

Subsidiary Legislation made under ss.7 and 8.

Motor Vehicles Test Regulations 1987

LN.1987/067

Amending enactments	Relevant current Provisions	Commencement date
		<i>Commencement</i> 1.4.1987
LN. 1988/026	r. 37	18.2.1988
1990/010	Sch.5	18.1.1990
1996/046	rr. 7, 37	28.3.1996
1997/077	rr. 2, 7, 10(c), 16(1)-(2), 17, 18(2), 19(1), 20(1), 21(4), 22(1)-(2), 23(1)(a), 24(a)-(c), 30(1), 35-38, 40, 44(a), 46(b), Schs.4-5	24.7.1997
1997/140	rr. 3(c), 6(c)	17.11.1997
1998/021	rr. 6(a)-(b), 7, 13(1A), Schs.2-Sch.3	5.3.1998
2001/048	r. 37(1), (1A)-(1B)	17.5.2001
2005/122	r. 37(1), (1A)-(1B), (3)-(4)	1.5.2004
2005/051	Sch.5	1.4.2005
2005/122	rr. 2, 3(a), (c), 4(1)-(2), (d), 6(d), 7, 9(2)(c), 12(1)(c)-(d), 13(1)(b), (1A), 15, 16(2), 23(1)(b), 24, 25(1)-(2), 26, 37(2), 40, 42, 44-45, 46(b)(ii) Schs. 1, 3	25.8.2005
2012/074	rr. 2, 6-7, 18(3), Schs. 1, 3	14.5.2012
2013/018	Sch. 2	31.1.2013
2014/036	rr. 2, 3(d), 8, 10(c), 13(1), (1A), 13A, 16A, 17(1)-(2), 19(1), 20(1), (3), (a), (4), 30A, 31-32, 34-35, 36(1)(c)(v), 37(1), (1A), 38, 40, 44, 46(b), Schs. 4-6	20.3.2014
2016/079	Sch. 5	1.5.2016
2017/098	rr. 2-3, 4(2), 7A, 13(2)-(5), 13B-13C, 28(2)-(5), 36, 37(5)-(9), 45(c)-(e), 47, Schs. 3, 7 & 8	20.5.2018

EU Legislation/International Agreements involved:

Directive 2009/40/EC

Directive 2014/45/EU

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Preliminary.

Title and commencement.

1. These Regulations may be cited as the Motor Vehicles Test Regulations 1987 and shall come into operation on the 1st day of April, 1987.

Interpretation.

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

“Act” means the Traffic Act 2005;

“appointed day” means the day when these regulations come into operation;

“Centre” means the Motor Vehicles Test Centre established under section 5 of the Act;

“defects” means technical defects and other instances of non-compliance found during a roadworthiness examination of a vehicle;

“Directive” means Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC, as may be amended from time to time;

“exceptional circumstances” means circumstances resulting from an accident, a fire, an epidemic, severe weather, a failure of essential services or other unexpected happening, other than a breakdown or mechanical defect in a motor vehicle or trailer or non-delivery of spare parts therefor;

“holder of a registration certificate” means the legal or natural person in whose name the vehicle is registered;

“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;

“prescribed requirements” in relation to a motor vehicle or trailer means the requirements prescribed by regulation 13;

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“re-examination” means the examination of a motor vehicle or trailer consequent upon the refusal of a roadworthiness certificate, roadworthiness classic certificate or the decision on an appeal;

“registered” means registered under section 15 of the Act;

“roadworthiness certificate” means a certificate issued by an examiner that a motor vehicle or trailer complies with the prescribed requirements;

“roadworthiness classic certificate” means a certificate issued by an examiner that a motor vehicle or trailer complies with the prescribed requirements under regulation 16A.

“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;

“Transport Inspector” means a person designated as a Transport Inspector under the Transport Act 1998;

“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;

“two- or three-wheel vehicle” means any power-driven vehicle on two wheels, with or without a sidecar, and any tricycle or quadricycle;

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

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

Application.

3. These Regulations shall apply to 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 not more than eight seating positions in addition to the driver’s seating position – vehicle category M₁;

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- (b) 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 M₂ and M₃;
- (c) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3,5 tonnes – vehicle category N₁;
- (d) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass exceeding 3,5 tonnes – vehicle categories N₂ and N₃;
- (e) 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 O₃ and O₄;
- (f) two- or three-wheel vehicles – vehicle categories L1e, L2e, L3e, L4e, L5e, L6e and L7e, with an engine displacement of more than 125 cm³;
- (g) wheeled tractors of category T5, the use of which mainly takes place on roads with a maximum design speed exceeding 40 km/h,

and do not apply to any vehicle which belongs to a class shown in Schedule 1, except on first registration in Gibraltar.

Temporary Certificate.

4.(1) The Chief Examiner may in respect of any motor vehicle or trailer extend the time for compliance with the provisions of regulations 6 or 7 if he is satisfied that, by reason of exceptional circumstances, it cannot be examined within the time required by these regulations.

(2) A certificate issued in accordance with subregulation (1) shall be in the form numbered MVT/1 in Schedule 4, which shall be signed by the Chief Examiner or some person authorised in that behalf by the Chief Examiner, and shall show–

- (a) in the case of a motor vehicle, the registration mark;
- (b) in the case of a trailer, the identification mark allotted to it;
- (c) the date of issue; and
- (d) the extended period of time, not being longer than three months, for the motor vehicle or trailer to comply with the provisions of regulations 6 or 7.

Extension of time.

5. The Chief Examiner may, for good cause, extend the time limited by these regulations for making application for the examination or re-examination of a motor vehicle or trailer or for submitting the vehicle for such examination or re-examination.

Regular examinations.

Applications for first examination.

6. The owner of a motor vehicle or trailer to which these regulations apply shall apply for the first examination of that vehicle—

- (a) in the case of a public service vehicle, goods vehicle, private motor vehicle or motor cycle which has not been registered under the provisions of the Act: not more than 60 days before it is intended to apply for a motor vehicle licence in respect of it;
- (b) in the case of an ambulance, a public service vehicle, goods vehicle or a motor vehicle with more than 8 seats (excluding the driver's seat) which on the appointed day had been registered—
 - (i) for 12 months or more: not more than 60 days before the date of the first anniversary of its registration following the appointed day;
 - (ii) for less than 12 months: not more than 60 days before the date of the first anniversary of its registration;
- (c) in the case of a private motor vehicle with not more than 8 seats (excluding the driver's seat) or motor cycle which on the appointed day had been registered—
 - (i) for four years or more: within 60 days of the next anniversary of its registration;
 - (ii) for less than four years: within 60 days of the anniversary of its registration falling in the tenth year after its manufacture;
- (d) in the case of a trailer: prior to it being used on a road.

Applications for subsequent examinations.

7.(1) Subject to subregulations (2) and (3) the owner of a motor vehicle or trailer shall apply for an annual examination of that vehicle not more than 60 days before the expiry date of the first roadworthiness certificate or the latest roadworthiness certificate as the case may be, relating to it.

(2) The owner of a private motor vehicle with not more than 8 seats (excluding the driver's seat) or a motorcycle shall apply for a biennial examination of that vehicle not more than 60 days before the expiry date of the first roadworthiness certificate or the latest roadworthiness certificate as the case may be, relating to it.

(3) In the case of an omnibus in respect of which more than 12 years have elapsed since the date of its manufacture the owner shall apply for a six-monthly examination of that vehicle not more than 30 days before the expiry date of the latest roadworthiness certificate.

(4) For the purposes of this regulation a taxi and an ambulance must comply with the provisions of subregulation (1).

Frequency of examination.

7A. Notwithstanding the date of a motor vehicles last roadworthiness examination, the Chief Examiner may require that a motor vehicle undergo a roadworthiness examination before the dates provided in regulations 6 and 7 in the following cases-

- (a) after an accident affecting the main safety-related components of the vehicle, such as wheels, suspension, deformation zones, airbag systems, steering or brakes;
- (b) when the safety and environmental systems and components of the vehicle have been altered or modified;
- (c) where the holder of the registration certificate of a vehicle has changed;
- (d) when the vehicle has reached a mileage of 160,000 km;
- (e) in cases where road safety is seriously affected.

Form of application.

8.(1) Subject to sub-regulation (2), an application for the examination of a motor vehicle or trailer shall be in writing, in the form numbered MVT/2 in Schedule 4, and shall be sent with the prescribed fee, addressed to the Chief Examiner at the Centre.

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(2) An application for the examination of a motor vehicle or trailer manufactured before 1 January 1960 shall be in writing, in the form numbered MVT/2A in Part 1 of Schedule 6, and shall be sent with the prescribed fee, addressed to the Chief Examiner at the Centre.

Notice of appointment.

9.(1) On receipt of an application under regulation 6 or 7, the Chief Examiner shall issue to the applicant a notice of appointment in the form numbered MVT/3 in Schedule 4, stating the date and time reserved for the examination.

- (2) The Chief Examiner may, in a notice of appointment for the examination of—
- (a) a goods vehicle or trailer, specify the load to be carried by it at the time of the examination;
 - (b) a motor vehicle which is to be used on roads to draw a trailer, require that the motor vehicle be accompanied by the trailer at the time of the examination;
 - (c) a trailer, require that it be accompanied by a duly licensed motor vehicle capable of drawing it and of operating any braking system with which it is equipped.

Documents to be produced.

10. On the date and at the time appointed, the applicant shall produce to the examiner—
- (a) if the vehicle is registered, the certificate of registration;
 - (b) in any other case, evidence of the date of manufacture or of importation, as the case may require; and
 - (c) the latest roadworthiness certificate or roadworthiness classic certificate, if any, issued in respect of the vehicle, or a photocopy thereof.

Other conditions.

11. A vehicle shall not be submitted for examination—
- (a) unless, being a motor vehicle, it is provided with sufficient fuel and oil to enable it to be driven sufficiently for the purpose of the examination;

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- (b) unless, being a motor vehicle, there is permanently affixed to the chassis or main structure of the vehicle, in a conspicuous and easily accessible position so as to be readily legible, the chassis or serial number shown in the certificate of registration;
- (c) if it so dirty or dangerous as to make it unreasonable for an examiner to be required to examine it.

Right to refuse examination.

12.(1) An examiner may refuse to examine a vehicle—

- (a) on a day or at a time other than that stated in the notice of appointment;
- (b) if the documents required by regulation 10 are not produced or if the application for examination does not accord with them;
- (c) if the vehicle does not comply with regulation 11; or
- (d) if as a result of any alteration to the vehicle it is unable to be tested by an examiner using the equipment available to him.

(2) An examiner may refuse to complete an examination if, owing to the failure of any part of the vehicle or, in the case of a trailer, of the accompanying motor vehicle, it cannot be driven safely.

Objects and manner of examination.

13.(1) Subject to regulation 13A, in carrying out the examination of a vehicle, it shall be the duty of the examiner to determine whether the vehicle complies with such of the requirements of the following regulations as are shown in Schedule 2 to be applicable—

- (a) Control of Traffic Regulations;
- (b) Transport Regulations 2000;
- (c) Traffic (Licensing and Registration) Regulations;
- (d) Vehicles (Construction, Equipment and Maintenance) Regulations.

(1A) *Deleted*

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(2) The roadworthiness examinations to be carried out on vehicles falling under the scope of these Regulations shall cover at least the areas referred to in point 2 of Schedule 3.

(3) For each area referred to in point 2 of Schedule 3, the examiner shall carry out a roadworthiness examination covering at least the items referred to in point 3 of Schedule 3.

(4) The examination carried out by an examiner shall be carried out using techniques and equipment currently available without the use of tools to dismantle or remove any part of the vehicle.

(5) For the purposes of checking the odometer, the information included in the previous roadworthiness examination shall be made available to the examiner as soon as it is electronically available.

Objects and manner of examination –vehicles manufactured before 1 January 1960.

13A.(1) This regulation shall apply to any vehicle which–

- (a) was manufactured before 1 January 1960; and
- (b) by virtue of its construction will not satisfy the requirements set out in regulation 13.

(2) In carrying out the examination of a vehicle to which this regulation applies, it shall be the duty of the examiner to determine whether the vehicle complies with the requirements set out in Part II of Schedule 6.

(3) Nothing in Part II of Schedule 6 shall require or permit the Chief Examiner to require a vehicle to which this regulation applies to comply with any standards or requirements as to construction or maintenance which did not exist at the date of manufacture of the vehicle.

(4) The manner in which examinations are to be carried out and the apparatus to be used shall comply with the requirements of Schedule 3 to such extent as the Chief Examiner considers appropriate having regard to the age and characteristics of the vehicle concerned.

Examination facilities and equipment.

13B.(1) Subject to subregulation (2), the Centre shall ensure that–

- (a) the examination facilities and equipment used for carrying out roadworthiness examinations comply with the minimum technical requirements laid down in Schedule 7;

- (b) the examination facilities and equipment used are maintained in accordance with the specifications provided by the manufacturers; and
- (c) the equipment used for measurements shall be periodically calibrated in line with Schedule 7 and verified in accordance with the specifications provided by the manufacturer of the equipment.

(2) Subregulation (1) shall not come into operation until 20 May 2023.

Examiners.

13C.(1) An examiner conducting roadworthiness examinations shall meet the minimum competence and training requirements laid down in Schedule 8.

(2) The Centre shall provide a certificate to examiners who fulfil the minimum competence and training requirements, which shall include at least the information mentioned in point 3 of Schedule 8.

(3) A person employed as an examiner prior to 20 May 2018 shall be exempted from the requirements laid down in point 1 of Schedule 8.

(4) An examiner shall ensure, as far as reasonably possible, that when he is carrying out a roadworthiness examination he is free from any conflict of interest so as to ensure that a high level of impartiality and objectivity is maintained.

(5) The results of a roadworthiness examination may only be modified by the Centre if the findings of the roadworthiness examination are manifestly incorrect.

Duty of owner.

14. The owner of a motor vehicle or trailer which is being examined or his representative, shall be present throughout the examination and shall, when required by the examiner, drive the vehicle or operate the controls while the vehicle is stationary, in accordance with the directions of the examiner.

Liability for loss or damage.

15.(1) Subject to subregulation (2) where any loss or damage to a motor vehicle or trailer, or any personal injury, whether fatal or not, is suffered by any person during the course of or as a result of the examination of a vehicle under these regulations, at a time when the examiner

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is driving or at the controls of the vehicle or, in the case of a trailer, the motor vehicle drawing it, the Government shall be liable for that loss, damage or injury.

