

Regulations relation to Work on Vehicles

The English language version of the Norwegian workshop regulations



Regulations relating to Work on Vehicles (Workshop Regulations)

The English language version of these regulations is a translation of the Norwegian language version available at [Forskrift om arbeid på kjøretøy \(verkstedforskriften\)](#). In the event of contradiction or inconsistency between the language versions, the Norwegian version shall prevail.

Chapter 1 – Introductory Provisions

Section 1. *Purpose*

The purpose of these regulations is to ensure that work on vehicles is carried out in such a way that road safety, operational safety and the environment are adequately protected. They shall also contribute to fair competition on equal terms and preventing vehicle fraud.

Section 2. *Scope of application*

These regulations shall apply to anyone who is to carry out repairs, maintenance, modification or alteration, special construction or assembly work, body or equipment mounting or installation work on vehicles.

Work as referred to in the first paragraph shall be carried out in a responsible manner by a competent person. This also applies to work that is not subject to approval pursuant to the present regulations.

Chapter 2 – Approval of work on vehicles

Section 3. *Work subject to approval*

Only enterprises that meet the conditions in Section 5 or Chapter 3 and that have been approved by the Norwegian Public Roads Administration may carry out repairs, maintenance, modification, special construction or assembly work, or equipment mounting work on a vehicle's braking system, steering system, load-bearing structure, drivetrain, suspension, wheel equipment, engine, energy carrier system, safety and driver assistance systems, and electrical installations including lighting equipment. The same applies to installation work that interferes with the vehicle's load-bearing structures, electrical installations, and steering and driver assistance systems.

The requirement for approval applies to work on:

- a. automobiles (here including passenger cars, vans, lorries and buses)
- b. two- and three-wheeled motor vehicles
- c. tractors and motorised equipment designed for a maximum speed of more than 40 km/h
- d. trailer with brakes for vehicles as mentioned above.

The different workshop categories may, to the extent that is necessary for the work in question and that they have the necessary expertise, carry out deinstallation and installation of components not covered by the work area for which the vehicle workshop is approved.

Section 4. *Categories of vehicle workshops*

Approval of vehicle workshops is granted by the Norwegian Public Roads Administration for the following categories:

- a. Automobile repair shop 01 – workshop that can offer all types of work on all vehicles with a maximum authorised mass not exceeding 3,500 kg, with the exception of the vehicles covered by the categories in points d, f and i. Automobile repair shop 01 may also be specially approved for work on vehicles with a maximum authorised mass not exceeding 7,500 kg and which are equipped with hydraulic braking systems.
- b. Automobile repair shop 02 – workshop that can offer all types of work on all vehicles with a maximum authorised mass exceeding 3,500 kg, but not exceeding 7,500 kg, with the exception of the vehicles covered by the categories in points d, f and i.
- c. Automobile repair shop 03 – workshop that can offer all types of work on all vehicles with a maximum authorised mass exceeding 7,500 kg, with the exception of the vehicles covered by the categories in points d, f and i.
- d. Motorcycle and moped workshop – workshop that can offer all types of work, including all damage repairs, on motorcycles and mopeds, including three- and four-wheeled motorcycles and mopeds.
- e. Damage repair workshop 01 – workshop that can offer damage repairs, with the exception of severely damaged vehicles as defined in Section 7-2 of the Motor Vehicle Regulations (FOR-1994-10-04-918).
- f. Damage repair workshop 02 – workshop that can offer damage repairs, including severe damage as defined in Section 7-2 of the Motor Vehicle Regulations (FOR-1994-10-04-918).
- g. Wheel equipment workshop – workshop that can perform work on a vehicle's wheel equipment, including tyres, tubes, wheels, suspension, drive axle/driveshaft joints, wheel brakes and steering.
- h. Modification workshop – workshop that can offer body and equipment mounting, special construction, assembly, and modification of vehicles in accordance with the vehicle manufacturer's instructions.
- i. Tractor workshop – workshop that can offer all types of work, including all damage repair, of tractors and motorised equipment designed for a maximum speed of more than 40 km/h, trailers for tractors or motorised equipment. A tractor workshop may in addition offer work on brake systems for trailers with a maximum authorised mass not exceeding 3,500 kg (O1 and O2)

The Norwegian Public Roads Administration (NPRA) registers information about workshops in the NPRA's electronic register.

Section 5. *Specific tasks permit*

The Norwegian Public Roads Administration may issue a specific tasks permit to enterprises for certain types of work.

