STATUTORY INSTRUMENTS.

S.I. No. 289 of 2021

ROAD TRAFFIC (NATIONAL CAR TEST) (AMENDMENT) REGULATIONS 2021

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I, ÉAMON RYAN, Minister for Transport, 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, Tourism and Sport (Alteration of Name of Department and Title of Minister) Order 2020 (S.I. No. 351 of 2020)), for the purpose of giving further effect to Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014[1] hereby make the following regulations:

1. (1) These Regulations may be cited as the Road Traffic (National Car Test) (Amendment) Regulations 2021.

(2) These Regulations come into operation on 21 June 2021.

2. The Road Traffic (National Car Test) Regulations 2017 (S.I. No. 415 of 2017) are amended -

(a) in Regulation 2(1) -

(i) by the substitution of the following definition for the definition of "advisory pass":

" 'advisory pass' means, in relation to a test of a vehicle, that subject to Regulation 11, a test certificate may be issued despite the identification of a matter specified in column (2) of the table in Part 2 of Schedule 3 and that it is strongly recommended that the matter identified be addressed;",

(iii) by the insertion of the following definition after the definition of "re-test":

" 'scope of test' means the areas covered by the items referred to in column (1) of the table in Part 1 of Schedule 3, being:

(0) Identification of the vehicle;

(1) Braking equipment;

(2) Steering;

(3) Visibility;

(4) Lamps, Reflectors and Electrical Equipment;

[1] OJ No. L 127, 29.04.2014, p. 51.

Notice of the making of this Statutory Instrument was published in "Iris Oifigiúil" of 22*nd June*, 2021.

(5) Axles, wheels, tyres and suspension;

(6) Chassis, Cab and Bodywork;

(7) Other equipment: Safety restraints, Locks, Horn, Speedometer ESC;

(8) Nuisance;",

(b) in Regulation 3(3), by the substitution of "showing, in respect of the items specified in column (1) of the table in Part 1 of Schedule 3 applicable at the time of the voluntary test and tested in respect of the vehicle, that none of the matters specified in column (3) opposite the item concerned are identified at the level of severity indicated in column (4) opposite the matter concerned" for "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",

(c) in Regulation 7 -

(i) by the substitution of the following paragraph for paragraph (5):

"(5) Subject to paragraph (10), in carrying out a test on a vehicle the items to be tested are -

(a) those specified in column (1) of the table in Part 1 of Schedule 3 using the methods specified in column (2) opposite the mention of the item concerned, and

(b) those specified in column (1) of the table in Part 2 of Schedule 3.",

(ii) in paragraph (7) -

(I) in subparagraph (c), by the substitution of "environment;" for "environment.", and

(II) by the insertion of the following subparagraph after subparagraph (c):

"(d) advisory pass matters.",

(iii) in paragraph (8) -

(I) in subparagraph (a), by the substitution of "and" for "or", and

(II) by the substitution of the following subparagraph for subparagraph (b):

"(b) Where, in respect of the matters specified in column (3) of the table in Part 1 of Schedule 3, the tester or issuing authority is of the opinion that the combined effect of more than one deficiency identified within the same inspection area of the scope of test is such that a higher risk to road safety arises than is the case from

the individual effect of each of the deficiencies identified, then the tester or issuing authority may take account of that in determining the appropriate categorisation.", and

(iv) in paragraph (10), by the substitution of "notwithstanding that it is not a matter specified in column (3) of Part 1 of Schedule 3" for "notwithstanding that it is not specified as a reason for refusal mentioned in Schedule 3",

(d) in Regulation 9(6)(c), by the substitution of "the identification of one or more of the matters specified in column (3) of the table in Part 1 of Schedule 3 at the level of severity indicated in column (4) opposite the matter concerned" for "that the items listed in Schedule 3 are no longer satisfactory",

(e) in Regulation 11 -

(i) in paragraph (1), by the substitution of the following for subparagraph (a):

"(a) none of the matters specified in column (3) of the table in Part 1 of Schedule 3 are identified at the level of severity indicated in column (4) opposite the matter concerned; and", and

(ii) in paragraph (3) by the substitution of the following for subparagraph (a):

"(a) the test report relating to the vehicle identifies one or more of the matters specified in column (3) of the table in Part 1 of Schedule 3 at the level of severity indicated in column (4) opposite the matter concerned,",

(f) in Schedule 1 -

(i) by the substitution of "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 2017 (S.I. No. 415 of 2017) and was found to comply therewith" for "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.", and

(ii) by the substitution of " Deimhnítear leis seo gur dearnadh an fheithicil atá tuairiscithe sa Deimhniú seo a thástáil ar an dáta thíos de réir na Rialachán um Thrácht ar Bhóithre (An Trialacháin Náisiúnta Ghluaisteán) 2017 (I.R. Uimh. 415 de 2017) agus gur cinnedh gur chomhlíon sí iad." for "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.”,

(g) by the substitution of the following for Schedule 2:

"Schedule 2

Regulation 9(2)(a)(i)

Part 1

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:	**OBD Odometer**		**OBD VIN**	
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	%					*Limits depend on Year of Manufactur* Performance less than 58% Performance less than 55%	
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	
			Engine/Oil Temperature C				
Low Idle			CO vol%			Above %	
(rpm)			HC ppm			Above ppm	
High Idle			Lambda:			Not between 0.97 and 1.03	
(rpm)			CO vol%			Above %	
			HC ppm			Above ppm	
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	
		OBD Faults		
Item	**OBD Code**	**Description**	**Location**	

Regulation 9(2)(a)(ii)

Part 2

NCT Report

Petrol

A Retest must be completed by If not then a full test will be required.

Retest Fee

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Vehicle/Owner Details

Test Started On

Owner:			**Odometer:**	**Date**
Registration:			**Item**	**Modification Report** / **Date**
VIN:				
Manufacturer:	**OBD Odometer**		**OBD VIN**	
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	%	%	%		
Brake Performance	%					Rear Imbalance above 30% *Limits depend on Year of Manufactur* Performance less than 58% Performance less than 55%	
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	
			Engine/Oil Temperature C				
Low Idle			CO vol%			Above %	
(rpm)			HC ppm			Above ppm	
High Idle			Lambda:			Not between 0.97 and 1.03	
(rpm)			CO vol%			Above %	
			HC ppm			Above ppm	
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**	
		OBD Faults		
Item	**OBD Code**	**Description**	**Location**	

", and

(h) by the deletion of Schedule 3 in both places where it occurs and the substitution of the following:

"Schedule 3

Part 1

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

(1)	(2)	(3)	(4)		
Item	**Method**	**Reasons for refusal of a test certificate**	**Assessment of deficiencies**		
			Minor	**Major**	**Dangerous**
0. IDENTIFICATION OF THE VEHICLE					

