STATUTORY INSTRUMENTS.

S.I. No. 415 of 2017

ROAD TRAFFIC (NATIONAL CAR TEST) REGULATIONS 2017

S.I. No. 415 of 2017

ROAD TRAFFIC (NATIONAL CAR TEST) REGULATIONS 2017

I, SHANE ROSS, Minister for Transport, Tourism and Sport, in exercise of the powers conferred on me by section 18 of the Road Traffic Act 1961 (No. 24 of 1961) and section 2 of the Road Traffic Act 2006 (No. 23 of 2006) (as adapted by the Transport (Alteration of Name of Department and Title of Minister) Order 2011 (S.I. No. 141 of 2011)) and for the purposes of giving effect to Council Directive 2014/45/EU of 3 April 2014[1] make the following regulations:

Citation and commencement

1. (1) These Regulations may be cited as the Road Traffic (National Car Test) Regulations 2017.

(2) Subject to paragraph (3), these Regulations come into operation on 20 May 2018. (3) Regulation 3(9)(*a*) comes into operation on 1 January 2020.

Definitions

2. (1) In these Regulations—

"Act of 1961" means the Road Traffic Act 1961 (No. 24 of 1961);

"Act of 2006" means the Road Safety Authority Act 2006 (No. 14 of 2006);

"advisory pass" means, in relation to a vehicle, it is strongly recommended that the fault be repaired but a failed test will not result because of this fault alone;

"age" in relation to a vehicle, means the period of time that has elapsed since the date the vehicle was first registered or first entered into service, as the case may be;

"anniversary of first registration" means a date that is one or more years after the date on which a vehicle was first registered;

"application for a SPSV licence" means an application to the National Transport

Authority for—

(*a*) the grant of a SPSV licence,

(*b*) the renewal of a SPSV licence, or

(*c*) the continuance in force of a SPSV licence in respect of a different vehicle than that in respect of which the SPSV licence had originally been issued;

[1]OJ No. L 127, 29.4.2014, p. 51.

Notice of the making of this Statutory Instrument was published in "Iris Oifigiúil" of 29*th September*, 2017.

"authorised person" means a person authorised by the Minister or the Authority to be an authorised person under Regulation 17;

"Authority" means the Road Safety Authority;

"biennial" means a date that is one or more periods of two years after a test due date; "dangerous deficiency" means a defect or other non-compliance falling within Regulation 7(7)(*c*);

"Directive" means the Council Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014;

"driver" means the person in charge of a vehicle when it is in a public place; "e-mail" means electronic mail;

"first registration" means the date on which a vehicle was first registered, irrespective of country of registration, or where only the year of first registration is known, that year, in combination with the day and month of first registration in the State and "first registered" is to be read accordingly;

"issuing authority" means the Authority or such person with whom the Authority may have entered into an agreement under section 5 of the Act of 2006 in connection with causing tests to be carried out and the issue of test certificates;

"major deficiency" means a defect or other non-compliance falling within Regulation 7(7)(*b*);

"minor deficiency" means a defect or other non-compliance falling within Regulation 7(7)(*a*);

"modifications report" means a report in the form of Schedule 4;

"national vehicle file" means the records maintained by the Minister and the licensing authorities pursuant to Section 60 of the Finance Act 1993 (No. 13 of 1993) to the extent relating to vehicles;

"new small public service vehicle" means a small public service vehicle which on the date of the application for a SPSV licence in respect of the vehicle—

(*a*) is less than 90 days old when calculated from the date of first registration, and

(*b*) has travelled fewer than 3,000 km;

"new vehicle" means a vehicle, other than a small public service vehicle, which on the date of a test is less than 2 years old when calculated from the date of first registration.

"off-shore island" means an island forming part of the State but which is not connected to the rest of the State by any road or bridge and with fewer than 5,000 inhabitants;

"online application service" means the online application service that is available for the purposes of applying for a test on such website that is being operated by the issuing authority from time to time;

"owner" means—

(*a*) in relation to a vehicle (other than a vehicle referred to in paragraph (*b*)), the person by whom the vehicle is normally kept, and

(*b*) in relation to a vehicle which is the subject of a hire-purchase agreement or a lease, the person in possession of the vehicle under the agreement or lease;

"registration" means registration of a vehicle under section 131(1) of the Finance Act 1992 (No. 9 of 1992) or the corresponding legislation in another jurisdiction and

"registered" is to be read accordingly;

"required identification" means, in relation to any person submitting a vehicle for testing in accordance with these Regulations:

(*a*) subject to (*b*), a driving licence or public services card, for the time being in force, held by the person;

(*b*) (*b*) where the test has been the subject of a test centre booking, a driving licence only, for the time being in force, held by the person or as otherwise specified by the Authority from time to time.

"re-test" means a subsequent test carried out on a vehicle under these Regulations, subsequent to the refusal of a test certificate in respect of that vehicle, where—

(*a*) the application for the re-test is made not more than 21 days after the day on which the test certificate was refused, and

(*b*) the test is carried out on a day which is not more than 30 days after the day on which a test certificate in respect of the vehicle was first refused;

"section 18" means section 18 of the Road Traffic Act 1961 (No. 24 of 1961) and references to subsections of section 18 shall mean to the relevant subsection of this section;

"small public service vehicle" has the meaning assigned to it in section 3 of the Act of 1961;

"SPSV licence" means a small public service vehicle licence granted or renewed by the National Transport Authority in respect of a vehicle; "supervisory body" means the Authority;

"test" means a test of a vehicle carried out in accordance with these Regulations;

"test centre" means a premises, authorised by the Authority, in which an issuing authority carries out tests on vehicles in accordance with these Regulations and, where appropriate, includes the operator of the premises;

"test centre booking" means a test booked at a test centre on the day of the test;

"test certificate" means, in the case of a vehicle, a certificate in the form set out in Schedule 1 which is issued in accordance with Regulation 11(1);

"test disc" means that part of a test certificate, for the time being in force in respect of a mechanically propelled vehicle, which may be detached from the certificate to be affixed to the vehicle in accordance with Regulation 3 of the Road Traffic (Display of Test Disc) Regulations 2009 (S.I. No. 548 of 2009);

"test due date" means the date by which a vehicle should be presented for a test;

"test equipment" means the equipment used by the issuing authority to carry out tests; "test report" means the report issued by an issuing authority containing the result of the test in accordance with these Regulations;

"tester" means a person employed by the issuing authority for the purpose of carrying out tests and, subject to Regulation 7(4), who has received training and been certified in accordance with these Regulations;

"vehicle" means a mechanically propelled vehicle:

(*a*) having at least 4 wheels,

(*b*) used for the carriage of passengers and their luggage

(*c*) with a design speed greater than 25 km/h; and

(*d*) which has a maximum of 8 seats excluding the driver's seat;

"vintage limousine" has the meaning given to it by Regulation 3(1) of the Taxi Regulation (Small Public Service Vehicle) Regulations 2015 (S.I. No. 33 of 2015);

"voluntary test" means a test carried out more than 90 days before a test due date.

(2) A word or expression which is used in these Regulations and which is also used in the Directive has, unless the context requires otherwise, the same meaning in these Regulations as it has in the Directive.

Application

3. (1) Subject to paragraphs (4) and (7), section 18 and these Regulations apply to a vehicle, other than a small public service vehicle and a vintage limousine—

(*a*) where the vehicle was first registered—

(i) before 1 January 1992, from the anniversary of first registration of the vehicle which occurred in the year 2000,

(ii) during the period from 1 January 1992 until 31 December 1996, from the anniversary of first registration of the vehicle which occurred in the year 2001, or

(iii) during the period from 1 January 1997 until 31 December 1998, from the anniversary of first registration of the vehicle which occurred in the year 2002.

(*b*) where the vehicle was entered into service or was registered outside the State or is or was required to be registered under the law of another jurisdiction and is brought into the State, other than temporarily where the vehicle is the subject of an exemption under section 135 of the Finance Act 1992 (No. 9 of 1992), in circumstances which require the vehicle under section 131 of that Act to be registered in the State—

(i) where the age of the vehicle is 4 years or greater on the date it is brought into the State, from that date, or

(ii) if the age of the vehicle is less than 4 years on the date it is brought into the State, from the date on which the vehicle attains 4 years of age, or

(*c*) in any other case, from the fourth anniversary of the first registration of the vehicle.

(2) Subject to paragraphs (3) and (8) and Regulation 18(2), the test due date for a vehicle mentioned in paragraph (1) is—

(*a*) for a vehicle referred to in subparagraph (*a*) or (*c*) of paragraph (1), the anniversary date mentioned in the relevant subparagraph and—

(i) until the tenth anniversary of first registration of the vehicle, each subsequent biennial of that date,

(ii) from the tenth anniversary of first registration of the vehicle until the thirtieth anniversary of first registration of the vehicle, each subsequent anniversary of that date,

(iii) from the thirtieth anniversary of first registration of the vehicle, each subsequent biennial of that date,

(*b*) for a vehicle referred to in paragraph (1)(*b*)—

(i) where clause (i) of subparagraph (*b*) refers, the date on which it is brought into the State,

(ii) where clause (ii) of subparagraph (*b*) refers, the date on which the vehicle attains 4 years of age, and—

(I) until the tenth anniversary of its first registration or entry into service, as the case may be, outside the State, each subsequent biennial of that date,

(II) from the tenth anniversary of its first registration or entry into service, as the case may be, outside the State, until the thirtieth anniversary of first registration or entry into service of the vehicle, each subsequent anniversary of that date,

(III) from the thirtieth anniversary of its first registration or entry into service as the case may be, outside the State, each subsequent biennial of that date.

(3) Where, following a voluntary test, a test report is issued in respect of a vehicle, other than a new vehicle, showing that all the items specified in Schedule 3 applicable at the time of the voluntary test and tested in respect of the vehicle are satisfactory, the test due dates for such vehicle are—

(*a*) where such test report was issued on, or not more than 90 days before, the tenth anniversary of first registration of the vehicle, each subsequent anniversary of the tenth anniversary of first registration of the vehicle, and

(*b*) in the case of a vehicle not referred to in subparagraph (*a*)—

(i) until the tenth anniversary of first registration of the vehicle, each subsequent biennial of the date such test report was issued,

(ii) from the tenth anniversary of first registration of the vehicle, each subsequent anniversary of the date such test report was issued, and

(iii) from the thirtieth anniversary of first registration of the vehicle, each subsequent biennial of the date such test report was issued.

(4) Section 18 and these Regulations apply to—

(*a*) a small public service vehicle, other than a new small public service vehicle and a vintage limousine, from the date an application is made in accordance with regulations made under the Taxi Regulation Acts 2013 and 2016 (No. 37 of 2013 and No. 3 of 2016) for a small public service vehicle licence in respect of the vehicle, and

(*b*) a new small public service vehicle, on the anniversary of the grant of a small public service vehicle licence under the regulations referred to in subparagraph (*a*) in respect of the vehicle.

(5) The test due date for a small public service vehicle, other than a vintage limousine or a small public service vehicle which is used solely on an off-shore island, is—

(*a*) until the tenth anniversary of first registration of the vehicle—

(i) in the case of a vehicle referred to in subparagraph (*a*) of paragraph (4), the date mentioned in that subparagraph and each subsequent anniversary of that date,

(ii) in the case of a vehicle referred to in subparagraph (*b*) of paragraph (4), the anniversary mentioned in that subparagraph and each subsequent anniversary of that date, and

(*b*) from the tenth anniversary of first registration of the vehicle, the date falling 6 months after such anniversary and each subsequent date falling 6 months after the previous test due date.

(6) Upon a vehicle ceasing to be a public service vehicle, the test due date for such vehicle shall be on the basis that:

(*a*) the next test due date shall be the date on which the then current test certificate expires; and

(*b*) each subsequent test due date shall be the anniversaries of the date referred to in subparagraph (*a*) as determined in accordance with paragraphs (1), (2) and (3), applicable.

(7) The test due date for a vintage limousine, and a small public service vehicle which is used solely on an off-shore island, is—

(*a*) in the case of a vehicle referred to in subparagraph (*a*) of paragraph (4), the date mentioned in that subparagraph and each subsequent anniversary of that date,

(*b*) in the case of a vehicle referred to in subparagraph (*b*) of paragraph (4), the anniversary mentioned in that subparagraph and each subsequent anniversary of that date.

(8) Notwithstanding Regulation 13,

(*a*) where on 20 May 2018 there is in force a test certificate for a vehicle, other than a vehicle referred to in paragraph (4), that has reached the thirtieth anniversary of first registration, the test due date in respect of such a vehicle shall be the anniversary of the expiry date of such test certificate and each subsequent biennial of that date,

(*b*) where on 20 May 2018 there is in force a test certificate for a vehicle, other than a vehicle referred to in paragraph (4), that has reached the thirtieth anniversary of first registration or entry into service as the case may be, outside the State, the test due date in respect of such a

vehicle shall be the anniversary of the expiry date of such test certificate and each subsequent biennial of that date.