A specific tasks permit may be granted for the following types of work on vehicles, provided that the specified conditions regarding suitable location, required permits, competence, tools and equipment, including requirements for maintenance and calibration, are met:

- a. Work on lighting equipment: Applies to work on lights, lamps, lamp inserts and lamp glass as well as testing and adjustment of lights.
- b. Work on wheels: Changing tyres and tubes, mending tubes, plugging tubeless tyres when the prepared hole is no larger than 6 millimetres, studding tyres and balancing wheels. Permission to plug tubeless tyres may also be granted for prepared holes larger than 6 millimetres if the company can document having special expertise and equipment for the purpose.

- c. Work on brake systems for trailers with a maximum authorised mass not exceeding 3,500 kg (O1 and O2)
- d. Work on exhaust systems: Repair, deinstallation and installation of exhaust pipes, silencers and components in the exhaust system and appurtenant cleaning system.
- e. Work on car glass: Repair, deinstallation and installation of glued car glass

The enterprise must have at least one technical expert who holds a relevant craft certificate or who has undergone special training organised by a manufacturer/importer, supplier or course organiser. The person concerned must also have documented a minimum of 6 months of relevant practical experience.

At least one technical expert with competence as referred to in the third paragraph shall be present when work takes place in the enterprise.

In guidelines to the present regulations, the Norwegian Public Roads Administration may set out specific requirements with regard to suitable location, required permits, competence, tools and equipment, including requirements for maintenance and calibration. Guidelines to the present regulations may also set out requirements with regard to the organisation, contents and extent of special training organised by a manufacturer/importer, supplier or course organiser.

The Norwegian Public Roads Administration registers information, including personal data, in its electronic register in connection with applications, approvals, supervision and sanctions.

0 Amended by Regulations of 24 Nov. 2020 No. 2448.

Section 6. *Exceptions from the requirement for approval*

The requirement for approval does not apply to the following work:

- a. Repair and maintenance work carried out as part of upper secondary vocational training.
- b. Simple repairs and replacements that do not involve load-bearing structures and vital parts of the vehicle, including minor adjustment work carried out in natural connection with tests
- c. Emergency repair on vehicles as a necessary part of a rescue service.
- d. Work performed by the manufacturer on self-produced vehicles or on self-produced parts and equipment for vehicles.
- e. Repair and maintenance work on deinstalled vehicle components. The Norwegian Public Roads Administration may, upon written application, grant permission for the deinstallation and reinstallation of the parts to be carried out by the enterprise when there are special reasons for doing so and the enterprise is deemed qualified.
- f. Repair and maintenance work carried out by the owner or members of the owner's household on vehicles that are registered to the owner, or, if applicable, have been registered in the owner's name at the time of deregistration. The exception also applies if the person carrying out repair or maintenance work has the right of possession of the vehicle through a leasing contract, if this is permitted in the contract. The exception does not apply when the owner repairs vehicles that are sold for commercial purposes. The exception also does not apply if repair work is carried out on vehicles with extensive damage as defined in Section 7-2 of the Motor Vehicle Regulations (FOR-1994-10-04-918), unless the Norwegian Public Roads Administration in special cases has granted permission for such work.
- g. Modification, special construction or assembly, and body or equipment mounting in accordance with Chapter 7 of the Motor Vehicle Regulations (FOR-1994-10-04-918) which is carried out by the owner or members of the owner's household on vehicles that are registered to the owner, or, if applicable, have been registered in the owner's name at the time of deregistration, and the owner of

the vehicle has been granted permission in advance by the Norwegian Public Roads Administration to carry out this work. The exception does not apply when the owner modifies, builds up/assembles/specially reconstructs or mounts equipment or bodies on vehicles that are sold for commercial purposes.

- h. work on licensed vehicles exclusively used for training or racing on a closed track or other closed-off area and where the driving taking place is organised by and takes place with members of a club that is party to the Norwegian Motor Sports Association (*Norges bilsportforbund*) or Norwegian Motorcycle Federation (*Norges motorsykkelforbund*).

Chapter 3 – Conditions for approval

Section 7. *Requirements for premises and technical equipment for vehicle workshops*

Premises and technical equipment to be used by an approved vehicle workshop shall be suitable for the purpose and have the required permits. Technical equipment shall also be maintained and calibrated in accordance with recognised calibration methods.

