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1997 Agreement (Periodical Technical Inspections):

Update of Rules Nos. 1 and 2

Proposal for amendments to Rule No. 2

Submitted by the Informal Working Group on Periodic Technical Inspection^{*}

The text reproduced below was prepared by the experts of the Informal Working Group (IWG) on Periodic Technical Inspection (PTI). It is based on ECE/TRANS/WP.29/2016/88. The proposed modifications to the current text of Rule No. 2 (ECE/RCTE/CONF/4/Add.2) are marked in bold for new and in strikethrough for deleted characters.

^{*} In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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Rule No. 2, amend to read:

Contents

	<i>Page</i>
Rule	
1. Scope	3
2. Definitions	3
3. Periodicity of technical inspections	4
4. Technical inspections	4
5. Inspection requirements	4
6. Methods of inspection	5
7. Main reasons for rejection and assessment of defects	5
8. Names and addresses	5
9. Transitional provisions	5
Annex	
Minimum inspection requirements	7

1. Scope

- 1.1. For the purpose of Article 1 of the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, the items to be inspected are related to safety requirements;
- 1.2. Wheeled vehicles as defined in paragraph 2.4 used in international transport shall satisfy the requirements set out below;
- 1.3. Contracting Parties may decide to extend the requirement of paragraph 1.2. above also to vehicles used in domestic transport.

2. Definitions

For the purpose of this Rule,

- 2.1. "*Agreement*" means the 1997 Vienna Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections;
- 2.2. "*International Technical Inspection Certificate*" means a certificate about the first registration after manufacture and the periodical technical inspections of wheeled vehicles in compliance with the provisions of Article 1 and Appendix 2 of the Agreement (see paragraph 2.1. above);
- 2.3. "*Periodical Technical Inspection*" means a periodical administrative uniform procedure by which the authorized technical Inspection Centres responsible for conducting the inspection tests declare, after carrying out the required verifications, that the wheeled vehicle submitted conforms to the requirements of this Rule;
- 2.4. "*Wheeled vehicle*" means motor vehicles of categories M₁, M₂, M₃, N₁, N₂ and N₃ and trailers of categories O₃ and O₄¹, ~~as defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), (ECE/TRANS/WP.29/78/Rev.2, para. 2. - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html),~~ used in international transport ~~whose permissible maximum mass exceeds 3,500 kg, those used for the carriage of passengers and having not more than eight seats in addition to the driver's seat;~~
- 2.5. "*Verification*" means the proof of compliance with the requirements set out in the annex to this Rule through tests and checks carried out using techniques and equipment currently available, and without the use of tools to dismantle or remove any part of the vehicle;
- 2.6. "*1958 Geneva Agreement*" means the Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the basis of these

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.4, para. 2. - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

Prescriptions, done at Geneva on 20 March 1958 and amended as of 16 October 1995;

- 2.7. "Regulation" means a Regulation annexed to the 1958 Geneva Agreement.
- 2.8. "Inappropriate repair or modification" means a repair or modification that adversely affects the road safety of the vehicle.

3. Periodicity of technical inspections

<i>Vehicle Categories</i>	<i>Maximum Inspection Intervals</i>
Passenger-carrying motor vehicles: M₁, except taxis and ambulances	Four years after the first entry into service of the first registration and every two years thereafter
Goods vehicles: N₁	
Passenger-carrying motor vehicles: M ₁ used as taxi or ambulances, M ₂ and M ₃	One year after the first entry into service of the first registration and annually thereafter-
Goods vehicles: N ₂ and N ₃	
Trailers: O₃ and O₄	

4. Technical inspection

Vehicles to which these provisions apply shall undergo a periodic technical inspection in accordance with the annex hereafter.

Following verification, the International Technical Inspection Certificate shall confirm the compliance with at least the provisions of this annex.

5. Inspection requirements

The inspection shall cover at least the items listed below, provided that these are related to the obligatory equipment of the vehicle being tested in the implementing State concerned.

- 5.1. Identification of the vehicle;
- 5.2. Braking equipment;
- 5.3. Steering;
- 5.4. Visibility;
- 5.5. Lighting equipment and parts of electric system;
- 5.6. Axles, wheels, tyres, suspension;
- 5.7. Chassis and chassis attachments;
- 5.8. Other equipment;
- 5.9. Additional inspections of vehicles for the commercial carriage of passengers.

6. Methods of inspection

The method of inspection set out in the annex shall be the minimum requirement. Where a method of inspection is given as visual, it means that in addition to looking at the items, the inspector can also handle them, evaluate noise, etc.

7. Main reasons for rejection and assessment of defects

7.1. For each item to be tested, Annex I provides a minimum list of possible deficiencies and their level of severity.

7.2. Deficiencies that are found during periodic testings of vehicles shall be categorised in one of the following groups:

- (a) "*Minor deficiencies*" having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;
- (b) "*Major deficiencies*" 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 deficiencies*", constituting a direct and immediate risk to road safety or having an impact on the environment which justifies that, a Member State or its competent authorities may prohibit the use of the vehicle on public roads.

7.3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 7.2. above shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection area as identified in the scope of the test referred to in paragraph 2 of Annex I, may be classified in the next most serious deficiency group if it can be demonstrated that the combined effect of those deficiencies results in a higher risk to road safety.

