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London's new Direct Vision Standard for trucks: a quick overview

This is the Direct Vision Standard – and what you may have to do to comply with it

The proposed Direct Vision Standard (DVS) will require all trucks over 12 tonnes to have a safety permit to enter London. Trucks will be assessed using a star rating system from zero (poor) to five (excellent), based on how much a driver can see directly through their cab windows.

From October 2020, only one-star or more trucks will be permitted to enter the city. From 2024, trucks will need to have three stars.

For trucks that do not meet the one-star rating, Transport for London has devised a 'Safe System' which will allow existing trucks to be retrofitted with a series of mandatory safety features to comply. The Safe System is aligned to existing regulations and current good practice.

The Safe System will take into account any additional technology or safety equipment not available in 2020. Any new equipment or technology proposed for the Progressive Safe System must be retrofittable to trucks, industry recognised and readily available on the market at the time. Trucks below 3-star will need to feature the Progressive Safe System from 2024.

What fleet owners must do

Fleet owners will need to contact their truck manufacturer to obtain the star rating for their trucks. If they find that they don't meet the requirements in the [Direct Vision Standard](#), they can add some safety features to comply with the standard.

The Safe System requirements for non-compliant trucks



Class V mirrors fitted to the nearside and **Class VI mirrors** fitted to the front to improve visibility.



Camera monitoring system fitted to the nearside that minimises the vehicle blindspot.



Audible alert to warn vulnerable road users when a vehicle is turning left.



Nearside sensor system that alerts the driver to the presence of vulnerable road users.



Pictorial signage to warn vulnerable road users of the hazards around the vehicle.



Side under-run protection – sideguards fitted to both sides of the vehicle – to minimise under-run collisions.

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