

Driver Vehicle Agency



Categorisation of Defects

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

	Purpose of the Guide		Layout of the Guide		
1.	<p>This guide is intended primarily for the use of Examiners within DVA. However it is made available more widely so that vehicle owners, operators and drivers can be more aware of DVA's standards.</p> <p>Its purpose is:</p> <ul style="list-style-type: none"> To provide guidance on the action to take when roadworthiness defects are found during vehicle inspections; To promote consistency among examiners 	3.	<p>This publication is divided into three parts covering the main groups of road vehicles.</p> <p>Part 1 is intended for Heavy Goods and Public Service Vehicles and may also be used for Agricultural Motor Vehicles, Trailers and Trailed Appliances (see note below)</p> <p>Part 2 is for Cars, Private Buses , Light Goods Vehicles and Taxis</p>		<p>For all types of agricultural vehicles: IM (Inspection Manual) references 3, 21, 24 and 33 will not apply</p> <p>For types driven or drawn at speeds not in excess of 20mph the following IMs might not apply or might apply in part only: 5, 7, 8, 12, 14, 17, 22, 23, 24, 25, 26, 27, 48, 62 to 67 inclusive and 71 to 73 inclusive.</p> <p>As a general rule when inspecting these slower vehicles and using the IMs mentioned above, examiners should only be concerned with items that they find fitted. That is, a vehicle should not be considered defective if a particular item was not fitted as original equipment</p>
2.	<p>The guide is not a legal document and must not be treated as an interpretation of the relevant legislation, which only the courts can provide</p>		<p>Note: An Agricultural Motor Vehicle, Trailer or Trailed Appliance is one that is constructed and adapted for use off roads for the purpose of agriculture, horticulture or forestry and which is primarily used for one or more of those purposes, but does not include a "dual purpose" vehicle as defined in the Road Vehicles (Construction and Use) Regulations</p> <p>They fall into two distinct groups: those driven at speeds not exceeding 20mph and those driven / drawn at speeds in excess of 20mph.</p> <p>When using Part 1 of this document in connection with the inspection of an agricultural motor vehicle, trailer or trailed appliance the following exceptions must be noted:</p>	4.	<p>The page layout for all three parts is the same and consists of four columns.</p> <p>Column 1: describes the defect</p> <p>Column 2: describes the severity of the defect;</p> <p>Column 3: given guidance on the action to be taken;</p> <p>Column 4: gives guidance notes of standards and legal requirements</p>

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Policy on the use of Prohibitions					
5.	A Prohibition Notice (V1/V2) is a restriction on the use of a vehicle on a public road. A prohibition will normally be issued where a vehicle is found by an examiner to be or likely to become, unfit for use or where driving of the vehicle would involve a risk of injury to any person.	7.	In addition to preventing the further use of seriously defective vehicles on the road, prohibition notices are issued: <ul style="list-style-type: none"> To notify the operator or owner of the defect(s) that caused the prohibition, so that they can be put right before the removal of the prohibition; In the case of vehicles subject to operator licensing, to inform the licensing authority that prohibitable defects have been found; To enable DVA to target additional enforcement checks on operators whose record suggests that maintenance is inadequate 	8.	A prohibition might take effect immediately or could be delayed for up to 10 days. Immediate prohibitions are used where, in the opinion of the examiner, the defects found on the vehicle are such that further driving of it would involve a risk of injury to any person. Where, in the examiners opinion, no such risk exists, the prohibition will come into force not later than 10 days from the date of the inspection (delayed prohibition).. A delayed prohibition allows continued use of the vehicle until the prohibition comes into force. The period of delay on prohibitions will reflect <ul style="list-style-type: none"> The severity and number of defects observed Their significance in road safety and environmental terms Any risk presented by continued use of the vehicle While taking into account the operational and financial implications for the operator
6.	When a prohibition is in force it is an offence to drive, to tow, or permit to be used, a vehicle on the road unless a qualifying condition has been stated on the prohibition permitting such activity.				

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Definition of safety critical			
<p>Safety critical defects or systems are those which could affect the control or directional stability of the vehicle.</p> <p>Throughout this guide, recommendations are indicated by a letter in the action column as follows:</p> <p>“I” denotes an immediate prohibition [V1/V2 (I)]</p> <p>“D” denotes a delayed prohibition [V1/V2 (D)]</p> <p>“DN” defects not considered serious enough to prohibit the vehicle. [VT5]</p> <p>“Warn” denotes defects which do not fall within the above categories however the driver / operator has been verbally advised to have the defect remedied</p>		9.	<p>Where examiners find on a vehicle roadworthiness defects not serious enough to warrant prohibition, they will advise the user / owner using a Defect Notice (DN) (VT5). This notice does not in itself prevent further use of the vehicle however the defects must be remedied and the notice acquitted at a DVA Test Centre within 14 days from the date of the notice..</p> <p>Even if not prohibitable, some of the defects may mean that the vehicle is unroadworthy and does not comply with the law. Continued use of a vehicle issued with either a delayed Prohibition or a Defect Notice listing defect(s) risks prosecution under the Motor Vehicles (Construction and Use) Regulations or the Road Vehicles Lighting Regulations and so it will be in the users interest to repair defects as soon as practicable after they are detected.</p> <p>Note: A Technical Roadside Inspection Report (RIR1) will be issued following an HGV / PSV roadside examination.</p>

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	Vehicles Undergoing Repair		Vehicles claimed to be out of use		Vehicles damaged in collisions
10.	As a general rule, vehicles undergoing repair, and those partially dismantled and awaiting spare parts should not be examined. However, where it is reasonable to assume the extent of the repair is limited or is of a token nature only and the vehicles general condition suggests that it was last used on the road in a seriously defective condition, an examination may be carried out of the items not receiving attention. A prohibition if issued should be endorsed “under repair”.	12.	Vehicles claimed to be withdrawn from use should be treated as in the previous two paragraphs in that they should generally not be examined or prohibited. Where there is doubt about an operators claim, examiners should seek firm evidence of non use, for example, evidence of de-licensing or from accessing the downloadable data on a digital tachograph unit. However, such evidence does not preclude an examination if it appears that the vehicle has been recently used, or is likely to be used on the road in a seriously defective (prohibitible) condition. In these circumstances a prohibition, if issued, should be endorsed with a comment to indicate that the vehicle was claimed to have been withdrawn from service.	13.	Vehicles examined following collisions should generally not be prohibited if all defects arose from the collision unless it is believed that further use of the vehicle in a defective state is intended. If there are prohibitive defects which pre existed the collision a prohibition will be issued and the collision damage included on the notice. It must be made clear which items were caused by the collision and which pre existed prior to the collision. To achieve this, segregate the defects with the headings “COLLISION DAMAGE” and “DEFECTS NOT DUE TO COLLISION”.
	Vehicles awaiting repair or disposal				
11	<p>Vehicles parked on operators premises and claimed to have been withdrawn from use pending repair or scrapping can be examined if it appears that the vehicle has been recently used on the road in a defective state.</p> <p>As with vehicles undergoing repair, the fact that the vehicle was off the road and claimed to be withdrawn from service should be noted on any prohibition, if issued, by endorsing it “AWAITING DISPOSAL” or “AWAITING REPAIR”.</p>				

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Standards for Prohibition Issue				
14	<p>This guide also explains the standards that guide examiners on the issue of prohibition notices to un-roadworthy vehicles following inspections at any location.</p> <p>When making decisions on roadworthiness, examiners will take into account such factors as prevailing weather, vehicle use and configuration and any other such information issued by DVA , such as statutory test inspection manuals, Enforcement Circulars and manufacturers technical bulletins.</p>	16.	<p>Examiners will record decisions on the appropriate document concisely and clearly. Descriptions such as “worn” “loose” “noisy” “broken” “fractured” “inefficient” are not sufficient on their own. Where possible, sufficient detail should be recorded about defective components to enable subsequent identification. Tyre sizes and serial numbers should be recorded for each defective tyre listed on the prohibition where available.</p> <p>Examples</p> <p>Inadequate wording</p> <ol style="list-style-type: none"> Free play front wheel bearing Handbrake mechanism seized Front brake pipe chafed Leakage of brake fluid O/S rear Exhaust smoking 	<p>Suggested wording</p> <ol style="list-style-type: none"> Excessive free play nearside front wheel bearing Handbrake mechanism seized and handbrake ineffective Offside front brake flexible hose chafed almost through Severe leakage of brake fluid from offside rear brake cylinder Exhaust emitting excessive black smoke
15.	<p>When dealing with vehicles which have been type approved, approved to a national scheme (SVA / IVA) or certified to the Initial Bus Test requirements, examiners need to be careful not to require higher standards of construction, or the fitment of items, than were required / fitted when the vehicle was manufactured and ‘approved’.</p>			

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<p>17</p>	<p>The term “insecure” is used many times throughout this guide to describe a defective condition. This term should be taken by examiners to mean either;</p> <ul style="list-style-type: none"> • That a component on the vehicle has relative movement (looseness) at its fixings or in relation to an associated component where there should be none’ or • that a component is not safely or completely attached at its fixing to an associated component. <p>All components on a vehicle must be safely attached while it is in use on the road. However, how safely a component needs to be attached depends on its function.</p> <p>Areas of the vehicle considered critical in terms of the likelihood of the vehicle to endanger the driver, any passengers and other users of the road, can tolerate fewer fixings that are broken, loose missing or otherwise ineffective than those in a less critical part of the vehicle.</p>		<p>The proportion will depend on factors such as the design of the component etc, but as a general rule, no more than 20% of the fixing devices should be loose etc. More than this proportion means that the remaining fixing devices could be over stressed and could therefore fail at any time. Examples of critical systems include (this is not an exhaustive list):</p> <ul style="list-style-type: none"> • steering • brakes • suspension linkages • trailer couplings • moving transmission components • wheels and hubs <p>The proportion suggested above does not apply to</p> <ul style="list-style-type: none"> • components in a critical area or system secured by a single fixing device. If this device is loose, broken etc the component is to be considered insecure. • Components in a critical area or system where detailed instructions are given in the manual (eg. Wheel studs /nuts). In such cases these instruction must be used in preference. 	<p>18.</p> <p>19</p>	<p>Components that are not part of a critical system, eg. Some body panels can tolerate a higher proportion of their fixings either loose, broken etc. Again the proportion will depend on the design of the component but, as a general rule, not more than 33% of the fixing devices should be loose, broken missing or otherwise defective.</p> <p>A component secured by a non standard, temporary means should be judged on its own merits.</p> <p>The nature of each defect listed on the prohibition must be such that, had it been the sole defect detected, prohibition action would still be justified.</p> <p>Notwithstanding the guidance above, prohibition notices are allowed to be issued for any failure to comply with the Motor Vehicles (Construction and Use) Regulations or the Road Vehicles Lighting Regulations, where the examiner is satisfied that the vehicle is, or is likely to become, unfit for service.</p>
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20	<p>The scope of any inspection of the vehicle might be limited by the circumstances at the inspection site, by the vehicles design or construction and by the absence of particular inspection facilities.</p> <p>For that reason there might be other defects that cannot be seen at the time of the inspection and are therefore not listed on the prohibition notice. In some cases checks will be made on specific areas of the vehicle only, eg exhaust emissions.</p>		<p>Examiners are advised that “fit for service” must be taken as meaning that, if tested, the vehicle would comply with all the relevant annual test standards and legal requirements governing the use of the vehicle. The discovery of defects that would result in an annual test failure could be given as reason for refusing to remove the prohibition.</p>	24	<p>DVA provides general guidance only on how examiners will satisfy themselves that a vehicle is “fit for service”.</p> <p>The examiner to whom a vehicle is presented for prohibition clearance will need to take into account any recommendation regarding the level of clearance inspection recorded on the Prohibition Notice (V1/V2) by the issuing examiner.</p>
	Removal of prohibitions				
21	<p>Before a prohibited vehicle can be used again on a public road the Prohibition Notice must be removed following inspection by a DVA Examiner. The Examiner will check that the defect(s) have been rectified satisfactorily and will then remove the prohibition notice (V1/V2) by signing and dating the final section of the notice.</p> <p>Accordingly, where a further more comprehensive inspection is required and the inspection facilities are inadequate for that purpose, an examiner may direct the vehicle to a testing station for an inspection prior to removing the prohibition.</p>	<p>22</p> <p>23</p>	<p>Vehicles subject to the “MOT” test will normally be considered “Fit for service” when they have passed the test and have been issued with a pass certificate after the date of the prohibition notice.</p> <p>In the case of Heavy Goods Vehicles and Public Service Vehicles the law imposes the responsibility on an examiner considering removing a roadworthiness prohibition, of satisfying himself that the vehicle is “fit for service”.</p> <p>In law, examiners have absolute discretion over the scope of the examination, which in their opinion is necessary for them to be satisfied that the vehicle is “fit for service”.</p>		<p>He/ she will bear in mind that the issuing examiner should have already taken into account the following factors in framing their recommendation.</p> <ul style="list-style-type: none"> • Whether he /she would have cleared the prohibition ‘on site’ without a further extensive examination, had the defects been rectified then; • The extent of the inspection already conducted; • The nature of the defects described on the Prohibition Notice (V1/V2)

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			Complaints and Appeals		
	In addition to these the clearing examiner will need to take the following factors into account: <ul style="list-style-type: none"> Any comments made by the examiner The time elapsed and mileage covered since the issue of a prohibition; The operators maintenance history The date of the last annual inspection 	26 cont	The operator of a vehicle issued with a defect notice must contact the DVA centre and submit the defect notice with the rear of the notice completed. A fee will be payable for this inspection which is similar to the normal annual roadworthiness inspection retest fee for a vehicle of that category. The vehicle operator must produce the original copy of the defect notice to the test centre examiner at the time of the inspection. When the inspector has verified that the defects have been rectified they will return a copy of the acquitted notice to DVA Enforcement Section.	2	
25	More detailed information on the procedures to be followed in order to have roadworthiness prohibitions removed is provided on the reverse side of the prohibition notice				
	Issue of defect notices				
26	A Defect Notice (VT5) is issued where the severity of the defect is such that either immediate or delayed prohibition action would not be required but the defect would nevertheless need to be remedied and the vehicle inspected. Vehicles subject to a defect notice must be presented at a DVA Test Centre for acquittal within 14 days from the date of that notice.				The law does not provide for a statutory appeal against the issue of a prohibition, however DVA do have a formal customer complaints procedure, a copy of which can be obtained from the Driver Vehicle Agency Internet site: www.dvni.gov.uk .

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IM = Inspection Manual

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Description of defect	Severity of defect	Action	Notes
<p>Seat Belts (See Notes)</p> <p>Any dangerous defect / damage /feature of a seat belt restraint system</p> <p>Any obligatory seat belt missing (See Notes 2, 3 and 5)</p> <p>Any obligatory or non obligatory seat belt vandalized / inoperative / defective / insecure / anchorage or seat mounting weak. (See Notes 5 and 6).</p>	<p>Likely to inflict injury</p> <p>Not capable of performing its intended purpose or likely to fail when required (See Note 2)</p>	<p>I</p> <p>D</p> <p>I</p>	<p>Note: This IM item does not apply to agricultural vehicles</p> <ol style="list-style-type: none"> 1. The legal requirements for the fitment of seat belts are too complex to be repeated in this guide. Refer to the relevant Construction and Use sections for specific requirements in individual cases. As general guidance, Notes 2 and 3 below have been included. 2. Goods Vehicles first used on or after 1st September 2002 and have a maximum gross vehicle design weight exceeding 3500kgs are required to have seatbelts for the drivers seat and each forward facing front seat. 3. Seat belts are required to be fitted to <ul style="list-style-type: none"> • drivers and specified front passenger seat on minibuses <ul style="list-style-type: none"> - Fitted with 9 – 12 seats - first used before 1 October 1990 • on all front seats of minibuses <ul style="list-style-type: none"> - not exceeding 3500 kg design weight - first used from 1 October 1990 until 31 August 2002

Description of defect	Severity of defect	Action	Notes
			<ul style="list-style-type: none"> • forward facing exposed seats on coaches first used from 1 October 1990 until 31 August 2002 • Buses coaches and minibuses first used from 1 September 2002 (which are not authorized to carry standing passengers) <ul style="list-style-type: none"> - All forward and rearward facing seats including the drivers seat <p>4. In this item 'seat belt' includes the belt, it's mountings and the seat to which it is fitted</p> <p>5. "Obligatory belts" in this item means those belts which are required to be fitted by virtue of the vehicles construction. The term "non obligatory belt/s" means any additional belts which are fitted by virtue of the vehicles use.</p> <p>6. As a guide, defective includes excessive corrosion, serious deterioration or fracture in a load bearing area within 300mm of the anchorage.</p>

Description of defect	Severity of defect	Action	Notes
			<p>7. Large buses, except coaches, are not required to be fitted with belts either by virtue of their construction or use. Coaches can be converted into buses by limiting their powered speed to less than 97km/h (60 mph). However the conversion must not be readily reversible, ie the limiter system must be sealed to prevent tampering.</p> <p>8. A seat belt is a minimum of a lap belt.</p>

Description of defect	Severity of defect	Action	Notes
<p>Manufacturers Plates</p> <p>Manufacturers Plate missing or illegible</p> <p>Manufacturers Plate does not have all necessary details recorded or is not fitted in a conspicuous and readily accessible position</p>	<p>-</p> <p>-</p>	<p>VT5</p> <p>D</p>	<p>1. The necessary details required to be recorded on a manufacturers plate are set out in the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1999 Regulations 79 - 84 and the relevant schedules.</p>

Description of defect	Severity of defect	Action	Notes
<p>Diesel Smoke Emission</p> <p>Exhaust emitting excessive smoke (See Notes 1, 2, 3,4, 5 and 6)</p>	<p>Sufficient to obscure vision or likely to cause danger to other road users</p> <p>Smoke levels exceed annual test standards by more than 10% or; black haze or darker or other colour which tends to obscure vision</p> <p>Exceeding the annual test limits by 10% or less or continuous haze, any colour</p>	<p>I</p> <p>D</p> <p>DN</p>	<ol style="list-style-type: none"> 1. Turbocharged engines may emit smoke on free acceleration. This may not necessarily be a defect. 2. This inspection also applies to vehicle auxiliary engines that are in operation when the vehicle is seen. 3. The annual test standard applies only to vehicles subject to statutory annual test and, for the purpose of prohibition issue, a margin equivalent to 10% of the limits to be allowed to exclude marginal infringements. 4. The Light Absorbance Coefficient Scale used for diesel exhaust smoke, being logarithmic, results in standards for delayed prohibition issue of $>3.7\text{m}^{-1}$ for turbocharged engines, and $>3.0\text{m}^{-1}$ for naturally aspirated engines when the 10% margin is added to the prescribed limits. 5. Vehicles fitted with euro 4 engines first registered from 1 July 2008 have a standard of $>1.8\text{m}^{-1}$ for all engines 6. Passenger Service Vehicles first used prior to 1 August 1979 or manufactured prior to 1 March 1979 fitted with a compression ignition engine only require a visual test.
<p>Selective Catalytic Reduction</p> <p>Selective Catalytic Reduction system Malfunction Indicator Warning Lamp</p>	<p>A warning system indicating there is little or no reagent available</p>	<p>DN</p>	
<p>Selective Catalytic Reduction system component missing or system leaking reagent</p>	<p>-</p>	<p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Spark Ignition Engine Emissions</p> <p>Exhaust emitting excessive levels of pollutants (See Notes 2 and 3)</p>	<p>Sufficient to obscure vision or likely to cause danger to other road users</p> <p>Emission levels exceed the annual test standards by 10%; or tends to obscure vision</p> <p>Exceeding the annual test limits by 10% or less or continuous haze, any colour.</p>	<p>I</p> <p>D</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Road wheels and hubs</p> <p>Any wheel(s) missing</p> <p>Wheel fractured or welding breaking away</p> <p>Wheel hub fractured</p> <p>Wheel stud holes elongated / damaged</p> <p>Wheel nut, washer or stud missing/loose/fractured, not clamping or fully locating in taper</p>	-	I	1. Fracture at the bridge over the valve is not considered a reason for action.
	Failure imminent	I	2. In the case of wheels with detachable spring retaining rings fitted to the wheel rims of the semi drop centre type (these are identified by the ends of the ring, which are shaped so as to interlock) abutting ends are permissible provided the retainer is adequately and safely located in the wheel rim
	Otherwise than above	D	
	Failure or detachment imminent	I	3. A tyre retaining ring butting causing the flange to lift more than 1.5mm is to be regarded as excessively displaced
	Otherwise than above	D	
	If visible with wheel nuts in place or detachment likely	I	4. Some agricultural vehicles have extra fixings for the sole purpose of attaching additional wheels. These are not part of the inspection while additional wheels are not fitted.
	Any stud hole severely worn/elongated	D	
More than one wheel nut/stud missing, loose or obviously not clamping or locating in the road wheel taper (See Note 4)	I		
More than one spigot wheel nut washer fractured	I		

Description of defect	Severity of defect	Action	Notes
Excessive clearance between hub mounting face and wheel.	Any one stud or nut missing or loose (See Note 4)	D	NOTE: Unlike stud-mounted wheels, spigot mounted wheels incorporate a center hole in the wheel disc which is machined to provide a close-tolerance fit on the hub spigot for accurate location.
	Any one spigot nut washer fractured	D	
	A diametric aggregated clearance of more than 3mm between the spigot and the locating surface of the wheel.	D	
	Otherwise than above	DN	
Tyre retaining ring abutting or fractured	Retaining ring is excessively displaced from it's seating and total displacement is imminent (See Notes 2 and 3)	I	
Wheel seriously distorted	Affecting steering and stability	I	
	Otherwise than above	DN	
Half shaft bolts nuts or studs loose/missing	Loss of drive or detachment likely	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Incompatible wheels fitted</p>	<p>Fouling other components where failure of the wheel or affected component is likely</p>	<p>I</p>	
	<p>Otherwise than above</p>	<p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Tyres</p> <p>The nominal size, ply rating, load index speed rating of any is below that appropriate to the vehicle</p> <p>Tyres of different types / nominal sizes / aspect ratio fitted on axle</p> <p>Radial ply tyres fitted to front axle and cross ply or bias belted to rear axle or bias belted to front axle and crossply to rear axle</p> <p>Tyres of different types fitted on steerable axles</p> <p>Tyres of different types fitted on driven, non steerable axles</p>	<p>If tyre is obviously overloaded</p> <p>Otherwise than above (See Notes 1 and 2)</p> <p>Tyre of a different type (ie cross ply or radial) fitted</p> <p>One tyre is of a different nominal size or aspect ratio from those on the same axle (See Note 2)</p> <p>(See Note 3)</p> <p>(See Note 4)</p> <p>(See Note 5)</p>	<p>I</p> <p>D</p> <p>I</p> <p>D</p> <p>I</p> <p>I</p> <p>I</p>	<p>NOTE: PNEUMATIC TYRES ARE NOT A LEGAL REQUIREMENT ON AGRICULTURAL VEHICLES NOT DRIVEN / DRAWN AT MORE THAN 20MPH.</p> <ol style="list-style-type: none"> 1. It is appreciated that during roadside inspection examiners might not have access to tyre tables, and in some instances the size or ply rating might not be readily identifiable. 2. It cannot be assumed that, because either tyre of a twin wheel is not in contact with the ground when the vehicle is stationary on a level surface, there is a difference in nominal size 3. This does not apply to vehicles with twin or extra wide tyres on the rear axle or to tyres manufactured for (and fitted to) engineering plant. It also does not apply to vehicles with a maximum speed not exceeding 30mph.