8. Names and addresses

The Contracting Parties to the Agreement applying this Rule shall communicate to the United Nations Secretariat basic information on Type Administrative Authorities responsible for supervising the inspection tests and issuing the International Technical Inspection Certificates.

9. Transitional provisions

9.1. As from 24 months after the date of entry into force of this Revision, Contracting Parties applying this Rule shall grant the International Technical Inspection Certificates only if the vehicle meets the requirements of this Rule as amended by of the Revision 2.

- 9.2. The International Technical Inspection Certificates issued according to previous revision of this Rule will be valid until the expiry date indicated therein.

Annex I

Minimum inspection requirements

1. General

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

The test shall cover at least the items listed in paragraph 3. below provided that these relate to the equipment of the vehicle being tested in the Contracting Party concerned. The test 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 test methods laid down in this annex, the test shall be conducted in accordance with the recommended test methods accepted by the competent authorities. The competent authority shall be satisfied that safety and environmental standards will be maintained.

Testing of all the items listed below shall be considered as mandatory in the context of a periodic roadworthiness test, 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 test.

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

2. Scope of test

The test 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. Supplementary tests for passenger-carrying vehicles of categories M₂ and M₃.

3. Contents and methods of testing; assessment of deficiencies of vehicles

The test 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 testing, the assessment of deficiencies shall be carried out in accordance with the criteria set out in that table, on a case-by-case basis.

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
0. Identification of the vehicle					
0.1. Registration number plates (if needed by requirements ⁽¹⁾)	Visual inspection	(a) Number plate(s) missing or so insecurely fixed that it is (they are) likely to fall off.		X	
		(b) Inscription missing or illegible		X	
		(c) Not in accordance with vehicle documents or records.		X	
0.2. Vehicle identification/chassis/serial number	Visual inspection	(a) Missing or can not be found.		X	
		(b) Incomplete, illegible, obviously falsified, or does not match the vehicle documents.		X	
		(c) Illegible vehicle documents or clerical inaccuracies.	X		
1. Braking equipment					
1.1. Mechanical condition and operation					
1.1.1. Service brake pedal/hand lever pivot	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight.		X	
		(b) Excessive wear or play.		X	
1.1.2. Pedal/hand lever condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated Note: Vehicles with power-assisted braking systems should be	(a) Excessive or insufficient reserve travel.		X	
		(b) Brake control not releasing correctly. If its functionality is affected.	X	X	
		(c) Anti-slip provision on brake pedal missing, loose or worn smooth.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
	inspected with the engine switched off.				
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); for 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. Secondary braking performance not met.		X	X
1.1.4. Low pressure warning gauge or indicator	Functional check	Malfunctioning or defective gauge or indicator. Low pressure not identifiable.	X	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. Excessive wear.	X	X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(c) Excessive movement of lever indicating incorrect adjustment.		X	
		(d) Activator missing, damaged or inoperative.		X	
		(e) Incorrect functioning, warning indicator shows malfunction		X	
1.1.7. Braking valves (foot valves, unloaders, governors)	Visual inspection of the components while the braking system is operated.	(a) Valve damaged or excessive air leak. 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	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
1.1.10. Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated, if possible.	(a) Defective or ineffective servo unit. If it is not operating.		X	X
		(b) Master cylinder defective but brake still operating. Master cylinder defective or leaking.		X	X
		(c) Master cylinder insecure but brake still operating. Master cylinder insecure.		X	X
		(d) Insufficient brake fluid below MIN mark Brake fluid significantly below MIN mark No brake fluid visible.	X	X	X
		(e) Master cylinder reservoir cap missing.	X		
		(f) Brake fluid warning light illuminated or defective.	X		
		(g) Incorrect functioning of brake fluid level warning device.	X		
1.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated, if possible.	(a) Imminent risk of failure or fracture.			X
		(b) Pipes or connections leaking (air brake systems). Pipes or connection leaking (hydraulic brake systems).		X	X
		(c) Pipes damaged or excessively corroded. Affecting the functioning of the brakes on account of blocking or imminent risk of leaking.		X	X
		(d) Pipes misplaced. Risk of damage.	X	X	
1.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated,	(a) Imminent risk of failure or fracture.			X
		(b) Hoses damaged, chafing, twisted or too short. Hoses damaged or chafing.	X	X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
	if possible.	(c) Hoses or connections leaking (air brake systems) Hoses or connections leaking (hydraulic brake systems).		X	X
		(d) Hoses bulging under pressure. Cord impaired.		X	X
		(e) Hoses porous.		X	
1.1.13. Brake linings and pads	Visual inspection.	(a) Lining or pad excessively worn (minimum mark reached). Lining or pad excessively worn (minimum mark not visible).		X	X
		(b) Lining or pad contaminated (oil, grease etc.). Braking performance affected.		X	X
		(c) Lining or pad missing or wrongly mounted.			X
1.1.14. Brake drums, brake discs	Visual inspection.	(a) Drum or disc worn Drum or disc excessively worn, excessively scored, cracked, insecure or fractured.		X	X
		(b) Drum or disc contaminated (oil, grease, etc.). Braking performance affected.		X	X
		(c) Drum or disc missing.			X
		(d) Back plate insecure.		X	
1.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated, if possible.	(a) Cable damaged or knotted. Braking performance affected.		X	X
		(b) Component excessively worn or corroded. Braking performance affected.		X	X
		(c) Cable, rod or joint insecure.		X	
		(d) Cable guide defective.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(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.	
	(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	Visual inspection.	(a) Adjuster damaged, seized or having abnormal movement,		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
and indicators		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	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
1.2 Service braking performance and efficiency					
1.2.1. Performance	During a test on a brake tester or, if impossible, during a road test, apply the brakes progressively up to maximum effort.	(a) Inadequate braking effort on one or more wheels. No braking effort on one or more wheels.		X	X
		(b) Braking effort from any wheel is less than 70% of the maximum effort recorded from the other wheel on the same axle. Or, in the case of testing on the road, the vehicle deviates excessively from a straight line. Braking effort from any wheel is less than 50% of the maximum effort recorded from the other wheel on the same axle in the case of steered axles.		X	X
		(c) No gradual variation in brake effort (grabbing).		X	
		(d) Abnormal lag in brake operation of any wheel.		X	
		(e) Excessive fluctuation of brake force during each complete wheel revolution.		X	
1.2.2. Efficiency		Test with a brake tester or, if one cannot be used for technical reasons, by a road test using a deceleration recording instrument to establish the braking ratio which relates to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised	Does not give at least the minimum figure as follows: 1. Vehicles registered for the first time after 1/1/2012: – Category M ₁ : 58 % – Categories M ₂ and M ₃ : 50 % – Category N ₁ : 50 % – Categories N ₂ and N ₃ : 50 % – Categories O ₃ and O ₄ : – for semi-trailers: 45 % ² – for draw-bar trailers: 50 % 2. Vehicles registered for the first time before 1/1/2012:		X

