

# Advice and Information

## Equipment

### Road Speed Limiters

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#### Introduction

In 2004 the EU Directive 2002/85/EC was adopted into UK Law as **Statutory Instrument (SI) 2101/2004** and amended the 1986 Construction and Use Regulations to require 'in scope' M2 (9-16 seat minibus) and N1 (goods vehicles over 3.5 tonnes) to fit road speed limiters (RSL).

Similarly, in Northern Ireland **Statutory Rules (SR) 32/2004** introduced the amendments to Construction and Use Regulations to include passenger carrying vehicles with more than 8 passenger seats and goods vehicles over 3500kg to be fitted with a RSL unless exempt.

Once a van, light truck, minibus or coach is fitted with a RSL it is banned from the 'outside' or right hand lane of a three or more lane motorway (except in an emergency, when passing an abnormally wide load or when directed to do so by a police or traffic officer in uniform).

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## Minibuses

A minibus is a vehicle with between nine and 16 passenger seats. Operators need to remember that when an accessible minibus has seats removed it is still classed as a minibus even when it may only have six fixed seats in it. Depending on when a minibus was first used, its fuel type and whether it has a Euro III (or later) engine will decide when and if a RSL is needed. Minibuses that are 'in scope' need to be limited to 100 kph (62 mph).

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### 1 October 2001 and 1 January 2005

In Great Britain any minibus with a diesel or alternative fuel (Liquefied Petroleum Gas (LPG) / Natural Gas) engine first registered between 1 October 2001 and 1 January 2005 needs a RSL fitted if they have a Euro III (or later) engine. A RSL should have been fitted by 1 January 2006 if the vehicle was used for international operations or 1 January 2007 if used in the UK only.

In Northern Ireland vehicles first registered from 1 January 2001 with a diesel engine and maximum authorised mass not exceeding 10 tonnes needed a RSL fitted from 1 January 2007 for operations in Northern Ireland or by 20 June 2006 if used on international journeys.

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### Since 1 January 2005

In Great Britain all minibuses regardless of the type of engine need a RSL from new if the vehicle has a maximum authorised mass between 5 and 7.5 tonnes. Minibuses below this weight will need a RSL fitted from new if used for international operations or for national operations by the 1 January 2008.

In Northern Ireland minibuses with a maximum authorised mass not exceeding 5 tonnes when used solely for national transport operations need to be limited by 1 January 2008 but should have had a RSL fitted from 1 January 2005 if travelling on international journeys.

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## Euro III (or later) engines

Euro standards define the limits for exhaust emissions for new vehicles sold in European Union (EU) member states, and with which vehicles must comply with when manufactured.

Euro III (or later) engines are generally wholly controlled by an engine control unit (ECU) that contains a microchip which can support a RSL function where fitted. It should be straightforward to programme the majority of minibuses fitted with Euro III (or later) engines to limit the speed at 100kph (62 mph).

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## Van Conversions

Any minibuses that were converted from a van or light truck may have already have been limited to 90kph (56 mph), the speed limit for goods vehicles over 3.5 tones (N1), these should be able to have their limited speed increased to the required 100 kph (62 mph) speed. On those minibuses based on a van conversion up to 3.5 tonnes, a RSL is not required for the van, but once converted to a minibus it will be, so check that a RSL has actually been specified and fitted.

If ordering a new 'in scope' minibus check that a RSL is fitted and set at the correct speed. The speed limit for a van used as base vehicle is 90kph not 100kph.

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## Driver Notification

Every vehicle required to be fitted with a RSL must have a plate fitted in a conspicuous and readily accessible position in the driving compartment showing clearly and indelibly the speed at which the RSL has been set.

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## Defective RSL

A vehicle with a defective RSL may only be driven on a road to complete the journey in the course of which the limiter ceased to function or to take the vehicle to a place where the limiter is to be repaired or replaced.

The amendments to Construction and Use regulations require that a person or body must be authorised (by the Secretary of State) to fit and seal RSL. The Driver and Vehicle Standards Agency (DVSA) keeps a list of authorised suppliers and this list is made available to MOT inspectors.

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## MOT Testing

From 1 January 2008 any 'in scope' minibus being presented for an MOT will be checked for a compliant RSL. Inspectors will check that a RSL plate is securely fixed in the driver's compartment in a conspicuous position. The plate can be fixed to the driver's compartment window with the details to facing inwards or outwards, provided that a person of average height can read any exterior facing plates.

Inspectors will also check that the plate is clearly and indelibly marked with the speed at which the RSL has been set (the speed may be shown in mph or km/h). The character and composition of the plate and size of lettering are not important provided the details are legible.

They will also inspect the RSL parts that are readily visible without dismantling. They will be checking:

- that a RSL is fitted and secure
- any exposed actuating rods/cables for disconnection or damage
- any visible electrical wiring that energises the RSL for disconnection or potential easy disconnection by unauthorised means. RSLs wired through 'ignition switches' are acceptable, but any other devices that could enable the RSL to be switched off while driving are not

- check as far as possible the presence and condition of tamper-proof devices such as seals, lock nuts, pins, wires, plastic inserts, sealing compound or sealing paint on mechanical and electrical connections.

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## About the Community Transport Association

The Community Transport Association is a national charity that represents and supports providers of community transport: thousands of other local charities and community groups across the UK that all provide transport services that fulfil a social purpose and community benefit. We are for, and about, accessible and inclusive transport.

We help our members remain relevant and responsive to key areas of public policy and to make a big difference for the people and families in the communities in which they work. Our vision is of a world where people can shape and create their own accessible and inclusive transport solutions and our mission is to achieve this through championing accessible and inclusive transport, connecting people and ideas and by strengthening our members and raising standards.

Keep up to date with CTA via our website or by signing up to our monthly [News Brief](#).

### About CTA's Advice Service

The CTA's Advice Service is available to CTA members, community and other voluntary groups, local authorities and other statutory bodies. It offers information and support on any aspect of non-profit transport operations. The CTA's Advice Service covers the whole of the UK and is supported by national governments. We will only ever explain the most accurate and commonly accepted interpretation of regulations and best practice. We do this by providing support and information on a wide range of community transport related topics such as permits and licensing regulations and by signposting to other agencies. The Advice Service does not exist to provide legal advice on any topics. If you are still unsure you will need to seek [legal advice](#).

#### For more information, contact

[advice@ctauk.org](mailto:advice@ctauk.org) | 0345 130 6195 | [www.ctauk.org](http://www.ctauk.org)

This leaflet has been primarily produced for members of the CTA. If your organisation has benefited from using it but isn't a member please consider joining us, for more details please see: <https://ctauk.org/why-become-a-cta-member>.

#### Disclaimer:

The Community Transport Association has made every effort to ensure the accuracy of the information contained in this leaflet, but it should be noted that this is only a guide, and should be treated as such.