

# **MOT CHANGES - MARCH 2013**

*The long-awaited changes to the MOT scheme were finally introduced on March 20<sup>th</sup> -after notification only the week before!- so here are details of the differences.*

*The following are the additional areas and items to be tested in line with EEC directive 2010/48/EU.*

- Headlamp levelling and cleaning devices when fitted for HID or LED headlamps
- Main beam 'tell-tale'
- Battery (including batteries for electric or hybrid vehicles)
- Electrical wiring and connectors
- Trailer electrical socket security and damage
- Operation of 13-pin trailer electrical sockets using an approved trailer socket tester
- Operation of the steering lock (where fitted) including a malfunction
- warning in respect of an electronic steering lock
- Electronic power steering malfunction indicator lamp
- Electronic parking brake control and malfunction indicator lamp
- Electronic Stability Control (ESC) components, including the switch (if fitted) and malfunction indicator lamp
- Brake fluid warning lamp illuminated or inoperative
- Tyre Pressure Monitoring Systems (TPMS)
- SRS components including airbags, seat belt pre-tensioners, seat belt load limiters and SRS malfunction indicator lamp
- Engine mountings
- Speedometer
- Indirect vision devices (where they replace obligatory mirrors)

*The next two pages detail the changes to the MOT Testing Manual.*

### Change to be Applied

#### Modified Vehicles

Where a vehicle has been extensively modified or converted, certain Reasons for Rejection, such as for components 'missing where fitted as standard' should not be applied, for example:

- a car converted for rally use (i.e. rear seats removed and fitted with a roll cage and full harness seat belts etc.) may have been converted so as not to require a brake servo, power steering or airbags
- a car converted to a stretch limousine may no longer be fitted with curtain airbags or functional Electronic Stability Control

Position lamps illuminating with a single operation of the switch, does not apply to military vehicles.

Inspection of the 13 pin trailer socket only applies to vehicles with a towbar fitted.

A trailer electrical socket with a defective or missing cover flap that incorporates a lug and spring to hold the plug in place is not a Reason for Rejection.

It is acceptable for a steering lock to be removed if there is an alternative, permanently installed, immobilisation device fitted which acts on either: the steering; gear shift; transmission; or prevents the engine from running.

Coil springs revert to the previous test criteria i.e. a broken spring tang must fail.

Clarification on non-ATL / OPTL approved bays, where the wheels must also be rocked and shaken by the assistant while the tester examines the relevant items.

Shock absorber bounce check is no longer necessary and the RfR for negligible damping effect has been removed.

ABS warning lamp sequence check is no longer necessary and the RfR for ABS warning lamp not following the correct sequence of operation has been removed.

Some extended wheelbase vehicles, such as hearses and stretched limousines, may have their ESC system disabled for technical reasons. The Reasons for Rejection in relation to ESC do not therefore apply to these vehicles, even if the MIL is permanently illuminated.

Brake actuator dust covers no longer testable and the RfR has been removed.

Non-ATL test lanes are now permitted to run brake rollers together for all aspects of brake test, depending on the suitability of the RBT. However, if the rollers are run together and the vehicle fails to meet the minimum performance requirement, the test must be repeated running the rollers individually.

If both rollers are run together, it will almost certainly be necessary to chock the wheels not under test.

During an ATL brake test, if a vehicle is ejected from the brake rollers and the required brake efforts are not achieved, the test should be repeated in manual mode, running rollers individually.

TPMS warning lamp inoperative has been amended to: TPMS obviously inoperative.
Adult harness belts comprising a lap belt and shoulder straps are an acceptable alternative to any of the seat belt types listed (Approval markings no longer required).
SRS warning lamp inoperative has been deleted.
Method of Inspection amended for purpose of clarity, to: On petrol engine vehicles that qualify for a full catalyst emissions test, check the presence of the catalytic converter. <b>Note:</b> To ascertain whether a vehicle qualifies for a full catalyst test, use the flow charts in Section 7.3.C disregarding the result of the Basic Emissions Test.
For vehicles first used before 1 August 1979, engine temperature may be established by, for example, temperature gauge, cooling fan cut-in or hot coolant hoses. For vehicles first used on or after 1 August 1979, ensure the engine is at least 80 °C or normal operating temperature if lower, before carrying out an instrumented smoke test. This should be achieved by use of an engine oil temperature probe or other approved device. Alternatively, if owing to vehicle configuration, or where this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.

*Some of the above may not be that easy to understand without reference to a copy of the Manual, but I am am sure that you will get the gist. How these change affect your vehicle may relate to how recent it is, with many of the alterations relating to components only found on more modern cars.*

**MJB**