² 43 % for semi-trailers approved before 1 January 2012.

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
	axle loads. Vehicles or a trailer with a maximum permissible mass exceeding 3,5Tonnes 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.	<ul style="list-style-type: none"> – Categories M₁, M₂ and M₃: 50 %³ – Category N₁: 45 % – Categories N₂ and N₃: 43 %⁴ – Categories, O₃ and O₄: 40 %⁵ Less than 50% of the above values reached.		X	X
1.3. 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. 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 another wheel on the same axle specified. Or, in the case of testing on the road, the vehicle deviates excessively from a straight line. Braking effort from any wheel is less than 50 % of the		X	X

³ 48 % for vehicles not fitted with ABS or type-approved before 1 October 1991.

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

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

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		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 % ¹ of the service brake performance defined in section 1.2.2 in relation to the maximum authorized mass. Less than 50 % of the above braking effort values reached.		X	X
1.4. Parking braking performance and efficiency					
1.4.1. Performance	Apply the brake during a test on a brake tester.	Brake inoperative on one side or, in the case of testing on the road, the vehicle deviates excessively from a straight line. Less than 50 % of the braking effort values as referred to in point 1.4.2. Reached in relation to the vehicle mass during testing.		X	X
1.4.2. Efficiency	Test with a brake tester. If not possible, then by a road test using either an indicating or deceleration recording instrument or with the vehicle on a slope of known gradient .	Does not give, for all vehicles, a braking ratio of at least 16 % in relation to the maximum authorized mass or, for motor vehicles, of at least 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater. Less than 50 % of the above braking effort values reached.		X	X
1.5. Endurance braking system performance	Visual inspection and, where possible, test whether the system functions.	(a) No gradual variation of efficiency (not applicable to exhaust brake systems).		X	
		(b) System not functioning.		X	

¹ E.g. 2.5 m/s² for N1, N2 and N3 vehicles registered for the first time after 1.1.2012.

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
1.6. Anti-lock braking system (ABS)	Visual inspection and inspection of warning device and/or using electronic vehicle interface.	(a) Warning device malfunctioning.		X	
		(b) Warning device shows system malfunction.		X	
		(c) Wheel speed sensors missing or damaged.		X	
		(d) Wirings damaged.		X	
		(e) Other components missing or damaged.		X	
		(f) System indicates failure via the electronic vehicle interface.		X	
1.7 Electronic brake system (EBS)	Visual inspection and inspection of warning device and/or using electronic vehicle interface.	(a) Warning device malfunctioning.		X	
		(b) Warning device shows system malfunction.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	
1.8 Brake fluid	Visual inspection	Brake fluid contaminated or sedimented. Imminent risk of failure.		X	X
2. Steering					
2.1. Mechanical condition					
2.1.1. Steering gear condition	With the vehicle over a pit or on a hoist and with the road wheels off the ground or on turntables, rotate the steering 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. Affecting functionality.		X	X
		(c) Excessive wear in sector shaft. Affecting functionality.		X	X
		(d) Excessive movement of sector shaft. Affecting functionality.		X	X
		(e) Leaking. Formation of drops.	X	X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
2.1.2. Steering gear casing attachment	With vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate steering / handle bar wheel clockwise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of the attachment of gear casing to chassis.	(a) Steering gear casing not properly attached. Attachments dangerously loose or relative movement to chassis/bodywork visible.		X	X
		(b) Elongated fixing holes in chassis. Attachments seriously affected.		X	X
		(c) Missing or fractured fixing bolts. Attachments seriously affected.		X	X
		(d) Steering gear casing fractured. Stability or attachment of casing affected.		X	X
2.1.3. Steering linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anti-clockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(a) Relative movement between components which should be fixed. Excessive movement or likely to unlink.		X	X
		(b) Excessive wear at joints. A very serious risk of unlinking.		X	X
		(c) Fractures or deformation of any component. Affecting function.		X	X
		(d) Absence of locking devices.		X	
		(e) Misalignment of components (e.g. Track rod or drag link).		X	
		(f) Unsafe modification ⁽³⁾ . Affecting function.		X	X
		(g) Dust cover damaged or deteriorated. Dust cover missing or severely deteriorated.	X	X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
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

