# SECOND SUPPLEMENT TO THE GIBRALTAR GAZETTE

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


LEGAL NOTICE NO. 98 OF 2017.

**TRAFFIC ACT 2005**

**MOTOR VEHICLES TEST (AMENDMENT) REGULATIONS 2017**

In exercise of the powers conferred upon it by section 7 of the Traffic Act 2005, and for the purpose of transposing into the law of Gibraltar 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, and transposing, in part, Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles, the Government has made the following Regulations-

**Title.**

1. These Regulations may be cited as the Motor Vehicles Test (Amendment) Regulations 2017.

**Commencement.**

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

**Amendment of the Motor Vehicles Test Regulations 1987.**

3.(1) The Motor Vehicles Test Regulations 1987 is amended in accordance with the provisions of this regulation.

(2) Regulation 2 is amended as follows-

(a) before the definition of "appointed day" insert-

""Act" means the Traffic Act 2005;";

(b) after the definition of "Centre" insert-

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

(c) for the definition of "Directive" substitute-

""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;";

(d) after the definition of "exceptional circumstances" insert-

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

(e) after the definition of "licensing authority" insert-

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

(f) after the definition of "roadworthiness classic certificate" insert-

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

(g) for the definition of "trailer" substitute-

""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;";

(h) after the definition of "trailer" insert-

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

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

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

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

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

(3) For regulation 3 substitute-

"**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 $M_1$;

(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 $M_2$ and $M_3$;

(c) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3,5 tonnes – vehicle category $N_1$;

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

(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 $O_3$ and $O_4$;

(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.".

(4) In regulation 4(2) for "authorized" substitute "authorised".

(5) After regulation 7 insert-

"**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.".

(6) Regulation 13 is amended as follows-

(a) for subregulation (2) substitute-

" (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.";

(b) after subregulation (2) insert-

" (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.".

(7) After regulation 13A insert-

"**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.".

(8) Regulation 28 is amended as follows-

(a) for "28." substitute "28.(1)";

(b) after subregulation (1) insert-

" (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.".

(9) For regulation 36 substitute-

"**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.".

(10) After subregulation 37(4) insert-

" (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.".

(11) Regulation 45 is amended as follows-

(a) in paragraph (c) remove "or";

(b) in paragraph (d) for "," substitute "; or";

(c) after paragraph (d) insert-

"(e) manipulates an odometer with the aim of reducing or misrepresenting the distance record of a vehicle,".

(12) After regulation 46 insert-

"**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.".

(13) For Schedule 3 substitute-

"**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;

(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 $M^2$ and $M^3$

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.<br>IDENTIFICATION OF THE VEHICLE | | | | | |
| 0.1. Registration number plates (if needed by requirements[1]) | Visual inspection | (a) Number plate(s) missing or so insecurely fixed that it is (they are) likely to fall off. | | X | |
| | | (b) Inscription missing or illegible | | X | |
| | | (c) Not in accordance with vehicle documents or records. | | X | |
| 0.2.Vehicle identification/chassis/serial number | Visual inspection | (a) Missing or can not be found. | | X | |
| | | (b) Incomplete, illegible, obviously falsified, or does not match the vehicle documents. | | X | |
| | | (c) Illegible vehicle documents or clerical inaccuracies. | X | | |
| 1.<br>BRAKING EQUIPMENT<br>1.1.<br>Mechanical condition and operation | | | | | |
| 1.1.1. Service brake pedal/hand lever pivot | Visual inspection of the components while the braking system is operated.<br>Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off. | (a) Pivot too tight. | | X | |
| | | (b) Excessive wear or play. | | X | |

