

Land Train Permit Application

Document checklist for applicant

Applicants of a **Land Train** should submit copies of the following documentation to vehiclestandards@rsa.ie.

Document required for Land Train Permit*	✓
Confirmation of the operator's name and official address	
Confirmation from the manufacturer that the drawing vehicle is of category M or N with a design gross train weight equal to or exceeding the design gross weight of the combination of drawing vehicle and carriages.	
Copy of the motor vehicle's Vehicle Registration Certificate (for each motor vehicle a permit is required for)	
Copy of the trailer licence card obtained from the Local Authority Motor Tax Office where the trailer was licenced (for each trailer a permit is required for)	
Manufacturer's Declaration of Conformity/Compliance	
Copy of a weight docket from an approved weighbridge facility, including:	
a. Un-laden weight	
b. Gross vehicle and train combination weight	
c. Axle design weights for the motor vehicle	
d. Axle design weights for each trailer	
Confirmation of height, length and width of the combination (in metres)	
Confirmation of total number of passengers which may be carried as specified by the manufacturer	
A4 map highlighting the proposed route, highlighting:	



a. Direction of travel	
b. Proposed stops	
c. Any derivative from the main route (e.g. Travelling to garage, refuelling station, maintenance)	
Written description of the proposed route to supplement the map	
A written assessment from PSV officer outlining CE&U contraventions	
Copy of written approval from the Local Authority for the area in which the Land Train will operate, confirming that they are satisfied the vehicle presents no additional risk and poses no danger from a traffic safety perspective to vehicle occupants or any other road users. The Local Authority approval must declare that they have no objection to the vehicle operating on the proposed route. This approval must also specify the passenger pick-up and set down locations.	
Copy of written approval from An Garda Síochána for the area in which the Land Train will operate, confirming that they are satisfied the vehicle poses no danger from a traffic safety perspective and presents no additional risk to vehicle occupants or any other road users.	
Copy of the written confirmation received from the NTA indicating that they intend to issue a route licence for the service on receipt of a copy of the RSA permit for the vehicle.	
Copy of reports issued by an authorised CVR Tester at a CVRT Testing Centre. Each element of the vehicle combination must have certificates to demonstrate:	
a. CRW (this must be renewed annually)	
b. Braking efficiency from a roller brake test (this must be renewed annually)	
A signed declaration by the applicant that during the validity of the permit:	
a. The vehicles will be maintained in a fit and roadworthy condition at all times	
b. A programme of scheduled maintenance has been put in place	
c. All the terms and conditions of the permit will be complied with.	



<p>Confirmation from a suitably qualified engineer that the land train combination fully complies with Part IV of the CE&U Regulation and for vehicles registered or trailers first licensed on or after 1 June 2011 comply with SI 235 of 2011 (CE&U amendment) (transposing the European braking Directive) and the regulations outlined in Appendix 1.</p> <p>Failure to comply with braking requirements will result in the permit application being rejected.</p>	
<p>Confirmation from a Technical Service, Type-approval Authority, or a suitably qualified engineer that the land train combination fully complies with Regulation 1230/2012, Annex I, Part B, Manoeuvrability.</p> <p>The confirmation must outline the turning circle of the land train combination</p>	
<p>Copy of professional indemnity to accompany all confirmations by the suitability qualified engineer. This must cover the date of signatures.</p>	

*Additional documentation may be requested by the RSA as appropriate.

*The duration of the permit is at the discretion of the RSA.

*The application for a permit for a LPSV does not confer any rights to provide such a service in contravention of the Road Traffic Act while the application is under consideration by the RSA.



Appendix 1: Brake Specification

Brake Specification

Mechanically Propelled Vehicle (Drawing Vehicle)

1. The vehicle shall be equipped with a service braking system operating on all the wheels and having one efficient split braking system with one means of operation.

At least one means of operation shall be capable of applying the brakes directly, (not via the transmission), to all the wheels of the vehicle.

2. In the event of failure of any part of the braking system, the driver shall still be able to apply the brakes and achieve the relevant performance specified for secondary braking.
3. Braking systems that directly control the braking of any trailer(s) shall be constructed so that, in the event of a failure¹, it shall still be possible for the driver to achieve the secondary performance prescribed for the combination, directly from the application of that part of the drawing vehicle system not affected by the failure.
4. The application of any means of operation of a braking system shall not affect or operate the pedal or hand lever of any other means of operation.
5. The braking system shall not be rendered ineffective by the non rotation of the vehicle's engine.

¹ Certain parts, such as the pedal and its bearing, the master cylinder/control valve and its piston(s), mechanical linkage between the pedal and the master cylinder/control valve, the brake cylinders and their pistons, and the lever and cam assemblies of brakes, shall not be regarded as liable to breakage if they are amply dimensioned, are readily accessible for maintenance, and exhibit safety features at least equal to those prescribed for other essential components of the vehicle, (e.g. steering linkage). Where the failure of any such part would make it impossible to brake the vehicle with a performance at least equal to that prescribed for the secondary braking, that part must be made of metal or of a material with equivalent characteristics and must not be subject to significant distortion in the normal operation of the braking devices.



6. The parking brake shall be independent of the means of operation of the service braking system. When set, the operative surfaces of the brake must be held in the braking position by a purely mechanical device.

Trailers

1. Each trailer shall be equipped with an efficient braking system operating on all the wheels of the vehicle.
2. The brakes may come into operation directly from the means of operation which applies the service brakes of the powered drawing vehicle.
3. In the event of failure of any part of the braking system, braking effort must be available from at least half the wheels of the trailer. This condition must be satisfied when either the service or secondary control of the drawing vehicle is actuated.
4. The braking system shall not be rendered ineffective by the non rotation of the engine of the powered drawing vehicle.
5. The trailer must be equipped with a braking system that, in the event of the trailer(s) becoming detached from the drawing vehicle, is automatically applied. This system must provide a performance of at least that required for the parking brake system.
6. The parking brake shall be actuated by a means of operation fitted to the trailer and be so designed and constructed that it can be applied and released by a person standing on the ground. When set, the operative surfaces of the brake must be held in the braking position by a purely mechanical device.

Brake Efficiency



	Motor Vehicle	Trailer	Combination
Service brake	50% GVW	50% GVW	45% GTM
Secondary	25% GVW	25% GVW	20% GTM
Parking	16% GVW	16% GVW	12% GTM ²

² Must be achieved by actuation of a single control from the driver's seat. The parking braking system of the towing vehicle shall be capable of holding the combination of vehicles stationary on a 12 per cent up or down-gradient.

