



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/2001/19  
19 February 2001

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles  
(One-hundred-and-twenty-third session, 6-9 March 2001,  
agenda item 6.2.2.)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS  
FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES AND THE  
RECIPROCAL RECOGNITION OF SUCH INSPECTIONS

**PROPOSAL FOR DRAFT ADDENDUM 2 - RULE NO. 2: UNIFORM PROVISIONS FOR PERIODICAL  
TECHNICAL INSPECTIONS OF WHEELED VEHICLES WITH REGARD TO THEIR ROADWORTHINESS**

Transmitted by the secretariat

Note: The text reproduced below was prepared by the secretariat following the invitation by the World Forum for Harmonisation of Vehicle Regulations (WP.29) at its one-hundred-and-twenty-first session (TRANS/WP.29/735 paras. 105 and 106). The text is based on document TRANS/WP.29/1999/44 in which the inspection requirements were updated by those proposed by the experts of the International Motor Vehicle Inspection Committee (CITA) for the draft revision of annex 2 to the Consolidated Resolution R.E.1 (document TRANS/WP.29/2001/20). The provisions additional to those contained in the TRANS/WP.29/2001/20 are marked by the underlining and were introduced by the secretariat on the bases of the provisions which existed in TRANS/WP.29/1999/44; in these cases the inspection methods need to be specified.

This document is a working document circulated for discussion and comments. The use of this document for other purposes is the entire responsibility of the user. Documents are also available via the INTERNET:

<http://www.unece.org/trans/main/welcwp29.htm>

GE.01-

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 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 para. 2.1. above);
- 2.3. "Periodical Technical Inspection" means a periodical administrative uniform procedure by which the authorised 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 M2, M3, N2 and N3, as specified in Consolidated Resolution R.E.3. (document TRANS/WP.29/78/Rev.1, as amended), used in international transport whose permissible maximum mass exceeds 3,500 kg, except 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 dismantling or removing 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 Prescriptions, done at Geneva on 20 March 1958 and amended as of 16 October 1995;

- 2.7. "ECE Regulation" means a Regulation annexed to the 1958 Geneva Agreement.

### 3. PERIODICITY OF TECHNICAL INSPECTIONS

Vehicle Categories	Maximum Inspection Intervals
Passenger-carrying motor vehicles: M2 above 3,500 kg and M3 Goods vehicles: N2 and N3	One year after the first registration and annually thereafter

### 4. TECHNICAL INSPECTION

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

Following verification, the compliance with at least the provisions of this Annex shall be confirmed by the International Technical Inspection Certificate.

### 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. the 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. Electromagnetic interference suppression;
- 5.7. Axles, wheels, tyres, suspension;
- 5.8. Chassis and chassis attachments;
- 5.9. Other equipment;

5.10. Additional inspections of vehicles for the commercial carriage of passengers.

6. NAMES AND ADDRESSES

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

---

Annex**MINIMUM INSPECTION REQUIREMENTS**

The inspection shall cover at least the items listed below. For the checks listed in this annex the vehicle components need not be disassembled.

<b>Item</b>	<b>Method</b>	<b>Principal reasons for rejection</b>
<b>1. IDENTIFICATION OF THE VEHICLE <sup>1/</sup></b>		
<b>1.1. Registration number plates</b>		<i>(a) number plate(s) missing or so insecure that it is (they are) likely to fall off.</i> <i>(b) inscription missing or illegible.</i>
<b>1.2. Vehicle identification / serial number</b>		<i>(a) missing or can not be found.</i> <i>(b) incomplete, illegible.</i>
<b>2. BRAKING EQUIPMENT</b>		
<b>2.1. Mechanical condition and operation</b>		
<b>2.1.1. Service brake pedal pivot</b>	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.	<i>(a) Pivot too tight.</i> <i>(b) Bearing worn.</i> <i>(c) Excessive wear or play.</i> <i>(d) Inappropriate repair or modification.</i>
<b>2.1.2. Pedal condition and travel of the brake operating device</b>	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.	<i>(a) Excessive or insufficient reserve travel.</i> <i>(b) Brake control not releasing correctly.</i> <i>(c) Anti-slip provision on brake pedal missing, loose or worn smooth.</i> <i>(d) Inappropriate repair or modification.</i>
<b>2.1.3. Vacuum pump or compressor and reservoirs</b>	Without the engine running, deplete pressure/vacuum until warning device operates. With the engine running, observe time required for vacuum or air pressure to achieve safe working value. Check that pressure relief valve is working. Visual inspection of the components at normal working pressure.	<i>(a) Insufficient pressure/vacuum to give assistance for at least two brake applications after the warning device has operated (or gauge shows an unsafe reading).</i> <i>(b) Time taken to build up air pressure/vacuum to safe working value not in accordance with the regulations. <sup>2/</sup></i> <i>(c) Pressure relief valve not working.</i> <i>(d) Air leak causing a noticeable drop in pressure or audible air leaks.</i>

<sup>1/</sup> Inspection of these items may be omitted, if it has been carried out during the given periodical inspection under another Rule annexed to this Agreement (e.g. Rule No. 1).

<sup>2/</sup> 'regulations' means the relevant national or international requirements specified in national legislation.