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| 1.1.2. | Pedal/hand lever condition and travel of the brake operating device | Visual inspection of the components while the braking system is operated<br>Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off. | (a) Excessive or insufficient reserve travel. | | X | |
| | | | (b) Brake control not releasing correctly.<br>If its functionality is affected. | X | X | |
| | | | (c) Anti-slip provision on brake pedal missing, loose or worn smooth. | | X | |
| 1.1.3. | Vacuum pump or compressor and reservoirs | Visual inspection of the components at normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit protection valve and pressure relief valve. | (a) Insufficient pressure/vacuum to give assistance for at least four brake applications after the warning device has operated (or gauge shows an unsafe reading);<br>at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). | | X | X |
| | | | (b) Time taken to build up air pressure/vacuum to safe working value is too long according to the requirements[1] | | X | |
| | | | (c) Multi-circuit protection valve or pressure relief valve not working. | | X | |
| | | | (d) Air leak causing a noticeable drop in pressure or audible air leaks. | | X | |
| | | | (e) External damage likely to affect the function of the braking system.<br>Secondary braking performance not met. | | X | X |
| 1.1.4. | Low pressure warning gauge or indicator | Functional check | Malfunctioning or defective gauge or indicator.<br>Low pressure not identifiable. | X | X | |
| 1.1.5. | Hand-operated brake control valve | Visual inspection of the components while the braking system is operated. | (a) Control cracked, damaged or excessively worn. | | X | |
| | | | (b) Control insecure on valve or valve insecure. | | X | |
| | | | (c) Loose connections or leaks in system. | | X | |
| | | | (d) Unsatisfactory operation. | | X | |
| 1.1.6. | Parking brake activator, lever control, parking brake ratchet, electronic parking brake | Visual inspection of the components while the braking system is operated. | (a) Ratchet not holding correctly. | | X | |
| | | | (b) Wear at lever pivot or in ratchet mechanism.<br>Excessive wear. | X | X | |
| | | | (c) Excessive movement of lever indicating incorrect adjustment. | | X | |
| | | | (d) Activator missing, damaged or inoperative. | | X | |

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| | | (e) Incorrect functioning, warning indicator shows malfunction | | X | |
| 1.1.7. Braking valves (foot valves, unloaders, governors) | Visual inspection of the components while the braking system is operated. | (a) Valve damaged or excessive air leak. If its functionality is affected. | | X | X |
| | | (b) Excessive oil discharge from compressor. | X | | |
| | | (c) Valve insecure or inadequately mounted. | | X | |
| | | (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. | X | X | |
| | | (b) Tap or valve insecure or inadequately mounted. If its functionality is affected. | X | X | |
| | | (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 | | |

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| | | (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).<br>Pipes or connection leaking (hydraulic brake systems). | | X | X |
| | | (c) Pipes damaged or excessively corroded.<br>Affecting the functioning of the brakes on account of blocking or imminent risk of leaking. | | X | X |
| | | (d) Pipes misplaced.<br>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.<br>Hoses damaged or chafing. | X | X | |
| | | (c) Hoses or connections leaking (air brake systems)<br>Hoses or connections leaking (hydraulic brake systems). | | X | X |
| | | (d) Hoses bulging under pressure.<br>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).<br>Lining or pad excessively worn (minimum mark not visible). | | X | X |
| | | (b) Lining or pad contaminated (oil, grease etc.).<br>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<br>Drum or disc excessively worn, excessively scored, cracked, insecure or fractured. | | X | X |
| | | (b) Drum or disc contaminated (oil, grease, etc.).<br>Braking performance affected. | | X | X |
| | | (c) Drum or disc missing. | | | X |

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| | | | (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 | | X | |

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| | | | movement, excessive wear or incorrect adjustment. | | | |
| | | | (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 | 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 | X |
| | | | (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 | | X | X |

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| | | wheel on the same axle in the case of steered axles. | | | |
| | | (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):<br>1. Vehicles registered for the first time after 1/1/2012:<br>— Category $M_1$: 58 %<br>— Categories $M_2$ and $M_3$: 50 %<br>— Category $N_1$: 50 %<br>— Categories $N_2$ and $N_3$: 50 %<br>— Categories $O_2$, $O_3$ and $O_4$:<br>— for semi-trailers: 45 % (2)<br>— for draw-bar trailers: 50 % | | X | |
| | | 2. Vehicles registered for the first time before 1/1/2012:<br>— Categories $M_1$, $M_2$ and $M_3$: 50 % (3)<br>— Category $N_1$: 45 %<br>— Categories $N_2$ and $N_3$: 43 % (4)<br>— Categories $O_2$, $O_3$ and $O_4$: 40 % (5) | | X | |
| | | 3. Other categories<br>Categories L (both brakes together):<br>— Category L1e: 42 %<br>— Categories L2e, L6e: 40 %<br>— Category L3e: 50 %<br>— Category L4e: 46 %<br>— Categories L5e, L7e: 44 %<br>Category L (rear wheel brake):<br>all categories: 25 % of the total vehicle mass<br>Less than 50 % of the above values reached. | | X | X |
| 1.3.<br>Secondary (emergency) braking performance and efficiency (if met by separate system) | | | | | |
| 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.<br>No braking effort on one or more wheels. | | X | X |
| | | (b) Braking effort from any wheel is less than 70 % of the maximum effort | | X | X |

