# SECOND SUPPLEMENT TO THE GIBRALTAR GAZETTE

**No. 4366 of 18 May, 2017**

LEGAL NOTICE NO. 99 OF 2017.

**TRANSPORT ACT 1998**

**TRAFFIC ACT 2005**

**TRANSPORT (ROADSIDE TEST) (AMENDMENT) REGULATIONS 2017**

In exercise of the powers conferred upon him by section 69 of the Transport Act 1998 and upon the Government by section 8 of the Traffic Act 2005, and for the purpose of transposing into the law of Gibraltar Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC, the Minister and the Government have made the following Regulations-

**Title.**

1. These Regulations may be cited as the Transport (Roadside Test) (Amendment) Regulations 2017.

**Commencement.**

2. These Regulations come into operation on 20 May 2018.

**Amendment of the Transport (Roadside Test) Regulations 2003.**

3.(1) The Transport (Roadside Test) Regulations 2003 is amended in accordance with the provisions of this regulation.

(2) Regulation 2 is amended as follows-

(a) before the definition of "commercial vehicle" insert-

""cargo" means all goods that would normally be placed in or on the part of the vehicle designed to carry a load and that are not permanently fixed to the vehicle, including objects within load

carriers such as crates, swap bodies or containers on vehicles;";

(b) for the definition of "commercial vehicle" substitute-

""commercial vehicle" means a motor vehicle and its trailer or semi-trailer used primarily for the transport of goods or passengers for commercial purposes, such as transport for hire and reward or own-account transport, or for other professional purposes;";

(c) after the definition of "commercial vehicle" insert-

""defects" means technical defects and other instances of non-compliance found during a technical roadside inspection;

"Directive" means Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC, as may be amended from time to time;

"licensing authority" has the same meaning as in section 4 of the Traffic Act 2005;

"motor vehicle" means any power-driven vehicle on wheels which is moved by its own means with a maximum design speed exceeding 25km/h;";

(d) after the definition of "roadworthiness certificate" insert-

""semi-trailer" means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and a substantial part of its mass and the mass of its load is borne by the motor vehicle;

"technical roadside inspection" means an unexpected technical inspection of the roadworthiness of a commercial vehicle carried out in accordance with these Regulations;";

(e) after the definition of "Test Centre" insert-

""trailer" means any non-self propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle and, unless the context requires otherwise, includes a semi-trailer;";

(f) for the definition of "vehicle" substitute-

""vehicle" means any not rail-borne motor vehicle or its trailer;";

(g) after the definition of "vehicle" insert-

""vehicle registered in a Member State" means a vehicle which is registered or put into service in a Member State.".

(3) After regulation 2 insert-

"**Application.**

2A.(1) These Regulations shall apply to commercial vehicles with a design speed exceeding 25km/h of the following categories-

(a) motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seating positions in addition to the driver's seating position - vehicle categories $M_2$ and $M_3$;

(b) motor vehicles designed and constructed primarily for the carriage of goods and having a maximum mass exceeding 3,5 tonnes - vehicle categories $N_2$ and $N_3$;

(c) trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes - vehicle categories $O_3$ and $O_4$;

(d) wheeled tractors of category T5, the use of which mainly takes place on roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h.

(2) A police officer in uniform or a transport inspector may require a vehicle not covered by subregulation (1) to be subject to a

technical roadside inspection, if he deems it necessary for road safety, or the general safety of the public or the environment.".

(4) For regulation 3 substitute-

"**Roadside inspections.**

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

(a) an initial roadside inspection; and

(b) if on the basis of the outcome of the inspection referred to in paragraph (a) the transport inspector decides that the vehicle or its trailer shall be subject to a more detailed inspection, the vehicle shall be subjected to a technical roadside inspection.

(2) In an initial roadside inspection of a vehicle the police officer or the transport inspector-

(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, or electronic evidence thereof as referred to in regulation 3B(1);

(b) shall carry out a visual assessment of the technical condition of the vehicle;

(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with regulation 3A;

(d) may carry out technical checks by any method deemed appropriate, which may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the defects be rectified without delay in accordance with regulation 5.

(3) When receiving the information in subregulation (2)(a) the police officer or transport inspector shall verify whether any defects indicated in the previous technical roadside inspection report have been rectified.

(4) When identifying vehicles to be subject to an initial roadside inspection, the police officer or the transport inspector may-

(a) select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in the Transport (Recording Equipment) (Minimum Conditions) Regulations 2008;

(b) select vehicles on a random basis; or

(c) select a vehicle that he suspects presents a risk to road safety or to the environment.

(5) The total number of initial roadside inspections to be carried out shall amount, at least and as close as reasonably possible, to 5% of the total amount of registered vehicles in Gibraltar.

(6) Subject to subregulation (7), a more detailed technical roadside inspection shall cover those items listed in Schedule 2 that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.

(7) Where the roadworthiness certificate or a technical roadside inspection report demonstrates that an inspection of one of the items listed in Schedule 2 has been carried out in the course of the preceding 3 months, the transport inspector shall not check that item, except where such a check is justified on the grounds of an obvious defect.

(8) A more detailed technical roadside inspection shall be carried out as soon as possible at the Test Centre.

(9) When selecting a vehicle for a technical roadside inspection and when carrying out the inspection, the police officer or the transport inspector shall refrain from any discrimination on the grounds of-

(a) nationality of the driver; or

(b) country of registration or entry into service of the vehicle.

(10) The transport inspector shall ensure, as far as reasonably possible, that he is free from any conflict of interest when carrying out a technical roadside inspection, so that there is no influence on the impartiality and objectivity of his decision.

(11) Technical roadside inspections shall only be carried out by a transport inspector that has fulfilled the minimum competence and training requirements laid down for examiners in regulation 13C and Schedule 8 of the Motor Vehicles Test Regulations 1987.".

(5) After regulation 3 insert-

"**Inspection of cargo securing.**

3A.(1) During a technical roadside inspection a vehicle may be subject to an inspection of its cargo securing in accordance with Schedule 3, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment.

(2) Checks may be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres-

(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle; and

(b) loads cannot leave the cargo space or move outside the loading surface.

(3) Without prejudice to the requirements applicable to transport of certain categories of goods, such as those covered by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), cargo securing and inspection of the securing of cargo may be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Schedule 3.

(4) Pursuant to subregulation (3), the latest versions of the standards laid down in point 5 of Section I of Schedule 3 may be used.

(5) The further tests referred to in regulation 5 may also apply in the case of major or dangerous defects related to cargo securing.

(6) The Test Centre shall ensure that the transport inspectors involved in the inspection of cargo securing are appropriately trained for this purpose.

**Driver responsibilities.**

3B.(1) The driver shall ensure that-

(a) the most recent periodic roadworthiness certificate or a copy thereof or, in the case of an electronically produced roadworthiness certificate, a certified or original printout of that certificate; and

(b) the report of the most recent technical roadside inspection,

are kept on board the vehicle when they are available.

(2) The driver of a vehicle that is subject to an initial roadside inspection or technical roadside inspection shall cooperate with the police officer or transport inspector by providing access to the vehicle, its parts and all relevant documentation needed for the purposes of the inspection.

**Inspection reports on technical roadside inspections.**

3C.(1) For each initial roadside inspection carried out, the following information shall be communicated to the Test Centre-

(a) country of registration of the vehicle;

(b) category of the vehicle; and

(c) outcome of the initial roadside inspection.

(2) On completion of a technical roadside inspection, the transport inspector shall draw up a report in accordance with Schedule 1.

(3) The driver of the vehicle shall be provided with a copy of the inspection report referred to in subregulation (2).

(4) The transport inspector shall communicate the results of the technical roadside inspection to the Test Centre.

(5) The Test Centre shall retain for at least 36 months, copies of all results received under subregulation (4).".

(6) Regulation 4 is amended as follows-

(a) for "4." substitute "4.(1)";

(b) after subregulation (1) insert-

" (2) Defects that are found during technical roadside inspections of vehicles shall be categorised in one of the following groups-

(a) minor defects having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;

(b) major defects that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;

(c) dangerous defects constituting a direct and immediate risk to road safety or having an impact on the environment.

(3) If a vehicle has defects falling into more than one of the defect groups referred to in subregulation (2), it shall be classified in the defect group corresponding to the most serious defect present.

(4) If a vehicle has several defects within the same inspection area as defined in the scope of the technical roadside inspection referred to in point 1 of Schedule 2, it may be classified in the next most serious defect group if it is considered that the combined effects of those defects results in a higher risk to road safety.

(5) The transport inspector may prohibit the immediate use of a vehicle with major or dangerous defects that shall be rectified promptly or immediately.

(6) The use of a vehicle prohibited under subregulation (5) may be waived in order to enable it to reach the nearest vehicle workshop where those defects can be rectified.".

(7) Regulation 5 is amended as follows-

(a) for "5." substitute "5.(1)";

(b) after subregulation (1) insert-

" (2) Without prejudice to regulation 4(6), any major or dangerous defect revealed by an initial roadside inspection or a technical roadside inspection, is to be rectified before the vehicle is further used on a road.

(3) If the vehicle is registered in Gibraltar, the transport inspector may decide that the vehicle shall be subject to a roadworthiness examination under the Motor Vehicles Test Regulations 1987, to be carried out within 14 days of the decision.

(4) If the vehicle is registered in a Member State, the transport inspector may liaise with the contact point to make a request to the competent authority of the Member State of registration in accordance with the procedures laid down in regulation 7B, asking for the competent authority to carry out a roadworthiness examination of the vehicle.".

(8) After regulation 5 insert-

"**Risk rating system.**

5A.(1) The Test Centre shall ensure that the information concerning the number and severity of defects set out in Schedule 2 and, where applicable Schedule 3, found on vehicles operated by individual undertakings is introduced into the risk rating system established under regulation 11 of the Transport (Recording Equipment) (Minimum Conditions) Regulations 2008.

(2) For the attribution of a risk profile the Test Centre may use the criteria set out in Annex I to the Directive, and this information shall be used to check undertakings with a high risk rating more closely and more often.

(3) Any information about defects received from Member States in accordance with Article 18(1) of the Directive shall be used in the evaluation of risk rating under this regulation.

(4) This regulation shall not come into operation until 20 May 2019.".

(9) After regulation 7 insert-

"**Fees.**

7A. Where defects have been found following a technical roadside inspection, the Test Centre may charge a reasonable fee to cover the costs of carrying out the inspection.

**Contact point and cooperation.**

7B.(1) The licensing authority shall act as the contact point for the purposes of these Regulations.

(2) The contact point shall-

(a) ensure coordination with the contact points of Member States as regards action taken under subregulations (3) to (5);

(b) ensure that the European Commission is informed of the data referred to in subregulation (6);

(c) ensure, where appropriate, any other exchange of information with, and the provision of assistance to, the contact points of Member States.

(3) If a vehicle that is not registered in Gibraltar is found to have-

(a) major or dangerous defects; or

(b) defects resulting in a restriction or prohibition on the use of vehicle,

the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle.

(4) A notification made under subregulation (3) shall contain the elements of the roadside inspection report as set out in Schedule 1.

(5) In cases where major or dangerous defects are found in a vehicle, the contact point may request that the competent authority of the Member State where the vehicle is registered takes appropriate follow-up action, such as submitting the vehicle to a further roadworthiness examination.

(6) Before 31 March 2021, and every 2 years thereafter, the contact point shall ensure that the European Commission is informed, by electronic means, of the data collected relating to the previous 2 calendar years and concerning the vehicles inspected in Gibraltar.

(7) The data under subregulation (6) shall indicate-

(a) the number of vehicles inspected;

(b) the category of vehicles inspected;

(c) the country of registration of each vehicle inspected;

(d) in the case of more detailed inspections, the areas checked and the items failed, in accordance with point 10 of Schedule 1.

(8) The first report submitted in accordance with subregulation (6) shall cover the period of 2 years beginning on 1 January 2019.".

(10) For Schedule 1 substitute-

"**SCHEDULE 1**

## (front side)

## SPECIMEN MORE DETAILED TECHNICAL ROADSIDE INSPECTION REPORT INCORPORATING A CHECK-LIST

1.Place of technical roadside inspection…….

……...

2.Date……

3.Time……

4.Vehicle nationality mark and registration number ……..

……...

5.Vehicle identification/VIN number ……

6. Category of vehicle:

(a) N2 (a) (3,5 to 12 t)

(b) N3 (a) (more than 12 t)

(c) O3 (a) (3,5 to 12 t)

(d) O4 (a) (more than 10 t)

(e) M2 (a) (> 9 seats(b) to 5 t)

(f) M3 (a) (> 9 seats(b) more than 5 t)

(g) T5

(h) Other vehicle category:

(please specify)

7. Odometer reading at the time of inspection

8. Undertaking carrying out transport

(a) Name and address ……..……..

……..

……..

(b) Number of the Community licence(c) (Regulations (EC) No 1072/2009 and (EC) No 1073/2009) ……...

……..