Description of defect	Severity of defect	Action	Notes
			<ul style="list-style-type: none">4. Applies only for 2 or more steerable axles5. Applies only for 2 or more driven non steerable axles

Description of defect	Severity of defect	Action	Notes
Tyre walls in contact	Caused by under inflation or incorrect wheel fitting (See Note 1)	DN	<p>NB: THIS ITEM DOES NOT APPLY TO AGRICULTURAL VEHICLES NOT DRIVEN/DRAWN AT MORE THAN 20 MPH.</p> <ol style="list-style-type: none"> 1. Some tyres eg radials with flexible sidewalls might ‘kiss’ under load. In these cases, wall contact is not a reason for rejection. 2. Bulging includes any lifting of the tread rubber and must not be confused with undulations which might be present due to manufacturing imperfections. In the case of capped retreads care must be taken so as not to confuse unbonded tread overlapping the tyre wall with tread separation. A bulge in the sidewall area may be up to 5mm proud of the original sidewall. In most cases the tyre will be stamped with ‘BSAU 159e’ ‘BSAU 159f’ in the vicinity of the repair. A repair will feel solid and should not deflect as would a bulge associated with casing separation. 3. Cuts which are deep enough to reach the body cords or ply but are less than 25mm or 10% of the section width, whichever is the greater, and have not damaged or exposed the body cords or ply do not breach the legal requirements for tyres.
	Caused by separation or partial failure of it’s structure (See Note 2)	I	
	Body cords damaged (See Note 3)	I	
	Cut 25mm or longer exposing body cords	D	
	Body cords exposed (See Note 3 and 4)	D	
	Breaker cords damaged in the tread area	D	
	Breaker cords exposed in the tread area	DN	
	Otherwise than above (See Note 3)	DN	
Tyres seriously under inflated	Likely to affect steering or overload the other tyre on a twin wheel fitment	I	

Description of defect	Severity of defect	Action	Notes
<p>Spare Tyre</p> <p>Spare tyre bulging / fabric cut / fabric exposed / tread worn beyond legal limit (includes taxis).</p>	<p>-</p>	<p>DN</p>	<p>d. In the case of any other tyre the tread pattern of the tyre when the tyre was new.</p> <p>Note: Grooves which wear out before the main grooves have reduced to a depth of 5mm and other minor features such as sipes, small lateral extensions to the circumferential grooves and minor lateral grooving on the shoulders are to be disregarded when considering whether the “original tread pattern” is visible.</p> <p>e. Sipes are small bracing tie bars to help tyre chucks retain their composure / structure under load.</p> <p>7. It is permissible for re-cut tyres to be fitted to:</p> <ul style="list-style-type: none"> • Trailers of unladen weight exceeding 1020kg (2290kg total weight for fixed plant carriers) • Motor vehicles of unladen weight exceeding 2540KG and the diameter of the rim of the wheel is at least 405mm

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM9 Sideguards, Rear Under-run Devices and Bumper Bars
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Description of defect	Severity of defect	Action	Notes
<p>Bumpers, Sideguards and Under run devices (See Note 1)</p> <p>Bumper bar, sideguard or under run device insecure or damaged.</p>	<p>Detachment likely either partially or completely or having projections or jagged edges likely to cause injury</p> <p>Missing where required</p> <p>Otherwise than above.</p>	<p>I</p> <p>D</p> <p>DN</p>	<p>Note 1 – Application and Exemptions</p> <p>Sideguards – application</p> <p>Motor vehicles first used from 1 April 1984 with a design gross weight exceeding 3500kg and where the distance between the centres of any 2 consecutive axles exceeds 3 metres.</p> <p>Trailers manufactured from 1st May 1983 with an unladen weight exceeding 1020kg and where the distance between the centres of any 2 consecutive axles exceeds 3m; or in the case of a semi trailer, where the distance between the centre of the king pin position and the centre of the foremost axle exceeds 4.5m.</p> <p>Semi-trailers manufactured before 1 May 1983 which have a gross design weight exceeding 26,000kg and which forms part of an articulated vehicle with a gross design train weight exceeding 32,520kg and where the distance between the centre of the kingpin and the centre of the foremost axle exceeds 4.5m. Where more than one kingpin is fitted it is the distance from the rearmost kingpin position which is taken into account</p>

Description of defect	Severity of defect	Action	Notes
			<p>Sideguards – Exemptions</p> <ul style="list-style-type: none"> • A vehicle or trailer constructed so that it can be unloaded by part of the vehicle being tipped sideways or rearwards. • A vehicle or trailer designed solely for use in connection with street cleaning, the collection / disposal of refuse or the contents of gullies/ cesspools. (skip carrying vehicles are classed as refuse vehicles and as such are exempt). • A trailer specially designed and constructed and not merely adapted to carry round timber, beams or girders, being items of exceptional length • Tractor units • A vehicle or trailer specially designed and constructed and not adapted to carry other vehicles loaded onto it from the front or rear. (vehicles with a standard flat body fitted with a beaver tail are not exempt). • A trailer with a load platform which is not more than 750mm from the ground throughout that part of its length under which a sideguard would have to be fitted and no part of any edge is more than 60mm inboard from the tangential plane

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM9 Sideguards, Rear Under-run Devices and Bumper Bars
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Description of defect	Severity of defect	Action	Notes
			<ul style="list-style-type: none"> • A semi-trailer incorporating a sliding bogie. • A rigid motor vehicle or trailer designed for and constructed for the special purpose of carrying long (but not exceptionally long) timbers from an off road location in a forest. <p>To fulfill this definition the vehicle must meet the following criteria:-</p> <ul style="list-style-type: none"> • It must be of skeletal construction • It must have a minimum of two upright side supports (side bolsters) fitted to each side of the vehicle • It must not be fitted with a load platform, other than chassis rails, cross bearers and the minimum amount of flooring necessary to protect wiring or brake components. <p>It is permissible for the vehicle to be fitted with the following:</p> <ul style="list-style-type: none"> • Loading equipment ie a loading crane or similar device • Cross bearers that do not have upright side supports

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM9 Sideguards, Rear Under-run Devices and Bumper Bars
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Description of defect	Severity of defect	Action	Notes
			<p>Note: This list only covers the main vehicles likely to be encountered.</p> <p>Under-run – Application Motor vehicle with a gross design weight exceeding 3500kg and first used from 1 April 1984; or trailers manufactured from 1 May 1983 with an unladen weight exceeding 1,020kg.</p> <p>Under run exemptions</p> <ul style="list-style-type: none"> • Tractor units • A vehicle or trailer fitted at the rear with apparatus specially designed for spreading material on the road. • A vehicle or trailer so constructed that it can be unloaded by part of the vehicle being tipped rearwards. • A vehicle or trailer specially designed and constructed and not merely adapted to carry other vehicles loaded onto it from the rear (vehicles with a standard flat body fitted with a beaver tail are not exempt). • A trailer specially designed and constructed and not merely adapted to carry round timber, beams or girders, being items of exceptional length.

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM9 Sideguards, Rear Under-run Devices and Bumper Bars
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Description of defect	Severity of defect	Action	Notes
			<ul style="list-style-type: none"> • A vehicle or trailer fitted with a tail lift so constructed that a lift platform with a minimum length of 1m and forms part of the floor of the vehicle. • A vehicle specially designed and not merely adapted for the carriage and mixing of concrete. <p>Note: This is not an exhaustive list but covers the vehicles likely to be encountered.</p>

Description of defect	Severity of defect	Action	Notes
<p>Spare wheel and carrier</p> <p>Spare wheel carrier insecure or fractured</p> <p>Spare wheel insecure</p>	Detachment imminent	I	
	Otherwise than above	DN	
	Detachment imminent and likely to fall from the vehicle	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Coupling on vehicle			
Deformed or cracked pin, jaw, hook or ball	Trailer security adversely affected	I	
Mounting of jaw, hook or ball to chassis insecure	Failure or detachment likely	I	
Locking device missing, inadequate, damaged or ill fitting	Locking device ineffective	I	
	Otherwise than above	D	
Worn pin, jaw or hook	Thickness of metal at any point reduced to 2/3 or less of it's original thickness and trailer attached	I	
	No trailer attached	D	
Ball excessively worn	Worn to such an extent that the safe coupling of the trailer is unlikely to be achieved	I	
	Otherwise than above.	D	

Description of defect	Severity of defect	Action	Notes
Coupling on vehicle			
Fifth wheel attachment to chassis insecure	Relative movement between chassis and coupling to the extent that coupling failure or detachment likely	I	<ol style="list-style-type: none"> 1. In certain designs the fifth wheel coupling position can be adjusted or is spring loaded on the chassis 2. A certain amount of movement between the tractor unit and the trailer is permissible. The acceptable amount varies with the make of vehicle. 3. Some couplings do not require a safety locking device. Action must only be taken where there is clear evidence that a device is, or has been, fitted.
	Fifth wheel insecure (See Notes 1 and 2)	I	
	Otherwise than above	DN	
Fifth wheel jaw adjustment excessively worn or out of adjustment	Worn to such an extent that the trailer king pin might not be securely held (See Note 2)	I	
	Otherwise than above	D	
Safety locking device (eg Chain and clip) missing/ not operating	(See Note 3)	D	
Excessive wear in or insecurity of any member or securing device	Failure or imminent detachment likely	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Coupling on trailer			
Draw bar cracked or deformed	Seriously cracked or fractured So seriously deformed that use would cause danger Otherwise than above	I I DN	
Mounting of drawbar to trailer insecure	Failure or detachment likely Otherwise than above	I D	
Drawbar eye or ball socket deformed, cracked or excessively worn	Trailer security affected Otherwise than above	I D	
Locking device missing, inadequate, damaged or ill-fitting	Locking device ineffective Otherwise than above	I D	
A safety device missing or not operative		I	
King pin attachment excessively worn, cracked or insecure		I	

Description of defect	Severity of defect	Action	Notes
Worn operating member	Detachment likely	I	
	Otherwise than above	DN	
Worn draw bar attachment pins and brackets	The thickness of metal at any point reduced to 2/3 or less of its original thickness	I	
	Significant reduction in thickness	D	

Description of defect	Severity of defect	Action	Notes
<p>Parking brake operation and performance</p> <p>Parking brake does not operate on at least 2 road wheels</p> <p>Brake cannot be set with trailer either coupled to, or uncoupled from, the drawing vehicle.</p> <p>Brake mechanism fractured, insecure, excessively worn or badly corroded</p> <p>Insufficient reserve travel on brake lever (See Note 1)</p>	<p>-</p> <p>-</p> <p>Mechanism fractured or defective to such an extent that the brake is inoperative or failure is likely</p> <p>Detachment of brake mechanism imminent</p> <p>Otherwise than above</p> <p>Brake efficiency impaired</p> <p>Otherwise than above</p>	<p>I</p> <p>I</p> <p>I</p> <p>I</p> <p>D</p> <p>I</p> <p>D</p>	<p>1. This applies to brake systems that use a ratchet and pawl mechanism and means that, where the brake is fully applied, there is not sufficient further movement of the lever because it is at the end of its working travel on the ratchet.</p>

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM12 Trailer Parking and Emergency Brakes and Air Line Connections
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Description of defect	Severity of defect	Action	Notes
<p>Trailer emergency brake</p> <p>Trailer brakes are not applied automatically when the red (emergency) brake line is disconnected (See Notes 2, 3, 4 and 5)</p>	-	I	<p>2. Before starting this test, make sure the air reservoirs on the tractor are fully charged. With tractor unit parking brakes on and trailer parking brakes off ask the driver to disconnect the red (emergency) line brake connector between the tractor and the trailer.</p>
<p>Service line failure test</p> <p>With service line self seal coupling unseating device fitted to drawing vehicle service line and the air storage tanks fully charged, the second full service brake application does not result in a trailer brake application (See Note 3 and 8).</p>	-	I	<p>3. In most cases the application of the trailer brakes can be checked by observing the actuation of the trailer brake levers.</p> <p>4. The red line connector must be reconnected by the driver after this inspection</p> <p>5. Agricultural vehicles driven at not more than 20mph might not be fitted with emergency brake lines. This is acceptable.</p>
<p>Air line connections</p> <p>Any brake line on the drawing vehicle fitted with a manual tap (See Note 8)</p>	<p>Preventing the correct operation of a braking system</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p>	<p>6. This applies to all trailers and to drawing vehicles first used on or after 1 April 1989. This action should not be applied to foreign vehicles unless affecting the correct operation of the brakes.</p>

Description of defect	Severity of defect	Action	Notes
Service brake line operating adapter providing inadequate lift or not fitted	Preventing the correct operation of the brake system Otherwise than above	I D	7. Check on vehicles and trailers fitted with "C" type couplings, that the coupling in the service (yellow) line - either fitted to the trailer or in the line itself - is fitted with an operating adapter which can open the self sealing coupling in the connector from the drawing vehicle.
A vehicle with "C" type couplings not opening self seal coupling on drawing vehicle	-	I	8. Where, during the service line failure test, the trailer brakes do not apply, examiners should reconnect the service line as normal. The trailer 'red' supply line should then be disconnected from the trailer and the examiner should observe whether or not the trailer brakes apply. This test will determine whether or not the failure of the trailer brakes to apply during the supply line failure test is due to a fault on the drawing vehicle or on the trailer. Application of the trailer brakes in this secondary test would identify a fault with the drawing vehicle.

Description of defect	Severity of defect	Action	Notes
<p>Trailer Landing legs</p> <p>Attachment of landing leg insecure</p> <p>Pad wheel or handle insecure</p>	Detachment likely	I	
	Otherwise than above	DN	
	Detachment likely	I	
	Otherwise than above	DN	

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM14 Spray Suppression, Wings and Wheel Arches
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Description of defect	Severity of defect	Action	Notes
Wings and wheel arches (See Note 5)			
Wing insecure (See Note 1)	Detachment likely, or rubbing on a tyre	I	<p>NOTE: THIS IM DOES NOT APPLY TO AGRICULTURAL VEHICLES NOT DRIVEN/DRAWN AT MORE THAN 20MPH.</p> <p>1. The term 'wing' includes other similar devices</p> <p>2. Spray suppression is required for (unless specifically exempt):-</p> <ul style="list-style-type: none"> • Goods vehicles exceeding 12 tonnes gross vehicle weight, manufactured on or after 1 October 1985 and which were first used on or after 1 April 1986 • Trailers exceeding 3.5 tonnes gross vehicle weight, manufactured on or after 1 May 1985 • Trailers exceeding 16 tonnes gross vehicle weight with 2 or more axles <p>3. The spray suppression requirements do not apply to vehicles incapable of exceeding 30mph.</p> <p>4. The 'holed' aspect only applies to PSV's and only when it allows the ingress of water or spray from the road wheels.</p>
	Otherwise than above	DN	
Wing badly holed / corroded /missing /torn / spilt	Presenting a risk of injury	I	
	Not acting as a complete shield having regard to the original design	D	
	Otherwise than above	DN	
Insufficient clearance between the wing and the tyre	Wing rubbing or likely to rub on tyre, particularly when laden, and thereby cause damage to the tyre or a danger of injury eg; fire risk, steering affected	I	
	Otherwise than above	DN	
Interior wheel arch holed/ corroded	Holed or seriously weakened	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Obligatory spray suppression equipment insecure /damaged / missing / incomplete. (See Notes 2, 3, 6 and 7)</p>	<p>Detachment likely Missing / incomplete Otherwise than above</p>	<p>I D DN</p>	<p>5. Forestry vehicles (with skeletal chassis and bolsters), rigid motor vehicles are exempt from spray suppression and sideguards but must have wings. Forestry semi-trailers are exempt for the requirement to have spray suppression, sideguards and wings.</p> <p>6. Incomplete in this context is where a major section of the wing and / or the whole of the spray suppression is missing.</p> <p>7. Some foreign vehicles will not have spray suppression fitted. (Non EU vehicles and some ROI vehicles). This is acceptable.</p>

Description of defect	Severity of defect	Action	Notes
<p>Cab security</p> <p>Cab not mounted securely on the chassis or mountings defective (See Note 1)</p> <p>A retention and / or locking device on a forward tilting cab defective or missing</p> <p>Defective attachment of wind deflector to cab roof</p>	Driving control likely to be affected	I	<p>1. Some vehicles are fitted with tilt cabs or cabs with flexible mountings, movement of which is a design feature. This is not to be confused with excessive wear or insecurity</p>
	Driving control not likely to be affected	D	
	A significantly defective mounting	D	
	Otherwise than above	DN	
	If only one locking device fitted	I	
	If more than one device is fitted and at least one is serviceable	D	
	Detachment likely	I	
	Otherwise than above.	DN	

Description of defect	Severity of defect	Action	Notes
<p>PSV Passenger doors (See Note 1)</p> <p>Door missing</p> <p>Door jammed / obstructed / cannot be opened from either inside or outside</p> <p>Door cannot be retained in a closed position</p> <p>Door hinges / catches / pillar worn / loose / insecure / weakened</p>	<p>-</p> <p>Jammed, cannot be opened or deliberately secured so that it cannot be opened (See Notes 2 and 4)</p> <p>Any emergency break glass window with breaking device missing</p> <p>Any emergency break glass window or door, the operation of which is affected by the application of advertising film (See Note 5)</p> <p>-</p> <p>Door is very difficult to shut or is likely to fly open</p> <p>Otherwise than above</p>	<p>I</p> <p>I</p> <p>D</p> <p>I</p> <p>I</p> <p>I</p> <p>DN</p>	<p>1. The term ‘door’ in this context includes entrance and exit doors and emergency exits including emergency windows</p> <p>2. In the case of a drivers door, this action is only appropriate if it is the sole means of access. Some sliding type drivers doors are not designed to be retained in an open position</p> <p>3. Vehicles registered before 1 April 1959 need not have a device that isolates the door gear from the braking system.</p> <p>4. This will not apply to doors that:</p> <ul style="list-style-type: none"> • Have been permanently closed off as part of an officially agreed modification • Have been locked to secure the vehicle and it’s contents while left unattended • Are on a vehicle travelling empty and where the driver can produce a key to lock the door.

Description of defect	Severity of defect	Action	Notes
Sliding door jammed / likely to become displaced / is not retained in the open or closed position	Jammed or likely to become displaced (See Notes 2 and 4)	I	5. The action set out in (4) will be appropriate only if the door has been sealed closed or, in the case of a break glass window, the film has not been broken around the bead.
	Otherwise than above	DN	
Door holding device missing / ineffective	-	DN	6. It is in order to operate an emergency control before applying manual pressure to open a power operated door.
Door check device missing / ineffective	-	DN	7. Interlocks are required on power operated PSV doors that, when open or being operated, project laterally beyond the body of the vehicle at its widest point by more than 80mm. This does not apply to Construction and Use Regulations, Schedule 6, minibuses.
Door stiff or fails to operate	Unable to fully open or close	I	Some vehicles certified before 1 April 1984 have been manufactured without interlocks and are not considered defective.
	Otherwise than above	DN	
Door operation affects braking system	Repeated operation of the doors depletes the braking system air/vacuum below the pressure vacuum threshold at which the circuit protection valve should operate (See note 3)	I	8. Sensitive door edges are required on PSV's manufactured on or after 14 May 1990 and first used on or after 1 October 1990, where the whole of the door opening is more than 500mm behind the drivers seat

Description of defect	Severity of defect	Action	Notes
Power operated door cannot be opened manually	(See Note 5)	I	<p>9. A safety system for preventing a passenger from being trapped must be provided on all power operated doors without a soft rubber edge.</p> <p>10. Every power-operated door fitted to a minibus must cease closing when meeting a resistance and either re-open or be capable of being opened manually.</p> <p>11. Warning devices are only required on:</p> <ul style="list-style-type: none"> • Schedule 6 minibuses which do not have two stage slam locks • Large buses with more than 20 passenger seats, which are certified for one person operation and used on local services. In this case they are required on each emergency door and hinged emergency window • ‘Continental’ doors • Vehicles first used on or after 1 April 1980 with power operated doors which are more than 500mm to the rear of the drivers seat (typically centre doors). In this case the warning must be visual
Door interlock inoperative	(See Note 6)	I	
Door sensitive edge or other safety device not working	Where required (See 7, 8 and 9)	I	
	Otherwise than above	DN	
“Door open” warning device inoperative	Where required (See Note 10)	D	
	Otherwise than above	DN	
Draught excluder insecure	Likely to cause obstruction or injury	I	
	Otherwise than above	DN	
Door operation severe	Likely to cause injury	I	
	Otherwise than above	DN	
Obligatory markings or fittings missing/ damaged/ ineffective	-	DN	

Description of defect	Severity of defect	Action	Notes
Any normally fitted exit door handle guard missing	-	DN	<ul style="list-style-type: none"> Any external door or hinged exit (including any emergency exit) which is outside the drivers direct line of sight on a vehicle certified on or after 1 April 1997. This does not apply to the door of a minibus if that door has a 2 stage lock.
Cab doors			
Drivers external door jammed/ obstructed / difficult to open	Likely to impede driver in an emergency or to fly open inadvertently (See Notes 11 and 12)	I	12 Where the drivers door of a PSV doubles as an emergency door (See note 1).
	Otherwise than above	DN	13 On an HGV, if one door is deliberately rendered inoperative, then it must be considered to be an integral part of the cab.
Door hinges, catches or pillars in such a condition that the door is difficult to close or could fly open inadvertently (See Note 13)	Door likely to fly open	I	The cab doors and fastening devices on agricultural vehicles are sometimes crudely designed. Before applying these standards examiners must take account of the original design of the component
	Otherwise than above	DN	
Sliding door which cannot be secured in the open or closed position and / or runners or tracks so badly worn or defective that the door cannot be opened and closed without excessive effort (See Note 13)	Drivers door cannot be secured	I	The potential speed of the vehicle, the likelihood of the door flying open and whether it would be likely to swing beyond the edge of the vehicle must also be considered.
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
			<p>On bus directive and ECE Regulation vehicles, there might not be a primary emergency exit, if the vehicle has two service doors and on Bus directive vehicles, the primary emergency exit may be power operated: floor hatches may be used as emergency exits.</p>

Description of defect	Severity of defect	Action	Notes
Drivers cab /Area and Fittings			1. For obscured view to the front, see IM23
Drivers cab floor insecure / badly weakened	Affects driving control or safety of driver	I	
	Otherwise than above	DN	
Drivers cab step or step ring on a wheel insecure / badly weakened / damaged /worn	Likely to cause injury to users or become detached	I	
	Otherwise than above	DN	
Step has a jagged edge	Likely to cause injury to a person near the vehicle	I	
Windscreen demisters missing / inoperative / ineffective (PSV's only) (See Note 1)	Impairs drivers view	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Drivers seat loose on it's mounting, frame fractured, seriously weakened or otherwise defective	Seat so loose / weakened / or in such condition that it could cause the driver to lose control of the vehicle	I	
Drivers seat adjustment inoperative / badly worn	Otherwise than above. Seat likely to move inadvertently or cannot be securely located	DN I	

Description of defect	Severity of defect	Action	Notes
<p>Security of Body</p> <p>Body components and fixings (eg twist-locks) loose / fractured / missing</p> <p>Excessive displacement of the body relative to the chassis</p>	<p>Insecurity of body components or cross or longitudinal members to the chassis, likely to affect safe carriage of passengers or load</p> <p>Fixings insecure or defective but not affecting safe carriage of passengers or load (See Note 1 and 3)</p> <p>Likely to lead to loss of control</p> <p>Otherwise than above (See Note 2)</p>	<p>I</p> <p>DN</p> <p>I</p> <p>D</p>	<p>1. The presence of defective items does not necessarily mean that the body is to be regarded as so insecurely fixed as to be dangerous</p> <p>The cumulative effect of any defects found, or their effect on other items, is the criterion to be used when assessing this item.</p> <p>2. Most designs of vehicles have a certain amount of freedom between the body and chassis to allow for flexing. This must not be confused with insecurity</p> <p>3. In the case of a dual purpose flat bed, if all the twist locks have been removed then it is not to be regarded as defective</p>

Description of defect	Severity of defect	Action	Notes
<p>Security of Loads (See Note 1)</p> <p>Load on a vehicle is in a condition, or the load restraints by number, condition, suitability for use or manner of use are such; or the distribution of the load is such;</p> <p>That present(s) danger and CAN be remedied safely by the driver</p> <p>That present(s) danger and CANNOT be remedied safely by the driver</p>	<ul style="list-style-type: none"> • Load has moved but has not actually become detached from the vehicle and can be rectified at site • Load has actually become detached or is likely to become detached without remedial action • Load restraint systems damaged or incomplete but not affecting the safety of passengers or load. 	<p style="text-align: center;">-</p> <p style="text-align: center;">I</p> <p style="text-align: center;">D</p>	<p>1. This is not a defect under Construction and Use regulatory requirements but is an ‘in use’ safety requirement.</p>

Description of defect	Severity of defect	Action	Notes
Body paneling and guard rails			
	Exterior body panel damaged / missing / protruding / insecure	Likely to become detached or to cause injury or permit the load to be shed or leaked	I
	Otherwise than above (See Notes 1 and 2)	DN	
Any embellishment protruding / damaged / insecure (Specify component)	Likely to become detached and / or cause injury	I	2. The bodies of commercial vehicles are often subject to rough treatment. Any superficial damage that does not affect the strength of the component is not to be regarded as a defect.
	Otherwise than above	DN	
Guard rail insecure / damaged and, in respect of PSVs, missing when required	Likely to become detached or to cause injury	I	3. On PSVs where the lower edge of the body side panel is within 310mm of the ground with the vehicle unladen, guard rails might not be required.
	Otherwise than above (See Notes 3 and 4)	DN	
Part of the body designed to carry or contain the load missing or damaged	Load likely to become detached or to cause injury or permit it to be shed or leaked	I	4. Bus directive and ECE regulation vehicles do not require guard rails
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>PSV Flap type doors</p> <p>Any flap / door catch defective / catch missing / insecure (See Note 5)</p> <p>Any flap / door protruding when closed / exposing sharp (jagged) edges</p> <p>Flap / door check device missing / ineffective</p>	<p>Detachment likely or is likely to fly open</p> <p>Otherwise than above</p> <p>Likely to cause injury or damage</p> <p>Otherwise than above</p> <p>Door opening too far and likely to obscure obligatory lights</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>D</p> <p>DN</p>	<p>5. These standards do not apply to small access flaps. eg. Fuel filler or coolant filler access flaps.</p>
<p>PSV Luggage Compartments</p> <p>Water leaking into luggage compartment</p>	<p>Likely to soil or damage passengers luggage (See Note 6)</p> <p>Otherwise than above</p>	<p>D</p> <p>DN</p>	<p>6. This will only apply where luggage is being carried in the compartment at the time of inspection.</p>

