

# Your guide to **Chapter 8** Livery



## What is Chapter 8 and its legal status?

The use of chapter 8 compliant vehicle livery is considered DfT best practice and PVL recommend that any vehicles stopping on UK roads for works or inspection purposes should be compliant

It is intended to provide a standard of good practice and is considered as the minimum requirement, which should always be achieved.

Whilst Chapter 8 is not legislation, by not complying with these guidelines you are leaving yourself open to potential legal action should an accident happen involving your fleet.

Officially the Health and Safety at Work, etc. Act 1974 and the Health and Safety at Work (NI) Order 1978 require all clients, employers and employees to establish and maintain safe systems of work.

Chapter 8 may be considered as representing what is reasonably practicable for the enforcement of the Health and Safety at Work etc. Act 1974, the Health and Safety at Work (NI) Order 1978, and associated regulations.

Chapter 8 sets out a code of practice to enable the legal requirements to be met in a wide variety of circumstances. Although it has no statutory force (except in Northern Ireland where an authorised officer for the Department may deem it to have such force); it should be noted that many of the basic principles contained in this document are also covered in the Safety at Street Works and Road Works - A Code of Practice, which has legal backing under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Article 25 of the Street Works (NI) Order 1995.



## What are 'Chapter 8 compliant' markings?

Compliance with these specifications is recommended for use on all types of highway particularly high speed roads.

### All vehicles stopping on the highway for works purposes or inspections shall:

- be equipped with high visibility rear markings
- and should be of a conspicuous colour (e.g. yellow or white). A non-reflective yellow colour, No. 355 (lemon) is recommended.

### High visibility rear markings should comprise either:

- chevron markings comprising alternate strips of "Class Ref 2" to BS EN 12899-1 or retro-reflective grade orange-red retro-reflective material and fluorescent yellow non retro-reflective material of not less than 150mm width each, inclined at 45-60° to the horizontal and pointing upwards, or
- a solid block of fluorescent orange-red retro-reflective material

These markings should cover as much of the rear-facing portion of the vehicle as possible without obscuring windows, vehicle lighting or registration plates.

- In addition, maintenance vehicles will need "HIGHWAY MAINTENANCE" text. "MOTORWAY MAINTENANCE" may be used instead when working on motorways only. This text must be a minimum of 70mm high for temporary traffic management vehicles and 140mm for all other vehicles carrying personnel or equipment.
- A strip of micro-prismatic grade material that is a minimum of 50mm wide must be fitted along either side of vehicle whilst red retro-reflective tape shall also be applied to all rear facing edges of open doors, guardrails and equipment lockers.
- Where rear facing high visibility markings may be obscured by any device mounted on the vehicle (e.g. lorry-mounted crash cushion (LMCC) or cone laying adaptation), additional high visibility rear markings shall be applied to any face of the device which is displayed to the rear and other road users.



## How PVL can help you meet Chapter 8 requirements

PVL offer a complete package to the vehicle livery purchaser; from template and design of livery kits through to manufacture, application and the supply of replacement panels throughout the life of every vehicle.

With an established library of existing vehicle templates we can quickly supply chevrons kits for most vehicles.

We create kits in all of the approved conspicuity materials - Nikkalite Crystal Grade, 3M Diamond Grade, Reflexite VC312 & Avery, as well as Engineering Grade reflective and fluorescent films from the world's largest suppliers.

All PVL chevron kits are edge-sealed to prevent water ingress and our edge seal meets and exceeds manufacturer's standards.

Each kit is supplied with a detailed kit drawing to assist with accurate kit and part identification, making future kit re-order or crash part replacements easier. By combining our experience and industry knowledge with our focus on high service levels, competitive pricing and a wide range of services PVL aim to provide a first class product.

Samples of acceptable material types are available upon request. Please contact your account manager or our sales office to discuss this further.

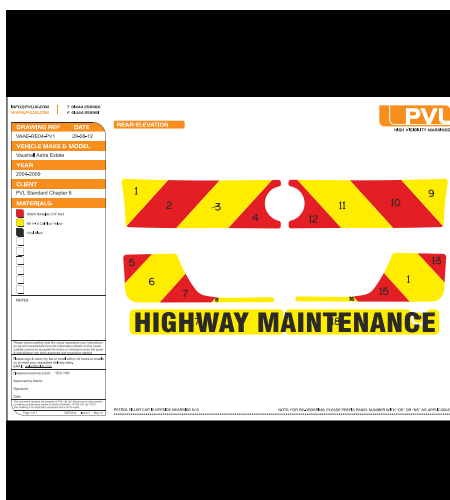


## Further Information Available

In addition to this document, PVL have worked as part of REMA (Retroreflective Equipment Manufacturers Association) to produce a more "in-depth" document to provide guidance regarding chapter 8 compliance.

The original document (PDF) can be viewed on the REMA website at [www.rema.org.uk](http://www.rema.org.uk) and is duplicated on our own site [www.pvluk.com/shop](http://www.pvluk.com/shop).

Alternatively the full chapter 8 document can be viewed via the Department for Transport website at [www.dft.gov.uk](http://www.dft.gov.uk).



## Placing your order

If you have a sales or technical enquiry and would like help or advice in specifying your vehicle livery, please call your account manager.

Alternatively you can call our sales office on 01444 258980 or complete our online enquiry form at

[www.pvluk.com/shop](http://www.pvluk.com/shop)

Discounts for bulk orders and free delivery are available depending on order value and quantity.



## Which materials do you use?

PVL work with materials supplied from all major manufacturers, and all are approved for highways markings, meeting the requirements of ECE104 and Chapter 8. Most products are warranted for between 2 and 8 years.

There are four main types of material that we use in our livery kits:

### **Prismatic** (Recommended for Chapter 8 Compliance)

These innovative products are highly retro-reflective due to their design and construction and are edge sealed when cut to ensure maximum effectiveness and durability. This is the material most commonly used in emergency service applications.

### **Reflective** (Also known as Engineering grade)

Often used for rear chevrons on cars and vans and ideal for text sections on vehicles. This is a low cost, flexible, high visibility solution offering good visibility in night-time conditions using micro glass-bead technology.

### **Fluorescent**

This is an effective material for day-time use on vehicles. It does not possess reflective qualities and is usually warranted for only 2-3 years as it fades as it fluoresces.

### **Coloured vinyl**

Used for non-reflective requirements and text, we can also employ non-reflective yellow in our rear chevron sets.

All kits produced by PVL are uniquely marked with a reference code that enables us to provide complete traceability to specifications and even to product batches. When used in conjunction with your fleet management system, you can rest assured that appropriately marked vehicles sourced from PVL fulfil all your safety and legal obligations throughout the life of your vehicle fleet.

PVL are approved converters for all leading reflective material manufacturers:



*Many of our Chapter8 rear kits are available in the same compliant materials on a tailored magnetic backing for maximum flexibility and durability on and off sites.*

TO DISCUSS YOUR PARTICULAR REQUIREMENTS, OR FOR PRICING AND MATERIAL INFORMATION, PLEASE CONTACT US ON:

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PVL UK are active members of:



**The Retroreflective Equipment  
Manufacturers Association**

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\*Please note that these guidelines are produced for advisory purposes only and are intended to clarify official guidance and legislation applicable at the time of publication. They are given in good faith but without liability and should not be taken as legal advice. Please refer to the Department for Transport website [www.dft.gov.uk](http://www.dft.gov.uk) for further guidance.

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company, to ISO9001