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
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 right angles to the column/forks . Visual inspection of play, and condition of flexible couplings or universal joints.	(a) Relative movement between steering wheel and column indicating looseness. Very serious risk of unlinking.		X	X
		(b) Absence of retaining device on steering wheel hub. Very serious risk of unlinking.		X	X
		(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

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
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

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
2.4. Wheel alignment (X) ⁽²⁾	Check alignment of steered wheels with suitable equipment.	Alignment not in accordance with vehicle manufacturer's data or requirements ⁽¹⁾ . Straight on driving affected; directional stability impaired.	X		
2.5. Trailer steered axle turntable	Visual inspection or using a specially adapted wheel play detector	(a) Component slightly damaged. Component heavily damaged or cracked.		X	X
		(b) Excessive play. Straight on driving affected; directional stability impaired.		X	X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(c) Attachment defective. Attachment seriously affected.		X	X
2.6. Electronic Power Steering (EPS)	Visual inspection and consistency check between the angle of the steering wheel and the angle of the wheels when switching on/off the engine, and/or using the electronic vehicle interface	(a) EPS malfunction indicator lamp (MIL) indicates any kind of failure of the system.		X	
		(b) Inconsistency between the angle of the steering wheel and the angle of the wheels. Steering affected.		X	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). Inside cleaning area of windscreen wipers affected or outer mirrors not visible.	X	X	
3.2. Condition of glass	Visual inspection.	(a) Cracked or discoloured glass or transparent panel (if permitted) (outside cleaning area of windscreen wipers). Inside cleaning area of windscreen wipers affected or outer mirrors not visible.	X	X	
		(b) Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements ⁽¹⁾ , (outside cleaning area of windscreen wipers). Inside cleaning area of windscreen wipers affected or outer mirrors not visible.	X	X	
		(c) Glass or transparent panel in unacceptable condition. Visibility through inside cleaning area of windscreen wipers heavily affected.		X	X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
3.3. Rear-view mirrors or devices	Visual inspection.	(a) Mirror or device missing or not fitted according to the requirements ⁽¹⁾ (at least two rear-view devices available). Fewer than two rear-view devices available.		X	
		(b) Mirror or device slightly damaged or loose. Mirror or device inoperative, heavily damaged, loose or insecure.	X	X	
		(c) Necessary field of vision not covered.		X	
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. Wiper blade missing or obviously defective.	X	X	
3.5. Windscreen washers	Visual inspection and by operation.	Washers not operating adequately (lack of washing fluid but pump operating or water-jet misaligned). Washers not operating.	X	X	
3.6 Demisting system (X) ⁽²⁾	Visual inspection and by operation.	System inoperative or obviously defective.	X		
4. Lamps, reflectors and electrical equipment					
4.1. Headlamps					
4.1.1. Condition and operation	Visual inspection and by operation.	(a) Defective or missing light / light source.(multiple light / light sources; in the case of LED, up to 1/3 not functioning). Single light / light sources; in the case of LED, seriously affected visibility.	X	X	
		(b) Slightly defective projection system (reflector and lens). Heavily defective or missing projection system (reflector and lens).	X	X	
		(c) Lamp not securely attached.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
4.1.2. Alignment	Determine the horizontal aim of each headlamp on dipped beam using a headlamp aiming device or using the electronic vehicle interface.	(a) Aim of a headlamp not within limits laid down in the requirements ⁽¹⁾ .		X	
		(b) System indicates failure via the electronic vehicle interface.		X	
4.1.3. Switching	Visual inspection and by operation or using the electronic vehicle interface	(a) Switch does not operate in accordance with the requirements ⁽¹⁾ (Number of headlamps illuminated at the same time) Maximum permitted light brightness to the front exceeded.	X		
		(b) Function of control device impaired.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	
4.1.4. Compliance with requirements(1).	Visual inspection and by operation.	(a) Lamp, emitted colour, position, brightness or marking not in accordance with the requirements ⁽¹⁾ .		X	
		(b) Products on lens or light source which obviously reduce light brightness or change emitted colour.		X	
		(c) Light source and lamp not compatible.		X	
4.1.5. Levelling devices (where mandatory)	Visual inspection and by operation, if possible, or using the electronic vehicle interface.	(a) Device not operating.		X	
		(b) Manual device cannot be operated from driver's seat.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	
4.1.6. Headlamp cleaning device (where mandatory)	Visual inspection and by operation if possible.	Device not operating. In the case of gas-discharging lamps.	X	X	

