

# MOT SPECIAL NOTICE



Vehicle & Operator Services Agency

**Issue Number**

**6-2005** (Version 2)

**Issue Date**

**July 2005**

**All Authorised Examiners and Designated Councils in Classes :**

**Classes I & II**

**The last Special Notice issued was**

**5-2005 All Classes**

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## CONTENTS OF SPECIAL NOTICE

**Note: Due to a distribution problem it has been necessary to re-issue this Special Notice and the appropriate Inspection Manual pages. Please destroy the previous version of the SN and the Manual pages that it contained.**

Item	Page	Subject	Relevant to
1	1	<b>Changes to Brake Efficiency for Motor bicycles</b>	AEs DCs & NTs Classes I & II
2	2	<b>Motorcycle Inspection Manual page changes, Brake Performance section</b>	AEs DCs & NTs Classes I & II

### Item 1 Changes to Brake Efficiency for Motor bicycles

Some motorcycles with perfectly good brakes are failing the MOT test due to the wheels locking before the efficiency requirement has been met. **If a motor bicycle wheel locks** on the operation of a brake control, the efficiency requirement of 30% is considered to have been met for that control. This does **not** apply to a braked wheel on a sidecar.

**Steve Tonks**

Head of MOT Compliance and Computerisation

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**All Nominated Testers should sign below to confirm that they have read and understood the contents of this Special Notice relevant to NTs for the classes they test. AEs must keep a copy of the signed SN on their records.**


## **Item 2 Motorcycle Inspection Manual page changes, Brake Performance section**

Replacement pages (A4 landscape) for Section 3.3 (Brake Performance) of the Motor Bicycle and Side Car MOT Inspection Manual for non computerised VTSs are included with this notice.

Please insert these temporary pages in place of 9 to 14 in your current MOT Inspection Manual. Please do not remove any of the existing pages, it is suggested that you either glue or staple these replacement pages over the existing pages.

These pages introduce amended reasons for rejection for motorcycle brake performance to coincide with the changes at item 1 and to remove the confusion caused by differences in the automated selection of the reasons for rejection on the MOT Computerisation system. The reasons for rejection have therefore been reworded and an additional reason added to reduce the confusion and provide more accurate information to vehicle presenters on the VT30.

For sites testing using MOT Computerisation, pages 2 to 7 of the MOT Computerisation version of the Inspection Manual will be updated on the VTS Device when the new functionality is introduced on the system. Revised (A5 size) hard copy pages will be issued at the next print update.