Description of defect	Severity of defect	Action	Notes
Luggage compartment damaged / dirty	Likely to soil or damage passengers luggage (See Note 6)	D	7. Devices to hold flaps / doors open are required only where they are provided to give access to luggage compartments. Similar flaps or doors provided for other purposes eg, engine or spare wheel access are not required to have them.
	Otherwise than above	DN	
Luggage compartment floor damaged / deteriorated / weak	Failure likely to collapse	I	
	Otherwise than above	DN	
Luggage compartment door catch defective / catch missing / insecure	Detachment likely or is likely to fly open inadvertently	I	
	Otherwise than above	DN	
Luggage compartment door protruding when closed / exposing sharp (jagged) edges	Likely to cause injury or damage	I	
	Otherwise than above	DN	
Luggage compartment door holding device missing / ineffective (See Note 7)	Door does not remain in the open position and is likely to close and cause injury	I	
	Otherwise than above	DN	
Luggage compartment door check device missing / ineffective	Door opening too far and likely to obscure obligatory lights	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>PSV floor, gangways, steps and stairs</p> <p>Floor / gangway / steps / Stairways / retractable steps / platforms (state location on documentation)</p> <p>Floor trap weakened / damaged / missing</p> <p>Floor trap locking device defective</p> <p>Floor / step / stair covering torn / lifting / bubbling</p> <p>Floor / step / stair / treadplate / moulding badly worn / lifting</p>	Holed or likely to collapse	I	<p>1. Steps or platforms forming part of an emergency exit are not required to be illuminated</p>
	Otherwise than above	DN	
	Likely to collapse or likely to cause obstruction or injury	I	
	Otherwise than above	DN	
	Trap insecure and likely to lift	I	
	Otherwise than above	DN	
	Likely to cause obstruction or injury	I	
	Otherwise than above	DN	
	Non slip surface worn smooth and / or lifting and likely to cause obstruction or injury	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Step / stair insecure / weakened / damaged / having jagged edges / defective</p>	<p>Likely to cause injury or become detached</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>2. Any surface contamination of the seat covering should not take into account dust in the seat fabric or loose surface dust</p> <p>3. Applicable if due to accidental spillage</p>
<p>PSV Destination Boards</p> <p>Destination and Route indicators not visible</p>	<p>Destination and route cannot be clearly seen</p>	<p>DN</p>	<p>4. Some older coaches have been certified with crew seats with latches to operate before the seat will fold. Prohibition action will not be appropriate in these cases. If in any doubt take inspection notice action only and advise.</p>
<p>PSV Roof Signs (See Note 9)</p> <p>Mandatory roof sign missing</p>	<p>-</p>	<p>D</p>	<p>5. Roof lights mean translucent panels fitted in the body roof</p>
<p>Mandatory roof sign insecure</p>	<p>Liable to become detached whilst the vehicle is in motion</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>6. Large buses used solely as local service vehicles need not carry a first aid kit</p>
<p>Electrical wiring to roof sign not safely routed</p>	<p>Liable to present a trip hazard or other risk of injury</p> <p>Otherwise than above</p>	<p>I</p> <p>IM</p>	<p>7. PSVs and Schedule 6 minibuses only.</p> <p>8. This inspection also applies to articulated PSV bellows.</p>

Description of defect	Severity of defect	Action	Notes
Mandatory roof sign not capable of being illuminated or is not clearly visible from both front and rear or is liable to dazzle other road users	-	D	9. The requirements set out in this section do not apply to a taxi which: <ul style="list-style-type: none"> • Is being used for the purpose of a wedding or a funeral or for purposes in connection with the Northern Ireland Civil Service, industry or commerce • Is fitted with a taximeter and used from a taxi stand in the city of Belfast
Mandatory roof sign not displaying the correct text or background not of the appropriate colour for the type of hire	-	D	
PSV Passenger Entrance			
Entrance floor mat badly worn / of incorrect size	Likely to trip passengers	I	
	Otherwise than above	DN	
PSV Artificial lighting			
Interior lamp missing inoperative	-	DN	
Inadequate illumination at entrance / exit / step / stairs	Constituting a risk of injury	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>PSV and passenger crew seats</p> <p>Passenger seat incorrectly spaced or a crew seat which encroaches on the minimum gangway width and does not fold away automatically (See Note 4)</p> <p>Seat insecure</p> <p>Seat covering slashed / torn</p> <p>Seat frame fractured</p> <p>Passenger seats generally contaminated or dirty</p> <p>Isolated seat or group of seats contaminated</p>	Access to an exit is obstructed	D	
	Otherwise than above	DN	
	Likely to become displaced	I	
	Otherwise than above	DN	
	-	DN	
	Seat failure or displacement likely	I	
	Otherwise than above	DN	
	Likely to soil clothing (See Note 2)	D	
	(See Note 3)	DN	

Description of defect	Severity of defect	Action	Notes
Seat damaged	Likely to cause injury	I	
	Likely to tear clothing	D	
	Otherwise than above	DN	
PSV Interior Fitting			
Parcel rack insecure / damaged / holed	Likely to collapse or to permit luggage to fall on passengers	I	
	Otherwise than above	DN	
Guard not fitted to parcel rack end	Items likely to fall on driver	I	
Interior stanchion / guard rail / grab rail missing / insecure / damaged. Missing grab strap	Likely to detach under weight of passengers and / or cause injury	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Roof light insecure / missing	Likely to become displaced and fall onto occupants (See Note 5) Otherwise than above	I DN	
Fire extinguisher missing / empty / defective / wrong type eg. Powder	(See Note 7)	DN	
First aid equipment missing / incomplete	(See Notes 6 and 7)	DN	
Interior body panel damaged / holed / missing / protruding / insecure (See Note 8)	Likely to cause injury to any person Otherwise than above	I DN	
Legal writing / warning notices missing / illegible	-	DN	

Description of defect	Severity of defect	Action	Notes
Passenger communication device missing / inoperative	Where driver is in a separate compartment (See Notes 10 and 11)	I	10. Bells / buzzers / visual warnings are not required on minibuses. Some communication devices will sound once only until re-set by passenger doors opening or similar.
	Otherwise than above	DN	
Engine cover missing / insecure	Missing from saloon or drivers compartment	I	11. Bus directive and ECE Regulation vehicles, which are not authorized for the carriage of standing passengers , do not require passenger to driver communication devices.
	Insecure and fumes can enter cab or saloon	D	
	Otherwise than above	DN	
Engine compartment sound deadening material insecure / oil / fuel soaked	Likely to become displaced or cause a fire hazard	I	12. Where more than one means of ventilation is provided an assessment will have to be made as to whether more than 50% of the total ventilation of all types is ineffective. If in doubt, take advisory action only.
	Otherwise than above	DN	
Graffiti / contamination on an internal surface. (The location and nature of graffiti should be recorded on documentation)	Likely to soil clothing	D	13. Some forced air ventilation systems do not operate until the engine is running and the alternator is charging.
	Other unauthorized writing or drawing	DN	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Other equipment insecure (eg. TV, Video, coffee bar etc)	Likely to become detached and cause injury	I	
	Otherwise than above	DN	
Ventilation equipment (See Note 12)			14. Apply the standards in this section for vehicles that have not been issued with an accessibility certificate.
Opening windows cannot be opened	50% or more opening windows cannot be opened	D	
Forced air ventilation equipment missing / inoperative / ineffective (See Note 13)	50% or more forced air ventilation outlets missing / inoperative / defective	D	
	Otherwise than above	DN	15. If missing or ineffective but other wheelchair spaces are available and free from delayed prohibition may be issued allowing the vehicle to complete it's journey. A condition will be imposed specifying the number of passengers in wheelchairs permitted.
Roof light ventilator defective	Rooflight insecure and detachment likely	I	
	Seized open and not protecting passengers from elements	D	
	Seized closed and no alternative ventilation available	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p><u>Accessibility features</u></p> <p>Wheel chair spaces</p> <p>Rearward facing wheelchairs (See Note 14)</p> <p>Stanchion or retractable rail relating to the wheelchair area missing, insecure or damaged</p> <p>Partition or panel relating to the wheelchair area, missing damaged or insecure</p> <p>Unrestrained wheelchair padded backrest, insecure or damaged</p>	<p>Likely to detach if used or cause injury to any person</p> <p>Otherwise than above</p> <p>Panel likely to fall away and /or cause injury to any person</p> <p>Otherwise than above</p> <p>Insecure and likely to fail when loaded</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>I</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Forward facing wheelchairs (See Note 15)</p>			
<p>Occupied wheelchair or user restraint fixings missing, ineffective, deteriorated or insecure (See Note 15)</p>	<p>Missing, ineffective, incapable of performing it's intended function or likely to detach if loaded</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Floor fixings loose or projecting</p>	<p>Serious risk of passengers tripping or being injured</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Wheelchair or user restraint system missing, damaged or defective</p>	<p>Incapable of being easily operated in an emergency</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Boarding devices – Lifts and ramps</p>			
<p>A lift or ramp severely weakened, or with sharp edges or other protrusions</p>	<p>Likely to fail or cause injury to the person</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Lift or ramp cannot be secured in the stowed position</p> <p>Powered lifts and ramps</p> <p>Defective in operation</p>	Posing a risk of injury to any person	I	<p>16. An inoperative powered ramp or lift that does not pose danger to any person or road user should be subject to defect notice action (VT5).</p>
	Otherwise than above	DN	
	Posing a risk of injury to any person	I	
	Otherwise than above (See Note 16)	DN	

Description of defect	Severity of defect	Action	Notes
Mirrors External mandatory mirror and / or glass missing / insecure / damaged / view obscured (See Note 3) Interior rear view mirror / missing / defective / insecure (See Note 3) A periscope defective	If no adequate view to the rear, side or front (as required) (See table of requirements)	I	<ol style="list-style-type: none"> 1. A missing or unusable interior mirror must be regarded as a defect only when the vehicle has no external rear view mirror on the nearside 2. Mirrors are not required on agricultural vehicles driven at not more than 20mph or any Agricultural Vehicle first used before 1 June 1986. 3. An indirect vision device may be accepted in the place of any mirror and the words ‘indirect vision device’ may replace the word ‘mirror’ in this section where applicable
	External mirror likely to become detached	I	
	Otherwise than above	DN	
	Likely to become detached and fall onto driver / occupants	I	
	Missing or unusable (See Note 1)	D	
	Otherwise than above (See Note 1)	DN	
	Likely to become detached or fall onto driver / occupants, or otherwise in such condition as to cause injury	I	
Otherwise than above	DN		

	Vehicle Type	No of Mirrors required	Interior	Exterior main	Wide Angle	Close Proximity	Front
	Light Goods Vehicles						
1	Goods vehicles not exceeding 3500kg DGWV first used before 26/01/10	2	1 ^a	1n/s ^a + 1o/s			
2	Goods vehicles not exceeding 3500kg DGWV first used from 26/01/10	3	1 ^c	1n/s + 1o/s			
	Heavy Goods vehicles						
3	Goods vehicles exceeding 3500kg DGWV first used before 01/04/85	2	1 ^a	1 n/s ^a + 1 o/s			
4	Goods vehicles exceeding 3500kg DGWV first used from 01/04/85 to 25/01/07	2		1 n/s + 1 o/s			
5	Goods vehicles exceeding 12000kg DGWV first used from 01/10/89 to 25/01/08	3		1 n/s + 1 o/s		1 n/s	
6	Articulated goods vehicles exceeding 12000kg DGWV first used from 01/10/89 to 25/01/08	4		1 n/s + 1o/s	1 n/s	1 n/s	
7	Goods vehicles exceeding 3500kg DGWV but not exceeding 7500kg DGWV first used after 26/01/08	5		1 n/s + 1 o/s	1 n/s + 1 o/s	1 n/s ^d	
8	Goods vehicles exceeding 7500kg first used after 26/01/08	6 ^b		1 n/s + 1o/s	1 n/s + 1 o/s	1 n/s	1
	Buses						
9	Buses first used before 01/04/83	2	1 ^a	1 n/s ^a + 1 o/s			
10	Buses first used from 01/04/83	2		1 n/s + 1o/s			

	Vehicle Type	No of Mirrors required	Interior	Exterior main	Wide Angle	Close Proximity	Front
	Motor vehicles other than those referred to above						
11	Motor vehicle first used before 01/06/78	1	1 ^a	1 n/s ^a + 1 o/s ^a			
12	Dual purpose vehicles first used before 01/06/78	2	1 ^a	1 n/s ^a + 1 o/s			
13	Motor vehicle first used after 01/06/78 to 25/01/10 (<i>Not being 15 or 16</i>)	2	1 ^a	1 n/s ^a + 1o/s			
14	Motor vehicle first used after 26/01/10 (<i>Not being 17 or 18</i>)	3	1 ^c	1 n/s + 1 o/s			
15	Motor vehicles exceeding 12000kg DGVW first used from 01/10/89 to 25/01/10	3		1 n/s + 1 o/s		1 n/s	
16	Articulated motor vehicles exceeding 12000kg DGVW first used from 01/10/89 to 25/01/10	4		1 n/s + 1 o/s	1 n/s	1 n/s	
17	Motor vehicles exceeding 3500kg DGVW but not exceeding 7500kg DVGW first used after 26/01/10	5		1 n/s + 1o/s	1 n/s + 1o/s	1 n/s ^d	
18	Motor vehicles exceeding 7500kg DGVW first used after 26/01/10	6b		1 n/s + 1o/s	1 n/s + 1o/s	1 n/s	1
a	Alternative combinations, but any mirror fitted must give effective rearward vision						
b	A close proximity mirror is not required if its field of vision is covered by the combination of wide angle mirrors and a front mirror						
c	Interior mirror only required if it can actually provide rearward vision						
d	Close proximity mirror to be fitted not less than 2m from the ground						

Description of defect	Severity of defect	Action	Notes
<p>View to the front</p> <p>Drivers view to the front</p>	<p>Any object seriously impairing the driver's view through the swept area by windscreen wipers</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>1. Reversing monitors and navigation screens may be acceptable, provided they do not impair the drivers view to the road.</p> <p>2. On vehicles first used before 1 January 1959, if the glass is fitted to windscreens and windows facing to the front on the outside of any motor vehicle, except the upper deck of a double decked vehicle, it must be safety glass</p>
<p>Windscreens and windows</p> <p>Windscreen / scratched/ discolored</p>	<p>Drivers view of the road seriously impaired /presents a danger to occupants of the vehicle / detachment likely</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>3. On PSVs first used between 1 January 1959 and 31 March 1985, if glass is fitted to windscreens or any windows on the outside, it must be safety glass.</p>
<p>Windscreen not of safety glass</p>	<p>(See Notes 2, 3, 4, and 5)</p>	<p>I</p>	<p>4. Safety glass on vehicles first used before 1 June 1978 need not be marked as such. Where markings have been applied, these can fade with time.</p>
<p>Drivers side window not of safety glass</p>	<p>(See Notes 2, 3, 4, and 5)</p>	<p>D</p>	

Description of defect	Severity of defect	Action	Notes
PSV drivers interior door / screen not of Safety Glass or of a Safety Glazing material	(See Notes 3,5, 6 and 8)	D	5. On vehicles first used on or after 1 June 1978, windscreens and other windows wholly or partly on either side of the drivers seat must be of specified safety glass - all other windows must be specified safety glass or safety glazing.
PSV window not of Safety Glass or of a Safety glazing material	(See Notes 2,3, 4 and 5)	D	
PSV window glazing / missing / insecure / cracked	Missing, detachment likely and / or presents a danger	I	6. On PSVs first used on or after 1 January 1959 and before 1 April 1988, transverse windows or transparent partitions not of safety glass or safety glazing must be adequately protected against breakage should a passenger be thrown against them
	Otherwise than above	DN	
Relevant vehicle (See Note 4) with glass not marked with an acceptable mark	-	DN	7. On PSVs first used on or after 1 April 1988, all transverse windows or transparent partitions must be of safety glass or safety glazing
Windscreen and front side windows excessively tinted	Average light transmission < 30%	I	On PSVs first used before 1 January 1959, transverse windows or transparent partitions not of safety glass or safety glazing must be adequately protected against breakage if they face transverse seats
	Average light transmission 30% – 45%	I	
	Average light transmission 45% - 65%	I	

Description of defect	Severity of defect	Action	Notes
<p>PSV Windows</p> <p>Window louvres cracked /broken / insecure</p> <p>Weather strip damaged deteriorated</p> <p>Windows dirty</p>	<p>Detachment likely and / or presents a danger</p> <p>Otherwise than above</p> <p>-</p> <p>Affecting vision and / or light</p>	<p>I</p> <p>DN</p> <p>DN</p> <p>DN</p>	<p>8. Safety glazing is permissible for windows forming all or part of a door fitted in the interior of a PSV at the side of the drivers seat so as to form a compartment for the driver</p>

Description of defect	Severity of defect	Action	Notes
<p>See Note 1</p> <p>Wheel Chair Spaces</p> <p>Sign indicating the direction the wheelchair should face during travel missing or deteriorated (Not Annex VII Vehicles)</p> <p>Sign indicating the appropriate safety instructions explaining the use of the wheelchair space missing or deteriorated (Not Annex VII Vehicles)</p> <p>Rearward facing wheelchairs</p> <p>Unrestrained wheelchair padded backrest missing, insecure or damaged or other device supplied to support the wheels of the wheelchair missing or damaged</p>	<p>Missing or illegible</p> <p>Missing or illegible</p> <p>Insecure likely to fail when loaded, missing and likely to cause injury to the occupant</p> <p>Otherwise than above</p>	<p>DN</p> <p>DN</p> <p>I</p> <p>DN</p>	<p>1. The standards in this section apply only to vehicles issued with an accessibility certificate or special authorisation. As an alternative to Schedules 1, 2, or 3 some vehicles with accessibility certificates will be bus directive (EC2001/85) vehicles and will include compliance with Annex VII of the directive.</p> <p>For vehicles not issued with such certificates or where it is not known apply the standards in the accessibility features section of IM21.</p>

Description of defect	Severity of defect	Action	Notes
<p>Stanchion or retractable rail relating to the wheelchair area missing, insecure or damaged</p> <p>Partition or panel relating to the wheelchair area missing, damaged or insecure</p>	Likely to detach if used or cause injury to any person or danger caused by the absence	I	<p>2. Not Annex VII vehicles if the passenger seats in the vehicles are not required to be fitted with any form of occupant restraint</p>
	Missing	D	
	Otherwise than above	DN	
	Panel likely to fall away and /or cause injury to any person or danger caused by absence of the partition / panel	I	
	Missing	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Forward facing wheelchairs (See Note 2)</p> <p>Wheelchair or user restraint fixings missing / ineffective / deteriorated or insecure</p> <p>Floor fixings loose or projecting</p> <p>Wheelchair or user restraint system missing / damaged or defective</p>	<p>Ineffective / incapable of performing its intended function or likely to detach if loaded</p>	<p>I</p>	
	<p>Missing (position unoccupied)</p>	<p>D</p>	
	<p>Otherwise than above</p>	<p>DN</p>	
	<p>Serious risk of passengers tripping or being injured</p>	<p>I</p>	
	<p>Ineffective /incapable of performing its intended function or likely to detach if loaded</p>	<p>I</p>	
	<p>Incapable of being easily operated in a emergency</p>	<p>I</p>	
	<p>Missing</p>	<p>D</p>	
	<p>Otherwise than above</p>	<p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Sign or instruction on the safe use of wheelchair and / or wheelchair user restraints missing or deteriorated (Not Annex VII vehicles)</p>	<p>Missing or illegible</p>	<p>DN</p>	<p>3. Examiners should be aware that the secondary means of operation can be achieved using a portable ramp.</p>
<p>Boarding devices – Ramps and lifts</p>			
<p>A lift or ramp missing / insecure or severely weakened, with sharp edges or other protrusions</p>	<p>Likely to fail or cause injury to any person</p> <p>Missing</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>DN</p>	
<p>Lift or ramp cannot be secured in the stowed position</p>	<p>Posing a risk of injury to any person</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Lift surface device for preventing wheelchairs from rolling off defective or missing</p>	<p>Wheelchair users at risk of injury</p> <p>Not capable of operating as intended</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Contrasting band of colour along the edge of a ramp or lift deteriorated (Not Annex VII ramps)	Missing or visually ineffective	D	
	Deteriorated but still visible	DN	
Powered lift or ramps			
	Fails to operate by the primary means of operation presents a risk to any person	I	
		D	
Secondary means of operation incomplete or defective (See Note 3)	Fails to operate at all or missing	D	
Audible warning or operation inoperative (not Annex VII Vehicles fitted with a lift)	Missing or inaudible	D	
	Otherwise than above	DN	
Lamp and audible warning of operation of an Annex VII Vehicle powered ramp	No warning of operation	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Portable Ramps and Powered Ramp / Hoist secondary operation</p> <p>There is not at least one portable ramp available for use where required (ie where there is no manual ramp, powered lift or ramp fitted and working) or no manual secondary means to operate a powered lift / ramp</p> <p>A portable ramp with no suitable stowage position</p> <p>A portable ramp which cannot be safely fitted to the vehicle for passenger use</p>	<p>Missing</p> <p>A hazard likely to cause injury</p> <p>Otherwise than above</p> <p>Incapable of being fitted or if fitted not capable of performing its function</p>	<p>D</p> <p>I</p> <p>DN</p> <p>I</p>	

Description of defect	Severity of defect	Action	Notes
<p>Viewing devices (See Note 4)</p> <p>The driver, whilst seated in the drivers seat, does not have a direct or indirect view of the inside or outside of the doors where power operated lifts or ramps are located. (This is not applicable where the operating controls are adjacent to the lift or ramp).</p>	<p>The inside and outside of the door area or the lift or ramp are not visible to the driver from the drivers seat</p> <p>Insecurity and likely to cause injury</p> <p>Otherwise than above</p>	<p>I</p> <p>I</p> <p>DN</p>	<p>4. This is not required where the lift or ramp is in direct field of drivers vision from driving seat or where the operating control is adjacent to the lift or ramp</p> <p>5. Internally this would be at a wheelchair space or externally adjacent to the wheelchair entrance that is outside the view of the driver. Where the wheelchair entrance / exit is within direct view of the driver no device is required.</p>
<p>Communication devices (See Note 5)</p> <p>Any device intended for wheelchair users inoperative or missing</p> <p>Any exterior communication device</p>	<p>Missing or inoperative</p> <p>Missing or inoperative</p>	<p>D</p> <p>D</p>	

Description of defect	Severity of defect	Action	Notes
<p>Entrance and exit lighting (See Note 6)</p> <p>Lighting specifically intended for wheelchair users to be able to board or alight in safety is missing, inoperative or badly deteriorated</p> <p>Steps / floors / gangways</p> <p>Slip resistant material deteriorated and no longer effective</p> <p>Contrasting band of colour along the edge of a step missing or deteriorated</p> <p>Folding extendible step damaged or not functioning correctly</p>	<p>Illumination of the area is so inadequate as to pose a risk to the safety of users</p> <p>Other lighting provides sufficient illumination for users</p> <p>Users likely to lose their footing</p> <p>Otherwise than above</p> <p>Missing</p> <p>Deteriorated but still visible</p> <p>Step projecting and / or likely to cause injury</p> <p>Cannot be stowed correctly</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>D</p> <p>DN</p> <p>I</p> <p>DN</p>	<p>6. Examiners should consider any other artificial and natural lighting when assessing possible defects.</p>

Description of defect	Severity of defect	Action	Notes
<p>Entrance / Exit Steps</p> <p>An Entrance / Exit step too high (See Note 7)</p> <p>A grab handle missing from an entrance / exit step</p> <p>Kneeling Suspension</p> <p>Controls do not stop and reverse the lowering process</p> <p>Operating control markings inadequate</p>	<p>Step height exceeds the required maximum step height</p> <p>-</p>	<p>D</p> <p>D</p> <p>I</p> <p>DN</p>	<p>7. The maximum step height is more than 435mm above the ground when the vehicle is empty</p> <p>For vehicles with kneeling suspension this maximum height is reduced to 200mm.</p> <p>This does not apply to steps at emergency exits or to steps at entrances provided with a lifting ramp</p>

Description of defect	Severity of defect	Action	Notes
<p>Washers and wipers</p> <p>Windscreen wiper missing /damaged / inoperative / blades worn (See Note 1)</p> <p>Windscreen washer not fitted / inoperative / system incomplete</p> <p>NB. For windscreen demister defects see IM17 (Drivers Accomodation).</p>	<p>Any wiper missing or inoperative such that the drivers view to the front is impaired</p> <p>Subject to the prevailing weather conditions (ie Weather is fine)</p> <p>Otherwise than above</p> <p>Vision seriously impaired</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>DN</p> <p>I</p> <p>DN</p>	<ol style="list-style-type: none"> 1. If the windscreen can be opened, or, by some other means an adequate view can be obtained from the driving seat, the vehicle need not be provided with wipers and washers 2. Washers are not required on PSVs used for the time being as local service buses, as defined in the Transport Act 1985(b). 3. Washers are not required on agricultural motor vehicles first used before 1 June 1986 or those driven at speeds not exceeding 20mph

Description of defect	Severity of defect	Action	Notes
<p>Speedometer</p> <p>Speedometer not fitted / incomplete / inoperative with a glass dial broken or missing, cannot be illuminated (See Notes 1 and 3)</p> <p>Tachograph</p> <p>Where required a tachograph is not fitted / sealed / is inoperative (See Notes 3 and 4)</p>	<p>-</p> <p>Tachograph not fitted (where required) (See Note 5)</p> <p>Examination of data / charts shows that the tachograph has been defective for only one day and arrangements have been made for repair.</p> <p>Examination of data / charts shows that the tachograph has been defective for more than one day and arrangements have been made for repair</p>	<p>DN</p> <p>I</p> <p>Warn</p> <p>DN</p>	<ol style="list-style-type: none"> 1. Vehicles first registered on or after 1 October 1937 must be fitted with a speedometer unless the vehicle is legally limited to a speed not exceeding 25mph or incapable by reason of its construction of exceeding 25 mph. Vehicles used on or after 1 April 1984 must be marked in KPH and MPH 2. A Tachograph may be fitted in place of a speedometer to a vehicle not within the scope of the EC regulations 3. Tachograph / speedometer fitment does not apply to agricultural motor vehicles not driven at more than 20mph. 4. Examiners should be aware that if recording equipment is fitted, there are situations where no offence is being committed and therefore no action should be taken. A person is not liable if it can be established that it has not been reasonably practical for the equipment to be repaired by an approved workshop eg. It had become defective during the journey. Drivers in these circumstances are required to keep manual records

Description of defect	Severity of defect	Action	Notes
Tachograph installation not properly sealed	Examination of data / charts shows that the tachograph has been defective for more than one day and NO arrangements have been made for repair	D	5. In this case the immediate prohibition should be issued with a variation term being applied to allow the vehicle to complete the current journey and return to base.
	Examination of data / charts shows that the tachograph has been defective for more than 7 days and NO arrangements have been made for repair (See Note 5)	I	6. The delayed prohibition should require the installation to be calibrated and resealed within 10 days.
	Installation not sealed with no obvious signs of tampering with installation (See Note 6)	D	7. Where there are obvious signs of tampering with the installation then an interview should take place with a view to prosecution
	Installation not sealed with obvious signs of tampering with installation (See Note 7)	I	8. Stipulated time should be a maximum of 10 days. Where the calibration due date is over 21 days then the operator should be interviewed with a view to prosecution.