(2) Where a vehicle has been altered from its original manufacturer's specification or has had accessories fitted to it other than those provided by the manufacturer, the Government shall not be liable for any loss or damage to the vehicle caused by virtue of the alterations or additions.

Issue of roadworthiness certificate.

16.(1) Where on examination a vehicle is found to comply with the prescribed requirements, the examiner shall issue to the owner of the vehicle a roadworthiness certificate in the form numbered MVT/4 in Schedule 4, which shall state the period of its validity.

(2) In the case of a vehicle intended for use as a public service vehicle, the Traffic Commission may authorize the Chief Examiner, in writing, to issue a roadworthiness certificate notwithstanding that the dimensions of the vehicle do not comply with all the requirements as to construction contained in any relevant regulations made under the Act.

Issue of roadworthiness classic certificate – vehicles manufactured before 1 January 1960.

16A.(1) Where on examination a vehicle to which regulation 13A applies is found to comply with the requirements prescribed by regulation 13A, the examiner shall issue to the owner of the vehicle a roadworthiness classic certificate in the form set out in Part III of Schedule 6.

(2) The roadworthiness classic certificate referred to in sub-regulation (1) may be issued subject to conditions and such conditions shall be endorsed on the roadworthiness classic certificate.

(3) In deciding whether to issue a roadworthiness classic certificate subject to conditions, regard shall be had to–

- (a) the safety of users of the vehicle;
- (b) the safety of other road users and pedestrians.

(4) The roadworthiness classic certificate shall state the period of validity, which shall not exceed 24 months.

Issue of notice of refusal.

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17.(1) Subject to the provisions of regulation 16(2), where on examination a vehicle is found not to comply with the prescribed requirements, the examiner shall issue to the owner of the vehicle a notice of refusal of a roadworthiness certificate, in the form numbered MVT/5 in Schedule 4, which shall state the grounds for refusal.

(2) Where on examination a vehicle to which regulation 13A applies is found not to comply with the prescribed requirements, the examiner shall issue to the owner of the vehicle a notice of refusal of a roadworthiness classic certificate, in the form numbered MVT/5A in Part IV of Schedule 6, which shall state the grounds for refusal.

Procedure when braking test unsafe.

18.(1) Where in the course of an examination it is found that there are such defects in the construction or condition of the vehicle or its equipment or accessories that to carry out a braking test in the prescribed manner would be likely to cause danger to any person or damage to the vehicle or to other property, the examiner shall not carry out the braking test but shall complete the rest of the examination in accordance with these regulations.

(2) Where an examiner proceeds in accordance with sub-regulation (1), he shall issue to the owner of the vehicle a notice of refusal of a roadworthiness certificate stating—

- (a) that he could not safely carry out the braking test and the reason; and
- (b) any other reasons for refusal.

(3) In this regulation, “braking test” means such of the tests prescribed in Schedule 3 as apply to the vehicle being examined.

Re-examination after refusal of roadworthiness certificate or roadworthiness classic certificate.

Application for re-examinations.

19.(1) Where notice of refusal of a roadworthiness certificate or a roadworthiness classic certificate has been issued, the owner of the vehicle may at any time, and if necessary more than once, apply for re-examination of the vehicle.

(2) An application for re-examination shall be in writing, except where the application is for re-examination on the day of the unsuccessful examination and may be endorsed on the notice of refusal.

Conditions for re-examinations.

20.(1) On the date and at the time appointed for re-examination, the owner of the vehicle shall produce to the examiner the notice of refusal of a roadworthiness certificate or a roadworthiness classic certificate as applicable, except where the application for re-examination was endorsed on the notice of refusal.

(2) The provisions of regulations 9, 11, 12, 14 and 15 shall apply to a re-examination so far as the circumstances may require.

Conduct of re-examination and issue of certificates and notices.

21.(1) On the re-examination of a vehicle, it shall be the duty of the examiner to determine whether the defects recorded in the notice of refusal have been rectified, so that the vehicle complies with the prescribed requirements.

(2) Notwithstanding anything in sub-regulation (1), the examiner may, on a re-examination, determine whether the vehicle complies with all or any of the other prescribed requirements.

(3) Subject to sub-regulation (3a), the manner in which re-examinations are carried out and the apparatus to be used in carrying out re-examinations in relation to a vehicle to which regulation 13 applies, shall comply with the requirements of Schedule 3.

(3a) In relation to a vehicle to which regulation 13A applies, the manner in which re-examinations are carried out and the apparatus to be used in carrying out re-examinations shall comply with the requirements of Part II of Schedule 6.

- (4) On the completion of a re-examination, the examiner shall issue to the owner—
- (a) in relation to a vehicle to which regulation 13 applies, a roadworthiness certificate or a notice of refusal in accordance with regulation 16 or regulation 17(1), as the case may be; or
 - (b) in relation to a vehicle to which regulation 13A applies, a roadworthiness classic certificate or a notice of refusal in accordance with regulation 16A or regulation 17(2), as the case may be.

Notifiable alterations and re-examination.

Duty to notify alterations.

22.(1) If any of the alterations to which this regulation applies is made to any vehicle in respect of which a roadworthiness certificate has been issued, the owner of the vehicle shall, within 14 days, send to the Chief Examiner particulars of the alterations in the form numbered MVT/6 in Schedule 4.

(2) Where alterations to a vehicle change its unladen weight or gross vehicle weight, the owner shall append to the particulars a request for amendment of the roadworthiness certificate.

(3) The alterations to which this regulation applies are—

- (a) alterations to the structure or fixed equipment of the vehicle which varies its carrying or drawing capacity;
- (b) alterations which affect any part of the braking system or the steering system with which the vehicle is equipped or the means of operation of either system;
- (c) other alterations to the structure or fixed equipment of the vehicle which render or are likely to render the vehicle unsafe to travel on roads at the gross vehicle weight shown on the registration certificate.

Re-examination following alteration.

23.(1) Where the Chief Examiner is notified of alterations to a vehicle,

- (a) if there is a request for amendment of the roadworthiness certificate, he shall; and
- (b) in any other case, he may, in his discretion, require the vehicle to be submitted for re-examination and shall give notice to the owner of the vehicle of the place, date and time appointed for the re-examination; if, by virtue of the alterations, the vehicle is rendered uninspectable, the examiner shall withdraw the roadworthiness certificate.

(2) Where the Chief Examiner decides that re-examination is unnecessary, he shall so inform the owner of the vehicle.

Procedure on re-examination.

24. On the completion of the re-examination of a vehicle pursuant to regulation 23, the examiner may—

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- (a) amend the roadworthiness certificate relating to that vehicle, as requested by the owner;
- (b) issue to the owner a notice of refusal to amend the roadworthiness certificate; or
- (c) if he decides that in consequence of the alterations the vehicle no longer complies with the prescribed requirements, withdraw the roadworthiness certificate.

Road side tests.

Power to stop vehicles.

25.(1) Where a police officer in uniform or, in the case of a public service vehicle, a Transport Inspector has reason to suspect that a motor vehicle or trailer on a road may be unfit for the purposes for which it is licensed, he may require the driver to stop, so that the motor vehicle or the trailer or both, as the case may be, may be examined and shall—

- (a) ask the driver for his name and address and, if he is not the owner of the vehicle or vehicles, for the name and address of the owner; and
- (b) inform him of his rights under regulation 26.

(2) The examination of a motor vehicle or trailer under this regulation may be carried out by the police officer or Transport Inspector or, if the police officer or Transport Inspector considers it necessary or desirable, by an examiner.

Right to have examination deferred.

26. Where a motor vehicle has been stopped under regulation 25, the driver may elect to have the examination of the motor vehicle or trailer deferred:

Provided that the police officer or Transport Inspector may require the examination to be carried out forthwith or as soon as practicable where—

- (a) the vehicle has been involved in an accident; or
- (b) the vehicle appears to him so defective that it ought not to be allowed to proceed without prior examination,

and, in either such case, the vehicle shall not be removed before it has been examined.

Deferred examination.

27. Where the driver elects to have the examination of the motor vehicle or trailer deferred, it shall take place within seven days, unless the Chief Examiner agrees otherwise, and it shall be the duty of the owner of the motor vehicle or trailer to produce it, or cause it to be produced, for the deferred examination at a time and place to be appointed by the Chief Examiner and notified to the owner.

Notice of defect.

28.(1) Where, on the examination of a motor vehicle or trailer under regulation 25 or regulation 27, it appears to the examiner that the vehicle does not comply with any prescribed condition as to construction equipment or maintenance, he may, whether or not the defect makes the vehicles unfit for the purposes for which it is licensed and whether or not he proposes to institute proceedings for the breach of the condition, give notice in writing to the owner of the vehicle, specifying the defect and the condition alleged to have been broken and requiring him to have the defect remedied within 14 days of the date of the notice or such longer period as the Chief Examiner may allow.

(2) Defects that are found during periodic examinations of vehicles shall be categorised into 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 which justify the Centre prohibiting the use of the vehicle on roads.

(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 identified in the scope of examination referred to in point 2 of Schedule 3, it may be classified in the next most serious defect group if it can be demonstrated that the combined effect of those defects results in a higher risk to road safety.

(5) In the case of major or dangerous defects the roadworthiness examination shall be deemed to have been failed.

Further tests.

29. Where notice has been given under regulation 28, the Chief Examiner may, by a further notice in writing, require the owner of the motor vehicle or trailer to submit it, within 14 days of the date of such further notice, for a further test to ascertain whether the defect has been remedied.

*Appeals.***Bringing of appeals.**

30.(1) A person aggrieved by the refusal of a roadworthiness certificate following the examination or re-examination of a motor vehicle or trailer or by the suspension of a motor vehicle licence following any such examination or re-examination or by a notice of defect given under regulation 28, may, within 14 days of the day when the notice was given, appeal to the licensing authority against the refusal or the suspension or the notice of defect, as the case may be.

(2) An appeal shall be by notice in the form MVT/7 in Schedule 4 and shall be accompanied by the prescribed fee.

Bringing of appeals – vehicles manufactured before 1 January 1960.

30A.(1) A person aggrieved by the refusal of a roadworthiness classic certificate following the examination or re-examination of a motor vehicle or trailer or by the suspension of a motor vehicle licence following any such examination or re-examination or by a notice of defect given under regulation 28, may, within 14 days of the day when the notice was given, appeal to the licensing authority against the refusal or the suspension or the notice of defect, as the case may be.

(2) An appeal shall be by notice in the form MVT/7A set out in Part V of Schedule 6 and shall be accompanied by the prescribed fee.

Nomination of appeal officer.

31. On receipt of a notice of appeal under regulation 30, the licensing authority shall nominate some suitably qualified person to act as appeal officer and as such to re-examine the vehicle and report the result of the re-examination to the licensing authority.

Notice of appointment.

32.(1) As soon as practicable after his nomination, the appeal officer shall issue to the appellant—

- (a) a notice of appointment in the form MVT/8 in Schedule 4, in respect of appeals brought under regulation 30; or
- (b) a notice of appointment in the form MVT/8A in Part VI of Schedule 6, in respect of appeals brought under regulation 30A.

(2) The notice shall state the date and time appointed for re-examination of the vehicle and the place where the re-examination is to be carried out, which may be the Centre or such other place as the appeal officer may determine.

Information to be furnished.

33.(1) At the date and time appointed, the appellant shall, if so requested by the appeal officer—

- (a) produce the notice of refusal or notice of suspension or notice of defect against which the appeal is brought; and
- (b) furnish such information as the appeal officer may reasonably require.

(2) Without prejudice to the generality of paragraph (b) of sub-regulation (1), such information may relate to any alteration or repair to the vehicle or any accident in which it may have been involved or any damage it may have sustained since the examination or re-examination which resulted in the refusal or suspension or notice of defect appealed against.

Conduct of re-examinations on appeal.

34.(1) Subject to sub-regulation (2), the provisions of regulations 9, 11 and 12(2) and of Schedules 2 and 3 shall, mutatis mutandis, apply to re-examinations on appeal as they apply to other examinations.

(2) In the case of a vehicle manufactured before 1 January 1960 the provisions of regulations 9, 11 and 12(2) and of Part II of Schedule 6 shall, mutatis mutandis, apply to re-examinations on appeal as they apply to other examinations.

Determination of appeals

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35. On receipt of the report of the appeal officer, the licensing authority shall make such determination in the matter as he may think proper and shall direct the appeal officer to issue a roadworthiness certificate, a roadworthiness classic certificate or a notice of refusal, or to confirm or cancel the notice of defect, as the case may require.

Certificates, notices and records.

Particulars to be contained in roadworthiness certificates, roadworthiness classic certificates and notices of refusal.

36. A roadworthiness certificate, a roadworthiness classic certificate or notice of refusal shall contain the following information, preceded by the corresponding harmonised European Union code-

- (a) the Vehicle Identification Number (VIN number or chassis number);
- (b) registration plate number of the vehicle and country symbol of the State of registration;
- (c) place and date of the examination;
- (d) odometer reading at the time of the examination, if available;
- (e) vehicle category, if available;
- (f) identified defects and their level of severity;
- (g) result of the roadworthiness examination;
- (h) date of the next roadworthiness examination or date of expiry of the current roadworthiness certificate, if this information is not provided by other means;
- (i) name of examination centre and signature or identification of the examiner responsible for the examination;
- (j) other information.

Validity of roadworthiness certificates and roadworthiness classic certificates.

37.(1) Subject to sub-regulation (1A), a roadworthiness certificate or a roadworthiness classic certificate issued in respect of a motor vehicle or trailer shall be valid for a period not exceeding 24 months.

(1A) Subject to subregulation (2) a roadworthiness certificate or a roadworthiness classic certificate issued in respect of a motor vehicle or trailer shall be valid for the period stated on it not exceeding 24 months from the date of issue.

(2) Where the vehicle is an omnibus in respect of which more than 12 years have elapsed since the date of its manufacture, the roadworthiness certificate shall be valid for a period not exceeding 6 months.

(3) If an application other than an application in respect of an omnibus falling within subregulation (2) is made within the prescribed time for a biennial or other examination, the Chief Examiner may extend the validity of the certificate to cover the period between the application and the examination.

(4) The Chief Examiner may, at the direction of the Licensing Authority, extend the period of validity of a roadworthiness certificate which has not, at the time the extension is granted, expired.

(5) Without prejudice to regulation 7A, a valid roadworthiness certificate or equivalent issued by an examination centre or competent authority of a Member State shall be sufficient proof that a motor vehicle has passed a roadworthiness examination.

