

Telegrams: TRANSMINEY LONDON TELEX.
Telephone No.: MAYFAIR 9494
EXTN.

MINISTRY OF TRANSPORT,

BERKELEY SQUARE HOUSE,

LONDON, W.1.



Our Reference

Your Reference

31st August, 1960.

Dear Miss Field,

Vehicle Testing Demonstration

You will have had a letter from Mr. Bainbridge (as attached) inviting you to send a representative to the Ministry's Vehicle Testing Station at Hendon on Thursday, September 8.

Mr. Hoare has suggested that you may want to visit the Station before then in order to take detailed pictures of a vehicle being put through the test, and we have therefore arranged for the Station to be available for this purpose between 12 and 1.30 on Wednesday September 7. Perhaps you would let me know if you would like your people to go along on that day.

I am copying this letter to B.B.C., I.T.N. and British Movietone News.

This facility visit is offered, of course, on the understanding that the film material is not to be used until after the Press visit on Thursday, September 8.

Yours sincerely,

Phyllis Faulkner

Phyllis E. Faulkner,
Publicity Officer.

~~Edgware Rd.~~ Colindale St.
Hendon Central Station.

Miss Grace Field,
Pathe News,
142, Wadour Street,
London, W.1.

Hendon Asfordome Rd.

*Turn Right - opposite Hendon
Police Driving School*

Sept 7

X-72EP01

CF/TB

Miss Phyllis E. Faulkner,
Publicity Officer,
Ministry of Transport,
Berkeley Square House,
London, W.1.

1st September, 1960

Dear Miss Faulkner,

Many thanks indeed for your letter of August 31st., regarding the Vehicle Testing Demonstration. I have received a letter from Mr. Bainbridge, and as a matter of fact accepted the invitation for the 8th., but I would certainly prefer to take advantage of Mr. Hoare's suggestion that we visit the Station between 12 and 1.30 on Wednesday September 7th. We understand of course that the material will not be used until Thursday September 8th.

Yours sincerely,
ASSOCIATED BRITISH-PATHE LIMITED.

GRACE FIELD
NEWS EDITOR
PATHE NEWS

Ministry of

TRANSPORT

Sept 12

PRESS
NOTICE

BERKELEY SQUARE, W.1. MAYfair 9494 (PLEASE ASK FOR PRESS OFFICE)

199

18th July, 1960

VEHICLE TESTING TO START IN SEPTEMBER

REGULATIONS LAID TODAY

Official testing of cars, motor-bicycles and other vehicles will start on September 12, under Regulations laid before Parliament today.

From that date, any owner of a vehicle eligible for test may arrange with an authorised examiner for a test to see whether it complies with certain statutory requirements as to brakes, lights and steering, and, if it does comply, obtain the Test Certificate which will later be made compulsory for vehicles registered for more than ten years.

Testing will not be compulsory immediately, because a reasonable interval must be allowed for owners to obtain their test certificates; but an Order will shortly be made by the Minister of Transport which will specify when it will be unlawful for vehicles registered more than ten years earlier to be on the road without a valid test certificate. After another date, to be fixed later by the Minister, production of a valid test certificate will be required before a vehicle exercise licence can be renewed. All test certificates will be valid for a year.

About 12,000 garages throughout the country have applied for appointment as approved Vehicle Testing Stations, and appointments are being made as quickly as possible. Some 64 local authorities which wish to take part will also be so designated; and the Ministry of Transport itself will operate one testing station at its depot at Hendon.

Each of these testing stations, on appointment, will display a sign - a blue square with three triangles in white and the words "Vehicle Testing Station - Approved by the Ministry of Transport".

The fee to be paid by the owner to the examiner is 10s. 6d. for a motor-bicycle and 15s. for any other motor vehicle where a test certificate is issued; and 9s. 6d. and 14s. respectively where a test certificate is refused.

A manual of guidance for authorised examiners, setting out in detail the scheme and the nature of the tests, is being prepared and will be on sale to the public before testing begins (price 2s.).