0.1. Registration Plates	Visual Inspection. Dimensions and format are set down in S.I No. 318 of 1992.	(a). One or both plates missing, so insecure that they are likely to fall off.		X	
		(b). Numbers or letters missing, illegible or wrong size.		X	
		(c). Numbers, letter 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 damaged, obstructed, faded, dirty, delaminated, deteriorated or obscured so that it is likely to be misread or is not easily legible.		X	
0.2 VIN (Chassis Number)	Visual Inspection	(a). Missing or not legible on chassis/frame.		X	
		(b). Incomplete, illegible, obviously falsified, or does not match the vehicle documents/NCTS data.		X	
		(c). Illegible vehicle documents or clerical inaccuracies.	X		
0.5: Modifications[2] Report (where required) as set out in Schedule 4	Visual inspection.	(a). Not presented or incomplete.		X	
		(b). Not in the acceptableformat as per current tester manual.		X	
		(c). Does not correspondwith modifications[2] identified by tester.		X	
		(d). Not acceptable (e.g., report includes an expirydate).		X	

		(e). Modification[2] report required.		X	
		(f). Letter from manufacturer/authoriseddistributor not presentedwhere required.		X	
		(g). Modifications[2] report required for repairs carriedout.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
1. BRAKING EQUIPMENT					
1.1: Mechanical condition and operation					
1.1.1. Service brakepedal/hand lever **pivot**	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a). Pivot too tight so its functionality is affected.		X	
		(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-slipprovision is missing, loose, worn to the extent that it is no longer effective.		X	
		(c). Brake control notreleasing correctly.		X	
		(d). Mounting is insecure, badly corroded or worn tothe 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 byvacuum from engine, withpedal depressed and the engine started, no dip is felt in brake pedal.		X	
		(g). Travel in the brake pedal indicates air in the brake system or brakes are in need of adjustment.		X	
1.1.4: Low pressure warning gauge or indicator (where fitted)	Functional check	(a). Malfunctioning ordefective gauge or indicator.	X		
		(b). Low pressure warninggauge or indicator cannot be seen/ heard when air/vacuum is depleted.		X	
1.1.6: Parking brake activator, lever control, parking brake ratchet, electronic parking brake	Visual inspection of the components while the braking system is operated.	(a). Ratchet and pawl mechanism (where fitted)is missing, insecure, damaged, or sticking, not holding correctly.		X	

		(b). Wear at lever pivot orin ratchet mechanism.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(c). Excessive wear at lever pivot or in ratchetmechanism.		X	
		(d). Knocking the top or sides of the lever releases the brake.		X	
		(e). Excessive movementof lever indicating incorrect adjustment or movement is obstructed.		X	
		(f). Electronic park brakeactivator missing, damaged or inoperative.		X	
		(g). Malfunction indicatorlight not working, not going through the correct sequence or indicates any kind of failure of the system.		X	
		(h). Lever/lever mountingis 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 orexcessive air leak.		X	
		(b). Valve damaged or excessive air leak that its functionality is affected.			X
		(c). Excessive oil discharge fromcompressor.	X		
		(d). Valve insecure or inadequately mounted.		X	

		(e). Hydraulic fluiddischarge or leak.		X	
		(f). Excessive hydraulic fluid discharge or leak(s)that its functionality is affected.			X
1.1.9: Energy storage reservoir pressure tank	Visual inspection.	(a). Tank slightly damagedor slightly corroded.	X		
		(b). Tank excessively damaged, corroded orleaking.		X	
		(c). Drain device operationaffected.	X		
		(d). Drain deviceinoperative.		X	
		(e). Tank insecure or inadequately mounted.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
1.1.10: Brake servo units, valves, master cylinder, (hydraulic systems)	Visual inspection of the components while the braking system is operated,if possible.	(a). Servo/valve(s) is insecure or defective, damaged, or badly corroded, leaking, brake performance not impaired.		X	
		(b). Servo 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
		(e). Brake master cylinder/reservoirs are insecurely mounted or mounting panel is crackedbut brake performance not impaired.		X	
		(f). Master cylinder/reservoirs defective and nonoperative or leaking,brake performance impaired.			X
		(g). Insufficient brake fluid below MIN mark(less than half full or is below manufacturer's "minimum" level).	X		
		(h). Brake fluid significantly below MINmark.		X	
		(i). No brake fluid visible.			X

		(j). Reservoir cap is leaking or cap missing.	X		
		(k). Brake fluid warninglight illuminated or defective.	X		
		(l). Incorrect functioning of brake fluid levelwarning device.	X		
		(m). Any obviously unsaferepair or modification[2] to brake master cylinder/ servo/valves/connections.		X	
		(n). Master cylinder insecure and brake performance impaired.			X

Item	Method	Reasons for refusal of a test certificate	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
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 pipesor connections.			X
		(c). Are perished, kinked, damaged, or rusted to the extentthat the pipe is pitted.		X	
		(d). Are unsatisfactorily mounted (or misplaced) withthe possibility of failing.		X	
		(e). A pipe is fouling movingparts.		X	
		(f). Inadequate repairs have been carried out to pipes or unsuitable fittings are present[2].		X	
		(g). Pipes damaged or excessively corroded thatbraking performance is affected.			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, porous, kinked, twisted, too short or excessively damaged or chafed.		X	
		(c). Leaks are present in hosesor connections.			X
		(d). A hose is bulging under pressure.		X	
		(e). A hose is bulging underpressure (Cord impaired).			X

		(f). Hoses are unsatisfactorily mounted (or misplaced) with the possibility of failing.		X	
		(g). A hose is fouling movingparts.		X	
		(h). Inadequate repairs have been carried out to pipes or hoses or unsuitable fittings are present.		X	
1.1.13: Brake linings andpads	Visual inspection.	(a). Lining or pad excessively worn/warning light illuminated (minimum mark reached).		X	
		(b). Lining or pad excessivelyworn (minimum mark not visible).			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
		(c). Lining or pad contaminated(oil, grease etc.).		X	
		(d). Lining or pad contaminatedthat braking performance is affected.			X
		(e). Lining or pad missing or wrongly mounted.			X
		(f). Linings or pads areincorrectly adjusted.		X	
1.1.14: Brake drums, brake discs	Visual inspection.	(a). Drum or disc worn.		X	
		(b). Drum or disc, excessively worn, scored, cracked, insecureor so fractured that failure is imminent.			X
		(c). A drum / disc is contaminated (oil, grease, etc.).		X	
		(d). A drum / disc is contaminated that brakingperformance is affected.			X
		(e). Drum, disc, or back plate missing.			X
		(f). Back plate loose,damaged or insecure.		X	
		(g). Dirt shield / dust coverloose or insecure.		X	
		(h). Insufficient contact between brake pad and brake disc.		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	

		(b). A brake rod / lever / cable / linkage / pivot is missing, damaged, cracked, corroded, knotted, seized, obstructed, or worn that braking performanceis affected.			X
		(c). Cable, rod or joint insecure.		X	
		(d). Cable guide defective.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e). Restriction to free movement of the brakingsystem.		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 repairor modification[2].		X	
1.1.16: Brake actuators (including spring brakes / callipers / 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 inneed of adjustment.		X	
		(b). An actuator/lever is damaged, cracked insecure, inadequately mounted or is in need of adjustment that brakingperformance is affected.			X
		(c). Actuator leaking.		X	
		(d). Actuator leaking that braking performance isaffected.			X
		(e). Sluggish in operation/restricted or seized.		X	
		(f). Actuator excessivelycorroded.		X	
		(g). Actuator likely to crack.			X