9. Driver name ……..……..

10. Checklist

| | Checked[(d)] | Failed[(e)] |
|---|---|---|
| (0) Identification[(f)] | | |
| (1)Braking equipment[(f)] | | |
| (2)Steering[(f)] | | |
| (3)Visibility[(f)] | | |
| (4)Lighting equipment and electrical system[(f)] | | |
| (5)Axles, wheels, tyres, suspension[(f)] | | |

| | | |
|---|---|---|
| (6)Chassis and chassis attachments[f] | | |
| (7)Other equipment incl. tachograph and speed limitation device[f] | | |
| (8)Nuisance incl. emissions and spillage of fuel and/or oil[f] | | |
| (9)Supplementary tests for category M2 and M3 vehicles[f] | | |
| (10)Cargo securing[f] | | |

11. Result of inspection:

Passed ☐

Failed ☐

Prohibition or restriction on using the vehicle, which has dangerous defects ☐

12. Miscellaneous/remarks:
……...

13. Authority/officer or inspector having carried out the inspection

Signature of:

Competent authority/officer or inspector Driver

……
……..

Notes:

(a) Vehicle category in accordance with Article 2 to Directive 2014/47/EU.

(b) Number of seats including the driver's seat (item S.1 of registration certificate).

(c) If available.

(d) 'checked' means that at least one or more of the inspection items of this group, as listed in Annex II or III to Directive 2014/47/EU, have been checked and minor or no defects have been found.

(e) Failed items with major or dangerous defects indicated on the rear side.

(f) Methods for testing and assessment of defects in accordance with Annex II or III to Directive 2014/47/EU.

**(reverse side)**

| | | | |
|---|---|---|---|
| 0. IDENTIFICATION OF THE VEHICLE | 1.1.17. Load sensing valve | 2.2. Steering wheel, column and handle bar | 4.4.2. Switching |
| 0.1. Registration number plates | 1.1.18. Slack adjusters and indicators | 2.2.1. Steering wheel condition | 4.4.3. Compliance with requirements |
| 0.2. Vehicle identification/chassis/serial number | 1.1.19. Endurance braking system (where fitted or required) | 2.2.2. Steering column and steering dampers | 4.4.4. Flashing frequency |
| 1. BRAKING EQUIPMENT | 1.1.20. Automatic operation of trailer brakes | 2.3. Steering play | 4.5. Front and rear fog lamps |
| 1.1. Mechanical condition and operation | 1.1.21. Complete braking system | 2.4. Wheel alignment | 4.5.1. Condition and operation |
| 1.1.1. Service brake pedal pivot | 1.1.22. Test connections | 2.5. Trailer steered axle turntable | 4.5.2. Alignment |
| 1.1.2. Pedal condition and travel of brake operating device | 1.1.23. Overrun brake | 2.6. Electronic Power Steering (EPS) | 4.5.3. Switching |
| 1.1.3. Vacuum pump or compressor and reservoirs | 1.2. Service braking performance and efficiency | 3. VISIBILITY | 4.5.4. Compliance with requirements |
| 1.1.4. Low pressure warning gauge or indicator | 1.2.1. Performance | 3.1. Field of vision | 4.6. Reversing lamps |
| 1.1.5. Hand-operated brake control valve | 1.2.2. Efficiency | 3.2. Condition of glass | 4.6.1. Condition and operation |
| 1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake | 1.3. Secondary (emergency) braking performance and efficiency | 3.3. Rear-view mirrors | 4.6.2. Compliance with requirements |
| 1.1.7. Braking valves (foot valves, un-loaders, governors) | 1.3.1. Performance | 3.4. Windscreen wipers | 4.6.3. Switching 4.7. Rear registration plate lamp |
| 1.1.8. Couplings for trailer brakes (electrical and pneumatic) | 1.3.2. Efficiency | 3.5. Windscreen washers | 4.7.1. Condition and operation |
| 1.1.9. Energy storage reservoir pressure tank | 1.4. Parking braking performance and efficiency | 3.6. Demisting system | 4.7.2. Compliance with requirements |
| 1.1.10. Brake servo units, master cylinder (hydraulic. systems) | 1.4.1. Performance | 4. LAMPS, REFLECTORS, ELECTRICAL EQUIPMENT | 4.8. Retro-reflectors, conspicuity markings and rear marking plates |
| 1.1.11. Rigid brake pipes | 1.4.2. Efficiency | 4.1. Headlamps | 4.8.1. Condition |
| 1.1.12. Flexible brake hoses | 1.5. Endurance braking system performance | 4.1.1. Condition and operation | 4.8.2. Compliance with requirements |
| 1.1.13. Brake linings and pads | 1.6. Anti-lock braking system | 4.1.2. Alignment | 4.9. Tell-tales mandatory for lighting equipment |
| 1.1.14. Brake drums, brake discs | 1.7. Electronic brake system (EBS) | 4.1.3. Switching | 4.9.1. Condition and operation |
| 1.1.15. Brake cables, rods, | 1.8. Brake fluid | 4.1.4. Compliance with requirements | 4.9.2. Compliance with requirements |
| | 2. STEERING | 4.1.5. Levelling devices | 4.10. Electrical connections between towing vehicle and trailer or semi-trailer |
| | 2.1. Mechanical condition | 4.1.6. Headlamp cleaning device | |
| | | 4.2. Front and rear position lamps, side marker lamps, end outline marker lamps and daytime running lamps | |
| | | 4.2.1. Condition and | |

| | | | |
|---|---|---|---|
| levers, linkages<br>1.1.16. Brake actuators (incl. spring brakes or hydraulic cylinders) | 2.1.1. Steering gear condition<br>2.1.2. Steering gear casing attachment<br>2.1.3. Steering linkage condition<br>2.1.4. Steering linkage operation<br>2.1.5. Power steering | operation<br>4.2.2. Switching<br>4.2.3. Compliance with requirements<br>4.3. Stop lamps<br>4.3.1. Condition and operation<br>4.3.2. Switching<br>4.3.3. Compliance with requirements<br>4.4. Direction indicator and hazard warning lamps<br>4.4.1. Condition and operation | 4.11. Electrical wiring<br>4.12. Non-obligatory lamps and reflectors<br>4.13. Battery |

”

(11) For Schedule 2 substitute-

**"SCHEDULE 2**

**SCOPE OF TECHNICAL ROADSIDE INSPECTION**

1. INSPECTION AREAS

(0) Identification of the vehicle;

(1) Braking equipment;

(2) Steering;

(3) Visibility;

(4) Lighting equipment and parts of electrical system;

(5) Axles, wheels, tyres, suspension;

(6) Chassis and chassis attachments;

(7) Other equipment;

(8) Nuisance;

(9) Supplementary tests for passenger-carrying vehicles of categories $M^2$ and $M^3$.

2. INSPECTION REQUIREMENTS

Items that may only be checked by the use of equipment are marked with an E.

Items that can only be checked to some extent without the use of equipment are marked with + (E).

Where a method of inspection is indicated as visual, this means that, in addition to looking at the items concerned, the inspector shall also, if appropriate, handle them, evaluate their noise or use any other appropriate means of inspection not involving the use of equipment.

Technical roadside inspections may cover items listed in Table 1, which includes the recommended testing methods that shall be used. Nothing in this Schedule shall prevent an inspector from using additional equipment where relevant, such as a hoist or a pit.

The tests shall be carried out using techniques and equipment currently available, without the use of tools to dismantle or remove any part of the vehicle. The test may also include a verification as to whether the respective parts and components of the vehicle correspond to the safety and environmental requirements that were in force at the time of approval or, if applicable, at the time of retrofitting.

Where the design of the vehicle does not allow the application of the test methods laid down in this Schedule, the test shall be conducted in accordance with the recommended test methods accepted by the competent authorities.

The 'Reasons for failure' do not apply in cases where they refer to requirements which were not prescribed in the relevant vehicle approval legislation at the time of first registration or first entry into service, or in the retrofitting requirements.

3. CONTENTS AND METHODS OF TESTING, ASSESSMENT OF DEFECTS OF VEHICLES

The test shall cover those items that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods listed in the following table.

For each vehicle system and component subject to testing, the assessment of defects shall be carried out in accordance with the criteria set out in that table, on a case-by-case basis.

Defects not listed in this Schedule shall be assessed in terms of the risks that they pose to road safety.