VEHICLES COVERED BY REGULATIONS

The Motor Vehicles (Tests) Regulations, 1960, have been made by the Minister of Transport under Section 65 of the Road Traffic Act, 1960 (which was enacted recently to consolidate the Road Traffic Acts, 1930 to 1956) and were laid before Parliament on July 18, 1960. They apply to all motor vehicles which are defined in the Road Traffic Act, 1960 as heavy motor cars, motor cars and motor-bicycles, except track laying vehicles, goods vehicles which exceed 30cwt. unladen weight, public service vehicles adapted to carry eight or more passengers, articulated vehicles or parts of articulated vehicles, works trucks, and pedestrian controlled vehicles. They will apply, therefore, to

motor-bicycles,

three-wheelers,

smaller goods vehicles,

passenger vehicles including private cars, taxis,

small public service vehicles with less than eight passenger seats,

buses or coaches which are licensed as "Private",

dual purpose vehicles up to 2 tons unladen weight.

AN OUTLINE OF THE TESTS

Vehicles at the test must comply with the legal requirements listed in the Second Schedule to the Tests Regulations. Any summary of these requirements must be made with the proviso that it must not be taken as an interpretation of the law, still less in substitution for it, but the following paragraphs indicate in general terms the effect of the requirements listed in the Second Schedule. The manner in which tests are to be carried out and the equipment to be used (as distinct from the actual standards to be applied) are set out in the Tests Regulations themselves (Third Schedule).

BRAKES

Every vehicle eligible for a test except a motor-bicycle must have a parking brake. Every vehicle must be equipped with an efficient braking system having two means of operation or two efficient braking systems each having a separate means of operation, except veteran motor cars registered before January 1, 1915, and veteran motor-bicycles first registered before January 1, 1927, which need have only one efficient braking system. These braking systems must comply with certain requirements as to their efficiency.

There will be a general inspection of each braking system and its means of operation to see whether there is evidence of faults which would mean that it was not working efficiently. The items to be examined will be found in the Third Schedule to the Tests Regulations and cover such matters as the condition of brake rods and cables which must not be rubbing or chafing, the examination of hydraulic systems for leaks or chafing and freedom from air, the condition of hand brake pawls and ratchets, reserve travel of foot pedals and hand levers, evidence of oil leakage in brake drums or hubs, uneven braking between one wheel and another, and any other evident defect which would mean that the prescribed requirements relating to brakes were not being met.

A test of braking efficiency will be carried out either on a suitable apparatus in a garage - e.g., a static brake testing machine for cars or a spring balance or inclined slope for motor-bicycles - or with a decelerometer on a road. Road tests will be carried out where necessary at moderate speeds on suitable roads with due regard to the convenience of residents. Normally the vehicle will be driven by the authorised examiner, but exceptions may be made, e.g. for veteran cars.

In order to ensure that common standards of braking efficiency are applied at all testing stations, the Minister of Transport has recently issued the Motor Vehicles (Construction and Use)(Amendment) Regulations, 1960 (S.I.1960/1065), which will come into effect on September 1, 1960. These Regulations prescribe minimum standards of efficiency which must be achieved by the braking systems of those vehicles which are eligible for test. This braking efficiency is established

by finding out the maximum braking force (in lbs.) developed by the brake during the test and expressing this as a percentage of the total weight of the vehicle, including any passengers or load which are being carried at the time (the owner of the vehicle may present his vehicle for test in any safe condition of load). Some of the methods of test will establish this percentage automatically but others will require the actual braking force and weight of the vehicle or load to be known. The authorised examiner will suit the method of test to the particular vehicle being tested.

STANDARDS OF BRAKING EFFICIENCY

The standards to be achieved by the brakes of vehicles which are eligible for test are set out below.