(6) In cases of doubt the Chief Examiner may verify the validity of the roadworthiness certificate issued by a Member State, before recognising it.

(7) Without prejudice to subregulation (6) and regulation 7A, a valid roadworthiness certificate shall continue to be valid until its expiry date, even if the owner of the motor vehicle changes.

(8) As from 20 May 2021 the Centre shall electronically provide to the licensing authority the information mentioned in the roadworthiness certificates that it issues.

(9) The information referred to in subregulation (8) shall be provided within a reasonable time after each roadworthiness certificate is issued.

Duplicate roadworthiness certificates and roadworthiness classic certificate.

38. If a roadworthiness certificate or a roadworthiness classic certificate has been lost or defaced, the owner of the vehicle shall be entitled to receive a duplicate certificate if he applies therefor in writing to the Chief Examiner, remitting the prescribed fee.

Provisions as to notices.

39.(1) Except as otherwise provided, every notice under these regulations shall be in writing.

(2) For the purpose of calculating the period of any notice, Saturdays, Sundays and public holidays shall be excluded.

(3) When giving a notice of appointment, the Chief Examiner shall have regard, so far as is reasonably practicable, to any preference expressed by the applicant as to the date and time at which an examination is to take place.

Records to be kept.

40. Each examiner shall retain at the Centre for at least 36 months, copies of all roadworthiness certificates, roadworthiness classic certificates and notices of refusal issued by him.

Fees.

Fees payable.

41. The fees to be paid under these regulations shall be as set out in Schedule 5.

Transfer or refund of fee.

42. An applicant who—

- (a) has, not less than three days before the day fixed for the examination of a vehicle, given notice to the Chief Examiner that he does not propose to submit the vehicle for examination on that day; or
- (b) satisfies the Chief Examiner that the vehicle cannot or, as the case may be, could not be submitted for examination on the day and at the time fixed because of exceptional circumstances which occurred not more than 3 days before that date and of which the applicant gave notice to the Chief Examiner within one day of the occurrence,

may, when giving notice or satisfying the Chief Examiner, as the case may be, or within 20 days thereafter –

- (i) apply to the Chief Examiner for another examination of the same kind of that vehicle or of another vehicle, to be carried out within 2 months of the date of the application, and in such case the fee paid on the first application shall be treated as having been paid in respect of or towards the second; or

- (ii) give notice to the Chief Examiner that he does not require any examination of the same kind, and in such case the fee, less the sum of £5 for administrative expenses, shall be refunded to the applicant.

Refund of fee paid in appeal.

43.(1) If, before the time appointed for the re-examination of a vehicle for the purpose of an appeal, the appellant gives the Chief Examiner not less than 2 clear days notice that he does not propose to submit the vehicle for re-examination at that time and no other time is then appointed, the fee paid on the appeal shall be repaid to the appellant.

(2) After the re-examination of a vehicle for the purpose of an appeal, the Chief Examiner, after considering the report of the appeal officer, may repay to the appellant the whole or any part of the fee paid in respect of the appeal, where it appears to him that there were substantial grounds for contesting the notice of refusal or notice of defect against which the appeal was brought.

Offences.

Using a vehicle in breach of regulations.

44.(1) A person is guilty of an offence if he uses, or causes or permits to be used on a road a motor vehicle or trailer—

- (a) for which under these regulations a roadworthiness certificate or a roadworthiness classic certificate is required, without being in possession of a valid certificate;
- (b) to which any alteration has been made to which regulation 22 applies, and who has failed to comply with that regulation; or
- (c) after being served with a notice under regulation 28, and not having remedied the defect.

(2) Subject to sub-regulation (3) a person who is guilty of an offence under sub-regulation (1) is liable on summary conviction to a fine up to level 1 on the standard scale.

(3) A person who is guilty of an offence under sub-regulation (1) in respect of a vehicle manufactured before 1 January 1960 is liable on summary conviction to a fine up to level 4 on the standard scale.

Other offences.

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45. A person who—

- (a) obstructs an examiner, a police officer or a Transport Inspector in the execution of his duty under these regulations;
- (b) gives false information in answer to a question lawfully put to him under these regulations;
- (c) fails to stop a motor vehicle for examination when required to do so;
- (d) fails to submit a vehicle for examination when under a duty to do so, or
- (e) manipulates an odometer with the aim of reducing or misrepresenting the distance record of a vehicle,

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

Saving.

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

- (a) when it is being submitted by appointment for, or is used in the course of or in connection with, any examination under these regulations;
- (b) following the refusal of a roadworthiness certificate or a roadworthiness classic certificate, it—
 - (i) is being delivered to or being brought away from a place where work is to be or has been done on it to remedy the defects which caused the refusal; or
 - (ii) is being towed to a place where it is to be broken up;
- (c) where it is being driven or towed unladen by a vehicle driven under a dealer's licence issued under section 20 of the Act;
- (d) where it is being driven or towed, on first importation into Gibraltar, to the place where it is to be kept by the importer;

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- (e) in the course of its seizure or detention or removal by a police officer acting in the course of his duty, or
- (f) in the course of its seizure, removal, detention, condemnation or forfeiture under the Imports and Exports Act.

Contact point and cooperation.

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

- (2) The contact point shall be responsible for exchanging any necessary information with Member States and the Commission in regards to the Directive.

SCHEDULE 1.

CLASSES OF VEHICLES TO WHICH THE REGULATIONS DO NOT APPLY.

1. Mobile cranes.
2. Road rollers.
3. Motor vehicles or trailers (not constructed primarily to carry loads) especially designed and constructed for the special purposes of engineering operations.
4. Road construction vehicles.
5. Vehicles designed for fire fighting purposes.
6. Works trucks, that is to say motor vehicles designed for use in private premises and used on a road only for delivering goods from or to such premises, to or from a vehicle on a road in the immediate neighbourhood or in passing from one part of any such premises to another or to other private premises in the immediate neighbourhood or in connection with road works while at or in the immediate neighbourhood of the site of such works, straddle carriers used solely as works trucks, and works trailers.
7. Trailers which have no other brakes than a parking brake and brakes which automatically come into operation on the over-run of the trailer and whose maximum permitted mass does not exceed 3,500 kilogrammes.
8. *Revoked.*
9. Vehicles equipped with new or improved equipment or types of equipment and used solely by an importer of vehicles for or in connection with the test or trial of any such equipment.
10. Vehicles to which any of the prescribed construction and condition requirements to not apply by virtue of either of the following regulations of the Traffic (Licensing and Registration) Regulations namely—
 - (a) Regulation 21 (which relates to vehicles to be exported from Gibraltar)
 - (b) Regulation 22 (which relates to vehicles brought temporarily into Gibraltar)
 - (c) Regulation 25 (which relates to waiver for vehicles in transit from Spain)
 - (d) Regulation 26 (which relates to waiver for vehicles of visiting warships)
11. Track laying vehicles.
12. Steam propelled vehicles.
13. Three wheeled motor vehicles designed for the purpose of street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies.
14. Vehicles designed and used for the purpose of servicing or controlling or loading or unloading aircraft, while so used—
 - (a) on an aerodrome;
 - (b) on roads outside such aerodrome if, except when proceeding directly from one part of such an aerodrome to another part thereof, the vehicles are unladen and are not drawing a laden trailer.

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15. Vehicles designed for use and used on an aerodrome solely for the purpose of road cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools.
16. Vehicles provided for police purposes and maintained in workshops approved by the licensing authority as suitable for such maintenance.
17. Pedestrian controlled vehicles.
18. Invalid carriages (including a cycle with an attachment for propelling it by mechanical power) which do not exceed 250 kilograms.
19. Motor vehicles brought into Gibraltar and displaying a registration mark specified in a period of twelve months not having elapsed since the vehicle in question was last brought into Gibraltar.
20. Hackney carriages in respect of which there is in force a licence granted under the provisions of the Transport Act 1998 to ply for hire.

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SCHEDULE 2.

Regulation 13

PRESCRIBED REQUIREMENTS.

1.The requirements contained in the following provisions of the Control of Traffic Regulations–

Item	Regulation	Affecting	Applicable to	
			Motor Vehicles	Trailers
1	11	Safe condition of the vehicle and its accessories, in particular–		
		(a) spare wheel carrier	Yes	No
		(b) Trailer coupling on vehicle	Yes	No
		(c) Coupling on trailer	No	Yes
		(d) the chassis	Yes	Yes
		(e) electrical wiring and equipment	Yes	Yes
		(f) landing legs		Yes
		(g) engine mountings	Yes	Yes
		(h) fuel tanks and systems	Yes	Yes
		(i) transmission shafts and associated equipment	Yes	No
		(j) battery and support	Yes	Yes
		(k) wheels and hubs	Yes	Yes
		(l) suspension systems	Yes	Yes
		(m) axles and steering gears	Yes	Yes
		(n) shock absorbers	Yes	Yes
		(o) bumpers	Yes	Yes
		(p) the cab	Yes	No
		(q) the driving seat	Yes	No
		(r) the body	Yes	Yes
		(s) driver’s control	Yes	No
		(t) cab step or step ring	Yes	No
2	14	Direction indicators and stop lights	Yes	Yes
3	20	Front lamps	Yes	No

2.The requirements contained in the following provisions of the Public Service Vehicles Regulations–

Item	Regulation	Affecting	Applicable to	
			Taxis	Omni-buses
4	4	Seating capacity notice	Yes	Yes
5	25	Notice of fares	Yes	Yes
6	28	Taxi sign	Yes	No

3.The requirements contained in the following provisions of the Traffic (Licensing and Registration) Regulations–

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Item	Regulation	Affecting	Applicable to	
			Motor Vehicles	Trailers
7	16	Registration marks	Yes	No
8	18	Registration marks	No	Yes
8A	19	Rear registration plate lamp	Yes	Yes

4. The requirements contained in the following provisions of the Vehicles (Construction, Equipment and Maintenance) Regulations—

PART I.

Item	Regulation	Affecting	Applicable to	
			Motor Vehicles	Trailers
9	7	Oversize distinguishing marks	Yes	No
10	<i>Deleted</i>	<i>Deleted</i>	<i>Deleted</i>	<i>Deleted</i>
11	14	Springs	Yes	Yes
12	16	Tyres	Yes	Yes
13	17, 17A, 17B, 17C, 17F, 17H,	Brakes	Yes	No
14	17, 17E, 17H	Brakes	No	Yes
15	17G, 17H	Parking brake	Yes	Yes
16	19	Stop lights	Yes	Yes
17	20, 20A	Direction indicators	Yes	Yes
18	21, 22	Speed indicators	Yes	No
19	23	View to the front	Yes	No
20	24	Mirrors	Yes	No
21	25, 26	Maintenance of glass	Yes	No
22	27, 27A	Windscreen wipers	Yes	No
23	29	Warning instruments	Yes	No
23A	29A	Fuel tank and pipes	Yes	No
24	30	Silencers and exhaust pipes	Yes	Yes
25	31, 31A	Emission of smoke or vapours	Yes	Yes
26	32	Excessive noise from faulty adjustments, etc.	Yes	Yes
27	33	Wings	Yes	Yes
28	65, 67(1), 68, 70, 72, 73	Front lamps	Yes	No
29	65, 67(2), 68, 73, 74, 75	Rear lamps	Yes	Yes

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30	76	Reversing lights	Yes	No
31	66, 77, 78, 79	Reflectors	Yes	Yes

PART II.

Item	Regulation	Affecting	Applicable to	
			Motor Vehicles	Trailers
32	37	Exhaust fumes	Yes	Yes
32A	38	Wiring	Yes	Yes
33	39	Fire extinguisher	Yes	Yes
34	40	Luggage carrier	Yes	Yes
35	41	Cleanliness	Yes	Yes
36	42	Entrances and exits	Yes	Yes
37	43	Doors	Yes	Yes
38	44	Steps	No	Yes
39	45	Emergency exits	No	Yes
40	49	Seats	Yes	Yes
41	51	Ventilation	Yes	Yes
42	52	Interior lights	Yes	Yes
43	53	Signalling to driver	No	Yes
44	54	Direction board	No	Yes

SCHEDULE 3**MINIMUM REQUIREMENTS CONCERNING THE CONTENTS AND
RECOMMENDED METHODS OF EXAMINATION****1. GENERAL**

This Schedule identifies the vehicle systems and components to be examined; it details the recommended methods for examining them and the criteria to be used when determining whether the condition of the vehicle is acceptable.

The examination shall cover at least the items listed in point 3 below provided that these relate to the equipment of the vehicle being examined in the State concerned. The examination may also include a verification as to whether the relevant parts and components of that vehicle correspond to the required safety and environmental characteristics 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 examination methods laid down in this Schedule, the examination shall be conducted in accordance with the recommended examination methods accepted by the Centre. The Centre shall be satisfied that safety and environmental standards will be maintained.

Examination of all the items listed below shall be considered as mandatory in the context of a periodic roadworthiness examination, with the exception of those marked with the indication 'X' which are related to the condition of the vehicle and its suitability for use on the road but which are not considered essential in the context of a roadworthiness examination.

The 'Reasons for failure' do not apply in cases where they refer to requirements that 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.

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

2. SCOPE OF EXAMINATION

The examination shall cover at least the following areas-

- (0) Identification of the vehicle;
- (1) Braking equipment;

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- (2) Steering;
- (3) Visibility;
- (4) Lighting equipment and parts of the 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 M² and M³

3. CONTENTS AND METHODS OF EXAMINATIONS; ASSESSMENT OF DEFECTS OF VEHICLES

The examination shall cover at least the items, and use the minimum standards and the recommended methods, listed in the following table.

For each vehicle system and component subject to examination, 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. BRAKING EQUIPMENT					
1.1. Mechanical condition and operation					

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1.1.1. Service brake pedal/hand lever pivot	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight. (b) Excessive wear or play.		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 Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. If its functionality is affected. (c) Anti-slip provision on brake pedal missing, loose or worn smooth.	X	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); at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). (b) Time taken to build up air pressure/vacuum to safe working value is too long according to the requirements ¹ (c) Multi-circuit protection valve or pressure relief valve not working. (d) Air leak causing a noticeable drop in pressure or audible air leaks. (e) External damage likely to affect the function of the braking system. Secondary braking performance not met.		X	X
1.1.4. Low pressure warning gauge or indicator	Functional check	Malfunctioning or defective gauge or indicator. 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. (b) Control insecure on valve or valve insecure. (c) Loose connections or leaks in system. (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. (b) Wear at lever pivot or in ratchet mechanism. Excessive wear. (c) Excessive movement of lever indicating incorrect adjustment. (d) Activator missing, damaged or inoperative. (e) Incorrect functioning, warning indicator shows malfunction	X	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. If its functionality is affected. (b) Excessive oil discharge from compressor. (c) Valve insecure or inadequately mounted. (d) Hydraulic fluid discharge or leak. If its functionality is affected.		X	X
1.1.8. Couplings for trailer brakes (electrical & pneumatic)	Disconnect and reconnect braking system coupling between towing vehicle and trailer.	(a) Tap or self sealing valve defective. If its functionality is affected. (b) Tap or valve insecure or inadequately mounted. If its functionality is affected.	X	X	X

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		(c) Excessive leaks. If its functionality is affected.		X	X
		(d) Not functioning correctly. Operation of brake affected.		X	X
1.1.9. Energy storage reservoir pressure tank	Visual inspection.	(a) Tank slightly damaged or slightly corroded. Tank heavily damaged, corroded or leaking.	X	X	
		(b) Drain device operation affected. Drain device inoperative.	X	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. If it is not operating.		X	X
		(b) Master cylinder defective but brake still operating. Master cylinder defective or leaking.		X	X
		(c) Master cylinder insecure but brake still operating. Master cylinder insecure.		X	X
		(d) Insufficient brake fluid below MIN mark Brake fluid significantly below MIN mark No brake fluid visible.	X	X	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). Pipes or connection leaking (hydraulic brake systems).		X	X
		(c) Pipes damaged or excessively corroded. Affecting the functioning of the brakes on account of blocking or imminent risk of leaking.		X	X
		(d) Pipes misplaced. Risk of damage.	X	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. Hoses damaged or chafing.	X	X	
		(c) Hoses or connections leaking (air brake systems) Hoses or connections leaking (hydraulic brake systems).		X	X
		(d) Hoses bulging under pressure. Cord impaired.		X	X
		(e) Hoses porous.		X	
1.1.13. Brake linings and pads	Visual inspection.	(a) Lining or pad excessively worn (minimum mark reached). Lining or pad excessively worn (minimum mark not visible).		X	X
		(b) Lining or pad contaminated (oil, grease etc.). Braking performance affected.		X	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	X

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		Drum or disc excessively worn, excessively scored, cracked, insecure or fractured.			
		(b) Drum or disc contaminated (oil, grease, etc.). Braking performance affected.		X	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. Braking performance affected.		X	X
		(b) Component excessively worn or corroded. Braking performance affected.		X	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. Braking performance affected.		X	X
		(b) Actuator leaking. Braking performance affected.		X	X
		(c) Actuator insecure or inadequately mounted. Braking performance affected.		X	X
		(d) Actuator excessively corroded. Likely to crack.		X	X
		(e) Insufficient or excessive travel of operating piston or diaphragm mechanism. Braking performance affected (lack of reserve movement).		X	X
		(f) Dust cover damaged. Dust cover missing or excessively damaged.	X	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). Valve seized or inoperative.		X	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. If 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. Braking performance affected.		X	

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		(b) Leakage of air or anti-freeze. System functionality affected.	X		X
		(c) Any component insecure or inadequately mounted.		X	
		(d) Unsafe modification to any component ³ Braking performance affected.		X	X
1.1.22. Test connections (where fitted or required)	Visual inspection	(a) Missing.		X	
		(b) Damaged. Unusable or leaking.	X	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	During a test on a brake tester or, if impossible, during a road test, apply the brakes progressively up to maximum effort.	(a) Inadequate braking effort on one or more wheels. No braking effort on one or more wheels.		X	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. 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	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	Test with a brake tester or, if one cannot be used for technical reasons, by a road test using a deceleration recording instrument to establish the braking ratio which relates to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axle loads. Vehicles or a trailer with a maximum permissible mass exceeding 3,5 tonnes has to be inspected following the standards given by ISO 21069 or equivalent methods. Road tests should be carried out under dry conditions on a flat, straight road.	Does not give at least the minimum figure as follows (1): 1. Vehicles registered for the first time after 1/1/2012: — Category M ₁ : 58 % — Categories M ₂ and M ₃ : 50 % — Category N ₁ : 50 % — Categories N ₂ and N ₃ : 50 % — Categories O ₂ , O ₃ and O ₄ : — for semi-trailers: 45 % (2) — for draw-bar trailers: 50 % 2. Vehicles registered for the first time before 1/1/2012: — Categories M ₁ , M ₂ and M ₃ : 50 % (2) — Category N ₁ : 45 % — Categories N ₂ and N ₃ : 43 % (2) — Categories O ₂ , O ₃ and O ₄ : 40 % (2) 3. Other categories Categories L (both brakes together): — Category L1e: 42 % — Categories L2e, L6e: 40 % — Category L3e: 50 % — Category L4e: 46 % — Categories L5e, L7e: 44 % Category L (rear wheel brake): all categories: 25 % of the total vehicle mass Less than 50 % of the above values reached.		X	
				X	
					X
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)					

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1.3.1. Performance	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. No braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70 % of the 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. 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	X
		(c) No gradual variation in brake effort (grabbing).		X	
1.3.2. Efficiency	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 service brake performance defined in section 1.2.2 in relation to the maximum authorized mass. Less than 50 % of the above braking effort values reached.		X	X
1.4. Parking braking performance and efficiency					
1.4.1. Performance	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. 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	X
1.4.2. Efficiency	Test with a brake tester. If not possible, then by a road test using either an indicating or deceleration recording instrument or with the vehicle on a slope of known gradient.	Does not give, for all vehicles, a braking ratio of at least 16 % in relation to the maximum authorized mass or, for motor vehicles, of at least 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater. Less than 50 % of the above braking effort values reached.		X	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). (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 device and/or using electronic vehicle interface.	(a) Warning device malfunctioning.		X	
		(b) Warning device shows system malfunction.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	
1.8. Brake fluid	Visual inspection	Brake fluid contaminated or sedimented. Imminent risk of failure.		X	X
2. STEERING					
2.1. Mechanical condition					
2.1.1. Steering gear condition	With the vehicle over a pit or on a hoist and with the road wheels off the ground or on turntables, rotate the steering	(a) Roughness in operation of gear.		X	
		(b) Sector shaft twisted or splines worn. Affecting functionality.		X	X

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	wheel from lock to lock. Visual inspection of the operation of the steering gear.	(c) Excessive wear in sector shaft. Affecting functionality.		X		X
		(d) Excessive movement of sector shaft. Affecting functionality.		X		X
		(e) Leaking. Formation of drops.	X	X		
2.1.2. Steering gear casing attachment	With vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate steering/handle bar wheel clockwise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of the attachment of gear casing to chassis.	(a) Steering gear casing not properly attached. Attachments dangerously loose or relative movement to chassis/bodywork visible.		X		X
		(b) Elongated fixing holes in chassis. Attachments seriously affected.		X		X
		(c) Missing or fractured fixing bolts. Attachments seriously affected.		X		X
		(d) Steering gear casing fractured. Stability or attachment of casing affected.		X		X
2.1.3. Steering linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anti-clockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(a) Relative movement between components which should be fixed. Excessive movement or likely to unlink.		X		X
		(b) Excessive wear at joints. A very serious risk of unlinking.		X		X
		(c) Fractures or deformation of any component. Affecting function.		X		X
		(d) Absence of locking devices.		X		
		(e) Misalignment of components (e.g. track rod or drag link).		X		
		(f) Unsafe modification ³ . Affecting function.		X		X
		(g) Dust cover damaged or deteriorated. Dust cover missing or severely deteriorated.	X			
2.1.4. Steering linkage operation	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anti-clockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(a) Moving steering linkage fouling a fixed part of the chassis.		X		
		(b) Steering stops not operating or missing.		X		
2.1.5. Power steering	Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on the ground and with the engine running, check that the power steering system is operating.	(a) Fluid leak or functions affected.		X		
		(b) Insufficient fluid (below MIN mark). Insufficient reservoir.	X			
		(c) Mechanism not working. Steering affected.		X		X
		(d) Mechanism fractured or insecure. Steering affected.		X		X
		(e) Misalignment or fouling of components. Steering affected.		X		X
		(f) Unsafe modification ³ . Steering affected.		X		X
		(g) Cables/hoses damaged, excessively corroded. Steering affected.		X		X
2.2.	Steering wheel, column and handle bar					

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2.2.1. Steering wheel/handle bar condition	With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with column, push steering wheel/handle bar in various directions at right angles to the column/forks. Visual inspection of play, and condition of flexible couplings or universal joints.	(a) Relative movement between steering wheel and column indicating looseness. Very serious risk of unlinking.		X	
		(b) Absence of retaining device on steering wheel hub. Very serious risk of unlinking.		X	
		(c) Fracture or looseness of steering wheel hub, rim or spokes. Very serious risk of unlinking.		X	
2.2.2. Steering column/yokes and forks and steering dampers	With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with column, push steering wheel/handle bar in various directions at right angles to the column/forks. 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. Very serious risk of unlinking.		X	
		(e) Unsafe modification ³			X
2.3. Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road wheels, the engine, if possible, 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). Safe steering affected.		X	
2.4. Wheel alignment (X) ²	Check alignment of steered wheels with suitable equipment.	Alignment not in accordance with vehicle manufacturer's data or requirements ¹ . 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. Component heavily damaged or cracked.		X	
		(b) Excessive play. Straight on driving affected; directional stability impaired.		X	
		(c) Attachment defective. Attachment seriously affected.		X	
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) Inconsistency between the angle of the steering wheel and the angle of the wheels. Steering affected.		X	
		(c) Power assistance not working.		X	
		(d) System indicates failure via the electronic vehicle interface.		X	
3. VISIBILITY					

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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). Inside cleaning area of windscreen wipers affected or outer mirrors not visible.	X	X	
3.2. Condition of glass	Visual inspection.	(a) Cracked or discoloured glass or transparent panel (if permitted) (outside cleaning area of windscreen wipers). Inside cleaning area of windscreen wipers affected or outer mirrors not visible.	X	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). Inside cleaning area of windscreen wipers affected or outer mirrors not visible.	X	X	
		(c) Glass or transparent panel in unacceptable condition. Visibility through inside cleaning area of windscreen wipers heavily affected.	X	X	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). Fewer than two rear-view devices available.	X	X	
		(b) Mirror or device slightly damaged or loose. Mirror or device inoperative, heavily damaged, loose or insecure.	X	X	
		(c) Necessary field of vision not covered.	X	X	
3.4. Windscreen wipers	Visual inspection and by operation.	(a) Wipers not operating or missing or not in accordance with the requirements ¹	X	X	
		(b) Wiper blade defective. Wiper blade missing or obviously defective.	X	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). Washers not operating.	X	X	
3.6. Demisting system (X) ²	Visual inspection and by operation.	System inoperative or obviously defective.	X		
4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT					
4.1. Headlamps					
4.1.1. Condition and operation	Visual inspection and by operation.	(a) Defective or missing light/light source (multiple light/light sources; in the case of LED, up to 1/3 not functioning). Single light/light sources; in the case of LED, seriously affected visibility.	X	X	

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		(b) Slightly defective projection system (reflector and lens). Heavily defective or missing projection system (reflector and lens).	X		
		(c) Lamp not securely attached.		X	
4.1.2. Alignment	Determine the horizontal aim of each headlamp on dipped beam using a headlamp aiming device or using the electronic vehicle interface.	(a) Aim of a headlamp not within limits laid down in the requirements ¹ .		X	
		(b) System indicates failure via the electronic vehicle interface.		X	
4.1.3. Switching	Visual inspection and by operation or using the electronic vehicle interface	(a) Switch does not operate in accordance with the requirements ¹ (Number of headlamps illuminated at the same time) Maximum permitted light brightness to the front exceeded.	X		
		(b) Function of control device impaired.		X	
		(c) System indicates failure via the electronic vehicle interface.		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, or using the electronic vehicle interface.	(a) Device not operating.		X	
		(b) Manual device cannot be operated from driver's seat.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	
4.1.6. Headlamp cleaning device (where mandatory)	Visual inspection and by operation if possible.	Device not operating. In the case of gas-discharging lamps.	X		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. Very serious risk of falling off.	X		
				X	
4.2.2. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements ¹ . 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 . 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. Red light to the front or white light to the rear; heavily reduced light brightness.	X		
				X	
4.3. 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 up to 1/3 not functioning). Single light sources; in the case of LED less than 2/3 functioning. All light sources not functioning.	X		
				X	
		(b) Slightly defective lens (no influence on emitted light).	X		X

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		Heavily defective lens (emitted light affected).		X	
		(c) Lamp not securely attached. Very serious risk of falling off.	X		
4.3.2. Switching	Visual inspection and by operation or using the electronic vehicle interface.	(a) Switch does not operate in accordance with the requirements ¹ . Delayed operation. No operation at all.	X		
		(b) Function of control device impaired.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	
		(d) Emergency brake light functions fail to operate, or do not operate correctly.		X	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 . White light to the rear; heavily reduced light brightness.	X		
				X	
4.4. 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 up to 1/3 not functioning). Single light sources; in the case of LED less than 2/3 functioning.	X		
		(b) Slightly defective lens (no influence on emitted light). Heavily defective lens (emitted light affected).	X		
		(c) Lamp not securely attached. 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 . No operation at all.	X		
				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. 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 up to 1/3 not functioning). Single light sources; in the case of LED less than 2/3 functioning.	X		
		(b) Slightly defective lens (no influence on emitted light). Heavily defective lens (emitted light affected).	X		
		(c) Lamp not securely attached. Very serious risk of falling off or dazzling oncoming traffic.	X		
4.5.2. Alignment (X) ²	By operation and using a headlamp aiming device	Front fog lamp out of horizontal alignment when the light pattern has cut-off line (cut-off line too low). Cut-off line above that for dipped beam headlamps.	X		
				X	
4.5.3. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements ¹ . Not operative.	X		
				X	

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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. 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 . Reversing lamp can be switched on with gear not in reverse position.	X		
				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). Defective light source. (Single light source).	X	X	
		(c) Lamp not securely attached. Very serious risk of falling off.	X		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. Reflecting affected.	X	X	
		(b) Reflector not securely attached. Likely to fall off.	X		X
4.8.2. Compliance with requirements ¹	Visual inspection.	Device, reflected colour or position not in accordance with the requirements ¹ . Missing or reflecting red colour to the front or white colour to the rear.	X		X
4.9. Tell-tales mandatory for lighting equipment					
4.9.1. Condition and operation	Visual inspection and by operation.	Not operating. Not operating for main beam headlamp or rear fog lamp.	X	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. Loose socket.	X		X
		(b) Damaged or deteriorated insulation. Likely to cause a short-circuit fault.	X		X
		(c) Trailer or towing vehicle electrical connections not functioning correctly. Trailer brake lights not working at all.		X	X
4.11. Electrical wiring	Visual inspection with vehicle over a pit or on a hoist, including inside the engine compartment (if applicable).	(a) Wiring insecure or not adequately secured. Fixings loose, touching sharp edges, connectors likely to be disconnected.	X	X	