| **Item** | **Method** | **Reasons for failure** | | **Assessment of defects** | | |
|---|---|---|---|---|---|---|
| | | | | **Minor** | **Major** | **Dangerous** |
| 0. IDENTIFICATION OF THE VEHICLE | | | | | | |
| 0.1. Registration number plates (if needed by requirements [1]) | Visual inspection | (a) | Number plate(s) missing or so insecurely fixed that it is (they are) likely to fall off. | | X | |
| | | (b) | Inscription missing or illegible. | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | (c) | Not in accordance with vehicle documents or records. | | X | |
| 0.2. Vehicle identification/chassis/serial number | Visual inspection | (a) | Missing or can not be found. | | X | |
| | | (b) | Incomplete, illegible, obviously falsified, or does not match the vehicle documents. | | X | |
| | | (c) | Illegible vehicle documents or clerical inaccuracies. | X | | |
| 1.<br>BRAKING EQUIPMENT<br>1.1.<br>Mechanical condition and operation | | | | | | |
| 1.1.1. Service brake pedal/hand lever pivot | Visual inspection of the components while the braking system is operated<br>Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off. | (a) | Pivot too tight. | | X | |
| | | (b) | Excessive wear or play. | | X | |
| 1.1.2. Pedal/hand lever condition and travel of the brake operating device | Visual inspection of the components while the braking system is operated<br>Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off. | (a) | Excessive or insufficient reserve travel. | | X | |
| | | | Brake cannot be fully applied or is blocked | | | X |
| | | (b) | Brake control not releasing correctly. | X | | |
| | | | Its functionality is affected | | X | |
| | | (c) | Anti-slip provision on brake pedal missing, loose or worn smooth. | | X | |
| 1.1.3. Vacuum pump or compressor and reservoirs | Visual inspection of the components at 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. | (a) | Insufficient pressure/vacuum to give assistance for at least four brake applications after the warning device has operated (or gauge shows an unsafe reading). | | X | |
| | | | at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). | | | X |
| | | (b) | Time taken to build up air pressure/vacuum to safe working value is too long according to the requirements [1]. | | X | |
| | | (c) | Multi-circuit protection valve or pressure relief valve not working. | | X | |
| | | (d) | Air leak causing a noticeable drop in pressure or audible air leaks. | | X | |
| | | (e) | External damage likely to affect the function of the braking system. | | X | |
| | | | Secondary braking performance not met. | | | X |
| 1.1.4. Low pressure warning gauge or indicator | Functional check | Malfunctioning or defective gauge or indicator. | | X | | |
| | | Low pressure not identifiable. | | | X | |
| 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. | | X | |
| | | (b) | Control insecure on valve or valve insecure. | | X | |
| | | (c) | Loose connections or leaks in system. | | X | |
| | | (d) | Unsatisfactory operation. | | X | |
| 1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake | Visual inspection of the components while the braking system is operated | (a) | Ratchet not holding correctly. | | X | |
| | | (b) | Wear at lever pivot or in ratchet mechanism. | X | | |
| | | | Excessive wear | | X | |
| | | (c) | Excessive movement of lever | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | indicating incorrect adjustment. | | | |
| | | (d) | Activator missing, damaged or inoperative. | | X | |
| | | (e) | Incorrect functioning, warning indicator shows malfunction. | | X | |
| 1.1.7. Braking valves (foot valves, unloaders, governors) | Visual inspection of the components while the braking system is operated | (a) | Valve damaged or excessive air leak. | | X | |
| | | | Its functionality is affected. | | | X |
| | | (b) | Excessive oil discharge from compressor. | X | | |
| | | (c) | Valve insecure or inadequately mounted. | | X | |
| | | (d) | Hydraulic fluid discharge or leak. | | X | |
| | | | Its functionality is affected. | | | X |
| 1.1.8. Couplings for trailer brakes (electrical and pneumatic) | Disconnect and reconnect braking system coupling between towing vehicle and trailer | (a) | Tap or self sealing valve defective. | X | | |
| | | | Its functionality is affected. | | X | |
| | | (b) | Tap or valve insecure or inadequately mounted. | X | | |
| | | | Its functionality is affected. | | X | |
| | | (c) | Excessive leaks. | | X | |
| | | | Its functionality is affected. | | | X |
| | | (d) | Not functioning correctly. | | X | |
| | | | Operation of brake affected. | | | X |
| 1.1.9. Energy storage reservoir/pressure tank | Visual inspection | (a) | Tank slightly damaged or slightly corroded. | X | | |
| | | | Tank heavily damaged, corroded or leaking. | | X | |
| | | (b) | Drain device inoperative. | | X | |
| | | (c) | Tank insecure or inadequately mounted. | | X | |
| 1.1.10. Brake servo units, master cylinder (hydraulic systems) | Visual inspection of the components while the braking system is operated, if possible | (a) | Defective or ineffective servo unit. | | X | |
| | | | If it is not operating. | | | X |
| | | (b) | Master cylinder defective but brake still operating. | | X | |
| | | | Master cylinder defective or leaking. | | | X |
| | | (c) | Master cylinder insecure but brake still operating. | | X | |
| | | | Master cylinder insecure. | | | X |
| | | (d) | Insufficient brake fluid below MIN mark. | X | | |
| | | | Brake fluid significantly below MIN mark. | | X | |
| | | | No brake fluid visible. | | | X |
| | | (e) | Master cylinder reservoir cap missing. | X | | |
| | | (f) | Brake fluid warning light illuminated or defective. | X | | |
| | | (g) | Incorrect functioning of brake fluid level warning device. | X | | |
| 1.1.11. Rigid brake pipes | Visual inspection of the components while the braking system is operated, if possible | (a) | Imminent risk of failure or fracture. | | | X |
| | | (b) | Pipes or connections leaking (air brake systems). | | X | |
| | | | Pipes or connection leaking (hydraulic brake systems). | | | X |
| | | (c) | Pipes damaged or excessively corroded. | | X | |
| | | | Affecting the functioning of the brakes on account of blocking or imminent risk of leaking. | | | X |
| | | (d) | Pipes misplaced. | X | | |
| | | | Risk of damage. | | X | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1.1.12. Flexible brake hoses | Visual inspection of the components while the braking system is operated, if possible. | (a) | Imminent risk of failure or fracture. | | | | X |
| | | (b) | Hoses damaged, chafing, twisted or too short. | X | | | |
| | | | Hoses damaged or chafing. | | | X | |
| | | (c) | Hoses or connections leaking (air brake systems). | | | X | |
| | | | Hoses or connections leaking (hydraulic brake systems). | | | | X |
| | | (d) | Hoses bulging under pressure. | | | X | |
| | | | Cord impaired. | | | | X |
| | | (e) | Hoses porous. | | | X | |
| 1.1.13. Brake linings and pads | Visual inspection | (a) | Lining or pad excessively worn. (minimum mark reached). | | | X | |
| | | | Lining or pad excessively worn. (minimum mark not visible). | | | | X |
| | | (b) | Lining or pad contaminated (oil, grease etc.). | | | X | |
| | | | Brake performance affected. | | | | X |
| | | (c) | Lining or pad missing or wrongly mounted. | | | | X |
| 1.1.14. Brake drums, brake discs | Visual inspection | (a) | Drum or disc worn. | | | X | |
| | | | Drum or disc excessively scored, cracked, insecure or fractured | | | | X |
| | | (b) | Drum or disc contaminated (oil, grease, etc.). | | | X | |
| | | | Braking performance severely affected. | | | | X |
| | | (c) | Drum or disc missing. | | | | X |
| | | (d) | Back plate insecure. | | | X | |
| 1.1.15. Brake cables, rods, levers, linkages | Visual inspection of the components while the braking system is operated, if possible | (a) | Cable damaged or knotted. | | | X | |
| | | | Braking performance affected. | | | | X |
| | | (b) | Component excessively worn or corroded. | | | X | |
| | | | Braking performance affected. | | | | X |
| | | (c) | Cable, rod or joint insecure. | | | X | |
| | | (d) | Cable guide defective. | | | X | |
| | | (e) | Restriction to free movement of the braking system. | | | X | |
| | | (f) | Abnormal movement of the levers/linkage indicating maladjustment or excessive wear. | | | X | |
| 1.1.16. Brake actuators (including spring brakes or hydraulic cylinders) | Visual inspection of the components while the braking system is operated, if possible. | (a) | Actuator cracked or damaged. | | | X | |
| | | | Braking performance affected. | | | | X |
| | | (b) | Actuator leaking. | | | X | |
| | | | Braking performance affected. | | | | X |
| | | (c) | Actuator insecure or inadequately mounted. | | | X | |
| | | | Braking performance affected. | | | | X |
| | | (d) | Actuator excessively corroded. | | | X | |
| | | | Likely to crack. | | | | X |
| | | (e) | Insufficient or excessive travel of operating piston or diaphragm mechanism. | | | X | |
| | | | Braking performance affected (lack of reserve movement). | | | | X |
| | | (f) | Dust cover damaged. | X | | | |
| | | | Dust cover missing or excessively damaged. | | | X | |
| 1.1.17. Load sensing valve | Visual inspection of the components while the braking system is operated, if possible. | (a) | Defective linkage. | | | X | |
| | | (b) | Linkage incorrectly adjusted. | | | X | |
| | | (c) | Valve seized or inoperative (ABS functioning). | | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | Valve seized or inoperative | | | X |
| | | (d) | Valve missing. (if required). | | | X |
| | | (e) | Missing data plate. | X | | |
| | | (f) | Data illegible or not in accordance with requirements [1]. | X | | |
| 1.1.18. Slack adjusters and indicators | Visual inspection | (a) | Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment. | | X | |
| | | (b) | Adjuster defective. | | X | |
| | | (c) | Incorrectly installed or replaced. | | X | |
| 1.1.19. Endurance braking system (where fitted or required) | Visual inspection | (a) | Insecure connectors or mountings. | X | | |
| | | | Its functionality is affected. | | X | |
| | | (b) | System obviously defective or missing. | | X | |
| 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. | | | | X |
| 1.1.21. Complete braking system | Visual inspection | (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. | | X | |
| | | | Braking performance affected. | | | X |
| | | (b) | Leakage of air or anti-freeze. | X | | |
| | | | System functionality affected. | | X | |
| | | (c) | Any component insecure or inadequately mounted. | | X | |
| | | (d) | Unsafe modification to any component [3]. | | X | |
| | | | Braking performance affected. | | | X |
| 1.1.22. Test connections (where fitted or required) | Visual inspection | Missing. | | | X | |
| 1.1.23. Overrun brake | Visual inspection and by operation | Insufficient efficiency. | | | X | |
| 1.2. Service braking performance and efficiency | | | | | | |
| 1.2.1. Performance (E) | During a test on a brake tester, apply the brakes progressively up to maximum effort. | (a) | Inadequate braking effort on one or more wheels. | | X | |
| | | | No braking effort on one or more wheels. | | | X |
| | | (b) | Braking effort from any wheel is less than 70 % of the maximum effort recorded from the other wheel on the same axle. Or, in the case of testing on the road, the vehicle deviates excessively from a straight line. | | X | |
| | | | Braking effort from any wheel is less than 50 % of the maximum effort recorded from the other wheel on the same axle in the case of steered axles. | | | X |
| | | (c) | No gradual variation in brake effort (grabbing). | | X | |
| | | (d) | Abnormal lag in brake operation of any wheel. | | X | |
| | | (e) | Excessive fluctuation of brake force during each complete wheel revolution. | | X | |
| 1.2.2. Efficiency (E) | Test with a brake tester at the presented weight or, if one | Does not give at least the minimum figure as follows (2): | | | | |
| | | Categories $M_1$, $M_2$ and $M_3$: 50 % (3) | | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | cannot be used for technical reasons, by a road test using a deceleration recording instrument (1). | Category $N_1$: 45 % | | | | |
| | | Categories $N_2$ and $N_3$: 43 % (4) | | | | |
| | | Categories $O_3$ and $O_4$: 40 % (5) | | | | |
| | | Less than 50 % of the above values reached | | | | X |
| 1.3. Secondary (emergency) braking performance and efficiency (if met by separate system) | | | | | | |
| 1.3.1. Performance (E) | If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1. | (a) | Inadequate braking effort on one or more wheels. | | X | |
| | | | No braking effort on one or more wheels. | | | X |
| | | (b) | Braking effort from any wheel is less than 70 % of maximum effort recorded from another wheel on the same axle specified. Or, in the case of testing on the road, the vehicle deviates excessively from a straight line. | | X | |
| | | | Braking effort from any wheel is less than 50 % of the maximum effort recorded from the other wheel on the same axle in the case of steered axles. | | | X |
| | | (c) | No gradual variation in brake effort (grabbing). | | X | |
| 1.3.2. Efficiency (E) | If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2. | Braking effort less than 50 % (6) of the required service brake performance defined in Section 1.2.2 in relation to the maximum authorized mass. | | | X | |
| | | Less than 50 % of the above braking effort values reached in relation to the vehicle mass during testing. | | | | X |
| 1.4. Parking braking performance and efficiency | | | | | | |
| 1.4.1. Performance (E) | Apply the brake during a test on a brake tester | Brake inoperative on one side or, in the case of testing on the road, the vehicle deviates excessively from a straight line. | | | X | |
| | | Less than 50 % of the braking effort values as referred to in point 1.4.2 reached in relation to the vehicle mass during testing | | | | X |
| 1.4.2. Efficiency (E) | Test with a brake tester. If not possible, then by a road test using an indicating or deceleration recording instrument | Does not give, for all vehicles, a braking ratio of at least 16 % in relation to the maximum authorised mass, or, for motor vehicles, of at least 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater. | | | X | |
| | | Less than 50 % of the above braking ratio values reached in relation to the vehicle mass during testing. | | | | X |
| 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). | | X | |
| | | (b) | System not functioning. | | X | |
| 1.6. Anti-lock braking system (ABS) | Visual inspection and inspection of warning device and/or using electronic vehicle interface | (a) | Warning device malfunctioning. | | X | |
| | | (b) | Warning device shows system malfunction. | | X | |
| | | (c) | Wheel speed sensors missing or damaged. | | X | |
| | | (d) | Wirings damaged. | | X | |
| | | (e) | Other components missing or damaged. | | X | |
| | | (f) | System indicates failure via the electronic vehicle interface. | | X | |
| 1.7. Electronic brake system (EBS) | Visual inspection and inspection of warning | (a) | Warning device malfunctioning. | | X | |
| | | (b) | Warning device shows system | | X | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | device and/or using electronic vehicle interface | | malfunction. | | | | |
| | | (c) | System indicates failure via the electronic vehicle interface. | | X | | |
| | | (d) | Connector between towing vehicle and trailer incompatible or missing. | | | | X |
| 1.8. Brake fluid | Visual inspection | Brake fluid contaminated or sedimented. | | | X | | |
| | | Imminent risk of failure. | | | | | X |
| 2.<br>STEERING<br>2.1.<br>Mechanical condition | | | | | | | |
| 2.1.1. Steering gear condition | Visual inspection of the operation of the steering gear while the steering wheel is rotated | (a) | Sector shaft twisted or splines worn. | | X | | |
| | | | Affecting functionality. | | | | X |
| | | (b) | Excessive wear in sector shaft. | | X | | |
| | | | Affecting functionality. | | | | X |
| | | (c) | Excessive movement of sector shaft. | | X | | |
| | | | Affecting functionality. | | | | X |
| | | (d) | Leaking. | | X | | |
| | | | Formation of drops. | | | | X |
| 2.1.2. Steering gear casing attachment | Visual inspection of the attachment of gear casing to chassis while the steering wheel is rotated clockwise and anti-clockwise. | (a) | Steering gear casing not properly attached. | | X | | |
| | | | Attachments dangerously loose or relative movement to chassis/bodywork visible. | | | | X |
| | | (b) | Elongated fixing holes in chassis. | | X | | |
| | | | Attachments seriously affected. | | | | X |
| | | (c) | Missing or fractured fixing bolts. | | X | | |
| | | | Attachments seriously affected. | | | | X |
| | | (d) | Steering gear casing fractured. | | X | | |
| | | | Stability or attachment of casing affected. | | | | X |
| 2.1.3. Steering linkage condition | Visual inspection of steering components for wear, fractures and security while the steering wheel is rotated clock-wise and anti-clock-wise | (a) | Relative movement between components which should be fixed. | | X | | |
| | | | Excessive movement or likely to unlink. | | | | X |
| | | (b) | Excessive wear at joints. | | X | | |
| | | | A very serious risk of unlinking. | | | | X |
| | | (c) | Fractures or deformation of any component. | | X | | |
| | | | Affecting function. | | | | X |
| | | (d) | Absence of locking devices. | | X | | |
| | | (e) | Misalignment of components (e.g. track rod or drag link). | | X | | |
| | | (f) | Unsafe modification [3]. | | X | | |
| | | | Affecting function. | | | | X |
| | | (g) | Dust cover damaged or deteriorated. | X | | | |
| | | | Dust cover missing or severely deteriorated. | | X | | |
| 2.1.4. Steering linkage operation | Visual inspection of steering components for wear, fractures and security while the steering wheel is rotated clockwise and anti-clockwise with the road wheels on the ground and the engine running (power steering). | (a) | Moving steering linkage fouling a fixed part of the chassis. | | X | | |
| | | (b) | Steering stops not operating or missing. | | X | | |