		<i>(e)</i> External damage.
Item	Method	Principal reasons for rejection
2.1.4. Low pressure warning gauge or indicator	Without the engine running, deplete pressure/vacuum until warning device operates or observe gauge.	Malfunctioning or defective gauge or indicator.
2.1.5. Hand operated brake control valve	Visual inspection of the components while the braking system is operated.	<p><i>(a)</i> Control cracked, damaged or excessively worn.</p> <p><i>(b)</i> Malfunction of control valve.</p> <p><i>(c)</i> Control insecure on valve or valve insecure.</p> <p><i>(d)</i> Loose connections or leaks in system.</p> <p><i>(e)</i> Unsatisfactory operation</p> <p><i>(f)</i> Inappropriate repair or modification.</p>
2.1.6. Parking brake, lever control, parking brake ratchet	Visual inspection of the components while the braking system is operated.	<p><i>(a)</i> Ratchet not holding correctly.</p> <p><i>(b)</i> Excessive wear at lever pivot or in ratchet mechanism.</p> <p><i>(c)</i> Excessive movement of lever indicating incorrect adjustment.</p> <p><i>(d)</i> Inappropriate repair or modification.</p>
2.1.7. Braking valves (foot valves, unloaders, governors)	Visual inspection of the components while the braking system is operated.	<p><i>(a)</i> Valve damaged or excessive air leak.</p> <p><i>(b)</i> Excessive oil discharge from compressor.</p> <p><i>(c)</i> Valve insecure or inadequately mounted.</p> <p><i>(d)</i> Hydraulic fluid discharge or leak.</p>
2.1.8. Couplings for trailer brakes	Disconnect braking system coupling between towing vehicle and trailer.	<p><i>(a)</i> Tap or self sealing valve defective.</p> <p><i>(b)</i> Tap or valve insecure or inadequately mounted.</p> <p><i>(c)</i> Excessive leaks.</p>
2.1.9. Energy storage reservoir pressure tank	Visual inspection.	<p><i>(a)</i> Tank damaged, corroded or leaking.</p> <p><i>(b)</i> Drain device inoperative.</p> <p><i>(c)</i> Tank insecure or inadequately mounted.</p> <p><i>(d)</i> Inappropriate repair or modification.</p>
2.1.10. Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated.	<p><i>(a)</i> Defective or ineffective servo unit.</p> <p><i>(b)</i> Master cylinder defective or leaking.</p> <p><i>(c)</i> Master cylinder insecure.</p> <p><i>(d)</i> Insufficient brake fluid.</p> <p><i>(e)</i> Master cylinder reservoir cap missing.</p> <p><i>(f)</i> Brake fluid warning light illuminated or defective.</p> <p><i>(g)</i> Incorrect functioning of brake fluid level warning device.</p>
2.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated.	<p><i>(a)</i> Risk of failure or fracture.</p> <p><i>(b)</i> Pipes or connections leaking.</p> <p><i>(c)</i> Pipes damaged or excessively corroded.</p> <p><i>(d)</i> Pipes misplaced.</p>

		<i>(e)</i> Inappropriate repair or modification.
--	--	--



Item	Method	Principal reasons for rejection
2.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	<ul style="list-style-type: none"> <li>(a) Risk of failure or fracture.</li> <li>(b) Hoses damaged, chafing, twisted or too short</li> <li>(c) Hoses or connections leaking.</li> <li>(d) Hoses bulging under pressure.</li> <li>(e) Hoses porous.</li> <li>(f) Inappropriate repair or modification.</li> </ul>
2.1.13. Brake linings and pads	Visual inspection.	<ul style="list-style-type: none"> <li>(a) Lining or pad excessively worn.</li> <li>(b) Lining or pad contaminated (oil, grease etc.).</li> </ul>
2.1.14. Brake drums, brake discs	Visual inspection.	<ul style="list-style-type: none"> <li>(a) Drum or disk excessively worn, excessively scored, cracked, insecure or fractured.</li> <li>(b) Drum or disk contaminated (oil, grease, etc.)</li> <li>(c) Back plate insecure.</li> </ul>
2.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	<ul style="list-style-type: none"> <li>(a) Cable damaged or knotted.</li> <li>(b) Component excessively worn or corroded.</li> <li>(c) Cable or rod joint insecure.</li> <li>(d) Cable guide defective.</li> <li>(e) Restriction to free movement of the braking system.</li> <li>(f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.</li> <li>(g) Inappropriate repair or modification.</li> </ul>
2.1.16. Brake actuators (including spring brakes or hydraulic cylinders)	Visual inspection of the components while the braking system is operated.	<ul style="list-style-type: none"> <li>(a) Actuator cracked or damaged.</li> <li>(b) Actuator leaking.</li> <li>(c) Actuator insecure or inadequately mounted.</li> <li>(d) Actuator excessively corroded.</li> <li>(e) Excessive travel of operating piston or diaphragm mechanism.</li> <li>(f) Dust cover missing or excessively damaged.</li> <li>(g) Inappropriate repair or modification.</li> </ul>
2.1.17. Load sensing valve	Visual inspection of the components while the braking system is operated.	<ul style="list-style-type: none"> <li>(a) Defective linkage.</li> <li>(b) Linkage incorrectly adjusted.</li> <li>(c) Valve seized or inoperative.</li> <li>(d) Valve missing.</li> <li>(e) Inappropriate repair or modification.</li> </ul>

Item	Method	Principal reasons for rejection
2.1.18. Automatic slack adjusters and indicators	Visual inspection.	<p>(a) Adjuster seized or having abnormal movement, excessive wear or incorrect adjustment.</p> <p>(b) Adjuster defective.</p> <p>(c) <u>External damage.</u></p> <p>(d) <u>Inadequately installed.</u></p>
2.1.19. Endurance braking system (where fitted or required)	Visual inspection.	<p>(a) Insecure connectors or mountings.</p> <p>(b) System obviously defective.</p>
2.1.20. Automatic operation of trailer brakes	Disconnect brake coupling between towing vehicle and trailer.	Brake does not apply automatically when coupling disconnected.
<u>2.1.21. Braking devices (anti-freeze pump, air dryer, etc.)</u>		<p>(a) <u>External damage.</u></p> <p>(b) <u>Considerably corroded.</u></p> <p>(c) <u>Too tight.</u></p> <p>(d) <u>Attachment defective.</u></p> <p>(e) <u>Incorrectly adjusted.</u></p>
<u>2.1.22. Service data plate for axle-load-related brake-power control</u>		<p>(a) <u>Missing.</u></p> <p>(b) <u>Data incomplete.</u></p> <p>(c) <u>Illegible.</u></p>
<u>2.1.23. Test connector</u>		<p>(a) <u>Missing.</u></p> <p>(b) <u>Damaged.</u></p>
<u>2.1.24. Overrun braking system</u>		<p>(a) <u>Inadmissible design.</u></p> <p>(b) <u>External damage.</u></p> <p>(c) <u>Attachment defective.</u></p> <p>(d) <u>Breakaway braking device missing or damaged</u></p>
<u>2.1.25. Cables and cable pulls</u>		<p>(a) <u>Damaged, fanned out.</u></p> <p>(b) <u>Considerably corroded.</u></p> <p>(c) <u>Inadequately installed.</u></p> <p>(d) <u>Attachment defective.</u></p> <p>(e) <u>Unsecured.</u></p> <p>(f) <u>Cable guide damaged, too tight.</u></p>
<u>2.1.26. Joints</u>		<p>(a) <u>Guides worn.</u></p> <p>(b) <u>Too tight.</u></p> <p>(c) <u>Attachment defective, insecure.</u></p>
<u>2.1.27. Wheel brakes</u>		<p>(a) <u>Too tight.</u></p> <p>(b) <u>Excessive clearance.</u></p>

