
TRANSPORT (ROADSIDE TEST) REGULATIONS 2003

Regulations made under section 69 of the Transport Act 1998

**Subsidiary
2003/004**

TRANSPORT (ROADSIDE TEST) REGULATIONS 2003

(LN. 2003/004)

20.3.2003

Amending enactments	Relevant current provisions	Commencement date
LN. 2012/078	rr. 2, 3(3)(b)(iii)(aa), 3(7), Sch. 1 & 2	24.5.2012

EU Legislation/International Agreements involved:

Directive 2000/30/EC

Directive 2010/47/EU

1998-44

Transport

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ARRANGEMENT OF REGULATIONS.

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SCHEDULE 1

Form RT/1 Specimen technical roadside inspection report incorporating a checklist

SCHEDULE 2

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Title and commencement.

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1. These regulations may be cited as the Transport (Roadside Test) Regulations 2003 and come into operation on the day appointed by the Minister by notice in the Gazette.

Interpretation.

2. In these regulations, unless the context otherwise requires—

“commercial vehicle” means

- (a) a motor vehicle used for the carriage of passengers and with more than eight seats excluding the driver’s seat;
- (b) a motor vehicle used for the carriage of goods and having a maximum permissible mass exceeding 3,500 kg; or
- (c) a trailer or semi-trailer with a maximum permissible mass exceeding 3,500 kg;

“Minister” means the Minister for Transport;

“prescribed condition” in relation to a motor vehicle or trailer means any condition as to construction equipment or maintenance prescribed by regulation 13 of the Motor Vehicles Test Regulations 1987;

“required checklist” means the list in paragraph 10 of the Specimen Technical Roadside Inspection Report Incorporating A Check-list in Schedule 1;

“roadworthiness certificate” means a certificate issued under the Motor Vehicles Test Regulations 1987;

“Test Centre” means the Motor Vehicles Test Centre established under section 4 of the Traffic Act;

“transport inspector” includes any person required by a transport inspector appointed under the provisions of section 7 of the Transport Act to aid him in carrying out his responsibilities under these regulations; and

“vehicle” includes motor vehicle and trailer and, according to the context, may mean a motor vehicle together with a trailer.

Roadside inspections.

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3.(1) A police officer in uniform or a transport inspector may require the driver of a commercial vehicle being used on a road to stop for it to be subjected to a technical roadside inspection.

(2) Prior to the technical roadside inspection of a commercial vehicle, the person who stopped the vehicle under subregulation (1) shall ask the driver for his name and address and, if he is not the owner of the vehicle, for the name and address of the owner.

(3) A technical roadside inspection shall be carried out by a transport inspector and shall comprise one, two or all of the following aspects of a commercial vehicle—

- (a) a visual assessment of the maintenance condition of the vehicle when stationary;
- (b) a check on—
 - (i) any technical roadside inspection report recently issued in respect of the vehicle; and
 - (ii) if the vehicle is registered in Gibraltar, a roadworthiness certificate; or
 - (iii) if the vehicle is not registered in Gibraltar—
 - (aa) documentation showing that the vehicle has undergone a statutory technical roadworthiness test in accordance with Directive 2009/40/EC of the European Parliament and of the Council of 6 May 2009 on roadworthiness tests for motor vehicles and their trailers; or
 - (bb) documentation attesting to the technical roadworthiness of the vehicle; and
 - (iv) any other safety certificate issued in respect of the vehicle by an appropriate body; and
- (c) subject to subregulation (4), an inspection of the vehicle for irregularities covering one, more than one or all of the items in the required checklist.

(4) Inspections of the following items listed in the required checklist shall be carried out in accordance with the rules laid down in Schedule 2—

- (a) braking system and components;

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- (b) exhaust system;
- (c) smoke opacity; and
- (d) gaseous emissions.

(5) The transport inspector shall not inspect an item listed in the required checklist if the documents described in subregulation 3(b) show that the item has been inspected in the course of the preceding three months unless it is justified on the grounds of an obvious defect or irregularity.

(6) Where the transport inspector considers that deficiencies in the maintenance of the commercial vehicle may represent a safety risk such that further examination is justified, the vehicle may be subjected to further tests at a Test Centre.