| | | | | | | |
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| 2.1.5. Power steering | Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on ground and with the engine running, check that the power steering system is operating | (a) | Fluid leak. | | X | |
| | | (b) | Insufficient fluid (below MIN mark). | | X | |
| | | | Insufficient reservoir. | | | X |
| | | (c) | Mechanism not working. | | X | |
| | | | Steering affected. | | | X |
| | | (d) | Mechanism fractured or insecure. | | X | |
| | | | Steering affected. | | | X |
| | | (e) | Misalignment or fouling of components. | | X | |
| | | | Steering affected. | | | X |
| | | (f) | Unsafe modification [3]. | | X | |
| | | | Steering affected. | | | X |
| | | (g) | Cables/hoses damaged, excessively corroded. | | X | |
| | | | Steering affected. | | | X |
| 2.2. Steering wheel, column and handle bar | | | | | | |
| 2.2.1. Steering wheel condition | With the road wheels on the ground, push and pull the steering wheel in line with column, push steering wheel in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints | (a) | Relative movement between steering wheel and column indicating looseness. | | X | |
| | | | Very serious risk of unlinking. | | | X |
| | | (b) | Absence of retaining device on steering wheel hub. | | X | |
| | | | Very serious risk of unlinking. | | | X |
| | | (c) | Fracture or looseness of steering wheel hub, rim or spokes. | | X | |
| | | | Very serious risk of unlinking. | | | X |
| | | (d) | Unsafe modification [3]. | | X | |
| 2.2.2. Steering column and steering dampers | Push and pull the steering wheel in line with column, push steering wheel in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints. | (a) | Excessive movement of centre of steering wheel up or down. | | X | |
| | | (b) | Excessive movement of top of column radially from axis of column. | | X | |
| | | (c) | Deteriorated flexible coupling. | | X | |
| | | (d) | Attachment defective. | | X | |
| | | | Very serious risk of unlinking. | | | X |
| | | (e) | Unsafe modification [3] | | | X |
| 2.3. Steering play | With the engine running, for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement. | Free play in steering excessive (for example, movement of a point on the rim exceeding one fifth of the diameter of the steering wheel) or not in accordance with the requirements [1]. | | | X | |
| | | Safe steering affected. | | | | X |
| 2.4. Wheel alignment (X) [2] | Visual inspection | Obvious misalignment | | X | | |
| | | Straight-on driving affected; directional stability impaired. | | | X | |
| 2.5. Trailer steered axle turntable | Visual inspection or using a specially adapted wheel play detector | (a) | Component slightly damaged. | | X | |
| | | | Component heavily damaged or cracked. | | | X |
| | | (b) | Excessive play. | | X | |
| | | | Straight-on driving affected; directional stability impaired. | | | X |
| | | (c) | Attachment defective. | | X | |
| | | | Attachment seriously affected. | | | X |

| | | | | | | |
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| 2.6. Electronic Power Steering (EPS) | Visual inspection and consistency check between the angle of the steering wheel and the angle of the wheels when switching on/off the engine, and/or using the electronic vehicle interface. | (a) | EPS malfunction indicator lamp (MIL) indicates any kind of failure of the system. | | X | |
| | | (b) | Power assistance not working. | | X | |
| | | (c) | System indicates failure via the electronic vehicle interface. | | X | |
| 3.<br>VISIBILITY | | | | | | |
| 3.1. Field of vision | Visual inspection from driving seat | Obstruction within driver's field of view that materially affects his view in front or to the sides (outside cleaning area of windscreen wipers). | | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible. | | | X | |
| 3.2. Condition of glass | Visual inspection | (a) | Cracked or discoloured glass or transparent panel (if permitted). (outside cleaning area of windscreen wipers) | X | | |
| | | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible | | X | |
| | | (b) | Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements [1] (outside cleaning area of windscreen wipers). | X | | |
| | | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible. | | X | |
| | | (c) | Glass or transparent panel in unacceptable condition. | | X | |
| | | | Visibility through inside cleaning area of windscreen wipers heavily affected. | | | X |
| 3.3. Rear-view mirrors or devices | Visual inspection | (a) | Mirror or device missing or not fitted according to the requirements [1] (at least two rear-view devices available). | X | | |
| | | | Fewer than two rear-view devices available. | | X | |
| | | (b) | Mirror or device slightly damaged or loose. | X | | |
| | | | Mirror or device inoperative, heavily damaged, loose or insecure. | | X | |
| | | (c) | Necessary field of vision not covered. | | X | |
| 3.4. Windscreen wipers | Visual inspection and by operation | (a) | Wipers not operating or missing. | | X | |
| | | (b) | Wiper blade defective. | X | | |
| | | | Wiper blade missing or obviously defective. | | X | |
| 3.5. Windscreen washers | Visual inspection and by operation | Washers not operating adequately (lack of washing fluid but pump operating or water-jet misaligned). | | X | | |
| | | Washers not operating. | | | X | |
| 3.6. Demisting system (X) [2] | Visual inspection and by operation | System inoperative or obviously defective. | | X | | |
| 4.<br>LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT<br>4.1.<br>Headlamps | | | | | | |
| 4.1.1. Condition and operation | Visual inspection and | (a) | Defective or missing light/light | X | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | by operation | | source (multiple light/light sources; in the case of LED, less than 1/3 not functioning). | | | | |
| | | | Single light/light sources; in the case of LED, seriously affected visibility. | | | X | |
| | | (b) | Slightly defective projection system (reflector and lens). | X | | | |
| | | | Heavily defective or missing projection system (reflector and lens). | | | X | |
| | | (c) | Lamp not securely attached. | | | X | |
| 4.1.2. Alignment | Visual inspection and by operation | (a) | Headlamp grossly misaligned. | | | X | |
| | | (b) | Light source incorrectly fitted. | | | | |
| 4.1.3. Switching | Visual inspection and by operation | (a) | Switch does not operate in accordance with the requirements [1] (number of headlamps illuminated at the same time). | X | | | |
| | | | Maximum permitted light brightness to the front exceeded. | | | X | |
| | | (b) | Function of control device impaired. | | | X | |
| 4.1.4. Compliance with requirements [1]. | Visual inspection and by operation | (a) | Lamp, emitted colour, position, brightness or marking not in accordance with the requirements [1]. | | | X | |
| | | (b) | Products on lens or light source which obviously reduce light brightness or change emitted colour. | | | X | |
| | | (c) | Light source and lamp not compatible. | | | X | |
| 4.1.5. Levelling devices (where mandatory) | Visual inspection and by operation if possible | (a) | Device not operating. | | | X | |
| | | (b) | Manual device cannot be operated from driver's seat. | | | X | |
| 4.1.6. Headlamp cleaning device (where mandatory) | Visual inspection and by operation if possible | Device not operating. | | X | | | |
| | | In the case of gas-discharging lamps. | | | | X | |
| 4.2. Front and rear position lamps, side marker lamps, end outline marker lamps and daytime running lamps | | | | | | | |
| 4.2.1. Condition and operation | Visual inspection and by operation | (a) | Defective light source. | | | X | |
| | | (b) | Defective lens. | | | X | |
| | | (c) | Lamp not securely attached. | X | | | |
| | | | Very serious risk of falling off. | | | X | |
| 4.2.2. Switching | Visual inspection and by operation | (a) | Switch does not operate in accordance with the requirements [1]. | | | X | |
| | | | Rear position lamps and side marker lamps can be switched off when headlamps are on. | | | X | |
| | | (b) | Function of control device impaired. | | | X | |
| 4.2.3. Compliance with requirements [1] | Visual inspection and by operation | (a) | Lamp, emitted colour, position brightness or marking not in accordance with the requirements [1]. | X | | | |
| | | | Red light to the front or white light to the rear; heavily reduced light brightness. | | | X | |
| | | (b) | Products on lens or light source which reduce light brightness or change emitted colour. | X | | | |
| | | | Red light to the front or white light to the rear; heavily reduced light brightness. | | | X | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4.3.<br>Stop Lamps | | | | | | | |
| 4.3.1. Condition and operation | Visual inspection and by operation | (a) | Defective light source (multiple light source, in the case of LED less than 1/3 not functioning). | X | | | |
| | | | Single light sources; in the case of LED less than 2/3 functioning. | | | X | |
| | | | All light sources not functioning. | | | | X |
| | | (b) | Slightly defective lens (no influence on emitted light). | X | | | |
| | | | Heavily defective lens (emitted light affected). | | | X | |
| | | (c) | Lamp not securely attached. | X | | | |
| | | | Very serious risk of falling off, | | | X | |
| 4.3.2. Switching | Visual inspection and by operation | (a) | Switch does not operate in accordance with the requirements [1]. | X | | | |
| | | | Delayed operation. | | | X | |
| | | | No operation at all. | | | | X |
| | | (b) | Function of control device impaired. | | | X | |
| 4.3.3. Compliance with requirements [1]. | Visual inspection and by operation | Lamp, emitted colour, position, brightness or marking not in accordance with the requirements [1]. | | X | | | |
| | | White light to the rear; heavily reduced light brightness. | | | | X | |
| 4.4.<br>Direction indicator and hazard warning lamps | | | | | | | |
| 4.4.1. Condition and operation | Visual inspection and by operation | (a) | Defective light source (multiple light source; in the case of LED less than 1/3 not functioning). | X | | | |
| | | | Single light sources; in the case of LED less than 2/3 functioning. | | | X | |
| | | (b) | Slightly defective lens (no influence on emitted light). | X | | | |
| | | | Heavily defective lens (emitted light affected). | | | X | |
| | | (c) | Lamp not securely attached. | X | | | |
| | | | Very serious risk of falling off. | | | X | |
| 4.4.2. Switching | Visual inspection and by operation | Switch does not operate in accordance with the requirements [1]. | | X | | | |
| | | No operation at all. | | | | X | |
| 4.4.3. Compliance with requirements [1]. | Visual inspection and by operation | Lamp, emitted colour, position, brightness or marking not in accordance with the requirements [1]. | | | | X | |
| 4.4.4. Flashing frequency | Visual inspection and by operation | Rate of flashing not in accordance with the requirements [1]. (frequency more than 25 % deviating). | | X | | | |
| 4.5.<br>Front and rear fog lamps | | | | | | | |
| 4.5.1. Condition and operation | Visual inspection and by operation | (a) | Defective light source (multiple light source; in the case of LED less than 1/3 not functioning). | X | | | |
| | | | Single light sources; in the case of LED less than 2/3 functioning. | | | X | |
| | | (b) | Slightly defective lens (no influence on emitted light). | X | | | |
| | | | Heavily defective lens (emitted light affected). | | | X | |
| | | (c) | Lamp not securely attached. | X | | | |
| | | | Very serious risk of falling off or dazzling oncoming traffic. | | | X | |
| 4.5.2. Alignment (X) [2] | Visual inspection and by operation | Front fog lamp out of horizontal alignment when the light pattern has cut-off line (cut-off line too low). | | X | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | Cut-off line above that for dipped beam headlamps. | | X | | |
| 4.5.3. Switching | Visual inspection and by operation | | Switch does not operate in accordance with the requirements [1]. | X | | | |
| | | | Not operative. | | X | | |
| 4.5.4. Compliance with requirements [1]. | Visual inspection and by operation | (a) | Lamp, emitted colour, position, brightness or marking not in accordance with the requirements [1]. | | X | | |
| | | (b) | System does not operate in accordance with the requirements [1]. | X | | | |
| 4.6. Reversing lamps | | | | | | | |
| 4.6.1. Condition and operation | Visual inspection and by operation | (a) | Defective light source. | X | | | |
| | | (b) | Defective lens. | X | | | |
| | | (c) | Lamp not securely attached. | X | | | |
| | | | Very serious risk of falling off. | | X | | |
| 4.6.2. Compliance with requirements [1] | Visual inspection and by operation | (a) | Lamp, emitted colour, position, brightness or marking not in accordance with the requirements [1]. | | X | | |
| | | (b) | System does not operate in accordance with the requirements [1]. | | X | | |
| 4.6.3. Switching | Visual inspection and by operation | | Switch does not operate in accordance with the requirements [1]. | X | | | |
| | | | Reversing lamp can be switched on with gear not in reverse position. | | X | | |
| 4.7. Rear registration plate lamp | | | | | | | |
| 4.7.1. Condition and operation | Visual inspection and by operation | (a) | Lamp throwing direct or white light to the rear. | X | | | |
| | | (b) | Defective light source (multiple light source). | X | | | |
| | | | Defective light source (single light source). | | X | | |
| | | (c) | Lamp not securely attached. | X | | | |
| | | | Very serious risk of falling off. | | X | | |
| 4.7.2. Compliance with requirements [1] | Visual inspection and by operation | | System does not operate in accordance with the requirements [1]. | X | | | |
| 4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marking plates | | | | | | | |
| 4.8.1. Condition | Visual inspection | (a) | Reflecting equipment defective or damaged. | X | | | |
| | | | Reflecting affected. | | X | | |
| | | (b) | Reflector not securely attached. | X | | | |
| | | | Likely to fall off. | | X | | |
| 4.8.2. Compliance with requirements [1] | Visual inspection | | Device, reflected colour or position not in accordance with the requirements [1]. | | X | | |
| | | | Missing or reflecting red colour to the front or white colour to the rear. | | | X | |
| 4.9. Tell-tales mandatory for lighting equipment | | | | | | | |
| 4.9.1. Condition and operation | Visual inspection and by operation | | Not operating. | X | | | |
| | | | Not operating for main beam headlamp or rear fog lamp. | | X | | |
| 4.9.2. Compliance with requirements [1] | Visual inspection and by operation | | Not in accordance with the requirements [1]. | X | | | |
| 4.10. Electrical connections between towing vehicle and trailer or semi-trailer | Visual inspection: if possible examine the electrical continuity of the connection | (a) | Fixed components not securely attached. | X | | | |
| | | | Loose socket. | | X | | |
| | | (b) | Damaged or deteriorated insulation. | X | | | |
| | | | Likely to cause a short-circuit | | X | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | fault. | | | | |
| | | (c) | Trailer or towing vehicle electrical connections not functioning correctly. | | X | | |
| | | | Trailer brake lights not working at all. | | | | X |
| 4.11. Electrical wiring | Visual inspection including inside the engine compartment (if applicable) | (a) | Wiring insecure or not adequately secured. | X | | | |
| | | | Fixings loose, touching sharp edges, connectors likely to be disconnected. | | X | | |
| | | | Wiring likely to touch hot parts, rotating parts or ground, connectors disconnected (relevant parts for braking, steering). | | | | X |
| | | (b) | Wiring slightly deteriorated. | X | | | |
| | | | Wiring heavily deteriorated. | | X | | |
| | | | Wiring extreme deteriorated (relevant parts for braking, steering). | | | | X |
| | | (c) | Damaged or deteriorated insulation. | X | | | |
| | | | Likely to cause a short-circuit fault. | | X | | |
| | | | Imminent risk of fire, formation of sparks. | | | | X |
| 4.12. Non-obligatory lamps and retro-reflectors (X) [2] | Visual inspection and by operation | (a) | A lamp/retro-reflector fitted not in accordance with the requirements [1]. | X | | | |
| | | | Emitting/reflecting red light to the front or white light to the rear. | | X | | |
| | | (b) | Lamp operation not in accordance with the requirements [1]. | X | | | |
| | | | Number of headlights simultaneous operating exceeding permitted light brightness; emitting red light to the front or white light to the rear. | | X | | |
| | | (c) | Lamp/retro-reflector not securely attached. | X | | | |
| | | | Very serious risk of falling off. | | X | | |
| 4.13. Battery(ies) | Visual inspection | (a) | Insecure. | X | | | |
| | | | Not properly attached; likely to cause a short-circuit fault. | | X | | |
| | | (b) | Leaking. | X | | | |
| | | | Loss of hazardous substances. | | X | | |
| | | (c) | Defective switch (if required). | | X | | |
| | | (d) | Defective fuses (if required). | | X | | |
| | | (e) | Inappropriate ventilation (if required). | | X | | |
| 5.<br>AXLES, WHEELS, TYRES AND SUSPENSION<br>5.1.<br>Axles | | | | | | | |
| 5.1.1. Axles (+ E) | Visual inspection using wheel play detectors if available | (a) | Axle fractured or deformed. | | | | X |
| | | (b) | Insecure fixing to vehicle. | | X | | |
| | | | Stability impaired, functionality affected: extensive movement relative to its fixtures. | | | | X |
| | | (c) | Unsafe modification [3]. | | X | | |
| | | | Stability impaired, functionality affected, insufficient clearance to other vehicle parts or to the ground. | | | | X |
| 5.1.2. Stub axles | Visual inspection | (a) | Stub axle fractured. | | | | X |