Item	Method	Principal reasons for rejection
2.2. Service braking performance and efficiency		
2.2.1. Performance	During a road test and/or a test on a static brake testing machine, apply the brakes progressively up to maximum effort.	<p>(a) Inadequate braking effort on one or more wheel.</p> <p>(b) Braking effort from any wheel is less than the percentage of maximum effort recorded from the other wheel on the same axle specified in the regulations. <u>1/</u> Or in the case of testing on the road, the vehicle deviates excessively from a straight line.</p> <p>(c) No gradual variation in brake effort (grabbing).</p> <p>(d) Abnormal lag in brake operation of any wheel.</p> <p>(e) Excessive fluctuation of brake force during each complete wheel revolution.</p>
2.2.2. Efficiency	<p>Test with a static brake testing machine or, if one cannot be used for technical reasons, by a road test using either an indicating or recording decelerometer. For goods vehicles, the laden braking system performance should be assessed by testing the vehicle laden, by evaluation using a method based on extrapolation or by some other acceptable means.</p> <p>Note: The efficiency of overrun brakes can be fully tested on a static brake testing machine by use of a special device or partially tested by applying the parking brake.</p>	Does not give at least the minimum figure laid down in the regulations. <u>1/</u>
<u>2.2.3. Brake-power control</u>		<u>No correspondence with prescribed adjustment values (plate indicating automatic load-dependent brake-power distribution)</u>
<u>2.2.4. Pressure protection (multi-circuit safety valve)</u>		<p><u>(a) Inoperable.</u></p> <p><u>(b) Operation impaired.</u></p>
<u>2.2.5. Breakaway protection on the vehicle (compressed air brake system)</u>		<p><u>(a) Upon breakaway of the air brake line to the trailer pressure reduction in the pneumatic elements of the spring brake cylinders.</u></p> <p><u>(b) Upon breakaway of the brake line to the trailer the air brake line to the trailer is not automatically ventilated.</u></p>

Item	Method	Principal reasons for rejection
2.2.6. <u>Breakaway protection on trailer</u>		<u>Upon breakaway of the air brake line there is no automatic braking of the trailer.</u>
2.2.7. <u>Tightness</u>		<u>Leaking of the braking system.</u>
2.2.8. <u>Overrun braking system</u>		(a) <u>Overrun travel too big.</u> (b) <u>Operation of shock absorber impaired</u>
2.2.9. <u>Compressor</u>		<u>Filling time too long.</u>
2.3. Secondary (emergency) braking performance and efficiency (if met by separate system)		
2.3.1. Performance	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1.	(a) Brake inoperative on one side. (b) Braking effort from any wheel is less than the percentage of maximum effort recorded from the other wheel on the same axle specified in the regulations. 1/ Or in the case of testing on the road, the vehicle deviates excessively from a straight line. (c) No gradual variation in brake effort (grabbing).
2.3.2. Efficiency	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2.	Does not give at least the minimum figure laid down in the regulations. 1/
2.4. Parking braking performance and efficiency		
2.4.1. Performance	Apply the brake during a road test with a decelerometer and/or a test on a static brake testing machine and/or with the vehicle on a slope of known gradient.	Brake inoperative on one side.
2.4.2. Efficiency	Test with a static brake testing machine or by a road test using either an indicating or recording decelerometer or with the vehicle on a slope of known gradient. Goods vehicles should, if possible, be tested laden.	Does not give at least the minimum figure laid down in the regulations. 1/
2.5. Endurance braking system performance	Visual inspection and, where possible test whether the system functions using a static brake testing machine or by a road test using either an indicating or recording decelerometer.	(a) No gradual variation of efficiency (not applicable to exhaust brake systems). (b) System not functioning.
2.6. Anti-lock braking system	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.

Item	Method	Principal reasons for rejection
3. STEERING		
3.1. Mechanical condition		
3.1.1. Steering gear condition	With the vehicle over a pit or on a hoist and with the road wheels off the ground, rotate the steering wheel from lock to lock. Visual inspection of the operation of the steering gear.	<ul style="list-style-type: none"> <li>(a) Roughness in operation of gear.</li> <li>(b) Sector shaft twisted or splines worn.</li> <li>(c) Excessive wear in sector shaft.</li> <li>(d) Excessive "end float" of sector shaft.</li> </ul>
3.1.2. Steering gear casing attachment	With vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate steering wheel clock-wise and anticlockwise. Visual inspection of the attachment of gear casing to chassis.	<ul style="list-style-type: none"> <li>(a) Steering gear casing not properly attached.</li> <li>(b) Elongated fixing holes in chassis.</li> <li>(c) Missing or fractured fixing bolts.</li> <li>(d) Steering gear casing fractured.</li> <li>(e) <u>Leaking.</u></li> <li>(f) <u>Dust protection covers missing, damaged, loose.</u></li> </ul>
3.1.3. Steering linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on ground, rock steering wheel clockwise and anti-clockwise. Visual inspection of steering components for wear, fractures and security.	<ul style="list-style-type: none"> <li>(a) Relative movement between components which should be fixed.</li> <li>(b) Excessive wear at joints.</li> <li>(c) Fractures or deformation of any component.</li> <li>(d) Absence of locking devices.</li> <li>(e) Misalignment of components (e.g. track rod or drag link).</li> <li>(f) Inappropriate repair or modification.</li> <li>(g) Dust cover missing or severely deteriorated.</li> </ul>
3.1.4. Steering linkage operation	With the vehicle over a pit or on a hoist and with the road wheels on ground and the engine running, rotate steering wheel from lock to lock. Visual inspection of movement of linkages.	<ul style="list-style-type: none"> <li>(a) Moving steering linkage fouling a fixed part of chassis.</li> <li>(b) Steering stops not operating.</li> </ul>
3.1.5. Power steering	Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on ground and with the engine running, check that the power steering system is operating.	<ul style="list-style-type: none"> <li>(a) Fluid leak.</li> <li>(b) Insufficient fluid.</li> <li>(c) Mechanism not working.</li> <li>(d) Mechanism fractured or insecure.</li> <li>(e) Misalignment or fouling of components.</li> <li>(f) Inappropriate repair or modification.</li> <li>(g) <u>Cables/hoses damaged, aged, considerably corroded.</u></li> <li>(h) <u>V-belt damaged, pre-tensioning incorrect.</u></li> </ul>
3.1.6. <u>Steering-head bearing</u>		<ul style="list-style-type: none"> <li>(a) <u>Damaged.</u></li> <li>(b) <u>Excessive play.</u></li> </ul>