		(h). Different sized actuatorsfitted to the same axle.		X	
		(i). Insufficient or excessive travel of operating piston or diaphragm mechanism.		X	
		(j). Braking performance affected (lack of reserve movement).			X
		(k). Dust cover missing or excessively damaged.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(l). Any obviously unsafe repairor 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/EBS functioning).		X	
		(c). Valve seized or inoperative.			X
		(d). Valve missing or bypassed(if required).			X
		(e). A valve insecurely mounted, leaking, or defective.		X	
		(f). The load sensing or brake proportioning valves are damaged, inoperative, obviously incorrectly adjustedor 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 orreplaced.		X	
1.1.21: Complete braking system	Visual inspection.	(a). Other system devices damaged externally or excessively corroded in a waythat adversely affects the braking system.		X	
		(b). Other system devicesdamaged that braking performance is affected.			X
		(c). Slight leakage of air or anti-freeze.	X		

		(d). Excessive leakage of air that system functionality isaffected.		X	
		(e). Any component insecure or inadequately mounted.		X	
		(f). Unsafe modification[2] to any component.		X	
		(g). Unsafe modification[2] to any component that braking performance is affected.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
1.1.22: Test connections (where fitted or required)	Visual inspection.	(a). Missing.		X	
		(b). Damaged, unusable, orleaking.		X	
1.2: Service braking performance and efficiency (Roller brake test)					
1.2.1: Performance (Imbalance)	During a test on a brake tester or, if not possible, during a road test, apply the brakes progressively up to maximum effort. Reasons for refusal (a), (b), (c), (d) & (g) only apply to aroller brake test. Road tests should be carried out under dry conditions on aflat, straight road.	(a). The brake effort on anywheel is less than 0.25 kilonewtons (kN).		X	
		(b). No brake effort on one ormore wheels.			X
		(c). More than 30% difference is present in braking effort between wheels on the same axle (i.e., the brake effort on one side should not be less than70% of the braking effort on the other side).		X	
		(d). Brake effort from any wheel is less than 50% of the maximum effort recorded fromthe other wheel on the same axle in the case of steered axles.			X
		(e). No gradual variation inbrake effort (grabbing).		X	
		(f). The brake shows abnormallag when released.		X	
		(g). Excessive fluctuation of brake force, on an individual wheel brake effort fluctuates bymore than 30%.		X	
		(h). Where a road test is carriedout, obvious pull to one side is present when brakes are applied.		X	

		(i). Where a road test is carriedout, perceptible ovality is present in the service brake.		X	
		(j). The brake cannot beoperated progressively.		X	
1.2.2: Efficiency	Test with a brake testeror, if one cannot be used for technical reasons, by a road test using a deceleration recording instrument toestablish the braking ratio which relates to the test weight of the	(a). (i)The braking effort for vehicles registered on or after 28 July 2010 is less than 58% of the test weight of the vehicle. (ii) The braking effort for vehicles registered before 28 July 2010 is less than 55% of the test weight of the vehicle.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	vehicle. Road tests should becarried out under dryconditions on a flat, straight road.	(b). (i)The brake effort for vehicles registered on or after 28 July 2010 is less than 29% of the test weightof the vehicle. (ii) The brake effort for vehicles registered before 28July 2010 is less than 27.5% of the test weight of the vehicle.			X
1.4.1: Performance (Imbalance)	Apply the brake duringa test on a brake tester.	(a). Where a road test is carriedout, the vehicle deviates excessively from a straight line.		X	
		(b). More than 50% differenceis present in brake effort between wheels on the same axle.		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 brake effort is less than16% of the test weight of the vehicle.		X	
		(b). The brake effort achieved for the vehicle is less than 50%of minimum required.			X
1.6: Anti-lock braking system (ABS)	Visual inspection andinspection of warningdevice and/or using electronic vehicle interface where possible. .	(a). Malfunction indicator light,not working, not going throughthe correct sequence or indicates any kind of failure of the system.		X	
		(b). Wheel speed sensorsmissing or damaged.		X	
		(c). Wiring damaged.		X	
		(d). Other components missingor damaged.		X	

		(e). Removed or disabled.		X	
		(f). System indicates failure viathe electronic vehicle interface.		X	
		(g). Communication failure with the electronic vehicleinterface.		X	
1.7: Electronicbrake system (EBS)	Visual inspection andinspection of warningdevice and/or using electronic vehicle interface where possible. .	(a). Malfunction indicator light,not working, not going throughthe correct sequence or indicates any kind of failure of the system.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b). Wheel speed sensorsmissing or damaged.		X	
		(c). Wiring damaged.		X	
		(d). Other components missingor damaged.		X	
		(e). Removed or disabled.		X	
		(f). System indicates failure viathe electronic vehicle interface.		X	
		(g). Communication failurewith the electronic vehicle interface.		X	
1.8: Brake fluid	Visual inspection.	(a). Brake fluid contaminatedor 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)	Position the vehicle on a raised lift with the steered axle aligned over the wheel play detector plates with thebrakes applied. Using the wheel play detectors, check the steering mechanism forplay and security. Withthe road wheels off theground 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 orsplines 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 thatfunctionality is			X

		affected.			
		(f). Continuous oil leak is present from steering box/rack/or steering damper.			X
		(g). A linkage is damaged or insecure.		X	
		(h). Obvious oil leak(formation of drops).		X	
		(i). Bushes/bearings areexcessively worn.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
		(j). Excessive end float ispresent in pinion.		X	
		(k). Steering rack gaiter isinsecure, split or missing.		X	
		(l). Steering system damaged, insecure, or excessively worn.			X
		(m). Any steering component has been repaired by welding(other than by the manufacturer).		X	
2.1.2: Steeringgear casing attachment	With vehicle on a hoistand the weight of the vehicle road wheels onthe ground, rotate steering wheel clockwise and anticlockwise or usinga 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 attachmentsseriously affected.			X
		(f). Steering gear casing/housing is fractured/damaged or worn.		X	
		(g). Steering gear casing/housing is fractured/damaged or worn that directional stability is impaired, functionality affected, insufficient clearance to other			X