The different categories of vehicle workshops are required to have the following equipment:

- a. Automobile repair shops 01, automobile repair shops 02 and automobile repair shops 03 shall have a vehicle lift device or inspection pit. Automobile repair shops 02 and 03 shall in addition have a brake tester.
- b. Motorcycle and moped workshops shall have a lift table/lift platform.
- c. Damage repair workshops 01 shall have the necessary measuring and joining equipment.
- d. Damage repair workshops 02 shall have a repair bench and required measuring and joining equipment.
- e. Wheel equipment workshops shall have equipment for repairing tyres and equipment for checking wheel alignment.
- f. Modification workshops shall have equipment for mechanical work on vehicle bodies and mounted equipment.
- g. Tractor workshops shall have appropriate lifting devices.

In addition to equipment requirements as referred to in the second paragraph, the workshop must have access to the necessary equipment and tools for the work operations that the workshop is to perform.

In guidelines to the present regulations, the Norwegian Public Roads Administration may set out specific requirements with regard to premises, permits, competence, tools and equipment, including requirements for maintenance and calibration adapted to the different workshop categories.

Section 7a. *Mobile workshop services*

Enterprises approved pursuant to Section 5 or Chapter 3 of the present regulations may, upon written application to the Norwegian Public Roads Administration, be granted permission to perform mobile workshop services. Mobile workshop services may only be offered as an addition to the enterprise's on-site operations.

The Norwegian Public Roads Administration will lay down more detailed conditions for the right to perform mobile workshop services, including scope, types of work subject to approval, competence, location, tools and equipment.

Section 8. *Rules etc.*

An approved vehicle workshop shall at all times have available updated rules for repair activities and the necessary technical data for the vehicles to be repaired.

Section 9. *Technical manager and deputy*

An approved vehicle workshop shall have a technical manager and a deputy technical manager that are approved by the Norwegian Public Roads Administration (NPRA). The NPRA may grant exemption from the requirement for a deputy where the requirement would seem unreasonable due to the size of the enterprise.

The technical manager shall be in full-time occupation and participate actively in the work to guide the staff and ensure that the work is carried out in accordance with requirements laid down in laws and regulations. The technical manager is responsible for ensuring that repair activities are carried out in accordance with the present regulations and for coordinating repair activities and is the workshop's contact person towards the Norwegian Public Roads Administration.

In the technical manager's absence, the technical manager's duties and responsibilities are incumbent on the deputy. The deputy must have approval as a technical manager, cf. Section 10.

The Norwegian Public Roads Administration registers information, including personal data, about technical managers and their deputies in its electronic register in connection with applications, approvals, supervision and sanctions.

0 Amended by Regulations of 24 Nov. 2020 No. 2448.

Section 10. *Requirements applying to technical managers*

A technical manager of an approved workshop must be approved by the Norwegian Public Roads Administration, cf. Section 9. To be approved as a technical manager, a person needs to have the following:

- a. A craft certificate (*fagbrev*) relevant for the category of vehicle for which the person is to be approved.
- b. Relevant practical experience as specified, at an approved workshop.

The technical manager must meet the following requirements:

- a. Automobile repair shop 01: Craft certificate as a "motor vehicle mechanic, heavy vehicles" (*bilmekaniker tunge kjøretøy*) or as a "motor vehicle mechanic, light vehicles" (*bilmekaniker lette kjøretøy*) and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- b. Automobile repair shop 02: Craft certificate as a "motor vehicle mechanic, heavy vehicles" (*bilmekaniker tunge kjøretøy*) and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- c. Automobile repair shop 03: Craft certificate as a "motor vehicle mechanic, heavy vehicles" (*bilmekaniker tunge kjøretøy*) and 4 years of relevant practical experience after passing the

certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.

- d. Motorcycle and moped workshop: Craft certificate as a "motor vehicle mechanic, heavy vehicles" (*bilmekaniker tunge kjøretøy*) or as a "motor vehicle mechanic, light vehicles" (*bilmekaniker lette kjøretøy*) or as a "motorcycle repair mechanic" (*motorsykkelmekaniker*) and 3 years of relevant practical experience after passing the certifying examination, alternatively 6 years of relevant practical experience in addition to passing the certifying examination.
- e. Damage repair workshop 01: Craft certificate as a "motor vehicle mechanic, light vehicles" (*bilmekaniker lette kjøretøy*) or "motor vehicle mechanic, heavy vehicles" (*bilmekaniker tunge kjøretøy*) or as a "motor vehicle body repair technician" (*bilskadereparatør*) and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- f. Damage repair workshop 02: Craft certificate as a "motor vehicle body repair technician" (*bilskadereparatør*) and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination. In addition, special training on repairs of extensive damage is required. In guidelines to the present regulations, the Norwegian Public Roads Administration may set out specific requirements with regard to the contents and extent of such training.
- g. Wheel equipment workshop: Craft certificate as a "motor vehicle mechanic, wheels and suspension" (*reparatør av hjulutrustning*) or as a "motor vehicle mechanic, heavy vehicles" or "motor vehicle mechanic, light vehicles" and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- h. Modification workshop: Craft certificate as an "industrial machinery mechanic" (*industrimekaniker*), "industrial fitter" (*industrimontør*), "vehicle body and equipment mounting mechanic" (*chassispåbygger*), or "motor vehicle mechanic, heavy vehicles", or as a "motor vehicle mechanic, light vehicles" and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- i. Tractor workshop: Craft certificate as an "agricultural machinery mechanic" (*landbruksmaskinmekaniker*), "heavy equipment mechanic" (*anleggsmaskinmekaniker*) or as a "motor vehicle mechanic, heavy vehicles" (*bilmekaniker tunge kjøretøy*) and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.

In guidelines to the present regulations, the Norwegian Public Roads Administration may set out specific requirements with regard to maintenance of competence for technical managers and their deputies.

Requirements applying to technical managers shall be deemed to be met on the basis of other relevant education or practical experience if the Norwegian Public Roads Administration finds this equivalent to the above-mentioned qualifications.

Requirements applying to technical managers may also be deemed to be met based on similar professional qualifications acquired in another EEA country or Switzerland, cf. the Professional Qualifications Act (LOV-2017-06-16-69) and Regulations relating to the recognition of professional qualifications (FOR-2017-12-22-2384).

Technical managers must have sufficient Norwegian language skills to be able to meet their obligations under Section 9.

Section 11. *Requirements applying to staff*

Staff who perform work at an approved vehicle workshop must have the necessary competence for the work they carry out. Staff who are to drive the vehicles on which work is carried out must have a driving licence for this, cf. Regulations relating to driving licences etc. (FOR-2004-01-19-298). The exceptions in Section 12-2, first paragraph, of the Driving Licence Regulations shall apply. Those who test drive after major repairs on vital parts of the vehicle must also have a craft certificate or equivalent education.

Section 12. *Fee*

For the first-time processing of an application for approval as workshop, and when approval is extended/upgraded, a fee of NOK 18,080 shall be paid. For the first-time processing of an application for a specific tasks permit, a fee of NOK 12,880 shall be paid.

For the first-time processing of an application for approval as technical manager or deputy, and when approval is extended/upgraded, a fee of NOK 5,250 shall be paid.

When approval as a testing centre pursuant to the Regulations relating to Periodic Roadworthiness Tests for Motor Vehicles and their Trailers (FOR-2009-05-13-591) is granted at the same time as approval as a workshop pursuant to the present regulations, one fee shall be paid. The same applies when approval as a technical manager or deputy of a testing centre and of a workshop is granted at the same time.

The size of the fees shall be subject to annual index-linked adjustment.

0 Amended by Regulations of 21 Dec 2020 No. 3074 (in force on 1 Jan 2021), 14 Dec 2021 No. 3540 (in force 2022)

Section 13. *Documentation of approval*

A workshop that meets the conditions set out in the present regulations is entitled to be issued with an Approved Workshop sign. The sign shall be placed where it is clearly visible to the public. When an enterprise discontinues its operation, the approval sign shall be submitted to the Norwegian Public Roads Administration.

An enterprise or a technical manager that meets the conditions set out in the present regulations is entitled to be issued with a certificate of approval. The certificate of approval will state to whom the approval applies, which workshop categories the approval covers, the name of the authority that issued the certificate and the date of issue.

The Norwegian Public Roads Administration registers and publishes information about approved workshops in the NPRA's electronic register.

Chapter 4 – Duties of the vehicle workshop

Section 14. *Duties that vehicle workshop operation entails*

In the event of changes to circumstances that may affect approval, including termination, relocation, change of organisation number, change of technical manager and/or deputy, equipment, written notification shall be given immediately to the Norwegian Public Roads Administration.

When work on vehicles will result in the engraved Vehicle Identification Number (VIN) being damaged or removed, the Norwegian Public Roads Administration must be notified before such work is initiated. The same applies if it turns out that the VIN has already been damaged or removed before repair of the vehicle is started at the vehicle workshop.

When vehicles repaired after severe damage due to a crash, run-off-the-road accident or similar, cf. Motor Vehicle Regulations (FOR-1994-10-04-918), documentation shall be provided that repairs have been carried out in accordance with the vehicle manufacturer's instructions where these exist, or with professionally recognised methods of repair. In guidelines to the present regulations, the Norwegian Public Roads Administration may set out specific requirements with regard to the contents of such documentation and how it is to be made available to the supervisory authority.

The documentation shall be stored by the enterprise for at least 5 years after the repair and be made available to the Norwegian Public Roads Administration in connection with supervision.

Repairs carried out, and the documentation thereof, shall be reported to and registered in the Norwegian Public Roads Administration's electronic register before the vehicle is put into use.

Section 15. *Obligation to establish a quality management system*

An enterprise that has been granted approval as a vehicle workshop shall establish and maintain a quality management system for those of the workshop's activities that are subject to approval as defined in the present regulations and more specifically delimited in the Norwegian Public Roads Administration's decision on approval. The system shall be developed and updated in cooperation with the technical manager and staff.

The purpose of the quality management system is to ensure that the work has the right quality, that work subject to approval meets the requirements in the present regulations, and through continuous improvement contributes to the right quality of repairs.

The quality management system shall contain the necessary procedure descriptions and registration requirements to ensure that the purpose is met. Procedure description shall mean a document that specifies the procedure for performing an activity or work process. Registrations shall mean a document proving the result achieved or completed activities.

The technical manager is obliged to oversee that the work is organised and carried out as specified in the quality system.

0 Amended by Regulations of 24 Nov. 2020 No. 2448.

Section 16. *Design and content of the quality management system*

The quality management system shall as a minimum include the following:

- a. Description of how the work that is subject to approval is organised; which roles are included, which tasks (work instructions) are linked to the different roles, and what individuals hold the different roles at any given time.
- b. Description of the competence requirements that apply when the various roles are to be filled, the enterprise's plan for maintenance of competence, and registrations of the employees' actual competence.
- c. Description of what services the enterprise offers, registrations of any cooperation agreements (equipment and purchase of services), and procedure description for the implementation of the work for which the enterprise is approved.
- d. Procedure description for, and registrations of, inspections of the quality of work performed.
- e. Procedure description for, and registrations of, periodic calibration and systematic maintenance of equipment that is subject to approval, including registrations of necessary certificates of approval and other certificates for technical equipment.

f. Procedure description for, and registrations of, non-conformance management.

Section 17. *Documentation*

An enterprise that has been granted approval as a vehicle workshop is responsible for ensuring that the quality management system is documented in writing, updated and available to employees and to the supervisory authority.

Chapter 5 – Supervision and sanctions

Section 18. *Supervision*

The Norwegian Public Roads Administration supervises enterprises and persons that on reasonable grounds may be assumed to be carrying out work on vehicles that is subject to approval, cf. Sections 3, 5, 7a and 9 of the present regulations.

The enterprises and persons are obliged to give the Norwegian Public Roads Administration access to places where it is reasonable to assume that work subject to approval is carried out, and provide assistance as otherwise necessary to carry out supervision, including presenting proof of identity and presenting for on-site inspection documents and objects relating to the repair activity.

As part of its supervision, the Norwegian Public Roads Administration may examine whether the requirements in the present regulations are met, including requirements applying to the following:

- a. Premises, equipment, competence, registration and reporting, and quality management.
- b. That repairs etc. have been carried out in compliance with provisions in, or regulations issued pursuant to, the Road Traffic Act and in accordance with professionally recognised repair methods.

As part of its supervision, the Norwegian Public Roads Administration may carry out spot checks of the work. If it is necessary in order to carry out its supervisory tasks, the Norwegian Public Roads Administration may also call in vehicles for a spot check.

0 Amended by Regulations of 24 Nov. 2020 No. 2448.

Section 19. *Sanctions*

As part of its supervision, the Norwegian Public Roads Administration may issue such orders to enterprises or persons performing work subject to approval as are necessary to ensure that the repair activities comply with the present regulations, including orders to discontinue repair activities until non-compliance has been rectified or until a final decision regarding revocation has been made.

If rectification or discontinuation has not taken place within a given deadline, the Norwegian Public Roads Administration may impose a coercive fine. The coercive fine may be imposed as a lump sum, or as a fine that applies from the time a given deadline for rectification has been exceeded and until rectification has been made. A final decision imposing a coercive fine is enforceable by execution, cf. Section 7-2 of the Enforcement Act (LOV-1992-06-26-86). The coercive fine shall be collected by the Norwegian Tax Administration and be paid into the national treasury.

A warning may be issued for less serious transgressions.

The Norwegian Public Roads Administration may temporarily or permanently revoke the approval granted to the enterprise or the technical manager, or the specific tasks permit, if the following is revealed:

- a. Material or repeated non-compliance with the requirements applying to premises, equipment, competence, documentation and reporting, or quality management
- b. Material or repeated non-compliance with the requirements issued pursuant to the Road Traffic Act and/or professionally recognised repair methods
- c. That work is carried out for which the enterprise is not approved or does not have a specific tasks permit
- d. That rectification orders or written warnings are not complied with
- e. That the enterprise or technical manager evades supervision

In the assessment of whether an approval should be revoked, consideration shall be made as to the extent to which the workshop's administrative management is to blame for the violation mentioned in the fourth paragraph.

A first-time revocation of the approval shall normally apply for three to six months, the second revocation for six to twelve months, and the third revocation for at least twelve months. In special cases approval may be permanently revoked.

Upon revocation of an approval, the Norwegian Public Roads Administration shall revoke both the Approved Workshop sign and the certificate of approval referred to in Section 13.

0 Amended by Regulations of 24 Nov. 2020 No. 2448.

Chapter 6 – Final Provisions

Section 20. *Administrative provisions*

The Norwegian Public Roads Administration maintains its own electronic register of approved vehicle workshops.

Technical managers and deputies of vehicle workshops and technical experts at enterprises with a specific tasks permit are personally authorised to sign the inspection sheet issued by the inspection authorities, provided that the enterprise is approved for, and has the competence required for, repairing the defects and deficiencies in question.

Section 21. *Procedural rules*

Individual decisions made pursuant to the present regulations may be appealed to the Norwegian Public Roads Administration, Directorate of Public Roads.

For applications for approval of a vehicle workshop pursuant to Section 4 and applications for a specific tasks permit pursuant to Section 5, the processing deadline as referred to in the Section 11 (first paragraph, first sentence) of the Services Act (LOV-2009-06-19-103) shall be one month. The processing deadline shall run from the time when the Norwegian Public Roads Administration has received all necessary documentation.

Section 11, second paragraph of the Services Act (LOV-2009-06-19-103), stipulating that approval shall be deemed given when the processing deadline has expired, shall not apply to approval of vehicle workshops pursuant to Section 4 or specific tasks permits pursuant to Section 5 of the present regulations.

Section 22. *Exemption*

The Norwegian Public Roads Administration may grant exemption from the present regulations.

Section 23. *Transitional arrangements*

Vehicle workshops approved as automobile repair shops, automobile electrical engineering / fuel system workshops, automobile brakes workshops, automobile diesel workshops and automobile damage repair workshops before 1 November 2020, must by 1 November 2022 notify the Norwegian Public Roads Administration under which workshop category pursuant to Section 4 the activity is to continue.

For the processing of an application for approval as referred to in the first paragraph, no fee is payable.

Automobile repair shops 01, 02, 03 and automobile damage repair workshops approved before 1 November 2020 that will continue to offer work on repairs of vehicles after extensive damage, must apply by 1 November 2022 for new approval as damage repair workshops 02.

Technical managers and the deputies registered in this function before 1 November 2020 must have personal approval no later than 1 November 2022.

Technical managers and their deputies registered in this function before 1 November 2020, who need to be granted personal approval as referred to in the fourth paragraph, are exempt from the requirement to pay a fee for the first-time processing of an application for approval, cf. Section 12, second paragraph.

Vehicle workshops approved before 1 November 2020 must have in place a quality management system in accordance with Sections 15, 16 and 17 by 1 November 2022.

Section 24. *Entry into force*

These regulations shall enter into force on 1 November 2020. Regulations of 13 May 2009 No. 589 relating to vehicle workshops shall be repealed on the same date.

The fifth paragraph of Section 14 shall enter into force from the date decided by the Norwegian Public Roads Administration.



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