Item	Method	Principal reasons for rejection
<u>3.1.7. Steering lock</u>		<u>(a) Inoperable.</u> <u>(b) Operation impaired.</u>
<u>3.1.8. Steering joints / tie-rod ends</u>		<u>(a) Excessive play.</u> <u>(b) Damaged.</u> <u>(c) Protection inadequate.</u> <u>(d) Dust protection covers missing, damaged, loose.</u>
<u>3.1.9. Push rods / tie rods</u>		<u>(a) Damaged, cracked, deformed, corroded.</u> <u>(b) Attachment defective, protection inadequate.</u> <u>(c) Incorrectly adjusted.</u>
<u>3.1.10. Steering lever</u>		<u>(a) Damaged, cracked, deformed, corroded.</u> <u>(b) Attachment defective.</u>
<u>3.1.11. Steering stop</u>		<u>(a) Missing.</u> <u>(b) Damaged.</u> <u>(c) Attachment defective.</u> <u>(d) Ineffective, incorrectly adjusted.</u>
<b>3.2. Steering wheel and column</b>		
3.2.1. Steering wheel condition	With the road wheels on the ground, rock steering wheel from side to side at right angles to column and apply slight downward and upward pressure. Visual inspection of play.	<u>(a) Relative movement between steering wheel and column indicating looseness.</u> <u>(b) Absence of retaining device on steering wheel hub.</u> <u>(c) Fracture or looseness of steering wheel hub, rim or spokes.</u>
3.2.2. Steering column	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 in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints.	<u>(a) Excessive movement of centre of steering wheel up or down.</u> <u>(b) Excessive movement of top of column radially from axis of column.</u> <u>(c) Deteriorated flexible coupling.</u> <u>(d) Steering-column adjustment not lockable.</u> <u>(e) Odd sounds.</u> <u>(f) Attachment defective.</u>
3.3. Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road-wheels, the engine running for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement.	Free play in steering excessive (for example movement of a point on the rim exceeding one fifth of the diameter of the steering wheel or not in accordance with the regulations. $\frac{1}{5}$ )

Item	Method	Principal reasons for rejection
3.4. Wheel alignment (X) 3/	Check alignment of steered wheels with suitable equipment.	Alignment not in accordance with vehicle manufacturer's data.
3.5. <u>Steering shock absorber</u>		<i>(a) Missing.</i> <i>(b) Inadmissible.</i> <i>(c) Inoperable</i> <i>(d) Attachment defective.</i> <i>(e) bearing worn.</i>
3.6. <u>Fifth-wheel steering</u>		<i>(a) Fifth wheel damaged.</i> <i>(b) Electric drive inoperable.</i>
3.7. <u>Bogie</u>		<i>(a) Damaged, cracked.</i> <i>(b) Too tight, stopping points.</i> <i>(c) Excessive play.</i> <i>(d) Attachment defective.</i>
3.8. <u>Transmission mechanism in the case of rod and cable steering</u>		<i>(a) Damaged, cracked, deformed, corroded.</i> <i>(b) Excessive play.</i> <i>(c) Attachment defective, inadequate safety device.</i> <i>(d) Transmission too tight.</i> <i>(e) Steering wedges inadmissible, damaged, worn.</i>
3.9. <u>Short coupling</u>		<i>(a) Inoperable.</i> <i>(b) Damaged.</i> <i>(c) Limit switch inoperable, defective locking device.</i> <i>(d) Leaking of hydraulic system.</i> <i>(e) Bearing worn, excessive play, wear limit exceeded.</i> <i>(f) Transmission mechanism too tight, loose, worn, insufficient lubrication.</i>
3.10. <u>Performance</u>		<i>(a) To tight.</i> <i>(b) No self-alignment.</i> <i>(c) Excessive play.</i>
4. VISIBILITY		
4.1. Field of vision	Visual inspection from driving seat.	Obstruction (including reflecting or tinted film) within driver's field of view that materially affects his view in front or to the sides.

3/ '(X)' Identifies items which are related to the condition of the vehicle and its suitability for use on the road but which are not considered essential in a periodic inspection.

Item	Method	Principal reasons for rejection
4.2. Condition of glass	Visual inspection.	<p>(a) Cracked or discoloured glass or transparent panel (if permitted).</p> <p>(b) Glass or transparent panel that does not comply with specifications in the regulations. 1/</p> <p>(c) Glass or transparent panel in unacceptable condition.</p>
4.3. Rear-view mirrors	Visual inspection.	<p>(a) Mirror missing or not fitted according to the regulations. 1/</p> <p>(b) A mirror not giving an adequate, <u>according to the regulations 1/</u>, view to the rear.</p> <p>(c) Mirror <u>damaged</u>, loose or insecure.</p>
4.4. Windscreen wipers	Visual inspection and by operation.	<p>(a) Wipers not operating or too slow.</p> <p>(b) Wiper blades not sweeping sufficient area of windscreen.</p> <p>(c) Wiper blade rubbers deteriorated.</p>
4.5. Windscreen washers	Visual inspection and by operation.	<p>(a) Washers not operating.</p> <p>(b) Washer liquid not directed to appropriate part of windscreen.</p>
5. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT		
5.1. Headlamps		
5.1.1. Condition <u>and</u> operation	Visual inspection and by operation.	<p>(a) Defective bulb.</p> <p>(b) Defective lens.</p> <p>(c) Lamp not in accordance with the regulations. 1/</p> <p>(d) Lamp not securely attached.</p> <p>(e) Products on lens or bulb which reduce light intensity or change colour.</p>
5.1.2. Alignment	Determine the horizontal and vertical aim of each headlamp on both main and dipped beam using a headlamp aiming device.	Aim of a headlamp not within limits laid down in the regulations. 1/
5.1.3. Switching	Visual inspection and by operation.	<p>(a) Number of headlamps illuminated at the same time not in accordance with the regulations. 1/</p> <p>(b) <u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u></p>
5.1.4. Compliance with regulations 1/ (X) 2/	Visual inspection and by operation.	Lamp, colour, position or intensity not in accordance with the regulations. 1/