Description of defect	Severity of defect	Action	Notes
Tachograph installation overdue calibration (See Note 8)	-	D	

Description of defect	Severity of defect	Action	Notes
<p>Horn</p> <p>Horn missing / insecure / inoperative (See Note 1)</p>	<p>Detachment imminent</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>1. This inspection item does not apply to an agricultural vehicle driven at not more than 20mph or other motor vehicles which have a maximum speed not exceeding 20mph.</p>

Description of defect	Severity of defect	Action	Notes
Driving controls			This section does not apply to the condition of brake controls. IM numbers 36, 37 and 39 apply
Driving control missing / incomplete / fractured / damaged / excessively corroded / impeded in its travel / incorrectly positioned / insecure (Specify component on documentation)	Control so defective or impeded in its travel that it fails to fulfil its function Otherwise than above	I DN	1. If the vehicle is a PSV and the device is also utilized as the emergency fuel cut off, see IM45
Clutch pedal anti slip pad loose / deteriorated	If originally fitted	DN	
Engine stop control inoperative	(See Note 1)	DN	
Condition of drivers area			
Drivers area littered with rubbish / ancillary equipment	Liable to interfere with the proper control of the vehicle Otherwise than above	I DN	

Description of defect	Severity of defect	Action	Notes
<p>Steering wheel</p> <p>Excessive ‘free play’ at the steering wheel</p> <p>Steering wheel (hub , rim , spokes) fractured</p> <p>Steering wheel hub , rim , spokes insecure</p> <p>Steering wheel loose to column shaft</p> <p>Steering wheel retaining device missing (Specify device which is missing on all documentation)</p>	<p>Likely to impair directional control of the vehicle</p> <p>Otherwise than above (See Notes 1, 2 and 3)</p> <p>Failed or failure imminent or jagged edges likely to cut drivers hand</p> <p>Otherwise than above (See Notes 4 and 5)</p> <p>Detachment imminent</p> <p>Otherwise than above</p> <p>-</p> <p>-</p>	<p>I</p> <p>D</p> <p>I</p> <p>D</p> <p>I</p> <p>D</p> <p>I</p> <p>I</p>	<p>1. The maximum permissible ‘free play’ on a steering wheel is as follows:</p> <p>If a point on the rim of the steering wheel moves without the road wheels moving for a distance of</p> <ul style="list-style-type: none"> ➤ (except on rack and pinion steering) 1/5 of diameter of steering wheel eg. 76mm on a 380mm diameter wheel ➤ (on rack an pinion steering) 1/30 of diameter eg. 13mm on a 380mm diameter wheel is acceptable where the steering wheel is <ul style="list-style-type: none"> - placed forward from the rack and pinion steering and: - has a number of joints to the rack <p>2. Power steering must be checked with the engine running. While the power steering pump is working but not providing hydraulic assistance, the steering wheel play is slightly greater than with manual systems.</p>

Description of defect	Severity of defect	Action	Notes
<p>Steering Column</p> <p>Excessive lift or side movement of steering column</p> <p>Steering column coupling excessively deteriorated / worn / insecure</p> <p>Steering wheel / column adjuster defective</p>	Abnormal movement indicating failure of component parts	I	3. In some types of steering eg. Those with universal joints or flexible couplings there might be a certain amount on movement present that is not due to wear.
	Otherwise than above	D	
	Failure imminent	I	4. Cracks in the plastic covering of a spoke do not necessarily indicate that the spoke is fractured.
	Otherwise than above	D	
	Steering wheel / column cannot be secured as required	I	5. Jagged edges on the rim of a steering wheel (eg. Due to cracks in plastic covering) are a reason for action ONLY if they are likely to cut the drivers hand.
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Speed Limiters</p> <p>Speed limiter missing / disconnected</p> <p>Speed limiter not restricting the vehicle to its legal maximum</p> <p>Speed Limiter plate missing / defective showing evidence of disturbance</p> <p>Speed Limiter tamper proof device missing / defective / showing evidence of disturbance</p>	<p>Evidence of intent to circumvent the speed restrictions</p> <p>Unintentional non-compliance (See Note 1)</p> <p>Evidence of intent to circumvent the speed restrictions</p> <p>Unintentional non-compliance but applicable restricted speed clearly exceeded (over 10KPH) (See Note 1)</p> <p>Unintentional non-compliance but evidence that applicable restricted speed limit is generally being complied with. (within 10 KPH)</p> <p>-</p> <p>-</p>	<p>I</p> <p>D</p> <p>I</p> <p>I</p> <p>D</p> <p>DN</p> <p>D</p>	<p>1. Unintentional non-compliance will include those instances provided for in the regulation where the speed limiter has become defective during the current journey even if the driver has become aware. Providing the available evidence indicates the driver is generally currently complying with the applicable speed (within 10 KPH) delayed prohibition action will be appropriate.</p> <p>2. Some speed limiters do not require the fitting of external tamperproof devices. Action must only be taken where there is clear evidence that a device has been disturbed / removed or is defective.</p> <p>3. When considering prohibition action for non-compliance within 10 KPH of the restricted speed. Examiners must consider the response speeds accepted at annual test.</p>

Description of defect	Severity of defect	Action	Notes
Any interrupter device fitted to the vehicle in contravention of the requirements	-	I	

Annex 'A'

Buses / Coaches requiring a Speed Limiter

- A Bus / Minibus / Coach with a design gross weight exceeding 10 tonnes and first used after 1 January 1988
- A Bus / Minibus / Coach fitted with a diesel engine first used on or after 1 October 2001
- A Bus / minibus / Coach used on or after 1 January 2005 requires a speed limiter regardless of design gross weight

Goods Vehicles requiring a Speed Limiter

- A vehicle with a design gross weight of more than 12 tonnes and first used on or after 1 January 1988
- A vehicle fitted with a diesel engine and having a design gross weight exceeding 3.5 tonnes first used from 1 October 2001 (unless on the specific exemptions listed below)
- A vehicle with a design gross weight exceeding 3.5 tonnes first used on or after 1 January 2005

Goods Vehicle - Specific Exemptions

The following goods vehicles and buses are exempt from speed limiter fitment if first used from 1 October 2001 to 31 December 2004:

- Any petrol engine or petrol engine converted to run on LPG
- Citroen Relay 2.0 litre and 2.2 litre HDi engines
- DAF 45, 7.5 ton vehicles (all) except DAF 45 marked as LF. (LF is marked on the N/S of the radiator grill.)
- Fiat Ducato with 2.0 engines (engine code RHV)
- Ford Transit (all)
- Isuzu models NPR, NQR and NKR with T, V, W, X or 1 (one) as the 10th VIN character.
- Iveco Cargo all, except vehicles with engine code F4AE---
- Iveco Daily all, except vehicles with engine codes F1CE---, 8140.43B, 8140.43N and 8140.43S with PIC code 'G.' (the PIC code is applicable to the 8140.43S only, the PIC code can be found on the ID plate on the shut panel for the bonnet identified by the third character.)
- LDV (all)
- Mitsubishi Canter with 'R' as the 12th VIN character
- Nissan Interstar all, except vehicles with engine codes ZD3-A202, G9UA754, S9W-A702 & G9U-A724. All Primastar.
- Peugeot Boxer 2.0 litre and 2.2 litre HDi engines
- Renault Master all except vehicles with engine codes ZD3-A202, G9UA754, S9W-A702 & G9U-A724. All Traffic
- Vauxhall/ Opel Movano with E,F,G,J,K,L,M,N,P,T or W as 7th VIN character
- Vauxhall/ Opel Vivaro (all)
- Volkswagen (all except 2.5lt/2.8lt 109bhp/158bhp engine codes AVR & AUH respectively.)

Description of defect	Severity of defect	Action	Notes
<p>Low energy warning device (See Note 6)</p>	<p>A low energy warning device missing or cannot be seen by the driver in all lighting conditions including darkness (See Notes 3, 4, and 5)</p>	<p style="text-align: center;">D</p>	<p>6. A low energy warning device is a device which is readily visible to the driver and capable of alerting the driver of inadequate pressure or vacuum to assist the braking system of the vehicle</p> <p>7. This would be difficult to determine in a roadside testing context.</p>
<p>Air / Vacuum Assistance</p> <p>Insufficient reserve of air / vacuum</p>	<p>When the system warning device sounds after the system has been depleted by continuous brake applications, there is insufficient reserve energy to ensure 2 further assisted brake applications. (See Notes 1, 3, 4, 5 and 7)</p>	<p style="text-align: center;">I</p>	

Description of defect	Severity of defect	Action	Notes
Hydraulic Build up			
Hydraulic pressure build up slow	If warning device fails to cease operating within 6 minutes (See Note 6) If warns device fails to cease operating within 4 minutes (See Note 6)	I D	8. These defects apply only to continuous flow hydraulic braking systems 9. Vehicles used from 1 April 1983 can be fitted with either a visual warning device or an audible warning device. If both are fitted only one need work. Vehicles first used before 1 April 1983 must be fitted with a visual warning device. If an audible warning device is also fitted this is considered to be an addition to the mandatory requirement.
Warning Systems			
Warning gauge / flag / light / missing / not functioning / not visible	Where only one such device is fitted (See Notes 6 and 7) Otherwise than above	I DN	
Warning gauge not illuminated	Function not readily visible during the hours of darkness (See Notes 6 and 7)	DN	
Warning buzzer inoperative	(See Notes 5, 6 and 7)	DN	

Description of defect	Severity of defect	Action	Notes
Controls			
Hand brake lever fractured / incomplete / seized / insecure	Fails to fulfill its function	I	1. This means that, when the brake is fully applied, there is not sufficient further movement of the lever because it is at the end of its working travel on the ratchet.
	Failure imminent	I	
	Otherwise than above	D	
Hand brake lever travel impeded / cannot be readily operated	Cannot be operated satisfactorily	I	2. A locking device might not be obvious from a visual inspection
	Otherwise than above	D	
Excessive side play in the hand brake lever	Failure imminent or could inadvertently disengage	I	
	Otherwise than above	DN	
Insufficient reserve travel on hand brake lever (See Note 1)	Brake efficiency impaired	I	
	Otherwise than above	D	
Hand brake lever pawl and / or ratchet worn	Lever cannot be set or could inadvertently disengage	I	
	Otherwise than above	DN	

Part 1: Public Service, Heavy Goods
And Agricultural Vehicles

IM36
Hand Lever Operating Mechanical
Brakes

Description of defect	Severity of defect	Action	Notes
Any retaining / locking device missing / insecure (Specify component on all documentation)	Retaining device missing or detached Retaining device insecure or locking device missing or insecure (See Note 2)	I D	

Description of defect	Severity of defect	Action	Notes
Controls			
Foot brake pedal fractured / incomplete / insecure / pivot excessively worn	Fails to fulfil its function	I	1. These defects might not apply to vehicles equipped with full air /vacuum or continuous flow hydraulic braking systems 2. The provision of a pedal rubber which is itself of an anti slip material is not to be regarded as defective if its design pattern is worn smooth.
	Failure imminent	I	
	Otherwise than above	D	
Foot brake pedal impeded / cannot be readily operated	Cannot be operated satisfactorily	I	
	Otherwise than above	D	
Insufficient reserve travel on foot brake pedal (See Note 1)	Brake efficiency impaired	I	
	Otherwise than above	D	
Foot brake pedal anti slip provision / missing / loose / deteriorated worn smooth (See Note 2)	Pad about to become detached or level of grip offered affected	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Controls</p> <p>Foot brake pedal ‘spongy’ indicating a fault in the brake system (See Note 1)</p> <p>Foot brake pedal ‘creeps’ to the floor (See Note 1)</p> <p>Air /vacuum assistance not working</p> <p>Motor Vehicle EBS / ABS Systems</p> <p>Anti-lock or EBS warning light inoperative or indicates the existence of a fault</p>	<p>Brake efficiency impaired</p> <p>Otherwise than above</p> <p>-</p> <p>Brake efficiency impaired</p> <p>Otherwise than above</p> <p>(See Note 2)</p>	<p>I</p> <p>D</p> <p>I</p> <p>I</p> <p>D</p> <p>D</p>	<p>1. These defects might not apply to vehicles equipped with full air /vacuum or continuous flow hydraulic braking systems</p> <p>2. Regulations only require that an anti-lock warning light is fitted, it may be fitted on the drawing vehicle in the case of a semi trailer.</p> <p>3. The anti-lock operating light sequences are complex. If examiners are in doubt about the existence of a defect and the sequence plate is missing, then the use of the DVA supplied ABS ISO tester may assist in determining whether or not a fault exists and whether the fault originates in the drawing vehicle or in the trailer.</p>

Description of defect	Severity of defect	Action	Notes
<p>Trailer Electronic Braking Systems (EBS) (See Notes 2, 3, 4 and 5)</p> <p>Trailer EBS warning light not working or indicates the existence of a fault</p> <p>Trailer EBS warning light not working</p> <p>Trailer Anti-Lock Braking Systems (ABS) (See Notes 2, 3, 4 and 7)</p> <p>Anti-lock brake warning light sequence inoperative or indicates a fault (See Note 8)</p>	<p>No available evidence of EBS function (See Notes 4 and 6)</p> <p>Evidence available to demonstrate that EBS is functioning (See Notes 4 and 6)</p> <p>-</p>	<p>I</p> <p>D</p> <p>D</p>	<p>4. All ABS and EBS equipped vehicles and trailers approved to UN or EU requirements must display a warning light to indicate to the driver the existence of a fault in the system. This light is required to illuminate when the system is energized and will extinguish on satisfactory completion of the static test. Some illuminate very briefly and may be missed, particularly in bright lighting conditions. It may be necessary to wait as much as 30 seconds before re-testing to allow the system to re-set.</p> <p>5. While not a legal requirement, an EBS pictogram from the system manufacturer or the presence of a seven pin ISO7638 plug on the trailer ‘headboard’ are reliable indicators that EBS is fitted</p> <p>6. In the absence of a warning light acceptable evidence will normally be the</p>

Description of defect	Severity of defect	Action	Notes
<p>Leaks</p> <p>Indication of leakage in full air / vacuum / continuous flow hydraulic brake systems</p>	<p>Leakage such that pressure or vacuum cannot be sustained with engine running just above idle speed.</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p>	<p>noise made by the electro/ pneumatic valves as the system goes through the self check cycle.</p> <p>7. A five pin ISO 7638 plug on the headboard is reliable evidence that a trailer is not EBS equipped.</p> <p>8. If it can be determined that the trailer is not equipped with load sensing in addition to ABS then immediate prohibition action may be appropriate.</p>

Description of defect	Severity of defect	Action	Notes
Controls			
Brake hand valve fractured / damaged / insecure / lever loose	If not functional Otherwise than above	I D	
Brake hand control valve cannot be moved over its original full travel or cannot be in the on or off positions	-	I	
Parking brake hand valve lever cannot be set	-	I	
Indication of leakage in full air / vacuum / continuous flow hydraulic brake systems	Leakage such that the pressure or vacuum cannot be sustained with engine running just above idling speed Otherwise than above	I D	

Description of defect	Severity of defect	Action	Notes
<p>Chassis and Attachments</p> <p>Chassis main member / cross member / outrigger severely corroded / seriously deformed / fractured / insecure /missing /weld breaking away</p> <p>Integral bodied vehicle panels forming part of the overall strength of the vehicle of unsuitable type with inappropriate fixings / insecure</p>	<p>Likely to affect control of the vehicle, safe carriage of load or detachment of component imminent (See Notes 1 and 2)</p> <p>Otherwise than above</p> <p>Likely to affect control of the vehicle, safe carriage of load or detachment of the component imminent</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p>	<ol style="list-style-type: none"> 1. For components normally fixed to the chassis eg. fuel tanks , brake reservoirs etc see other sections 2. This item includes the condition of any flitch plates that are fitted

Description of defect	Severity of defect	Action	Notes
Battery Condition			1. PSVs only – Does not relate to goods vehicles
Battery insecure	Likely to fall from vehicle or displacement constitutes a fire risk	I	
	Otherwise than above	DN	
Battery leaking	Electrolyte entering passenger compartment of a PSV or likely to cause failure of items which could affect vehicle safety	I	
	Otherwise than above	DN	
Battery container not vented	(See Note 1)	D	
Battery cell closure insecure / missing	Electrolyte entering passenger compartment of a PSV or likely to cause failure of items which could affect vehicle safety	I	
	Fumes entering passenger compartment	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Switchgear and wiring</p> <p>Wiring insecure / inadequately insulated / insulation is or will become ineffective due to chaffing or heat</p> <p>Lighting switch insecure / malfunctioning</p> <p>Switch not marked</p> <p>Warning lights</p> <p>Warning lights not marked</p>	<p>Constitutes a fire risk</p> <p>Otherwise than above</p> <p>If lights work (See Note 2)</p> <p>(See Note 2)</p> <p>(See Note 2)</p>	<p>I</p> <p>DN</p> <p>DN</p> <p>DN</p> <p>DN</p>	<p>2. Action to be taken if lights don't work properly is shown in IMs 63 and 66.</p>

Description of defect	Severity of defect	Action	Notes
<p>Engine / transmission Security</p> <p>Engine or transmission mounting / sub frame fractured / deteriorated / insecure</p>	<p>Engine / transmission detachment imminent</p> <p>No longer capable of performing its function of location and support</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Oil leaks Oil dripping onto road surface (Specify source of leak on all documentation)	Continuous flow	I	1. When considering several leaks, due regard must be given to the cumulative effect, which would justify prohibition action. 2. “Waste” includes effluent from toilets and other ancillary devices, but does not include water from sinks of wash hand basins
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes (See Note 1)	D	
	Otherwise than above	DN	
PSVs only: oil or waste contaminating (Specify component or material affected) (See Note 2)	Constitutes a health / fire risk	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Fuel tanks and systems</p> <p>Fuel tank and / or mountings insecure</p> <p>Fuel tank filler cap and / or sealing arrangement missing / defective</p> <p>Fuel leakage from (Specify source on all documentation)</p> <p>Fuel pipe damaged / chaffed / insecure</p>	Detachment imminent	I	<p>1. Fabricated and “Emergency” caps are only acceptable provided they function effectively. They must provide a positive secure seal of the filler which would be capable to preventing fuel leakage should the vehicle overturn in a road traffic collision. Use of rags etc in place of a fuel cap must be regarded as a defect.</p> <p>2. When considering several leaks, due regard must be given to the cumulative effect, which could justify prohibition action.</p>
	Significantly insecure	D	
	Otherwise than above	DN	
	Such as to permit fuel spillage and cause a hazard to the vehicle and / or to other road users (See Note 1)	I	
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes (See Note 2)	D	
	Otherwise than above	DN	
	Likely to fracture or leak	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Fuel Tank located in a driver or passenger compartment	-	I	

Description of defect	Severity of defect	Action	Notes
Exhaust system (See Note 2)			
Exhaust system incomplete / insecure / leaking	Fumes likely to enter vehicle interior, detachment imminent or likely to cause a fire hazard (See Note 1)	I	<ol style="list-style-type: none"> 1. When considering a fire hazard, the nature of the load carried could make more lenient action appropriate. 2. The term ‘exhaust system’ in this context includes the exhaust arrangements of combustion heaters, particulate traps and catalysts.
	Significant deterioration	D	
Leak from exhaust system likely to cause damage to brake or fuel lines	Brake or fuel pipe likely to fail or overheating effect caused by exhaust have a significant adverse impact on the operation of either brake or fuel systems	I	
Exhaust silencer holed or missing	Does not reduce as far as is reasonable the noise level	D	
Exhaust system contaminated by grease / oil etc. PSV grease shields inadequate / missing / insecure	Constitutes a fire risk or shield likely to detach	D	
	Otherwise than above	DN	
PSV toilet waste outlet depositing waste onto road	-	D	

Description of defect	Severity of defect	Action	Notes
<p>Suspension location</p> <p>A suspension anchor bracket insecure / fractured or otherwise defective</p> <p>A suspension shackle bracket insecure / fractured or otherwise defective</p> <p>Suspension holding down bolts / nuts / insecure / missing. Saddle fractured</p> <p>Sub-frame insecure to chassis or body, fractured or otherwise defective</p>	Detachment or failure imminent	I	<p>NOTE: AGRICULTURAL VEHICLES</p> <ul style="list-style-type: none"> • DRIVEN AT NOT MORE THAN 20 MPH ARE NOT REQUIRED TO HAVE A SUSPENSION SYSTEM <ol style="list-style-type: none"> 1. When some types of suspension attachment bracket are fitted, there could be more holes in the bracket than in the chassis. This would not be a reason for action 2. When rubber suspension retainers are fitted and /or bonded composite bushes and/or mountings, these must be in such a condition as to adequately locate the suspension unit. 3. Examiners will need to take into account the method of axle location and whether the movement affects the directional control of the vehicle. 4. Also applicable to the pins and bushes locating independent suspension arms / balance beam and linkage pivots.
	Fractured or relative movement between bracket and chassis	D	
	Any one nut, bolt or rivet missing / insecure (See Note 1)	DN	
	Detachment or failure imminent	I	
	Slight movement between bracket and chassis or any one bolt, nut or rivet missing / insecure (See Note 1)	DN	
	Axle moving relative to suspension unit (See Note 3)	I	
	Otherwise than above	D	
	Detachment or failure imminent	I	
Otherwise than above	D		