Vehicles with four or more wheels other than veteran cars

(a) with either or both brakes operating on four or more wheels

A four wheeled brake ... 50%

(This will usually be the footbrake)

AND a second brake ... 25%

(This will usually be the handbrake)

(b) with both brakes operating on less than four wheels

One brake ... 30%

(This will usually be the footbrake)

AND a second brake ... 25%

(This will usually be the handbrake)

Three wheeled vehicles other than veteran cars

(a) with either or both brakes operating on three wheels

A three wheeled brake ... 40%

(This will usually be the footbrake)

AND a second brake ... 25%

(This will usually be the handbrake)

(b) with both brakes operating on less than 3 wheels

One brake ... 30%

(This will usually be the footbrake)

AND a second brake ... 25%

(This will usually be the handbrake)

Veteran motor cars registered before January 1, 1915

4 wheeled vehicles

EITHER	One four wheeled brake	...	50%
OR	One brake operating on less than 4 wheels	...	30%

3 wheeled vehicles

EITHER	One three wheeled brake	...	40%
OR	One brake operating on less than three wheels	...	30%

Motor-Bicycle, with or without sidecar, other than veteran motor-bicycles

One brake	...	30%
(This will usually be the front brake)		
AND a second brake	...	25%
(This will usually be the rear brake)		

Veteran Motor-Bicycles

One brake	...	30%
-----------	-----	-----

STEERING

The steering gear must be maintained in good and efficient working order and be properly adjusted. The tester will examine (see Third Schedule to the Tests Regulations) the condition of track rods, steering arms and drag link joints and inspect king pins for excessive stiffness or wear and see whether securing nuts and split pins are in position. He will see whether the steering box is securely attached and if front wheel hub bearings are properly adjusted. He will look for excessive movement at the steering wheel. The front forks and handlebars of motor-bicycles must be firm and have no excessive play and the wheel bearings be free from excessive slackness. If a side-car is fitted, the wheels must be properly aligned. The examiner may also take account of any other evident defect which would mean that the prescribed requirements relating to steering gear were not being complied with.

LIGHTING

Briefly, the lighting requirements demand that each vehicle tested is fitted with all obligatory lamps (i.e. side and rear lamps) and reflectors at front and

rear (the test is not concerned with the lamps illuminating number plates, stop lamps or direction indicators). In addition, headlamps must not cause dazzle.

The test of obligatory lamps and reflectors will establish that the vehicle is equipped with the correct number of such lamps and reflectors and that they are in the right position, that they are clean, unobscured and efficient and can be used to show a light to the front or rear visible from a reasonable distance.

The beam from headlamps must be permanently deflected or be capable of being deflected by the driver so as not to dazzle any person on the same horizontal plane as the vehicle at a greater distance than 25 feet from the lamp, whose eye level is not less than 3 feet 6 inches above the ground (see Reg. 9 of the Road Vehicles Lighting Regulations, 1959). The Tests Regulations (Third Schedule) provide for the manner in which this test will be carried out using a suitable apparatus measuring the direction and deflection of the beams.

If a vehicle is not fitted with any front or rear lamps or if they have been permanently blacked out or the vehicle has no system of wiring at all for connecting the lamps to the source of electricity, the vehicle is not subject to the test of lighting at all because it could not be used on a road in that condition at night. A vehicle will not, however, be treated as exempt from the test of lighting equipment merely because the bulbs or fuses have been removed or the wiring has been disconnected.

HOW TO GET A TEST

Some authorised examiners have applied for only a limited authority, e.g. for motor-bicycles only, and vehicle owners should bear this in mind when applying for a test and find out first whether the testing station is authorised to carry out a test of their vehicles. Subject to this, the owner of any vehicle within the classes subject to test (whatever its date of first registration) can arrange an appointment with any testing station and this appointment will be made for the earliest practicable time. If owners take their vehicles to a testing station without prior arrangement the test will either be carried out or an appointment made if this is not possible. Owners of vehicles are not required to arrange tests with any particular station and can use any approved testing station.

No test can be carried out under the Regulations or certificate issued before September 12, 1960.

TEST CERTIFICATE

When the test has been carried out the examiner will issue a test certificate if the vehicle complies in all respects with the statutory requirements. If the vehicle does not so comply he will issue a notification of refusal of a test certificate which will indicate briefly the aspects of the test in which the vehicle has failed. In certain circumstances the examiner can refuse to carry out a test, viz:-

- (a) if evidence of first registration is required for the purpose of the test and the owner does not produce this evidence;
- (b) if the vehicle is so dirty that it would be unreasonably difficult to carry out the test;
- (c) if a driving test is necessary to complete the test and the vehicle is not provided with sufficient fuel and oil for this purpose;
- (d) if a driving test is necessary and the vehicle is not licensed;
- (e) if the vehicle is loaded and the load is not properly secured as required by the Tester.

In particular, an examiner need not carry out a brake test if carrying out the test would be likely to cause danger to any person or to the vehicle or any other property because of the condition of the vehicle. In such circumstances a notification of refusal will specify that a test of the braking system could not safely be carried out.

APPEALS

An appeal against the refusal of test certificates by an examiner can be made to the Minister. Notice of appeal must be given on a special form obtainable from any Traffic Area Office of the Ministry of Transport and should be sent to the nearest Traffic Area Office, the address of which can be obtained from the examiner, within 14 days of the date of the notification of refusal of a certificate. Examination of the vehicle will be carried out by a Ministry inspector normally at the testing station where the vehicle was previously

rejected. A fee of 25/- (or 17/6d. in the case of a motor-bicycle) must be sent with the appeal and if the examination shows that there were good grounds for the appeal the whole or part of the fee will be returned to the applicant.

FEEES FOR CERTAIN RE-TESTS

Subject to the conditions set out below, a reduced fee will be payable for a re-test of a vehicle following an earlier test when a Notification of Refusal of a Test Certificate was issued. If, however, the conditions are not fulfilled the fee for the re-test will be the usual fee.

If a vehicle for which a Test Certificate is refused is left for repair and re-test with the authorised examiner who carried out the test (in which case a Notification of Refusal need not be issued, unless specifically requested) a Test Certificate will be issued when repairs are completed on payment of 1s. in addition to the 14s. or 9s. 6d. already paid for the initial test.

If a vehicle for which a Test Certificate is refused is removed from the testing station where the test was carried out, and this of course will always be necessary when the test is carried out by an inspector appointed by a local authority or by the Minister, and, within 14 days of the date of the Notification of Refusal, is taken to and left with any authorised examiner for repair and re-test, the charge for the re-test and issue of a Test Certificate will be 8s. (or 6s. for a solo motor-bicycle) unless the vehicle has been rejected on all three items, viz., braking system, steering gear, and lighting equipment and reflectors (or two items in the case of a vehicle to which the statutory requirements relating to lighting equipment and reflectors do not apply), and each has to be repaired, when the Test Certificate will be issued for a fee of 1s.

If a vehicle for which a Test Certificate is refused is removed from the testing station where the test was carried out and, after repair by a person other than an authorised examiner is, within 14 days of the date of the Notification of Refusal, taken back for re-test to the station where the test was carried out, the fee will be 8s. (6s.) if a Test Certificate is issued

and 7s. (5s.) if a further Notification of Refusal is issued. In the latter event a full fee must be paid for the next following re-test.

Where a Notification of Refusal is issued on the grounds that the test of the braking system could not safely be completed because of any defect in the vehicle, that defect will be treated, for the purpose of the arrangements governing the fee for the re-test, as a defect in the braking system.

Fees will be payable on application for a test but can be returned if 24 hours' notice is given to the examiner that the vehicle will not be presented at the appointed time; two clear days notice is required in the case of appeals.

REMOVAL OF VEHICLES FROM TESTING STATIONS

All vehicles left for tests at a testing station must be removed within two days of completion of the test unless left by agreement with the garage.

RESPONSIBILITY FOR DAMAGE

Regulation 13 of the Tests Regulations places certain responsibilities on authorised examiners, designated local authorities and the Minister for loss of or damage to a vehicle or its equipment or accessories, and for third party liabilities arising out of the use of the vehicle in connection with the carrying out of the test and precludes them from contracting out of these responsibilities, without affecting the right of authorised examiners to contract out of responsibility for damage or injury arising from their carrying out repairs at the request of the person submitting the vehicle for test.

Copies of the Motor Vehicles (Tests) Regulations, 1960 (S.I.1960/1083) may be obtained from H.M. Stationery Office, or through any bookseller, price 1/6d. net.

Ministry of

TRANSPORT

PRESS
NOTICE

BERKELEY SQUARE, W.1. MAYfair 9494 (PLEASE ASK FOR PRESS OFFICE)

Not for publication before 11 a.m. on September 8, 1960.

241

8th September, 1960. 704

START OF VEHICLE TESTING

The official Vehicle Testing Scheme starts on Monday next, September 12. It will cover cars, motor-bicycles and the smaller goods vehicles and hackney carriages.

From that date, at any one of the 12,500 garages throughout the country displaying the blue square and three white triangles of the Vehicle Testing Station sign, owners may have their vehicles tested to see whether they comply with statutory requirements as to brakes, lights and steering. If the test is passed, the owner will obtain a Test Certificate, valid for 12 months. This applies to any vehicle, irrespective of age, in the classes covered by the scheme.

The tests will not, at first, be compulsory for any vehicle; but in the near future (probably before the end of the year), the Minister of Transport will make an Order specifying a date after which it will be unlawful for ten-year-old vehicles to be used on public roads without a valid Test Certificate. The Order may specify different dates by which vehicles of varying ages over ten years will need to be tested.

A further interval will be allowed before re-licensing of ten-year-old vehicles is made conditional on the production of a current Test Certificate.

The Ministry of Transport emphasises that the standard of the tests is such that any vehicle properly constructed and maintained should qualify for a Test Certificate. It is not the purpose of the test to "drive off the roads" older vehicles simply because of their age. If they fail the test and are refused a

certificate, it will be because they are not roadworthy -
in many cases actually unsafe.

DISTRIBUTION OF TESTING STATIONS

Of the 12,500 Testing Stations now authorised by the Ministry, approximately 1,850 are in the Metropolitan Traffic Area. There are about 1,500 in the South-Eastern Area, and a similar number in the Western Area.

Testing Stations in other areas of Britain number approximately:

North-Western	1,300
East Midlands	1,180
Yorkshire	1,000
West Midlands	970
Eastern	850
Northern	620
Scotland (South)	650
Scotland (North)	550
South Wales	530

About 70 Testing Stations will be operated by municipalities, while the Ministry itself will operate a Testing Station at Hendon. There will thus be a wide choice for motorists, and an approved Testing Station will be within easy reach of all concerned.

The Ministry must be satisfied that motor mechanics, nominated by an authorised examiner to carry out vehicle testing, are competent to do so, and the names of those approved must be displayed in the Testing Station. The Ministry has been, and is still, running courses of instruction and practical demonstrations in the conduct of these tests for the benefit of examiners, and these have already been attended by more than 10,000 of the mechanics who will be responsible for carrying out or supervising the tests. There are at present instruction centres at Hendon, Glasgow, Newcastle, Bolton and Bristol.

A booklet - "The Tester's Manual" - has been prepared by the Ministry of Transport and is now on sale through H.M. Stationery Office

(price 4s and 2s). The booklet is primarily intended as a guide to testers, but owners of motor vehicles will also find it helpful, as it contains an explanation, in non-legal terms, of the requirements of all the relevant regulations, describes the test in some detail and indicates the standards which must be attained by a vehicle in order to qualify for a Test Certificate.

VEHICLES TO BE TESTED

The Motor Vehicles (Tests) Regulations 1960 have been made by the Minister of Transport under Section 65 of the Road Traffic Act 1960, and were laid before Parliament on July 18, 1960.

Under these Regulations the tests will apply, with a few exceptions, to:

- Motor-bicycles, with or without sidecars;
- Three-wheelers;
- Smaller goods vehicles (up to 30 cwt. unladen weight);
- Private cars, including buses licensed as "private";
- Hackney carriages with less than 8 passenger seats;
- and dual purpose vehicles up to 2 tons unladen weight.

Any vehicle in these classes may be submitted for test and, if submitted, must be tested, irrespective of age.

The tests are designed to show whether vehicles comply with certain of the Construction and Use Regulations made for the purpose; and the Minister's undertaking that the scheme would not operate to deprive genuine "veteran" cars of the use of the public roads has been met by embodying in these Regulations less stringent requirements for the brakes of cars first registered in this country before January 1, 1915, and of motor bicycles first registered before January 1, 1927.

The test will be concerned only with the brakes, steering gear, lighting equipment and reflectors of vehicles. Defects in other parts of a vehicle will not be accounted a reason for withholding a certificate

unless they have a direct effect on the effective operation of brakes or steering, or unless the defect is such that the tester feels unable to complete the test by driving the vehicle without risk of accident or damage.

MEASURING BRAKING EFFICIENCY

Braking systems will be examined to establish whether they comply with statutory requirements as regards number and means of operation. For most vehicles, this means that they must possess a main (usually foot) brake, and an emergency (usually hand) brake. Braking efficiency will be tested to the standards set out in the Construction and Use (Amendment) Regulations.

Braking efficiency is now defined in percentage terms - i.e. the maximum retarding force developed by the brake when operated expressed as a percentage of the total weight of the vehicle, including passengers and load, carried at the time.

The machines to be used for testing the efficiency of brakes may be of the static type, consisting of platforms or rollers in a fixed position on the garage floor on to which the vehicle is driven and which record on dials the force applied to each wheel when the brakes are applied. More commonly, portable decelerometers will be used. These are carried in a car and record automatically the maximum total efficiency during a braking effort. Road tests will be carried out where necessary, and normally the car will be driven by the tester.

The steering gear will be examined to see that it is maintained in good and efficient working order and properly adjusted.

The test of lighting equipment is concerned with the obligatory front lights (i.e. sidelights), rear lights and reflectors, and any head-lamps, including spot lamps, carried by vehicles. It does not cover

other lights - e.g. stop lights, reversing lights or those used to illumine trafficators, number plates or the interior of vehicles. All headlamps carried must conform to the anti-dazzle requirements.

If a vehicle has any lighting equipment subject to test, all the obligatory lights and reflectors must be correct in number and position and in good working order. A vehicle is not subject to the lighting test if it is not equipped with lamps and wiring; it will, however, not be sufficient merely to remove bulbs or fuses, or to disconnect wiring, to qualify for exemption from the test.

FEEES

The fees to be charged for the test of a vehicle and the issue of a test Certificate is 10s 6d for a solo motor-bicycle and 15s for all other vehicles. This includes a charge of 1s for the certificate, paid by Testing Stations to the Ministry. This charge is not made when a Certificate is refused.

Owners of vehicles which have been refused a Test Certificate can obtain a re-test at a reduced fee, provided that the vehicle, within 14 days of the test, is submitted to an authorised examiner for repair and re-test, or submitted for re-test after repair.

A vehicle owner has the right to appeal to the Minister against the refusal of an examiner to issue a Test Certificate, and in such a case the vehicle will be re-examined by a Ministry Inspector. A fee of 17s 6d for a solo motor-bicycle and 25s for all other vehicles is payable for an appeal; and if the appeal is found to be justified, the fee, or part of it, will be repaid.

While Testing Stations are obliged to test any vehicle submitted to them, if it is within a class covered by their authorisations, vehicles must be submitted in a condition in which they can reasonably be tested.

Examiners and inspectors may refuse to test a vehicle when this condition is not fulfilled.

It is estimated that there are at present in use more than 1,500,000 motor vehicles aged ten years and over.

Suggested Panel

HOW TO GET A TEST

Make an appointment with an approved Testing Station on or after Monday, September 12.

You may be required to pay the fee in advance when you apply for an appointment, but this will be returnable if you give 24 hours notice of cancellation.

You can go to any approved Testing Station. You are not obliged to have any necessary repairs carried out at the Station where your vehicle is tested. You may have them done how and where you please.

If a Test Certificate is issued, keep it carefully, especially if your vehicle is one for which the tests will be made compulsory. You may be asked to produce it.