Item	Method	Principal reasons for rejection
5.1.5. Levelling devices (where mandatory) (X) 2/	Visual inspection and by operation.	(a) Device not operating. (b) Manual device cannot be operated from driver's seat.
5.1.6. Headlamp washers (where mandatory) (X) 2/	Visual inspection and by operation.	(a) Washer not operating. (b) Washer liquid not directed on to headlamp surface.
5.2. Front and rear position (side) lamps, side marker lamps <u>and end outline marker lamps</u>		
5.2.1. Condition <u>and</u> operation	Visual inspection and by operation.	(a) Defective bulb. (b) Defective lens. (c) Lamp not securely attached. (d) <u>Switch-on control inoperable, or operates not in accordance with the regulations. 1/</u>
5.2.2. Compliance with regulations 1/	Visual inspection and by operation.	(a) Lamp, colour, position or intensity not in accordance with the regulations. 1/ (b) Products on lens or bulb which reduce light intensity or change colour.
<u>5.2.3. Switching</u>		<u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u>
5.3. Stop Lamps		
5.3.1. Condition <u>and</u> operation	Visual inspection and by operation.	(a) Defective bulb. (b) Defective lens. (c) Lamp not securely attached.
5.3.2. Compliance with regulations 1/	Visual inspection and by operation.	(a) Lamp, colour, position or intensity not in accordance with the regulations. 1/ (b) <u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u>
<u>5.3.3. Switching</u>		<u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u>
5.4. Direction indicator <u>and hazard warning</u> lamps		
5.4.1. Condition <u>and</u> operation	Visual inspection and by operation.	(a) Defective bulb. (b) Defective lens. (c) Lamp not securely attached.
5.4.2. Compliance with	Visual inspection and by operation.	Lamp, colour, position or intensity not in accordance with the regulations. 1/

regulations <u>1</u> /		
------------------------	--	--

Item	Method	Principal reasons for rejection
5.4.3. Switching	Visual inspection and by operation.	(a) Switching of lamps not in accordance with the regulations. 1/ (b) Any provision for special switching of direction indicators <u>or hazard warning lamps</u> (e.g. all <u>lamps</u> flashing) not operating satisfactorily.
5.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not in accordance with the regulations. 1/
5.5. Front and rear fog lamps (X) 2/		
5.5.1. Condition and operation	Visual inspection and by operation.	(a) Defective bulb. (b) Defective lens. (c) Lamp not securely attached.
5.5.2. Compliance with regulations 1/	Visual inspection and by operation.	(a) A lamp fitted not in accordance with the regulations. 1/ (b) Lamp operation not in accordance with the regulations. 1/
<u>5.5.3. Switching</u>		<u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u>
5.6. Reversing lamps (X) 2/		
5.6.1. Condition and operation	Visual inspection and by operation.	(a) Defective bulb. (b) Defective lens. (c) Lamp not securely attached.
5.6.2. Compliance with regulations 1/	Visual inspection and by operation.	(a) A lamp fitted not in accordance with the regulations. 1/ (b) Lamp operation not in accordance with the regulations. 1/
<u>5.6.3. Switching</u>		<u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u>
5.7. Rear registration plate lamp		
5.7.1. Condition and operation	Visual inspection and by operation.	(a) Lamp throwing light to the rear. (b) Defective bulb. (c) Lamp not securely attached.
5.7.2. Compliance with regulations 1/	Visual inspection and by operation.	Not in accordance with the regulations. 1/
<u>5.7.3. Switching</u>		<u>Function of control device impaired or switching logic not in accordance with the regulations. 1/</u>

Item	Method	Principal reasons for rejection
5.8. Retro-reflectors, side reflectors and rear marker plates		
5.8.1. Condition	Visual inspection.	(a) Reflecting equipment defective or damaged. (b) Reflector not securely attached.
5.8.2. Compliance with regulations 1/	Visual inspection.	Not in accordance with the regulations. 1/
5.9. Tell-tales		
5.9.1. Condition and operation	Visual inspection and by operation.	Not operating.
5.9.2. Compliance with regulations 1/	Visual inspection and by operation.	Not in accordance with the regulations. 1/
5.10. Electrical connections between towing vehicle and trailer or semi-trailer	Visual inspection: if possible examine the electrical continuity between the vehicles.	(a) Fixed components not securely attached. (b) Damaged or deteriorated insulation. (c) Trailer or towing vehicle electrical connections not functioning correctly.
5.11. Electrical wiring	Visual inspection with vehicle over a pit or on a hoist, including in the engine compartment in some cases.	(a) Wiring insecure or not adequately secured. (b) Damaged or deteriorated insulation. (c) <u>installation of cables not chafe-proof.</u>
5.12. Non obligatory lamps (X) 2/	Visual inspection and by operation.	(a) A lamp fitted not in accordance with the regulations. 1/ (b) Lamp operation not in accordance with the regulations. 1/ (c) Total intensity (including headlamps) not in accordance with the regulations. 1/ (d) Lamp not securely attached.
5.13. Battery	Visual inspection.	(a) Insecure. (b) Leaking. (c) <u>Cover (positive terminal) missing.</u> (d) Defective switch (if required). (e) Defective fuses (if required).
<b>6. ELECTROMAGNETIC INTERFERENCE SUPPRESSION</b>		
6.1. <u>Ignition system</u>		(a) <u>Spark-plug socket damaged.</u> (b) <u>Ignition cable damaged.</u> (c) <u>Ignition distributor cracked.</u> (d) <u>Ignition coil damaged.</u>
6.2. Radio-	Visual examination.	Any requirements of the regulations 1/ not

interference

met.

Item	Method	Principal reasons for rejection
7. AXLES, WHEELS, TYRES AND SUSPENSION		
7.1. Axles		
7.1.1. Axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes <u>gross vehicle mass</u> (GVM).	<ul style="list-style-type: none"> <li>(a) Axle fractured or deformed.</li> <li>(b) Insecure fixing to vehicle.</li> <li>(c) Inappropriate repair or modification.</li> </ul>
7.1.2. Stub axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	<ul style="list-style-type: none"> <li>(a) Stub axle fractured.</li> <li>(b) Excessive wear in the swivel pin and/or bushes.</li> <li>(c) Excessive movement between stub axle and axle beam.</li> <li>(d) Stub axle pin loose in axle.</li> </ul>
7.1.3. 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 over 3.5 tonnes GVM. 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.	<ul style="list-style-type: none"> <li>(a) Excessive play in a wheel bearing.</li> <li>(b) <u>wheel bearing too tight, jammed.</u></li> </ul>
7.2. Wheels and tyres		
7.2.1. Road wheel hub	Visual inspection.	Any wheel nuts or studs missing or loose.
7.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	<ul style="list-style-type: none"> <li>(a) Any fracture or welding defect</li> <li>(b) Tyre retaining rings not properly fitted.</li> <li>(c) Wheel badly distorted.</li> <li>(d) <u>no proof of admissibility (size, type).</u></li> </ul>
7.2.3. 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.	<ul style="list-style-type: none"> <li>(a) Load capacity of tyres not in accordance with the regulations. <u>1/</u></li> <li>(b) Tyres on same axle or on twin wheels of different sizes.</li> <li>(c) Tyres on same axle of different construction (radial / crossply).</li> <li>(d) Any serious damage or cut to tyre.</li> <li>(e) Tyre tread depth not in accordance with the regulations. <u>1/</u></li> <li>(f) Tyre speed rating not in accordance with the regulations. <u>1/</u></li> <li>(g) Tyre rubbing against other components.</li> <li>(h) Re-grooved tyres on passenger cars.</li> <li>(i) <u>non-approved size, type.</u></li> </ul>