(7) After the technical roadside inspection or the further tests referred to in subregulation (6), if those tests are required, the transport inspector shall give the driver the Specimen Technical Roadside Inspection Report Incorporating A Check-list in Schedule 1 duly completed.

(8) If the commercial vehicle is not registered in Gibraltar, the Minister may supply information about the vehicle, the driver and the owner to the competent authorities of the country in which it is registered or has been put into service.

Notice of defect.

4. Where, on the examination of a motor vehicle or trailer under regulation 3, it appears to the transport inspector that the vehicle does not comply with any prescribed condition, he may, whether or not other steps are to be taken in respect of the condition, give notice in writing to the owner of the vehicle, specifying the defect and the condition alleged to have been broken and requiring him to have the defect remedied within 14 days of the date of the notice or such longer period as the Minister may allow.

Further tests.

5. Where notice has been given under regulation 4, the transport inspector may, by a further notice in writing, require the owner of the motor vehicle or trailer to submit it, within 14 days of the date of such further notice, for a further test to ascertain whether the defect has been remedied.

Using a vehicle in breach of regulations.

6. A person who uses, or causes or permits to be used on a road a motor vehicle or trailer after being served with a notice under regulation 4, and not

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having remedied the defect, is guilty of an offence and is liable on summary conviction to a fine up to level 1 on the standard scale.

Other offences.

7. A person who—

- (a) obstructs a police officer or a transport inspector in the execution of his duty under these regulations;
- (b) gives false information in answer to a question lawfully put to him under these regulations;
- (c) fails to stop a motor vehicle for examination when required to do so; or
- (d) fails to submit a vehicle for examination when under a duty to do so,

is guilty of an offence and is liable on summary conviction to a fine up to level 1 on the standard scale.

Saving.

8. Notwithstanding the provisions of any of these regulations, it shall not be an offence to use, or cause or permit to be used, on a road a motor vehicle or trailer—

- (a) when it is being submitted by appointment for, or is used in the course of or in connection with, any examination under these regulations;
- (b) following the service of a notice under regulation 4—
 - (i) is being delivered to or being brought away from a place where work is to be or has been done on it to remedy the defects which caused the refusal; or
 - (ii) is being towed to a place where it is to be broken up or otherwise disposed of;
- (c) where it is being driven or towed unladen by a vehicle driven under a dealer's licence issued under section 11 of the Traffic Act;
- (d) where it is being driven or towed, on first importation into Gibraltar, to the place where it is to be kept by the importer;

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- (e) in the course of its seizure or detention or removal by a police officer acting in the course of his duty, or

- (f) in the course of its seizure, removal, detention, condemnation or forfeiture under the Imports and Exports Act.

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SCHEDULE 1**

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(front side)

**SPECIMEN TECHNICAL ROADSIDE INSPECTION REPORT INCORPORATING A
CHECK-LIST**

1. Place of check
2. Date
3. Time
4. Vehicle nationality mark and registration number
5. Vehicle identification/VIN number
6. Category of vehicle

(a) <input type="checkbox"/> N2 ^(a) (3,5 to 12 t)	(e) <input type="checkbox"/> M2 ^(a) (> 9 seats ^(b) to 5 t)
(b) <input type="checkbox"/> N3 ^(a) (more than 12 t)	(f) <input type="checkbox"/> M3 ^(a) (> 9 seats ^(b) more than 5 t)
(c) <input type="checkbox"/> O3 ^(a) (3,5 to 10 t)	(g) <input type="checkbox"/> Other vehicle category (Article 1(3))
(d) <input type="checkbox"/> O4 ^(a) (more than 10 t)	
7. Undertaking carrying out transport
 - (a) Name and address
 - (b) Number of the Community licence^(c) (Regulation (EC) No 1072/2009)
8. Nationality (driver)
9. Driver name
10. Checklist

	Checked ^(d)	Not checked	Failed ^(e)
(0) identification ^(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(1) braking equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) steering ^(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) visibility ^(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) lighting equipment and electric system ^(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(5) axles, wheels, tyres, suspension ^(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(6) chassis and chassis attachments ^(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(7) other equipment including tachograph ^(f) and speed limitation device	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(8) nuisance including emissions and spillage of fuel and/or oil	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Result of inspection:
Ban on using the vehicle, which has dangerous defects
12. Miscellaneous/remarks:
13. Authority/officer or inspector having carried out the inspection
Signature of:

Testing authority/officer or inspector	Driver
.....