| | | | | | | |
|---|---|---|---|---|---|---|
| (+ E) | using wheel play detectors if available. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle | (b) | Excessive wear in the swivel pin and/or bushes. | | X | |
| | | | Likelihood of loosening; directional stability impaired. | | | X |
| | | (c) | Excessive movement between stub axle and axle beam. | | X | |
| | | | Likelihood of loosening; directional stability impaired. | | | X |
| | | (d) | Stub axle pin loose in axle. | | X | |
| | | | Likelihood of loosening; directional stability impaired. | | | X |
| 5.1.3. Wheel bearings (+ E) | Visual inspection using. wheel play detectors if available. Rock the wheel or apply a lateral force to each wheel and note the amount of upward movement of the wheel relative to the stub axle. | (a) | Excessive play in a wheel bearing. | | X | |
| | | | Directional stability impaired; danger of demolishment. | | | X |
| | | (b) | Wheel bearing too tight, jammed. | | X | |
| | | | Danger of overheating; danger of demolishment. | | | X |
| 5.2. Wheels and tyres | | | | | | |
| 5.2.1. Road wheel hub | Visual inspection | (a) | Any wheel nuts or studs missing or loose. | | X | |
| | | | Missing fixing or loose to an extent which very seriously affects road safety. | | | X |
| | | (b) | Hub worn or damaged. | | X | |
| | | | Hub worn or damaged in such a way that secure fixing of wheels is affected. | | | X |
| 5.2.2. Wheels | Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist | (a) | Any fracture or welding defect. | | | X |
| | | (b) | Tyre retaining rings not properly fitted. | | X | |
| | | | Likely to come off. | | | X |
| | | (c) | Wheel badly distorted or worn. | | X | |
| | | | Secure fixing to hub affected; secure fixing of tyre affected. | | | X |
| | | (d) | Wheel size, technical design, compatibility or type not in accordance with the requirements [1] and affecting road safety. | | X | |
| 5.2.3. Tyres | Visual inspection of the entire tyre by rolling the vehicle backwards and forwards | (a) | Tyre size, load capacity, approval mark or speed rating category not in accordance with the requirements [1] and affecting road safety. | | X | |
| | | | Insufficient load capacity or speed rating category for actual use; tyre touches other fixed vehicle parts impairing safe driving. | | | X |
| | | (b) | Tyres on same axle or on twin wheels of different sizes. | | X | |
| | | (c) | Tyres on same axle of different construction (radial/cross-ply). | | X | |
| | | (d) | Any serious damage or cut to tyre. | | X | |
| | | | Cord visible or damaged. | | | X |
| | | (e) | Tyre tread wear indicator becomes exposed. | | X | |
| | | | Tyre tread depth not in accordance with the requirements [1]. | | | X |
| | | (f) | Tyre rubbing against other components (flexible anti spray devices). | X | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | Tyre rubbing against other components (safe driving not impaired). | | X | |
| | | (g) | Re-grooved tyres not in accordance with requirements [1]. | | X | |
| | | | Cord protection layer affected. | | | X |
| 5.3.<br>Suspension system | | | | | | |
| 5.3.1. Springs and stabilizer (+ E) | Visual inspection using wheel play detectors if available | (a) | Insecure attachment of springs to chassis or axle. | | X | |
| | | | Relative movement visible, fixings very seriously loose. | | | X |
| | | (b) | A damaged or fractured spring component. | | X | |
| | | | Main spring (-leaf), or additional leafs very seriously affected. | | | X |
| | | (c) | Spring missing. | | X | |
| | | | Main spring (-leaf), or additional leafs very seriously affected. | | | X |
| | | (d) | Unsafe modification [3]. | | X | |
| | | | Insufficient clearance to other vehicle parts; spring system inoperative. | | | X |
| 5.3.2. Shock absorbers | Visual inspection | (a) | Insecure attachment of shock absorbers to chassis or axle. | X | | |
| | | | Shock absorber loose. | | X | |
| | | (b) | Damaged shock absorber showing signs of severe leakage or malfunction. | | X | |
| | | (c) | Shock absorber missing. | | X | |
| 5.3.3. Torque tubes, radius arms, wishbones and suspension arms (+ E) | Visual inspection using wheel play detectors if available | (a) | Insecure attachment of component to chassis or axle. | | X | |
| | | | Likelihood of loosening; directional stability impaired. | | | X |
| | | (b) | A damaged or excessively corroded component. | | X | |
| | | | Stability of component affected or component fractured. | | | X |
| | | (c) | Unsafe modification [3]. | | X | |
| | | | Insufficient clearance to other vehicle parts; system inoperative. | | | X |
| 5.3.4. Suspension joints (+ E) | Visual inspection using wheel play detectors if available | (a) | Excessive wear in swivel pin and/or bushes or at suspension joints. | | X | |
| | | | Likelihood of loosening; directional stability impaired. | | | X |
| | | (b) | Dust cover severely deteriorated. | X | | |
| | | | Dust cover missing or fractured. | | X | |
| 5.3.5. Air Suspension | Visual inspection | (a) | System inoperable. | | | X |
| | | (b) | Any component damaged, modified or deteriorated in a way that would adversely affect the functioning of the system. | | X | |
| | | | Functioning of system seriously affected. | | | X |
| | | (c) | Audible system leakage. | | X | |
| | | (d) | Unsafe modification. | | X | |
| 6.<br>CHASSIS AND CHASSIS ATTACHMENTS<br>6.1.<br>Chassis or frame and attachments | | | | | | |
| 6.1.1. General condition | Visual inspection | (a) | Slight fracture or deformation of any side or cross-member. | | X | |
| | | | Serious fracture or deformation of any side or cross-member. | | | X |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | (b) | Insecurity of strengthening plates or fastenings. | | X | |
| | | | Majority of fastenings loose; insufficient strength of parts. | | | X |
| | | (c) | Excessive corrosion which affects the rigidity of the assembly. | | X | |
| | | | Insufficient strength of parts. | | | X |
| 6.1.2. Exhaust pipes and silencers | Visual inspection | (a) | Insecure or leaking exhaust system. | | X | |
| | | (b) | Fumes entering cab or passengers compartment. | | X | |
| | | | Danger to health of persons on board. | | | X |
| 6.1.3. Fuel tank and pipes (including heating fuel tank and pipes) | Visual inspection, use of leak detecting devices in the case of LPG/CNG/LNG systems | (a) | Insecure tank or pipes, creating particular risk of fire. | | | X |
| | | (b) | Leaking fuel or missing or ineffective filler cap. | | X | |
| | | | Risk of fire; excessive loss of hazardous material | | | X |
| | | (c) | Chafed pipes. | X | | |
| | | | Damaged pipes. | | X | |
| | | (d) | Fuel stopcock (if required) not operating correctly. | | X | |
| | | (e) | Fire risk due to:<br>— leaking fuel;<br>— fuel tank or exhaust not properly shielded;<br>— engine compartment condition. | | | X |
| | | (f) | LPG/CNG/LNG or hydrogen system not in accordance with requirements; any part of the system defective [1]. | | | X |
| 6.1.4. Bumpers, lateral protection and rear underrun devices | Visual inspection | (a) | Looseness or damage likely to cause injury when grazed or contacted. | | X | |
| | | | Parts likely to fall off; functionality heavily affected. | | | X |
| | | (b) | Device obviously not in compliance with the requirements [1]. | | X | |
| 6.1.5. Spare wheel carrier (if fitted) | Visual inspection | (a) | Carrier not in proper condition. | X | | |
| | | (b) | Carrier fractured or insecure. | | X | |
| | | (c) | A spare wheel not securely fixed in carrier. | | X | |
| | | | Very serious risk of falling off. | | | X |
| 6.1.6. Mechanical coupling and towing device (+ E) | Visual inspection for wear and correct operation with special attention to any safety device fitted and/or use of measuring gauge. | (a) | Component damaged, defective or cracked (if not in use). | | X | |
| | | | Component damaged, defective or cracked (if in use) | | | X |
| | | (b) | Excessive wear in a component. | | X | |
| | | | Below wear limit. | | | X |
| | | (c) | Attachment defective. | | X | |
| | | | Any attachment loose with a very serious risk of falling off. | | | X |
| | | (d) | Any safety device missing or not operating correctly. | | X | |
| | | (e) | Any coupling indicator not working. | | X | |
| | | (f) | Obstruct registration plate or any lamp (when not in use). | X | | |
| | | | Registration plate not readable (when not in use). | | X | |
| | | (g) | Unsafe modification [3] (secondary parts). | | X | |
| | | | Unsafe modification [3] (primary | | | X |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | parts). | | | |
| | | (h) | Coupling too weak or incompatible, or coupling device not in accordance with requirements. | | | X |
| 6.1.7. Transmission | Visual inspection | (a) | Loose or missing securing bolts. | | X | |
| | | | Loose or missing securing bolts to such an extent that road safety is seriously endangered. | | | X |
| | | (b) | Excessive wear in transmission shaft bearings. | | X | |
| | | | Very serious risk of loosening or cracking. | | | X |
| | | (c) | Excessive wear in universal joints or transmission chains/belts. | | X | |
| | | | Very serious risk of loosening or cracking. | | | X |
| | | (d) | Deteriorated flexible couplings. | | X | |
| | | | Very serious risk of loosening or cracking. | | | X |
| | | (e) | A damaged or bent shaft. | | X | |
| | | (f) | Bearing housing fractured or insecure. | | X | |
| | | | Very serious risk of loosening or cracking. | | | X |
| | | (g) | Dust cover severely deteriorated. | X | | |
| | | | Dust cover missing or fractured. | | X | |
| | | (h) | Illegal power-train modification. | | X | |
| 6.1.8. Engine mountings | Visual inspection | Deteriorated, obviously and severely damaged mountings | | | X | |
| | | Loose or fractured mountings. | | | | X |
| 6.1.9. Engine performance (X) [2] | Visual inspection and/or using electronic interface | (a) | Control unit modified affecting safety and/or the environment. | | X | |
| | | (b) | Engine modification affecting safety and/or the environment. | | | X |
| 6.2. Cab and bodywork | | | | | | |
| 6.2.1. Condition | Visual inspection | (a) | A loose or damaged panel or part likely to cause injury. | | X | |
| | | | Likely to fall off. | | | X |
| | | (b) | Insecure body pillar. | | X | |
| | | | Stability impaired. | | | X |
| | | (c) | Permitting entry of engine or exhaust fumes. | | X | |
| | | | Danger to health of persons on board. | | | X |
| | | (d) | Unsafe modification [3]. | | X | |
| | | | Insufficient clearance to rotating or moving parts and road. | | | X |
| 6.2.2. Mounting | Visual inspection | (a) | Body or cab insecure. | | X | |
| | | | Stability affected. | | | X |
| | | (b) | Body/cab obviously not located squarely on chassis. | | X | |
| | | (c) | Insecure or missing fixing of body/cab to chassis or cross-members and if symmetrical. | | X | |
| | | | Insecure or missing fixing of body/cab to chassis or cross-members to such an extent that road safety is very seriously endangered. | | | X |
| | | (d) | Excessive corrosion at fixing points on integral bodies. | | X | |
| | | | Stability impaired. | | | X |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6.2.3. Doors and door catches | Visual inspection | (a) | A door will not open or close properly. | | X | |
| | | (b) | A door likely to open inadvertently or one that will not remain closed (sliding doors). | | X | |
| | | | A door likely to open inadvertently or one that will not remain closed (turning doors). | | | X |
| | | (c) | Door, hinges, catches or pillar deteriorated. | X | | |
| | | | Door, hinges, catches or pillar missing or loose. | | X | |
| 6.2.4. Floor | Visual inspection | Floor insecure or badly deteriorated. | | | X | |
| | | Insufficient stability. | | | | X |
| 6.2.5. Driver's seat | Visual inspection | (a) | Seat with defective structure. | | X | |
| | | | Loose seat. | | | X |
| | | (b) | Adjustment mechanism not functioning correctly. | | X | |
| | | | Seat moving or backrest not fixable. | | | X |
| 6.2.6. Other seats | Visual inspection | (a) | Seats in defective condition or insecure (secondary parts). | X | | |
| | | | Seats in defective condition or insecure (main parts). | | X | |
| | | (b) | Seats not fitted in accordance with requirements [1]. | X | | |
| | | | Permitted number of seats exceeded; positioning not in compliance with approval. | | X | |
| 6.2.7. Driving controls | Visual inspection and by operation | Any control necessary for the safe operation of the vehicle not functioning correctly. | | | X | |
| | | Safe operation affected. | | | | X |
| 6.2.8. Cab steps | Visual inspection | (a) | Step or step rung insecure. | X | | |
| | | | Insufficient stability. | | X | |
| | | (b) | Step or rung in a condition likely to cause injury to users. | | X | |
| 6.2.9. Other interior and exterior fittings and equipment | Visual inspection | (a) | Attachment of other fitting or equipment defective. | | X | |
| | | (b) | Other fitting or equipment not in accordance with the requirements [1]. | X | | |
| | | | Parts fitted likely to cause injuries; safe operation affected. | | X | |
| | | (c) | Leaking hydraulic equipment. | X | | |
| | | | Extensive loss of hazardous material. | | X | |
| 6.2.10. Mudguards (wings), spray suppression devices | Visual inspection | (a) | Missing, loose or badly corroded. | X | | |
| | | | Likely to cause injuries; likely to fall off. | | X | |
| | | (b) | Insufficient clearance to tyre/wheel (spray suppression). | X | | |
| | | | Insufficient clearance to tyre/wheel (mudguards). | | X | |
| | | (c) | Not in accordance with the requirements [1]. | X | | |
| | | | Insufficient coverage of tread. | | X | |
| 7.<br>OTHER EQUIPMENT<br>7.1.<br>Safety-belts/buckles and restraint systems | | | | | | |
| 7.1.1. Security of safety-belts/buckles mounting | Visual inspection | (a) | Anchorage point badly deteriorated. | | X | |
| | | | Stability affected. | | | X |
| | | (b) | Anchorage loose. | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7.1.2. Condition of safety-belts/buckles. | Visual inspection and by operation | (a) | Mandatory safety-belt missing or not fitted. | | X | |
| | | (b) | Safety-belt damaged. | X | | |
| | | | Any cut or sign of overstretching. | | X | |
| | | (c) | Safety-belt not in accordance with the requirements [1]. | | X | |
| | | (d) | Safety-belt buckle damaged or not functioning correctly. | | X | |
| | | (e) | Safety-belt retractor damaged or not functioning correctly. | | X | |
| 7.1.3. Safety belt Load limiter | Visual inspection, and/or using electronic interface | (a) | Load limiter obviously missing or not suitable with the vehicle. | | X | |
| | | (b) | System indicates failure via the electronic vehicle interface. | | X | |