Item	Method	Principal reasons for rejection
7.3. Suspension		
7.3.1. Springs	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM.	(a) Insecure attachment of springs to chassis or axle. (b) A damaged or fractured spring component.
7.3.2. 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. (b) Damaged shock absorber.
7.3.3. 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 over 3.5 tonnes GVM.	(a) Insecure attachment of component to chassis or axle. (b) A damaged or fractured component. (c) Inappropriate repair or modification.
7.3.4. Suspension joints	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM.	(a) Excessive wear in swivel pin and/or bushes or at suspension joints. (b) Dust cover missing or severely deteriorated.
<u>7.3.5. Air suspension</u>		<u>(a) Inoperable.</u> <u>(b) Leaking.</u> <u>(c) Air-spring bellows damaged, leaking, attachment defective, distorted.</u> <u>(d) Valves leaking, inoperable, misaligned.</u> <u>(e) Cables / hoses leaking, corroded / porous.</u>
<u>6.3.6. Hydro-pneumatic suspension</u>		<u>(a) Inoperable.</u> <u>(b) Leaking.</u> <u>(c) Suspension / shock-absorber strut.</u> <u>(d) Damaged.</u> <u>(e) Reservoir damaged, leaking, incorrect fluid level.</u> <u>(f) Leads damaged, corroded.</u>
8. CHASSIS AND CHASSIS ATTACHMENTS		
8.1. Chassis or frame and attachments		
8.1.1. General condition	Visual inspection with vehicle over a pit or on a hoist.	(a) Fracture or deformation of any side or cross member. (b) Insecurity of strengthening plates or fastenings. (c) Excessive corrosion which affects the rigidity of the assembly.
8.1.2. Exhaust pipes <u>and</u> silencers	Visual inspection with vehicle over a pit or on a hoist.	(a) Insecure or leaking exhaust system. (b) Fumes entering cab or passengers compartment.

Item	Method	Principal reasons for rejection
8.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection with vehicle over a pit or on a hoist.	<ul style="list-style-type: none"> <li>(a) Insecure tank or pipes.</li> <li>(b) Leaking fuel or missing or ineffective filler cap.</li> <li>(c) Damaged or chafed pipes.</li> <li>(d) Fuel stopcock (if required) not operating correctly.</li> <li>(e) Fire risk due to <ul style="list-style-type: none"> <li>- Leaking fuel</li> <li>- Fuel tank or exhaust improperly shielded</li> <li>- Engine compartment condition.</li> </ul> </li> <li>(f) Any special requirement for liquid gas fuel not met.</li> </ul>
8.1.4. Bumpers, lateral protection and rear underrun devices	Visual inspection.	<ul style="list-style-type: none"> <li>(a) Looseness or damage likely to cause injury.</li> <li>(b) Lateral protection or rear underrun device obviously not in compliance with the regulations. <u>1/</u></li> </ul>
8.1.5. Spare wheel carrier (if fitted)	Visual inspection.	<ul style="list-style-type: none"> <li>(a) Carrier fractured or insecure.</li> <li>(b) A spare wheel not securely fixed in carrier.</li> </ul>
8.1.6. Coupling devices	Visual inspection for wear and correct operation with special attention to any safety device fitted and /or use of measuring gauge.	<ul style="list-style-type: none"> <li>(a) Excessive wear in a component.</li> <li>(b) Insecurity of coupling to chassis.</li> <li>(c) Any safety device missing or not operating correctly.</li> <li>(d) Any indicator not working.</li> <li>(e) Inappropriate repair or modification.</li> </ul>
8.1.7. Transmission	Visual inspection.	<ul style="list-style-type: none"> <li>(a) Loose or missing securing bolts.</li> <li>(b) Excessive wear in transmission shaft bearings.</li> <li>(c) Excessive wear in universal joints.</li> <li>(d) Deteriorated flexible couplings.</li> <li>(e) A damaged or bent shaft.</li> <li>(f) Bearing housing fractured or insecure.</li> <li>(g) Dust cover missing or severely deteriorated.</li> </ul>
8.1.8. Engine mountings	Visual inspection not necessarily on a pit or hoist.	Deteriorated, loose or fractured mountings.
8.1.9. Tipping gear (X) <u>2/</u>	Visual inspection.	Hydraulic fluid leak.



Item	Method	Principal reasons for rejection
8.2. Cab and bodywork		
8.2.1. Condition	Visual inspection.	<p>(a) A loose or damaged panel or part likely to cause injury.</p> <p>(b) Insecure body pillar.</p> <p>(c) Leaks permitting entry of engine or exhaust fumes.</p> <p>(d) Inappropriate repair or modification.</p>
8.2.2. Mounting	Visual inspection over a pit or on a hoist.	<p>(a) Body or cab insecure.</p> <p>(b) Body/cab obviously not located squarely on chassis.</p> <p>(c) Insecure or missing fixing of body/cab to chassis or cross members.</p> <p>(d) Excessive corrosion at fixing points on integral bodies.</p>
8.2.3. Doors and door catches	Visual inspection.	<p>(a) A door will not open or close properly.</p> <p>(b) A door likely to open inadvertently or one that will not remain closed.</p> <p>(c) Door, hinges, catches, pillar loose or deteriorated.</p>
8.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated
8.2.5. Driver's seat	Visual inspection.	<p>(a) A loose seat or seat with defective structure.</p> <p>(b) Adjustment mechanism not functioning correctly.</p>
8.2.6. Other seats	Visual inspection.	Seats in defective condition or insecure.
8.2.7. Driving controls	Visual inspection and by operation.	<p>(a) Any control necessary for the safe operation of the vehicle not in good working order.</p> <p>(b) Any control necessary for the safe operation of the vehicle which does not carry out the function for which it is provided.</p>
8.2.8. Cab steps	Visual inspection.	<p>(a) Step or step ring insecure.</p> <p>(b) Step or ring in a condition likely to cause injury to users.</p>
8.2.9. Other interior <u>and</u> exterior fittings	Visual inspection.	Not in accordance with the regulations. <u>1/</u>
8.2.10. Mudguards (wings), spray suppression devices	Visual inspection.	<p>(a) Missing, loose or badly corroded.</p> <p>(b) Insufficient clearance for road wheel.</p> <p>(c) Not in accordance with the regulations. <u>1/</u></p>