		vehicle parts.			
		(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, splinesare worn, or a shaft is twisted.		X	
2.1.3: Steering linkage condition (idler assembly, track rod/steeringarm)	With the vehicle on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anti- clockwise or using a specially adapted wheelplay detector. Visual inspection of steering components for wear, fractures and security.	a). Relative movement between components which should befixed.		X	
		(b). Excessive movement or components are likely to become detached.			X
		(c). Excessive wear at joints.		X	
		(d). Joint so excessively worn and likely to become detached.			X
		(e). A drop arm/drag link isdamaged or insecure.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f). A drag link or the track rodends are obviously worn or insecure (inner and outer).		X	
		(g). Dust covers/gaiter split, damaged, missing or severely deteriorated/displaced.		X	
		(h). Idler assembly mounting is obviously loose, or axial or radial play is present in the assembly.		X	
		(i). Fractures or deformation ofany component.		X	
		(j). Fractures or deformation of any component that function isaffected.			X
		(k). Track rod/steering arm is obviously deformed, loose, or cracked.		X	
		(l). A retaining or locking device (split pin, nut, rivet, weld, etc.) is missing, insecure,worn or broken.		X	
		(m). Misalignment of components (e.g., track rod ordrag link).		X	
		(n). Any obviously unsafe repair or modification[2] to any steering component.		X	
		(o). Any steering modification[2] affecting steering function.			X
2.1.4: Steering linkage operation	With the vehicle on a hoist and with the road wheels on the	(a). Moving steering linkagefouling a fixed part of the chassis.		X	

	ground, rock steering wheel clockwise and anti- clockwise or using a speciallyadapted wheel play detector. Visual inspection of steering components for wear, fractures, and security.	(b). Steering stops notoperating or missing.		X	
		(c). Steering overlocking/underlocking orfouling any other component on the vehicle.		X	
2.1.5: Powersteering	Check steering systemfor leaks and hydraulicfluid reservoir level (ifvisible). With the road wheels on the ground and with the engine running, check that thepower steering system is operating.	(a). Power assistance is not available consistently over fulllock 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 ofthe type (make and model) of vehicle being tested.		X	
		(c). Power steering fluid levelis below minimum level.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d). Leaks are present in power steering system.		X	
		(e). A power steering fluid pipeis fouling other components.		X	
		(f). Fluid pipes/hoses damaged, excessively corroded.		X	
		(g). Fluid pipes/hoses or cablesso damaged that steering is affected.			X
		(h). Any power steering component not working, worn,fractured, misaligned or insecure.		X	
		(i). Any power steering component not working, fractured, misaligned, worn, orinsecure that steering is affected.			X
		(j). Power steering pump is worn, noisy, leaking or has adefective drive.		X	
		(k). Unsafe modification[2] toany component.		X	
		(l). Unsafe modification[2] to any component that steering is affected.			X
2.2 Steering wheel and column					
2.2.1: Steering wheel condition	Check the strength andcondition (including any modifications) of the steering wheel by	(a). Relative movement between steering wheel and column indicating looseness.		X	

	applying reasonable force with the mass of the vehicle on the ground.	(b). Excessive movement in the steering wheel that there is a very serious risk of becoming detached.			X
	Push the steering wheelrim in various directions at right angles to the column, while applying light pressure downward andupward.	(c). Fracture or looseness of steering wheel hub, rim or spokes or absence of retaining device.		X	
		(d). Fracture or looseness of steering wheel hub, rim or spokes or absence of retainingdevice that there is a very serious risk of becoming detached.			X
2.2.2: Steering column /steeringwheel	Attempt to lift the steering wheel in line with the steering column and note any movement at the centreof the steering wheel orof the steering column.	(a). Excessive movement of centre of steering wheel up ordown.		X	
		(b). Excessive movement of top of column radially from axis of column.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	Push steering wheel away and pull it towards the body and note the movement of the steering column radially and its securityof mounting. Check the universal joints/flexible couplings for wear security or deterioration. Check the presence andsecurity of retaining and locking devices. Check if there has beenany obvious repair or modification[2] carried out to the steering wheel/column/shaft or to the universal joint/clamp. An unsafe repair or modification[2] carried out to any of the mechanical components of the steering system, may require a modifications[2]report to be presented.	(c). Steering wheel/column/ shaft has excessive end float, isinsecure 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). Any universal joint/clamp/ flexible coupling damaged, worn, insecure or badly deteriorated that failure is imminent.			X
		(g). Shear pin in telescopiccolumn is broken.		X	
		(h). Any retaining or lockingdevice is missing or insecure		X	
		(i). Steering wheel/column attachment is defective.		X	
		(j). Steering wheel/column attachment is so defective thatthere is very serious risk of detachment.			X
		(k). Unsafe repair ormodification[2].			X
2.3: Steering play	With the road wheelson the ground and in the straight-ahead position, lightly turn the	(a). Free play in steering is so excessive that safe steering is affected.			X

	steering wheel clockwise and anti- clockwise as far as possible without moving the road wheels. Visual inspection of free movement	(b). Excessive rotational play (20°or more) is present in the steering box or not in accordance with the requirements[1].		X	
		(c). Excessive rotational play (5° or more) is present in the rack and pinion or not in accordance with the requirements[1].		X	
2.4: Wheelalignment	Check alignment of steered wheels withsuitable equipment.	(a). Front wheel alignment is more than +/- 14m/km (in the absence of manufacturer's data).		X	
		(b). Rear wheel alignment is more than +/- 18m/km (in theabsence of manufacturer's data).		X	
		(c). Straight on driving affected; directional stabilityimpaired.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
2.6. Electronic Power Steering (EPS)	Visual inspection and consistency check between the angle of the steering wheel and the angle of the wheels when switching on/off the engine, and/or usingthe electronic vehicle interface.	(a). Malfunction indicator light,not working, not going throughthe correct sequence or 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 notworking.		X	
		(e). System indicates failure viathe electronic vehicle interface.		X	
3. VISIBILITY					
3.1: Field of vision	Visual inspection fromdriving seat.	(a). Obstruction, objects, or stickers within driver's field ofview 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 ofview that materially affects drivers view in front or to the sides, inside the cleaning area of windscreen wipers or outer mirrors not visible.		X	
3.2: Condition ofglass	Visual inspection.	(a). Windscreen missing.		X	
	Condition of glass and	(b). Visibility through inside cleaning area of windscreen wipers			X

	acceptable limits are set down in Figure 1.	heavily affected.			
		(c). Windscreen is damaged or discoloured beyond acceptable limits (outside cleaning area of windscreen wipers).		X	
		(d). Windscreen is damaged or discoloured beyond acceptablelimits (inside cleaning area) ofwindscreen wipers affected or outer mirrors not visible.		X	
		(e). In vehicles first registered after 1 July 1964 windscreen, side or rear glass is not markedas automotive safety glass.		X	
		(f). In vehicle registered on orafter 1 January 1986 windscreen is not marked as laminated or marked to an equivalent certified standard[3].		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(g). Windscreen or windows insecure.		X	
		(h). Opening mechanism of driver's window not operating.	X		
		(i). Non-glass windscreens, side, rear windows, internal panes/partitioning, and roof glazing made of material that, if fractured is likely to producefragments capable of causing severe cuts to a person.	X		
		(j). Side or rear window so damaged that it obstructs the driver's view.		X	
		(k). Glass in windscreen, internal panes/partitioning and front side windows located in aposition requisite for driving has a light transmission level ofless 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 isbroken so as to impair driver's view.		X	
		(c). Mirror or device missing ornot fitted according to the requirements[1] (Fewer than two rear-		X	