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| | | 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.<br>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. | | | |
| | | (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.<br>Less than 50 % of the above braking effort values reached. | | X | X |
| 1.4.<br>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.<br>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.<br>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). | | X | |
| | | (b) System not functioning. | | X | |
| 1.6. Anti-lock braking system (ABS) | Visual inspection and inspection of warning device and/or using electronic vehicle interface. | (a) Warning device malfunctioning. | | X | |
| | | (b) Warning device shows system malfunction. | | X | |
| | | (c) Wheel speed sensors missing or damaged. | | X | |
| | | (d) Wirings damaged. | | X | |
| | | (e) Other components missing or damaged. | | X | |

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| | | (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.<br>Imminent risk of failure. | | X | X |
| 2.<br>STEERING<br>2.1.<br>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 wheel from lock to lock. Visual inspection of the operation of the steering gear. | (a) Roughness in operation of gear. | | X | |
| | | (b) Sector shaft twisted or splines worn.<br>Affecting functionality. | | X | X |
| | | (c) Excessive wear in sector shaft.<br>Affecting functionality. | | X | X |
| | | (d) Excessive movement of sector shaft.<br>Affecting functionality. | | X | X |
| | | (e) Leaking.<br>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.<br>Attachments dangerously loose or relative movement to chassis/bodywork visible. | | X | X |
| | | (b) Elongated fixing holes in chassis.<br>Attachments seriously affected. | | X | X |
| | | (c) Missing or fractured fixing bolts.<br>Attachments seriously affected. | | X | X |
| | | (d) Steering gear casing fractured.<br>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. | (a) Relative movement between components which should be fixed.<br>Excessive movement or likely to unlink. | | X | X |
| | | (b) Excessive wear at joints.<br>A very serious risk of unlinking. | | X | X |
| | | (c) Fractures or deformation of any component. | | X | X |

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| | Visual inspection of steering components for wear, fractures and security. | Affecting function. | | | |
| | | (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 | 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 | 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 | | | | | |
| 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 | (a) Relative movement between steering wheel and column indicating looseness. Very serious risk of unlinking. | | X | X |
| | | (b) Absence of retaining device on steering wheel hub. Very serious risk of unlinking. | | X | X |

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| | right angles to the column/forks. Visual inspection of play, and condition of flexible couplings or universal joints. | (c) Fracture or looseness of steering wheel hub, rim or spokes. Very serious risk of unlinking. | | X | 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 | 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 | 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 | 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 | X |
| | | (b) Excessive play. Straight on driving affected; directional stability impaired. | | X | X |
| | | (c) Attachment defective. | | X | X |

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| | | Attachment seriously affected. | | | |
| 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 | X |
| | | (c) Power assistance not working. | | X | |
| | | (d) System indicates failure via the electronic vehicle interface. | | X | |
| 3. VISIBILITY | | | | | |
| 3.1. Field of vision | Visual inspection from driving seat. | Obstruction within driver's field of view that materially affects his view in front or to the sides (outside cleaning area of windscreen wipers). | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible. | | X | |
| 3.2. Condition of glass | Visual inspection. | (a) Cracked or discoloured glass or transparent panel (if permitted) (outside cleaning area of windscreen wipers). | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible. | | X | |
| | | (b) Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements[1], (outside cleaning area of windscreen wipers). | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible. | | X | |
| | | (c) Glass or transparent panel in unacceptable condition. | | X | |
| | | Visibility through inside cleaning area of windscreen wipers heavily affected. | | | X |
| 3.3. Rear-view mirrors or devices | Visual inspection. | (a) Mirror or device missing or not fitted according to the requirements[1] (at least two rear-view devices available). | | X | |
| | | Fewer than two rear-view devices available. | | X | |
| | | (b) Mirror or device slightly damaged or loose. | X | | |