Item	Method	Principal reasons for rejection
<u>8.3. Towing equipment</u>		
<u>8.3.1. Drawbar / pull-rod</u>		<ul style="list-style-type: none"> <li><i>(a) Inadmissible.</i></li> <li><i>(b) Damaged, deformed, cracked.</i></li> <li><i>(c) Bearing worn.</i></li> <li><i>(d) Inadequate and/or inadmissible repair.</i></li> <li><i>(e) Attachment defective, loose.</i></li> <li><i>(f) Support missing, loose, damaged, deformed.</i></li> <li><i>(g) Drawbar bearing too tight, worn, damaged.</i></li> </ul>
<u>8.3.2. Tow-bar eye</u>		<ul style="list-style-type: none"> <li><i>(a) Wear sleeve missing or worn.</i></li> <li><i>(b) Damaged, distorted, deformed.</i></li> <li><i>(c) Wear limit exceeded.</i></li> <li><i>(d) Inadequate attachment.</i></li> </ul>
<u>8.3.3. Adjustment of length</u>		<ul style="list-style-type: none"> <li><i>(a) Damaged, jammed, worn.</i></li> <li><i>(b) Insecure.</i></li> <li><i>(c) Inoperable.</i></li> <li><i>(d) No end limitation or stop.</i></li> <li><i>(e) arrester worn.</i></li> </ul>
<u>8.3.4. Height adjuster</u>		<ul style="list-style-type: none"> <li><i>(a) missing.</i></li> <li><i>(b) damaged, jammed, worn.</i></li> <li><i>(c) Inoperable.</i></li> <li><i>(d) Arrester worn.</i></li> <li><i>(e) Range of adjustment and/or ground clearance insufficient.</i></li> </ul>
<u>8.3.5. Coupling ball with support / tow-ball coupling</u>		<ul style="list-style-type: none"> <li><i>(a) Inadmissible.</i></li> <li><i>(b) Damaged.</i></li> <li><i>(c) Arrester inoperable.</i></li> <li><i>(d) Wear limit exceeded.</i></li> <li><i>(e) Inadequate installation, inadmissible repair welding.</i></li> <li><i>(f) Attachment defective.</i></li> </ul>
<u>8.3.6. Shackle-type towing device</u>		<ul style="list-style-type: none"> <li><i>(a) Inadmissible.</i></li> <li><i>(b) Damaged, operating lever defective.</i></li> <li><i>(c) Automatic stop inoperable.</i></li> <li><i>(d) Wear limit exceeded.</i></li> <li><i>(e) Attachment defective.</i></li> </ul>
<u>8.3.7. Fifth-wheel coupling / assembly disc</u>		<ul style="list-style-type: none"> <li><i>(a) Inadmissible.</i></li> <li><i>(b) Damaged, worn, excessive play.</i></li> <li><i>(c) Automatic stop inoperable.</i></li> <li><i>(d) Inadmissible repair by welding.</i></li> <li><i>(e) Operating lever damaged, sharp-edged.</i></li> <li><i>(f) Attachment defective.</i></li> </ul>

Item	Method	Principal reasons for rejection
<u>8.3.8. Fifth-wheel kingpin</u>		<u>(a) Inadmissible.</u> <u>(b) Damaged.</u> <u>(c) Attachment defective.</u> <u>(d) Wear limit exceeded.</u>
<u>8.4. Body / driver's cabin</u>		
<u>8.4.1. Bumpers/spoiler</u>		<u>(a) Missing.</u> <u>(b) Inadmissible.</u> <u>(c) Damaged, broken, sharp-edged.</u> <u>(d) Attachment defective.</u>
<u>8.4.3. Wheel cover</u>		<u>(a) Missing.</u> <u>(b) Insufficient.</u>
<u>8.4.4. Entrances, steps</u>		<u>(a) Considerably corroded.</u> <u>(b) Unsafe.</u>
<u>8.4.5. Doors, bonnets, handles, locks, hinges</u>		<u>(a) Attachment defective.</u> <u>(b) Too tight.</u> <u>(c) Lock inoperable.</u> <u>(d) Door handle missing, damaged attachment defective.</u> <u>(e) Door end-stop missing, inoperable.</u>
<u>8.4.6. Cabin body</u>		<u>(a) Damaged, considerable rust penetration.</u> <u>(b) Inadmissibly altered.</u> <u>(c) Attachment defective.</u> <u>(d) Sharp-edged.</u> <u>(e) Inadequate repair.</u>
<u>8.5. Footrests</u>		<u>(a) Missing.</u> <u>(b) Damaged.</u> <u>(c) Attachment defective.</u>
<u>8.6. Loading space floor / walls / stanchions</u>		<u>(a) Damaged, considerably corroded.</u> <u>(b) Attachment defective.</u> <u>(c) Screwed or riveted joints loose, damaged.</u>
<u>8.7. Loading space tarpaulin / rack / fasteners</u>		<u>(a) Hoop rack damaged.</u> <u>(b) Attachment defective.</u> <u>(c) Platform-gate fasteners damaged, inoperable, sharp-edged.</u>
<u>8.8. Tilting gear</u>		<u>Retaining device missing, inoperable.</u>
<u>8.9. Loading equipment</u>		<u>(a) Leaking of hydraulic or compressed-air equipment.</u> <u>(b) Attachment defective.</u> <u>(c) Screwed or riveted joints loose, damaged.</u>