| 7.1.4. Safety belt Pre-tensioners | Visual inspection, and/or using electronic interface | (a) | Pre-tensioner obviously missing or not suitable with the vehicle. | | X | |
| | | (b) | System indicates failure via the electronic vehicle interface. | | X | |
| 7.1.5. Airbag | Visual inspection, and/or using electronic interface | (a) | Airbags obviously missing or not suitable with the vehicle. | | X | |
| | | (b) | System indicates failure via the electronic vehicle interface. | | X | |
| | | (c) | Airbag obviously non-operative | | X | |
| 7.1.6. SRS Systems | Visual inspection of MIL, and/or using electronic interface | (a) | SRS MIL indicates any kind of failure of the system | | X | |
| | | (b) | System indicates failure via the electronic vehicle interface. | | X | |
| 7.2. Fire extinguisher (X) [2] | Visual inspection | (a) | Missing. | | X | |
| | | (b) | Not in accordance with the requirements [1]. | X | | |
| | | | If required (e.g. taxi, busses, coaches, etc.). | | X | |
| 7.3. Locks and anti-theft device | Visual inspection and by operation | (a) | Device not functioning to prevent vehicle being driven. | X | | |
| | | (b) | Defective. | | X | |
| | | | Inadvertently locking or blocking. | | | X |
| 7.4. Warning triangle (if required) (X) [2] | Visual inspection | (a) | Missing or incomplete. | X | | |
| | | (b) | Not in accordance with the requirements [1]. | X | | |
| 7.5. First aid kit. (if required) (X) [2] | Visual inspection | Missing, incomplete or not in accordance with the requirements [1]. | | X | | |
| 7.6. Wheel chocks (wedges) (if required) (X) [2] | Visual inspection | Missing or not in good condition; insufficient stability or dimension. | | | X | |
| 7.7. Audible warning device | Visual inspection and by operation | (a) | Not working properly. | X | | |
| | | | Not working at all. | | X | |
| | | (b) | Control insecure. | X | | |
| | | (c) | Not in accordance with the requirements [1]. | X | | |
| | | | Emitted sound likely to be confused with official sirens. | | X | |
| 7.8. Speedometer | Visual inspection or by operation during road test or by electronic means | (a) | Not fitted in accordance with the requirements [1]. | X | | |
| | | | Missing (if required). | | X | |
| | | (b) | Operation impaired. | X | | |
| | | | Not operational at all. | | X | |
| | | (c) | Not capable of being sufficient illuminated. | X | | |
| | | | Not capable of being illuminated at all. | | X | |
| 7.9. Tachograph (if fitted/required) | Visual inspection | (a) | Not fitted in accordance with the requirements [1]. | | X | |
| | | (b) | Not operational. | | X | |
| | | (c) | Defective or missing seals. | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | (d) | Installation plaque missing, illegible or out of date. | | X | |
| | | (e) | Obvious tampering or manipulation. | | X | |
| | | (f) | Size of tyres not compatible with calibration parameters. | | X | |
| 7.10. Speed limitation device (if fitted/required) (+ E) | Visual inspection and by operation if equipment available | (a) | Not fitted in accordance with the requirements [1]. | | X | |
| | | (b) | Obviously not operational. | | X | |
| | | (c) | Incorrect set speed (if checked). | | X | |
| | | (d) | Defective or missing seals. | | X | |
| | | (e) | Plaque missing or illegible. | | X | |
| | | (f) | Size of tyres not compatible with calibration parameters. | | X | |
| 7.11. Odometer if available (X) [2] | Visual inspection, and/or using electronic interface | (a) | Obviously manipulated (fraud) to reduce or misrepresent the vehicle's distance record. | | X | |
| | | (b) | Obviously inoperative. | | X | |
| 7.12. Electronic Stability Control (ESC) if fitted/required (X) [2] | Visual inspection, and/or using electronic interface | (a) | Wheel speed sensors missing or damaged. | | X | |
| | | (b) | Wirings damaged. | | X | |
| | | (c) | Other components missing or damaged. | | X | |
| | | (d) | Switch damaged or not functioning correctly. | | X | |
| | | (e) | ESC MIL indicates any kind of failure of the system. | | X | |
| | | (f) | System indicates failure via the electronic vehicle interface. | | X | |
| 8.<br>NUISANCE<br>8.1.<br>Noise | | | | | | |
| 8.1.1. Noise suppression system (+ E) | Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a measurement of noise emitted by stationary vehicle using a sound level meter may be conducted) | (a) | Noise levels in excess of those permitted in the requirements [1]. | | X | |
| | | (b) | Any part of the noise suppression system loose, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels. | | X | |
| | | | Very serious risk of falling off. | | | X |
| 8.2.<br>Exhaust emissions<br>8.2.1.<br>Positive ignition engine emissions | | | | | | |
| 8.2.1.1. Exhaust emissions control equipment | Visual inspection | (a) | Emission control equipment fitted by the manufacturer absent, modified or obviously defective. | | X | |
| | | (b) | Leaks which would affect emission measurements. | | X | |
| | | (c) | MIL does not follow correct sequence. | | X | |
| 8.2.1.2. Gaseous emissions (E) | — For vehicles up to emission classes Euro 5 and Euro V (7): measurement using an exhaust gas analyser in accordance with the requirements [1] or reading of OBD. Tailpipe testing shall be the default | (a) | Either gaseous emissions exceed the specific levels given by the manufacturer. | | X | |
| | | (b) | Or, if this information is not available, the CO emissions exceed,<br>(i) for vehicles not controlled by an advanced emission control system,<br>— 4,5 %, or<br>— 3,5 %<br>according to the date of first | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | method of exhaust emission assessment. On the basis of an assessment of equivalence, and by taking into account the relevant type-approval legislation, Member States may authorise the use of OBD in accordance with the manufacturer's recommendations and other requirements.<br>— For vehicles as of emission classes Euro 6 and Euro VI [8]: measurement using an exhaust gas analyser in accordance with the requirements [1] or reading of OBD in accordance with the manufacturer's recommendations and other requirements [1]. Measurements not applicable for two-stroke engines. Alternatively, measurement using remote sensing equipment and confirmed by standard test methods. | | registration or use specified in requirements [1];<br>(ii) for vehicles controlled by an advanced emission control system, at engine idle:<br>— 0,5 %,<br>— at high idle: 0,3 %,<br>or<br>— at engine idle: 0,3 % [7],<br>— at high idle: 0,2 %,<br>according to the date of first registration or use specified in requirements [1]. | | | |
| | | (c) | Lambda coefficient outside the range 1 ± 0,03 or not in accordance with the manufacturer's specification. | | X | |
| | | (d) | OBD readout indicating significant malfunction. | | X | |
| | | (e) | Remote sensing measurement showing significant non-compliance. | | X | |
| 8.2.2.<br>Compression ignition engine emissions | | | | | | |
| 8.2.2.1. Exhaust emission control equipment | Visual inspection | (a) | Emission control equipment fitted by the manufacturer absent or obviously defective. | | X | |
| | | (b) | Leaks which would affect emission measurements. | | X | |
| | | (c) | MIL does not follow correct sequence. | | X | |
| | | (d) | Insufficient reagent, if applicable. | | X | |
| 8.2.2.2. Opacity<br>Vehicles registered or put into service before 1 January 1980 are exempted from this requirement | — For vehicles up to emission classes Euro 5 and Euro V [7]: 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 or reading of OBD. The tailpipe testing shall be the default method of exhaust emission assessment. On the | (a) | For vehicles registered or put into service for the first time after the date specified in requirements [1], | | | |
| | | | opacity exceeds the level recorded on the manufacturer's plate on the vehicle; | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | basis of an assessment of equivalence, Member States may authorise the use of OBD in accordance with the manufacturer's recommendations and other requirements.<br>— For vehicles as of emission classes Euro 6 and Euro VI ([8]): 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 or reading of OBD in accordance with the manufacturer's recommendations and other requirements [1]. | | | | | |
| | Vehicle preconditioning:<br>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. | (b) | Where this information is not available or requirements [1] do not allow the use of reference values,<br>— for naturally aspirated engines: 2,5 $m^{-1}$,<br>— for turbo-charged engines: 3,0 $m^{-1}$,<br>or, for vehicles identified in requirements [1] or first registered or put into service for the first time after the date specified in requirements [1]:<br>1,5 $m^{-1}$ ([10])<br>or<br>0,7 $m^{-1}$ ([8]) | | X | |
| | 2. Precondition requirements:<br>(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 the vehicle configuration, this measurement | | | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | is impractical, the engine's normal operating temperature may be established by other means, for example by the operation of the engine cooling fan.<br>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method. | | | | | |
| | Test procedure:<br>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.<br>2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump.<br>3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or, if this data is not available, then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of categories $M_2$, $M_3$, $N_2$ and $N_3$, should be at least two seconds.<br>4. Vehicles shall only | (c) | Remote sensing measurement showing significant non-compliance. | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the measurements. Member States may limit the number of test cycles.<br>5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after fewer than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after fewer than three free acceleration cycles or after the purging cycles. Alternatively, measurement using remote sensing equipment and confirmed by standard test methods | | | | | |
| 8.4.<br>Other items related to the environment | | | | | | |
| 8.4.1. Fluid leaks | | | Any excessive fluid leak, other than water, likely to harm the environment or to pose a risk to the safety of other road users. | | X | |
| | | | Steady formation of drops that constitutes a very serious risk. | | | X |
| 9.<br>SUPPLEMENTARY TESTS FOR PASSENGER CARRYING VEHICLES OF CATEGORIES $M_2$, $M_3$<br>9.1.<br>Doors | | | | | | |
| 9.1.1. Entrance and exit doors | Visual inspection and by operation | (a) | Defective operation. | | X | |
| | | (b) | Deteriorated condition. | X | | |
| | | | Likely to cause injuries. | | X | |
| | | (c) | Defective emergency control. | | X | |
| | | (d) | Remote control of doors or warning devices defective. | | X | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 9.1.2. Emergency exits | Visual inspection and by operation (where appropriate) | (a) | Defective operation. | | X | |
| | | (b) | Emergency exits signs illegible. | X | | |
| | | | Emergency exits signs missing. | | X | |
| | | (c) | Missing hammer to break glass. | X | | |
| | | (d) | Access blocked. | | X | |
| 9.2. Demisting and defrosting system (X) [2] | Visual inspection and by operation | (a) | Not operating correctly. | X | | |
| | | | Affecting safe operation of the vehicle. | | X | |
| | | (b) | Emission of toxic or exhaust gases into driver's or passenger compartment. | | X | |
| | | | Danger to health of persons on board. | | | X |
| | | (c) | Defective defrosting (if compulsory). | | X | |
| 9.3. Ventilation and heating system (X) [2] | Visual inspection and by operation | (a) | Defective operation. | X | | |
| | | | Risk to health of persons on board. | | X | |
| | | (b) | Emission of toxic or exhaust gases into driver's or passenger compartment. | | X | |
| | | | Danger to health of persons on board. | | | X |
| 9.4. Seats | | | | | | |
| 9.4.1. Passenger seats (including seats for accompanying personnel and child restraint systems when applicable) | Visual inspection | Folding seats (if allowed) not working automatically. | | X | | |
| | | Blocking an emergency exit. | | | X | |
| 9.4.2. Driver's seat (additional requirements) | Visual inspection | (a) | Defective special devices such as anti-glare shield. | X | | |
| | | | Field of vision impaired. | | X | |
| | | (b) | Protection for driver insecure. | X | | |
| | | | Likely to cause injuries. | | X | |
| 9.5. Interior lighting and destination devices (X) [2] | Visual inspection and by operation | Device defective. | | X | | |
| | | Not operational at all. | | | X | |
| 9.6. Gangways, standing areas | Visual inspection | (a) | Insecure floor. | | X | |
| | | | Stability affected. | | | X |
| | | (b) | Defective rails or grab handles. | X | | |
| | | | Insecure or un-useable. | | X | |
| 9.7. Stairs and steps | Visual inspection and by operation (where appropriate) | (a) | Deteriorated condition. | X | | |
| | | | Damaged condition. | | X | |
| | | | Stability affected. | | | X |
| | | (b) | Retractable steps not operating correctly. | | X | |
| 9.8. Passenger communication system (X) [2] | Visual inspection and by operation. | Defective system. | | X | | |
| | | Not operational at all. | | | X | |
| 9.9. Notices (X) [2] | Visual inspection | (a) | Missing, erroneous or illegible notice. | X | | |
| | | | False information. | | X | |
| 9.10. Requirements regarding the transportation of children (X) [2] | | | | | | |
| 9.10.1. Doors | Visual inspection | Protection of doors not in accordance with the requirements [1]. regarding this form of transport. | | | X | |
| 9.10.2. Signalling and special equipment | Visual inspection | Signalling or special equipment absent. | | X | | |
| 9.11. Requirements regarding the transportation of persons with reduced mobility(X) [2] | | | | | | |
| 9.11.1. Doors, ramps and lifts | Visual inspection and operation | (a) | Defective operation. | X | | |
| | | | Safe operation affected. | | X | |
| | | (b) | Deteriorated condition. | X | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | Stability affected; likely to cause injuries. | | X | |
| | | (c) | Defective control(s). | X | | |
| | | | Safe operation affected. | | X | |
| | | (d) | Defective warning device(s). | X | | |
| | | | Not operating at all. | | X | |
| 9.11.2. Wheelchair restraint system | Visual inspection and by operation if appropriate | (a) | Defective operation. | X | | |
| | | | Safe operation affected. | | X | |
| | | (b) | Deteriorated condition. | X | | |
| | | | Stability affected; likely to cause injuries. | | X | |
| | | (c) | Defective control(s). | X | | |
| | | | Safe operation affected. | | X | |
| 9.11.3. Signalling and special equipment | Visual inspection | Signalling or special equipment absent. | | | X | |