		view devices available).			
		(d). Mirror/device or mountingof any mirror is loose or slightly damaged.	X		
		(e). Mirror or device inoperative, heavily damaged,loose, or insecure.		X	
		(f). Mirror 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 visionnot covered.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
3.4: Windscreenwipers	Visual inspection andby operation.	(a). A wiper arm or blade ismissing, 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 or not in accordance with the requirements[1].	X		
		(d). Wiper control is not working, defective, insecurelymounted or missing.		X	
		(e). Wiper linkage is broken, excessively worn or insecure.		X	
3.5: Windscreenwashers	Visual inspection andby operation.	(a). Washers not operating adequately (lack of washingfluid but pump operating orwater-jet misaligned).	X		
		(b). Washers not working orleaking.		X	
3.6: Demistingsystem	Visual inspection andby operation.	(a). Demisting/ventilation system (fan) inoperative orobviously defective.	X		
		(b). Demisting/ventilation system not directing towardswindscreen.	X		
4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT					
4.1: Headlamps					
4.1.1: Condition and operation	Visual inspection andby operation.	(a). Dipped beams not working simultaneously.		X	
		(b). Main beams not working simultaneously.		X	

		(c). Main or dipped beams not working.		X	
		(d). Light intensity is notacceptable.		X	
		(e). Slightly defective projection system (reflector and lens).	X		
		(f). Glass badly cracked ormissing.		X	
		(g). Reflecting material damaged/discoloured ormissing.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
		(h). Headlamp missing.		X	
		(i). Headlamp is insecurely/incorrectly mounted.		X	
		(j). Headlamp contains water/moisture.		X	
		(k). All lamps not either whiteor yellow in colour.		X	
		(l). Single light/light sources; inthe case of LED more than 50% not functioning, seriously affected visibility.		X	
		(m). Light source and lamp not compatible.		X	
4.1.2: Alignment	Determine the horizontal aimof each headlamp on dipped beam using a headlamp aiming device or using the electronic vehicle interface.	(a) Aim of a headlamp not within limits laid down in the requirements[1].		X	
		(b). Headlamps are dipping tothe right.		X	
		(c). European type headlamps. For headlamps, whose centre isnot 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 ismore than 850mm above the ground the horizontal cut off line does not lie between the - 1.25% and -2.75% horizontal lines. The junction of the 15 degreecut off and horizontal cut off line does not		X X	

		lie between the 0% and -2% vertical lines.		X	
		(d). British American Type Headlamp (checked on dipbeam) The upper edge of the hot spotdoes not lie between the 0% and -2.75% horizontal lines. The right-hand edge of the hotspot does not lie between the 0% and -2% vertical lines.		X X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e). British American Type Headlamp (checked on mainbeam) For headlamps, whose centre isnot more than 850mm above the ground the hot spot centre does not lie between the 0% and -2% horizontal lines. For headlamps, whose centre ismore than 850mm above the ground the hot spot centre doesnot lie between the 0% and - 2.75% horizontal lines. The centre of the hot spot does not lie between the 0% and -2%vertical lines.		X X X	
		(f). System indicates failure viathe electronic vehicle interface.		X	
4.1.3: Switching	Visual inspection and by operation or using the electronic vehicleinterface.	(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 headlampswitch defective.		X	
		(e). The dip or headlamp switchis insecurely mounted or missing.		X	
		(f). System indicates failure viathe electronic vehicle interface.		X	
4.1.4. Compliancewith requirements[1].	Visual inspection andby operation.	(a). Lamps do not show a lightof the same emitted colour, or brightness, position, or markings not in accordance with the requirements[1].		X	
		(b). Products on lens or light source which obviously reducelight brightness or change emitted colour.		X	
		(c). Light source and lamp not compatible.		X	
4.1.5. Levelling devices (where mandatory)	Visual inspection andby operation, if possible, or using theelectronic vehicle	(a). Where mandatory an automatic headlamp levelling device or manual headlamp levelling device not operating.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
	interface.	(b). Manual headlamp levelling device cannot be operated from driver's seat.		X	
		(c). System indicates failure viathe electronic vehicle interface.		X	
4.1.6. Headlampcleaning device (where mandatory)	Visual inspection andby operation if possible.	(a). Where a headlamp cleaning device is mandatory (HID), the cleaning device is not present or operating correctly.		X	
4.2. Front and rear position lamps, side marker lamps and daytime running lamps					
4.2.1: Conditionand operation	Visual inspection andby operation.	(a). Any lamp with a single light source not working ordefective.		X	
		(b). Lens is missing, broken orbadly cracked.		X	
		(c). A lamp is insecurelymounted.	X		
		(d). A lamp so insecurely mounted that there is a veryserious risk of becoming detached.		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		
		(i). Defective light source, (single light source or in thecase of LED less than 50% functioning.)		X	

		(j). Side marker lamp notcorrect colour.		X	
4.2.2: Switching	Visual inspection andby operation.	(a). For lights other than daytime running lights, switchdoes not operate in accordance with the requirements[1].		X	
		(b). Rear position lamps and side marker lamps can be switched off when headlamps are on.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(c). Function of control device/switch impaired ordefective.		X	
		(d). Switch insecurely mountedor missing.		X	
4.2.3: Compliancewith requirements[1]	Visual inspection andby 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 lightsource which reduce light, brightness or change emitted colour.	X		
		(c). Heavily reduced light brightness.		X	
		(d). Lamp, emitted colour, position, brightness or markingnot in accordance with the requirements[1].	X		
4.3. Stop lamps					
4.3.1 Conditionand operation	Visual inspection andby operation.	(a). All stop lamps or lightsources not functioning.			X
		(b). Slightly defective lens (no influence on emitted light).	X		
		(c). Any lamp is insecurelymounted.	X		
		(d). A lamp so insecurely mounted that there is a veryserious risk of becoming detached.		X	
		(e). Any lamp is missing or not clearly visible.		X	

		(f). A stop lamp is not workingor defective but at least one is still functioning.		X	
		(g). Heavily defective lens,missing, broken or badly cracked (emitted light affected).		X	
		(h). Contains water/moisture.	X		
		(i). Defective light source, (single light source or in thecase of LED less than 50% functioning).		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(j). Not of the same dimensionsand power.		X	
		(k). Incorrectly positioned, not symmetrically located.		X	
4.3.2: Switching	Visual inspection and by operation or usingthe electronic vehicleinterface.	(a). Delay in the operation of stop lamps or does not operatein accordance with the requirements[1].		X	
		(b). Function of control device/switch impaired or defective.		X	
		(c). System indicates failure viathe electronic vehicle interface.		X	
		(d). Emergency brake light functions fail to operate, or donot operate correctly.		X	
		(e). No operation at all.			X
4.3.3: Compliancewith requirements[1]	Visual inspection andby operation.	(a). Any lamp is not brighter than tail lights.		X	
		(b). Any lamp is not red in colour.		X	
		(c). Lamps do not show a light ofthe same emitted colour or brightness, position, or markingsnot in accordance with the requirements[1].		X	
		(d). White light showing to the rear or heavily reduced light brightness.		X	
4.4. Direction indicator and hazard warning lamps					
4.4.1: Conditionand operation	Visual inspection andby operation.	(a). Slightly defective lens (no influence on emitted light).	X		