Item	Method	Principal reasons for rejection
8.10. <u>Luggage rack</u> <u>/ carrier</u>		<u>(a) Inadmissible.</u> <u>(b) Attachment defective.</u> <u>(c) Lamps covered-up.</u> <u>(d) Sharp-edged.</u>
8.11. <u>Heating,</u> <u>ventilation</u>		<u>(a) Missing.</u> <u>(b) Inoperable.</u> <u>(c) Effect insufficient.</u> <u>(d) Design contrary to regulations.</u> <u>(e) Heat exchanger defective.</u>
9. OTHER EQUIPMENT		
9.1. Safety-belts/buckles		
9.1.1. Security of mounting	Visual inspection.	Anchorage point badly deteriorated.
9.1.2. Condition.	Visual inspection and by operation.	<u>(a) Mandatory safety-belt missing or not fitted.</u> <u>(b) Safety-belt damaged.</u> <u>(c) Safety-belt not in accordance with the regulations. 1/</u> <u>(d) Safety-belt buckle damaged or not functioning correctly.</u> <u>(e) Safety-belt retractor damaged or not functioning correctly.</u>
9.2. Fire extinguisher (X) 2/	Visual inspection.	<u>(a) Missing.</u> <u>(b) Not in accordance with the regulations. 1/</u>
9.3. Locks and anti-theft device (X) 2/	Visual inspection and by operation	Device not functioning to prevent vehicle being driven.
9.4. Warning triangle (if required)(X) 2/	Visual inspection.	<u>(a) Missing or incomplete.</u> <u>(b) design contrary to regulations. 1/</u>
9.5. First aid kit. (if required)(X) 2/	Visual inspection.	Missing, incomplete or not in accordance with the regulations. 1/
9.6. Wheel chocks (if required)(X) 2/	Visual inspection.	Missing or not in good condition.
9.7. Audible warning device	Visual inspection and by operation.	<u>(a) Horn not working.</u> <u>(b) Control insecure or not conveniently placed.</u> <u>(c) Not in accordance with the regulations. 1/</u>

Item	Method	Principal reasons for rejection
9.8. Speedometer	Visual inspection or by operation during road test.	(a) Not fitted in accordance with the regulations. <u>1/</u> (b) Not operational. (c) Not capable of being illuminated.
9.9. Tachograph	Visual inspection.	(a) Not fitted in accordance with the regulations. <u>1/</u> (b) Not operational. (c) Defective or missing seals. (d) Calibration plaque missing, illegible or out of date. (e) Obvious tampering or manipulation.
9.10. Speed limitation device	Visual inspection and by operation if equipment available.	(a) Not fitted in accordance with the regulations. <u>1/</u> (b) Not operational. (c) Incorrect set speed (if checked) (d) Defective or missing seals. (e) Calibration plaque missing, illegible or out of date. (f) <u>Tampering possible.</u>
10. SUPPLEMENTARY TESTS FOR PUBLIC TRANSPORT VEHICLES		
10.1. Doors		
10.1.1. Entrance and exit doors	Visual inspection and by operation.	(a) Defective operation. (b) Deteriorated condition. (c) Defective emergency control. (d) Remote control of doors or warning devices defective. (e) Not in accordance with the regulations. <u>1/</u>
10.1.2. Emergency exits	Visual inspection and by operation.	(a) Defective operation. (b) Emergency door signs missing or illegible. (c) Missing hammer to break glass. (d) Not in accordance with the regulations. <u>1/</u>
10.2. Demisting and defrosting system. (X) <u>2/</u>	Visual inspection and by operation.	(a) Not operating correctly. (b) Emissions of toxic gas. (c) Defective defrosting (if compulsory).
10.3. Ventilation and heating system. (X) <u>2/</u>	Visual inspection and by operation.	(a) Defective operation. (b) <u>Emission of poisonous exhaust gases in driver's place / passenger compartment.</u>

Item	Method	Principal reasons for rejection
10.4. Seats		
10.4.1. Passenger seats	Visual inspection.	<p>(a) Seats in defective condition or insecure.</p> <p>(b) Folding seats, if allowed, not folding automatically.</p> <p>(c) Not in accordance with the regulations. <u>1/</u></p>
10.4.2. Driver's seat (additional requirements)	Visual inspection.	<p>(a) Defective special devices such as anti-glare shield or anti-dazzle screen.</p> <p>(b) Insecure protection for driver.</p> <p>(c) <u>Barrier missing or contrary to regulations.</u></p> <p>(d) <u>Seats for accompanying personnel contrary to regulations. 1/</u></p> <p>(e) <u>Sun visors missing or damaged.</u></p>
<u>10.4.3. Seats / standing places / sleeping accommodation, aisles</u>		<p>(a) <u>Statement of permissible number of seats / standing places / sleeping accommodation missing or wrong.</u></p> <p>(b) <u>Arrangement of seats or their anchorage contrary to regulations.</u></p> <p>(c) <u>Prescribed restraint system missing or damaged.</u></p> <p>(d) <u>Sleeping accommodation contrary to regulations.</u></p> <p>(e) <u>Aisles too narrow.</u></p>
10.5. <u>Interior lighting and destination devices. (X) 2/</u>	Visual inspection and by operation.	Device defective or not in accordance with the regulations. <u>1/</u>
10.6. Gangways, standing areas	Visual inspection.	<p>(a) Insecure floor.</p> <p>(b) Defective rails or grab handles.</p>
10.7. Stairs and steps	Visual inspection.	<p>(a) Deteriorated condition.</p> <p>(b) Not in accordance with the regulations. <u>1/</u></p>
10.8. Passenger communication system (X) <u>2/</u>	Visual inspection and by operation.	<p>(a) Defective signal.</p> <p>(b) Defective stop sign or warning device for driver.</p>
10.9. Notices (X) <u>2/</u>	Visual inspection.	Missing, erroneous or illegible notice.
10.11. Regulations regarding the transport of children (X) <u>2/</u>		
10.11.1. Doors	Visual inspection.	Protection of doors not in accordance with the regulations <u>1/</u> for this form of transport.

Item	Method	Principal reasons for rejection
10.11.2. Signalling and special equipment required by regulations <u>1/</u>	Visual inspection.	Signalling or special equipment absent or not in accordance with the regulations. <u>1/</u> .
10.12. Special equipment (X) <u>2/</u>		
10.12.1. Installations for food preparation	Visual inspection.	(a) Installation not in accordance with the regulations. <u>1/</u> (b) Installation damaged to such an extent that it would be dangerous to use it.
10.12.2. Sanitary installations	Visual inspection.	Installation not in accordance with the regulations. <u>1/</u>
<u>10.13. Fire extinguisher / first-aid kit</u>		<u>(a) Missing or not in sufficient number.</u> <u>(b) Wrong place of installation.</u> <u>(c) Information signs missing or damaged.</u> <u>(d) No test labels on fire extinguisher, or test period expired.</u> <u>(e) Content of first-aid kit not in conformity with regulations.</u>
<u>10.14. Handholds</u>		<u>(a) Too few.</u> <u>(b) Attachment unsatisfactory.</u>

-----"