(9) Subject to paragraphs (4) and (7), section 18 and these Regulations do not apply to a vehicle—

(*a*) which has reached the fortieth anniversary of its first registration,

(*b*) first registered prior to 1 January 1980, or

(*c*) which is used solely on an off-shore island,

(*d*) on the day on which a test certificate in respect of the vehicle had been refused,

(*e*) in the 24 hour period prior to a test appointment in the case of a vehicle heretofore used solely on an off-shore island attending for a first test provided evidence of the appointment is produced, or

(*f*) which is owned or operated by the Garda Síochána or the Defence Forces.

Application for test certificate

4. (1) An application for a test certificate in respect of a vehicle may be made to the issuing authority in person, by writing, by facsimile, by telephone, by e-mail or through the online application service.

(2) Notwithstanding paragraph (1), an application for a test certificate is deemed to have been made under these Regulations whenever the owner, or the owner's agent, accepts with or without amendment, in person, in writing, by facsimile, by telephone, by e-mail, through the online application service or by such other means of electronic communication that may be provided by the issuing authority, an unsolicited offer of an appointment made by the issuing authority in writing to carry out a test on a specified vehicle.

Conditions in respect of applications

5. Where an application is made for a test, the issuing authority may refuse to carry out the test or a re-test

(*a*) on a vehicle in respect of which prior application for an appointment for the test or re-test had not been made,

(*b*) where the appropriate fee under Regulation 6 has not been paid in respect of a test certificate,

(*c*) where the owner or the driver of the vehicle to be tested fails to produce the vehicle registration book, vehicle registration certificate or vehicle licensing certificate in respect of the vehicle at the time of test or re-test,

(*d*) where the vehicle identification number of the vehicle to be tested as shown on the vehicle registration book, vehicle registration certificate or vehicle licensing certificate, whichever is produced, is not the same as that on the vehicle,

(*e*) where the issuing authority considers that the vehicle to be tested is in such a condition that it would not be safe or practicable to carry out the test or re-test, or

(*f*) where the person who presents the vehicle to be tested fails to produce the required identification.

Fees

6. (1) Subject to paragraphs (2) and (3) the fee to be paid for a test shall be-

(*a*) other than in the case of a re-test, €44.72; and

(*b*) in the case of a re-test, €22.76.

(2) A re-test of a vehicle that—

(*a*) does not require the use of test equipment, or

(*b*) requires the use of test equipment for the purposes of carrying out an inspection of tyres only, is not subject to the fee referred to in paragraph (1)(*b*).

(3) Subject to paragraph (5), in any case where an appointment for a test or re-test has been confirmed to the issuing authority and the vehicle is not presented for the test or re-test at the appointed time and place, the issuing authority may require payment of a fee on presentation of the vehicle for such test or re-test, being the aggregate of-

(*a*) the relevant amount specified in paragraph (1), and

(*b*) in respect of an appointment for-

(i) a test, €17.89 for each occasion on which the vehicle was not presented for the test at the appointed time and place, or

(ii) a re-test, €9.35 for each occasion on which the vehicle was not presented for a re-test at the appointed time and place (other than in circumstances referred to in paragraph (2)).

(4) Paragraph (3) does not apply in any case where the owner or the owner's agent gives notice at least 5 working days before the day of the appointment in person, in writing, by telephone by facsimile or by e-mail to the issuing authority, of intention not to present the vehicle for a test or a re-test, as the case may be, at the appointed time and place.

(5) The fees prescribed in this Regulation are exclusive of value added tax.

Testing of vehicles

7. (1) A test or a re-test of a vehicle under these Regulations shall only be carried out by a tester.

(2) Testers shall carry out tests in a manner that is impartial and objective and free from conflicts of interest.

(3) Subject to paragraph (4), the Authority, or a training body approved by the Authority, shall provide a certificate to testers, upon completion of the required training and upon demonstrating to the Authority or the approved training body, as the case may be, evidence of the required competence to carry out tests.

(4) Persons who are testers at 20 May 2018 shall be exempt from the certification requirements.

(5) Subject to paragraph (10), in carrying out a test on a vehicle—

(*a*) the items to be tested, at any time, are the items specified in Schedule 3 to be tested at such time, and

(*b*) the reasons for failure of the test by the vehicle shall be any one or more of the reasons mentioned in Schedule 3 in respect of the items to be tested.

(6) The tester shall have available electronically to him or her the information included in the previous test (if any) for the purpose of checking the information in the odometer, if fitted.

(7) Subject to paragraph (8), any defect or other items of non-compliance in relation to a vehicle found when carrying out a test shall be categorised into one of the following:

(*a*) minor deficiencies, namely those with no significant effect on the safety of the vehicle or impact on the environment or are otherwise minor;

(*b*) major deficiencies, namely those which may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or are otherwise regarded as more significant deficiencies than minor deficiencies;

(*c*) dangerous deficiencies, namely those constituting a direct and immediate risk to road safety or having an impact on the environment.

(8) Where a vehicle has a number of defects or other items of non-compliance which have been categorised in accordance with paragraph (7):

(*a*) the vehicle shall be categorised by reference to the most serious deficiency; or

(*b*) which relate to the items listed in Schedule 3, the vehicle may be categorised as falling within a more serious category if the tester is of the opinion that the combined effect of such defects or other items of non-compliance results in a higher risk to road safety than that to which each individual defect or other item of non-compliance is otherwise categorised.

(9) Subject to paragraph (10), in carrying out a re-test on a vehicle only those reasons in respect of items which gave rise to the refusal of the test certificate shall be tested.

(10) Where in the course of a test or re-test, the issuing authority forms the opinion that a vehicle is the subject of a major deficiency or a dangerous deficiency, notwithstanding that it is not specified as a reason for refusal mentioned in Schedule 3 or, in the case of a re-test, was not specified in the test report, that major deficiency or dangerous deficiency shall be a reason for refusal of a test certificate.

(11) The person presenting the vehicle for the test shall be informed of any defects or other items of non-compliance identified which require rectification.

Further tests

8. (1) The issuing authority may—

(*a*) within 48 hours of the issue of the test report or test certificate consequent on a test, at its absolute discretion, or

(*b*) at any other time, where it is of the opinion that a test certificate should not have issued consequent on a test, require the vehicle the subject of the test to undergo a further test and the owner of the vehicle shall comply with such requirement.

(2) Any further test being carried out in accordance with paragraph (1) may be a test of all the elements required to be tested under these Regulations or such elements as may be specified by the issuing authority.

(3) No fee shall be payable under Regulation 6(1) in respect of a further test required under paragraph (1).

(4) The test report issued in connection with a further test carried out in accordance with paragraph (1) shall replace the test report issued in connection with the previous test to the extent of the elements being tested.

(5) Where a further test is carried out in accordance with paragraph (1) and there is a discrepancy between the test report for that further test and the test report for the previous test, the test report for the further test shall prevail.

(6) Where a further test is carried out in accordance with paragraph (1) and—

(*a*) the test report issued for such further test shows a reason for a refusal of a test certificate in relation to the relevant vehicle; and

(*b*) in the case of a further test required under paragraph (1)(*b*) only, the issuing authority is of the opinion that this reason would have existed on the date the previous test was carried out, any test certificate issued consequent on the previous test shall be, without further act, revoked.

Test report

9. (1) Upon completion of a test or a re-test of a vehicle, the issuing authority shall issue a test report in respect of the test to the person presenting the vehicle for the test.

(2) The test report shall contain—

(*a*) all of the information mentioned in the form set out in—

(i) Part 1 of Schedule 2, in respect of a vehicle having a compression ignition engine, and

(ii) Part 2 of Schedule 2, in respect of a vehicle having a spark ignition engine, and

(*b*) the vehicle's odometer reading upon completion of the test as confirmed with the person who presented the vehicle for the test.

(3) Where any reason for failing the test is found during a test or a re-test of a vehicle, the reason, together with details of whether such reason (either in itself or in combination with any other defect or other non-compliance) is a major deficiency or a dangerous deficiency, shall be set out in the test report relating to the vehicle.

(4) The issuing authority shall make available electronically a copy of any test report to the national vehicle file.

(5) A test report may only be modified by the supervisory body if the results, in the opinion of the supervisory body, are manifestly incorrect. Upon such modification, the modified test report shall be regarded as the test report for the purposes of these Regulations.

(6) Without prejudice to paragraph (5):

(*a*) any defect or other item of non-compliance identified in respect of the vehicle shall be categorised for the purposes of these Regulations and by reference to the modified test report;

(*b*) the supervisory body may exercise any power, right or entitlement of the issuing authority in connection with such vehicle, as it sees fit; and

(*c*) any test certificate that has been issued in respect of the vehicle as a consequence of the test report shall be revoked if the test report as modified by the supervisory body shows that the items listed in Schedule 3 are no longer satisfactory or the supervisory body has formed

the opinion referred to in Regulation 7(10) in relation to the vehicle as if it was the issuing authority.

Fail dangerous

10. Where the issuing authority or the supervisory body considers that the vehicle tested is the subject of a dangerous deficiency, it shall affix to the vehicle a notice to that effect and containing the words "fail dangerous" and advising that it is an offence to drive a dangerously defective vehicle in a public place.

Test certificate

11. (1) Subject to paragraphs (2), (4) and (6) following a test, the issuing authority shall issue a test certificate for the vehicle tested, where the test report relating to the vehicle shows that:

(*a*) all the items specified in Schedule 3 applicable at the time of testing and tested in respect of the vehicle are satisfactory; and

(*b*) the issuing authority has not formed the opinion referred to in Regulation 7(10) in relation to the vehicle

(2) A test certificate issued in respect of a small public service vehicle shall be endorsed with the letters "SPSV".

(3) The issuing authority shall refuse to issue a test certificate for a vehicle where—

(*a*) the test report relating to the vehicle contains one or more reasons for the refusal of a test certificate in respect of the items mentioned in Schedule 3,

(*b*) the issuing authority has formed the opinion referred to in Regulation 7(10) in relation to the vehicle, or

(*c*) the vehicle has not been tested or re-tested, as the case may be, in accordance with these Regulations.

(4) The issuing authority may refuse to issue a test certificate for the vehicle tested until:

(*a*) where the issuing authority exercises its discretion to carry out the test or a re-test notwithstanding Regulation 5(*f*), it receives the required identification from the person who presented the vehicle to be tested, or

(*b*) where the issuing authority has identified deficiencies in relation to the vehicle, it is satisfied that such deficiencies as may have been specified by it as to be rectified have been rectified.

(5) The issuing authority may record the details of the required identification prior to issuing a test certificate, such details to be held with the issuing authority's records.

(6) The issuing authority shall not issue a test certificate for a new vehicle.

(7) Where the issuing authority issues a test certificate in respect of a vehicle, it shall deliver it and the test report, as soon as practicable, to the person who presented the vehicle for the test.

(8) Where the issuing authority refuses to issue a test certificate in respect of a vehicle, it shall as soon as practicable deliver the test report relating to the vehicle to the person who presented the vehicle for the test.

(9) The issuing authority may revoke a test certificate where it has reasonable grounds for believing that:

(*a*) the test for such test certificate was not carried out in accordance with these Regulations;

(*b*) the test certificate was not issued in accordance with these Regulations, and, in either case, shall inform the owner of the vehicle to which the certificate relates of the said grounds.

Test disc

12. The test disc is the proof of test for the purposes of Article 10 of the Directive.

Validity of test certificate

13. (1) Subject to paragraph (2) and Regulation 18, a test certificate ceases to be in force on that test due date which occurs after the certificate to which it relates was issued.

(2) A test certificate which is issued not more than 90 days before a test due date continues in force until the next test due date after that test due date.

New test on foot of appeal

14. Where, in the case of an appeal under section 18(8)(*c*)(ii), a judge of the District Court directs a new test of the vehicle, the new test shall be carried out—

(*a*) within 30 days of such direction,

(*b*) by a tester, other than the tester by whom the test which gave rise to the refusal of a test certificate was carried out, and

(*c*) if the owner so requests, at another test centre nominated by the owner of the vehicle.

Duplicate test certificate

15. (1) Subject to paragraph (2), the issuing authority may, on application from the owner of a vehicle which it has tested, issue a duplicate test certificate and test disc or a duplicate of the test report in respect of such vehicle to the owner.

(2) The application for either a duplicate test certificate and test disc or for a duplicate test report shall be made in writing to the issuing authority and shall—

(*a*) include such information relating to the original test certificate or original test report as the issuing authority may require, and

(*b*) be made only by the owner of the vehicle to which the test certificate or test report relates.

(3) A duplicate test certificate and a test disc shall be so marked on both the test certificate and test disc.

(4) The fee to be paid for a duplicate test certificate and test-disc shall be €12.60 exclusive of value added tax.

Test Centre

16. (1) The test centre shall ensure that tests are carried out to a high quality and in a manner that is objective and complies with the requirements of these Regulations and the Directive.

(2) The test centre shall be authorised by the Authority to carry out tests including pursuant to an agreement in accordance with section 5 of the Act of 2006.

Authorised persons

17. (1) The Minister or the Authority may authorise persons to be authorised persons for the purposes of this Regulation.