Notes:

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(a) Vehicle categories—

**Category M - Motor vehicles having at least four wheels
and for the carriage of passengers**

- M2 Vehicles for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
- M3 Vehicles for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

**Category N - Power-driven vehicles having at least four wheels
and for the carriage of goods**

- N2 Vehicles for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
- N3 Vehicles for the carriage of goods and having a maximum mass exceeding 12 tonnes.

Category O - Trailers (including semitrailers)

- O3 Trailers with a maximum mass exceeding 3.5 tonnes, but not exceeding 10 tonnes.
- O4 Trailers with a maximum mass exceeding 10 tonnes.

- (b) Number of seats including the driver's seat.
- (c) If available.
- (d) 'Checked' means that at least one or more of the inspection items listed in Schedule 3 of the Motor Vehicles Test Regulations 1987 of this group have been checked.
- (e) Defects indicated on the rear side.
- (f) Methods for testing and guidelines for assessment of defects according to Schedule 3 of the Motor Vehicles Test Regulations 1987.

(reverse side)

**0. IDENTIFICATION
OF THE VEHICLE**

- 0.1. Registration number plates
- 0.2. Vehicle identification/chassis/serial number

**1. BRAKING
EQUIPMENT**

- 1.1. Mechanical condition and operation
 - 1.1.1. Service brake pedal pivot
 - 1.1.2. Pedal condition and travel of brake operating device
 - 1.1.3. Vacuum pump or compressor and reservoirs
 - 1.1.4. Low pressure warning gauge or indicator
 - 1.1.5. Hand-operated brake control valve

- 1.1.6. Parking brake activator, lever control, parking brake ratchet
- 1.1.7. Braking valves (foot valves, un-loaders, governors)
- 1.1.8. Couplings for trailer brakes (electrical and pneumatic)
- 1.1.9. Energy storage reservoir pressure tank
- 1.1.10. Brake servo units, master cylinder (hydraulic systems)
- 1.1.11. Rigid brake pipes
- 1.1.12. Flexible brake hoses
- 1.1.13. Brake linings and pads
- 1.1.14. Brake drums, brake discs
- 1.1.15. Brake cables, rods, levers, linkages

- 1.1.16. Brake actuators (including spring brakes or hydraulic cylinders)
- 1.1.17. Load sensing valve
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3.2. Condition of glass	4.6.1. Condition and operation	5.3.5. Air suspension	7.2. Fire extinguisher
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3.4. Windscreen wipers	4.6.3. Compliance with requirements	6.1. Chassis or frame and attachments	7.4. Warning triangle
3.5. Windscreen washers	4.7. Rear registration plate lamp	6.1.1. General condition	7.5. First aid kit
3.6. Demisting system	4.7.1. Condition and operation	6.1.2. Exhaust pipes and silencers	7.6. Wheel chocks (wedges)
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4.1. Headlamps	4.8. Retro-reflectors, conspicuity markings and rear marker plates	6.1.4. Bumpers, lateral protection and rear under-run devices	7.8. Speedometer
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SCHEDULE 2

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1. INTRODUCTION

This Annex lays down the rules for testing and/or checking braking systems and exhaust emissions during a technical roadside inspection. The use of equipment is not mandatory during roadside inspections. However, it will enhance the quality of inspections and, where possible, it is recommended.

Items that may only be checked by the use of equipment have been marked with an **(E)**.

Where a method of inspection is given as visual, it means that in addition to looking at the items, the inspector should, if appropriate, also handle them, evaluate noise or use any other appropriate means of inspection without the use of equipment.

2. INSPECTION REQUIREMENTS

Roadside technical inspections may cover items and use the methods listed below. Deficiencies are examples of defects that can be detected.

