



# Problem solvers

Are you facing a community transport problem? Perhaps you're assessing the implications of recent legislation or considering the specifications of a new vehicle. Whatever your community transport poser, *CTA Journal* can help.

Our problem solver Amanda Eastwood (pictured) is a member of the CTA's advice and information team. Every day the team members field enquiries from across the UK's community transport sector and have a

wealth of knowledge and experience to draw upon.

If you have a problem that you'd like solved on this page, please write to Problem Solvers at *CTA Journal*, Unit 4, 25a Vyner Street, London E2 9DG.

## "Does our diesel Ford Transit minibus, registered March 2002, need a speed limiter to restrict its maximum speed to 100km/h (62mph)?"

It is important to understand what is meant by a legally compliant speed limiter. Construction and Use regulations require that a person or body must be authorised (by the secretary of state) to fit and seal road speed limiters. A list of authorised suppliers is kept by VOSA and made available to MOT inspectors. This has not been widely published and there are many large garages that may not be registered. A large number of vehicles have had a speed limiter set which may not meet the letter of the law. This could mean MOT failure or even prosecution.

For minibuses used solely in the UK the rules are quite straightforward: a minibus registered since 1 January 2005, not exceeding 5,000kg gross vehicle weight, must have a speed limiter fitted by 1 January 2008; a new minibus exceeding 5,000kg gross vehicle weight (but not exceeding 10 tonnes) must already have a speed limiter fitted when it is registered.

The above minibuses will require a speed limiter irrespective of the engine type.

For older minibuses, those first registered between 1 October 2001 and 31 December 2004, the rules are more complex and will require the minibus operator to identify what type of diesel engine is fitted by checking the engine code. Minibuses with a diesel engine

## Speed limiter-exempt minibuses

Make	Model	Exempt engine types
Citroën	Relay	All except 2.8Hdi engine
Fiat	Ducato	2.0 engine with JTD marked on VIN plate
Ford	Transit	All
LDV		All
Nissan	Interstar	F9Q engine
Nissan	Primaster	All
Peugeot	Boxer	All except 2.8Hdi engine
Renault	Master	F9Q engine
Renault	Trafic	All
Vauxhall	Movano	E, F, G, J, K, L, M, N, P, T or W as the 7th VIN character
Vauxhall	Vivaro	All
Volkswagen		All except 2.5/2.8l 109bhp/158bhp engine codes (AVR & AUH respectively)

compliant to Euro 3 and above must have a road speed limiter fitted by 1 January 2007

It seems that most minibuses, and that includes your Ford Transit, registered between 1 October 2001 and 31 December 2004 do not have a Euro 3 diesel engine (tested to 88/77) and will actually be exempt.

VOSA has a list of exempt minibuses registered in this period (see above). Perhaps notable by their absence from this list are Mercedes and Iveco/Irisbus – this is because none of their engines are exempt as they are all Euro 3 or higher.

Any minibus currently required to be fitted with a speed limiter will, when presented for a class VI MOT test, be checked for an approved speed limiter, as will a class V

minibus in excess of 7,500kg. We believe that it is VOSA's intention to introduce this check (at time of MOT) for lighter, class V minibuses and all class IV minibuses in the future, which is why it essential to ensure that the speed limiter is legally compliant.

If you do need a speed limiter then you should contact the vehicle manufacturer. If you have a Mercedes or an Iveco, then the franchised dealer can probably assist by reprogramming the engine control unit at a modest cost. Most other vehicles probably require a bolt-on solution such as the Siemens VDO pedal interface system (typical cost £550). Other systems are available, but do check that the installer is registered and VOSA-compliant. A factory-fitted speed limiter can be activated for less than £100. ■

### The CTA advice and information service

The CTA's advice and information service covers the UK and the Republic of Ireland. It is open Monday to Friday from 9am to 5pm. There's also more information and advice on the CTA's website, [www.ctauk.org](http://www.ctauk.org). To contact an expert adviser, telephone 0845 130 6195, or email [adviceuk@ctauk.org](mailto:adviceuk@ctauk.org). In Northern Ireland, telephone 028 9040 3535 or email [adviceNI@ctauk.org](mailto:adviceNI@ctauk.org). In the Republic of Ireland contact [CTAIS@eircom.net](mailto:CTAIS@eircom.net).

*Problem Solvers would like to acknowledge the assistance of Steve Moore of Minibus Options. Minibus Options at Whaley Bridge is an agent for Siemens.*