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| | | Mirror or device inoperative, heavily damaged, loose or insecure. | | X | |
| | | (c) Necessary field of vision not covered. | | X | |
| 3.4. Windscreen wipers | Visual inspection and by operation. | (a) Wipers not operating or missing or not in accordance with the requirements[1] | | X | |
| | | (b) Wiper blade defective. | X | | |
| | | Wiper blade missing or obviously defective. | | X | |
| 3.5. Windscreen washers | Visual inspection and by operation. | Washers not operating adequately (lack of washing fluid but pump operating or water-jet misaligned). | X | | |
| | | Washers not operating. | | X | |
| 3.6. Demisting system (X)[2] | Visual inspection and by operation. | System inoperative or obviously defective. | X | | |
| 4.<br>LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT<br>4.1.<br>Headlamps | | | | | |
| 4.1.1. Condition and operation | Visual inspection and by operation. | (a) Defective or missing light/light source.(multiple light/light sources; in the case of LED, up to 1/3 not functioning).<br>Single light/light sources; in the case of LED, seriously affected visibility. | X | X | |
| | | (b) Slightly defective projection system (reflector and lens).<br>Heavily defective or missing projection system (reflector and lens). | X | 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)<br>Maximum permitted light brightness to the front exceeded. | X | X | |
| | | (b) Function of control device impaired. | | X | |

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| | | (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 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 | 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 | | | | | |

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| 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 | X |
| | | (b) Slightly defective lens (no influence on emitted light). Heavily defective lens (emitted light affected). | X | X | |
| | | (c) Lamp not securely attached. Very serious risk of falling off. | X | 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 | X | 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 | |
| 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 | X | |
| | | (b) Slightly defective lens (no influence on emitted light). Heavily defective lens (emitted light affected). | X | X | |
| | | (c) Lamp not securely attached. Very serious risk of falling off. | X | 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 | |

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| 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 | X | |
| | | (b) Slightly defective lens (no influence on emitted light). Heavily defective lens (emitted light affected). | X | X | |
| | | (c) Lamp not securely attached. Very serious risk of falling off or dazzling oncoming traffic. | X | 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 | |
| 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 | 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 | |

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| 4.6.3. Switching | Visual inspection and by operation. | Switch does not operate in accordance with the requirements[1].<br>Reversing lamp can be switched on with gear not in reverse position. | X | X | |
| 4.7.<br>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).<br>Defective light source. (Single light source). | X | X | |
| | | (c) Lamp not securely attached.<br>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.<br>Retro-reflectors, conspicuity (retro reflecting) markings and rear marking plates | | | | | |
| 4.8.1. Condition | Visual inspection. | (a) Reflecting equipment defective or damaged.<br>Reflecting affected. | X | X | |
| | | (b) Reflector not securely attached.<br>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]<br>Missing or reflecting red colour to the front or white colour to the rear. | X | X | |
| 4.9.<br>Tell-tales mandatory for lighting equipment | | | | | |
| 4.9.1. Condition and operation | Visual inspection and by operation. | Not operating.<br>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.<br>Loose socket. | X | X | |
| | | (b) Damaged or deteriorated insulation.<br>Likely to cause a short-circuit fault. | X | X | |
| | | (c) Trailer or towing vehicle electrical connections not functioning correctly.<br>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 | (a) Wiring insecure or not adequately secured.<br>Fixings loose, touching sharp edges, connectors likely to be disconnected. | X | X | X |

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| | compartment (if applicable). | Wiring likely to touch hot parts, rotating parts or the ground, connectors disconnected (relevant parts for braking, steering). | | | |
| | | (b) Wiring slightly deteriorated.<br>Wiring heavily deteriorated.<br>Wiring extremely deteriorated (relevant parts for braking, steering). | X | X | X |
| | | (c) Damaged or deteriorated insulation.<br>Likely to cause a short-circuit fault.<br>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].<br>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].<br>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.<br>Very serious risk of falling off. | X | X | |
| 4.13. Battery(ies) | Visual inspection. | (a) Insecure.<br>Not properly attached; likely to cause a short-circuit fault. | X | X | |
| | | (b) Leaking.<br>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.<br>AXLES, WHEELS, TYRES AND SUSPENSION<br>5.1.<br>Axles | | | | | |
| 5.1.1. Axles | Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be | (a) Axle fractured or deformed. | | | X |
| | | (b) Insecure fixing to vehicle.<br>Stability impaired, functionality affected; | | X | X |