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		Wiring likely to touch hot parts, rotating parts or the ground, connectors disconnected (relevant parts for braking, steering).			X
		(b) Wiring slightly deteriorated. Wiring heavily deteriorated. Wiring extremely deteriorated (relevant parts for braking, steering).	X	X	X
		(c) Damaged or deteriorated insulation. Likely to cause a short-circuit fault. Imminent risk of fire, formation of sparks.	X	X	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 . Emitting/reflecting red light to the front or white light to the rear.	X	X	
		(b) Lamp operation not in accordance with the requirements ¹ . Number of headlights simultaneously operating exceeding permitted light brightness; Emitting red light to the front or white light to the rear.	X	X	
		(c) Lamp/retro-reflector not securely attached. Very serious risk of falling off.	X	X	
4.13. Battery(ies)	Visual inspection.	(a) Insecure. Not properly attached; likely to cause a short-circuit fault.	X	X	
		(b) Leaking. Loss of hazardous substances.	X	X	
		(c) Defective switch (if required).		X	
		(d) Defective fuses (if required).		X	
		(e) Inappropriate ventilation (if required).		X	
5.					
AXLES, WHEELS, TYRES AND SUSPENSION					
5.1.					
Axles					
5.1.1. Axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Axle fractured or deformed.			X
		(b) Insecure fixing to vehicle. Stability impaired, functionality affected; Extensive movement relative to its fixtures.		X	X
		(c) Unsafe modification ³ . Stability impaired, functionality affected, insufficient clearance to other vehicle parts or to the ground.		X	X
5.1.2. Stub axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	(a) Stub axle fractured.			X
		(b) Excessive wear in the swivel pin and/or bushes. Likelihood of loosening; directional stability impaired.		X	X
		(c) Excessive movement between stub axle and axle beam. Likelihood of loosening; directional stability impaired.		X	X
		(d) Stub axle pin loose in axle. Likelihood of loosening; directional stability impaired.		X	X
5.1.3. Wheel bearings	Visual inspection with the vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes. Rock the wheel or apply a lateral	(a) Excessive play in a wheel bearing. Directional stability impaired; danger of demolition.		X	X
		(b) Wheel bearing too tight, jammed. Danger of overheating; danger of demolition.		X	X

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	force to each wheel and note the amount of upward movement of the wheel relative to the stub axle.				
5.2. Wheels and tyres					
5.2.1. Road wheel hub	Visual inspection.	(a) Any wheel nuts or studs missing or loose. Missing fixing or loose to an extent which very seriously affects road safety.		X	X
		(b) Hub worn or damaged. Hub worn or damaged in such a way that secure fixing of wheels is affected.		X	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. Likely to come off.		X	X
		(c) Wheel badly distorted or worn. Secure fixing to hub affected; secure fixing of tyre affected.		X	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 either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist, or by rolling the vehicle backwards and forwards over a pit.	(a) Tyre size, load capacity, approval mark or speed category not in accordance with the requirements ¹ and affecting road safety. Insufficient load capacity or speed category for actual use, tyre touches other fixed vehicle parts impairing safe driving.		X	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. Cord visible or damaged.		X	X
		(e) Tyre tread wear indicator becomes exposed. Tyre tread depth not in accordance with the requirements ¹ .		X	X
		(f) Tyre rubbing against other components (flexible anti spray devices). Tyre rubbing against other components (safe driving not impaired)	X		
		(g) Re-grooved tyres not in accordance with requirements ¹ . Cord protection layer affected.		X	X
		(h) Tyre pressure monitoring system malfunctioning or tyre obviously underinflated. Obviously inoperative.	X		
5.3. Suspension system					
5.3.1. Springs and stabiliser	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Insecure attachment of springs to chassis or axle. Relative movement visible. fixings very seriously loose.		X	X
		(b) A damaged or fractured spring component. Main spring (-leaf), or additional leaves very seriously affected.		X	X
		(c) Spring missing. Main spring (-leaf), or additional leaves very seriously affected.		X	X

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		(d) Unsafe modification ³ Insufficient clearance to other vehicle parts; spring system inoperative.		X	X
5.3.2. Shock absorbers	Visual inspection with vehicle over a pit or on a hoist or using special equipment, if available.	(a) Insecure attachment of shock absorbers to chassis or axle. Shock absorber loose.	X		
		(b) Damaged shock absorber showing signs of severe leakage or malfunction.		X	
5.3.2.1. efficiency testing of damping (X) ²	Use special equipment and compare left/right differences	(a) Significant difference between left and right.		X	
		(b) Given minimum values not reached.		X	
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Insecure attachment of component to chassis or axle. Likelihood of loosening; directional stability impaired.		X	X
		(b) A damaged or excessively corroded component. Stability of component affected or component fractured.		X	X
		(c) Unsafe modification ³ . Insufficient clearance to other vehicle parts; system inoperative.		X	X
5.3.4. Suspension joints	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Excessive wear in swivel pin and/or bushes or at suspension joints. Likelihood of loosening; directional stability impaired.		X	X
		(b) Dust cover severely deteriorated. Dust cover missing or fractured.	X		
				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. Functioning of system seriously affected.		X	X
		(c) Audible system leakage.		X	
6.					
CHASSIS AND CHASSIS ATTACHMENTS					
6.1.					
Chassis or frame and attachments					
6.1.1. General condition	Visual inspection with vehicle over a pit or on a hoist.	(a) Slight fracture or deformation of any side or cross-member. Serious fracture or deformation of any side or cross-member.		X	X
		(b) Insecurity of strengthening plates or fastenings. Majority of fastenings loose; insufficient strength of parts.		X	X
		(c) Excessive corrosion which affects the rigidity of the assembly. Insufficient strength of parts.		X	X
6.1.2. Exhaust pipes and silencers	Visual inspection with vehicle over a pit or on a hoist.	(a) Insecure or leaking exhaust system		X	
		(b) Fumes entering cab or passengers compartment. Danger to health of persons on board.		X	X
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection with vehicle over a pit or on a hoist, 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. Risk of fire; excessive loss of hazardous material.		X	X
		(c) Chafed pipes. Damaged pipes.	X	X	
		(d) Fuel stopcock (if required) not operating correctly.		X	

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		(e) Fire risk due to: — leaking fuel; — fuel tank or exhaust not properly shielded; — 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. 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 Very serious risk of falling off.		X	
					X
6.1.6. Mechanical coupling and towing device	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). Component damaged, defective or cracked (if in use)		X	
		(b) Excessive wear in a component. Below wear limit.		X	
		(c) Attachment defective. Any attachment loose with a very serious risk of falling off.		X	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) Registration plate not readable (when not in use).	X		
		(g) Unsafe modification ³ (secondary parts). Unsafe modification ³ (primary parts).		X	
					X
		(h) Coupling too weak.		X	
6.1.7. Transmission	Visual inspection.	(a) Loose or missing securing bolts Loose or missing securing bolts to such an extent that road safety is seriously endangered.		X	
		(b) Excessive wear in transmission shaft bearings. Very serious risk of loosening or cracking.		X	
		(c) Excessive wear in universal joints or transmission chains/belts. Very serious risk of loosening or cracking.		X	
		(d) Deteriorated flexible couplings. Very serious risk of loosening or cracking.		X	
		(e) A damaged or bent shaft.		X	
		(f) Bearing housing fractured or insecure. Very serious risk of loosening or cracking.		X	
		(g) Dust cover severely deteriorated. Dust cover missing or fractured.	X		
				X	
		(h) Illegal power-train modification.		X	
6.1.8. Engine mountings	Visual inspection not necessarily on a pit or hoist.	Deteriorated, obviously and severely damaged mountings. Loose or fractured mountings.		X	
					X

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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. Likely to fall off.		X	
		(b) Insecure body pillar. Stability impaired.		X	X
		(c) Permitting entry of engine or exhaust fumes. Danger to health of persons on board.		X	X
		(d) Unsafe modification ¹ . Insufficient clearance to rotating or moving parts and road.		X	X
6.2.2. Mounting	Visual inspection over a pit or on a hoist.	(a) Body or cab insecure. Stability affected.		X	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 Insecure or missing fixing of body/cab to chassis or cross-members to such an extent that road safety is very seriously endangered.		X	X
		(d) Excessive corrosion at fixing points on integral bodies. Stability impaired.		X	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). A door likely to open inadvertently or one that will not remain closed (turning doors).		X	X
		(c) Door, hinges, catches or pillar deteriorated. Door, hinges, catches or pillar missing or loose.	X		
				X	
6.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated. Insufficient stability.		X	X
6.2.5. Driver's seat	Visual inspection.	(a) Seat with defective structure. Loose seat.		X	X
		(b) Adjustment mechanism not functioning correctly. Seat moving or backrest not fixable.		X	X
6.2.6. Other seats	Visual inspection.	(a) Seats in defective condition or insecure (secondary parts). Seats in defective condition or insecure (main parts).	X		
		(b) Seats not fitted in accordance with requirements ¹ . 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. Safe operation affected.		X	X
6.2.8. Cab steps	Visual inspection.	(a) Step or step rung insecure.	X		

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		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 . Parts fitted likely to cause injuries; safe operation affected.	X		
		(c) Leaking hydraulic equipment. Extensive loss of hazardous material.	X		
6.2.10. Mudguards (wings), spray suppression devices	Visual inspection.	(a) Missing, loose or badly corroded. Likely to cause injuries; likely to fall off.	X		
		(b) Insufficient clearance to tyre/wheel (spray suppression). Insufficient clearance to tyre/wheel (mudguards).	X		
		(c) Not in accordance with the requirements ¹ . Insufficient coverage of tread.	X		
6.2.11. Stand	Visual inspection.	(a) Missing, loose or badly corroded.		X	
		(b) Not in accordance with the requirements ¹ .		X	
		(c) Risk of unfolding when the vehicle is in motion.			X
6.2.12. Handgrips and footrests	Visual inspection.	(a) Missing, loose or badly corroded.		X	
		(b) Not in accordance with the requirements ¹ .		X	
7. OTHER EQUIPMENT					
7.1. Safety-belts/buckles and restraint systems					
7.1.1. Security of safety-belts/buckles mounting	Visual inspection.	(a) Anchorage point badly deteriorated. Stability affected.		X	
		(b) Anchorage loose.		X	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. Any cut or sign of overstretching.	X	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		

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		If required (e.g. taxi, buses, 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 Inadvertently locking or blocking.		X	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. Not working at all.	X	X	
		(b) Control insecure.	X		
		(c) Not in accordance with the requirements ¹ . Emitted sound likely to be confused with official sirens.	X		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 . Missing (if required).	X		X
		(b) Operation impaired. Not operational at all.	X		X
		(c) Not capable of being sufficiently illuminated. Not capable of being illuminated at all.	X		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)	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	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. NUISANCE					
8.1. Noise					
8.1.1. Noise suppression system	Subjective evaluation (unless the inspector considers that	(a) Noise levels in excess of those permitted in the requirements ¹ .		X	

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	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)	(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. Very serious risk of falling off.		X	
8.2. Exhaust emissions					
8.2.1. 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	
8.2.1.2. Gaseous emissions	— 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 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. — 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.	(a) Either gaseous emissions exceed the specific levels given by the manufacturer; (b) Or, if this information is not available, the CO emissions exceed, (i) for vehicles not controlled by an advanced emission control system, — 4,5 %, or — 3,5 % according to the date of first registration or use specified in requirements ¹ . (ii) for vehicles controlled by an advanced emission control system, — at engine idle: 0,5 % — at high idle: 0,3 % or — at engine idle: 0,3 % (7) — at high idle: 0,2 % according to the date of first registration or use specified in requirements ¹ .		X	
		(c) Lambda coefficient outside the range $1 \pm 0,03$ or not in accordance with the manufacturer's specification;		X	
		(d) OBD read-out indicating significant malfunction.		X	
8.2.2. 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	
8.2.2.2. Opacity 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 (9): 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	(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	

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	<p>method of exhaust emission assessment. On the basis of an assessment of equivalence, Member States may authorise the use of OBD in accordance with the manufacturer's recommendations and other requirements.</p> <p>For vehicles as of emission classes Euro 6 and Euro VI ⁽¹⁰⁾:</p> <p>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 requirements¹.</p> <p>Vehicle preconditioning:</p> <p>1. Vehicles may be tested without preconditioning, although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition.</p> <p>2. Precondition requirements:</p> <p>(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 is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.</p> <p>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.</p>				
		<p>(b) Where this information is not available or requirements¹ do not allow the use of reference values,</p> <ul style="list-style-type: none"> — for naturally aspirated engines: 2,5 m⁻¹, — for turbo-charged engines: 3,0 m⁻¹, <p>or</p>		X	

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		<p>— for vehicles identified in requirements¹ or first registered or put into service for the first time after the date specified in requirements¹: $1,5 \text{ m}^{-1}$ ⁽¹⁾ or $0,7 \text{ m}^{-1}$ ⁽²⁾</p>			
	<p>Test procedure:</p> <ol style="list-style-type: none"> 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. 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. 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 M₂, M₃, N₂ and N₃, should be at least two seconds. 4. Vehicles shall only 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. 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 				