Description of defect	Severity of defect	Action	Notes
A suspension anchor / shackle pin missing / sheared (See Note 4)	-	I	
A suspension anchor / shackle pin or bush excessively worn (See Notes 4 and 5)	Diametric clearance in excess of one third diameter of pin	I	5. The maximum permissible wear in a pin and or bush is 2mm for a 12mm diameter pin and 1/8 of the diameter for larger assemblies. If the degree of wear cannot be confirmed by measurement, advisory action on an Inspection Notice will be appropriate.
	Clearly worn in excess of the annual test standard (See Note 5)	D	
	Otherwise than above	DN	
A suspension retaining rubber missing/ deteriorated (See Note 2)	Suspension unit detachment imminent	I	6. Delayed action only where a slipper is worn to the extent that it could, at the time of inspection, clearly affect the movement or correct location of the road spring or has allowed the spring leaf to damage the chassis.
	Excessive relative movement between suspension unit and bracket	D	
A suspension anchor/shackle pin insecure in its bracket (See Note 4)	Pin displaced	I	
	Significantly insecure	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
A suspension anchor/shackle pin locking device missing /ineffective/insecurely fitted (See Note 4)	Missing or ineffective	I	
	Insecurely fitted	D	
A suspension slipper bracket excessively worn/fractured/not securely fixed or rebound pin missing	Spring displaced from slipper bracket	I	
	Otherwise than above (See Note 6)	D	
Radius arm or linkage bracket insecure or otherwise defective	Detachment of failure imminent	I	
	Otherwise than above	D	
Radius arm or linkage bracket fractured/displaced/distorted	Fractured, displacement or distortion adversely affecting directional control	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
<p>Suspension units and Location</p> <p>A suspension unit weak/insecure</p> <p>A suspension unit incorrectly fitted</p> <p>A suspension component displaced/insecure</p>	<p>Bodywork fouling (or likely to foul road wheels if vehicle were laden) or seriously affecting the vehicles stability / control or detachment imminent</p> <p>Otherwise than above</p> <p>Directional or braking control affected or likely to be affected</p> <p>Otherwise than above</p> <p>Control of vehicle affected, likely to be affected, failure of the suspension imminent or component likely to become detached</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>I</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Leaf suspension			
Spring leaf fractured/defective	Main leaf fractured or more than half of the intermediate leaves broken	I	
	Insecure spring leaf, likely to fall away form vehicle	I	7. The term "bonded suspension" does not include bump stops
	Otherwise than above	DN	
Spring clips loose/missing/broken	-	DN	8. Some manufacturers of HGVs with air suspension have elected to fit heavy duty shock absorbers which also fulfil the purpose of check straps. Some of these vehicles will have the brackets and mounting points for check straps.
Spring center bolt broken/missing	-	I	Action only if there is evidence of check straps having been fitted and are missing.
Coil suspension			
Coil spring fractured	Detachment imminent/safe control of vehicle likely to be affected	I	9. Superficial damage should be ignored. "Damage" means the cord structure is exposed or damaged
	Otherwise than above	D	10. Action here only if the stability of the vehicle is adversely affected

Description of defect	Severity of defect	Action	Notes
Torsion bar suspension			
Torsion bar fractured/distorted	Fractured, displacement or distortion adversely affecting directional control	I	
	Otherwise than above	D	
Bonded suspension			
Bonded suspension unit failed/deteriorated (See Note 7)	Failed or seriously deteriorated	I	
	Otherwise than above	DN	
Air or fluid suspension			
Suspension unit leaking or deflated. Specify which unit in all documentation)	Adversely affecting system or vehicle control	I	
	Otherwise than above	D	
Air/fluid suspension unit or fluid accumulator fouling or otherwise defective (See Note 9)	Damage obvious and failure imminent	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Leveling valve inoperative/excessively worn/damaged/missing/leaking	Adversely affecting vehicle stability /control	I	<p>11. The significance of defective shock absorbers will vary according to the suspension type. Prohibition action will be appropriate only when it is clear that the handling of the vehicle will be severely affected eg. In the case of multi leaf springs the effect of a missing shock absorber will be less significant than with other road spring types</p> <p>12. Only where originally fitted</p>
	Otherwise than above	D	
Suspension piping insecure / chafing / corroded / excessively damaged	Damage obvious and failure imminent	I	
	Otherwise than above	DN	
Air suspension pedestal excessively corroded /damaged / distorted or incomplete	Failure imminent	I	
	Otherwise than above	D	
Check strap defective	Missing of failure likely (See Note 8)	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Anti-roll bars			
An anti-roll bar, pivot, linkage or mounting missing / insecure / fractured /malfunctioning	Missing, detachment imminent or likely to affect steering	I	13. Where the leak was such that the efficiency of the shock absorber was liable to be seriously adversely affected a 'bounce test' should be performed to determine the effectiveness of the shock absorbing function. Where the residual shock absorbing function was obviously seriously impaired a delayed prohibition should be issued.
	Otherwise than above	DN	
An anti-roll bar missing	If fitted as standard (See Note 10)	I	
Shock absorbers			
Missing shock absorber, pivot, linkage or mounting insecure / fractured / malfunctioning (See Note 11)	Missing, detachment imminent or likely to affect steering (See Note 12)	I	
	Otherwise than above	D	
Shock absorber leaking (See Note 13)	No evidence of effective shock absorbing function	D	
	Evidence of sufficient shock absorbing function	IN	

Description of defect	Severity of defect	Action	Notes
<p>Stub axles and wheel bearings (See Note 2)</p> <p>Excessive wear of king pins and / or bushes or suspension swivel joints</p> <p>Excessive free play in wheel bearings</p> <p>Excessive lift in stub axle or at swivel joint</p> <p>King pin loose in axle beam or swivel joint excessively worn or insecure</p>	<p>Likely to affect steering or fail prematurely</p> <p>Otherwise than above</p> <p>Likely to collapse</p> <p>Play in excess of manufacturers recommendations</p> <p>Evidence of collapse of bearings / or loss of shims</p> <p>Otherwise than above (See Note 1)</p> <p>Pin displaced or displacement likely</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>I</p> <p>DN</p> <p>I</p> <p>D</p> <p>I</p> <p>D</p>	<p>1. As a general rule, the lift in a stub axle would normally be considered excessive if greater than 1.6mm in the case of assemblies using the 'hives' thrust bearing and 1mm for assemblies using other types of thrust bearing.</p> <p>2. During roadside checks it is not normally possible to raise wheels of a vehicle off the ground</p>

Description of defect	Severity of defect	Action	Notes
King pin or swivel joint retaining device missing / insecure	Retaining device missing or detached (securing nut or circlip)	I	
	Retaining device security device missing (split pin / circlip etc)	DN	
Axle or stub axle cracked	-	I	

Description of defect	Severity of defect	Action	Notes
Steering box /Rack			
Steering stiff or rough in operation (See Note 1)	Restricting operation	I	1. During roadside checks it is not normally possible to raise the wheels off the ground.
Steering box noisy / knocking	Obvious roughness	D	
Steering box sector shaft cracked or twisted	-	DN	
Excessive lift / endfloat / wear on sector shaft, bushes and splines	Shaft cracked or visibly twisted	I	
Excessive wear in the steering rack	-	D	
	Possible danger of loss of accurate steering control	I	
	Level of wear beyond normal service life	D	
Steering gear housing fractured / insecure / damaged	Any restriction /failure or detachment imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Steering box / rack insecure	Detachment imminent	I	3. Some steering joints are spring loaded. The designed amount of movement must not be confused with abnormal movement
	Otherwise than above	D	
Rack gaiter split /damaged /misplaced or missing (See Note 2)	-	D	
Steering linkage			
Steering drop arm insecure	If movement is such that failure is likely	I	
	Excessive abnormal movement	D	
Steering ball pin insecure	Any insecurity	I	
Steering ball pin grooved	Diameter substantially reduced	I	
	Otherwise than above	DN	
Track rod / drag link insecure	Excessive movement between the mating parts	I	
	Slight movement	D	

Description of defect	Severity of defect	Action	Notes
Excessive movement in steering joint (See Note 3)	If joint in danger of separation	I	
	Excessive abnormal movement	D	
	Otherwise than above	DN	
Steering relay arm pivot excessively worn	Failure imminent	I	
	Otherwise than above	D	
Steering linkage misaligned	Steering function impaired	I	
	Otherwise than above	DN	
Steering relay arm pivot housing / bracket fractured /insecure	Failure or detachment imminent	I	
	Otherwise than above	D	
Steering arm insecure	Detachment imminent	I	
	Otherwise than above	D	
Steering component fractured / deformed or otherwise defective (Specify component on all	Failure imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
documentation)			
Steering component fouling, or road wheels / tyres restricted in travel (Specify component and observed effect on all documentation)	Steering function impaired Otherwise than above	I D	
Steering retaining / locking device missing / insecure	Retaining device missing or ineffective Retaining device insecure or any locking device missing or insecure	I D	
Lock stop or other steering component missing or insecure	Likely to become detached Otherwise than above	I DN	4. Power steering components must be checked with the engine running. Inspection will include power steering drive mechanisms
Power steering			
Pump insecure or its drive system missing or defective	Failure or detachment imminent Otherwise than above	I D	5. If power steering equipment is optional and has been removed with no adverse effect on the steering, no action should be taken.
Power steering malfunctioning / inoperative or otherwise defective	Disconnected, inoperative or failure imminent (See Note 5) Otherwise than above	I D	

Description of defect	Severity of defect	Action	Notes
Power steering ram , anchor bracket or pump mounting fractured / insecure or otherwise defective	Failure or detachment imminent	I	
	Otherwise than above	D	
Power steering ram fluid pipes damaged	If steering function impaired	I	
	Otherwise than above	DN	
Power steering pipes fouling (Specify the identify of the fouled component on all documentation)	Pipes damaged and likely to fail	I	
	Otherwise than above	DN	
Excessive fluid / air leakage from power steering (Specify exact component and nature of leak, eg. from seals)	Fluid / air leaking continuously, failure of power steering imminent	I	
	Contamination of materials so as to constitute a risk of fire	I	
	Fluid leakage in excess of 75mm diameter patch in 5 mins	D	
	Otherwise than above	DN	
Power steering ram joint excessively worn / spring weak /spring broken	If joint in danger of separation or detachment of ram imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
<p>Propeller shafts and drive shafts</p> <p>Propeller shaft damaged</p> <p>Universal joint excessively worn / flange cracked or insecure on the propeller shaft (See Note 1)</p> <p>Propeller shaft flange bolts loose / missing</p> <p>Propeller shaft carrier bearing badly worn / damaged / mounting loose</p>	Bent fouling or fractured and failure imminent	I	<p>1. Prohibition action for excessive wear of universal joint is only justified when radial movement indicates that needle roller bearings are missing from one or more cups.</p>
	Other significant damage	D	
	Otherwise than above	DN	
	Failure or detachment likely	I	
	Significantly defective	D	
	Otherwise than above	DN	
	Shaft likely to become detached	I	
	Other significant insecurity	D	
	Otherwise than above	DN	
	Failed or failure imminent	I	
	Other significant defect	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Front wheel drive shafts</p> <p>CV joint and / or shaft coupling excessively worn. CV gaiter split, missing or insecure</p>	<p>Bearings collapsed or excessively worn, splines excessively worn or coupling / joint seriously deteriorated and failure imminent</p> <p>Significantly deteriorated component</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Additional Braking devices			
Device not working / missing (See note 1)	-	D	1. Only where the device is legally required to be fitted as part of the original type approved braking system
	Otherwise than above	DN	
Retarder insecure	Likely to become detached	I	
Heat shield missing / defective where required	-	D	
Retarder contaminated with oil / with inadequate clearance from other components	Constitutes a fire hazard	I	
	Continuous leak	I	
Oil leakage from retarder	Leakage in excess of 75mm diameter patch in 5 minutes	D	
	Otherwise than above	DN	
	Fire hazard	I	
Retarded wiring chaffed / insecure	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Brake systems and components</p> <p>Mechanical components</p> <p>Any brake component excessively worn /corroded / fractured / reduced in diameter / number of strands reduced (Specify component in all documentation)</p> <p>Any retaining / locking device missing / insecure (Specify device in all documentation)</p> <p>Brake backplate / dust cover loose</p>	<p>Failed or likely to fail</p> <p>Serious reduction of strength / excessively worn or displaced</p> <p>Otherwise than above</p> <p>Retaining device missing or detached</p> <p>Retaining device insecure or locking device missing or insecure. (See Note 1)</p> <p>Brake efficiency impaired or detachment imminent</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>DN</p> <p>D</p> <p>D</p> <p>I</p> <p>D</p>	<p>1. A locking device might not be obvious from a visual examination and in any case may not be mandatory</p> <p>2. Automatic slack adjusters must be fitted to HGV and PSV motor vehicles trailers manufactured on or after 1 May 1997 and vehicles first used on or after 1st May 1997.</p> <p>3. As a guide when automatic slack adjusters are fitted the total travel should not exceed 2/3rds of the total actuator. Movement obviously in excess of this, particularly across an axle, can be taken as evidence that the adjuster is inoperative. This guidance does not apply to arrangements, particularly disc brakes, where the adjustment may take place within the caliper or elsewhere and 'automatic slack adjusters' are not fitted.</p>

Description of defect	Severity of defect	Action	Notes
Abnormal movement of levers indicating maladjustment.	Brake efficiency impaired	I	4. All automatic slack adjusters must return fully on release of the brakes. If they don't, they will not be sensing the correct state of adjustment and therefore be incapable of operating as intended.
	Otherwise than above	D	
Excessive travel in mechanical handbrake lever.	Brake efficiency impaired	I	5. Particular attention should be paid to the control arm and anchor bracket if so equipped. This will fracture and / or detach if not correctly fitted.
	Otherwise than above	D	
Automatic brake slack adjuster and / or component missing / disconnected / insecure or inoperative (See Notes 2, 3, 4 and 5)	Brake efficiency impaired	I	6. When immediate action is taken this must be reinforced with evidence that the efficiency is impaired , eg. Brake test results or, in the case of adjustment, clearly no reserve travel.
	Otherwise than above	D	
Actuator / brake cylinder travel			7. Excess travel means when there is too little reserve travel left in the actuator which clearly demonstrates that the point at which adjustment was necessary has been exceeded.
Excessive or restricted travel of brake actuator or cylinder	Brake efficiency impaired (See Note 6)	I	
	Excessive amount of travel	D	8. Brake actuators or servos in which the travel cannot be visually assessed are often fitted with a device that indicates the extent of travel of the piston or diaphragm.
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Brake actuators Air /vacuum actuator missing / insecure / damaged / fractured / excessively corroded / incorrectly fitted	Missing inoperative or about to fail	I	9. When immediate action is taken this must be reinforced with evidence that the efficiency is impaired , eg. Brake test results or, in the case of adjustment, clearly no reserve travel.
	Otherwise than above	D	
Loss of air / vacuum	Pressure vacuum cannot be sustained with the engine running at just above idling speed and brakes applied	I	10. Surface cracks on brake discs and drums are a normal feature that should be ignored 11. This would normally be a lining thickness less than 1.5mm (1/16”) at any point
	Otherwise than above	D	12. Some public service vehicles are manufactured without ABS but may have ABS valves fitted as standard. If no action is taken under IM38 then the fitment of these components is not considered to be a defect under this section.
Brake travel indicators Brake piston / diaphragm travel indicator missing / inoperative	(See Note 8)	DN	13. A five pin ISO7638 plug on the headboard is reliable evidence that a trailer is not EBS equipped.
Brake adjustment indicator shows that brake adjustment is necessary	Brake efficiency impaired (See Note 9)	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Servos			
Brake servo insecure	Detached or detachment imminent	I	14. A EBS pictogram from the system manufacturer or the presence of a seven pin ISO7638 plug on the trailer headboard are reliable indicators that EBS is fitted.
	Otherwise than above	D	
Brake servo damaged / incorrectly fitted / fractured / excessively corroded	Failed or failure imminent	I	15. Acceptable evidence will normally be the noise made by electronic / pneumatic valves as the system goes through its self check cycle.
	Otherwise than above	D	
Excess travel of brake servo	Brake efficiency impaired	I	
	Otherwise than above (See Note 8)	DN	
Servo losing vacuum	Vacuum cannot be sustained with engine running above idling speed and brakes applied	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Brake Discs and drums			
Brake disc missing / loose / fractured /excessively worn / friction surface excessively corroded / pitted / deteriorated (See Note 10)	Brake efficiency impaired (See Note 9)	I	
	Failed or failure imminent	I	
	A fracture extending through the surface into the ventilation cavity of a disc	D	
	Otherwise than above	DN	
Brake drum fractured / missing / excessively worn (See Note 10)	Missing or failure imminent	DN	
	Drum fractured through	I	
	Otherwise than above	I	

Description of defect	Severity of defect	Action	Notes
Brake friction lining / pad missing / excessively worn / insecure / friction lining or pad not contacting the surface of the drum or disc	Missing / detached / not contacting and/ or braking efficiency impaired	I	
	Lining worn to excess (see Note 11)	D	
	Otherwise than above	DN	
Severely contaminated pad / lining material	Braking efficiency impaired (See Note 9)	I	
	Where contamination is clearly evident and likely to affect performance but brake test equipment is not available to confirm.	D	
	Otherwise than above	DN	
<p>Vehicle Electronic (EBS) or Anti-lock Braking systems (ABS)</p> Any component forming part of an anti-lock braking system missing / damaged / disconnected (See Note 12) NB: See next page for ISO cable actions	Such that the ABS system is rendered inoperative or the warning light sequence indicates there is a fault	D	

Description of defect	Severity of defect	Action	Notes
<p>Trailer Anti-lock Braking systems (ABS) (See Note 13)</p> <p>Any component forming part of an anti-lock braking system missing / damaged / disconnected (See Notes 16 & 21)</p>	<p>Such that the ABS is rendered inoperative or the warning light sequence indicates there is a fault</p> <p>Disconnected or damaged, likely to be affecting the correct functioning of the system</p> <p>Otherwise than above</p>	<p>D</p> <p>D</p> <p>DN</p>	<p>16. Vehicles towing trailers, where both are equipped with ISO7638 connectors, must have these connected with an appropriate cable regardless of any alternative method available on the vehicle to provide power. (this came into effect on from 21 May 2004).</p> <p>17. Minor valves might not be supported</p> <p>18. Damp patches around the valves are not to be considered as necessarily indicating a defect</p>
<p>ISO7638 cable missing (See Note 16)</p>	<p>-</p>	<p>I</p>	<p>19. Faults, particularly those concerning the free movement of valves are often difficult to positively detect. If examiners are in doubt about the existence of a defect the Information Notice option must be used</p>
<p>Trailer Electronic Braking systems (EBS) (See Note 14)</p> <p>Any component forming part of an electronic braking system missing / damaged / disconnected</p>	<p>Such that the EBS system is rendered inoperative or the warning light sequence indicates there is a fault and no evidence of operation (See Note 15)</p> <p>Otherwise than above but evidence of operation</p>	<p>I</p> <p>D</p>	<p>20. This inspection applies to all types of load sensing valves.</p>

Description of defect	Severity of defect	Action	Notes
ISO7638 cable missing (See Note 16)	No evidence of operation (See Note 15)	I	21. Goods vehicles first used after 1 April 1983 require either a load sensing valve (LSV) or Anti-lock Braking (ABS) to comply with EEC braking directives. There are exemptions: <ul style="list-style-type: none"> • Public Works vehicles, examples are mobile libraries and door to door domestic refuse collection vehicles Note: Domestic refuse vehicles used for the collection of industrial waste for which a charge is made are not exempt <ul style="list-style-type: none"> • Vehicles with high unladen weights (where the ration between the laden and unladen weight is small) may meet the requirements without a load sensing valve • Trailers with a Gross Vehicle Weight Exceeding 3500kg, manufactured on or after 1 October 1982 are required to be fitted with either a Load Sensing Valve (LSV) or Anti-lock Braking (ABS) or an Electronic Braking System (EBS).
Air compressor drive			
Drive belt(s) missing / badly deteriorated / loose	Air build up seriously affected or failure imminent	I	
	Otherwise than above	D	
Air / vacuum reservoir			
Brake air / vacuum reservoir damaged / excessively corroded / insecure	Detachment or failure imminent	I	
	Otherwise than above	D	
Brake valves			
Brake valve inoperative (Specify component on all documentation)	-	I	
Brake valve insecure (Specify component on all documentation) (See Note 17)	Detached or detachment imminent and / or likely to cause leakage at connections	D	
	Insecurity due to weakness or failure of supporting structure	D	

Description of defect	Severity of defect	Action	Notes
Brake valve fractured / damaged / excessively corroded (Specify component on all documentation)	Fractured or damaged to an extent that renders the valve inoperative or failure imminent Otherwise than above	I DN	<ul style="list-style-type: none"> • Goods vehicles first used after 1 April 1983 require either a load sensing valve (LSV) or Anti-lock Braking (ABS) to comply with EEC braking directives. There are exemptions: • Public Works vehicles, examples are mobile libraries and door to door domestic refuse collection vehicles
Brake Valve leaking	Leakage such that pressure or vacuum cannot be sustained with engine running just above idle speed Other significant leak Otherwise than above	I D DN	Note: Domestic refuse vehicles used for the collection of industrial waste for which a charge is made are not exempt
Load sensing valve missing / seized / by-passed, linkage defective / disconnected or out of adjustment (See Notes 19 & 20)	Clearly not able to function as intended (See Note 19) Otherwise than above	I DN	<ul style="list-style-type: none"> • Vehicles with high unladen weights (where the ration between the laden and unladen weight is small) may meet the requirements without a load sensing valve
Excessive oil / contaminant discharge from brake valves.	(See Note 18)	D	<ul style="list-style-type: none"> • Trailers with a Gross Vehicle Weight Exceeding 3500kg, manufactured on or after 1 October 1982 are required to be fitted with either a Load Sensing Valve (LSV) or Anti-lock Braking (ABS) or an Electronic Braking System (EBS).

Description of defect	Severity of defect	Action	Notes
Brake pipes and hoses			
Brake pipe excessively chafed / damaged	Failed or failure imminent	I	<p>22. Minor damage that is unlikely to get worse may be ignored</p> <p>23. Hydraulic brake master and wheel cylinders show signs of dampness around the vent and dust covers due to the brake fluid acting as a seal lubricant. Care must be taken to ensure that any dampness is not confused with seal failure would result in a positive leak.</p> <p>24. “Fully floating” cylinders must not be confused with insecure cylinders.</p>
	Otherwise than above (See Note 22)	D	
Brake pipe corroded	Failed or failure imminent	I	
	Deeply pitted / weakened	D	
Brake pipe inadequately clipped / supported / repaired	Failed or failure imminent	I	
	Significantly insecure	D	
	Otherwise than above	DN	
Brake pipe fouling (Specify component fouled on all documentation)	Failed or failure imminent	I	
	Otherwise than above	D	
Brake hose chafed deteriorated / stretched / bulging / kinked / twisted /fouling / exposed to excessive heat	Failed or failure imminent	I	
	Otherwise than above (See Note 22)	D	

Description of defect	Severity of defect	Action	Notes
Brake pipe / hose / coupling / connection leaking (Specify component on all documentation)	Any positive hydraulic leak	I	
	Leakage such that the pressure / vacuum cannot be sustained with engine running just above idle speed	I	
	Otherwise than above	DN	
Hydraulic systems			
Brake master cylinder / reservoir / wheel cylinder / caliper insecure	Detached or detachment imminent	I	
	Otherwise than above	D	
Brake master cylinder / wheel cylinder / caliper damaged / disconnected / missing / incorrectly fitted / fractured	Failed or failure imminent	I	
	Otherwise than above	D	
Brake fluid leaking from (Specify exact source)	Obvious leak leading to brake failure or presenting a risk of fire (See Note 23)	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Absence of or low fluid level in hydraulic brake fluid reservoir	Reservoir empty	I	
	Fluid level clearly below the minimum level indication	D	
	Otherwise than above	DN	
Hydraulic brake cylinders			
A hydraulic cylinder mounting insecure / cracked / fractured / damaged or a stop pin or locking device missing or insecure	Detached or detachment / failure imminent	I	
	Otherwise than above (See Note 24)	D	
A hydraulic cylinder leaking	A brake pedal creeps to floor or obvious visible leak (See Note 23)	I	

Description of defect	Severity of defect	Action	Notes
<p>Rear markings or Conspicuity Markings (See Note 4)</p> <p>Rear markings insecure</p> <p>Incorrect rear markings fitted</p> <p>Rear markings / Conspicuity markings partially or completely missing, incorrectly located or not clearly visible from the rear</p> <p>Conspicuity Markings, incorrect width / colour</p> <p>Obligatory reflectors (See Note 1)</p> <p>Obligatory reflector missing / deteriorated / incorrectly fitted / obscured / insecure</p> <p>HGV side reflector missing deteriorated or of incorrect colour</p>	<p>Detachment imminent</p> <p>-</p> <p>-</p> <p>-</p> <p>Detachment imminent</p> <p>Otherwise than above</p> <p>(See Notes 2 and 3)</p>	<p>I</p> <p>DN</p> <p>DN</p> <p>DN</p> <p>I</p> <p>DN</p> <p>DN</p>	<p>1. No reflectors are required to be fitted to vehicles which are not fitted with front or rear position lamps. No side reflectors are required on buses.</p> <p>2. Side reflectors are required on :-</p> <ul style="list-style-type: none"> • Motor vehicles first used before 1 April 1986 and longer than 8 metres overall. • Motor vehicles first used from 1 April 1986 and longer than 6 metres overall • Trailers longer than 5 metres overall, excluding any drawbar <p>3. HGV side reflectors must be amber unless they are within 1 metre of the rear of the vehicle, in which case they can be red</p> <p>4. Conspicuity markings may be fitted in place of, or as well as, rear marker boards</p>

Description of defect	Severity of defect	Action	Notes
HGV Side reflector incorrectly fitted or not plainly visible from the side	(See Note 2)	DN	