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| | used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes | Extensive movement relative to its fixtures. | | | |
| | | (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 force to each wheel and note the amount of upward movement of the wheel relative to the stub axle. | (a) Excessive play in a wheel bearing. Directional stability impaired; danger of demolishment. | | X | X |
| | | (b) Wheel bearing too tight, jammed. Danger of overheating; danger of demolishment. | | X | X |
| 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 | (a) Any fracture or welding defect. | | | X |
| | | (b) Tyre retaining rings not properly fitted. | | X | X |

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| | over a pit or on a hoist. | Likely to come off. | | | |
| | | (c) Wheel badly distorted or worn.<br>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.<br>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.<br>Cord visible or damaged. | | X | X |
| | | (e) Tyre tread wear indicator becomes exposed.<br>Tyre tread depth not in accordance with the requirements[1]. | | X | X |
| | | (f) Tyre rubbing against other components (flexible anti spray devices).<br>Tyre rubbing against other components (safe driving not impaired) | X | X | |
| | | (g) Re-grooved tyres not in accordance with requirements[1].<br>Cord protection layer affected. | | X | X |
| | | (h) Tyre pressure monitoring system malfunctioning or tyre obviously underinflated.<br>Obviously inoperative. | X | X | |
| 5.3.<br>Suspension system | | | | | |
| 5.3.1. Springs and stabiliser | Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be | (a) Insecure attachment of springs to chassis or axle.<br>Relative movement visible. fixings very seriously loose. | | X | X |

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| | used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes | (b) A damaged or fractured spring component. Main spring (-leaf), or additional leafs very seriously affected. | | X | X |
| | | (c) Spring missing Main spring (-leaf), or additional leafs very seriously affected. | | X | X |
| | | (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 | 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 | |

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| 6.<br>CHASSIS AND CHASSIS ATTACHMENTS<br>6.1.<br>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.<br>Serious fracture or deformation of any side or cross-member. | | X | X |
| | | | (b) Insecurity of strengthening plates or fastenings.<br>Majority of fastenings loose; insufficient strength of parts. | | X | X |
| | | | (c) Excessive corrosion which affects the rigidity of the assembly.<br>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.<br>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.<br>Risk of fire; excessive loss of hazardous material. | | X | X |
| | | | (c) Chafed pipes.<br>Damaged pipes. | X | X | |
| | | | (d) Fuel stopcock (if required) not operating correctly. | | X | |
| | | | (e) Fire risk due to:<br>— leaking fuel;<br>— fuel tank or exhaust not properly shielded;<br>— engine compartment condition. | | | X |
| | | | (f) LPG/CNG/LNG or hydrogen system not in accordance with requirements; any part of the system defective[1] | | | X |
| 6.1.4. | Bumpers, lateral protection and rear underrun devices | Visual inspection. | (a) Looseness or damage likely to cause injury when grazed or contacted.<br>Parts likely to fall off; functionality heavily affected. | | X | 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 | | |

| | | | | | |
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| | | (b) Carrier fractured or insecure. | | X | |
| | | (c) A spare wheel not securely fixed in carrier<br>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).<br>Component damaged, defective or cracked (if in use) | | X | X |
| | | (b) Excessive wear in a component.<br>Below wear limit. | | X | X |
| | | (c) Attachment defective.<br>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)<br>Registration plate not readable (when not in use). | X | X | |
| | | (g) Unsafe modification[3] (secondary parts).<br>Unsafe modification[3] (primary parts). | | X | X |
| | | (h) Coupling too weak. | | X | |
| 6.1.7. Transmission | Visual inspection. | (a) Loose or missing securing bolts<br>Loose or missing securing bolts to such an extent that road safety is seriously endangered. | | X | X |
| | | (b) Excessive wear in transmission shaft bearings.<br>Very serious risk of loosening or cracking. | | X | X |
| | | (c) Excessive wear in universal joints or transmission chains/belts.<br>Very serious risk of loosening or cracking. | | X | X |
| | | (d) Deteriorated flexible couplings.<br>Very serious risk of loosening or cracking. | | X | X |
| | | (e) A damaged or bent shaft. | | X | |
| | | (f) Bearing housing fractured or insecure. | | X | X |