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	the purging cycles. Equally to avoid unnecessary testing. Member States may pass vehicles which have measured values significantly below the limits after fewer than three free acceleration cycles or after the purging cycles				
8.3. Electromagnetic interference suppression					
Radio interference (X) ²		Any requirements of the requirements ¹ not met.	X		
8.4. 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 safety risk to other road users. Steady formation of drops that constitutes a very serious risk.		X	X
9. SUPPLEMENTARY TESTS FOR PASSENGER-CARRYING VEHICLES CATEGORIES M ₂ , M ₃					
9.1. Doors					
9.1.1. Entrance and exit doors	Visual inspection and by operation.	(a) Defective operation.		X	
		(b) Deteriorated condition. Likely to cause injuries.	X	X	
		(c) Defective emergency control.		X	
		(d) Remote control of doors or warning devices defective.		X	
		(e) Not in accordance with the requirements ¹ . Insufficient door width.	X	X	
9.1.2. Emergency exits	Visual inspection and by operation (where appropriate)	(a) Defective operation.		X	
		(b) Emergency exits signs illegible. Emergency exits signs missing.	X	X	
		(c) Missing hammer to break glass.	X		
		(d) Not in accordance with requirements ¹ . Insufficient width or access blocked.	X	X	
9.2. Demisting and defrosting system (X) ²	Visual inspection and by operation	(a) Not operating correctly. Affecting safe operation of the vehicle.	X	X	
		(b) Emission of toxic or exhaust gases into driver's or passenger compartment. Danger to health of persons on board.		X	X
		(c) Defective defrosting (if compulsory).		X	
9.3. Ventilation & heating system (X) ²	Visual inspection and by operation	(a) Defective operation. Risk to health of persons on board.	X	X	
		(b) Emission of toxic or exhaust gases into driver's or passenger compartment. Danger to health of persons on board.		X	X
9.4. Seats					
9.4.1. Passenger seats (including seats for accompanying personnel)	Visual inspection	Folding seats (if allowed) not working automatically. Blocking an emergency exit.	X	X	
9.4.2. Driver's seat (additional requirements)	Visual inspection	(a) Defective special devices such as anti-glare shield. Field of vision impaired.	X	X	
		(b) Protection for driver insecure or not in accordance with requirements ¹ . Likely to cause injuries.	X		

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9.5. Interior lighting and destination devices (X) ²	Visual inspection and by operation	Device defective or not in accordance with requirements ¹ . Not operational at all.	X	X	
9.6. Gangways, standing areas	Visual inspection	(a) Insecure floor. Stability affected.		X	X
		(b) Defective rails or grab handles. Insecure or un-useable.	X	X	
		(c) Not in accordance with the requirements ¹ . Insufficient width or space.	X	X	
9.7. Stairs and steps	Visual inspection and by operation (where appropriate)	(a) Deteriorated condition. Damaged condition. Stability affected.	X	X	X
		(b) Retractable steps not operating correctly.		X	
		(c) Not in accordance with requirements ¹ . Insufficient width or exceeding height.	X	X	
9.8. Passenger communication system (X) ²	Visual inspection and by operation.	Defective system. Not operational at all.	X	X	
9.9. Notices (X) ²	Visual inspection.	(a) Missing, erroneous or illegible notice.	X		
		(b) Not in accordance with requirements ¹ . False information.	X	X	
9.10.				X	
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 or not in accordance with requirements ¹	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. Safe operation affected.	X	X	
		(b) Deteriorated condition. Stability affected; likely to cause injuries.	X	X	
		(c) Defective control(s). Safe operation affected.	X	X	
		(d) Defective warning device(s). Not operating at all.	X	X	
		(e) Not in accordance with the requirements ¹ .		X	
9.11.2. Wheelchair restraint system	Visual inspection and by operation if appropriate	(a) Defective operation. Safe operation affected.	X	X	
		(b) Deteriorated condition. Stability affected; likely to cause injuries.	X	X	
		(c) Defective control(s). Safe operation affected.	X	X	
		(d) Not in accordance with the requirements ¹ .		X	
9.11.3. Signalling and special equipment	Visual inspection	Signalling or special equipment absent or not in accordance with requirements ¹ .		X	
9.12.					
Other special equipment (X) ²					
9.12.1. Installations for food preparation	Visual inspection	(a) Installation not in accordance with the requirements ¹ .		X	
		(b) Installation damaged to such an extent that it would be dangerous to use it.		X	
9.12.2. Sanitary installation	Visual inspection	Installation not in accordance with the requirements ¹ . Likely to cause injuries.	X	X	

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9.12.3. Other devices (e.g. audiovisual systems)	Visual inspection	Not in accordance with the requirements ¹ . Safe operation of vehicle affected.	X		
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SCHEDULE 4.

Regulations 4(2), 8, 9(1), 16, 17, 22(1), 30(2) and 32

FORMS

FORM MVT/1.

Motor Vehicles Test Regulations 1987.

Regulation 4.

CERTIFICATE OF TEMPORARY EXAMINATION.

Serial No.

E

It is hereby certified the vehicle of which the registration number/plate number is
. . . is temporarily exempted from the provisions of the test regulations.

CLASS OF VEHICLES
MAKE
CHASSIS No
TRAILER SERIAL NO.

This certificate is valid from until inclusive of both dates.

SIGNATURE
Chief Examiner

DATE OF ISSUE

(See notes overleaf)

NOTES:

- 1. During the period of this certificate, the vehicle described therein is temporarily exempted from the provisions of the Motor Vehicle Test Regulations 1978 which makes it an offence to use on a road any vehicle which is subject to testing unless there is in force for the vehicle a valid roadworthiness certificate.

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2. You are advised to keep this certificate readily available. It need not be carried on the vehicle but it must be produced if required by a Police Officer.

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Form MVT/2

Motor Vehicles Test Regulations 1987.

Regulation 8(1)

APPLICATION FOR THE EXAMINATION OR RE-EXAMINATION OF A MOTOR VEHICLE OR TRAILER.

PLEASE READ ALL THE NOTES BEFORE COMPLETING THE FORM | PLEASE USE BLOCK LETTERS

- 1.REGISTRATION NO/PLATE NO
2.CLASS OF VEHICLE
3. TYPE OF BODY
4. MEANS OF PROPULSION
5. MAKE
6. MODEL
7. CHASSIS NO
8. SERIAL NO
9. DATE OF FIRST REGISTRATION
10. DATE OF MANUFACTURE
11. NO OF AXLES
12. UNLADEN WEIGHT
13. GVW
14. TYPE OF BRAKING SYSTEM:
(a) Service Brake
(b) Secondary brake
(c) Parking brake

*I hereby declare that to the best of my knowledge and belief all the statements in this application are true.

TELEPHONE No Signature During normal working hours

DATE

* NAME OF OWNER

The above vehicle was at the date of its examination found to comply with the statutory requirements relating to the construction and condition of the motor vehicle/trailer or their accessories and equipment and was issued with a roadworthiness certificate which expires on

2005-26

Traffic

1987/067

Motor Vehicles Test Regulations 1987

This version is out of date

SIGNATURE
Examiner

The above vehicle was at the date of its examination found NOT to comply with the statutory requirements relating to the construction and condition of the motor vehicle/trailer or their accessories and equipment and was issued with a Notice of Refusal of a roadworthiness certificate serial No

SIGNATURE
Examiner

I hereby apply for a re-examination of the above vehicle

DATE SIGNATURE

The above vehicle was at the date of re-examination found NOT to comply with the statutory requirements

SIGNATURE
Examiner

I hereby apply for a further re-examination of the above vehicle

DATE SIGNATURE

The above vehicle was at the date of the re-test found NOT to comply with the statutory requirements

SIGNATURE
Examiner

NOTES:

- 1.Registration number of motor vehicle or trailer plate number.
- 2.State whether the vehicle is a Motor Cycle, Private Motor Vehicle, Goods Vehicle, Public Service Vehicle, Self Drive Vehicle, Industrial Vehicle or Trailer
- 3.State whether the type of body is Articulated, Bowser, Camper, Convertible, Dumper, Estate, Flat Lorry, Fork Lift, Hatchback, Motor Cycle, Omnibus, Pick-up, Refrigerated, Refuse

This version is out of date

Collector, Saloon, Sided Lorry, Skip Lorry, Taxi, Tipper, Tractor, Van, Drawbar Trailer, Semi Trailer, etc.

4.State whether means of propulsion runs on Diesel, Electricity, Petrol, Petrol Mixture.

8.Trailer Manufacturer's Serial Number.

13. Gross vehicle weight means the weight the vehicle is designed or adapted not to exceed when travelling on the road laden.

14. State whether braking system is a split-system, Hydraulic, Air, Vacuum, Air/Hydraulic, Mechanical, Servo Motors, Power Assisted, Multi-Pull etc.

FOR OFFICE USE ONLY

NAME OF PERSON MAKING APPOINTMENT

DATE TIME

DATE OF EXAMINATION	
TIME	
FEE PAID	
DATE OF RE-EXAMINATION	
TIME	
FEE PAID	
DATE OF FURTHER RE-EXAMINATION	
TIME	
FEE PAID	

FOR COMPLETION AT THE CENTRE

For the purpose of the test the vehicle must/may*

*Be presented without a load

*Carry a load or have a load superimposed upon it such that the gross weight of the vehicle is not less than KG.

*Be fully and uniformly laden to the maximum authorised gross vehicle weight.

*The vehicle must be accompanied by a trailer of the type it is to draw on the road.

*Delete as necessary.

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Traffic

1987/067

Motor Vehicles Test Regulations 1987

This version is out of date

Form MVT/3

Motor Vehicles Test Regulations 1987.

Regulation 9.

NOTICE OF APPOINTMENT.

An appointment shown below has been made for your motor vehicle/trailer. Make sure that you can keep it, if you cannot, telephone 79009 or 79034 or call at the Motor Vehicle Test Centre right away.

Cancellation made within 3 days of the appointment date will involve forfeiture of fees except in certain specified exceptional circumstances which are reported to the centre within 1 day of their occurrence.

The Centre will be prepared to arrange a fresh appointment on receipt of, where it is appropriate, a fresh fee.

DAY	DATE	MONTH	YEAR	TIME	REGISTRATION NUMBER PLATE No.

BEFORE THE DAY OF THE TEST

- A. Ensure that the vehicle is roadworthy in every respect. If it fails the test in any one requirement it will have to be re-submitted for examination. Details of the test and the standard it sets appear in the Tester's Manual and in the Motor Vehicles Test Regulations.
- B. The vehicle should be sufficiently clean to enable all parts included in the examination to be readily seen.

ON THE DAY OF THE TEST

- C. Provide the vehicle with sufficient fuel and oil to see it through the test.
- D. Make sure the driver leaves in good time to get to the Centre by the appointed time. If he is late it may not be possible to carry out the test.
- E. Instruct the driver to follow the instructions of the Centre's staff.
- F. If this Notice requires it, ensure that a Trailer is taken to the Centre.
- G. Make sure the vehicle carries the weight of load stipulated in paragraph I of this Notice.
- H. On reporting at the Centre the driver must produce this notice and any provisional weights inserted at paragraph I. Without these the test may be refused.

This version is out of date

Form MVT/4

Motor Vehicles Test Regulations 1987.

Regulation 16.

Serial No.
TC
TEST CERTIFICATE.

The vehicle, of which the registration number/plate number is _____ Having been examined under the Motor Vehicle Test Regulations, it is hereby certified that at the date of the examination thereof the statutory requirements prescribed by the regulations were complied with in relation to the vehicle.

CLASS OF VEHICLE
MAKE
CHASSIS NO
TRAILER SERIAL NO
UNLADEN WEIGHT
GROSS WEIGHT
RECORDED MILEAGE
YEAR OF MANUFACTURE

DATE OF ISSUE DATE OF EXPIRY

Signature

Examiner

Warning:

A roadworthiness certificate should not be accepted as evidence of the satisfactory mechanical condition of the used vehicle offered for sale.

(See notes overleaf).

NOTES:

1.It is an offence under Section 7 of the Traffic Act to use on a road any motor vehicle or trailer which is subject to a periodical test under the Motor Vehicles Test Regulations 1978 unless a Test Certificate is in force for the vehicle. This certificate must be renewed on or before its expiry date. You cannot be issued with a vehicle licence unless a valid roadworthiness certificate in respect of it is produced.

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Traffic

1987/067

Motor Vehicles Test Regulations 1987

This version is out of date

An application for a periodical test should be made at least 60 days before the certificate expires.

2. You are advised to keep this certificate readily available. It need not be carried on the vehicle but it must be produced if required by a Police Officer and on renewal of the vehicle licence.

3. If this certificate is lost or defaced an application for a duplicate may be made to the Chief Examiner.

Anyone finding this certificate is requested to send it to the Motor Vehicle Test Centre.

This version is out of date

MVT/5

Motor Vehicles Test Regulations 1987.

Regulation 17(1).

Serial No.

R

NOTICE OF REFUSAL OF A TEST CERTIFICATE.

The vehicle of which the registration number/plate number is Having been examined under the Motor Vehicles Test Regulations, it is hereby notified that a roadworthiness certificate in respect of the vehicle is refused on the grounds that:

- (a) A full examination of its braking system or systems as required by the regulations could not safely be carried out because at the date of the examination there were the following defects:-

.
.

- (b) In so far as the examination of the vehicle was carried out it was found that the statutory requirements prescribed by the regulations were not complied with for the following reasons-

.
.
.
.
.

CLASS OF VEHICLE
MAKE
CHASSIS NO
TRAILER SERIAL NO

DATE OF ISSUE DATE OF EXPIRY

Signature
Examiner

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1987/067

Motor Vehicles Test Regulations 1987

This version is out of date

(See notes overleaf)

Keep this Notice save you may need it when your vehicle is re-tested.

NOTES:

1. Your vehicle has been refused a roadworthiness certificate for the reasons shown overleaf. If you intend to continue to use it on the road you should have it repaired without delay. As soon as the necessary repairs have been carried out, you should have your vehicle re-tested. You are permitted to drive the vehicle without a roadworthiness certificate when submitting it by previous arrangement for or bringing it away from an examination, or taking it or bringing it away from a place where repairs are to be or have been done to remedy the defects for which the vehicle was failed. You are advised that if you use a defective vehicle on a road for any other reason you could be prosecuted. It is also an offence to use on a road a vehicle which is four or more years old that does not have a current roadworthiness certificate.

2. If your vehicle is returned for a re-test within 14 days of the date on this notice, half the current fee will be payable. If it is brought after 14 days of the date of failure, a full current fee is payable.

3. If you do not agree with the refusal notice, you may appeal. If you wish to appeal against all or any of the grounds for refusal you must use a special form which you can obtain from the Motor Vehicle Test Centre. The completed appeal form with the current appeal fee must be received within 14 days of the date of the Refusal Notice. If your appeal is successful, the fee or, if appropriate, part of it may be returned to you. Do not have your vehicle repaired before the appeal test is carried out since any change in the condition of the vehicle may preclude the successful outcome of the appeal.

This version is out of date

Form MVT/6.

Motor Vehicles Test Regulations 1987.

Regulation 22.

PARTICULARS OF ALTERATIONS.

CLASS.....
TYPE.....
MAKE.....
MODEL.....
CHASSIS NO.....
TRAILER SERIAL NO.....