Description of defect	Severity of defect	Action	Notes
<p>All lamps</p> <p>A lamp or lens insecure or damaged</p> <p>Obligatory position front lamps (See Notes 1 and Note 3)</p> <p>Obligatory front position lamp insecure</p> <p>Obligatory front position lamp inoperative / missing / dim / obscured / affected by the operation of another lamp / lens broken or missing</p> <p>Obligatory front position lamp intermittent operations, flickers when tapped of does not face to front</p>	<p>Likely to cause injury or detachment imminent</p> <p>Otherwise than above</p> <p>Lamp so insecure that detachment is imminent</p> <p>Otherwise than above</p> <p>(See Note 2)</p> <p>-</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>DN</p> <p>DN</p>	<p>1. No lamps are required to be fitted to vehicles only used on roads between sunrise and sunset except in conditions of seriously reduced visibility. Trailers manufactured before 24 January 1996 are not required to be fitted with front position lamps while being drawn by a passenger vehicle</p> <p>2. When visibility is seriously reduced (to less than 100 metres), the use of dipped headlamps and side lamps is required by regulation.</p> <p>3. Examiners should reference Enforcement Circular 2010/05 regarding use of blue lights on HGV's.</p>

Description of defect	Severity of defect	Action	Notes
<p>Obligatory Headlamps (See Note 3)</p> <p>Obligatory dipped headlamp inoperative / missing / obscured / dim / flickers when tapped by hand (See Note 4)</p> <p>Obligatory headlamp insecure or lens broken or missing</p> <p>The dipped beam and / or main beam emitted from a matched pair of obligatory headlamps cannot be switched on or off together.</p> <p>In any grouped obligatory headlamp system (ie. More than one matched pair) they cannot either be dipped in unison or when one matched pair (the outer pair if not vertically in line) is dipped and the other pair are extinguished.</p>	When use of headlamps is compulsory	I	4. For agricultural vehicles see paragraph 3 of the introduction
	When use of headlamps is not compulsory	DN	5. Where the defective headlamp is part of a grouped system, consideration must be given to the capability of other headlamps in that group.
	Detachment imminent	I	
	Otherwise than above	DN	6. End marker lamps are required on
	Likely to cause dazzle when headlamp use is compulsory	I	<ul style="list-style-type: none"> • vehicles first used on or after 24 January 1996 or;
	Otherwise than above	DN	<ul style="list-style-type: none"> • that have an overall width greater than 2100mm or; • have a maximum speed exceeding 25mph.
	Likely to cause dazzle when headlamp use is compulsory	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Obligatory End-Outline Marker Lamps (See Notes 1, 5 and 6)</p> <p>Obligatory marker lamp missing / insecure / obscured / inoperative / incorrectly positioned</p> <p>Obligatory Rear position Lamps (See Note 6)</p> <p>Obligatory rear lamp insecure</p> <p>Obligatory rear lamp inoperative / missing / dim /obscured / affected by the operation of another lamp / lens broken or missing</p>	<p>Detachment imminent</p> <p>Otherwise than above</p> <p>Lamp so insecure that detachment is imminent</p> <p>Otherwise than above</p> <p>Likely to prevent width and presence of the vehicle being indicated adequately during compulsory use (See Note 7)</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>I</p> <p>DN</p>	<p>7. No lamps are required to be fitted to vehicles only used on roads between sunrise and sunset. Motor vehicles first used before 24 January 1996 are not required to be fitted with any rear lamps while drawing a trailer fitted with lamps.</p> <p>8. This action is appropriate only between sunrise and sunset or in conditions of seriously reduced visibility</p> <p>9. Rear fog lamps are required on vehicles first used on or after 1 April 1980 (or 1 April 1986 in the case of agricultural vehicles or works trucks) with an overall width greater than 1300mm and a maximum speed exceeding 25mph.</p> <p>10. Where one fog lamp is fitted, it must be positioned on the centre-line or offside of the vehicle.</p>

Description of defect	Severity of defect	Action	Notes
Obligatory rear lamp has intermittent operation, flickers when tapped or does not face the rear, lens broken or missing Rear Fog lamps (See Note 6)	-	DN	
Rear fog lamps insecure	Detachment imminent	I	
	Otherwise than above	DN	11. Stop lamps are not required on vehicles not fitted with front and rear position lamps or to vehicles with a maximum speed not exceeding 25mph or to agricultural vehicles first used before 24 January 1996 or to any other vehicle first used before 1 January 1936.
Rear fog lamp missing / obscured / inoperative / incorrectly positioned	(See Notes 8 and 9)	DN	12. Vehicles first used on or after 1 January 1936 and before 1 January 1971 need only one stop lamp. This must be fitted on the centre of offside of the vehicle
Rear fog lamp emits light of a colour other than red or comes on with brake light(s)	-	DN	13. On vehicles with an air brake system, care must be taken to ensure that brake lights are not on due to low air pressure.
Stop lamps			
Stop lamp inoperative /obscured /missing /dim / otherwise defective in operation	No stop lamp shows a steady red light when the brake is applied	I	
	Stop lamps remain on when all brakes are released (See Note 12)	I	
	Otherwise than above (See Note 11)	DN	

Description of defect	Severity of defect	Action	Notes
Stop lamp insecure	Detachment imminent	I	
Reversing lamps			
Reversing lamps insecure	Detachment imminent	I	
	Otherwise than above	DN	
Reversing lamp indicator inoperative	-	DN	
Rear registration plate lamps			
Missing or not in good working order	-	DN	

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM66 Direction Indicators and Hazard Warning lamps
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Description of defect	Severity of defect	Action	Notes
Direction indicators			
Direction indicator insecure	Detachment imminent Otherwise than above	I DN	1. No direction indicators are required to be fitted to vehicles not fitted with front or rear position lamps
Direction indicator missing / inoperative / not functioning correctly / damaged / obscured / lens broken or missing	Indicator cannot be used to clearly show the drivers intention (See Note 2) Otherwise than above	I DN	2. The criteria must be the inability of the driver to signal the intention to change direction 3. Vehicles first used before 1 April 1986 are not required to have hazard warning lamps or side repeater indicators
Indicator warning lamp missing / inoperative	If the warning lamp is inoperative or not fitted and the driver cannot see that each indicator is functioning and there is no audible tell-tale device	DN	
Hazard warning lamps			
Hazard warning lamp inoperative / not functioning correctly	(See Note 3)	DN	

Description of defect	Severity of defect	Action	Notes
<p>Side repeater indicators</p> <p>Side repeater indicator inoperative / not functioning correctly</p>	<p>(See Note 3)</p>	<p>DN</p>	

Description of defect	Severity of defect	Action	Notes
<p>Aim of Headlamps (See Note 3)</p> <p>Headlamp aim too high or too far to the right</p> <p>Headlamp aim too low or too far to the left</p>	<p>Likely to cause dazzle when use of dipped headlamps is compulsory</p> <p>Otherwise than above (See Notes 1 and 2)</p> <p>Likely to prevent the driver from being able to drive safely when use of dipped headlamps is compulsory</p> <p>Otherwise than above (See Notes 1 and 2)</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p>	<ol style="list-style-type: none"> 1. Any immediate prohibition will normally only be appropriate for such a defect in conditions of seriously reduced visibility or at night. 2. The degree of misalignment of the headlamp does not warrant an immediate prohibition, but an instrumented check shows the headlamp aim falls outside the statutory test limits, an inspection notice should be issued. 3. For agricultural vehicles see paragraph 3 of the introduction to this manual.

Description of defect	Severity of defect	Action	Notes
<p>Service Brake Operation and Performance (See Note 5 and Annex A)</p> <p>Service brake does not operate on every road wheel where originally designed to do so (See Note 6)</p> <p>Service Brake efficiency low (See Notes 1, 2 3 and 4)</p> <p>Service brake unbalanced, evidence of oval brake drum or distorted disc (See Note 3)</p>	<p>-</p> <p>Performance does not meet prescribed C&U requirements (Specify)</p> <p>A malfunction indicated by abnormally low effort (specify) in excess of the annual roadworthiness test imbalance criteria of 30% for the vehicle service brake and 40% for the vehicle park brake.</p> <p>Overall performance below normal expectation</p> <p>Marked deviation from straight path when brakes applied</p> <p>Otherwise than above</p>	<p>I</p> <p>I</p> <p>D</p> <p>DN</p> <p>I</p> <p>DN</p>	<p>BRAKE PERFORMANCE</p> <p>1. When testing brakes, examiners should have no difficulty in establishing the performance of the service brake and, where the secondary brake is also the parking brake, the assessment of their performance should create no problems.</p> <p>2. Particularly when using a roller brake tester to determine brake performance, examiners should where possible, take into account the measured brake pressure available at the air brake chambers. Vehicle pull down facilities should be used where possible to ensure that the brake chamber supply pressure is at least one third of the guaranteed available air pressure of the drawing vehicle.</p> <p>In the case of a vehicle where pull down facilities cannot be utilised, the examiner might only be able to judge brake performance against presented weight where this is known.</p>

Description of defect	Severity of defect	Action	Notes
<p>Service brake binding excessively (See Note 3)</p>	<p>Severely overheated and either failure or fire likely</p> <p>Otherwise than above</p>	<p style="text-align: center;">I</p> <p style="text-align: center;">DN</p>	<p>3. Where vehicles are tested on a roller brake tester for imbalance / ovality / binding, the appropriate annual roadworthiness inspection manual criteria must be used. Vehicles fitted with tyres designed for off road use should not be tested on a roller brake tester.</p> <p>4. There is no performance criteria laid down for agricultural motor vehicles driven at not more than 20mph if first used before 1 January 1968 or agricultural trailers manufactured before 1 December 1985. After these dates they are required to achieve 25% of the total design maximum axle weights.</p> <p>5. When measuring brake performance, percentage efficiencies and type of equipment should be recorded.</p> <p>6. Some vehicles, perhaps the most common being rear steer tractor units , are designed so that the second steer brakes do not operate until the drive axle is heavily loaded (eg. Between 60% and the maximum permitted weight at which the axle is deployed and air is fed to the actuators). These axles will normally be supplementary axles with single wheels</p>

Part 1: Public Service, Heavy Goods And Agricultural Vehicles	IM71 Service Brake Performance
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Description of defect	Severity of defect	Action	Notes
			positioned immediately in front of or behind drive axles. However other configurations may be encountered.

Description of defect	Severity of defect	Action	Notes
<p>Secondary Brake operation and performance</p> <p>Secondary brake efficiency low (See Notes 1, 2 and 3 and Annex B)</p>	Performance does not meet prescribed C&U requirements (Specify)	I	<p>BRAKE PERFORMANCE</p> <p>1. When testing brakes, examiners should have no difficulty in establishing the performance of the service brake and , where the secondary brake is also the parking brake, the assessment of their performance should create no problems.</p> <p>Where the secondary brake can be represented by each constituent part of a split or dual brake system, the performance can be difficult to ascertain</p> <p>In such circumstances, if the parking brake can produce the secondary brake performance, the regulations can be regarded as being satisfied.</p> <p>Where this is not possible, the examiner can only use discretion, having regard to the general condition of the brakes and service brake performance</p>
	Little or no braking effort at any wheel equipped with a brake operated by the secondary brake system	D	
	Overall performance below normal expectation	DN	

Description of defect	Severity of defect	Action	Notes
			<p>When measuring brake performance, percentage efficiencies and type of equipment used should be recorded.</p> <p>2. Particularly when using a roller brake tester to determine brake performance, examiners should where possible, take into account the measured brake pressure available at the air brake chambers. Vehicle pull down facilities should be used where possible to ensure that the brake chamber supply pressure is at least one third of the guaranteed available air pressure of the drawing vehicle.</p> <p>In the case of a vehicle where pull down facilities cannot be utilised, the examiner might only be able to judge brake performance against presented weight where this is known.</p>

Description of defect	Severity of defect	Action	Notes
			<p>3. There is no performance laid down for agricultural motor vehicles driven at not more than 20mph if first used before 1 January 1968 or agricultural trailers manufactured before 1 July 1947 being drawn at a speed not exceeding 10mph and with a laden weight not exceeding 4070kg. After these dates they are required to achieve 25% of the total designed maximum axle weights.</p>

Description of defect	Severity of defect	Action	Notes
<p>Parking Brake Performance</p> <p>Parking Brake inefficient (See Notes 1, 2, 3 and 4 and Annex C)</p>	<p>Does not meet prescribed C&U requirements (Specify the exact requirements vehicle is being assessed against)</p> <p>Little or no braking effort on a road wheel equipped with a brake operated by the parking brake system</p> <p>Overall performance below normal expectation</p>	<p>I</p> <p>D</p> <p>DN</p>	<ol style="list-style-type: none"> 1. Particularly when using a roller brake tester to determine brake performance, examiners should where possible, take into account the measured brake pressure available at the air brake chambers. Vehicle pull down facilities should be used where possible to ensure that the brake chamber supply pressure is at least one third of the guaranteed available air pressure of the drawing vehicle. In the case of a vehicle where pull down facilities cannot be utilised, the examiner might only be able to judge brake performance against presented weight where this is known. 2. For the purpose of this test, the vehicle can be brought to rest prior to applying the parking brake (Gradient and Static test only). 3. If the minimum efficiency prescribed in C&U is met, but performance is less than would be expected, an Inspection Notice must be issued if any action has not been taken under any other heading.

Description of defect	Severity of defect	Action	Notes
			<p>4. There is no specified performance for parking brakes on agricultural vehicles driven at not more than 20mph and first used before 1 January 1968.</p> <p>5. When measuring brake performance, percentage efficiencies and the type of equipment used should be recorded on all documentation.</p>

SERVICE BRAKE EFFICIENCY REQUIREMENTS				
Motor Vehicles	2 Axle Rigid vehicle first used before 1 January 1968	Rigid vehicle with more than 2 axles or any articulated tractor first used before 1 January 1968	Any other vehicle	
Specified Efficiency	45% GVW	40% GVW	50% GVW	
Semi-Trailers	Manufactured before 1 January 1968 with GVW 6100kg or more	Manufactured before 1 January 1968 with GVW less than 6100kg	Manufactured from 1 January 1968 to 30 September 1982	Manufactured from 1 October 1982
Specified Efficiency	32% TAW	35% TAW	40% TAW	45% TAW
Draw-bar trailers	Manufactured before 1 January 1968	Manufactured from 1 January 1968 to 30 September 1982	Manufactured from 1 October 1982	
Specified Efficiency	40% GVW	50% GVW	45% GVW	

GVW is Gross Vehicle Weight
GTW is Gross Train Weight
TAW is Total Axle(s) Weight

SECONDARY BRAKE EFFICIENCY REQUIREMENTS			
Motor Vehicles	2 Axle Rigid Vehicle first used before 1 January 1968	Rigid vehicle with more than 2 axles or any articulated tractor first used before 1 January 1968	Any other vehicle
Specified Efficiency	20% GVW	15% GVW	25% GVW

GVW is Gross Vehicle Weight
 GTW is Gross Train Weight
 TAW is Total Axle(s) Weight

PARKING BRAKE EFFICIENCY REQUIREMENTS			
Motor Vehicles	Any vehicle first used before 1 January 1968	Any vehicle first used on or after 1 January 1968	Articulated tractor or drawings vehicle used from April 1983
Specified Efficiency	-	16% GVW	16% GVW
Semi-trailers and Draw-Bar trailers	Manufactured before 1 January 1968	Any other trailer	
Specified Efficiency	-	16% GVW	

GVW is Gross Vehicle Weight
 GTW is Gross Train Weight
 TAW is Total Axle(s) Weight

DVA - Categorisation of Defects

**Part 2: Passenger Cars, Taxis, Private
Buses and Light Goods Vehicles**

Part 2: Passenger Cars, Taxis, Private Buses and Light Goods Vehicles

1.	ENGINE AND ASSOCIATED EQUIPMENT Engine security Oil Leaks Fuel Tank and System Exhaust System Exhaust Emission Speed Limiter	5 (cont)	Hydraulic Systems Mechanical Components ABS Components Brake Pipes and Hoses Additional Braking Devices / Retarders / Exhaust Brakes Service Brake Operation and Performance Parking Brake Operation and Performance General	10.	ELECTRICAL EQUIPMENT Battery Switchgear and Wiring Horn
2.	TRANSMISSION Drive / Propeller shafts			11	LAMPS AND REFLECTORS Front Position Lamps Rear Position Lamps Rear Fog Lamps Reflectors Direction Indicators Hazard Warning Lamps Side Repeater Indicators Headlamps Stop Lamps Reversing Lamps Rear Registration Plate Lamps
3.	RUNNING GEAR Road wheels and hubs Spare Wheel Tyres Axles, Stub Axles and Wheel Bearings	6.	STEERING Steering Wheel and Column Steering Box / Rack and Pinion Steering Linkage Power Steering King Pins		
4.	SUSPENSION Springs Anchor / Shackle Pins Spring Brackets Torsion bars Bonded Units Air Suspension Suspension Arms / Linkages / Sub Frames Shock Absorbers Anti-roll Bars Displacers General	7.	CHASSIS Chassis and Attachments Trailer Coupling Coupling on Trailer		
5.	BRAKES Controls Warning Systems Air / Vacuum Assistance Actuators Servos Brake Travel / Adjustment Indicators Brake Valves Air / vacuum Reservoir	8.	VEHICLE INTERIOR Driving Controls Drivers Area and Fittings (includes fire extinguisher, wheelchair, taximeter) Passenger Seats Seat Belts		
		9.	BODYWORK Body Panelling Bumpers Wings and Wheel Arches Registration Plates and VIN details Windscreen and Windows Washers and Wipers Doors Bonnet		

Description of defect	Severity of defect	Action	Notes
Engine security			
Engine mounting fractured, deteriorated or insecure	Engine detachment imminent	I	1. When considering several leaks, due regard must be given to the cumulative effect which could justify prohibition action.
Oil leaks	Otherwise than above	DN	In respect of taxis, a leak of this magnitude should result in an immediate prohibition.
Oil leak from engine / assemblies	Continuous flow	I	
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes (See Note 1)	D	2. If any fuel leak or spillage is likely to constitute a fire risk, or present a hazard to other road users, an immediate prohibition must be used
Fuel tank and system	Otherwise than above	DN	
Fuel tank or other system components insecure	Detachment imminent	I	3. Fabricated and ‘emergency’ caps are acceptable provided they function effectively. Use of rags etc in place of a fuel cap must be regarded as a defect
Fuel leakage from (Specify source and location)	Significantly insecure	D	
	Otherwise than above	DN	4. In the case of diesel fuel only, a ‘significant leak’ is giving rise to a patch in excess of 75mm in 5 minutes. When considering several leaks, due regard must be given to the cumulative effect of more than one leak which could justify prohibition action.
	Continuous fuel leak or leak constituting a fire risk or a hazard to other road users	I	In respect of taxis, a significant leak should result in an immediate prohibition.
	Significant leak (See Note 4)	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Fuel tank filler cap and or sealing arrangement missing / defective	Such as to permit fuel spillage and cause a hazard to the vehicle and / or other road users (See Notes 2 and 3)	I	<p>5. Petrol Engines: A visual assessment of exhaust smoke can be made on all vehicles. The prescribed limits for the various exhaust emission components, requiring an exhaust gas analyzer to measure, are to be applied to vehicles first used on or after 1 August 1975</p> <p>The appropriate procedures and standards are set out in the relevant inspection manual and will be applied according to the age and class of the vehicle. For prohibition issue, where the exhaust gas analyzer is used, a margin of 10% will be added to all prescribed limits.</p> <p>6. Diesel Engines: A visual assessment of exhaust smoke can be made on all vehicles. As with vehicles with petrol engines a 10% margin will be allowed above the statutory limits. The Light Absorption Coefficient Scale used for diesel exhaust smoke, being logarithmic, results in standards for delayed prohibition of $> 3.7M^{-1}$ for turbocharged, and $3.0m^{-1}$ for naturally aspirated engines.</p>
	Otherwise than above	DN	
Fuel pipe damaged / chafed / insecure	Likely to fracture or leak	D	
	Otherwise than above	DN	
Exhaust System			
Exhaust system incomplete / insecure / leaking	Fumes likely to enter vehicle interior or detachment imminent	I	
	Significant deterioration	D	
Exhaust silencer holed, missing or modified	Does not reduce the noise emitted to a reasonable level.	D	
Speed Limiter (See Note 7)			
Speed limiter missing / disconnected	Evidence of intent to circumvent the speed restrictions	I	
	Unintentional non compliance	D	

Description of defect	Severity of defect	Action	Notes
<p>Speed Limiter is not restricting the vehicle to it's legal maximum</p> <p>Speed Limiter plate missing / disconnected</p> <p>Speed Limiter tamperproof device missing / showing evidence of disturbance</p> <p>Any interrupter device fitted to the vehicle in contravention of the requirements</p>	<p>Evidence of intent to circumvent the speed restrictions</p> <p>Unintentional non-compliance but applicable restricted speeds clearly exceeded (>10KPH)</p> <p>Unintentional non-compliance but applicable restricted speeds clearly exceeded (<10KPH)</p> <p>-</p> <p>-</p> <p>-</p>	<p>I</p> <p>I</p> <p>D</p> <p>DN</p> <p>D</p> <p>I</p>	<p>7. *If applicable to vehicle type and when first used.</p> <p>a) Unintentional non-compliance will include those instances provided for in regulation where the speed limiter has become defective during its current journey even if the driver is aware. Providing the available evidence indicated the driver is generally complying with the applicable speed (within 10kph) delayed prohibition action will be appropriate.</p> <p>b) Some speed limiters do not require the fitting of external tamperproof devices. Action must only be taken where there is clear evidence that a device has been disturbed / removed and is defective</p> <p>c) A prohibition issued for a defect in relation to TAMPERPROOF DEVICES ONLY can be removed by submission of satisfactory documentary evidence (Not a photocopy) from an authorized sealing agent</p>

Description of defect	Severity of defect	Action	Notes
Drive / Propeller Shafts			
Drive propeller shaft damaged	Bent, fouling or fractured and failure imminent	I	1. Failure for excessive wear of universal joint is only justified when radial movement indicates that needle roller bearings are missing from one or more cups
	Other significant damage (See Note 2)	D	2. In respect of taxis, any defect which would have a direct impact on the safety of the vehicle and / or its passengers should result in an immediate prohibition
	Otherwise than above	DN	
Universal joint excessively worn, flange cracked or insecure on the drive / propeller shaft (See Note 8)	Failure or detachment likely	I	
	Significantly defective	D	
	Otherwise than above	DN	
Drive / propeller shaft flange bolts loose / missing	Shaft likely to become detached	I	
	Otherwise significant insecurity	D	
	Otherwise than above	DN	
Drive / propeller shaft carrier bearing badly worn, damaged or mounting insecure	Failed or failure imminent	I	
	Other significant defect	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Front wheel drive shafts only			
CV joint or shaft coupling excessively worn.	Bearings collapsed or excessively worn, splines excessively worn or coupling / joint seriously deteriorated and failure imminent	I	
	Significantly deteriorated component	D	
	Otherwise than above	DN	
CV gaiter defective	No leakage	-	
	Leakage	DN	

Description of defect	Severity of defect	Action	Notes
Road wheels and hubs			
Missing Wheels(s)	-	I	1. Fracture at the bridge over the valve is not considered a reason for action (Valve protector)
Wheel fractured or welding breaking away	Failure imminent (See Note 1)	I	2. On certain wheels, abutting with slight displacement is acceptable
Wheel hub fractured / loose / insecure	Otherwise than above	D	3. For spigot mounted wheels see IM6 Part 1.
Wheel hub fractured / loose / insecure	Failure or detachment imminent	I	
Wheel hub fractured / loose / insecure	Otherwise than above	D	
Wheel stud holes elongated / damaged	If visible with wheel nuts in place or detachment likely	I	
Wheel stud holes elongated / damaged	Any stud hole severely elongated / worn	D	
Wheel stud or nut missing / loose / fractured / not clamping or fully locating in taper	More than one wheel nut / stud is missing, loose, fractured or obviously not clamping or locating in road wheel taper	I	
Wheel stud or nut missing / loose / fractured / not clamping or fully locating in taper	Otherwise than above	D	

<p>Tyre retaining ring abutting / fractured (See Note 2)</p>	<p>The ring is visibly displaced from its seating and a total displacement is imminent</p>	<p>I</p>	<p>4. Manufacturer supplied ‘temporary use’ spares (Space savers) are acceptable</p>
<p>Wheel seriously distorted</p>	<p>Affecting steering or vehicle stability</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>5. Private buses / restricted speed vehicles are permitted ‘J’ or ‘K’ rated tyres provided they are of suitable capacity after having considered any necessary adjustment through reference to any tyre load / speed tables.</p>
<p>Wheel embellisher protruding or insecure test</p>	<p>Sharp edges / points exposed, likely to cause injury or detachment imminent</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>6. Applies to tyres with a directional tread pattern incorrectly fitted.</p>
<p>Half shaft bolt/ nuts / studs loose or missing</p>	<p>Loss of drive likely</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>7. It cannot be assumed that because either tyre on a twin wheel is not in contact with the ground when the vehicle is stationary on a level surface, there is a difference in nominal size</p>
<p>Incompatible wheel fitted</p>	<p>Fouling other components where failure of the wheel or affected component is likely</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>Unless marked otherwise, ‘standard’ car tyres have a nominal aspect ratio of 82%. These can be safely mixed with tyres with an aspect ratio of 80%.</p> <p>In respect of Taxis, an immediate prohibition should be issued</p>