| | | | | | |
|---|---|---|---|---|---|
| | | Very serious risk of loosening or cracking. | | | |
| | | (g) Dust cover severely deteriorated.<br>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.<br>Loose or fractured mountings. | | X | X |
| 6.1.9. Engine performance (X)[2] | Visual inspection and/or using electronic interface | (a) Control unit modified affecting safety and/or the environment. | | X | |
| | | (b) Engine modification affecting safety and/or the environment. | | | X |
| 6.2.<br>Cab and bodywork | | | | | |
| 6.2.1. Condition | Visual inspection | (a) A loose or damaged panel or part likely to cause injury.<br>Likely to fall off. | | X | X |
| | | (b) Insecure body pillar.<br>Stability impaired. | | X | X |
| | | (c) Permitting entry of engine or exhaust fumes.<br>Danger to health of persons on board. | | X | X |
| | | (d) Unsafe modification[3].<br>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.<br>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<br>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.<br>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).<br>A door likely to open inadvertently or one that | | X | X |

| | | | | | |
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| | | will not remain closed (turning doors). | | | |
| | | (c) Door, hinges, catches or pillar deteriorated.<br>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.<br>Insufficient stability. | | X | X |
| 6.2.5. Driver's seat | Visual inspection. | (a) Seat with defective structure.<br>Loose seat. | | X | X |
| | | (b) Adjustment mechanism not functioning correctly.<br>Seat moving or backrest not fixable. | | X | X |
| 6.2.6. Other seats | Visual inspection. | (a) Seats in defective condition or insecure (secondary parts).<br>Seats in defective condition or insecure (main parts). | X | X | |
| | | (b) Seats not fitted in accordance with requirements[1].<br>Permitted number of seats exceeded; positioning not in compliance with approval. | X | X | |
| 6.2.7. Driving controls | Visual inspection and by operation. | Any control necessary for the safe operation of the vehicle not functioning correctly.<br>Safe operation affected. | | X | X |
| 6.2.8. Cab steps | Visual inspection. | (a) Step or step rung insecure.<br>Insufficient stability. | X | 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].<br>Parts fitted likely to cause injuries; safe operation affected. | X | X | |
| | | (c) Leaking hydraulic equipment.<br>Extensive loss of hazardous material. | X | X | |
| 6.2.10. Mudguards (wings), spray suppression devices | Visual inspection. | (a) Missing, loose or badly corroded.<br>Likely to cause injuries; likely to fall off. | X | X | |
| | | (b) Insufficient clearance to tyre/wheel (spray suppression).<br>Insufficient clearance to tyre/wheel (mudguards). | X | X | |

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| | | (c) Not in accordance with the requirements[1]. Insufficient coverage of tread. | X | 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 | X |
| | | (b) Anchorage loose. | | X | |
| 7.1.2. Condition of safety-belts/buckles. | Visual inspection and by operation. | (a) Mandatory safety-belt missing or not fitted. | | X | |
| | | (b) Safety-belt damaged. 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 | |

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| 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] If required (e.g. taxi, buses, coaches, etc.). | X | 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 electronical 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 | (a) Not fitted in accordance with the requirements[1]. | | X | |

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| | equipment available. | (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.<br>NUISANCE<br>8.1.<br>Noise | | | | | |
| 8.1.1. Noise suppression system | Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a measurement of noise emitted by stationary vehicle using a sound level meter may be conducted) | (a) Noise levels in excess of those permitted in the requirements[1]. | | X | |
| | | (b) Any part of the noise suppression system loose, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels.<br>Very serious risk of falling off. | | X | X |
| 8.2.<br>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 | (a) Either gaseous emissions exceed the specific levels given by the manufacturer; | | X | |

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| | 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.<br>—For vehicles as of emission classes Euro 6 and Euro VI (8): measurement using an exhaust gas analyser in accordance with the requirements[1] or reading of OBD in accordance with the manufacturer's recommendations and other requirements[1]. Measurements not applicable for two- stroke engines. | (b) Or, if this information is not available, the CO emissions exceed,<br>(i) for vehicles not controlled by an advanced emission control system,<br>— 4,5 %, or<br>— 3,5 %<br>according to the date of first registration or use specified in requirements[1].<br>(ii) for vehicles controlled by an advanced emission control system,<br>— at engine idle: 0,5 %<br>— at high idle: 0,3 %<br>or<br>— at engine idle: 0,3 % (7)<br>— at high idle: 0,2 %<br>according to the date of first registration or use specified in requirements[1]. | | X | |
| | | (c) Lambda coefficient outside the range 1 ± 0,03 or not in accordance with the manufacturer's specification; | | X | |
| | | (d) OBD read-out indicating significant malfunction. | | X | |
| 8.2.2.<br>Compression ignition engine emissions | | | | | |
| 8.2.2.1. Exhaust emission control equipment | Visual inspection | (a) Emission control equipment fitted by the manufacturer absent or obviously defective. | | X | |
| | | (b) Leaks which would affect emission measurements. | | X | |