Item	Method	Deficiencies
1. BRAKING EQUIPMENT		
1.1. Mechanical condition and operation		
1.1.1. Service brake pedal pivot	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight. (b) Excessive wear or play.
1.1.2. Pedal condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. (c) Anti-slip provision on brake pedal missing, loose or worn smooth..
1.1.3. Vacuum pump or compressor and	Visual inspection of the components at	(a) Insufficient pressure/vacuum to give assistance

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reservoirs	normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit protection valve and pressure relief valve.	for at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). (b) Time taken to build up air pressure/- vacuum to safe working value not in accordance with the requirements ^(a) . (c) Multi-circuit protection valve or pressure relief valve not working. (d) Air leak causing a noticeable drop in pressure or audible air leaks. (e) External damage likely to affect the function of the braking system.
1.1.4. Low pressure warning gauge or indicator	Functional check	Malfunctioning or defective gauge or indicator.
1.1.5. Hand-operated brake control valve	Visual inspection of the components while the braking system is operated.	(a) Control cracked, damaged or excessively worn. (b) Control insecure on valve or valve insecure. (c) Loose connections or leaks in system. (d) Unsatisfactory operation.
1.1.6. Parking brake activator, lever control, parking brake ratchet	Visual inspection of the components while the braking system is operated.	(a) Ratchet not holding correctly. (b) Excessive wear at lever pivot or in ratchet mechanism. (c) Excessive movement of lever indicating incorrect adjustment. (d) Activator missing, damaged or inoperative. (e) Incorrect functioning, warning indicator shows malfunction.
1.1.7. Braking valves (foot valves, un-loaders, governors)	Visual inspection of the components while the braking system is operated.	(a) Valve damaged or excessive air leak. (b) Excessive oil

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		<p>discharge from compressor.</p> <p>(c) Valve insecure or inadequately mounted.</p> <p>(d) Hydraulic fluid discharge or leak.</p>
1.1.8. Couplings for trailer brakes (electrical and pneumatic)	Disconnect and reconnect all braking system couplings between towing vehicle and trailer.	<p>(a) Tap or self-sealing valve defective.</p> <p>(b) Tap or valve insecure or inadequately mounted.</p> <p>(c) Excessive leaks.</p> <p>(d) Incorrectly or not connected where required.</p> <p>(e) Not functioning correctly.</p>
1.1.9. Energy storage reservoir pressure tank	Visual inspection.	<p>(a) Tank damaged, corroded or leaking.</p> <p>(b) Drain device inoperative.</p> <p>(c) Tank insecure or inadequately mounted.</p>
1.1.10. Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated.	<p>(a) Defective or ineffective servo unit.</p> <p>(b) Master cylinder defective or leaking.</p> <p>(c) Master cylinder insecure.</p> <p>(d) Insufficient brake fluid.</p> <p>(e) Master cylinder reservoir cap missing.</p> <p>(f) Brake fluid warning light illuminated or defective.</p> <p>(g) Incorrect functioning of brake fluid level warning device.</p>
1.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated.	<p>(a) Eminent risk of failure or fracture.</p> <p>(b) Pipes or connections leaking.</p> <p>(c) Pipes damaged or excessively corroded.</p> <p>(d) Pipes misplaced.</p>

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1.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	<p>(a) Eminent risk of failure or fracture.</p> <p>(b) Hoses damaged, chafing, twisted or too short.</p> <p>(c) Hoses or connections leaking.</p> <p>(d) Hoses bulging under pressure.</p> <p>(e) Hoses porous.</p>
1.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	<p>(a) Cable damaged or knotted.</p> <p>(b) Component excessively worn or corroded.</p> <p>(c) Cable, rod or joint insecure.</p> <p>(d) Cable guide defective.</p> <p>(e) Restriction to free movement of the braking system.</p> <p>(f) Abnormal movement of the lever- s/linkage indicating maladjustment or excessive wear.</p>
1.1.16. Brake actuators (including spring brakes or hydraulic cylinders)	Visual inspection of the components while the braking system is operated.	<p>(a) Actuator cracked or damaged.</p> <p>(b) Actuator leaking.</p> <p>(c) Actuator insecure or inadequately mounted.</p> <p>(d) Actuator excessively corroded.</p> <p>(e) Insufficient or excessive travel of operating piston or diaphragm mechanism.</p> <p>(f) Dust cover missing or excessively damaged.</p>
1.1.17. Load sensing valve	Visual inspection of the components while the braking system is operated.	<p>(a) Defective linkage.</p> <p>(b) Linkage incorrectly adjusted.</p>

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		<p>(c) Valve seized or inoperative.</p> <p>(d) Valve missing.</p> <p>(e) Missing data plate.</p> <p>(f) Data illegible or not in accordance with requirements ^(a)</p>
1.1.18. Slack adjusters and indicators	Visual inspection.	<p>(a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment.</p> <p>(b) Adjuster defective.</p> <p>(c) Incorrectly installed or replaced.</p>
1.1.19. Endurance braking system (where fitted or required)	Visual inspection.	<p>(a) Insecure connectors or mountings.</p> <p>(b) System obviously defective or missing.</p>
1.1.20. Automatic operation of trailer brakes	Disconnect brake coupling between towing vehicle and trailer.	Trailer brake does not apply automatically when coupling disconnected.
1.1.21. Complete braking system	Visual inspection.	<p>(a) Other system devices (e.g. anti-freeze pump, air dryer, etc.) damaged externally or excessively corroded in a way that adversely affects the braking system.</p> <p>(b) Excessive leakage of air or anti-freeze.</p> <p>(c) Any component insecure or inadequately mounted.</p> <p>(d) Inappropriate repair or modification to any component.</p>
1.1.22. Test connections (where fitted or required)	Visual inspection.	<p>(a) Missing.</p> <p>(b) Damaged, unusable or leaking.</p>
1.2. Service braking performance and efficiency		
1.2.1 Performance (E)	Test on a static brake testing machine; apply the brakes progressively up to maximum effort.	<p>(a) Inadequate braking effort on one or more wheels.</p> <p>(b) Braking effort from</p>

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		<p>any wheel is less than 70% of maximum effort recorded from the other wheel on the same axle.</p> <p>(c) No gradual variation in brake effort (grabbing).</p> <p>(d) Abnormal lag in brake operation of any wheel.</p> <p>(e) Excessive fluctuation of brake force during each complete wheel revolution.</p>
1.2.2	Efficiency (E)	<p>Test on a static brake testing machine at the presented weight.</p> <p>(a) Does not give at least the minimum figure as follows:</p> <p>(b) Category M1, M2 and M3 – 50 % (1)</p> <p>(c) Category N1 – 45 %</p> <p>(d) Category N2 and N3 – 43 % (2)</p> <p>(e) Category O2, O3 and O4 – 40 % (3)</p>
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)		
1.3.1.	Performance (E)	<p>If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1.</p> <p>(a) Inadequate braking effort on one or more wheels.</p> <p>(b) Braking effort from any wheel is less than 70% of maximum effort recorded from another wheel on the same axle specified.</p> <p>(c) No gradual variation in brake effort (grabbing).</p>
1.3.2.	Efficiency (E)	<p>If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2.</p> <p>Braking effort less than 50% (4) of the service brake performance defined in section 1.2.2 in relation to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axle loads.</p>
1.4. Parking braking performance and efficiency		
1.4.1.	Performance (E)	<p>Apply the brake on a static brake testing machine.</p> <p>Brake inoperative on one or more wheels.</p>

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1.4.2. Efficiency (E)	Test on a static brake testing machine at the presented weight.	Does not give at least for all vehicles a braking ratio of 16 % in relation to the maximum authorised mass, or, for motor vehicles, of 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater.
1.5. Endurance braking system performance	Visual inspection and, where possible test whether the system functions.	(a) No gradual variation of efficiency (not applicable to exhaust brake systems). (b) System not functioning.
1.6. Anti-lock braking system	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.
8. NUISANCE		
8.2. Exhaust emissions		
2.1 Petrol engine emissions		
8.2.1.1. Exhaust emission control equipment	Visual inspection.	(a) Emission control equipment fitted by the manufacturer absent or obviously defective. (b) Leaks which could significantly affect emission measurements.
8.2.1.2. Gaseous emissions (E)	Measurement using an exhaust gas analyser in accordance with the requirements ^(a) . Alternatively, for vehicles equipped with suitable on-board diagnostic systems, the proper functioning of the emission system can be checked by appropriate reading of the OBD device and checks on the proper functioning of the OBD system in place of emission measurements at engine idle in accordance with the manufacturer's conditioning recommendations and other requirements ^(a) and taking account of appropriate tolerances.	(a) Either, gaseous emissions exceed the specific levels given by the manufacturer; (b) or, if this information is not available, the CO emissions exceed, 1. for vehicles not controlled by an advanced emission control system, — 4,5 %, or — 3,5 %, according to the date of first registration or use specified in requirements