		(b). Heavily defective lens (emitted light affected).		X	
		(c). Any indicator lamp isinsecurely mounted.	X		
		(d). An indicator lamp so insecurely mounted that there is a very serious risk of becoming detached.		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	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(i). Defective light source, (single light source or in the case of LED less than 50% functioning).		X	
4.4.2: Switching	Visual inspection andby operation.	(a). Indicator switch is faulty or does not operate in accordance with the requirements[1].	X		
		(b). Indicator switch not working or missing.		X	
4.4.3: Compliance with requirements[1]	Visual inspection andby operation.	(a). Lamp, emitted colour, position, brightness or marking not in accordance with the requirements[1] (not amber in colour).		X	
		(b). Brightness, colour or marking not in accordance with the requirements[1].		X	
4.4.4: Flashingfrequency	Visual inspection andby operation	(a). Rate of flashing not in accordance with the requirements[1] (not flashing constantly between 60 and 120 flashes per minute).	X		
4.5: Front and rear fog lamps					
4.5.1: Condition andoperation	Visual inspection andby operation.	(a). Slightly defective lens (no influence on emitted light).	X		
		(b). Heavily defective lens (emitted light affected).		X	
		(c). A lamp not securely attached.	X		
		(d). A lamp so insecurely mounted that there is a very serious risk of becoming detached or dazzling		X	

		oncoming traffic.			
		(e). Front fog lamp is incorrectly positioned.		X	
		(f). Rear fog lamp missing or not clearly visible.		X	
		(g). Rear fog lamp lens broken, missing or badly cracked.		X	
		(h). Front or rear fog lamp contains water/moisture.	X		
		(i). Defective light source, (single light source or in the case of LED less than 50% functioning).		X	
4.5.3. Switching	Visual inspection andby operation.	(a). Switch does not operate in accordance with the requirements[1].	X		
		(b). Switch is not working or defective.		X	
4.5.4: **Compliance** **with requirements[1]**	Visual inspection and by operation. Height requirements for auxiliary headlamp and fog lamp are set down in Figure 2.	(a). Front fog lamp is not showing white or yellow light.		X	
		(b). Rear fog lamp not red in colour.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
		(c). Lamps do not show a light ofthe same emitted colour or brightness, position, or markings 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: Conditionand operation	Visual inspection andby operation.	(a). Defective light source/lens or lamp insecurely mounted.	X		
		(b). Lens broken, missing or badly cracked.		X	
		(c). Lamp so insecurely mounted that there is a very serious risk of it becoming detached.		X	
		(d). Lamp missing or not clearly visible.		X	
		(e). Contains water or moisture.	X		
		(f). Lamp not white in colour when operational.		X	
4.6.2. Compliance with requirements[1]	Visual inspection andby operation.	(a). Lamps do not show a light ofthe same emitted colour or brightness, position, or markingsnot in accordance with the requirements[1].		X	
		(b). Lamp not white in colour when operational.		X	
4.6.3. Switching	Visual inspection andby operation.	(a). Reversing lamp can be switched on with gear not in reverse position.		X	

		(b). Switch does not operate in accordance with the requirements[1].	X		
4.7: Rear registration plate lamp					
4.7.1: Conditionand operation	Visual inspection andby operation.	(a). Lamp showing direct (not reflected) white light to rear.	X		
		(b). Defective light source, (single light source or in the case of LED less than 50% functioning).		X	
		(c). Lamp lens is missing, broken or badly cracked.	X		
		(d). Lamp is missing or is not securely attached.	X		
		(e). Lamp is so insecurely mounted that there is a very serious risk of it becoming detached.		X	
4.7.2 Compliance with requirements[1]	Visual inspection andby operation.	(a). System does not operate in accordance with the requirements[1] (Lamp is not white in colour when	X		

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		operational).			
4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marking plates					
4.8.1: Condition	Visual inspection.	(a). A rear reflector is so damaged that effectiveness is seriously reduced.		X	
		(b). A rear reflector is insecurely mounted.	X		
		(c). A rear reflector is so insecurely mounted that it is likely to fall off.		X	
		(d). One or both rear reflectors are missing.		X	
		(e). Rear reflectors are not matching in size and appearance.		X	
		(f). Rear reflectors are not fitted symmetrically.	X		
4.8.2 Compliance withrequirements[1]	Visual inspection.	(a). Device, reflected colour or position not in accordance with the requirements[1].	X		
		(b). Missing or reflecting red colour to the front or white colour to the rear.		X	
4.9: Tell-tales mandatory for lighting equipment					
4.9.1. Conditionand operation	Visual inspection andby 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	
4.9.2. Compliance with requirements[1]	Visual inspection andby operation.	(a). Not in accordance with the requirements[1].	X		

4.10. Electrical connections between towing vehicle (where towing coupling isfitted)	Visual inspection: if possible, examine the electrical continuity ofthe connection.	(a). Socket/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 is likely to cause a short-circuit fault.		X	
		(e). Trailer or towing vehicle electrical connections not functioning correctly (Incorrect or no outputs from socket).		X	
4.11. Electricalwiring	Visual inspection with vehicle on a hoist, including inside the engine compartment (if applicable).	(a). Wiring/insulation deteriorated likely to cause a short-circuit fault.		X	
		(b). Wiring extremely deteriorated (relevant parts for braking, steering).			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(c). Wiring is liable to interfere with the driver's control of the vehicle.		X	
		(d). Slightly deteriorated or insecure wiring/insulation.	X		
		(e). Fixings loose, touching sharp edges, connectors likely to be disconnected.		X	
		(f). Wiring likely to touch hot parts, rotating parts, or the ground, connectors disconnected (relevant parts for braking, steering).			X
		(g). After-market items with the exceptions of anti-theft systems, taxi signs and light failure indicators not being wired through ignition switch or a fuse.		X	
		(h). Use of unsuitable wiring/electrical connections, e.g., household wiring/bell wiring etc.		X	
		(i). Ignition switch is missing or faulty.		X	
		(j). Damaged or deteriorated insulation, imminent risk of fire, formation of sparks.			X
4.12: Non obligatory lampsand retro- reflectors (auxiliary lamps)	Visual inspection andby operation.	(a). A lamp/retro-reflector fitted not in accordance with the requirements[1]. (Emitting/reflecting red light to the front or white light to the rear).		X	
		(b). An auxiliary lamp is insecurely	X		

		mounted.			
		(c). An auxiliary lamp is so insecurely mounted that there is a very serious risk of becoming detached.		X	
		(d). Lamp operation not in accordance with the requirements[1] (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	
		(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 (where measured).		X	
4.13. Battery(ies)	Visual inspection.	(a). Battery mounting is unsatisfactory.	X		