4.2. Front and rear position lamps, side marker lamps, end outline marker lamps and daytime running lamps

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
4.2.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source.		X	
		(b) Defective lens.		X	
		(c) Lamp not securely attached. Very serious risk of falling off.	X	X	
4.2.2 Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements ⁽¹⁾ . Rear position lamps and side marker lamps can be switched off when headlamps are on.		X	
		(b) Function of control device impaired.		X	
4.2.3. Compliance with requirements ⁽¹⁾	Visual inspection and by operation.	(a) Lamp, emitted colour, position, brightness or marking not in accordance with the requirements ⁽¹⁾ . Red light to the front or white light to the rear; heavily reduced light brightness.	X	X	
		(b) Products on lens or light source which reduce light, brightness or change emitted colour. Red light to the front or white light to the rear; heavily reduced light brightness.	X	X	
4.3. Stop Lamps					
4.3.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source(multiple light source in the case of LED up to 1/3 not functioning). Single light sources; in the case of LED less than 2/3 functioning. All light sources not functioning.	X	X	X
		(b) Slightly defective lens (no influence on emitted light). Heavily defective lens (emitted light affected).	X	X	
		(c) Lamp not securely attached.	X		

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		Very serious risk of falling off.		X	
4.3.2. Switching	Visual inspection and by operation or using the electronic vehicle interface.	(a) Switch does not operate in accordance with the requirements ⁽¹⁾ . Delayed operation. No operation at all.	X	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	
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	Visual inspection	Rate of flashing not in accordance with the	X		

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
frequency	and by operation.	requirements ⁽¹⁾ (frequency more than 25% deviating).			
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	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(b) System does not operate in accordance with the requirements ⁽¹⁾ .		X	
4.6.3. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements ⁽¹⁾ . Reversing lamp can be switched on with gear not in reverse position.	X	X	
4.7. Rear registration plate lamp					
4.7.1. Condition and operation	Visual inspection and by operation.	(a) Lamp throwing direct or white light to the rear.	X		
		(b) Defective light source. (Multiple light source). Defective light source. (Single light source).	X	X	
		(c) Lamp not securely attached. Very serious risk of falling off.	X	X	
4.7.2. Compliance with requirements ⁽¹⁾	Visual inspection and by operation.	System does not operate in accordance with the requirements ⁽¹⁾ .	X		
4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marking plates					
4.8.1. Condition	Visual inspection.	(a) Reflecting equipment defective or damaged. Reflecting affected.	X	X	
		(b) Reflector not securely attached. Likely to fall off.	X	X	
4.8.2. Compliance with requirements ⁽¹⁾	Visual inspection.	Device, reflected colour or position not in accordance with the requirements ⁽¹⁾ . Missing or reflecting red colour to the front or white colour to the rear.	X	X	
4.9. Tell-tales mandatory for lighting equipment					
4.9.1. Condition and operation	Visual inspection and by operation.	Not operating. Not operating for main beam headlamp or rear fog lamp.	X	X	
4.9.2. Compliance with	Visual inspection	Not in accordance with the requirements ⁽¹⁾ .	X		

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
requirements ⁽¹⁾	and by operation.				
4.10. Electrical connections between towing vehicle and trailer or semi-trailer	Visual inspection: if possible examine the electrical continuity of the connection.	(a) Fixed components not securely attached. Loose socket.	X	X	
		(b) Damaged or deteriorated insulation. Likely to cause a short-circuit fault.	X	X	
		(c) Trailer or towing vehicle electrical connections not functioning correctly. Trailer brake lights not working at all.		X	X
4.11. Electrical wiring	Visual inspection with vehicle over a pit or on a hoist, including inside the engine compartment (if applicable).	(a) Wiring insecure or not adequately secured. Fixings loose, touching sharp edges, connectors likely to be disconnected. Wiring likely to touch hot parts, rotating parts or the ground, connectors disconnected (relevant parts for braking, steering).	X	X	X
		(b) Wiring slightly deteriorated. Wiring heavily deteriorated. Wiring extremely deteriorated (relevant parts for braking, steering).	X	X	X
		(c) Damaged or deteriorated insulation. Likely to cause a short-circuit fault. Imminent risk of fire, formation of sparks.	X	X	X
4.12. Non obligatory lamps and retro-reflectors (X) ⁽²⁾	Visual inspection and by operation.	(a) A lamp/retro-reflector fitted not in accordance with the requirements ⁽¹⁾ . Emitting/reflecting red light to the front or white light to the rear.	X	X	
		(b) Lamp operation not in accordance with the requirements ⁽¹⁾ . Number of headlights simultaneously operating exceeding permitted light brightness; Emitting red light to the front or white	X	X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		light to the rear.			
		(c) Lamp/retro-reflector not securely attached. Very serious risk of falling off.	X	X	
4.13. Battery(ies)	Visual inspection.	(a) Insecure. Not properly attached; likely to cause a short-circuit fault.	X	X	
		(b) Leaking. Loss of hazardous substances.	X	X	
		(c) Defective switch (if required).		X	
		(d) Defective fuses (if required).		X	
		(e) Inappropriate ventilation (if required).		X	
5. Axles, wheels, tyres and suspension					
5.1. Axles					
5.1.1. Axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Axle fractured or deformed.			X
		(b) Insecure fixing to vehicle. Stability impaired, functionality affected: Extensive movement relative to its fixtures.		X	X
		(c) Unsafe modification ⁽³⁾ . Stability impaired, functionality affected, insufficient clearance to other vehicle parts or to the ground.		X	X
5.1.2. Stub axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are	(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.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
	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.	Likelihood of loosening; directional stability impaired.			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 demolition.		X	X
		(b) Wheel bearing too tight, jammed. Danger of overheating; danger of demolition.		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		X	X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		affects road safety.			
		(b) Hub worn or damaged. Hub worn or damaged in such a way that secure fixing of wheels is affected.		X	X
5.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	(a) Any fracture or welding defect.			X
		(b) Tyre retaining rings not properly fitted. Likely to come off.		X	X
		(c) Wheel badly distorted or worn. Secure fixing to hub affected; secure fixing of tyre affected.		X	X
		(d) Wheel size, technical design, compatibility or type not in accordance with the requirements ⁽¹⁾ and affecting road safety.		X	
5.2.3. Tyres	Visual inspection of the entire tyre by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist, or by rolling the vehicle backwards and forwards over a pit.	(a) Tyre size, load capacity, approval mark or speed category not in accordance with the requirements ⁽¹⁾ and affecting road safety. Insufficient load capacity or speed category for actual use, tyre touches other fixed vehicle parts impairing safe driving.		X	X
		(b) Tyres on same axle or on twin wheels of different sizes.		X	
		(c) Tyres on same axle of different construction (radial / cross-ply).		X	
		(d) Any serious damage or cut to tyre. Cord visible or damaged.		X	X
		(e) Tyre tread wear indicator becomes exposed. Tyre tread depth not in accordance with the requirements ⁽¹⁾ .		X	X
		(f) Tyre rubbing against other components (flexible anti spray devices). Tyre rubbing against other components (safe driving not	X		X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		impaired)			
		(g) Re-grooved tyres not in accordance with requirements ⁽¹⁾ . Cord protection layer affected.		X	X
		(h) Tyre pressure monitoring system malfunctioning or tyre obviously underinflated. Obviously inoperative.	X	X	
5.3. Suspension system					
5.3.1. Springs and stabiliser	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Insecure attachment of springs to chassis or axle. Relative movement visible. fixings very seriously loose.		X	X
		(b) A damaged or fractured spring component. Main spring (-leaf), or additional leaves very seriously affected.		X	X
		(c) Spring missing Main spring (-leaf), or additional leaves very seriously affected.		X	X
		(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	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Insecure attachment of component to chassis or axle. Likelihood of loosening; directional stability impaired.		X	X
		(b) A damaged or excessively corroded component. Stability of component affected or component fractured.		X	X
		(c) Unsafe modification ⁽³⁾ . Insufficient clearance to other vehicle parts; system inoperative.		X	X
5.3.4. Suspension joints	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3,5 tonnes	(a) Excessive wear in swivel pin and/or bushes or at suspension joints. Likelihood of loosening; directional stability impaired.		X	X
		(b) Dust cover severely deteriorated. Dust cover missing or fractured.	X	X	
5.3.5. Air suspension	Visual inspection	(a) System inoperable.			X
		(b) Any component damaged, modified or deteriorated in a way that would adversely affect the functioning of the system. Functioning of system seriously affected.		X	X
		(c) Audible system leakage.		X	
6. Chassis and chassis attachments					
6.1. Chassis or frame and attachments					
6.1.1. General condition	Visual inspection with vehicle over a pit or on a	(a) Slight fracture or deformation of any side or cross-member. Serious fracture or deformation of any side or cross-member.		X	X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
	hoist.	(b) Insecurity of strengthening plates or fastenings. Majority of fastenings loose; insufficient strength of parts.		X	X
		(c) Excessive corrosion which affects the rigidity of the assembly. Insufficient strength of parts.		X	X
6.1.2. Exhaust pipes and silencers	Visual inspection with vehicle over a pit or on a hoist.	(a) Insecure or leaking exhaust system.		X	
		(b) Fumes entering cab or passengers compartment. Danger to health of persons on board.		X	X
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection with vehicle over a pit or on a hoist, use of leak detecting devices in the case of LPG/CNG/LNG systems.	(a) Insecure tank or pipes, creating particular risk of fire.			X
		(b) Leaking fuel or missing or ineffective filler cap. Risk of fire; excessive loss of hazardous material.		X	X
		(c) Chafed pipes. Damaged pipes.	X	X	
		(d) Fuel stopcock (if required) not operating correctly.		X	
		(e) Fire risk due to: – leaking fuel; – fuel tank or exhaust not properly shielded; – engine compartment condition.			X
		(f) LPG/CNG/LNG or hydrogen system not in accordance with requirements; any part of the system defective ⁽¹⁾			X
6.1.4. Bumpers, lateral protection and rear underrun devices	Visual inspection.	(a) Looseness or damage likely to cause injury when grazed or contacted. Parts likely to fall off; functionality heavily affected.		X	X
		(b) Device obviously not in compliance with the requirements ⁽¹⁾		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
6.1.5. Spare wheel carrier (if fitted)	Visual inspection.	(a) Carrier not in proper condition	X		
		(b) Carrier fractured or insecure.		X	
		(c) A spare wheel not securely fixed in carrier Very serious risk of falling off.		X	X
6.1.6. . Mechanical coupling and towing device	Visual inspection for wear and correct operation with special attention to any safety device fitted and /or use of measuring gauge.	(a) Component damaged, defective or cracked (if not in use). Component damaged, defective or cracked (if in use)		X	X
		(b) Excessive wear in a component. Below wear limit.		X	X
		(c) Attachment defective. Any attachment loose with a very serious risk of falling off.		X	X
		(d) Any safety device missing or not operating correctly.		X	
		(e) Any coupling indicator not working.		X	
		(f) Obstruct registration plate or any lamp (when not in use) Registration plate not readable (when not in use).	X	X	
		(g) Unsafe modification ⁽³⁾ (secondary parts). Unsafe modification ⁽³⁾ (primary parts).		X	X
		(h) Coupling too weak.		X	
6.1.7. Transmission	Visual inspection.	(a) Loose or missing securing bolts Loose or missing securing bolts to such an extent that road safety is seriously endangered.		X	X
		(b) Excessive wear in transmission shaft bearings. Very serious risk of loosening or cracking.		X	X
		(c) Excessive wear in universal joints or transmission chains/belts.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		Very serious risk of loosening or cracking.			X
		(d) Deteriorated flexible couplings. Very serious risk of loosening or cracking.		X	X
		(e) A damaged or bent shaft.		X	
		(f) Bearing housing fractured or insecure. Very serious risk of loosening or cracking.		X	X
		(g) Dust cover severely deteriorated. Dust cover missing or fractured.	X	X	
		(h) Illegal power-train modification.		X	
6.1.8. Engine mountings	Visual inspection not necessarily on a pit or hoist.	Deteriorated, obviously and severely damaged mountings. Loose or fractured mountings.		X	X
6.1.9 Engine performance (X) ⁽²⁾	Visual inspection and/or using electronic interface	(a) Control unit modified affecting safety and/or the environment.		X	
		(b) Engine modification affecting safety and/or the environment.			X
6.2. Cab and bodywork					
6.2.1. Condition	Visual inspection	(a) A loose or damaged panel or part likely to cause injury. Likely to fall off.		X	X
		(b) Insecure body pillar. Stability impaired.		X	X
		(c) Permitting entry of engine or exhaust fumes. Danger to health of persons on board.		X	X
		(d) Unsafe modification ⁽³⁾ . Insufficient clearance to rotating or moving parts and road.		X	X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
6.2.2. Mounting	Visual inspection over a pit or on a hoist.	(a) Body or cab insecure. Stability affected.		X	X
		(b) Body/cab obviously not located squarely on chassis.		X	
		(c) Insecure or missing fixing of body/cab to chassis or cross-members and if symmetrical Insecure or missing fixing of body/cab to chassis or cross-members to such an extent that road safety is very seriously endangered.		X	X
		(d) Excessive corrosion at fixing points on integral bodies. Stability impaired.		X	X
6.2.3. Doors and door catches	Visual inspection.	(a) A door will not open or close properly.		X	
		(b) A door likely to open inadvertently or one that will not remain closed (sliding doors). A door likely to open inadvertently or one that will not remain closed (turning doors).		X	X
		(c) Door, hinges, catches or pillar deteriorated. Door, hinges, catches or pillar missing or loose.	X	X	
6.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated. Insufficient stability.		X	X
6.2.5. Driver's seat	Visual inspection.	(a) Seat with defective structure. Loose seat.		X	X
		(b) Adjustment mechanism not functioning correctly. Seat moving or backrest not fixable.		X	X
6.2.6 Other seats	Visual inspection.	(a) Seats in defective condition or insecure (secondary parts). Seats in defective condition or insecure (main parts).	X	X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(b) Seats not fitted in accordance with requirements ⁽¹⁾ . 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. Safe operation affected.		X	X
6.2.8. Cab steps	Visual inspection.	(a) Step or step rung insecure. 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⁾ . Parts fitted likely to cause injuries; safe operation affected.	X	X	
		(c) Leaking hydraulic equipment. Extensive loss of hazardous material.	X	X	
6.2.10. Mudguards (wings), spray suppression devices	Visual inspection.	(a) Missing, loose or badly corroded. Likely to cause injuries; likely to fall off.	X	X	
		(b) Insufficient clearance to tyre/wheel (spray suppression). Insufficient clearance to tyre/wheel (mudguards).	X	X	
		(c) Not in accordance with the requirements ⁽¹⁾ . Insufficient coverage of tread.	X	X	
7. Other equipment					
7.1. Safety-belts/buckles and restraint systems					
7.1.1. Security of safety-	Visual	(a) Anchorage point badly deteriorated.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
belts/buckles mounting	inspection.	Stability affected.			X
		(b) Anchorage loose.		X	
7.1.2. Condition of safety-belts/buckles.	Visual inspection and by operation.	(a) Mandatory safety-belt missing or not fitted.		X	
		(b) Safety-belt damaged. Any cut or sign of overstretching.	X	X	
		(c) Safety-belt not in accordance with the requirements ⁽¹⁾ .		X	
		(d) Safety-belt buckle damaged or not functioning correctly.		X	
		(e) Safety-belt retractor damaged or not functioning correctly.		X	
7.1.3. Safety belt load limiter	Visual inspection, and/or using electronic interface	(a) Load limiter obviously missing or not suitable with the vehicle.		X	
		(b) System indicates failure via the electronic vehicle interface.			X
7.1.4. Safety belt Pre-tensioners	Visual inspection, and/or using electronic interface	(a) Pre-tensioner obviously missing or not suitable with the vehicle.		X	
		(b) System indicates failure via the electronic vehicle interface.			X
7.1.5. Airbag	Visual inspection, and/or using electronic interface	(a) Airbags obviously missing or not suitable with the vehicle.		X	
		(b) System indicates failure via the electronic vehicle interface.			X
		(c) Airbag obviously non-operative.		X	
7.1.6. SRS Systems	Visual inspection of MIL, and/or using electronic interface	(a) SRS MIL indicates any kind of failure of the system.		X	
		(b) System indicates failure via the electronic vehicle interface.			X
7.2. Fire extinguisher	Visual	(a) Missing.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
(X) ⁽²⁾	inspection.	(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 electrical 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	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
7.9. Tachograph (if fitted/required)	Visual inspection.	(a) Not fitted in accordance with the requirements ⁽¹⁾ ..		X	
		(b) Not operational.		X	
		(c) Defective or missing seals.		X	
		(d) Installation plaque missing, illegible or out of date.		X	
		(e) Obvious tampering or manipulation.		X	
		(f) Size of tyres not compatible with calibration parameters.		X	
7.10. Speed limitation device (if fitted/required)	Visual inspection and by operation if equipment available.	(a) Not fitted in accordance with the requirements ⁽¹⁾ .		X	
		(b) Obviously not operational.		X	
		(c) Incorrect set speed (if checked).		X	
		(d) Defective or missing seals.		X	
		(e) Plaque missing or illegible.		X	
		(f) Size of tyres not compatible with calibration parameters.		X	
7.11 Odometer if available (X) ⁽²⁾	Visual inspection, and/or using electronic interface	(a) Obviously manipulated (fraud) to reduce or misrepresent the vehicle's distance record.		X	
		(b) Obviously inoperative.		X	
7.12 Electronic Stability Control (ESC) if fitted/required	Visual inspection, and/or using electronic interface	(a) Wheel speed sensors missing or damaged.		X	
		(b) Wirings damaged.		X	
		(c) Other components missing or damaged.		X	
		(d) Switch damaged or not functioning correctly.		X	
		(e) ESC MIL indicates any kind of failure of the system.		X	

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(f) System indicates failure via the electronic vehicle interface.		X	
8. Supplementary tests for passenger-carrying vehicles categories M₂, M₃					
8.1. Doors					
8.1.1 Entrance and exit doors	Visual inspection and by operation.	(a) Defective operation.		X	
		(b) Deteriorated condition. Likely to cause injuries.	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		
8.1.2 Emergency exits	Visual inspection and by operation (where appropriate)	(a) Defective operation.		X	
		(b) Emergency exits signs illegible. Emergency exits signs missing.	X		
		(c) Missing hammer to break glass.	X		
		(d) Not in accordance with requirements ⁽¹⁾ . Insufficient width or access blocked.	X		
8.2. Demisting and defrosting system (X) ⁽²⁾	Visual inspection and by operation	(a) Not operating correctly. Affecting safe operation of the vehicle.	X		
		(b) Emission of toxic or exhaust gases into driver's or passenger compartment. Danger to health of persons on board.		X	
		(c) Defective defrosting (if compulsory).		X	
8.3. Ventilation &	Visual inspection	(a) Defective operation.	X		

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
heating system (X) ⁽²⁾	and by operation	Risk to health of persons on board.		X	
		(b) Emission of toxic or exhaust gases into driver's or passenger compartment. Danger to health of persons on board.		X	X
8.4. Seats					
8.4.1 Passenger seats (including seats for accompanying personnel)	Visual inspection	Folding seats (if allowed) not working automatically. Blocking an emergency exit.	X	X	
8.4.2. 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	
8.5. 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	
8.6. 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	
8.7. Stairs and steps	Visual inspection and by operation (where appropriate)	(a) Deteriorated condition. Damaged condition. Stability affected.	X	X	X

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
		(b) Retractable steps not operating correctly.		X	
		(c) Not in accordance with requirements ⁽¹⁾ Insufficient width or exceeding height.	X	X	
8.8. Passenger communication system (X) ⁽²⁾	Visual inspection and by operation.	Defective system. Not operational at all.	X	X	
8.9. Notices (X) ⁽²⁾	Visual inspection.	(a) Missing, erroneous or illegible notice.	X		
		(b) Not in accordance with requirements ⁽¹⁾ . False information.	X	X	
8.10. Requirements regarding the transportation of children. (X) ⁽²⁾					
8.10.1 Doors	Visual inspection	Protection of doors not in accordance with the requirements ⁽¹⁾ . regarding this form of transport.		X	
8.10.2 Signalling and special equipment	Visual inspection	Signalling or special equipment absent or not in accordance with requirements ⁽¹⁾	X		
8.11. Requirements regarding the transportation of persons with reduced mobility (X) ⁽²⁾					
8.11.1 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	
8.11.2 Wheelchair	Visual inspection	(a) Defective operation.	X		

Item	Method	Reasons for failure	Assessment of deficiencies		
			Minor	Major	Dangerous
restraint system	and by operation if appropriate	Safe operation affected.		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	
8.11.3 Signalling and special equipment	Visual inspection	Signalling or special equipment absent or not in accordance with requirements ⁽¹⁾ .		X	
8.12. Other special equipment (X) ⁽²⁾					
8.12.1. 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	
8.12.2.Sanitary installation	Visual inspection	Installation not in accordance with the requirements ⁽¹⁾ . Likely to cause injuries.	X	X	
8.12.3.Other devices (e.g. audio-visual systems)	Visual inspection	Not in accordance with the requirements ⁽¹⁾ . Safe operation of vehicle affected.	X	X	

NOTES:

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

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

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