(2) At any reasonable time, an authorised person may inspect premises, equipment, vehicles, records, personnel and systems and any other matters in connection with the carrying out of tests under these Regulations for the purpose of making a report to the Minister or the Authority.

(3) For the purpose of preparing a report for the Minister or the Authority an authorised person may copy any record held in any form whatsoever by the issuing authority.

Recognition of other Member State roadworthiness certificates

18. (1) Where:

(*a*) a vehicle was registered in another Member State outside the State and is brought into the State, other than temporarily where the vehicle is the subject of an exemption under section 135 of the Finance Act 1992 (No. 9 of 1992), in circumstances which require the vehicle to be registered in the State in accordance with section 131 of the Finance Act 1992, and

(*b*) such vehicle has a valid roadworthiness certificate issued by that other Member State which has not expired or otherwise been revoked or cancelled,

such roadworthiness certificate shall be regarded as being a test certificate for the purposes of these Regulations but only for so long as it has not expired, been cancelled or revoked.

(2) The test due dates for a vehicle falling within paragraph (1) shall be:

(*a*) the date on which the roadworthiness certificate issued by the other Member State expires, is revoked or cancelled; and

(*b*) in the case of each subsequent test due date, the test due date determined in accordance with Regulation 3.

(3) For so long as it is valid, a proof issued by a testing centre or competent authority in another Member State shall be recognised in the State as if it was a test disc and issued as part of a test certificate and these Regulations shall apply to it, and the related vehicle, as if it was a test certificate issued under these Regulations.

National Contact Point

19. The Authority shall be the national contact point for the purposes of Article 15 of the Directive.

Revocations

20. The Road Traffic (National Car Test) Regulations 2014 (S.I. No. 322 of 2014) are revoked.

Continuance of test certificates issued under revoked Regulations

21. A test certificate issued under the Regulations revoked under Regulation 20 and in force immediately before the commencement of these Regulations continues in force after such commencement as if issued under these Regulations.

Schedule 1

Form of Test Certificate and Test Disc

Regulation 2,

It is hereby certified that the vehicle described in this Certificate was tested on the date below in accordance with the Road Traffic (National Car Test) Regulations 2014 (S.I. No. 322 of 2014) and any regulations made thereunder and was found to comply therewith.

Deimhnítear leis seo gur dearnadh an fheithicil atá tuairiscithe sa Deimhniú seo a thástáil ar an 15hoi thíos de réir na Rialachán um Thrácht ar Bhóithre (An Trialacháin Náisiúnta Ghluaisteán) 2014 (I.R. Uimh. 322 de 2014) agus Rialachán um Thástáil Feithiclí ar bith a rinneadh faoin gcéanna agus gur cinnedh gur chomhlíon sí iad.

1. Vehicle Identification Number (VIN) / Uimhir aitheantais na feithicle or chassis number / uimhir fonnaidh:

2. Registration Number / (Cláruimhir) & Country Symbol / siombail tíre:

3. Place and date of the test / Láthair agus 15hoi na tástála:

4. Odometer / Odaiméadair:
   Date / Reading / Dáta / Léamh:
   Date / Reading / Dáta / Léamh:
   Date / Reading / Dáta / Léamh:

5. Vehicle Category / Catagóir na feithicle:

6. Identified deficiencies and their level of severity / Easnaimh aitheanta agus a leibhéal déine: (Refer to Vehicle Inspection Report)

7. Test Result / toradh tástála:

8. Expiry Date / Dáta éaga:

9. NCT Centre ID / Ionad ID & Tester ID / Tástálaí ID:

10. Other Information

    Vehicle Make/Model / Feithicil déanamh/Múnla:

    Vehicle Colour / Dath feithicle:

    Date of Registration / Dáta a Chéadchláraíodh

The NCT Disc on the right is required by law to be displayed on the inside of your vehicle windscreen.

Ni mór, de réir dlí, an Diosca NCT ar dheis a thaispeáint ar an taobh istigh de ghaothscáth d'fheithicle.

This Certificate should be kept in a safe place. It must be presented as proof that you have complied with the Road Traffic (National Car Test) Regulations.

Ba 15hoir an Teastas seo a choinneáil in áit shábháilte. Fianaise is ea é gur chloígh tú leis na Rialacháin um Thrácht ar Bhóithre (An Trialachláin Náisiúnta Ghluaisteán).

This Certificate relates only to the condition of testable items at the time of test. This Certificate should not be regarded as a warranty, express or implied under common law or at all.

Nil aon léargas sa Teastas seo ach ar staid éarrat intástála ag am a dtástála. Ná tuigtear qur Barántas atá ann, bíodh sin sainráite nó intuigthe faoi bhun reachtaí- ochta nó an dlí choitinn nó in aon chor

Serial No.

Certificate No.

Registration No.

Odometer

Test Date

Vehicle Type

Make and Model

Year of Manufacture

Expiry Date

Schedule 2

Part 1

Form of Test Report (compression ignition engine)

Regulation 9(2)(a)(i)

NCT Report

Diesel

A Retest must be completed by If not then a full test will be required.
Retest Fee
Please visit **www.ncts.ie** to book online

Vehicle/Owner Details

Test Started On:

Owner:
Registration:
VIN:
Manufacturer:
Model:

Odometer: **Date**

Item **Modification Report** **Date**

Test Readings

Sideslip/Alignment test		**Failing Limits**	**Result**
Front Axle	m/Km	Outside +/-14(m/Km)	
Rear Axle	m/Km	Outside +/-18(m/Km)	

Suspension	**Nearside**	**Offside**	**Imbalance**	**Failing Limits**	**Result**
Front Axle	MM	Mm	%	Imbalance above 30%	
Rear Axle	MM	Mm	%	Imbalance above 30%	

Brake	**Brake Effort**		**Ovality**		**Imbalance**	**Failing Limits**		**Result**
	Nearside	Offside	Nearside	Offside		Ovality above	90%	
Front Axle	kN	kN	%	%	%	Front Imbalance above	30%	
Rear Axle	kN	kN	%	%	%	Rear Imbalance above	30%	
Brake Performance	%					Performance less than Performance less than	58%[1] 55%[2]	
Car weight	Kg							
Parking Brake	kN	kN			%	Imbalance above	50%	
Parking Brake Performance	%					Performance less than	16%	

Smoke					**Failing Limits**		**Result**
					Limits depend on Year of Manufacture		
Smoke	/m	Engine/Oil Temperature	C		Turbo	/m[3]	

Lights	**Nearside**	**Offside**	**Result**
Dip Beam			
Full Beam	N/A	N/A	
Fog Light	N/A	N/A	
Aux.Light	N/A	N/A	

Visual Defects

Item	**Description**	**Reason**	**Location**

Booking ID:
Centre Name: **Inspector ID:** **Date Report Printed:** **Number of Inspections**

1. Performance less than 58% - vehicles first registered on or after 28 July 2010
2. Performance less than 55% - vehicles first registered before 28 July 2010
3. Based on the year of first registration. Pass criteria as per Schedule 3

Schedule 2

Part 2

Form of Test Report (spark ignition engine)

Regulation 9(2)(a)(ii)

NCT Report

Petrol

A Retest must be completed by If not then a full test will be required.
Retest Fee
Please visit **www.ncts.ie** to book online

Vehicle/Owner Details

Test Started On

Owner: **Odometer:** **Date**

Registration: **Item** **Modification Report** **Date**

VIN:

Manufacturer:

Model:

Test Readings

Sideslip/Alignment test		**Failing Limits**	**Result**
Front Axle	m/Km	Outside +/-14(m/Km)	
Rear Axle	m/Km	Outside +/-18(m/Km)	

Suspension	**Nearside**	**Offside**	**Imbalance**	**Failing Limits**	**Result**
Front Axle	MM	Mm	%	Imbalance above 30%	
Rear Axle	MM	Mm	%	Imbalance above 30%	

Brake	**Brake Effort**		**Ovality**		**Imbalance**	**Failing Limits**		**Result**
	Nearside	Offside	Nearside	Offside		Ovality above	90%	
Front Axle	kN	kN	%	%	%	Front Imbalance above	30%	
Rear Axle	kN	kN	%	%	%	Rear Imbalance above	30%	
Brake Performance	%					Performance less than	58%[1]	
						Performance less than	55%[2]	
Car weight	Kg							
Parking Brake	kN	kN			%	Imbalance above	50%	
Parking Brake Performance	%					Performance less than	16%	

Exhaust Emissions			**Failing Limits**	**Result**
			Limits depend on Year of Manufacture	
Low Idle		Engine/Oil Temperature C		
(rpm)		CO vol%	Above %[3]	
		HC ppm	Above ppm[4]	
High Idle		Lambda:	Not between 0.97 and 1.03	
(rpm)		CO vol%	Above %[5]	
		HC ppm	Above ppm[6]	

Lights	**Nearside**	**Offside**	**Result**
Dip Beam			
Full Beam	N/A	N/A	
Fog Light	N/A	N/A	
Aux.Light	N/A	N/A	

Visual Defects

Item	**Description**	**Reason**	**Location**

Booking ID:
Centre Name: **Inspector ID:** **Date Report Printed:** **Number of Inspections**

1. Performance less than 58% - vehicles first registered on or after 28 July 2010
2. Performance less than 55% - vehicles first registered before 28 July 2010
3. Based on the year of first registration. Pass criteria as per Schedule 3
4. Based on the year of first registration. Pass criteria as per Schedule 3
5. Based on the year of first registration. Pass criteria as per Schedule 3
6. Based on the year of first registration. Pass criteria as per Schedule 3

Schedule 3

Items to be tested and reasons for refusal of a test certificate.

Regulation 7(5)