<p>Spare wheel (Not Taxis)</p> <p>Spare wheel fractured / badly distorted / stud holes elongated</p> <p>Tyres</p> <p>The nominal size, ply rating or load index / speed rating of any tyre is below that appropriate for the vehicle. A tyre marked with a speed rating letter within the range A to K (See Notes 4 and 5)</p> <p>Tyres of different types / nominal sizes / aspect ratio fitted on the same axle</p>	<p>-</p> <p>Tyre obviously overloaded</p> <p>Otherwise than above</p> <p>Tyres of different type (ie. Crossply or radial) fitted</p> <p>One tyre is of a different nominal size or aspect ratio from those on the same axle (See Note 7)</p>	<p>DN</p> <p>I</p> <p>D</p> <p>I</p> <p>D</p>	<p>8. This does not apply to vehicles with twin or extra wide rear tyres on the rear axle, or to tyres manufactured for (and fitted to) engineering plant. It also does not apply to vehicles with a maximum speed not exceeding 30 mph</p> <p>9. Recut tyres permitted on</p> <ul style="list-style-type: none"> • Motor vehicles with an unladen weight exceeding 3050kg, between 2540kg and 2540kg if fitted to wheel rim exceeding 405mm (16”) diameter, and: • Trailers of unladen weight exceeding 1020kg (2290kg total weight for fixed plant carriers) <p>10. Bulging includes any lifting of the tread rubber and must not be confused with undulations which could be present due to manufacturing imperfections</p>
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Radial ply tyres fitted to the front axle and crossply or bias belted to the rear axle or bias belted to the front axle and crossply to the rear axle.	(See Note 8)	I	<p>11. The body cords are those extending from bead to bead</p> <p>Although damage to cords has a different effect on tyres of radial and cross-ply construction, the problems of differentiation are very complex and the stated standards must be applied.</p> <p>Body cords must not be confused with the breaker cords in the tread area. The consequence of damage to breaker cords is not generally so severe. For this reason the different action is recommended.</p> <p>Cuts which are deep enough to reach the body cords or ply but are less than 25mm or 10% of the section width, whichever is the greater, and have not damaged or exposed the body cords or ply do not breach the legal requirements for tyres.</p> <p>‘Exposed’ for this purpose means visible without the need to use a probe.</p>
A tyre not fitted in accordance with the manufacturers instructions	(See Note 6)	DN	
Tyre walls in contact	Caused by under inflation or incorrect wheel fitting	DN	
Tyre bulging	Caused by separation or partial failure of its structure (See Note 10)	I	
Tyre has break in the fabric or deep cut (See Note 11)	Body cords damaged	I	
	Cut 25mm or longer exposing body cords	D	
	Breaker cords damaged in the tread area	D	
	Breaker cords exposed in the tread area	DN	
	Otherwise than above (See Note 11)	DN	

<p>Tyre seriously under inflated or incorrectly seated on the wheel rim</p>	<p>Likely to affect steering or, if laden, overload the other tyre on a twin fitment</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	<p>12. For tyre tread requirements for vehicles with more than 8 passenger seats and goods vehicles with a gross Vehicle weight exceeding 3500kg consult Part 1 of this document</p>
<p>Tyre worn beyond the legal limit (See Note 12)</p>	<p>Depth of tread is not at least 1.6mm throughout a continuous band (excluding tie bars) situated in the central three quarters of the breadth of tread, around the entire circumference on</p> <ul style="list-style-type: none"> • Any steered axle, or • 50% or more of the total number of tyres fitted to non steered axles <p>Otherwise than above</p> <p>The base of any groove of the original tread pattern is not clearly visible. (See Note 13)</p>	<p>I</p> <p>D</p> <p>DN</p>	<p>13. Original tread pattern' means;</p> <p>a) In the case of a retreaded tyre, the tread pattern immediately after the tyre was retreaded</p> <p>b) In the case of a wholly recut tyre, the manufacturers recut tread pattern</p> <p>c) In the case of a partially recut tyre, on the part that has been recut, the manufacturers recut tread pattern, and on the other part, the tread pattern when the tyre was new.</p> <p>d) In the case of any other tyre, the tread pattern when the tyre was new</p>

<p>Tyre fouling</p> <p>Recut tyre fitted to a vehicle which should not have a recut tyre</p> <p>Spare tyre / wheel (TAXIS ONLY)</p> <p>Spare tyre bulging / fabric cut / fabric exposed / tread worn below the legal limit.</p> <p>Spare wheel, jack, and wheel brace (or a suitable alternative) missing / not serviceable (See Note 1)</p>	<p>Tyre damaged and / or likely to fail</p> <p>Otherwise than above</p> <p>Fitted to a vehicle on which recut tyres are not permitted</p> <p>-</p> <p>Any item missing or not serviceable</p>	<p>I</p> <p>DN</p> <p>DN</p> <p>DN</p> <p>DN</p> <p>DN</p>	<p>NOTE: Grooves which wear out before the main grooves have reduced to a depth of 3mm and other minor features such as sipes, small lateral extensions to the circumferential grooves and minor lateral grooving on the shoulders are to be disregarded when considering whether the ‘original tread pattern’ is visible.</p> <p><u>Note 1</u></p> <p>Either of the following solutions are acceptable as compliance with the requirement for taxis to have a spare wheel</p> <ul style="list-style-type: none"> • A fully inflated tyre mounted on a spare rim or wheel suitable for the vehicle (a space saver tyre is also acceptable) accompanied with a lifting jack and a wheelbrace or similar tool • A post puncture repair kit in serviceable condition where the manufacturer has not provided a facility for the carriage of a spare wheel • All tyres on the vehicle are of the ‘run flat’ type and are clearly marked that they can be operated when not fully inflated
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<p>Axles, Stub Axles and wheel bearings</p> <p>Excessive lift in stub axles or swivel joints</p> <p>Axle or stub axle fractured or distorted</p> <p>Excessive free play or roughness in wheel bearings (See also 'king pins'; Section 6)</p>	<p>Evidence of collapse of bearings / joints or loss of shims (See Note 14)</p> <p>Otherwise than above</p> <p>Fractured</p> <p>Otherwise than above</p> <p>Likely to collapse</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>I</p> <p>D</p> <p>I</p> <p>DN</p>	<p>14. As a general rule, the lift in a stub axle would normally be considered excessive if greater than 1.6mm in the case of assemblies using the 'hives' thrust bearing and 1mm for assemblies using other types of thrust bearing</p>
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Description of defect	Severity of defect	Action	Notes
Springs			1. This inspection is also applicable to the pins and bushes locating independent suspension arms and balance beam and linkage pivots
Spring leaf fractured	Main leaf fractured or more than half of the intermediate leaves broken	I	
	Otherwise than above	D	
Spring weak	Bodywork fouling or is likely to foul road wheels if vehicle were laden or seriously affecting vehicles stability and / or control	I	
	Otherwise than above	DN	
Spring leaves displaced / distorted / damaged /repaired by welding	Control of vehicle likely to be affected or failure of the spring imminent	I	
	Otherwise than above	DN	
Spring centre bolt broken or missing	-	I	
Spring clips loose missing or broken	-	DN	
Spring holding down (U Bolts) loose or missing	Axle moving relative to spring	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Coil spring fractured	-	I	2. When some types of spring attachment bracket or suspension bracket are fitted there could be more holes in the bracket than holes in the chassis. This would not be a reason for action.
Coil spring incorrectly located, spring fractured or mounting loose	Detachment imminent / safe control of vehicle likely to be affected	I	
Anchor / shackle pins	Otherwise than above	D	3. Delayed action only where a slipper is worn to the extent that it could, at the time of inspection, clearly affect the movement or correct location of the road spring or has allowed the spring leaf to damage the chassis.
A suspension anchor or shackle pin missing / sheared	(See Note 1)	I	
Anchor / shackle pin and / or bush excessively worn	Diametric clearance in excess of one third of pin diameter	I	
	Significantly worn	D	
	Otherwise than above (See Note 1)	DN	
A suspension anchor / shackle pin insecure in its bracket	Pin displaced	I	
	Significantly loose	D	
	Otherwise than above (See Note 1)	DN	

Description of defect	Severity of defect	Action	Notes
A suspension anchor / shackle pin locking device missing / ineffective / insecurely fitted	Missing or ineffective Insecurely fitted (See Note 1)	I D	
Spring Brackets			
Spring slipper bracket excessively worn / fractured / not securely fixed / rebound pin missing	Spring displaced from slipper bracket Otherwise than above (See Note 3)	I D	
Spring anchor bracket insecure / fractured or otherwise defective	Detachment or failure imminent Fractured or relative movement between bracket and chassis Any one nut, bolt or rivet missing / insecure (See Note 2)	I D DN	
Spring bracket or mounting loose / fractured / seriously weakened by damage or corrosion	Detachment imminent Otherwise than above (See Note 2)	I D	

Description of defect	Severity of defect	Action	Notes
Torsion bars			
Torsion bar fractured / distorted	Fracture, displacement or distortion adversely affecting directional control	I	
	Otherwise than above	D	
Torsion bar anchorage loose	Detachment imminent or affecting vehicle control or axle location	I	
	Otherwise than above	D	
Bonded Units			
A bonded attachment insecure / fractured / seriously weakened due to damage / corrosion or failure of bonding element	Failure imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
<p>Air Suspension (See Note 4)</p> <p>An air suspension unit or pipes displaced / damaged / fouling other components / seriously deteriorated / leaking air.</p> <p>Suspension arms / linkages / sub frames</p> <p>An arm, linkage or subframe fractured / displaced / insecure / distorted seriously weakened by corrosion, damage or wear / is adjustable and has a loose adjustment or its locking device is insecure or missing</p> <p>Suspension mounting bushes worn</p> <p>Radius arm insecure</p>	<p>Failure imminent</p> <p>Otherwise than above</p> <p>Fracture, displacement or distortion adversely affecting directional control or failure imminent</p> <p>Otherwise than above</p> <p>Likely to affect steering or directional control of the vehicle</p> <p>Detachment imminent or likely to affect steering</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p> <p>I</p> <p>D</p> <p>I</p> <p>D</p>	<p>4. Exposure of air bag structural cords is acceptable providing that they are not damaged.</p>

Description of defect	Severity of defect	Action	Notes
Shock Absorbers			
Shock absorber missing / loose / fractured / malfunctioning	Missing detachment imminent or likely to affect steering	I	
	Otherwise than above	I	
Shock absorber leaking	-	DN	
Anti-roll Bars			
Anti-roll bar / stabilizer missing	Missing (if a standard fitting)	I	
Anti-roll bar / stabilizer insecure	Detachment imminent	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Suspension displacers			
Any hydro-pneumatic suspension displacer unit, pipes or hoses leaking	Excessive leakage indicating obvious failure, or imminent failure	I	
	Otherwise than above	D	
Displacers, pipes or mountings weakened by corrosion	Failure imminent	I	
	Otherwise than above	D	
General			
Fracture, serious distortion or excessive corrosion in a load bearing member within 30cm of any suspension component mounting (Except shock absorbers)	Failure or detachment imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Controls			
Hand brake lever / foot brake pedal fractured / incomplete / seized / insecure	Fails to fulfill its function or failure imminent	I	1. The provision of a pedal rubber which is itself of an anti slip material is not to be regarded as defective if its design pattern is worn smooth
	Otherwise than above	D	2. Defect might not apply to vehicles equipped with full air / vacuum or continuous flow hydraulic braking systems.
Hand brake lever foot brake pedal travel impeded / cannot be readily operated	Cannot be operated satisfactorily	I	For power assisted systems the engine might need to be running to do these checks.
	Otherwise than above	D	
Excessive side play in handbrake lever	Failure imminent or could inadvertently disengage	I	
	Otherwise than above	DN	
Insufficient reserve travel on hand brake lever / foot brake pedal	Brake efficiency impaired	I	
	Otherwise than above	D	
Hand brake lever pawl and / or ratchet worn	Lever cannot be set or could inadvertently disengage	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Foot brake pedal anti-slip provision / missing / loose / deteriorated / worn smooth (See Note 1)	Pad about to become detached or level of grip offered affected	D	
	Otherwise than above	DN	3. If a vehicle has a reservoir that is integral with the servo unit and has no other reservoir and no warning device is fitted, this is not automatically a reason for action since some systems need not have a warning device.
Foot brake pedal creeps to floor (See Note 2)	-	I	
Foot Brake pedal excessively spongy indicating a fault in the system (See Note 2)	Brake efficiency impaired	I	4. If a warning device is required to be fitted this must be of the visual type. An audible device may be fitted additionally, but its malfunctioning is not a reason for action. The driver should however be advised.
	Otherwise than above	DN	
Hand brake valve fractured / damaged / insecure	-	I	5. Items under warning systems apply to all vehicles first used on or after 1 October 1937, except vehicles under 3050 kg unladen and;
Brake hand control valve cannot be moved over its original full travel or cannot be retained in both the on or off positions.	-	D	<ul style="list-style-type: none"> • fitted with a vacuum reservoir coupled direct to the induction manifold of the engine, and; • in the event of a failure of the vacuum system, have brakes capable of stopping the vehicle within a reasonable distance in the most adverse conditions
Parking brake hand lever cannot be set	-	I	

Description of defect	Severity of defect	Action	Notes
Warning systems			
Warning gauge / flag/ light missing / not functioning / not visible	Where only one such device is fitted	I	6. Where fitted, if the vacuum gauge has no warning mark, take the 25 to 30cm mark as the warning mark.
	Otherwise than above (See Notes 3, 4 and 5)	DN	
Warning gauge not illuminated	Function not readily visible during the hours of darkness (See Notes 3, 4 and 5)	DN	
	(See Notes 3, 4 and 5)	DN	
Warning buzzer inoperative	-	DN	
Antilock brake light sequence inoperative / incorrect (See note 7)	-	D	
Air / vacuum assistance			
Insufficient reserve or air / vacuum	Insufficient pressure or vacuum to give assistance for two or more applications of the brakes after the warning device has operated	DN	

Description of defect	Severity of defect	Action	Notes
Loss of air / vacuum	<p>Pressure / vacuum cannot be sustained with engine running just above idling speed with or without brakes applied.</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p>	
Air / vacuum build up slow	<p>Warning device fails to cease operating or gauge does not reach 3.1kg/sq cm (45psi / 3 bar / 310KPA) within 6 minutes or 25 to 30cm vacuum in 2 minutes</p> <p>Warning device fails to cease operating or gauge does not reach 3.1kg/sq cm (45psi / 3 bar / 310KPA) within 3 minutes or 25 to 30cm vacuum in 1 minutes (See Note 6)</p>	<p>I</p> <p>D</p>	
<p>Actuators</p> <p>Air / vacuum actuator insecure / damaged / fractured / excessively corroded / incorrectly fitted</p>	<p>Failed or failure imminent</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p>	

Description of defect	Severity of defect	Action	Notes
Excess travel of brake actuator	Brake efficiency impaired	I	7. Only applicable to vehicles equipped with a brake servo- system powered from the engine inlet manifold.
	Excessive amount of travel	D	
	Otherwise than above	DN	
Servos			8. Brake servos or actuators in which the travel cannot be visually assed are often fitted with a device that indicates the extent of travel of the piston or diaphragm
Brake servo insecure	Detached or detachment imminent	I	
	Otherwise than above	D	9. Minor valves may not be supported
Brake servo damaged / incorrectly fitted /fractured / excessively corroded	Failed or failure imminent	I	10. Faults, particularly those involving the free movement of valves, are often difficult to positively detect. If examiners are in any doubt about the existence of any defect the Information notice option must be used
	Otherwise than above	D	
Excessive travel of brake servo	Brake efficiency impaired	I	
	Otherwise than above	DN	
Servo losing vacuum	Vacuum cannot be sustained with engine running above idling speed and brake applied	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Inlet manifold vacuum servo assistance inoperative / vacuum pipe defective	Brake efficiency impaired	I	
Brake Valves	Otherwise than above (See Note 8)	D	
Brake valve inoperative (Specify component)	-	I	
Brake valve insecure (Specify component)	Detached or detachment imminent and / or likely to cause leakage at connection	I	
	Insecurity due to weakness or failure of supporting structure (See Note 10)	D	
Brake valve damaged / fractured /excessively corroded (Specify component)	To an extent that it renders the valve inoperative or failure imminent	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Brake valve leaking	Leakage such that pressure or vacuum cannot be sustained with the engine running just above idling speed	I	
	Otherwise than above	D	
Load sensing valve seized, linkage defective, missing or out of adjustment	Clearly not able to function as intended (See Note 11)	I	
	Otherwise than above	DN	
Excessive oil or contaminant discharge from brake valves	-	D	
Brake Air / Vacuum Reservoir			
Brake Air / vacuum reservoir damaged / excessively corroded / insecure	About to become detached or failure imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Hydraulic Systems			11. Defects apply to continuous flow hydraulic braking systems
Brake master cylinder / reservoir / wheel cylinder / caliper insecure	Detached or detachment imminent	I	
	Otherwise than above	D	12. Fully floating cylinders must not be confused with insecure cylinders
Brake master cylinder / wheel cylinder / caliper damaged / incorrectly fitted / fractured / severely corroded / reservoir cap missing	Failed or failure imminent	I	
	Otherwise than above	D	
Brake fluid leaking from..... (Specify source)	Obvious leak leading to brake failure or presenting risk of fire	I	
	Otherwise than above	DN	
Warning / light missing / not functioning. Brake warning buzzer inoperative (See Note 12)	If only means of warning	I	
	Otherwise than above	DN	
Hydraulic pressure build up slow (See Note 12)	Warning device fails to cease operating within 6 minutes	I	
	Warning device fails to cease operating within 4 minutes	D	
Hydraulic cylinder mounting insecure (See Notes 10, 11 and 13)	Detached or detachment imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Hydraulic Systems			
Absence of hydraulic brake fluid from reservoir or fluid level dangerously low	Reservoir empty	I	
	Fluid level clearly below the minimum level indication	D	
	Otherwise than above	DN	
Mechanical components			
Any brake component excessively worn / corroded / fractured / reduced in diameter / number of strands reduced (Specify component)	Failed or failure imminent	I	
	Serious reduction of strength / excessively worn or displaced	D	
	Otherwise than above	DN	
Any retaining / locking device missing / loose (Specify component)	Retaining device missing or detached	I	
	Retaining device insecure or locking device missing or insecure	D	

Description of defect	Severity of defect	Action	Notes
Brake lining / pad missing / excessively worn / insecure	Missing, detached or braking efficiency impaired	I	13. When immediate action is taken this must be reinforced with evidence that the efficiency is impaired. ie. Brake test result or, in the case of adjustment, clearly no reserve travel.
	Linings worn to excess (See Note 18 for taxi action)	D	
	Brake wear warning device activated	DN	14. Surface cracks on brake discs and drums are a normal feature which should be ignored.
	Otherwise than above	DN	
Mechanical components			15. Minor damage that is unlikely to get worse can be ignored
Severely contaminated pad / lining material	Braking efficiency impaired (See Note 14)	I	16. Excess travel means when there is no reserve travel left or the amount of movement clearly demonstrates that the point at which adjustment was necessary has been exceeded.
	Where contamination is clearly evident and likely to effect performance but brake test equipment not available to confirm	D	
	Otherwise than above	DN	17. For taxis an immediate prohibition would be issued where the linings were worn to a level where brake efficiency was liable to be impaired
Brake disc fractured / excessively worn / pitted / insert insecure (See Note 15)	Failed or failure imminent	I	
	A fracture extending through the surface into the ventilation cavity	D	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Brake drum fractured / excessively worn or pitted (See Note 15)	Failed or failure imminent	I	
	Drum fractured through	I	
	Otherwise than above	DN	
Any component seized / restricted / fouling / excessive travel (Specify component)	Brake efficiency impaired	I	
	Otherwise than above	D	
Brake back plate / disc loose	Brake efficiency impaired	I	
	Otherwise than above	D	
Abnormal movement of levers indicating maladjustment (See Note 17)	Brake efficiency impaired	I	
	Otherwise above	D	
ABS Components			
Any component forming part of an anti lock braking system missing / damaged / disconnected / malfunctioning	Such that the ABS system is rendered inoperative or spurious signals are given	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Brake Pipes and Hoses			
Brake pipe excessively chafed or damaged	Failed or failure imminent	I	
	Otherwise than above (See Note 16)	D	
Brake pipe corroded	Failed or failure imminent	I	
	Deeply pitted and weakened	D	
	Otherwise	DN	
Brake pipe inadequately clipped / supported	Failed or failure imminent	I	
	Significantly insecure	D	
	Otherwise than above	DN	
Brake pipe fouling (Specify the component fouled)	Failed or failure imminent	I	
	Otherwise than above	D	
Brake hose chafed / deteriorated/ stretched / bulging / kinked / twisted / fouling / exposed to excessive heat	Failed or failure imminent	I	
	Otherwise than above (See Note 16)	D	

Description of defect	Severity of defect	Action	Notes
Brake pipe / hose / coupling / connection leaking (Specify component)	Any positive hydraulic leak Leakage such that pressure or vacuum cannot be sustained with engine running just above idle speed Otherwise than above	I I D	
Additional Braking devices / Retarders / Exhaust brakes			
Not working / missing	(See Note 19)	D	18. Where legally required to be fitted (See vehicle technical record if appropriate)
A device or component insecure / damaged / contaminated / leaking gas or oil	Likely to become detached, fire hazard or continuous oil leak Oil leakage in excess of 75mm diameter patch in 5 minutes	I D	
Wiring chafed / insecure / poor condition	Fire hazard Otherwise than above	I DN	

Description of defect	Severity of defect	Action	Notes
Service Brake Operation and Performance			
Service brake does not operate on every road wheel	-	I	
Service brake efficiency low	Performance does not meet prescribed Construction and Use requirements (Specify)	I	19. In respect of goods vehicles examiners must perform a roller brake test with the vehicle laden as found in use. In respect of passenger vehicles examiners should use with weight simulation facilities available at test centres when performing brake tests where possible.
	A malfunction indicated by abnormally low effort in excess of the annual roadworthiness test criteria (See Note 21)	D	
	Performance below normal expectation (See Note 20)	DN	
Service brake unbalanced	Marked deviation from straight path when brakes applied	I	20. Action under this section is confined to cases where the minimum efficiency prescribed in the Construction and Use is met but abnormally low effort is identified indicating a serious brake malfunction
	Otherwise than above	DN	
Service brake binding excessively	Severely overheated and either failure or fire likely	I	21. On a three wheeled vehicle, the parking brake needs to operate on only one wheel
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Service brake ‘grabbing’ or ‘juddering’	Such as to affect directional control	I	22. The specific Construction and Use braking requirements should be stated on any prohibition notice as direct comparison with the brake efficiency obtained during roller brake testing.
	Otherwise than above	DN	
Parking brake Operation and Performance			
Parking brake does not operate on at least 2 road wheels (See Note 22)	-	I	
Parking brake inefficient	Does not meet prescribed C&U requirements (Specify – See Note 23)	I	
	Little or no braking effort on a road wheel on which the brake is designed to operate (See Note 21)	D	
	Performance below normal expectation (See Note 21)	DN	
Parking brake binding excessively	Severely overheated and either failure or fire likely	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>General</p> <p>Fracture, serious distortion or excessive corrosion in main chassis, crossmember or load bearing panel within 30cm of a brake control mounting</p>	<p>Failure or detachment imminent</p> <p>Otherwise than above</p>	<p>I</p> <p>D</p>	

Description of defect	Severity of defect	Action	Notes
Steering Wheel and Column			1. The maximum permissible ‘free’ play on a steering wheel is as follows:
Excessive free play at steering wheel	Likely to impair directional control of the vehicle	I	
	Otherwise than above	D	If a point on the rim of the steering wheel moves without the road wheels moving for a distance of
Steering wheel hub, rim or spokes insecure	Detachment imminent	I	<ul style="list-style-type: none"> • (except on rack and pinion steering) 1/5 of diameter of the steering wheel, eg. 76mm on a 380mm diameter wheel
	Otherwise than above	D	<ul style="list-style-type: none"> • (on rack and pinion steering) 1/30 of the diameter eg 48mm on a 380mm diameter wheel is acceptable where the steering wheel is placed forward from rack and pinion and has a number of joints to the rack
Steering wheel hub, rim or spokes fractured	Failed or failure imminent or jagged edges likely to cut the drivers hand	I	
	Otherwise than above (See Note 3)	D	
Steering wheel loose to column shaft	-	I	
Steering wheel retaining device missing (Specify device)	-	I	
			2. Power steering must be checked with the engine running. While the power steering pump is working but not providing hydraulic assistance, the steering wheel play is slightly greater than with non-power assisted systems.