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(b). Battery mounting insecure ornot properly attached.		X	
		(c). Risk of battery short-circuiting with other components.		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 withvehicle on a hoist withthe use of wheel play detectors where possible.	(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].		X	
		(f). Unsafe modification[2] that stability is impaired, functionality affected, insufficient clearance to other vehicle parts or to the ground.			X
		(g). Mounting bushes, bearing, or bearing carrier, shafts, ball joints, obviously loose, worn or insecure.		X	

5.1.2: Stub axles	Visual inspection withthe vehicle on a hoist. Rock the wheel or apply a lateral force to each wheel (while raised off the ground) and note the amount of upward movement of the wheel relative to the stub axle.	(a). Stub axle fractured/damaged or bent.			X
		(b). Excessive wear in the swivelpin and/or bushes/bearings.		X	
		(c). A component is insecure, likelihood of loosening; directional stability impaired.			X
		(d). Excessive movement between stub axle and axle beam (Hive type 1.6mm, others 1mm).		X	
		(e). Excessive movement between stub axle and axle beam that directional stability is impaired.			X
		(f). Stub axle pin loose in axle.		X	
		(g). Stub axle pin so loose in axle that directional stability is impaired.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(h). Kingpin retaining or locking device absent, insecure, worn, or broken.		X	
5.1.3: WheelBearings	Visual inspection with the vehicle on a hoist. Rock the wheel or apply a lateral force to each wheel (while raised off the ground) Check for any play, roughness, or harshnessin the bearings by spinning each wheel rapidly and listening.	(a). Excessive play in a wheel bearing.		X	
		(b). Excessive play in a wheel bearing that directional stability is impaired.			X
		(c). Wheel bearing too tight or jammed.			X
		(d). Wheel bearing is so tight that there is a danger of overheating or seizing.			X
		(e). Bearing(s) or hub are worn or damaged.		X	
5.2: Wheels and tyres					
5.2.1: Road Wheelhub	Visual inspection.	(a). Any wheel nuts or studsmissing or loose.		X	
		(b). Any stud or nut is in such a condition that there is an obvious danger that the wheel(s) 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 wheel nut is incorrectly fitted.		X	
		(f). An incorrect wheel nut 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
5.2.2: Wheels	Visual inspection of both sides of each wheel with vehicle on a hoist.	(a). Any crack, fractures, or defective weld present in a wheel.			X
		(b). Wheel badly distorted (more than 13mm (1/2”) askew or buckled) or worn.		X	
		(c). Wheel so badly distorted that secure fixing to hub is affected or the secure fixing of the tyre is affected.			X
		(d). A wheel is incorrectly fitted - wheel size, technical design, compatibility, or type not in accordance with the requirements[1] and affecting road safety.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(e). A wheel is damaged such that tyre damage or seal damage can occur.		X	
		(f). Different size wheels are fitted on the same axle.		X	
		(g). Any spoke or other wheel component is in such a condition that there is a danger of failure.		X	
		(h). Wheel embellishers or wheel covers not removed.	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 on a hoist. Repairable/non-repairable tyre areas are set down in Figure 3	(a). Insufficient load capacity (Tyre load index rating for a single tyre is less than 50% of the design axle weight).	X		
		(b). Tyres fitted to the same axle are not of the same size, aspect ratio or type (i.e., cross ply or radial, ply run flat, winter or summer).		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			X

		vehicle parts impairing safe driving.			
		(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	
		(i). An E or e mark is not visible on the tyre or not in accordance with the requirements[1].		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). A tyre 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). Re-grooved tyres not in accordance with requirements[1].		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(p). Tyre is re-grooved so that cord protection layer is affected.			X
		(q). Tyre(s) obviously underinflated and cannot be inflated.	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). Tyre has been repaired with the use of a repair plug outside of the central three-quarters tread area.		X	
		(w). In a vehicle first registered on or after 1 January 2015, Tyre pressure monitoring system (TPMS) malfunctioning or obviously inoperative.		X	
		(x). Tyre tread wear indicator becomes exposed.		X	
5.3: Suspension system					
5.3.1: Spring (coil/leaf), stabiliser andtorsion bar	Visual inspection withvehicle on a hoist withthe use of wheel play detectors where possible.	(a). Spring/torsion bar mounting is obviously loose/broken, cracked or damaged.		X	

		(b). Relative movement visible fixings very seriously loose.			X
		(c). A damaged, cracked, fractured, worn or exhausted spring component (including clamps).		X	
		(d). Main spring (coil/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	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(j). A U-bolt is loose or missing.		X	
		(k). A coil spring or torsion bar is broken/cut.		X	
		(l). 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	
		(o). Spring or shackle bushes or slipper pads: are worn, missing, perished or cracked.		X	
		(p). A spring centre bolt missing, damaged or broken.		X	
		(q). A bump stop is removed damaged or ineffective.		X	
5.3.2: Shockabsorber(s)	Visual inspection withvehicle on a hoist or using special equipment.	(a). A shock mounting bracket or bush is missing, loose, worn, 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: Efficiencytesting of damping	Use a suspension performance tester andcompare left/right values.	(a). An imbalance of more than 30% performance exists between left and right-hand suspension.		X	
		(b). Given minimum values not		X	

		reached.			
5.3.3: Torque tubes, radius arms, wishbonesand suspension arms	Visual inspection withvehicle on a hoist withthe use of wheel play detectors where possible.	(a). I. Wishbones, swinging arm, track control arm, suspension strut: attachment of component to chassis or axle is insecure or obviously worn.		X	
		II. Wishbones, swinging arm, track control arm, suspension strut: attachment of component so insecure that directional stability of the vehicle is impaired.			X
		III. Wishbones, swinging arm, track control arm, suspension strut: a component or mounting is cracked, corroded, damaged or deformed.		X	
		(b). I. Anti-roll bar, torque arm/rod, radius rod/link: a component is missing or broken.		X	
		II. Anti-roll bar, torque arm/rod, radius rod/link: a component isloose or obviously worn.		X	
		III. Anti-roll bar, torque arm/rod, radius rod/link: a component is cracked, damaged or deformed.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(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	
		(f). Any obviously unsafe repair or modification[2] to the suspension system, insufficient clearance to other vehicle parts; system inoperative.			X
5.3.4: Suspensionjoints	Visual inspection withvehicle on a hoist.	(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 (Hydrolastic,	Visual inspection.	(a). System inoperable, vehicle sitting on bump stops.			X