The following alterations, and no others, have been made to the above vehicle since the issue of the latest roadworthiness certificate-

.....
.....
.....

I/We..... being the owner of the above vehicle declare that to the best of my knowledge and belief all the statements in this application are true.

SIGNATURE..... DATE.....
TELEPHONE NO..... During normal working hours

Give details of any notifiable alterations which have been made. Normal replacement of worn, defective or damaged parts or components on a "Like for Like" basis are NOT notifiable.

- (a) Alterations to the structure or fixed equipment of a vehicle which vary its carrying capacity:
(i) Chassis Frame or Structure
(ii) Steering, Suspension, Wheels and Axles
(iii) Bodywork
(b) Alterations to Braking System
(c) Other alterations to the structure or fixed equipment

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(See Notes Overleaf)

OFFICIAL USE ONLY

ALTERATIONS
ACCEPTED

NOTICE OF REFUSAL OF A TEST

CERTIFICATE ISSUED

AMENDMENT OF
TEST CERTIFICATE
REFUSED

LICENCE SUSPENDED

TEST CERTIFICATE
WITHDRAWN

SIGNATURE

Examiner

DATE

NOTES:

1. Alterations to the structure or fixed equipment of a vehicle which vary its carrying capacity. These include alterations to any of the following items—

(a) Chassis, frame or structure.

Any alteration which increases or decreases the front or rear overhang; any structural alteration (other than normal adjustment of an extensible structure) which reduces or extends the wheelbase (or in the case of a semi-trailer, the equivalent distance); any other extension, deletion or alteration, including cutting, welding, riveting, etc., which materially weakens the chassis, frame or structure or changes its torsional stiffness.

(b) Steering, suspension, wheels and axles (including stub axles and wheel hubs).

The fitting of steering gear, axles, hubs or road springs of a different design or load bearing capacity; the fitting of additional wheels and axles or the removal of such items; any addition, deletion or alteration which reduces the inherent strength of the above components.

(c) The fitting of an alternative body of different design, construction or type: any alteration which reduces materially the strength of the body structure or the means by which it

is attached to the chassis; any alteration which causes the body to extend beyond the rear of the chassis frame; any alteration which reduces or increases the unladen weight of the vehicle.

2. Alterations to braking system.

These comprise alterations which adversely affect either the braking system or the braking performance of the vehicle: they include the addition or deletion of components such as reservoirs, servo motors, brake actuators, exhausters and compressors; they would also include the addition of any equipment which is necessary to connect to any part of the braking system and the fitting of different brake drums or shoes or liners of a smaller contact area.

3. Other alterations to the structure or fixed equipment.

Any other alteration made in the load bearing structure or fixed equipment of the vehicle, e.g. the coupling gear which could make the vehicle unsafe to travel on roads at any weight equal to any gross weight shown on a certificate; in the case of a motor vehicle, this could include such alterations as changing the type of engine or repositioning the engine or its mounting (e.g. petrol to diesel, normal control to forward control, etc.).

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Motor Vehicles Test Regulations 1987

This version is out of date

FORM MVT/7

Motor Vehicles Test Regulations 1987.

Regulation 30.

NOTICE OF APPEAL.

**BEFORE COMPLETING THIS NOTICE
PLEASE READ THE NOTES OVERLEAF
PLEASE USE BLOCK LETTERS**

Name and Address of Appellant
.
.
Telephone Number
During normal working hours

Indicate day of the week on which it will be convenient for the vehicle to be submitted for the appeal test.

PARTICULARS OF VEHICLE	
Registration No/Plate No	
Class	Type
Make	Model
Chassis No	Trailer Serial No

I/We, being aggrieved by the refusal of a roadworthiness certificate, or the grounds upon which the certificate was refused, or the suspension of a licence, in respect of the vehicle, particulars of which are given above, hereby appeal to the Licensing Authority against such refusal or suspension.

The grounds on which the appeal is made are:

The Notice of Refusal or a Roadworthiness Certificate Serial No. TC was issued on

I have read Note 6 overleaf and declare that the following changes have taken place in the condition of the vehicle since that date:—

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(If the vehicle’s condition has remained unchanged since the test please write unchanged”):

DATE SIGNATURE.

1. An appeal against the refusal to grant a test certificate or against the suspension of a licence cannot be considered unless this form is completed and signed and is received by the Licensing Authority within 14 days from the date of the Notice of Refusal of a roadworthiness certificate.
- 2.The Form must be accompanied by your remittance for the Appeal Fee.
- 3.DO NOT send the Notice of Refusal of a roadworthiness certificate with this form.
- 4.The vehicle will be examined by an Appeal Officer appointed by the Licensing Authority, probably, but not necessarily, at the Motor Vehicle Test Centre.
- 5.Every effort will be made to arrange the examination day in accordance with the preference expressed, but no guarantee can be given that this will be possible.
- 6.It is important that the Appeal Officer should see the vehicle in the same condition in which it was examined at the Test Centre. Any changes in the condition of the vehicle or its equipment which may have occurred by reason of repairs. adjustments, accidents or other events must therefore be declared. Such changes. if they directly or indirectly affect the condition of the particular items on which the appeal is based, may preclude the successful outcome of the appeal.

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Motor Vehicles Test Regulations 1987

This version is out of date

Form MVT/8.

Motor Vehicles Test Regulations 1987.

Regulation 32(1)(a).

NOTICE OF APPOINTMENT FOLLOWING APPEAL.

Registration No/Plate No

Class Type

Make Model

Chassis No Trailer Serial No

Dear Sir/Madam

With reference to your appeal against the refusal of a roadworthiness certificate or the suspension of a licence in respect of the above vehicle arrangements have been made for a further examination of the vehicle to be carried out by an Appeal Officer at

.....

at hours at

2.You or the person submitting the vehicle on your behalf, should bring:-

- (a) This appointment Notice.
- (b) The Notice of Refusal of a roadworthiness certificate or the Notice of Suspension of a licence in connection with which the appeal is made.

3.Please be prompt for the appointment.

4.If it is impossible to submit the vehicle at the time or date stated, please notify this office immediately and say if you wish:

- (a) To withdraw the appeal, or
- (b) For arrangements to be made, if practicable, for the appeal examination to be carried out at another time or date.

If the later, please suggest two alternative times or dates for another appointment.

IF THE VEHICLE IS NOT SUBMITTED AT THE PLACE AND TIME STATED ABOVE THE FEE CANNOT BE REPAID unless notification that it is not proposed to keep the appointment is given not less than two clear days (excluding Saturdays, Sundays and Public Holidays) before that time.

6.NO GUARANTEE can be given that arrangements can be made for the examination to be carried out at another time.

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This version is out of date

Yours faithfully

Licencing Authority

This version is out of date

SCHEDULE 5.

FEES

1. On application for the examination of a motor vehicle, or trailer which is—	£
(a) a private motor vehicle	30.00
(b) a motor cycle	20.00
(c) a public service vehicle with seating capacity for more than 8 passengers	60.00
(d) a public service vehicle with seating capacity for not more than 8 passengers	30.00
(e) a goods vehicle the unladen weight of which exceeds 1,525 kilograms	55.00
(f) a goods vehicle the unladen weight of which does not exceeds 1,525 kilograms	20.00
2. On application for the examination of a trailer	25.00
3. On application for the re-examination of a motor vehicle or trailer, where the application for re-examination is made more than 14 days of the last examination	The fee payable under item 1 or 2 for a vehicle of the same category
4. On application for the re-examination of a motor vehicle or trailer, where the application for re-examination is made within 14 days of the last examination	50% of the fee payable under item 3
5. On application for re-examination when—	
(i) the vehicle is submitted for re-examination on the day of the examination; or	
(ii) the re-examination was caused by failure to comply with the Lighting Requirements, the Direction Indicator Requirements, the Windscreen Cleaning Requirements or the Audible Warning Requirements	Nil
6. For re-examination of a vehicle under regulation 23	25.00
7. On lodging an appeal under regulation 30	The fee that would be payable under item 1 for examination of the vehicle plus 25%
8. For the issue of a duplicate roadworthiness certificate or roadworthiness classic certificate	£20.00

This version is out of date

Annual indexation of fees.

1. Subject to the provisions of this regulation, the fees set out in the table below (using the same paragraph numbering as appearing in Schedule 5) must be revised annually in accordance with the Index of Retail Prices published by the Government Statistician.

2. The first revision under this regulation shall apply as from the 1 May 2017 and shall apply the index of retail prices as at the 1 January 2017, and subsequent revisions shall apply on each subsequent 1 May and apply the index of retail prices prevailing on the preceding 1 January of that year.

3. Any figure revised pursuant to subregulation (1) shall be rounded up to the next whole penny.

SCHEDULE 5 - FEES	Amount (£)
1. On application for the examination of a motor vehicle, or trailer which is—	
(a) a private motor vehicle	30
(b) a motor cycle	20
(c) a public service vehicle with seating capacity for more than 8 passengers	60
(d) a public service vehicle with seating capacity for not more than 8 passengers	30
(e) a goods vehicle the unladen weight of which exceeds 1,525 kilograms	55
8. For the issue of a duplicate roadworthiness certificate or roadworthiness classic certificate	20

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This version is out of date

SCHEDULE 6

VEHICLES MANUFACTURED BEFORE 1 JANUARY 1960

PART I

FORM MVT/2A

Motor Vehicles Test Regulations 1987

Regulation 8(2)

**APPLICATION FOR THE EXAMINATION OR
RE-EXAMINATION OF A VEHICLE MANUFACTURED BEFORE 1 JANUARY
1960**

PLEASE READ ALL THE NOTES BEFORE COMPLETING THE FORM	PLEASE USE BLOCK LETTERS
--	--------------------------

1. REGISTRATION NO
2. CLASS OF VEHICLE
3. TYPE OF BODY
4. MEANS OF PROPULSION
5. MAKE
6. MODEL
7. CHASSIS NO
8. SERIAL NO
9. DATE OF FIRST REGISTRATION
10. DATE OF MANUFACTURE
11. NO OF AXLES
12. UNLADEN WEIGHTKG
13. GVWKG
14. TYPE OF BRAKING SYSTEM:
 - (a) Service Brake

This version is out of date

- (b) Secondary brake
- (c) Parking brake

*I hereby declare that to the best of my knowledge and belief all the statements in this application are true.

TELEPHONE No Signature
During normal working hours

DATE
* NAME OF OWNER

Roadworthiness Classic Certificate

The above vehicle was at the date of its examination found to comply with the statutory requirements relating to the construction and condition of the motor vehicle/trailer or their accessories and equipment and was issued with a roadworthiness classic certificate which expires on

SIGNATURE
Examiner

The above vehicle was at the date of its examination found NOT to comply with the statutory requirements relating to the construction and condition of the motor vehicle/trailer or their accessories and equipment and was issued with a Notice of Refusal of a roadworthiness classic certificate serial No

SIGNATURE
Examiner

I hereby apply for a re-examination of the above vehicle.

DATE SIGNATURE

The above vehicle was at the date of re-examination found NOT to comply with the statutory requirements.

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This version is out of date

SIGNATURE
Examiner

I hereby apply for a further re-examination of the above vehicle.

DATE SIGNATURE

The above vehicle was at the date of the re-test found NOT to comply with the statutory requirements

SIGNATURE
Examiner

NOTES:

1. Registration number of motor vehicle or trailer.
2. State whether the vehicle is a Motor Cycle, Private Motor Vehicle, Goods Vehicle.
3. State whether the type of body is Camper, Convertible, Estate, Hatchback, Motor Cycle, Pick-up, Saloon, Van, etc.
4. State whether means of propulsion runs on Diesel, Electricity, Petrol, Petrol Mixture.
14. State whether braking system is a split-system, Hydraulic, Air, Vacuum, Air/Hydraulic, Mechanical, Servo Motors, Power Assisted, Multi-Pull etc.

FOR OFFICE USE ONLY

NAME OF PERSON MAKING APPOINTMENT

DATE TIME

DATE OF EXAMINATION	
TIME	
FEE PAID	
DATE OF RE-EXAMINATION	
TIME	
FEE PAID	
DATE OF FURTHER RE-EXAMINATION	
TIME	
FEE PAID	

FOR COMPLETION AT THE CENTRE

This version is out of date

For the purpose of the test the vehicle must/may*
*Be presented without a load
*Delete as necessary.

PART II

**PRESCRIBED REQUIREMENTS – ROADWORTHINESS CLASSIC
CERTIFICATE**

Regulation 13A

1. In considering whether to grant a Roadworthiness Classic Certificate the Chief Examiner shall have regard to the following–
 - (a) whether the vehicle has a braking system operated by the driver, which is sufficiently effective to bring the vehicle to a halt within a reasonable distance or has a braking efficiency of not less than 22%;
 - (b) whether the vehicle complies with the requirements contained in paragraph 4 of Schedule 2 of these Regulations.
2. Where due to the design and construction of the vehicle–
 - (a) the brakes do not comply with the requirement in paragraph 1(a), the Chief Examiner shall impose a condition that the vehicle may not be driven at a speed exceeding 15 kilometres per hour;
 - (b) the lights do not comply with the requirement in paragraph 1(b), the Chief Examiner shall impose a condition that the vehicle is not driven during the hours of darkness or in conditions of poor visibility.
3. Any restriction imposed shall be endorsed on the roadworthiness classic certificate.

PART III

Regulation 16A

ROADWORTHINESS CLASSIC CERTIFICATE

The vehicle, of which the registration number is.....
has been examined under the regulation 13A of the Motor Vehicles Test Regulations 1987. It is hereby certified that at the date of the examination the statutory requirements prescribed by the regulations were complied with in relation to the vehicle.

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This version is out of date

Class of Vehicle.....
Make.....
Chassis No.....
Serial No.....
Unladen weight
Gross weight.....
Recorded mileage.....
Date of manufacture.....

Restrictions imposed as to permitted use of vehicle:

Stamp

Signature

Of/on behalf of Chief Examiner

ISSUE DATE..... EXPIRY DATE.....

WARNING

A roadworthiness classic certificate should not be accepted as evidence of the satisfactory mechanical condition of a used vehicle offered for sale

KEEP THIS CERTIFICATE SAFELY

NOTES:

1.You are advised to keep this certificate readily available. It need not be carried in the vehicle, but it must be produced if required by a Royal Gibraltar Police Officer and on renewal of the vehicle licence.

2.If this certificate is lost or defaced an application for a duplicate may be made to the Chief Examiner.

