



Taking a Tourer overseas

HOLIDAYS

Many tourer owners will at some time take their car and tourer overseas as part of their holiday. As long as the trip is for less than a year, then this is considered to be a temporary export. The car remains subject to UK law during that time and has to remain taxed and insured (make sure you take this information with you) with a valid MOT, at all times.

PERMANENT EXPORT

If the stay overseas is for more than a year, or indeed the owners are going to live abroad, or the purchaser is buying a UK manufactured tourer to take overseas, then this becomes a permanent export. Registration in the new country of residence is likely to be required and a Certificate of Compliance for both the car and the tourer will be required (note: in France each 'département' has its own registration requirements).

This is a relatively straightforward affair for a car because it will already have been registered with the DVLA (Driver & Vehicle Licensing Agency) in the UK and the registered keeper will have a vehicle registration document (V5C). However, in the UK, there is currently no legal requirement to register a tourer, as there is in most other European countries.

Before 1992, no system existed to register tourers and the NCC (National Caravan Council) certificate together with the original invoice is probably all that is available. The DVLA, the car registration body in the UK, cannot provide any registration documents for a tourer. Since 1992, the NCC's CRiS scheme (* Central Registration & Identification Scheme) has been registering tourers but it does not provide documentation required for exporting.

EXPORTING A NEW TOURER

Please tell the dealer you are purchasing it from before you complete - as keeping it abroad may affect the warranty conditions (in most cases it must be serviced in the UK) - they will usually be able to help with the export papers. It is possible also to register it with CRiS at an overseas address.

EXPORTING A PRE-OWNED TOURER

Please tell the dealer you are purchasing it from. They may be able to transfer any unexpired portion of the warranty to you. The warranty conditions may be affected (see above).

The majority of European countries require component certificates to prove that the tourer is roadworthy and meets certain safety related criteria. However, until the introduction of the European Community Whole Vehicle Type Approval (ECWVTA)

process encompassing tourers (from 29th October 2014), there is currently no requirement for the manufacturer to produce this.

To obtain these documents, please contact the chassis manufacturer with the unique chassis details of your caravan - usually, AL-KO Kober on 01926 818500 or BPW on 0116 281 6100 - (the information can be found on the axle plate, which is found on the axle under the caravan body). Ask them for component certificates for the chassis, coupling head, overrun device and wheelbrake type - there may be a charge for these documents. In addition, you would be advised to contact the tourer manufacturer and ask them for any information they may be able to provide. There will, unfortunately, be many tourers, particularly older models, where they are unlikely to be able to help.

The NCC is the industry's trade body and **cannot** provide a certificate, since this is a declaration from a manufacturer, not from the trade body.

It might be possible to test compliance in the new country of residence but this would need to be investigated and researched by the individual exporting the tourer. This is not something that the NCC can advise. With the introduction of ECWVTA requirements this situation will gradually diminish but until then it remains a challenge to those wishing to export a UK manufactured tourer.

*CRiS – COMBATTING THEFT

To combat tourer theft, the CRiS scheme was established by the NCC in 1992. As a requirement of the NCC Product Approval Scheme, all NCC member tourer manufacturers must operate the CRiS scheme.

This comprises three parts:

- ❖ CRiS marking and database – a unique 17 digit Vehicle Identification Number (VIN) is die-stamped on the chassis at the point of manufacture of the tourer. A covert electronic identity tag containing the VIN that can be 'read' by the police is fitted into the tourer at the same time and the same VIN is visibly etched onto windows. The VIN is recorded, with the details of the tourer, on a central database which can be used to identify the tourer throughout its life.
- ❖ CRiS Keeper Registration – The VIN and the caravan description are recorded on a Touring Caravan Registration Document, which is sent to the tourer's registered keeper. The keeper's details are also recorded on the database. At each change of ownership, for a small charge, the new keeper's details may be registered - the seller and buyer are encouraged to contact the CRiS team to confirm the transfer of the tourer to another keeper. The Touring Caravan Registration Document issued to the current keeper should be used to notify CRiS of any keeper change.
- ❖ CRiS Check – prior to purchase, a prospective buyer can check with CRiS to find out if the tourer is stolen, has been written-off by an insurer or is still on finance.

A tourer owner may apply for CRiS registration whether the tourer was built overseas or prior to 1992 and there are also additional products available from CRiS that can enhance the tourer's security. For more information contact CRiS by email at info@cris.co.uk or by phone to 0203 282 1000.