



Guidelines for Sound Systems for use in licensed London Taxis

Sound Systems in the passenger compartment of licensed London taxis.

All equipment must be approved by the Vehicle Policy Manager, and meet all requirements as regards safety, technical acceptability and CE Certification.

All equipment must be designed, constructed and installed in such a way and in such materials as to present no danger to passengers or driver, including from impact with the equipment in the event of an accident, or danger from the electrical integrity being breached through vandalism, misuse, or wear and tear.

1. The driver must have overall control of the volume.
2. The driver must be able to switch off the speakers in the drivers compartment independently from those in the passenger compartment.
3. There must be a control in the passenger compartment that will enable the passenger to adjust the sound level incrementally from zero to a pre-set maximum.
4. Maximum output of the amplifier must not be rated at more than 10 watts RMS per channel. Separate amplifiers or any other system which in the opinion of the Vehicle Policy Manager can produce excessively intrusive sound will not be allowed.
5. No more than two speakers are to be fitted in the passenger compartment; the maximum diameter must be no more than 100mm.
6. If speakers are fitted to both the front and rear of the taxi then the system must be so designed so that only one “programme” can be played in the taxi at any time.
7. All equipment must be appropriately installed and secured. Any sound system installed must be appropriately fused and follow the vehicle and equipment manufacturer’s guidelines on fuse rating. Wiring diagrams must be available at the request of the Vehicle Policy Manager.

8. The speaker magnetism must not interfere with the operation of any safety devices such as seat belt locking mechanism or automatic door locks. The sound system equipment must not interfere with any other safety system or device within the taxi (for example: ECU management control systems, card payment device, sat nav, etc.)
9. Sound equipment should be e-marked or CE-marked. If CE marked confirmation is required from the equipment manufacturer that the equipment is non-immunity related and suitable for use in motor vehicles.
10. Where a driver / passenger intercom system is fitted, it is essential from an operational and safety point of view that, when the intercom is in use, the entertainment sound system is automatically muted to zero.
11. It is not intended, nor will it be permitted, that approval to fit passenger compartment sound systems will then allow the system to be used as an advertising medium of any kind. Audible advertisements are permitted only if they are received via a regular broadcast from a public radio station.
12. There must be approved clear instructions available in the passenger compartment in respect of operating the sound system.
13. Each system must be approved by the Vehicle Policy Manager before installation. Any system may require an assessment by the Vehicle Policy Team before any approval is given.
14. The audio material must be of a standard that would be acceptable to the TfL policy on advertising standards, (this can be found on the TfL/Taxi and Private Hire Directorate websites), Broadcasting Standards Council and the Radio Authority for broadcasting to all age groups. For example, broadcasts must not contain sexually explicit, racist, homophobic lyrics, profanities, etc. or any other content likely to cause offence.
15. USB ports fitted within the passenger area must be used only for charging purposes and not used as part of a sound system

If the TPH Directorate receives information that the above equipment is causing any conflict between driver and passengers or the general public then any approval for the installation and use may be withdrawn.