([1]) The brake percentage efficiency is calculated by dividing the total brake effort achieved when the brake is applied by the vehicle weight or, in the case of a semi-trailer, the sum of the axle loads and then multiplying the result by 100.

([2]) The vehicle categories which are outside the scope of this Directive are included for guidance.

([3]) 48 % for vehicles not fitted with ABS or type approved before 1 October 1991.

([4]) 45 % for vehicles registered after 1988 or from the date specified in requirements, whichever is the later.

([5]) 43 % for semi-trailers and draw-bar trailers registered after 1988 or from the date in requirements, whichever is the later.

([6]) 2,2 $m/s^2$ for $N_1$, $N_2$ and $N_3$ vehicles.

([7]) Type-approved in accordance with Directive 70/220/EEC, Regulation (EC) No 715/2007, Annex I, Table 1 (Euro 5), Directive 88/77/EEC and Directive 2005/55/EC.

([8]) Type-approved in accordance with Regulation (EC) No 715/2007, Annex I, Table 2 (Euro 6) and Regulation (EC) No 595/2009 (Euro VI).

([9]) Type approved according to Regulation (EC) No 715/2007 Annex I Table 2 (Euro 6) and Regulation (EC) No 595/2009 (Euro VI).

([10]) Type-approved in accordance with limits in row B, Section 5.3.1.4 of Annex I to Directive 70/220/EEC; row B1, B2 or C, Section 6.2.1 of Annex I

to Directive 88/77/EEC or first registered or put into service after 1 July 2008.

Notes:
1 'Requirements' are laid down by type-approval at the date of approval, first registration or first entry into service, as well as by retrofitting obligations or by national legislation in the country of registration. These reasons for failure apply only when compliance with requirements has been checked.

2 (X) identifies items which relate to the condition of the vehicle and its suitability for use on the road but which are not considered essential in a roadworthiness examination.

3 Unsafe modification means a modification that adversely affects the road safety of the vehicle or has a disproportionately adverse effect on the environment.

E - For testing of this item, equipment is required.".

(12) After Schedule 2 insert-

"**SCHEDULE 3**

I. Principles of cargo securing

1. Cargo securing shall withstand the following forces resulting from accelerations/decelerations of the vehicle-

- in driving direction: 0,8 times the weight of the cargo; and

- in lateral direction: 0,5 times the weight of the cargo; and

- against driving direction: 0,5 times the weight of the cargo;

- and in general shall prevent tilting or tipping of cargo.

2. The distribution of cargo shall take into account the maximum authorised axle loads as well as the necessary minimum axle loads within the limits of the maximum authorised mass of the vehicle, in line with the legal provisions on weights and dimensions of vehicles.

3. During the securing of cargo, the applicable requirements regarding the strength of certain vehicle components, such as the headboard, sideboard, endbords, stanchions or lashing points, shall be taken into account when those components are used for the cargo securing.

4. For the securing of cargo, one or more or a combination of the following restraining methods may be used-

- locking;

- blocking (local/overall);

- direct lashing;

- top-over lashing.

5. Applicable standards:

| Standard | Subject |
|---|---|
| — EN 12195-1 | Calculation of lashing forces |
| — EN 12640 | Lashing points |

| | |
|---|---|
| — EN 12642 | Strength of vehicle body structure |
| — EN 12195-2 | Web lashings made from man-made fibres |
| — EN 12195-3 | Lashing chains |
| — EN 12195-4 | Lashing steel wire ropes |
| — ISO 1161, ISO 1496 | ISO container |
| — EN 283 | Swap bodies |
| — EN 12641 | Tarpaulins |
| — EUMOS 40511 | Poles — Stanchions |
| — EUMOS 40509 | Transport Packaging |

II. Inspection of the Securing of Cargo

1.Classification of defects

Defects shall be classified in one of the following defects groups-

- Minor defect: a minor defect exists when the load has been properly secured but a safety advice might be appropriate.

- Major defect: a major defect exists when the load has not been sufficiently secured and a significant shifting or overturning of the load or parts thereof is possible.

- Dangerous defect: a dangerous defect exists when traffic safety is directly endangered due to a risk of loss of cargo or parts thereof or a hazard deriving directly from the cargo or an immediate endangering of persons.

Where several defects are present, the transport is classified in the highest defect group. If, in the event that there are several defects, as the effects based on the combination of those defects are expected to reinforce one another, the transport shall be classified in the next higher defect level.

2. Methods of inspection

The method of inspection is a visual assessment of the proper use of appropriate measures in the amount necessary to secure cargo and/or measurement of tension forces, calculation of securing efficiency and checking of certificates where appropriate.

3. Assessment of defects

Table 1 sets out rules that may be applied during a cargo securing inspection to determine whether the condition of the transport is acceptable.

The categorisation of the defects shall be determined on the basis of the classifications set out in Section 1 of this chapter, on a case-by-case basis.

The values stated in Table 1 are of an indicative nature and shall be seen as a guideline for determining the category of a given defect in light of the specific circumstances - depending in particular on the nature of the cargo and the discretion of the inspector.

In the case of a transport falling within the scope of Council Directive 95/50/EC (1), more specific requirements may apply.

**Table 1**

| Item | Defects | Defects assessment | | |
|---|---|---|---|---|
| | | Minor | Major | Dangerous |
| A | Transport packaging does not allow proper load securing. | At discretion of inspector | | |
| B | One or more load units are not properly positioned. | At discretion of inspector | | |
| C | The vehicle is not suitable for the loaded cargo (defect other than those listed under item 10). | At discretion of inspector | | |
| D | Obvious defects of the vehicle superstructure (defect other than those listed under item 10). | At discretion of inspector | | |
| 10 | Suitability of the vehicle | | | |
| 10.1. | Front wall (if used for the securing of cargo) | | | |
| 10.1.1. | Part-weakening rust damage or deformations | | x | |
| | Part cracked risking the integrity of the cargo compartment | | | x |
| 10.1.2. | Insufficient strength (certificate or label if applicable) | | x | |
| | Insufficient height relevant to cargo carried | | | x |
| 10.2. | Board walls (if used for the securing of cargo) | | | |
| 10.2.1. | Part-weakening rust damage, deformations, insufficient condition of hinges or catches | | x | |
| | Part cracked; hinges or catches missing or inoperative | | | x |
| 10.2.2. | Stayer insufficient strength (certificate or label if applicable) | | x | |
| | Insufficient height relevant to cargo carried | | | x |
| 10.2.3. | Board wall planks, insufficient condition | | x | |
| | Part cracked | | | x |
| 10.3. | Rear wall (if used for the securing of cargo) | | | |
| 10.3.1. | Part-weakening rust damage, deformations, insufficient condition of hinges or catches | | x | |

| | | | | |
|---|---|---|---|---|
| | Part cracked; hinges or catches missing or inoperative | | | x |
| 10.3.2. | Insufficient strength (certificate or label if applicable) | | x | |
| | Insufficient height relevant to cargo carried | | | x |
| 10.4. | Stanchions (if used for the securing of cargo) | | | |
| 10.4.1. | Part-weakening rust damage, deformations or insufficient attachment to vehicle | | x | |
| | Part cracked; attachment to vehicle instable | | | x |
| 10.4.2. | Insufficient strength or design | | x | |
| | Insufficient height relevant to cargo carried | | | x |
| 10.5. | Lashing points (if used for the securing of cargo) | | | |
| 10.5.1. | Insufficient condition or design | | x | |
| | Not capable of bearing required lashing forces | | | x |
| 10.5.2. | Insufficient number | | x | |
| | Insufficient number for bearing required lashing forces | | | x |
| 10.6. | Required special structures (if used for the securing of cargo) | | | |
| 10.6.1. | Insufficient condition, damaged | | x | |
| | Part cracked; not able to bear restraint forces | | | x |
| 10.6.2. | Not suitable for transported cargo | | x | |
| | Missing | | | x |
| 10.7. | Floor (if used for the securing of cargo) | | | |
| 10.7.1. | Insufficient condition, damaged | | x | |
| | Part cracked; not able to bear cargo | | | x |
| 10.7.2. | Insufficient load rating | | x | |
| | Not able to bear cargo | | | x |
| 20. | Restraining methods | | | |
| 20.1. | Locking, blocking and direct lashing | | | |
| 20.1.1. | Direct attachment of the load (blocking) | | | |
| 20.1.1.1. | Distance forward to the front wall, if used for direct securing of cargo, too great | | x | |
| | More than 15 cm and danger of penetrating the wall | | | x |
| 20.1.1.2. | Lateral distance to the board wall, if used for direct securing of cargo, too great | | x | |
| | More than 15 cm and danger of penetrating the wall | | | x |
| 20.1.1.3. | Distance backwards to the rear board wall, if used for direct securing of cargo, too great | | x | |
| | More than 15 cm and danger of penetrating the wall | | | x |
| 20.1.2. | Securing devices such as lashing rails, blocking beams, battens and wedges to the front, to the sides and to the rear | | | |
| 20.1.2.1. | Improper attachment to vehicle | x | | |
| | Insufficient attachment | | x | |
| | Not able to bear restraint forces, loose | | | x |