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
0. IDENTIFICATION OF THE VEHICLE					
0.1: Registration plates	Visual inspection.	(a) One or both plates missing, so insecure that that they are likely to fall off.		X	
		(b) Numbers or letters missing, illegible or incorrect size.		X	
		(c) Numbers, letters or background of incorrect colour.		X	
		(d) Marks, other than those prescribed, on the plate within the boundary.		X	
		(e) Not in accordance with vehicle documents or records.		X	
		(f) Number plate obstructed, faded, dirty, delaminated, deteriorated or obscured so that it is likely to be misread or is not easily legible.		X	
0.2: Vehicle identification / chassis / serial number	Visual inspection.	(a) Missing or not legible on chassis/frame.		X	
		(b) Incomplete, illegible, obviously falsified, or does not match the vehicle documents.		X	
		(c) Illegible vehicle documents or clerical inaccuracies.	X		
0.3: Modifications Report (where required)	Visual inspection.	(a) Not presented or incomplete.		X	
		(b) Not in the form (template) acceptable by tester.		X	
		(c) Does not correspond with modifications identified by tester.		X	
		(d) Not acceptable (e.g. report includes an expiry date).		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.	(a) Pivot too tight so its functionality is affected.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(b) Excessive wear or play in mounting/bush.		X	
1.1.2: Pedal / hand lever condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pedal travel is excessive, obstructed or insufficient reserve travel.		X	
		(b) Service brake anti-slip provision is missing, loose, worn to the extent that it is no longer effective.		X	
		(c) Brake control not releasing correctly.		X	
		(d) Mounting is insure, badly corroded or worn to the extent that the pedal can be moved from side to side.		X	
		(e) In hydraulic systems, the pedal tends to creep down, or is felt to be spongy when held depressed.		X	
		(f) In systems assisted by vacuum from engine, with pedal depressed and the engine started, no dip is felt in brake pedal.		X	
1.1.3 : Not Used					
1.1.4: Low pressure warning gauge or indicator (if fitted)	Functional check.	(a) Malfunctioning or defective gauge or indicator.	X		
		(b) Low pressure warning gauge or indicator cannot be seen/ heard when air/vacuum is depleted.		X	
1.1.5: Not Used					
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 and pawl mechanism (where fitted) is missing, insecure, damaged or sticking, not holding correctly.		X	
		(b) Wear at lever pivot or in ratchet mechanism.	X		
		(c) Excessive wear at lever pivot or in ratchet mechanism.		X	
		(d) Knocking the top or sides of the lever releases the brake.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e) Excessive movement of lever indicating incorrect adjustment or movement is obstructed.		X	
		(f) Electronic park brake activator missing, damaged or inoperative.		X	
		(g) Incorrect functioning, warning indicator shows malfunction (where fitted).		X	
		(h) Lever/lever mounting is missing, fractured, badly worn or corroded, insecure or mounting unsatisfactory.		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. Valve damaged or excessive air leak that 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. Excessive hydraulic fluid discharge or leak(s) that its functionality is affected.		X	X
1.1.8: Not used					
1.1.9: Energy storage reservoir pressure tank (where fitted)	Visual inspection.	(a) Tank slightly damaged or slightly corroded. Tank excessively damaged, corroded or leaking.	X	X	
		(b) Drain device operation affected. Drain device inoperative.	X	X	
		(c) Tank insecure or inadequately mounted.		X	
1.1.10: Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated, if possible.	(a) Servo is insecure or defective, damaged or badly corroded, leaking, brake performance not impaired.		X	
		(b) It is non-operative, brake performance impaired.			X
		(c) Master cylinder/reservoirs defective but brake performance not impaired.		X	
		(d) Master cylinder/reservoirs defective and non-operative or leaking brake performance impaired.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e) Brake master cylinder/reservoirs are insecurely mounted or mounting panel is cracked but brake performance not impaired.		X	
		(f) Master cylinder insecure and brake performance impaired.			X
		(g) Insufficient brake fluid below MIN mark (less than half full or is below manufacturer's "minimum" level). Brake fluid significantly below MIN mark. No brake fluid visible.	X	X	X
		(h) The reservoir cap is leaking or cap missing.		X	
		(i) Brake fluid warning light illuminated or defective.	X		
		(j) Incorrect functioning of brake fluid level warning device.	X		
		(k) Any obviously unsafe repair or modification[2] to brake master cylinder / servo / valves / connections.		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) Leaks are present in pipes or connections.			X
		(c) Are perished, kinked, damaged or rusted to the extent that the pipe is pitted.		X	
		(d) Are unsatisfactorily mounted (or misplaced) with the possibility of failing.		X	
		(e) A pipe is fouling moving parts.		X	
		(f) Inadequate repairs have been carried out to pipes or unsuitable fittings are present[2].		X	
1.1.12: Flexible brake hoses	Visual inspection of the components while the braking system is operated, if possible.	(a) Imminent risk of failure or fracture.			X
		(b) Hoses perished, kinked, twisted, too short or excessively damaged or chafed.		X	
		(c) Leaks are present in hoses or connections.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d) A hose is bulging under pressure.		X	
		(e) Are unsatisfactorily mounted (or misplaced) with the possibility of failing.		X	
		(f) A hose is fouling moving parts.		X	
		(g) Inadequate repairs have been carried out to pipes or hoses or unsuitable fittings are present.		X	
1.1.13: Brake linings and pads	Visual inspection.	(a) Lining or pad excessively worn (minimum mark reached).		X	
		Lining or pad excessively worn (minimum mark not visible).			X
		(b) Lining or pad contaminated (oil, grease etc.).		X	
		Lining or pad contaminated that braking performance is affected.			X
		(c) Lining or pad missing or wrongly mounted.			X
		(d) Brake linings are incorrectly adjusted.		X	
1.1.14: Brake drums, brake discs	Visual inspection.	(a) Drum or disc worn.		X	
		(b) Drum or disc excessively worn, excessively scored, cracked, insecure or fractured.			X
		(c) A brake drum / disc is contaminated (oil, grease, etc.).		X	
		(d) A brake drum / disc is contaminated that braking performance is affected.			X
		(e) Drum, disc or back plate missing.			X
		(f) Dirt shield/dust cover loose damaged or insecure.		X	
		(g) 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) A brake rod / lever / cable / linkage / pivot is missing, damaged, cracked, corroded, knotted, seized, obstructed or worn.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b) A brake rod / lever / cable / linkage / pivot is missing, damaged, cracked, corroded, knotted, seized, obstructed or worn that braking performance is affected.			X
		(c) Cable, rod or joint insecure.		X	
		(d) Cable guide defective.		X	
		(e) Restriction to free movement of the braking system.		X	
		(f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.		X	
		(g) A brake rod / lever / cable / linkage / pivot is incorrectly fitted.		X	
		(h) A bracket, mounting bolt, split pin or other retaining device is missing, loose or worn.		X	
		(i) Any obviously unsafe repair or modification[2].		X	
1.1.16: Brake actuators (including spring brakes / calipers / hydraulic cylinders)	Visual inspection of the components while the braking system is operated, if possible.	(a) An actuator/lever is damaged, cracked insecure, inadequately mounted or is in need of adjustment.		X	
		(b) An actuator/lever is damaged, cracked insecure, inadequately mounted or is in need of adjustment that braking performance is affected.			X
		(c) Actuator leaking.		X	
		(d) Actuator leaking that braking performance is affected.			X
		(e) Sluggish in operation or seized.		X	
		(f) Actuator excessively corroded.		X	
		(g) Different sized actuators fitted to the same axle.		X	
		(h) Insufficient or excessive travel of operating piston or diaphragm mechanism.		X	
		(i) Braking performance affected (lack of reserve movement).			X
		(j) Dust cover damaged.	X		

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(k) Dust cover missing or excessively damaged.		X	
		(l) Any obviously unsafe repair or modification[2].		X	
1.1.17: Load sensing valve	Visual inspection of the components while the braking system is operated, if possible.	(a) Defective linkage.		X	
		(b) Valve seized or inoperative (ABS functioning).		X	
		(c) Valve seized or inoperative.			X
		(d) Valve missing or bypassed (if required).			X
		(e) Data plate missing (where originally fitted) or data illegible or not in accordance with requirements[1].	X		
		(f) A valve insecurely mounted, leaking or defective.		X	
		(g) The load sensing or brake proportioning valves are damaged, inoperative, obviously incorrectly adjusted or a linkage is sticking.		X	
1.1.18: Slack adjusters and indicators	Visual inspection.	(a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment.		X	
		(b) Adjuster defective.		X	
		(c) Incorrectly installed or replaced.		X	
1.1.19: Not used					
1.1.20: Not used					
1.1.21: Complete braking system	Visual inspection.	(a) Other system devices damaged externally or excessively corroded in a way that adversely affects the braking system.		X	
		(b) Other system devices damaged that braking performance is affected.			X
		(c) Leakage of air or anti-freeze.	X		
		(d) Excessive leakage of air that system functionality is affected.		X	
		(e) Any component insecure or inadequately mounted.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f) Unsafe modification to any component[2]. Unsafe modification to any component[2] that braking performance is affected.		X	 X
1.1.22: Test connections (where fitted or required)	Visual inspection	(a) Missing.		X	
		(b) Damaged, Unusable or leaking.		X	
1.1.23: Not used					
1.2 Service braking performance and efficiency					
1.2.1: Performance	During a test on a brake tester or, if not impossible, during a road test, apply the brakes progressively up to maximum effort. Road tests should be carried out under dry conditions on a flat, straight road.	(a) The brake effort on any wheel is less than 25 kilogrammes force (kgf).		X	
		(b) No braking effort on one or more wheels.			X
		(c) More than 30% difference is present in braking effort between wheels on the same axle (i.e. the braking effort on one side should not be less than 70% of the braking effort on the other side).		X	
		(d) 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
		(e) No gradual variation in brake effort (grabbing).		X	
		(f) The brake shows abnormal lag when released.		X	
		(g) On an individual wheel brake effort fluctuates by more than 30%.		X	
		(h) Where a road test is carried out, obvious pull to one side is present when brakes are applied.		X	
		(i) Where a road test is carried out, perceptible ovality is present in the service brake.		X	
		(j) The brake cannot be operated progressively.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
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 test weight of the vehicle. Road tests should be carried out under dry conditions on a flat, straight road.	Does not give at least the minimum figure as follows: (1) Category M1: For vehicles registered on or after 28 July 2010, 58% of the test weight of the vehicle. (2) Category M1: For vehicles registered before 28 July 2010, is less than 55% of the test weight of the vehicle.		X X	
1.3. Not Used					
1.4. Parking braking performance and efficiency					
1.4.1: Performance	Apply the brake during a test on a brake tester.	(a) Brake inoperative on one side or, in the case of testing on the road, the vehicle deviates excessively from a straight line.		X	
		(b) Less than 50 % of the braking effort values as referred to in section 1.4.2 (efficiency) reached in relation to the vehicle mass during testing.			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.	(a) The braking effort is less than 16% of the test weight of the vehicle.		X	
		(b) More than 50% difference is present in braking effort between wheels on the same axle.		X	
1.5.: Not Used					
1.6: Anti-lock braking system (ABS)	Visual inspection and inspection of warning device and/or using electronic vehicle interface.	(a) Warning device malfunctioning or shows system malfunction.		X	
		(b) Wheel speed sensors missing or damaged.		X	
		(c) Wiring damaged.		X	
		(d) Other components missing or damaged.		X	
		(e) 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 or shows system malfunction.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b) Wheel speed sensors missing or damaged.		X	
		(c) Wiring damaged.		X	
		(d) Other components missing or damaged.		X	
		(e) System indicates failure via the electronic vehicle interface.		X	
1.8: Brake fluid	Visual inspection.	(a) Brake fluid contaminated or sedimented.		X	
		(b) Brake fluid is excessively contaminated that there is imminent risk of failure.			X
2. STEERING					
2.1 Mechanical condition					
2.1.1: Steering gear condition (rack and pinion, steering box)	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 or stiffness in operation of gears or bearings/bushings.		X	
		(b) Sector shaft twisted or splines worn or damaged.		X	
		(c) Sector shaft twisted or splines so worn or damaged that functionality is affected.			X
		(d) Excessive wear or movement in sector shaft.		X	
		(e) Excessive wear or movement in sector shaft that functionality is affected.			X
		(f) Leaking.	X		
		(g) Continuous oil leak is present from steering box/rack/ or steering damper.			X
		(h) A linkage is damaged or insecure.		X	
		(i) Obvious stiffness in linkage.		X	
		(j) Bushes/bearings are excessively worn.		X	
		(k) Excessive end float is present in pinion.		X	
		(l) Steering rack gaiter is insecure, split or missing.		X	
		(m) Steering system damaged, insecure or excessively worn.			X

Item	Method	Reasons for refusal	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.		X	
		(b) Steering attachments dangerously loose or relative movement to chassis/bodywork visible.			X
		(c) Elongated fixing holes in chassis.		X	
		(d) A mounting bolt for steering housing is missing, loose or fractured.		X	
		(e) Steering attachments seriously affected.			X
		(f) Steering gear casing/housing is fractured or worn.		X	
		(g) Steering gear causing stability or attachment of casing affected.			X
		(h) Cracks or corrosion are present around attachment points for steering box, rack or idler box.		X	
		(i) Axial or radial play is present in the linkage, splines are worn or a shaft is twisted.		X	
2.1.3: Steering linkage condition (idler assembly, track rod/steering arm)	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.		X	
		(b) Excessive movement or components are likely to become detached.			X
		(c) Excessive wear at joints.		X	
		(d) Joints excessively worn and likely to become detached.			X
		(e) A drop arm/drag link is damaged or insecure.		X	
		(f) A drag link or the track rod ends are obviously worn or insecure (inner and outer).		X	
		(g) Rubber gaiter split damaged, missing or displaced on any drag link or track rod end.		X	
		(h) Idler assembly mounting is obviously loose, or axial or radial play is present in the assembly.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(i) Fractures or deformation of any component. Fractures or deformation of any component that function is affected.		X	X
		(j) Track rod/steering arm is obviously deformed, loose or cracked.		X	
		(k) A retaining or locking device (split pin, nut, rivet, weld, etc.) is missing, insecure, worn or broken.		X	
		(l) Misalignment of components (e.g. track rod or drag link).		X	
		(m) Any obviously unsafe repair or modification[2] to any steering component.		X	
		(n) Any steering modification[2] affecting steering function.			X
		(o) Dust covers/gaiter split, damaged, missing or severely deteriorated/displaced.		X	
2.1.4: Steering linkage operation	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anti-clockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(a) Moving steering linkage fouling a fixed part of the chassis.		X	
		(b) Steering stops not operating or missing.		X	
		(c) Any steering component has been repaired by welding.		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) Power assistance is not available consistently smooth over full lock to lock range.		X	
		(b) Power assistance is not operating, is disconnected or is missing where power steering is a standard fitment by the manufacturer on all vehicles of the type (make and model) of vehicle being tested.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(c) Power steering fluid level is below minimum level.		X	
		(d) Leaks are present in power steering system.		X	
		(e) A power steering fluid pipe is fouling other components.		X	
		(f) Fluid pipes/hoses damaged, excessively corroded. Fluid pipes/hoses so damaged that steering is affected.		X	 X
		(g) Any power steering component not working, fractured or insecure.		X	
		(h) Any power steering component not working, fractured or insecure that steering is affected.			X
		(i) Steering is over or under locking or is fouling any other component on the vehicle.			X
		(j) Power steering pump is worn, noisy, leaking or has a defective drive.		X	
		(k) Unsafe modification to any component[2]. Unsafe modification to any component[2] that steering is affected.		X	 X
2.2 Steering wheel, column and handle bar					
2.2.1: Steering wheel 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.		X	
		(b) Excessive movement in the steering wheel that there is a very serious risk of becoming detached.			X
		(c) Very serious risk of unlinking.			X
		(d) Fracture or looseness of steering wheel hub, rim or spokes or absence of retaining device.		X	
		(e) Fracture or looseness of steering wheel hub, rim or spokes or absence of retaining device that there is a very serious risk of becoming detached.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
2.2.2: Steering column /steering wheel	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) Steering wheel / column / shaft has excessive end float, is insecure or broken.		X	
		(d) Any bush / bearings / mounting brackets for steering wheel / column / shaft is missing, worn, damaged or insecure.		X	
		(e) Any universal joint / clamp/ flexible coupling damaged, worn, insecure or badly deteriorated.		X	
		(f) Shear pin in telescopic column is broken.		X	
		(g) Any retaining or locking device is missing or insecure.		X	
		(h) Steering wheel/column attachment is defective.		X	
		(i) Steering wheel/column attachment is so defective that there is very serious risk of detachment.		X	
		(j) Unsafe repair or modification[2].			X
2.3: Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road wheels, the engine, if possible, running for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement.	(a) Free play in steering is so excessive that safe steering is affected.			X
		(b) Excessive rotational play (20° or more) is present in the steering box.		X	
		(c) Excessive rotational play (5° or more) is present in the rack and pinion.		X	
2.4: Wheel alignment	Check alignment of steered wheels with suitable equipment.	(a) Front wheel alignment is more than +/-14m/km.		X	
		(b) Rear wheel alignment is more than +/-18m/km.		X	
2.5: Not used					

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
2.6. Electronic Power Steering (EPS)(if fitted)	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.		X	
		(c) The angle of the steering wheel in relation to the road wheels is so misaligned that the steering is affected.			X
		(d) Power assistance not working.		X	
		(e) System indicates failure via the electronic vehicle interface.		X	
3. VISIBILITY					
3.1: Field of vision	Visual inspection from driving seat.	(a) Obstruction, objects or stickers within driver's field of view that materially affects drivers view in front or to the sides (outside cleaning area of windscreen wipers).	X		
		(b) Obstruction, objects or stickers within driver's field of view that materially affects drivers view in front or to the sides inside the cleaning area of windscreen wipers affected or outer mirrors not visible.		X	
3.2: Condition of glass	Visual inspection.	(a) Windscreen missing.		X	
		(b) Visibility through inside cleaning area of windscreen wipers heavily affected.			X
		(c) Cracked or discoloured glass or transparent panel (if permitted) (outside cleaning area of windscreen wipers).	X		
		(d) Inside cleaning area of windscreen wipers affected or outer mirrors not visible.		X	
		(e) Windscreen is not marked as automotive safety glass.		X	
		(f) In a vehicle registered on or after 1 January 1986, windscreen is not marked with approved Standard Mark or equivalent[3].		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(g) Windscreen is damaged or discoloured beyond acceptable limits.		X	
		(h) Glass side and rear windows not marked as safety glass (if first registered after 1 July 1964).		X	
		(i) Windscreen or windows insecure.		X	
		(j) Opening mechanism of driver's window not operating.	X		
		(k) Non-glass windscreens, side or rear windows made of material that, if fractured is likely to produce fragments capable of causing severe cuts to a person.		X	
		(l) Side or rear window so damaged that it obstructs the driver's view.		X	
		(m) Glass in windscreen and front side windows has a light transmission level of less than 65%.		X	
3.3: Rear-view mirrors or devices	Visual inspection.	(a) Interior rear view mirror, or where fitted as original equipment by the manufacturer, an external rear view mirror is missing.		X	
		(b) Reflecting surface of interior mirror, or where fitted as original equipment by the manufacturer, external rear view mirror is deteriorated or is broken so as to impair driver's view.		X	
		(c) Mirror or device missing or not fitted according to the requirements[1] (at least two rear-view devices available). Fewer than two rear-view devices available.		X X	
		(d) Mirror/device or mounting of any mirror is loose.	X		
		(e) Mirror or device inoperative, heavily damaged, loose or insecure.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f) Interior rear view mirror, or where fitted as original equipment by the manufacturer, external rear view mirror is not adjustable.	X		
		(g) Estate or hatch back vehicle not fitted with an exterior mirror on each side of the vehicle, except in the case of vehicles not fitted with these mirrors by the manufacturer.		X	
		(h) Necessary field of vision not covered.		X	
3.4: Windscreen wipers	Visual inspection and by operation.	(a) A wiper arm or blade is missing, worn or defective.		X	
		(b) Wiper arms and blades are operating such that the wiped area is less than sufficient to give the driver an adequate view.		X	
		(c) Wipers are not operating at normal speed.	X		
		(d) Wiper control is not working, defective, insecurely mounted or missing.		X	
		(e) Wiper linkage is broken, excessively worn or insecure.		X	
3.5: Windscreen washers	Visual inspection and by operation.	(a) Washers not operating adequately (lack of washing fluid but pump operating or water-jet misaligned).	X		
		(b) Washers not working or leaking.		X	
3.6: Demisting system	Visual inspection and by operation.	(a) Demisting/ventilation system (fan) inoperative.	X		
		(b) Demisting/ventilation system not directing towards windscreen.	X		
4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT					
4.1: Headlamps	Visual inspection and by operation.	(a) Dipped beams are not working simultaneously.		X	
		(b) Main beams are not working simultaneously.		X	
		(c) Main or dipped beams not working.		X	
		(d) Light intensity is not acceptable.		X	
		(e) Glass is badly cracked or missing.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f) Reflecting material is damaged/discoloured.		X	
		(g) A headlamp is missing.		X	
		(h) A headlamp is insecurely mounted.		X	
		(i) A headlamp contains water/moisture.		X	
		(j) All lamps not either white or yellow.		X	
		(k) Defective or missing light / light source (multiple light / light sources; in the case of LED, up to 50% not functioning).	X		
		(l) Single light/light sources; in the case of LED, seriously affected visibility.		X	
4.1.2. Alignment	Determine the horizontal aim of each headlamp on dipped beam using a headlamp aiming device or using the electronic vehicle interface.	(a) Headlamps are dipping to the right.		X	
		(b) In the case of a European type headlamp checked on dip beam— For headlamps whose centre is not more than 850mm above the ground, the horizontal cut off line does not lie between the 0.5% and 2% horizontal lines. For headlamps whose centre is more than 850mm above the ground, the horizontal cut off line does not lie between 1.25% and the 2.75% horizontal lines. The junction of the 15 cut off line and the horizontal cut off line does not lie between the 0% and the —2% vertical lines.		X	
		(c) In the case of a British-American type headlamp checked on dipped beam: The upper edge of the hotspot does not lie between the 0% and 2.75% horizontal lines. The right-hand edge of the hotspot does not lie between the 0% and the —2% vertical lines.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d) In the case of a British-American type headlamp checked on main beam— For headlamps whose centre is not more than 850mm above the ground, the hotspot centre does not lie between the 0% and the —2% horizontal lines. For headlamps whose centre is more than 850mm above the ground, the hotspot centre does not lie between 0% and the 2.75% horizontal lines. The centre of the hotspot does not lie between the 0% and the —2% vertical lines.		X	
		(e) 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]	X		
		(b) Maximum permitted light brightness to the front exceeded.		X	
		(c) Function of control device/switch impaired or defective.		X	
		(d) The dip or headlamp switch is insecurely mounted or missing.		X	
		(e) The dip or headlamp switch defective.		X	
		(f) 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	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
4.1.5. Levelling devices (where mandatory)	Visual inspection and by operation, if possible, or using the electronic vehicle interface.	(a) Where a levelling device is mandatory, the levelling device is not operating or the manual levelling device cannot be operated from the driver's seat.		X	
		(b) System indicates failure via the electronic vehicle interface.		X	
4.1.6. Headlamp cleaning device (where mandatory)	Visual inspection and by operation if possible.	(a) Where a headlamp cleaning device is mandatory, the cleaning device is not present.		X	
		(b) Where a headlamp cleaning device is mandatory, the headlamp cleaning device is not operating correctly.		X	
		(c) In the case of gas-discharging lamps (HID), the headlamp cleaning device is not operating correctly.		X	
4.2 Front and rear position lamps, and daytime running lamps					
4.2.1: Condition and operation	Visual inspection and by operation.	(a) Not working or defective light source.		X	
		(b) Lens is broken or missing.		X	
		(c) A lamp is insecurely mounted.	X		
		(d) A lamp so insecurely mounted that there is a very serious risk of falling off.		X	
		(e) A lamp is missing or is not clearly visible.		X	
		(f) Lamps are not of the same dimensions and intensity.		X	
		(g) Lamps are not fitted symmetrically.		X	
		(h) Contains water/moisture.	X		
4.2.2: Switching	Visual inspection and by operation.	(a) For lights other than daytime running lights, switch does not operate correctly.		X	
		(b) Rear position lamps and side marker lamps can be switched off when headlamps are on.		X	
		(c) Function of control device/switch impaired or defective.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d) Switch insecurely mounted or missing.		X	
4.2.3: Compliance with requirements[1]	Visual inspection and by operation.	(a) A front lamp(s) showing a colour other than white or a rear lamp(s) showing a colour other than red.		X	
		(b) Products on lens or light source which reduce light, brightness or change emitted colour.	X		
		(c) Red light to the front or white light to the rear; heavily reduced light brightness.		X	
4.3. Stop lamps					
4.3.1: Condition and operation	Visual inspection and by operation.	(a) All stop lamps or light sources not functioning.			X
		(b) Slightly defective lens (no influence on emitted light).	X		
		(c) Any lamp is insecurely mounted.	X		
		(d) A lamp so insecurely mounted that there is a very serious risk of falling off.		X	
		(e) Any lamp is missing or not clearly visible.		X	
		(f) A stop lamp is not working or defective but at least one is still functioning.		X	
		(g) Any lens missing or broken.		X	
		(h) Contains water/moisture.		X	
		(i) Defective light source (multiple light source in the case of LED up to 50% not functioning).	X		
		(j) Single light sources; in the case of LED less than 50% functioning.		X	
4.3.2: Switching	Visual inspection and by operation or using the electronic vehicle interface.	(a) Delay in the operation of stop lamps.		X	
		(b) Function of control device/switch impaired or defective or missing.		X	
		(c) System indicates failure via the electronic vehicle interface.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(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.	(a) Any lamp is not brighter than tail lights.		X	
		(b) Any lamp is not red in colour.		X	
		(c) All lamps are not of same dimensions and intensity this does not apply to third (high) brake lamp.		X	
		(d) White light showing to the rear.		X	
4.4. Direction indicator and hazard warning lamps					
4.4.1: Condition and operation	Visual inspection and by operation.	(a) Slightly defective lens (no influence on emitted light).	X		
		(b) Heavily defective lens (emitted light affected).		X	
		(c) Any indicator lamp is insecurely mounted.	X		
		(d) An indicator lamp so insecurely mounted that there is a very serious risk of falling off.		X	
		(e) Contains water or moisture.	X		
		(f) Any indicator lamp is missing, not fitted symmetrically or is not clearly visible.		X	
		(g) Any indicator lamp is not working or is faulty.		X	
		(h) A lens is broken or is missing.	X		
		(i) Defective light source (multiple light source in the case of LED up to 50% not functioning).	X		
		(j) Single light sources; in the case of LED less than 50% functioning.		X	
4.4.2: Switching	Visual inspection and by operation.	(a) Indicator switch is faulty.	X		
		(b) Indicator switch not working or missing.		X	
4.4.3: Compliance with requirements[1].	Visual inspection and by operation.	(a) An indicator lamp is not showing amber in colour, in the case of a vehicle first registered after 30 June 1964.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b) Where only one indicator is fitted per side: It is not amber in colour or In the case of a semaphore type only, it does not extend six inches beyond the outline of the vehicle.		X	
		(c) Brightness or marking not in accordance with the requirements[1].		X	
4.4.4: Flashing frequency	Visual inspection and by operation.	(a) Any indicator is not flashing constantly between 60 and 120 flashes per minute (flashing type).	X		
4.5. Front and rear fog lamps					
4.5.1. Condition and operation	Visual inspection and by operation.	(a) Slightly defective lens (no influence on emitted light).	X		
		(b) Heavily defective lens (emitted light affected).		X	
		(c) A fog lamp not securely attached.	X		
		(d) A fog lamp so insecurely mounted that there is a very serious risk of falling off or dazzling oncoming traffic.		X	
		(e) A front fog lamp is incorrectly positioned.		X	
		(f) Rear fog lamp missing or not clearly visible.		X	
		(g) Rear fog lamp lens broken or missing.		X	
		(h) Any front or rear fog lamp contains water/moisture.	X		
		(i) Fog lamp indicator not working correctly.		X	
		(j) Defective light source (multiple light source in the case of LED up to 50% not functioning).	X		
		(k) Single light sources; in the case of LED less than 50% functioning.		X	
4.5.2: Not used					
4.5.3. Switching	Visual inspection and by operation.	(a) A front fog lamp switch is defective or does not operate independently of side light.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b) Rear fog lamp switch is not working or defective.		X	
4.5.4. Compliance with requirements[1]	Visual inspection and by operation.	(a) A front fog lamp is not showing white or yellow light.		X	
		(b) Rear fog lamp not red in colour.		X	
		(c) Position, brightness or marking not in accordance with the requirements[1].		X	
		(d) 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/lens or lamp insecurely mounted.	X		
		(b) Lens broken or missing.		X	
		(c) Lamp so insecurely mounted that there is a very serious risk of it falling off.		X	
		(d) Not working or faulty.		X	
		(e) Lamp missing or not clearly visible.		X	
4.6.2. Compliance with requirements[1]	Visual inspection and by operation.	(a) Lamp position or marking not in accordance with the requirements[1].		X	
		(b) Lamp not white in colour when operational.		X	
4.6.3. Switching	Visual inspection and by operation.	(a) Reversing lamp can be switched on with gear not in reverse position.		X	
		(b) Reversing lamp remains illuminated after reversing gear has been disengaged.		X	
4.7. Rear registration plate lamp					
4.7.1. Condition and operation	Visual inspection and by operation.	(a) Lamp showing direct (not reflected) white light to rear.	X		
		(b) Defective light source. (Single light source).		X	
		(c) Lamp is not fitted/missing or is not securely attached. Lamp is so insecurely mounted that there is a very serious risk of it falling off.	X	X	
		(d) Lamp lens is missing or broken.	X		

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e) Lamp is not white in colour when operational.		X	
4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marking plates					
4.8.1. Condition	Visual inspection.	(a) Reflecting equipment defective or damaged.	X		
		(b) A rear reflector is seriously damaged that reflecting is affected.		X	
		(c) A rear reflector is insecurely mounted.	X		
		(d) A rear reflector is so insecurely mounted that it is likely to fall off.		X	
		(e) One or both rear reflectors are missing.		X	
		(f) Rear reflectors are not matching in size and appearance.	X		
		(g) Rear reflectors are not fitted symmetrically.	X		
4.8.2. Compliance with requirements[1]	Visual inspection.	(a) A rear reflector is not red in colour.		X	
		(b) A side reflector is not amber in colour.		X	
4.9. Tell-tales mandatory for lighting equipment					
4.9.1. Condition and operation	Visual inspection and by operation.	(a) Indicator tell tale is not working or is faulty.		X	
		(b) Tell-tale not operating for main beam headlamp or rear fog lamp.		X	
		(c) Tell-tale is missing.		X	
4.9.2. Compliance with requirements[1]	Visual inspection and by operation.	(a) Not in accordance with the requirements[1].	X		
4.10. Electrical connections between towing vehicle (where towing coupling is fitted)	Visual inspection: if possible examine the electrical continuity of the connection.	(a) Fixed components not securely attached.	X		
		(b) Socket/components so insecurely mounted that it is likely to fall off.		X	
		(c) Damaged or deteriorated insulation.	X		
		(d) Damaged or deteriorated insulation that it's likely to cause a short-circuit fault.		X	
		(e) Trailer or towing vehicle electrical connections not functioning correctly.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
4.11. Electrical wiring	Visual inspection with vehicle over a pit or on a hoist, including inside the engine compartment (if applicable).	(a) Ignition switch is missing.		X	
		(b) Ignition cannot be switched off.		X	
		(c) Ignition key cannot be removed.		X	
		(d) Wiring is liable to interfere with the driver's control of the vehicle.		X	
		Risk of fire is present, including risk associated with—			
		(e) Dislocated or insecure electrical wiring.		X	
		(f) Fixings loose, touching sharp edges, connectors likely to be disconnected.		X	
		(g) Wiring likely to touch hot parts, rotating parts or the ground, connectors disconnected (relevant parts for braking, steering).			X
		(h) After-market items with the exceptions of taxi roof-signs, anti-theft systems and light failure indicators not being wired through ignition switch or a fuse.		X	
		(i) Use of unsuitable wiring, e.g. household wiring/bell wiring.		X	
		(j) Use of unsuitable electrical connections.		X	
		(k) Wiring/insulation deteriorated. Wiring extremely deteriorated (relevant parts for braking, steering).		X	 X
4.12. Non obligatory lamps and retro-reflectors	Visual inspection and by operation.	(a) An auxiliary lamp is incorrectly positioned.		X	
		(b) An auxiliary lamp is insecurely mounted.	X		
		(c) An auxiliary lamp is so insecurely mounted that there is a very serious risk of falling off.		X	
		(d) An auxiliary lamp switch is defective or does not operate independently of side light.		X	
		(e) An auxiliary lamp is not showing white or yellow light to the front.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f) An auxiliary lamp is showing white light to the rear.		X	
		(g) An auxiliary lamp is set in main beam position and does not extinguish when dipped beams are brought into operation.		X	
		(h) Number of headlights simultaneously operating exceeding permitted light brightness.		X	
4.13. Battery(ies)	Visual inspection.	(a) Battery mounting is unsatisfactory.	X		
		(b) Battery insecure or not properly attached.		X	
		(c) Risk of short-circuiting is present with battery.		X	
		(d) Leakages of hazardous substances from battery are evident.		X	
		(e) Switch (if required) defective.		X	
		(f) Fuses (if required) defective.		X	
		(g) Inappropriate (if required) ventilation.		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) Axle fixing to vehicle insecure.		X	
		(c) Axle stability impaired, functionality affected: Extensive movement relative to its fixtures.			X
		(d) Axle is obviously out of line.		X	
		(e) Unsafe modification[2]. Stability impaired, functionality affected, insufficient clearance to other vehicle parts or to the ground.		X	X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
5.1.2 Stub axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3.5 tonnes. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	(a) Stub axle fractured/damaged or bent.			X
		(b) Excessive wear in the swivel pin and/or bushes.		X	
		(c) A component is insecure — Likelihood of loosening; directional stability impaired			X
		(d) Excessive movement between stub axle and axle beam.		X	
		(e) Likelihood of loosening; directional stability impaired.			X
		(f) Stub axle pin loose in axle.		X	
		(g) Likelihood of loosening; directional stability impaired.			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.		X	
		(b) Directional stability impaired; danger of bearing collapsing.			X
		(c) Wheel bearing too tight, jammed.		X	
		(d) Danger of overheating; danger of seizing.			X
		(e) Bearings are worn or damaged.		X	
5.2 Wheels and tyres					
5.2.1 Road Wheel hub	Visual inspection	(a) Any wheel nuts or studs missing or loose.		X	
		(b) Any stud or nut is in such a condition that there is an obvious danger that the wheel will come loose.			X
		(c) Any stud hole is elongated or damaged.		X	
		(d) Any studs or nuts are damaged or threads stripped or crossed.		X	
		(e) Any wheelnut is incorrectly fitted.		X	
		(f) An incorrect wheelnut is fitted.		X	
		(g) Hub worn or damaged.		X	
		(h) Hub worn or damaged in such a way that secure fixing of wheels is affected.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
5.2.2 Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist	(a) Any crack, fractures or defective weld present in a wheel.			X
		(b) Tyre retaining rings not properly fitted.		X	
		(c) Tyre retaining rings likely to come off.			X
		(d) Wheel badly distorted (more than 13mm (1/2") askew or buckled) or worn.		X	
		(e) Wheel so badly distorted that secure fixing to hub is affected or the secure fixing of the tyre is affected.			X
		(f) A wheel is incorrectly fitted — wheel size, technical design, compatibility or type not in accordance with the requirements[1] and affecting road safety.		X	
		(g) A wheel is damaged such that tyre damage or seal damage can occur.		X	
		(h) Different size wheels are fitted on the same axle.		X	
		(i) Any spoke or other wheel component is in such a condition that there is a danger of failure.		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) Insufficient load capacity.		X	
		(b) Tyres fitted to the same axle are not of the same size, aspect ratio or type.		X	
		(c) Radial ply tyres are fitted to the front wheels but not to the rear wheels.		X	
		(d) Speed rating of tyres cannot be determined on inspection or is insufficient for maximum legal speed limit.		X	
		(e) A space saving tyre is fitted on an axle.		X	
		(f) Tyre protrudes beyond bodywork or touches other fixed vehicle parts impairing safe driving.			X
		(g) Tyre is not fit for purpose.		X	
		(h) Any tyre fitted in the incorrect direction (directional tyres) or wrong side out (asymmetrical tyres).		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(i) An E or e mark is not visible on the tyre.		X	
		(j) Any serious damage to the tyre or a cut in tyre that is longer than 25mm or 10% of section width (whichever is the shorter).		X	
		(k) If tyre is damaged that cord is visible or damaged.			X
		(l) Tyre tread depth is less than 1.6mm in the centre three-quarters of the tread pattern.			X
		(m) Tyre rubbing against other components (flexible anti spray devices).	X		
		(n) Tyre rubbing against other components (safe driving not impaired)		X	
		(o) Evidence is present of recutting of tread pattern where tyre is not suitable for recutting.		X	
		(p) Tyre is re grooved so that cord protection layer is affected.			X
		(q) Tyre(s) obviously underinflated.	X		
		(r) A tyre is incorrectly seated on wheel rim.		X	
		(s) The ply or cord structure is ruptured or exposed, tread is lifting, a lump or bulge has been caused by separation of rubber from cords or weakness in cord structure, or tread distorted or damaged.			X
		(t) Obvious damage or distortion of a valve stem is present.		X	
		(u) A valve stem is chafing against valve hole.		X	
		(v) The sidewall of a tyre has been repaired with the use of a plug.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(w) In a vehicle first registered on or after 1 January 2015, Tyre pressure monitoring system (TPMS) malfunctioning or obviously inoperative.		X	
5.3 Suspension system					
5.3.1 Springs, stabiliser and torsion bars	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) Spring mounting is obviously loose.		X	
		(b) Relative movement visible fixings very seriously loose.			X
		(c) A damaged, cracked, fractured, worn or exhausted spring component.		X	
		(d) Main spring (-leaf), or additional leafs very seriously affected.			X
		(e) Spring missing.			X
		(f) Any obviously unsafe modification[2] or repair		X	
		(g) Insufficient clearance to other vehicle parts; spring system inoperative.			X
		(h) Spring (coil/leaf) or torsion bar fitted incorrectly.		X	
		(i) Any Leaf spring is broken or repaired by welding.		X	
		(j) A U-bolt is loose or missing.		X	
		(k) A coil spring or torsion bar is broken.		X	
		(l) Spring eye- bolts/shackle pins: A locking device is missing or insecurely fitted.		X	
		(m) Spring eye-bolts/shackle pins are worn, incorrectly positioned, are of an incorrect type or are missing.		X	
		(n) A spring eye-bolt/shackle pin is obviously loose in its bush.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(o) Spring or shackle bushes: Are worn, missing, perished or cracked.		X	
		(p) A spring centre bolt missing, damaged or broken.		X	
		(q) A bump stop missing or ineffective.		X	
5.3.2 Shock absorbers	Visual inspection with vehicle over a pit or on a hoist or using special equipment, if available.	(a) A shock mounting bracket or bush is missing, loose or damaged.		X	
		(b) Shock absorber loose.		X	
		(c) A shock absorber is missing or damaged, showing signs of obvious leakage or malfunction.		X	
5.3.2.1 Efficiency testing of damping	Use a suspension performance tester and compare left/right differences.	(a) An imbalance of more than 30% performance exists between left hand and right suspension.		X	
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles having a maximum mass exceeding 3.5 tonnes.	(a) In respect of wishbones, swinging arm, track control arm, suspension strut: Attachment of component to chassis or axle is insecure or worn. Attachment of component so insecure that directional stability of the vehicle is impaired. A component or mounting is cracked, corroded, damaged or deformed.		X X	 X
		(b) In respect of anti-roll bar, torque arm/rod, radius rod/link: A component is missing or broken. A mounting is loose. A component is cracked, damaged or deformed.		X X X	
		(c) Suspension mounting area deformed or corroded to such an extent that the security or alignment of the suspension component is affected.			X
		(d) Geometry obviously incorrect.		X	
		(e) Any obviously unsafe repair or modification[2] to the suspension system.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f) Insufficient clearance to other vehicle parts; system inoperative.			X
5.3.4 Suspension joints (bushes, ball joints, and sliding bushes or swivel 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 or a component is insecure or worn.		X	
		(b) A component is so excessively worn or loose that directional stability of the vehicle is impaired.			X
		(c) Retaining or locking devices missing, insecure, worn or broken.		X	
		(d) Dust covers/gaiter split, damaged/ displaced, missing or severely deteriorated.		X	
5.3.5 Air Suspension	Visual inspection.	(a) System inoperable, vehicle sitting on bump stops.			X
		(b) Any component damaged, modified or deteriorated in a way that would adversely affect the functioning of the system.		X	
		(c) Any component damaged, modified or deteriorated in a way that functioning of the system is seriously affected.			X
		(d) Air, hydrolastic, hydragas suspension: Audible leak(s) is present in the system. A linkage to levelling valve is defective. A valve is insecure or defective. A suspension bellows is giving inadequate movement with risk of wheel fouling. Air bellows damaged or deteriorated to such an extent that it is likely to fail. A pipe is damaged to the extent that it is likely to fail.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e) Bonded suspension units: Failure of rubber/metal attachment has occurred. Deterioration of suspension medium has occurred.		X	
6. CHASSIS AND CHASSIS ATTACHMENTS					
6.1. Chassis or frame and attachments					
6.1.1. General condition	Visual inspection with vehicle over a pit or on a hoist.	(a) Slight fracture or deformation of any side or cross-member.		X	
		(b) Serious fracture or deformation of any side or cross-member.			X
		(c) Chassis members are or pronounced misalignment is present.		X	
		(d) A weld is breaking away.		X	
		(e) Insecurity of strengthening plates or fastenings including rivets or bolts.		X	
		(f) Majority of fastenings loose; insufficient strength of parts.			X
		(g) The chassis/underbody is considerably weakened by holes.		X	
		(h) Advanced corrosion or other equivalent damage is present.		X	
		(i) Extensive corrosion that there is insufficient strength of parts.			X
		(j) Repairs or modifications[2] are obviously not in line with manufacturer's recommendations.		X	
6.1.2. Exhaust pipes and silencers	Visual inspection with vehicle over a pit or on a hoist.	(a) Any exhaust component is badly mounted or is liable to fall off.		X	
		(b) Any exhaust component is so insecurely mounted that it is liable to fall off.			X
		(c) Any exhaust component is damaged, incorrectly fitted or missing.		X	
		(d) Leaks present in exhaust system.		X	
		(e) A risk of fire is present because of leaks or broken components in exhaust assembly.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f) Fumes entering passenger cab or passenger compartment.		X	
		(g) Excessive fumes entering cab or passenger compartment danger to health of persons on board.			X
		(h) Any obviously unsafe repair or modification[2].		X	
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)/System	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) A component is incorrectly or loosely mounted or damaged.		X	
		(b) Advanced rust is present in fuel tank.		X	
		(c) Leaks in system are evident.		X	
		(d) Unsuitable fuel tank has been fitted.		X	
		(e) LPG/CNG tank has been fitted inside vehicle without being in a sub compartment or without having valves piped to the outside.		X	
		(f) LPG/CNG venting or ducting pipes are damaged or blocked.		X	
		(g) Sub-compartment is obviously not gas-tight where valves are not piped to the outside.		X	
		(h) Fuel tank is fitted to roof of vehicle.		X	
		(i) A manual or solenoid valve is not operating.		X	
		(j) Possibility exists of fuel lines being crushed, chafed, ruptured or subject to excessive vibration.		X	
		(k) Fuel cap or fuel cap seal is damaged or missing.		X	
		(l) Fuel stopcock (if required) not operating correctly.		X	
		(m) Fire risk due to: Leaking fuel Fuel tank or exhaust not properly shielded Engine compartment condition Insecure tank or pipes			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(n) Throttle control: Is sticking, binding or excessively worn. A link pin, retaining device or safety device is missing. Mounting bracket or panel is cracked or fractured. Excess fuel device gives off excessive smoke if operated from within the passenger compartment after the engine has been started. Engine stop control (on diesel vehicles) is not working or is missing. Air filter assembly is insecure, missing or incomplete.		X	
6.1.4. Bumpers, lateral protection and rear underrun devices	Visual inspection	(a) A bumper/bull bar is loose/damage or likely to cause injury when grazed or contacted.		X	
		(b) A bumper/bull bar is so insecurely mounted that it is likely to fall off.			X
		(c) A bull bar or body strip is insecure.		X	
		(d) Device obviously not in compliance with the requirements[1].		X	
6.1.5. Spare wheel carrier (if fitted) (external carrier only)	Visual inspection.	(a) Carrier not in proper condition.	X		
		(b) Spare wheel carrier is cracked or insecurely mounted.		X	
		(c) Spare wheel (where present) is insecurely held in its place.		X	
		(d) Spare wheel or carrier is so insecurely mounted that there is a very serious risk of it falling off.			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) Cracks are present in the main parts of the coupling.		X	
		(b) Ball, jaw or pin is excessively worn, deformed or damaged.		X	
		(c) Ball, jaw or pin is excessively worn (e.g. 3mm wear on 50mm ball).			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d) Fastening bolts are loose or missing; securing device on the vehicle drawing pin/ball/jaw is loose or missing.		X	
		(e) Any attachment loose with a very serious risk of falling off.			X
		(f) Any safety device/lock or blocking device is missing or not operating correctly.		X	
		(g) Any coupling indicator not working.		X	
		(h) Obstruct registration plate or any lamp (when not in use) Registration plate not readable (when not in use).	X	X	
		(i) Any obviously unsafe repair or modification[2].		X	
		(j) Coupling too weak.		X	
6.1.7. Transmission	Visual inspection.	(a) Loose or missing propeller shaft or half shaft securing bolts or nuts.		X	
		(b) Propeller shaft or half shaft securing bolts or nuts so loose or missing that detachment is likely.			X
		(c) Clutch pedal anti-slip provision is missing, loose, or worn to the extent that it is no longer effective.		X	
		(d) Excessive wear at universal joints/coupling or transmission chains/belts.		X	
		(e) Universal joint(s)/coupling so excessively worn that there is a serious risk of loosening or becoming detached.			X
		(f) A driveline component is liable to lock up or break away.		X	
		(g) A bearing/bearing housing/ housing mounting is askew, damaged or worn.		X	
		(h) A bearing/bearing housing/ housing mounting is askew, damaged or worn that there is a very serious risk of loosening or becoming detached.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(i) A lock tab is missing.		X	
		(j) A universal joint coupling grease boot(s) is missing or torn.		X	
		(k) Excessive oil leak in engine, gearbox or axle.		X	
		(l) An engine or gearbox mounting is insecure, deteriorated or broken.		X	
		(m) A propeller shaft or half shaft is damaged or bent shaft.		X	
		(n) Bearing housing fractured or insecure.		X	
		(o) Bearing housing fractured or insecure that there is a very serious risk of loosening or cracking.			X
		(p) Clutch slips or drags so that driving is impaired.		X	
		(q) Gear shift linkage including gear lever worn or loose that driving is impaired.		X	
		(r) Dust cover missing or severely deteriorated.		X	
		(s) Any obviously unsafe repair or modification[2] to the engine or drive train.		X	
6.1.8. Engine/gearbox mountings	Visual inspection not necessarily on a pit or hoist.	(a) Mountings loose, worn or damaged.		X	
		(b) Mounting so deteriorated damaged or Loose that detachment is likely.			X
6.1.9. Not used					
6.2. Cab and bodywork					
6.2.1. Condition	Visual inspection.	(a) A loose or damaged panel or part likely to cause injury.		X	
		(b) A loose or damaged panel or part that it is likely to fall off.			X
		(c) Primary structural components broken, cracked, insecure, damaged or rusted to an advanced stage.			X
		(d) Secondary structural components missing, insecure, rusted or damaged to such an extent as to leave sharp edges.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e) Cab not sitting squarely due to distortion.		X	
		(f) Bonnet or boot catches defective or bonnet safety catch missing or defective.		X	
		(g) Primary structural components broken, cracked, insecure, damaged or rusted that stability is impaired.			X
		(h) Bodywork so deteriorated or damaged that engine or exhaust fumes are entering the cab. Danger to health of persons on board.			X
		(i) Any obviously unsafe repair or modification[2].		X	
		(j) Insufficient clearance to rotating or moving parts and road.			X
6.2.2. Mounting	Visual inspection over a pit or on a hoist.	(a) Body insecure.		X	
		(b) Body so insecure that stability is affected.			X
		(c) Body obviously not located squarely on chassis.		X	
		(d) Insecure or missing fixing of body/cab to chassis or cross-members.		X	
		(e) Insecure or missing fixing of body/cab to chassis or cross-members to such an extent that detachment is likely.			X
		(f) Advanced corrosion on cross or longitudinal members in such condition that the integrity of the body is affected.		X	
		(g) Extensive corrosion on cross or longitudinal members in such condition that the integrity of the body is seriously affected.			X
6.2.3. Doors and door catches	Visual inspection.	(a) A door is missing or is likely to open inadvertently.			X
		(b) A door cannot be opened or shut normally.		X	
		(c) A sliding door likely to open inadvertently or one that will not remain closed.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d) Door, hinges, catches or pillar deteriorated/missing or loose.		X	
		(e) Runners, tracks or an actuating mechanism on a sliding door is so defective that the door does not open or close properly.		X	
		(f) Any safety device is not working or is defective.		X	
6.2.4. Floor	Visual inspection over a pit or on a hoist.	(a) Floor insecure or badly deteriorated.		X	
		(b) Floor insecure or badly deteriorated that the stability of driver's seat is affected.			X
6.2.5. Driver's seat	Visual inspection.	(a) Loose on runners or insecurely mounted that the stability is affected.			X
		(b) Collapsed or framework damaged.		X	
		(c) Driver's seat so damaged that driver's support is impaired or interior foam is protruding beyond the seat trim.		X	
		(d) Driver's seat adjustment mechanism not functioning correctly.		X	
		(e) Seat backrest not fixable.			X
6.2.6. Other seats	Visual inspection.	(a) Seats in defective condition or insecure (secondary parts).	X		
		(b) Seats in defective condition or insecure (main parts).		X	
		(c) Seats not fitted in accordance with requirements[1].	X		
		(d) Permitted number of seats exceeded; positioning not in compliance with approval.		X	
6.2.7. Driving controls	Visual inspection and by operation.	(a) Any control necessary for the safe operation of the vehicle not functioning correctly.		X	
		(b) Safe operation affected.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(c) Adaptations for disabled drivers: – Any adaptation is worn, insecure, sticking, fouling or likely to fail. – A servo or electrical device is defective. – Wiring is insecure, insulation is damaged or is likely to short circuit or fail.		X	
7. OTHER EQUIPMENT					
7.1 Safety-belts/buckles and restraint systems					
7.1.1. Security of safety-belts/buckles mounting	Visual inspection.	(a) Any belt mounting is loose or unsatisfactory, for example incorrect bolts fitted.		X	
		(b) Any belt mounting is obviously unsafely repaired or modified[2].		X	
		(c) Any load bearing member of the vehicle structure or panelling within 30 cm of a safety belt anchorage point is cracked, corroded or is weakened that stability is affected.			X
7.1.2. Condition of safety-belts/buckles	Visual inspection and by operation.	(a) Mandatory safety-belt missing or not fitted.		X	
		(b) For vehicles registered between 1 June 1971 and 31 December 1991 (inclusive of those dates), a lap and diagonal type safety belt is not provided for the driver and outer front seat.		X	
		(c) For vehicles registered on or after 1 January 1992: – a lap and diagonal type belt is not provided for all outer forward facing seats. – a lap and diagonal or lap type safety belt is not provided for all other forward facing seats.		X	
		(d) Seat-belt damaged: Any belt, including any for a child seat attached to the vehicle – Any cut, sign of overstretching, badly frayed or obviously unsafely repaired or modified.		X X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e) Safety-belt not in accordance with the requirements[1].		X	
		(f) Safety-belt/buckle, including any for a child seat attached to the vehicle, is not operating properly or is damaged.		X	
		(g) Safety-belt retractor, including any for a child seat attached to the vehicle, is not operating properly or is damaged.		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) Malfunction indicator for Supplemental Restraint System (SRS) — indicates any kind of failure of the system.		X	
		(b) System indicates failure via the electronic vehicle interface.			X
7.2 (Not used)					
7.3 Locks and anti-theft device	Visual inspection and by operation.	(a) Device not functioning to prevent vehicle being driven.		X	
		(b) Steering lock, where fitted as original equipment by manufacturer, has excessive wear or is subject to jamming of the lock/barrel/key mechanism.			X
7.4 Not used					
7.5 Not used					
7.6 Not used					

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
7.7 Audible warning device (Horn)	Visual inspection and by operation.	(a) Not working correctly.	X		
		(b) Not working at all or is not fitted.		X	
		(c) Control insecure or horn insecurely mounted.		X	
		(d) Not in accordance with the requirements[1].	X		
		(e) Emitted sound likely to be confused with official sirens.		X	
7.8 Speedometer	Visual inspection or by operation during road test or by electronic means.	(a) Not in accordance with the requirements[1]. Speedometer is missing.	X	X	
		(b) Speedometer is not working correctly.	X		
		(c) Speedometer is not working at all.		X	
		(d) Illuminated of speedometer not working or defective.		X	
		(e) Speedometer cannot be seen from the driver's seat.		X	
7.9 Not used					
7.10 Not used					
7.11 Not used					
7.12 Electronic Stability Control (ESC) if fitted/required	Visual inspection, and/or using electronic interface.	(a) Wheel speed sensors missing or damaged.		X	
		(b) Wirings damaged.		X	
		(c) Other components missing or damaged.		X	
		(d) Switch damaged or not functioning correctly.		X	
		(e) ESC MIL indicates any kind of failure of the system.		X	
		(f) System indicates failure via the electronic vehicle interface.		X	
8. NUISANCE					
8.1 Noise					
8.1.1. Noise suppression system	Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a measurement of noise emitted by stationary vehicle using a sound level meter may be conducted)	(a) Vehicle exhaust noise has reached or exceeded a specified level of 99dB.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b) Any part of the noise suppression system (including silencer and exhaust pipe) is loose, damaged, incorrectly fitted, missing or obviously modified[2] in a way that would adversely affect the noise levels.		X	
8.2 Exhaust emissions					
8.2.1 Positive ignition engine emissions					
8.2.1.1. Exhaust emissions control equipment	Visual inspection.	(a) The emission control system fitted by the manufacturer is absent, modified or obviously defective.		X	
		(b) Exhaust system incomplete, incorrectly assembled or obviously unsafely repaired or modified.		X	
		(c) The emission control system is leaking, incomplete or incorrectly assembled, which would affect emission measurements.		X	
		(d) Idle speed is outside vehicle manufacturer's recommendations.		X	
		(e) Excess exhaust smoke likely to affect other road users.		X	
8.2.1.2. Gaseous emissions	Visual inspection and for vehicles up to emission classes Euro 5 and Euro V[4]: Measurement using an exhaust gas analyser in accordance with the requirements[1] or reading of OBD. Tailpipe testing shall be the default method of exhaust emission assessment. On the basis of an assessment of equivalence, and by taking into account the relevant type-approval legislation, the use of OBD in accordance with the manufacturer's recommendations and other requirements is acceptable.	(a) Engine oil level too high or too low, coolant level too low.		X	
		(b) Obvious engine defects.		X	
		(c) Engine idle speed is incorrect.		X	
		(d) Either the result of the test on carbon monoxide emissions is not in accordance with the standard for carbon monoxide emissions as specified by the manufacturer of the vehicle.		X	
		(e) Carbon monoxide: Or, in the case of vehicles first registered: – Before 1 October 1986, the carbon monoxide content is more than 4.5% at idling speed.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	— For vehicles as of emission classes Euro 6 and Euro VI[5]: Measurement using an exhaust gas analyser in accordance with the requirements[1] or reading of OBD in accordance with the manufacturer's recommendations and other requirements[1]. Measurements not applicable for two-stroke engines.	– Between 1 October 1986 and 31 December 1993 (inclusive of both dates), the carbon monoxide content is more than 3.5% at idling speed. – On or after 1 January 1994, the carbon monoxide content is more than 0.5% at idling speed. – On or after 1 January 1994, the carbon monoxide content is more than 0.3% at either an engine speed of 2,500 rpm or at a speed specified by the vehicle manufacturer. – After 1 July 2002, the carbon monoxide content of the exhaust gases is more than 0.3% by volume at idle speed. – After 1 July 2002, the carbon monoxide content of the exhaust gases is more than 0.2% by volume at either an engine speed of 2,500 rpm or at a speed specified by the vehicle manufacturer.			
		(f) Hydrocarbon (HC): – The result of the test on hydrocarbon emissions is not in accordance with the standard for hydrocarbon emissions as specified by the manufacturer of the vehicle. – In the case of vehicles first registered before 1 October 1986, the hydrocarbon content is more than 1,000ppm at idling speed. – In the case of vehicles first registered between 1 October 1986 and 31 December 1993 (inclusive of both dates), the hydrocarbon content is more than 750ppm at idling speed.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		– In the case of vehicles first registered on or after 1 January 1994, the hydrocarbon content is more than 200ppm at either 2,500 RPM or at the speed specified by the vehicle manufacturer.			
		(g) Lambda: In the case of vehicles first registered on or after 1 January 1994, the lambda value at either 2,500 rpm or at the speed specified by the manufacturer is not 1+/- 0.03 or is not within the vehicle manufacturer's recommendation.		X	
		(h) OBD read-out indicating significant malfunction.		X	
8.2.2 Compression ignition engine emissions					
8.2.2.1. Exhaust emission control equipment	Visual inspection.	(a) The emission control system fitted by the manufacturer is absent, incomplete, incorrectly assembled or obviously defective.		X	
		(b) Leaks which would affect emission measurements.		X	
8.2.2.2. Opacity Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	– For vehicles up to emission classes Euro 5 and Euro V [4]: Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD. The tailpipe testing is the default method of exhaust emission assessment. On the basis of an assessment of equivalence, the use of OBD in accordance with the manufacturer's recommendations and other requirements is acceptable. — For vehicles as of emission classes Euro 6 and Euro VI [5]:	(a) Engine oil level too high or too low, coolant level too low.		X	
		(b) Obvious Engine defects.		X	
		(c) Engine idle speed is incorrect.		X	
		(d) For vehicles first registered between 1 January 1980 and 1 July 2008 (inclusive of both dates), the average smoke meter reading is higher than 2.5m-1 in the case of naturally aspirated compression ignition engines, or the average smoke meter reading is higher than 3.0m-1 in the case of turbo charged compression ignition engines.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD in accordance with the manufacturer's recommendations and other requirements[1]. Vehicle preconditioning: 1. Vehicles may be tested without preconditioning, although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition. 2. Precondition requirements: (i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to the vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan. (ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.	(e) The result of the test on exhaust smoke emission is not in accordance with the standard for exhaust smoke emission as specified by the manufacturer of the vehicle (recorded on the manufacturer's plate on the vehicle).		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	Test procedure: 1. Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle. 2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump. 3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or, if this data is not available, then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release. 4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the measurements.	(f) For vehicles first registered after 1st July 2008: – The average smoke meter reading is higher than 1.5m-1 [6], or – The average smoke meter reading is higher than 0.7m-1 [7] for vehicles fitted with Euro 6 engine.		X X X	
		(g) The maximum attainable engine speed is less than 90% of the maximum speed specified by the manufacturer of the vehicle.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	5. To avoid unnecessary testing, vehicles may be deemed to have failed which have measured values significantly in excess of the limit values after fewer than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, may be deemed to pass vehicles which have measured values significantly below the limits after fewer than three free acceleration cycles or after the purging cycles.				
8.3 Not used					
8.4. Other items related to the environment					
8.4.1. Fluid leaks		(a) Any excessive fluid leak, other than water, likely to harm the environment or to pose a safety risk to other road users.		X	
		(b) Steady formation of drops that constitutes a very serious risk.			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 Unsafe modification means a modification that adversely affects the road safety of the vehicle or has a disproportionately adverse effect on the environment or the modification or repair is not presented with a suitable modification report.

3 In a vehicle registered on or after 1 January 1986, windscreen is not marked with approved Standard Mark or equivalent: Australia — AS/NZS 2080 AS/NZS 2080T; Canada — CMVSS 205 (C2); India — IS2553 (PART 2) 1992 (Note 11); China — CCC; Japan — 11-4-21 (Window glass) JISR 3211; South Africa — SABS 1191 / SABS 1193; UK — BS AU I78 / BS 85 7-2 / BS5282; USA — FMVSS 205 (U); ANSI/SAE Z26.1-1996 (Section 7); Germany — A three-period sine wave followed by the letter D.;Glazing marked Birkholz, Seitz, Roxite, Para Press or Bonoplex.; Glazing marked PMMA (polymethylmethylacrylate) or PC (polycarbonate); Europe e-mark to Directive 92/22/EEC; E mark to UNECE Regulation No. 43 with one of the following annotations II, II/P, III, IV.

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

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

6 Type-approved in accordance with limits in row B, section 5.3.1.4 of Annex I to Directive 70/20/EEC as amended by Directive 98/69/EC or later; row B1, B2 or C, section 6.2.1 of Annex I to Directive 88/77/EEC or first registered or put into service after 1 July 2008.

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

Schedule 3

Items to be tested and reasons for advisory pass

Reasons for advisory pass:	
0.2. Vehicle identification / chassis / serial number	(a) Please be advised that the Vehicle Identification Number (VIN) on the vehicle registration certificate does not exactly match the VIN indelibly marked on the vehicle chassis (but the last six digits of the VIN on the vehicle registration certificate and marked on the chassis match).
1.1.13. Brake linings and pads	(a) Please be advised that the brake pads / linings on this vehicle are close to the minimum wear mark.
4.7. Rear registration plate lamp	(a) Please be advised that a rear registration plate lamp is not working or faulty.
5.2.3. Tyres	(a) In a vehicle first registered before 1 January 2015, Tyre pressure monitoring system (TPMS) malfunctioning.
	(b) Where the date of manufacture is obvious on the tyre, a tyre is older than six years.
	(c) Tyre tread depth less than 3mm but more than 1.6mm.

Schedule 4

Regulation 2

Form of Modifications Report

RSA MODIFICATIONS REPORT TEMPLATE

(Use block caps throughout)

VIN | | | | | | | | | | | | | | | | | | | | | |

REGISTRATION NUMBER | | | | | | | | | |

Make _____ **Model:** _____ **Variant:** _____

This report relates to a modification / repair (delete where appropriate)

In the case of a modification, give description of: body-type before modification:

and body-type after modification (if changed):

The purpose of the modification / repair is to: (give brief details of why these repairs or modifications were carried out to the vehicle)

List of the repairs or modifications made to the vehicle (including, but not limited to those involving changes to the braking systems, suspension, steering systems, bodywork, safety belts/restraint system or chassis alterations);

In relation to the modifications/ repairs listed above, provide a detailed description of each.
Please use another page where necessary. Any additional pages provided must be signed and stamped by the SQI/Manufacturer.

Notes:

- Give full details of any change to the braking system. Include a schematic diagram with key to the components and confirm on which axles park brakes are fitted.
- Where available, list any type approval numbers related to the modified systems.
- Where available from the component/ system manufacturer, supplementary evidence of compatibility with the type and variant of vehicle concerned may be provided.

Details of the standard of workmanship and specifications (including the manufacturers/converters name and contact details and any certification provided by manufacturer / converter).

I hereby declare the information provided in relation to the vehicle referred to above:

a. Is true and correct

b. That the modifications/repairs detailed above have been carried out to the vehicle such that the technical status and integrity of the vehicle and its other components and safety features have not been compromised and that the vehicle is safe to be used on the road and does not present a danger to the vehicle, occupants or other road users.

c. That the vehicle meets with the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations (as amended), the Road Traffic (Lighting of Vehicles) Regulations (as amended) and the Road Traffic (Construction and Use of Vehicles) Regulations (as amended.

d. That the vehicle meets with the essential technical provisions of the EU Directives to which the modification relates for the year and category of vehicle concerned

I declare that (tick **one** of the following 3 boxes and complete all of the information necessary);

☐ I am a suitably qualified individual (as per Note 1). The following details must be provided

- Engineering/Technical Qualification (must be Level 7 or higher accredited course)

  Level _____ University / Institute _____ Programme _____
  Or

  Membership Grade with Engineers Ireland
  Associate ☐ Chartered ☐ Fellow ☐

  Or

  Membership Grade with Institute of Automobile Engineers Assessors
  Associate ☐ Member ☐ Fellow ☐ Honorary Fellow ☐

- Number of years' experience (minimum 5) _____

- Details of Professional Indemnity Insurance (include company name (not broker), type of policy, expiry date

  _____

☐ I am the manufacturer / authorised distributor / convertor of the vehicle (delete as appropriate).

☐ I am an authorised representative of an Approved Test Centre (ATC) as appointed by the National Standards Authority of Ireland.
ATC Number (Unique identifier issued by NSAI) ☐

Complete ALL of the following IN BLOCK LETTERS and sign the declaration below;

Name of Certifying Person: ☐

Signature of Certifying Person: _____

Company Name: ☐
Position within company: ☐
Company Address: ☐

Official Stamp of the SQI / Manufacturer

Email ☐ Phone Number: ☐

Date of Certification: ☐ Place of Certification: ☐

Note 1

A "Suitably Qualified Individual" (SQI) must have:

- an Engineering/Technical Qualification (Level 7 or higher accredited courses) or appropriate accreditation with Engineers Ireland or the Institute of Automobile Engineer Assessors
- a minimum of 5 years' experience of working in a suitable technical environment (preferably Automotive or Engineering Environment)
- access to adequate facilities to carry out a thorough vehicle examination,
- appropriate professional indemnity insurance,

L.S.

Given under my Official Seal
21 September 2017.

SHANE ROSS TD,
Minister for Transport, Tourism and Sport.

EXPLANATORY NOTE

(This note is not part of the Instrument and does not purport to be a legal interpretation.)

These Regulations provide for the transposition of Directive 2014/45/EU on periodic roadworthiness testing.

The Regulations provide in particular for the following:

(*a*) the mutual recognition of unexpired portions of Certificates of Roadworthiness issued by the competent testing authorities in other Member States,

(*b*) amend the requirements for the testing of private passenger cars registered post 1st Jan. 1980 that are over 30 years old, but less than 40 years old; requirement reduced to a biennial test and from 2020 onwards, change to a rolling 40 year exemption.

(*c*) Deficiencies being categorised into minor, major and dangerous

BAILE ÁTHA CLIATH
ARNA FHOILSIÚ AG OIFIG AN tSOLÁTHAIR
Le ceannach díreach ó
FOILSEACHÁIN RIALTAIS,
52 FAICHE STIABHNA, BAILE ÁTHA CLIATH 2
(Teil: 01 - 6476834 nó 1890 213434; Fax: 01 - 6476843)
nó trí aon díoltóir leabhar.

———————

DUBLIN
PUBLISHED BY THE STATIONERY OFFICE
To be purchased from
GOVERNMENT PUBLICATIONS,
52 ST. STEPHEN'S GREEN, DUBLIN 2.
(Tel: 01 - 6476834 or 1890 213434; Fax: 01 - 6476843)
or through any bookseller.

———————

ISBN 978-1-4468-7046-4

€15.49

9 781446 870464

Wt. (B33005). 285. 9/17. Essentra. Gr 30-15.