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	Alternatively, measurement using remote sensing equipment and confirmed by standard test methods.	<p>(a)</p> <p>2. for vehicles controlled by an advanced emission control system,</p> <p>— at engine idle: 0,5 %,</p> <p>— at high idle: 0,3 %, or</p> <p>— at engine idle: 0,3 % (5)</p> <p>— at high idle: 0,2 %,</p> <p>according to the date of first registration or use specified in requirements (a).</p> <p>(c) Lambda outside the range $1 \pm 0,03$ or not in accordance with the manufacturer's specification.</p> <p>(d) OBD read out indicating significant malfunction.</p> <p>(e) Remote sensing measurement showing significant non-compliance.</p>
8.2.2 Diesel engine emissions		
8.2.2.1. Exhaust emission control equipment	Visual inspection.	<p>(a) Emission control equipment fitted by the manufacturer absent or obviously defective.</p> <p>(b) Leaks which could significantly affect emission measurements.</p>
8.2.2.2. Opacity (E)	<p>(a) Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged.</p> <p>(b) Vehicle preconditioning:</p> <p>1. Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition.</p> <p>2. Precondition requirements:</p>	<p>(a) For vehicles registered or put into service for the first time after the date specified in requirements (a), opacity exceeds the level recorded on the manufacturer's plate on the vehicle;</p> <p>(b) where this information is not available or requirements (a) do not allow the use of reference values,</p> <p>— for naturally aspirated engines: $2,5 \text{ m}^{-1}$,</p> <p>— for turbo-charged</p>

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	<p>(i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80°C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.</p> <p>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.</p> <p>(c) Test procedure:</p> <p>1. Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle.</p>	<p>engines: 3,0 m⁻¹, or, for vehicles identified in requirements ^(a) or first registered or put into service for the first time after the date specified in requirements ^(a), — 1,5 m⁻¹ ⁽⁶⁾.</p> <p>(c) Remote sensing measurement showing significant non-compliance.</p>
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<p>8.2.2.2. Opacity Vehicles registered or put into service before 1 January 1980 are exempted from this requirement</p>	<p>(a) Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged.</p> <p>(b) Vehicle preconditioning: 1. Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition.</p> <p>2. precondition requirements: (i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.</p> <p>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method. limit the number of test cycles.</p>	<p>(a) For vehicles registered or put into service for the first time after the date specified in requirements ^(a), opacity exceeds the level recorded on the manufacturer's plate on the vehicle;</p> <p>(b) Where this information is not available or requirements ^(a) do not allow the use of reference values, for naturally aspirated engines: 2,5 m-1, for turbo-charged engines: 3,0 m-1, or, for vehicles identified in requirements ^(a) or first registered or put into service for the first time after the date specified in requirements ^(a), 1,5 m-1 (7).</p>
	<p>for example by the operation of the engine cooling fan.</p> <p>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.</p> <p>5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after less than three free acceleration cycles or after</p>	

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	the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after less than three free acceleration cycles or after the purging cycles	
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- (1) 48% for vehicles not fitted with ABS or type approved before 1 October 1991.
- (2) 45% for vehicles registered after 1988 or from the date specified in requirements ^(a) whichever is the later.
- (3) 43% for semi-trailers and draw-bar trailers registered after 1988 or from the date in requirements ^(a) whichever is the later.
- (4) 2,2 m/s² for N1, N2 and N3 vehicles.
- (5) First registered or put into service after 1 July 2002.
- (6) First registered or put into service after 1 July 2008

NOTES:

^(a) 'Requirements' are laid down by type-approval requirements at the date of first registration or first entry into service as well as retrofitting obligations or national legislation of the country of registration.

Vehicle categories

Category M - Motor vehicles having at least four wheels and for the carriage of passengers

- M2 Vehicles for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
- M3 Vehicles for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

Category N - Power-driven vehicles having at least four wheels and for the carriage of goods

- N2 Vehicles for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
- N3 Vehicles for the carriage of goods and having a maximum mass exceeding 12 tonnes.

Category O - Trailers (including semitrailers)

- O3 Trailers with a maximum mass exceeding 3.5 tonnes, but not exceeding 10 tonnes.
- O4 Trailers with a maximum mass exceeding 10 tonnes.