| | | | | |
|---|---|---|---|---|
| 20.1.2.2. | Securing improper | x | | |
| | Insufficient securing | | x | |
| | Completely ineffective | | | x |
| 20.1.2.3. | Insufficient suitability of the securing equipment | | x | |
| | Securing equipment complete unsuitable | | | x |
| 20.1.2.4. | Suitability of the chosen method for securing the packaging suboptimal | | x | |
| | Chosen method completely inadequate | | | x |
| 20.1.3. | Direct securing with nets and blankets | | | |
| 20.1.3.1. | Condition of the nets and blankets (label missing/damaged but device still in good order) | x | | |
| | Load-restraint devices damaged | | x | |
| | Load-restraint devices seriously deteriorated and no longer suitable for use | | | x |
| 20.1.3.2. | Insufficient strength of the nets and blankets | | x | |
| | Capability less than 2/3 of the required restraint forces | | | x |
| 20.1.3.3. | Insufficient fastening of the nets and blankets | | x | |
| | Fastening less capable to bear 2/3 of the required restraint forces | | | x |
| 20.1.3.4. | Insufficient suitability of the nets and blankets for securing the cargo | | x | |
| | Completely unsuitable | | | x |
| 20.1.4. | Separation and padding of the loading units or clearance spaces | | | |
| 20.1.4.1. | Unsuitability of the separation and padding unit | | x | |
| | Extensive separation or clearance spaces | | | x |
| 20.1.5. | Direct lashing (horizontal, transverse, diagonal, loop and spring lashings) | | | |
| 20.1.5.1. | The required securing strengths inadequate | | x | |
| | Less than 2/3 of required strength | | | x |
| 20.2. | Friction-lock securing | | | |
| 20.2.1. | Attainment of the required securing strengths | | | |
| 20.2.1.1. | The required securing strengths inadequate | | x | |
| | Less than 2/3 of required strength | | | x |
| 20.3. | Load-restraint devices used | | | |
| 20.3.1. | Unsuitability of the load-restraint devices | | x | |
| | Completely unsuitable device | | | x |
| 20.3.2. | Label (e.g. patch/test trailer) is missing/damaged but device still in good order | x | | |
| | Label (e.g. patch/test trailer) is missing/damaged but device shows considerable deterioration | | x | |
| 20.3.3. | Load-restraint devices damaged | | x | |
| | Load-restraint devices seriously deteriorated and no longer suitable for use | | | x |
| 20.3.4. | Lashing winches incorrect used | | x | |
| | Defective lashing winches | | | x |

| | | | | |
|---|---|---|---|---|
| 20.3.5. | Use of the load-restraint wrong (e.g. absence of edge protection) | | x | |
| | Use of the load-restraint devices defective (e.g. knots) | | | x |
| 20.3.6. | Fastening of the load-restraint devices inappropriate | | x | |
| | Less than 2/3 of required strength | | | x |
| 20.4. | Additional equipment (e.g. anti-slip mats, edge protectors, edge slides) | | | |
| 20.4.1. | Unsuitable equipment used | x | | |
| | Wrong or defective equipment used | | x | |
| | Equipment used completely unsuitable | | | x |
| 20.5. | Transport of bulk material, light and loose material | | | |
| 20.5.1. | Bulk material blown away during operation of the vehicle on the road likely to distract traffic | | x | |
| | Posing a danger to traffic | | | x |
| 20.5.2. | Bulk materials are not adequately secured | | x | |
| | Loss of cargo posing a danger to traffic | | | x |
| 20.5.3. | Absence of covering for light goods | | x | |
| | Loss of cargo posing a danger to traffic | | | x |
| 20.6. | Round timber transports | | | |
| 20.6.1. | Transport material (logs) partially loose | | | x |
| 20.6.2. | Securing strengths of the loading unit inadequate | | x | |
| | Less than 2/3 of required strength | | | x |
| 30. | Load entirely unsecured | | | x |

## SCHEDULE 4

## STANDARD FORM FOR REPORTING TO THE EUROPEAN COMMISSION

The standard form shall be drawn up in a computer-processable format and transmitted by electronic means using standard office software.

Each State shall produce-

- one single summary table; and

- for each country of registration of vehicles checked in a more detailed inspection, a separate detailed table containing information on checked and detected defects for each vehicle category.

### Summary table
### of all (initial and more detailed) inspections

Reporting Member State: e.g. Belgium Reporting period: year [X] to year [X+1]

| Vehicle Category: | $N^2$ | | $N^3$ | | $M^2$ | | $M^3$ | |
|---|---|---|---|---|---|---|---|---|
| Country of Registration | Number of vehicles checked | Number of vehicles failed ([1]) | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed |
| Belgium | | | | | | | | |
| Bulgaria | | | | | | | | |
| Czech Republic | | | | | | | | |
| Denmark | | | | | | | | |
| Germany | | | | | | | | |
| Estonia | | | | | | | | |
| Ireland | | | | | | | | |
| Greece | | | | | | | | |
| Spain | | | | | | | | |
| France | | | | | | | | |
| Croatia | | | | | | | | |
| Italy | | | | | | | | |
| Cyprus | | | | | | | | |
| Latvia | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lithuania | | | | | | | | |
| Luxembourg | | | | | | | | |
| Hungary | | | | | | | | |
| Malta | | | | | | | | |
| Netherlands | | | | | | | | |
| Austria | | | | | | | | |
| Poland | | | | | | | | |
| Portugal | | | | | | | | |
| Romania | | | | | | | | |
| Slovenia | | | | | | | | |
| Slovakia | | | | | | | | |
| Finland | | | | | | | | |
| Sweden | | | | | | | | |
| United Kingdom | | | | | | | | |
| Albania | | | | | | | | |
| Andorra | | | | | | | | |
| Armenia | | | | | | | | |
| Azerbaijan | | | | | | | | |
| Belarus | | | | | | | | |
| Bosnia & Herzegovina | | | | | | | | |
| Georgia | | | | | | | | |
| Kazakhstan | | | | | | | | |
| Liechtenstein | | | | | | | | |
| Monaco | | | | | | | | |
| Montenegro | | | | | | | | |
| Norway | | | | | | | | |
| Republic of Moldova | | | | | | | | |
| Russian Federation | | | | | | | | |
| San Marino | | | | | | | | |
| Serbia | | | | | | | | |
| Switzerland | | | | | | | | |
| Tajikistan | | | | | | | | |
| Turkey | | | | | | | | |
| Turkmenistan | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ukraine | | | | | | | | |
| Uzbekistan | | | | | | | | |
| The former Yugoslav Republic of Macedonia | | | | | | | | |
| Other third countries (please specify) | | | | | | | | |

| Vehicle Category: | $O^3$ | | $O^4$ | | $T^5$ | | Other categories (optional) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| Country of Registration | Number of vehicles checked | Number of vehicles failed (1) | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed |
| Belgium | | | | | | | | | | |
| Bulgaria | | | | | | | | | | |
| Czech Republic | | | | | | | | | | |
| Denmark | | | | | | | | | | |
| Germany | | | | | | | | | | |
| Estonia | | | | | | | | | | |
| Ireland | | | | | | | | | | |
| Greece | | | | | | | | | | |
| Spain | | | | | | | | | | |
| France | | | | | | | | | | |
| Croatia | | | | | | | | | | |
| Italy | | | | | | | | | | |
| Cyprus | | | | | | | | | | |
| Latvia | | | | | | | | | | |
| Lithuania | | | | | | | | | | |
| Luxembourg | | | | | | | | | | |
| Hungary | | | | | | | | | | |
| Malta | | | | | | | | | | |
| Netherlands | | | | | | | | | | |
| Austria | | | | | | | | | | |
| Poland | | | | | | | | | | |
| Portugal | | | | | | | | | | |
| Romania | | | | | | | | | | |
| Slovenia | | | | | | | | | | |
| Slovakia | | | | | | | | | | |
| Finland | | | | | | | | | | |
| Sweden | | | | | | | | | | |
| United Kingdom | | | | | | | | | | |
| Albania | | | | | | | | | | |
| Andorra | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Armenia | | | | | | | | | | |
| Azerbaijan | | | | | | | | | | |
| Belarus | | | | | | | | | | |
| Bosnia & Herzegovina | | | | | | | | | | |
| Georgia | | | | | | | | | | |
| Kazakhstan | | | | | | | | | | |
| Liechtenstein | | | | | | | | | | |
| Monaco | | | | | | | | | | |
| Montenegro | | | | | | | | | | |
| Norway | | | | | | | | | | |
| Republic of Moldova | | | | | | | | | | |
| Russian Federation | | | | | | | | | | |
| San Marino | | | | | | | | | | |
| Serbia | | | | | | | | | | |
| Switzerland | | | | | | | | | | |
| Tajikistan | | | | | | | | | | |
| Turkey | | | | | | | | | | |
| Turkmenistan | | | | | | | | | | |
| Ukraine | | | | | | | | | | |
| Uzbekistan | | | | | | | | | | |
| The former Yugoslav Republic of Macedonia | | | | | | | | | | |
| Other third countries (please specify) | | | | | | | | | | |

(1) Failed vehicles with major or dangerous defects as per Annex IV of the Directive.

# Results of more detailed inspections

Reporting Member State: e.g. Belgium

Name of the reporting Member State

Country of Registration: e.g. Bulgaria PERIOD: from 01/year [x] to 12/year [x+1]

Name of the country of vehicles registration

| Vehicle Category: | $N^2$ | | $N^3$ | | $M^2$ | | $M^3$ | |
|---|---|---|---|---|---|---|---|---|
| | Number of vehicles checked | Number of vehicles failed (2) | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed |
| | | | | | | | | |
| Defect detail | | | | | | | | |
| | Checked | Failed | Checked | Failed | Checked | Failed | Checked | Failed |
| (0) Identification | | | | | | | | |
| (1) Braking equipment | | | | | | | | |
| (2) Steering | | | | | | | | |
| (3) Visibility | | | | | | | | |
| (4) Lighting equipment and electrical system | | | | | | | | |
| (5) Axles, wheels, tyres, suspension | | | | | | | | |
| (6) Chassis and chassis attachments | | | | | | | | |
| (7) Other equipment including tachograph and speed limitation devices | | | | | | | | |
| (8) Nuisance including emissions and spillage of fuel and/or oil | | | | | | | | |
| (9) Supplementary tests for M2/M3 | | | | | | | | |
| (10) Cargo securing | | | | | | | | |
| Defect details (additional) | | | | | | | | |
| 1.1.1 | | | | | | | | |
| 1.1.2 | | | | | | | | |
| … | | | | | | | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2.1.1 | | | | | | | | |
| 2.1.2 | | | | | | | | |
| … | | | | | | | | |
| 3.1 | | | | | | | | |
| 3.2 | | | | | | | | |
| … | | | | | | | | |
| 20.6.2 | | | | | | | | |
| 30 | | | | | | | | |
| Total number of failures | | | | | | | | |

([1]) Failed vehicles with major or dangerous defects as per Annex IV of the Directive.
([2]) Failed vehicles with major or dangerous defects as per Annex IV of the Directive.

| Vehicle Category: | O[3] | | O[4] | | T[5] | | Other categories (optional) | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number of vehicles checked | Number of vehicles failed (2) | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed |
| | | | | | | | | | | |
| Defect detail | | | | | | | | | | |
| | Checked | Failed | Checked | Failed | Checked | Failed | Checked | Failed | Checked | Failed |
| (0) Identification | | | | | | | | | | |
| (1) Braking equipment | | | | | | | | | | |
| (2) Steering | | | | | | | | | | |
| (3) Visibility | | | | | | | | | | |
| (4) Lighting equipment and electrical system | | | | | | | | | | |
| (5) Axles, wheels, tyres, suspension | | | | | | | | | | |
| (6) Chassis and chassis attachments | | | | | | | | | | |
| (7) Other equipment including tachograph and speed limitation devices | | | | | | | | | | |
| (8) Nuisance including emissions and spillage of fuel and/or oil | | | | | | | | | | |
| (9) Supplementary tests for M2/M3 | | | | | | | | | | |
| (10) Cargo securing | | | | | | | | | | |
| Defect details (additional) | | | | | | | | | | |
| 1.1.1 | | | | | | | | | | |
| 1.1.2 | | | | | | | | | | |
| … | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 2.1.1 | | | | | | | | | | |
| 2.1.2 | | | | | | | | | | |
| … | | | | | | | | | | |
| 3.1 | | | | | | | | | | |
| 3.2 | | | | | | | | | | |
| … | | | | | | | | | | |
| 20.6.2 | | | | | | | | | | |
| 30 | | | | | | | | | | |
| Total number of failures | | | | | | | | | | |

([1]) Failed vehicles with major or dangerous defects as per Annex IV of the Directive.
([2]) Failed vehicles with major or dangerous defects as per Annex IV of the Directive.

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Dated 18th May, 2017.

P J BALBAN,
Minister with responsibility for transport,
and for the Government

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**EXPLANATORY MEMORANDUM**

These Regulations transpose into the law of Gibraltar Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC.

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