Anyone finding this certificate is required to send it to the Motor Vehicle Test Centre, Gibraltar.

PART IV

MVT/5A

Motor Vehicles Test Regulations 1987

This version is out of date

Regulation 17(2)

Serial No.
R

NOTICE OF REFUSAL OF A ROADWORTHINESS CLASSIC CERTIFICATE.

The vehicle of which the registration number is having been examined under the Motor Vehicles Test Regulations 1987, it is hereby notified that a roadworthiness classic certificate in respect of the vehicle is refused on the grounds that:

(a) A full examination of its braking system or systems as required by the regulations could not safely be carried out because at the date of the examination there were the following defects:-

.....
.....
.....

(b) In so far as the examination of the vehicle was carried out it was found that the statutory requirements prescribed by the regulations were not complied with for the following reasons-

.....
.....
.....
.....
.....
.....

CLASS OF VEHICLE
MAKE
CHASSIS NO
TRAILER SERIAL NO.

DATE OF ISSUE DATE OF EXPIRY

Signature
Examiner

(See notes overleaf)

Keep this Notice save you may need it when your vehicle is re-tested.

NOTES:

1. Your vehicle has been refused a roadworthiness classic certificate for the reasons shown overleaf. If you intend to continue to use it on the road you should have it repaired without delay. As soon as the necessary repairs have been carried out, you should have your vehicle

This version is out of date

re-tested. You are permitted to drive the vehicle without a roadworthiness classic certificate when submitting it by previous arrangement for or bringing it away from an examination, or taking it or bringing it away from a place where repairs are to be or have been done to remedy the defects for which the vehicle was failed. You are advised that if you use a defective vehicle on a road for any other reason you could be prosecuted.

2. If your vehicle is returned for a re-test within 14 days of the date on this notice, half the current fee will be payable. If it is brought after 14 days of the date of failure, a full current fee is payable.

3. If you do not agree with the refusal notice, you may appeal. If you wish to appeal against all or any of the grounds for refusal you must use a special form which you can obtain from the Motor Vehicle Test Centre. The completed appeal form with the current appeal fee must be received within 14 days of the date of the Refusal Notice. If your appeal is successful, the fee or, if appropriate, part of it may be returned to you. Do not have your vehicle repaired before the appeal test is carried out since any change in the condition of the vehicle may preclude the successful outcome of the appeal.

PART V

FORM MVT/7A

Motor Vehicles Test Regulations 1987

Regulation 30A

NOTICE OF APPEAL – ROADWORTHINESS CLASSIC CERTIFICATE

**BEFORE COMPLETING THIS NOTICE PLEASE READ THE NOTES OVERLEAF
PLEASE USE BLOCK LETTERS**

Name and Address of Appellant

.....

Telephone Number

During normal working hours

Indicate day of the week on which it will be convenient for the vehicle to be submitted for the appeal test.

PARTICULARS OF VEHICLE	
Registration No
Class	Type

This version is out of date

Make	Model
.	
Chassis no	Trailer Serial No.
.	
Date of manufacture	

I/We, being aggrieved by the refusal of a roadworthiness classic certificate, or the grounds upon which the roadworthiness classic certificate was refused, or the suspension of a licence, in respect of the vehicle, particulars of which are given above, hereby appeal to the Licensing Authority against such refusal or suspension.

The grounds on which the appeal is made are:

The Notice of Refusal or a Roadworthiness Classic Certificate Serial No. TCwas issued on

I have read Note 6 overleaf and declare that the following changes have taken place in the condition of the vehicle since that date:-
(If the vehicle's condition has remained unchanged since the test please write unchanged"):

DATE SIGNATURE.

1. An appeal against the refusal to grant a roadworthiness classic certificate or against the suspension of a licence cannot be considered unless this form is completed and signed and is received by the Licensing Authority within 14 days from the date of the Notice of Refusal of a Roadworthiness Classic Certificate.
2. The Form must be accompanied by your remittance for the appeal fee.
3. DO NOT send the Notice of Refusal of a roadworthiness classic certificate with this form.
4. The vehicle will be examined by an Appeal Officer appointed by the Licensing Authority, probably, but not necessarily, at the Motor Vehicle Test Centre.
5. Every effort will be made to arrange the examination day in accordance with the preference expressed, but no guarantee can be given that this will be possible.
6. It is important that the Appeal Officer should see the vehicle in the same condition in which it was examined at the Motor Vehicle Test Centre. Any changes in the condition of the vehicle or its equipment which may have occurred by reason of repairs, adjustments, accidents or other events must therefore be declared. Such changes, if they directly or indirectly affect the

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condition of the particular items on which the appeal is based, may preclude the successful outcome of the appeal.

PART VI

**Form MVT/8A.
Motor Vehicles Test Regulations 1987**

Regulation 32(1)(b)

NOTICE OF APPOINTMENT FOLLOWING APPEAL

Registration No
Class Type
Make Model
Chassis No Trailer Serial No.
Date of Manufacture

Dear Sir/Madam

With reference to your appeal against the refusal of a roadworthiness classic certificate or the suspension of a licence in respect of the above vehicle arrangements have been made for a further examination of the vehicle to be carried out by an Appeal Officer at
.....at hours at

- 2. You or the person submitting the vehicle on your behalf, should bring:
 - (a) This appointment notice.
 - (b) The Notice of Refusal of a roadworthiness classic certificate or the Notice of Suspension of a licence in connection with which the appeal is made.
- 3. Please be prompt for the appointment.
- 4. If it is impossible to submit the vehicle at the time or date stated, please notify this office immediately and say if you wish:
 - (a) To withdraw the appeal, or
 - (b) For arrangements to be made, if practicable, for the appeal examination to be carried out at another time or date.

This version is out of date

If the later, please suggest two alternative times or dates for another appointment.
.....

5. IF THE VEHICLE IS NOT SUBMITTED AT THE PLACE AND TIME STATED ABOVE THE FEE CANNOT BE REPAID unless notification that it is not proposed to keep the appointment is given not less than two clear days (excluding Saturdays, Sundays and Public Holidays) before that time.

6. NO GUARANTEE can be given that arrangements can be made for the examination to be carried out at another time.

Yours faithfully

Licensing Authority

Notice made under s.65(7)

NOTICE OF APPROVAL OF INTOXIMETER DEVICE

device approved to be used under section 65(1)	Lion Intoxylizer 6000, serial no. A0200
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SCHEDULE 7

MINIMUM REQUIREMENTS CONCERNING ROADWORTHINESS FACILITIES AND EXAMINATION EQUIPMENT

I. Facilities and equipment

Roadworthiness examinations undertaken in accordance with the recommended methods specified in Schedule 3 shall be carried out by using appropriate facilities and equipment. This may include, where applicable, the use of mobile test units. The examination equipment that is necessary will depend on the vehicle categories to be examined, as described in Table I. Facilities and equipment shall comply with the following minimum requirements-

- (1) An examination facility with adequate space for the evaluation of vehicles which meets the necessary health and safety requirements;
- (2) An examination lane of sufficient size for each examination, a pit or lift and, for vehicles having a maximum mass exceeding 3,5 tonnes, a device to lift a vehicle on one of the axles, equipped with appropriate lighting and, where necessary, with aeration devices;
- (3) For examining any vehicle, a roller brake tester capable of measuring, displaying and recording the braking forces and the air pressure in air brake systems in accordance with Annex A to standard ISO 21069-1 on the technical requirements of roller brake tester or equivalent standards;
- (4) For examining vehicles having a maximum mass not exceeding 3,5 tonnes, a roller brake tester in accordance with item 3, which may not include the recording of braking forces, pedal force and the air pressure in air brake systems and their display;

or

A plate brake tester equivalent to the roller brake tester in accordance with item 3, which may not include the recording capability of the braking forces, pedal force and the display of air pressure in air brake systems;

- (5) A deceleration recording instrument, while non-continuous measurement instruments shall record/store measurements at least 10 times per second;
- (6) Facilities for the examining of air brake systems, such as manometers, connectors and hoses;

- (7) A wheel/axle load measuring device to determine the axle loads (optional facilities for measuring two-wheel loads, such as wheel weight pads and axle weight pads);
- (8) A device for examining the wheel-axle suspension (wheel play detector) without lifting the axis, meeting the following requirements-
 - (a) The device shall be equipped with at least two power-operated plates that can be moved in opposite sense in both the longitudinal and the transversal directions;
 - (b) The movement of the plates shall be controllable by the operator from the examining position;
 - (c) For vehicles having a maximum mass exceeding 3,5 tonnes, the plates shall comply with the following technical requirements-
 - (i) Longitudinal and transversal movement of at least 95 mm;
 - (ii) Longitudinal and transversal movement speed 5 cm/s to 15 cm/s;
- (9) A Class II sound level meter, if sound level is measured;
- (10) A 4-gas analyser in accordance with Directive 2004/22/EC of the European Parliament and of the Council;
- (11) A device for measuring the absorption coefficient with sufficient accuracy;
- (12) One headlamp aiming device allowing the setting of the headlight to be examined in accordance with the provisions for the setting of headlights of motor vehicles (Directive 76/756/EEC); the light/dark boundary shall be easily recognisable in daylight (without direct sunlight);
- (13) A device for measuring the tread depth of tyres;
- (14) A device to connect to the electronic vehicle interface, such as an OBD scan tool;
- (15) A device to detect LPG/CNG/LNG leakage, if such vehicles are examined.

Any of the above devices may be combined in one composite device, provided that this does not affect the accuracy of each device.

II. Calibration of equipment used for measurements

Unless specified otherwise by the relevant European Union legislation, the interval between two successive calibrations may not exceed-

- (i) 24 months for the measurement of weight, pressure and sound level,
- (ii) 24 months for the measurement of forces,
- (iii) 12 months for the measurement of gaseous emissions.

Table I

Minimum equipment required for the purpose of performing a roadworthiness examinations																	
Vehicles	Maximum mass	Category	Equipment required for each item listed in section 1														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1. Motorcycles		L1e	P	x								x	x		x	x	x
		L3e,L4e	P	x								x	x		x	x	x
		L3e,L4e	D	x								x		x	x	x	x
		L2e	P	x	x							x	x		x	x	x
		L2e	D	x	x							x		x	x	x	x
		L5e	P	x	x							x	x		x	x	x
		L5e	D	x	x							x		x	x	x	x
		L6e	P	x	x							x	x		x	x	x
		L6e	D	x	x							x		x	x	x	x
		L7e	P	x	x							x	x		x	x	x
		L7e	D	x	x							x		x	x	x	x
2. Vehicles for the carriage of persons																	
	Up to 3 500 kg	M ₁ ,M ₂	P	x	x		x					x	x		x	x	x
	Up to 3 500 kg	M ₁ ,M ₂	D	x	x		x					x		x	x	x	x
	> 3 500 kg	M ₂ ,M ₃	P	x	x	x	x	x	x	x	x	x	x		x	x	x
	> 3 500 kg	M ₂ ,M ₃	D	x	x	x	x	x	x	x	x	x		x	x	x	x
3. Vehicles for the carriage of goods																	
	Up to 3 500 kg	N ₁	P	x	x		x					x	x		x	x	x
	Up to 3 500 kg	N ₁	D	x	x		x					x		x	x	x	x
	> 3 500 kg	N ₂ ,N ₃	P	x	x	x	x	x	x	x	x	x	x		x	x	x
	> 3 500 kg	N ₂ ,N ₃	D	x	x	x	x	x	x	x	x	x		x	x	x	x
4. Special vehicles derived from a category N vehicle, T5																	
	Up to 3 500 kg	N ₁	P	x	x		x					x	x		x	x	x
	Up to 3 500 kg	N ₁	D	x	x		x					x		x	x	x	x
	> 3 500 kg	N ₂ ,N ₃ ,T5	P	x	x	x	x	x	x	x	x	x	x		x	x	x
	> 3 500 kg	N ₂ ,N ₃ ,T5	D	x	x	x	x	x	x	x	x	x		x	x	x	x
5. Trailers																	
	Up to 750 kg	O ₁		x												x	
	> 750 to 3 500 kg	O ₂		x	x		x									x	
	> 3 500 kg	O ₃ ,O ₄		x	x	x		x	x	x						x	

Traffic

2005-26

Motor Vehicles Test Regulations 1987

1987/067

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¹ = P...petrol (positive ignition); D...diesel (compression ignition)

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Motor Vehicles Test Regulations 1987

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SCHEDULE 8

**MINIMUM REQUIREMENTS CONCERNING THE COMPETENCE, TRAINING
AND CERTIFICATION OF EXAMINERS**

1. Competence

An examiner shall have-

(a) a certified knowledge and understanding relevant for road vehicles in the following areas-

- mechanics;
- dynamics;
- vehicle dynamics;
- combustion engines;
- material and material processing;
- electronics;
- electrics;
- electronic vehicle components;
- IT applications;

(b) at least three years of documented experience or equivalent, such as documented mentorship or studies, and appropriate training in the road vehicle field set out above.

2. Initial and refresher training

The Centre shall ensure that examiners receive the appropriate initial and refresher training or undergo appropriate examination, including in theoretical and practical elements, to enable them to be authorised to carry out roadworthiness examinations.

The minimum contents of the initial and refresher training or appropriate examination shall include the following topics-

(a) Initial training or appropriate examination

The initial training provided by the Centre shall cover at least the following topics-

- (i) vehicle technology-
 - braking systems;
 - steering systems;
 - fields of vision;
 - light installation, lighting equipment and electronic components;
 - axles, wheels and tyres;
 - chassis and bodywork;
 - nuisance and emissions;
 - additional requirements for special vehicles;
- (ii) examining methods;
- (iii) assessment of defects;
- (iv) legal requirements applicable on the vehicle condition for approval;
- (v) legal requirements relating to roadworthiness examination;
- (vi) administrative provisions relating to vehicle approval, registration and roadworthiness examination;
- (vii) IT applications relating to examination and administration.

(b) Refresher training or appropriate examination

The Centre shall ensure that the examiners regularly receive refresher training or undergo an appropriate examination provided or set by the Centre.

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The Centre shall ensure that the contents of the refresher training or appropriate examination enable examiners to maintain and refresh the requisite knowledge and skills in relation to the topics referred to in point (a), (i) to (vii) above.

3. Certificate of competence

The certificate or equivalent documentation issued to an examiner authorised to carry out roadworthiness examinations shall include at least the following information-

- identification of the examiner (first name, surname);
- vehicle categories for which the examiner is authorised to carry out roadworthiness examinations;
- name of the issuing authority;
- date of issue.