Description of defect	Severity of defect	Action	Notes
Excessive lift or movement of steering column	Abnormal movement indicating failure of component parts	I	
	Otherwise than above (See Notes 4 and 5)	D	
Steering column flexible coupling or universal joint deteriorated / worn / insecure	Failure imminent	I	
	Otherwise than above (See Notes 4 and 5)	D	
Steering wheel column adjuster defective	Steering column cannot be secured as required	I	
Steering Box / Rack & pinion (See Note 6)			
Steering stiff	Restricting operation	I	
Steering box / rack noisy / knocking	Obvious roughness	D	
	Otherwise than above	DN	3. Cracks in the plastic covering of a spoke do not necessarily indicate that the spoke is fractured. Jagged edges on the rim of a steering wheel (eg, due to cracks in the plastic covering) are a reason for action only if they are likely to cut the drivers hand. 4. Some vehicles have flexible top bearings for the steering column, in which case more than average movement is permissible. 5. In certain types of steering, EG. Those with universal joints or flexible couplings, there could be a certain amount of movement present that it is not due to wear.
Steering box sector shaft twisted	Shaft visibly twisted	I	
Excessive lift / end float on sector shaft, bushes or splines	-	D	6. If the vehicle is fitted with power steering the engine must be running when the steering is operated.

Description of defect	Severity of defect	Action	Notes
Excessive lift in steering rack	-	D	
Steering gear housing fractured / insecure / damaged	Any restriction, failure or detachment imminent	I	
	Otherwise than above	D	
Steering rack gaiter missing / split / damaged or displaced	-	D	
Steering drop arm loose	If movement is such that failure is likely	I	
	Excessive abnormal movement	D	
Steering ball pin insecure	Detachment imminent	I	
	Otherwise than above	D	
Steering ball pin grooved	Diameter substantially reduced	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Track rod/ drag link loose / misaligned	Excessive movement between mating parts (See Note 7)	I	<p>7. Some steering joints are spring loaded. The designed amount of movement must not be confused with abnormal movement / wear.</p> <p>8. If power steering is optional and removal has no adverse effect on the steering, no action should be taken.</p>
	Slight movement (See Note 7)	D	
	Misaligned only	DN	
Excessive movement in steering joint	If in danger of separation	I	
	Excessive abnormal movement (See Note 7)	D	
	Otherwise than above	DN	
Steering relay arm pivot housing / bracket fractured / insecure	Fracture or detachment imminent	I	
	Otherwise than above	D	
Steering arm loose	Detachment imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Steering linkage			
Steering component fractured / deformed / insecure / excessively corroded / repaired by welding /fracture, serious distortion or excessive corrosion in the load bearing member within 30cm of mounting (Specify component)	Detachment or failure imminent	I	
	Otherwise than above	D	
Steering component fouling, or road wheels or tyres fouling / restricted in travel (specify component)	Steering function impaired	I	
Steering retaining / locking device missing / insecure (Specify component)	Otherwise than above	D	
	Retaining device missing or ineffective		
Power steering			
Power steering inoperative (malfunctioning or otherwise defective)	Disconnected, inoperative or failure imminent (See Note 8)	I	
Pump insecure or its drive system missing or defective	Failure or detachment imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Power steering, ram anchor bracket or pump mounting fractured / insecure or otherwise defective	Failure or detachment imminent	I	
	Otherwise than above	D	
Power steering ram fluid pipes damaged	Steering function impaired	I	
	Otherwise than above	DN	
Power steering pipes fouling (Specify part of vehicle being fouled)	Pipes damaged and likely to fail	I	
	Otherwise than above	DN	
Excessive fluid / air leakage from power steering (Specify component)	Fluid / air leak continuously, failure of power steering imminent	I	
	Contamination of materials so as to constitute a fire risk	I	
	Fluid leak in excess of 75mm diameter patch in 5mins	D	
	Otherwise than above	DN	
Power steering ram joint excessively worn / spring very weak / spring broken	Joint in danger of separation, or detachment of ram imminent	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Power steering ram joint excessively worn / spring very weak / spring broken	Joint in danger of separation, or detachment of ram imminent Otherwise than above	I D	
King pins Excessive wear of king pin and / or bushes or swivel joint or MacPherson strut assembly King pin loose in axle beam or swivel joint worn / insecure King pin nor swivel joint retaining device missing / insecure	Likely to affect steering or fail prematurely Otherwise than above (See Note 9) Pin displaced or displacement or failure likely Otherwise than above Retaining device missing or detached Retaining device insecure	I D I D I D	9. It is not practicable to lay down precise limits, but the following is a guide to determine acceptable wear at king pins. With the wheel braked and off the ground, note the total measured movement at the outer wall of the tyre when the wheel is rocked. For 355mm wheels this must not exceed 6mm The maximum permissible movement for wheels of other diameters must be in proportion to this

Description of defect	Severity of defect	Action	Notes
Chassis and attachments			
Chassis main member / body structure / cross member / outrigger / severely corroded / seriously deformed / fractured / displaced / insecure / missing.	Likely to affect control of the vehicle, safe carriage of load or detachment of component imminent Otherwise than above (See Notes 1 and 2)	I DN	1. For components normally fixed to the chassis eg. Fuel tanks, brake reservoirs etc, see other sections 2. this item includes the condition of any flitch plates that are fitted
Excessive corrosion, cracks or damage of a load bearing member within 30cm of a body mounting	Detachment imminent Otherwise than above	I DN	3. only applicable to vehicles with separate carriers or wheels mounted on the underbody 4. For information regarding 5 th wheel defects refer to Part 1 of this document
Spare wheel carrier or wheel insecure (See Note 3)	Detachment imminent and likely to fall from vehicle Otherwise than above	I DN	
Trailer coupling (See Note 4)			
Coupling on vehicle			
Deformed or cracked pin , jaw, hook or ball	Trailer security adversely affected	I	
Mounting of jaw, hook or ball to chassis insecure	Failure or detachment imminent	I	

Description of defect	Severity of defect	Action	Notes
Locking device missing, inadequate damaged or ill fitting	Locking device ineffective	I	5. Some couplings do not require a safety locking device. Action must be taken where there is clear evidence that the device is, or has been, fitted.
	Otherwise than above	D	
Worn pin, jaw, hook or ball	Thickness of metal at any point reduced to 2/3 or less of its original thickness and trailer attached	I	
	No trailer attached	D	
Ball excessively worn	Worn to such an extent that the safe coupling of the trailer is unlikely to be achieved	I	
	Otherwise than above	D	
Safety locking device missing / not operating	(See Note 5)	D	
Excessive wear in or insecurity of any member or securing device	Failure or detachment imminent (Trailer attached)	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Security spring weak or broken	Broken and trailer attached	I	
	Weak or otherwise than above	DN	
A load bearing part of coupling cracked	Failure or detachment likely (Trailer attached)	I	
	Otherwise than above	D	
Coupling on trailer			
Draw bar cracked or deformed	Seriously cracked or fractured	I	
	So seriously deformed that use would cause danger	I	
	Otherwise than above	DN	
Mounting or drawbar to trailer insecure	Failure or detachment imminent	I	
	Otherwise than above	D	
Draw bar eye or ball socket deformed, cracked or excessively worn	Trailer security affected	I	
	Otherwise than above	D	

Description of defect	Severity of defect	Action	Notes
Locking device missing, inadequate, damaged or ill fitting	Locking device ineffective	I	6. Applies to all trailers not exceeding 1500kg and manufactured on or after 1 January 1997.
	Otherwise than above	D	
King pin attachment excessively worn, cracked or insecure	-	I	
Worn operating member	Detachment imminent	I	
	Otherwise than above	DN	
Worn drawbar attachment pins and brackets	The thickness of metal at any point reduced to 2/3 or less of its original thickness	I	
	Significant reduction in thickness	D	
Breakaway cable / chain missing / damaged / defective	(See Note 6)	D	

Description of defect	Severity of defect	Action	Notes
<p>Driving controls – (clutch, accelerator etc – Brake controls covered in Section 5)</p>			<p>1. Vehicles first registered on or after 1 October 1937 are required to be fitted with a speedometer unless the vehicle is legally limited to a speed not exceeding 25mph or is one which is incapable by reason of its construction of exceeding 25mph</p>
<p>Driving control missing / incomplete / fractured / damaged / excessively corroded / impeded in its travel / incorrectly positioned / insecure (Specify exact component)</p>	<p>Control so defective or impeded in its travel that it fails to fulfill its function</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Clutch pedal anti slip pad loose / deteriorated</p>	<p>If originally fitted</p>	<p>DN</p>	
<p>Drivers area and fittings</p>			
<p>Floor around driver insecure / badly weakened</p>	<p>Affects driving control or safety of driver</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Drivers seat loose on its mounting or frame fractured or seriously weakened</p>	<p>Seat so loose or weakened that it could cause the driver to lose control of the vehicle</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>Drivers seat adjustment inoperative / badly worn</p>	<p>Seat likely to move inadvertently or cannot be located</p> <p>Seat cannot be adjusted</p>	<p>I</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Seats cut, damaged or loose (NB: Taxis only)	No identifiable risk to passenger safety	D	
	Identifiable risk to passenger safety	I	
Interior requires valet (NB Taxis only)	Only where it would affect passengers	VT5 + V27	
Loose or missing door panel (NB: Taxis only)	-	VT5 + Warn	
Clutch or brake anti slip provision missing or worn (Taxis only)	-	VT5 + Warn	
Fire extinguisher incorrect / empty / missing (Taxis only)	-	VT5 + Warn	
Wheelchair / ramps defective or missing (NB: wheelchair vehicles only)	-	I	
Wheelchair restraints defective / missing (NB: Wheelchair vehicles only)	-	V27 + Warn	

Description of defect	Severity of defect	Action	Notes
Taxi meter not sealed in accordance with regulations	Damaged or installed in such a way as likely to cause injury	I	
	Otherwise than above	DN	
Obligatory rear view mirror and / or glass missing / insecure / damaged	If the view to the rear is inadequate	I	
	External mirror likely to become detached	I	
	Otherwise than above	DN	
Drivers view to the front impaired having regard to the original design of the vehicle	Any object seriously impairing drivers view throughout the area swept by the windscreen wipers	I	
	Otherwise than above	DN	
Speedometer not fitted / incomplete / cannot be illuminated / inoperative / cannot be readily seen by the driver		DN	
Horn missing / insecure / inoperative	Detachment imminent	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Drivers area littered with rubbish / ancillary equipment	Liable to interfere with proper control of the vehicle (See Note 3) Otherwise than above	I DN	
<p>Passenger seats</p> <p>Passenger seat insecure</p> <p>Passenger seat frame fractured or seat damaged</p> <p>Seat belts</p> <p>Any obligatory seat belt not fitted where legally required or wrong type of belt fitted (See Note 2)</p> <p>Any obligatory or non obligatory seat belt not securely fixed to the seat or to the structure of the vehicle</p>	<p>Likely to become displaced</p> <p>Otherwise than above</p> <p>Likely to cause an injury</p> <p>Likely to tear clothing</p> <p>Otherwise than above</p> <p>-</p> <p>-</p>	<p>I</p> <p>DN</p> <p>I</p> <p>D</p> <p>DN</p> <p>D</p> <p>D</p>	<p>2. The legal requirements for the fitment of seat belts are complex and are not included in detail in this guide. For further details please refer to Regulations 54 / 55 of the Construction and Use Regulations</p> <p>3. The notice must only be issued if the obstruction cannot be easily and satisfactorily rectified on site.</p>

Description of defect	Severity of defect	Action	Notes
Any obligatory or non obligatory seat belt webbing damaged or deteriorated. A seat belt stalk deteriorated	A cut or serious deterioration in any part of the seat belt webbing or a seat belt stalk (See Note 1 for taxis)	D	
Any obligatory or non obligatory seat belt locking mechanism or retraction mechanism faulty	Mechanism does not secure or release the belt as intended when the webbing is pulled, webbing does not retract	D	1. In the case of taxis an Immediate Prohibition should be issued in addition to a V27 suspending the certificate.
Excessive corrosion, serious distortion or a fracture in any load bearing part of the vehicle structure within 30cm of a seat belt anchorage	For non obligatory seat belts and otherwise than above -	DN D	

Description of defect	Severity of defect	Action	Notes
Body paneling			
Exterior body panel damaged / missing / protruding / insecure / corroded	Likely to become detached or to cause injury or permit the load to be shed or leaked Otherwise than above	I DN	
Interior side panel / damaged / missing / protruding / insecure	Likely to cause injury Otherwise than above	I DN	
Any embellishment protruding / damaged / insecure (Specify Component)	Likely to become detached or to cause injury Otherwise than above	I DN	
Bumpers			
Bumper insecure or damaged	Detachment likely either partially or completely of having projections or jagged edges likely to cause injury Otherwise than above	I DN	

Description of defect	Severity of defect	Action	Notes
Wings and wheel arches			
Wing missing	Presenting a risk of injury	I	
	Otherwise than above	DN	
Wing insecure	Detachment likely or rubbing on a tyre	I	
	Otherwise than above	DN	
Wing badly holed / corroded / damaged	Holed / corroded / damaged such that edges are likely to cause injury	I	
	Otherwise than above	DN	
Insufficient clearance between wing and tyre	Wing rubbing or likely to rub on tyre, particularly when laden, and thereby cause damage to the tyre or a danger of injury eg. Fire risk, steering affected etc (See Note 1)	I	1. There should be evidence of marks on the tyre where actual contact is being observed
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Registration Plates and VIN Details			
A Registration Plate missing (See Notes 2 & 3)	Missing where legally required	D	1. This inspection does not apply to foreign registered, diplomatic or military vehicles
A registration plate broken/ incomplete / dirty / deteriorated / obscured or with any feature that has the effect of changing the appearance or legibility of any of the characters, so that the true identity of the vehicle is less easily established.	Likely to be misread	D	2. Unregistered vehicles do not need to be fitted with registration plates 3. A three wheeled vehicle which has a motorcycle derived front end (trike), does not require a front registration plate
Registration Plate incorrect	Registration mark does not relate to the vehicle	D	
Registration Plate insecure	Likely to become detached	I	
A vehicle identification number not displayed / illegible.			
Taxi Plates			
No plates fitted	-	V27	
Fraudulent Plates	-	Prosecution	
Using stolen or suspended plates	-	V27	

Description of defect	Severity of defect	Action	Notes
Plate not fitted in appropriate place (if warned previously)	-	Inspection Notice	
Transceiver radio not correctly fitted		Inspection Notice	
No or incorrect roof sign		Inspection Notice	
Windscreen and Windows			
Windscreen or window cracked / scratched / damaged / discolored / obscured or vision obstructed / insecure	Drivers view of the road seriously impaired / presents a danger to occupants of the vehicle / detachment likely	I	
	Otherwise than above	DN	
Windscreen not of safety glass	(See Notes 1, 2 and 3)	I	
Window not of safety glass	(See Notes 1, 2 and 3)	D	
Window glazing insecure / cracked	Missing, detachment likely and / or presents a risk of injury	I	
	Otherwise than above	DN	<ol style="list-style-type: none"> 1. In the case of Goods Vehicles first used on or after 1 January 1959, the glass of windscreens and all windows in front of and on either side of the drivers seat must be of safety glass. 2. In the case of passenger or dual purpose vehicles first used on or after 1 January 1959, if glass is fitted to the windscreen or any outside windows it must be safety glass. 3. In the case of vehicles first used on or after 1 June 1978, windscreens and windows wholly or partly on either side of the drivers seat must be of specified safety glass. All other windows must be specified safety glass or safety glazing. 4. If the windscreen can be opened or by some other means an adequate view can be obtained from the driving seat, the vehicle need not be provided with wipers and washers.

Description of defect	Severity of defect	Action	Notes
Windscreen and / or front side windows excessively tinted Wipers and washers (See Note 4)	Average light transmission < 30%	I	
	Average light transmission > 30% but < 45%	D	
	Average light transmission > 45% but < 65%	DN	
Windscreen wiper missing / inoperative / blades worn / does not operate over an adequate area	Any wiper missing or inoperative such as to seriously impair drivers view	I	
	Subject to prevailing weather conditions (ie. Weather fine)	D	
	Otherwise than above	DN	
Windscreen washer not fitted / inoperative / system incomplete / inadequate	Vision seriously impaired	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
Doors			
Door jammed / obstructed / cannot be opened from the inside or outside	Jammed or deliberately secured so that it cannot be opened from inside or outside (See Note 5)	I	5. This applies to the drivers and front passengers doors on a car or any door on a bus, but if the door opposite to the driving side on a goods vehicle is rendered inoperative deliberately, it must be considered to be an integral part of the cab
Door, boot lid, tailgate, loading door, tailboard, drop-side cannot be retained in the closed position	-	I	6. Most bonnets are fitted with two securing methods and due regard must be taken of the effectiveness of both where fitted.
Door hinges / catches / pillars worn / loose /insecure / weakened	Door cannot be latched securely in the closed position or could fly open inadvertently	I	
Sliding door jammed / cannot be secured in the open or closed positions / cannot be opened and closed without excessive effort (See Note 5)	Jammed or cannot be secured	I	
	Otherwise than above	DN	

Description of defect	Severity of defect	Action	Notes
<p>Bonnet</p> <p>Bonnet catches missing / damaged / defective (See Note 6)</p> <p>Accident damage to bodywork (Taxis only)</p> <p>Roof sign (Taxis only)</p> <p>Roof sign insecure</p> <p>Fails to illuminate</p>	<p>Bonnet could inadvertently open obscuring the drivers view</p> <p>Otherwise than above</p> <p>Where damage is major</p> <p>Likely to become detached</p>	<p>I</p> <p>DN</p> <p>I</p> <p>I</p> <p>Warn</p>	

Description of defect	Severity of defect	Action	Notes
Battery			
Battery insecure	Likely to fall from vehicle or displacement constitutes a risk of fire	I	
	Otherwise than above	DN	
Battery leaking or cell closures loose / missing	Electrolyte likely to cause imminent failure of items which could affect the vehicle safety or electrolyte entering the passenger compartment	I	
	Otherwise than above	DN	
Switchgear and wiring			
Wiring insecure / inadequately insulated /insulation is or will become ineffective due to heat or chaffing	Constitutes a fire risk	I	
	Otherwise than above	DN	
Lighting switch insecure malfunctioning	-	DN	
Horn Defective	-	Warn	

Description of defect	Severity of defect	Action	Notes
<p>Obligatory position front lamps (See Note 1)</p> <p>All lamps</p> <p>A lamp lens is insecure or damaged</p> <p>Obligatory front position lamp insecure</p> <p>Obligatory front position lamp inoperative/ missing / dim / obscured / shows light of wrong colour / otherwise not in good working order</p> <p>Both obligatory front position lamps defective (taxis)</p> <p>Obligatory front position lamp has intermittent operation, flickers when tapped, is affected by the operation of another lamp, does not face the front or is incorrectly positioned</p>	<p>Likely to cause injury or detachment imminent</p> <p>Lamp so insecure that detachment is imminent</p> <p>Otherwise than above</p> <p>-</p> <p>-</p> <p>-</p>	<p>I</p> <p>I</p> <p>DN</p> <p>DN</p> <p>VT5</p> <p>DN</p>	<p>1. No lamps or reflectors are required to be fitted to vehicles only used on roads between sunrise and sunset, except in conditions of seriously reduced visibility. (less than 100 metres)</p> <p>NB: This exemption for not having lamps and reflectors fitted only applies to vehicles not fitted with any front or rear position lamp, between the hours of sunrise and sunset.</p> <p>2. This action is appropriate only between sunset and sunrise or in conditions of seriously reduced availability</p> <p>3. Rear fog lamps are required by vehicles first used from 1 November 1980 which have a width greater than 1300mm and a maximum speed exceeding 25mph</p> <p>4. Where only one rear fog lamp is fitted it must be positioned on the centre line or offside of the vehicle.</p>

Description of defect	Severity of defect	Action	Notes
<p>Obligatory Rear Position lamps (See Note 1)</p> <p>Obligatory rear lamp insecure</p> <p>Obligatory rear lamp inoperative / missing / dim / obscured / shows light of wrong colour / otherwise not in good working order</p> <p>Obligatory rear lamp has intermittent operation, flickers when tapped, is affected by the operation of another lamp, does not face the rear or is incorrectly positioned</p>	<p>Lamp so insecure that detachment is imminent</p> <p>Otherwise than above</p> <p>Likely to prevent width and presence of vehicle being indicated adequately during compulsory use (See Note 2)</p> <p>Otherwise than above</p> <p>-</p>	<p>I</p> <p>DN</p> <p>I</p> <p>DN</p> <p>DN</p>	<p>5. The criteria must be the inability of the driver to signal intention to change direction. If remaining indicator lamps or repeaters fulfill this purpose then Inspection Notice action only will be appropriate.</p> <p>6. Vehicles first used before 1 April 1986 are not required to have hazard warning lamps or side repeater indicators</p>

Description of defect	Severity of defect	Action	Notes
<p>Obligatory Rear Fog Lamps (See Note 1)</p>			
<p>Obligatory rear fog lamp insecure</p>	<p>Detachment imminent</p>	<p>I</p>	
	<p>Otherwise than above</p>	<p>DN</p>	
<p>Obligatory rear fog lamp inoperative / missing / flickers when tapped / obscured / incorrectly positioned / emits light of a colour other than red / comes on with the brake light</p>	<p>(See Notes 3 and 4)</p>	<p>DN</p>	
<p>Obligatory Reflectors (See Note 1)</p>			
<p>Obligatory reflector missing / deteriorated / incorrectly fitted / obscured / insecure</p>	<p>Detachment imminent</p>	<p>I</p>	
	<p>Otherwise than above</p>	<p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Direction indicators (See Note 1)			
Direction indicator insecure	Detachment imminent	I	
	Otherwise than above	DN	7. Where a defective headlamp is part of a grouped system, consideration must be given to the capability of other headlamps in that group
Direction indicator inoperative / missing / not functioning correctly / damaged / obscured / wrong colour / adversely affected by the operation of another lamp	Indicator cannot be used to clearly show the drivers intention (See Note 5)	I	
	Otherwise than above	DN	8. An immediate prohibition will normally only be appropriate for such a defect in conditions of seriously reduced visibility or at night.
Direction indicator warning lamp inoperative / not fitted	If the warning lamp is inoperative or not fitted and the driver cannot see that each indicator is functioning and there is no audible tell tale device	DN	9. If the degree of misalignment of the headlamp aim does not warrant an immediate prohibition , but an instrumented check shows that the head lamp aim falls outside the statutory test limits, the driver should be informed
Hazard warning lamps (See Note 1)			
Hazard warning lamp inoperative / not functioning correctly	(See Note 6)	DN	10. When visibility is seriously reduced (to less than 100 metres) the use of dipped headlamps is required by regulation

Description of defect	Severity of defect	Action	Notes
Side Repeater Indicators			
Side repeater indicator inoperative / not functioning correctly	(See Note 6)	DN	11. Vehicles first used after 1 January 1936 and before 24 January 1996 require only one stop lamp which must be fitted on the centre line or offside of the vehicle.
Obligatory Headlamps (See Note 1)			
One Obligatory dipped headlamp inoperative / dim / missing / obscured / not in good working order / flickers when tapped	When use of headlamps is compulsory	D	
	When use of headlamps is not compulsory (See Note 10)	DN	
A pair of matched headlights defective	-	I	
Obligatory headlamp insecure or lens broken / missing	Detachment imminent	I	
	Otherwise than above	DN	
Head lamp aim too high or too far to the right	Likely to cause dazzle when use of dipped headlamps is compulsory	I	
	Otherwise than above (See Notes 8 and 9)	DN	

Description of defect	Severity of defect	Action	Notes
<p>Headlamp aim too low or too far to the left</p>	<p>Likely to prevent the driver from being able to drive safely when use of dipped headlamps is compulsory</p> <p>Otherwise than above (See Notes 8 and 9)</p>	<p>I</p> <p>DN</p>	
<p>Obligatory Headlamps (See Note 1)</p>			
<p>The dipped beam and / or the main beam emitted from a matched pair of obligatory headlamps cannot be switched on or off together or are not of the same colour</p>	<p>Likely to cause dazzle when headlamp use is compulsory</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	
<p>In any grouped obligatory head lamp system (ie. More than one matched pair) they cannot either be dipped in unison or when one matching pair (the outer pair if not vertically in line) is dipped the other pair(s) are extinguished</p>	<p>Likely to cause dazzle when headlamp use is compulsory</p> <p>Otherwise than above</p>	<p>I</p> <p>DN</p>	

Description of defect	Severity of defect	Action	Notes
Stop lamps (See Note 1)			
Stop lamp inoperative / obscured / missing / dim / otherwise defective in operation	No lamps show a steady red light when the brake is applied	I	
	Stop lamps remain on when all brakes are released	I	
	Otherwise than above (See Note 11)	DN	
Stop lamp insecure	Detachment imminent	I	
	Otherwise than above	DN	
Reversing lamps (See Note 1)			
Reversing lamp insecure / otherwise defective	Detachment imminent	I	
	Otherwise than above	DN	
Reversing lamp indicator inoperative	-	DN	
Rear Registration Plate Lamps			
Not working / not fitted / flickers when tapped	-	DN	