| | | | | | | |
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| 8.2.2.2. | Opacity<br>Vehicles registered or put into service before 1 January 1980 are exempted from this requirement | —For vehicles up to emission classes Euro 5 and Euro V (9):<br>Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD. The tailpipe testing shall be the default method of exhaust emission assessment. On the basis of an assessment of equivalence, Member States may authorise the use of OBD in accordance with the manufacturer's recommendations and other requirements.<br>—For vehicles as of emission classes Euro 6 and Euro VI (10):<br>Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD in accordance with the manufacturer's recommendations and other requirements[1].<br>Vehicle preconditioning:<br>1. Vehicles may be tested without preconditioning, although for safety reasons | (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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| | checks should be made that the engine is warm and in a satisfactory mechanical condition.<br>2. Precondition requirements:<br>(i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to the vehicle configuration, this measurement 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.<br>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method. | | | | |
| | | (b) Where this information is not available or | | X | |

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| | | requirements[1] do not allow the use of reference values,<br>— for naturally aspirated engines: 2,5 $m^{-1}$,<br>— for turbo-charged engines: 3,0 $m^{-1}$, or<br>— for vehicles identified in requirements[1]or first registered or put into service for the first time after the date specified in requirements[1]:<br>1,5 $m^{-1}$ (11)<br>or 0,7 $m^{-1}$ (12) | | | |
| | Test procedure:<br>1. Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle.<br>2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump.<br>3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or, if this data is not available, then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring | | | | |

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| | engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of categories $M_2$, $M_3$, $N_2$ and $N_3$, should be at least two seconds.<br>4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the measurements. Member States may limit the number of test cycles.<br>5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after fewer than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values | | | | |

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| | significantly below the limits after fewer than three free acceleration cycles or after the purging cycles | | | | |
| 8.3.<br>Electromagnetic interference suppression | | | | | |
| Radio interference (X)[2] | | Any requirements of the requirements[1] not met. | X | | |
| 8.4.<br>Other items related to the environment | | | | | |
| 8.4.1. Fluid leaks | | Any excessive fluid leak, other than water, likely to harm the environment or to pose a safety risk to other road users. Steady formation of drops that constitutes a very serious risk. | | X | X |
| 9.<br>SUPPLEMENTARY TESTS FOR PASSENGER-CARRYING VEHICLES CATEGORIES $M_2$, $M_3$<br>9.1.<br>Doors | | | | | |
| 9.1.1. Entrance and exit doors | Visual inspection and by operation. | (a) Defective operation. | | X | |
| | | (b) Deteriorated condition. 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 | X | |
| 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. 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] | | | | | |

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

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(14) After Schedule 6 insert-

“**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** | | **Category** | | **Equipment required for each item listed in section I** | | | | | | | | | | | | | |
| | **Maximum mass** | | | **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 | 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 | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3.Vehicles for the carriage of goods | | | | | | | | | | | | | | | | | | | |
| | Up to 3 500 kg | $N_1$ | P | x | 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 | x |
| | > 3 500 kg | $N_2$,$N_3$ | D | 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 | 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 | x |
| | > 3 500 kg | $N_2$,$N_3$,T5 | D | 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 | | |

[1] = P…petrol (positive ignition); D…diesel (compression ignition)

# 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.

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.".

**Amendment of Motor Vehicles (Recognition of Test Certificates) Regulations 2012.**

4.(1) The Motor Vehicles (Recognition of Test Certificates) Regulations 2012 is amended in accordance with the provisions of this regulation.

(2) In regulation 2 for the definition of "Directive" substitute-

""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.".

Dated 18th May, 2017.

P J BALBAN,
For the Government.

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**EXPLANATORY MEMORANDUM**

These Regulations transpose into the law of Gibraltar 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, and transpose, in part, Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles.