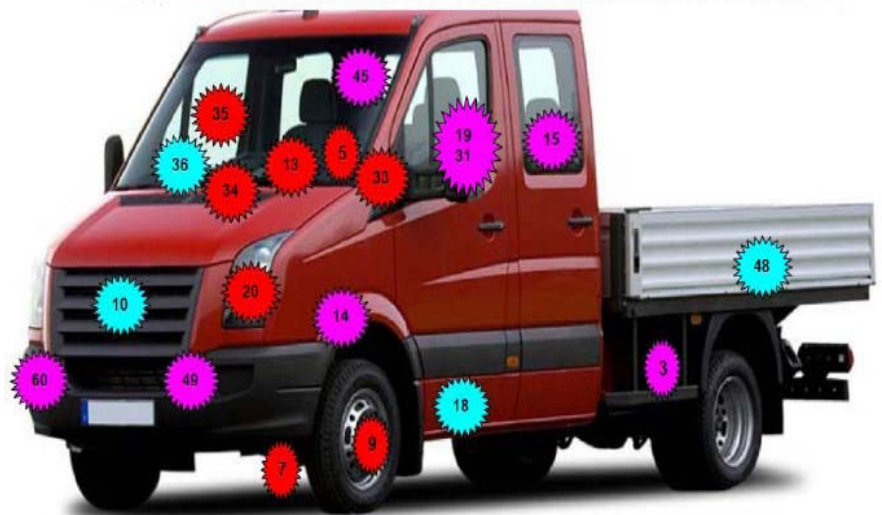
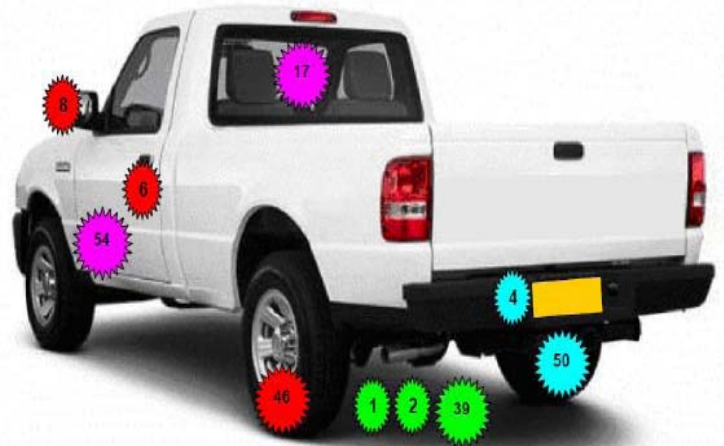
CoC

Certificate of Conformity.

QUICK REFERENCE CHART

Inspection Areas

Environment
01 Noise
02 Emissions
39 Fuel Consumption
Active Safety
05 Steering Effort
06 Door latches and Hinges
07 Audible Warning
08 Indirect Vision
09 Braking
13 Anti - theft
20 Installation of Lights
33 I.D of controls
34 Defrost / Demist
35 Wash / Wipe
46 Tyres
Passive Safety
03 Fuel Tanks
14 Protective Steering
15 Seat Strength
17 Speedometer
19 Safety Belt Anchorages
31 Safety Belts
45 Safety Glazing
49 External Projections (Cabs)
54 Side Impact
60 Frontal Protection (Bull Bar)
Other Items
04 Rear Registration Plate Space
10 EMC
18 Statutory Plates
36 Heating Systems
48 Masses and Dimensions
50 Couplings



SVA to IVA

Northern Ireland

For Light Goods Vehicles

Issued June 2011