hydrogas, hydro pneumatic suspension & bonded suspensionunits)		(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). Audible leak(s) is present in the system.		X	
		(e). Linkage to levelling valve defective.		X	
		(f). Suspension bellows giving inadequate movement (risk of wheel fouling).		X	
		(g). Pipe damaged to the extent it is likely to fail.		X	
		(h). Valve(s) insecure or defective.		X	
		(i). Air bellows deteriorated or damaged to such an extent that it is likely to fail.		X	
		(j). Bonded suspension units: Failure of rubber/metal attachment has occurred.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(k). Bonded suspension units: Deterioration of suspension medium has occurred.		X	
6. CHASSIS, CAB AND BODYWORK					
6.1: Chassis or frame and attachments					
6.1.1: Generalcondition	Visual inspection withvehicle on a hoist.	(a). Slight fracture or deformationof any side or cross-member.		X	
		(b). Serious fracture or deformation of any side or cross-member.			X
		(c). Chassis members are cracked, insecure or pronounced misalignment is present.		X	
		(d). Chassis members or cross member/bracket weld is breaking away.		X	
		(e). Insecurity of strengthening plates or fastenings including rivets or bolts (up to 50%).		X	
		(f). Majority of fastenings loose; broken or missing (50% or more) insufficient strength of parts.			X
		(g). The chassis/underbody is considerably weakened by holes.		X	
		(h). Advanced corrosion or other equivalent damage is present which affects the rigidity of the assembly.		X	
		(i). Extensive corrosion that the chassis or frame is seriously weakened (insufficient strength of			X

		parts).			
		(j). Repairs or modifications[2] are obviously not in line with manufacturer's recommendations.		X	
6.1.2: Exhaust pipes and silencers	Visual inspection withvehicle on a hoist.	(a). Any exhaust component is insecurely mounted.		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,missing, or not functioning.		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	
		(f). Fumes entering passenger cabor passenger compartment.		X	
		(g). Excessive fumes entering cab or passenger compartment danger to health of persons on board.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(h). Obviously unsafe repair or modification[2].		X	
6.1.3: Fuel tank and pipes (including heatingfuel tank and pipes)	Visual inspection with vehicle on a hoist, use ofleak detecting devices inthe 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/LNG tank has been fitted inside vehicle without being in a sub compartment or without having valves piped to the outside.		X	
		(f). LPG/CNG/LNG 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). 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). No fuel cap, or fuel cap seal is damaged or missing.		X	

		(l). Fuel cut-off (if required) not operating correctly.		X	
		(m). i. Fire risk due to leaking fuel.			X
		(m). ii. Fire risk due to fuel tank or exhaust not properly shielded.			X
		(m). iii. Fire risk due to engine compartment condition.			X
		(m). iv. Fire risk due to insecure tank or pipes			X
		(n). i. Throttle control: is sticking, binding or excessivelyworn.		X	
		(n). ii. Throttle control: a link pin, retaining device or safety device is missing.		X	
		(n). iii. Throttle control: mounting bracket or panel iscracked or fractured.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(n). iv. Throttle control: excess fuel device gives off excessive smoke if operated from within the passenger compartment after the engine has been started.		X	
		v. Throttle control: engine stop control (on diesel vehicles) is not working or is missing.		X	
		(o). Air filter assembly is insecure, missing, or incomplete.		X	
		(p). LPG/CNG/LNG or hydrogen system not in accordance with requirements[1]; any part of the system defective.			X
6.1.4: Bumpersand bull bars	Visual inspection.	(a). A bumper/bull bar is loose/damaged 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 (functionality heavily affected).			X
		(c). Body strip is insecure.		X	
		(d). Device obviously not in compliance with the requirements[1].		X	
6.1.5. Spare wheelcarrier (if fitted)	Visual inspection.	(a). Carrier not in proper condition.	X		
		(b). Spare wheel carrier is crackedor 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 becoming detached.			X
6.1.6. Mechanicalcoupling and towing device	Visual inspection for wear and correct operation with special attention to any safety device fitted and/or useof measuring gauge.	(a). Cracks are present in the main parts of the coupling.		X	
		(b). Ball or pin is worn, deformedor damaged.		X	
		(c). Ball or pin is deformed, damaged or worn beyond limit (e.g., 3mm wear on 50mm ball).			X
		(d). Fastening bolts or securing devices are loose or missing.		X	
		(e). Any attachment loose with a very serious risk of becoming detached.			X
		(f). Safety device/lock or blocking device is missing or not operating correctly.		X	
		(g). Coupling indicator not working (e.g., warning light).		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(h). Registration plate not readable (when not in use).		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). CV/Universal joint(s) or coupling so excessively worn that there is a serious risk of looseningor becoming detached.			X
		(f). Driveline component is liable to lock up or break away.		X	
		(g). Bearing/bearing housing/ housing mounting is askew, damaged, or worn.		X	
		(h). Bearing/bearing housing/ housing mounting is askew, damaged, or worn that there is a very serious risk of loosening or			X

		becoming detached.			
		(i). Lock tab is missing.		X	
		(j). CV/ universal joint(s) coupling grease boot(s) is missing, torn or insecure.		X	
		(k). Excessive oil leak in engine, gearbox, or axle.		X	
		(l). Propeller shaft or half shaft is damaged or bent.		X	
		(m). Drive shaft/ bearing housing obviously worn/fractured or insecure.		X	
		(n). Drive shaft/ bearing housing so worn fractured or insecure that there is a very serious risk of loosening or becoming detached			X
		(o). Clutch slips or drags, linkage defective or leaking that driving is impaired.		X	
		(p). Gear shift linkage including gear lever worn or loose thatdriving is impaired.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(q). Dust cover deteriorated.	X		
		(r). Dust cover missing or severely deteriorated.		X	
		(s). Any obviously unsafe repair or illegal modification[2] to a powertrain/drivetrain component.		X	
6.1.8. Engine/gearboxmountings	Visual inspection not necessarily on a hoist.	(a). Mountings loose, worn, damaged or broken.		X	
		(b). Mounting so deteriorated damaged or loose that detachmentis likely.			X
6.2: Cab and bodywork					
6.2.1: General condition (cab/van/body)	Visual inspection.	(a). Loose or damaged panel or part likely to cause injury.		X	
	Primary structural components are setdown in Figure 4.	(b). 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	
	Secondary structural components are set down in Figure 5.	(d). Primary structural components broken, cracked, insecure, damaged, or rusted to an advanced stage that failure is imminent or stability impaired.			X
		(e). Secondary structural components missing, insecure, rusted or damaged to such an extent		X	

		as to leave sharp edges.			
		(f). Body not sitting squarely due to distortion.		X	
		(g). Bonnet or boot catches. (i) Defective.		X	
		(g). Bonnet or boot catches. (ii) Bonnet catch defective, and safety catch missing.			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). Obviously unsafe repair or modification[2].		X	
		(j). Insufficient clearance to rotating or moving parts and road.			X
6.2.2. Mounting	Visual inspection on ahoist.	(a). Body insecure.		X	
		(b). Body so insecure that stabilityis affected.			X

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(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 anddoor catches	Visual inspection.	(a). A door is likely to open inadvertently or one that will not remain closed (turning doors).			X
		(b). A door is missing, cannot be opened, or shut normally /excessively worn hinges.		X	
		(c). A sliding door likely to open inadvertently or one that will not remain closed.		X	
		(d). Door, hinges, catches or pillar deteriorated/missing/ not functioning 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 notworking or is defective.		X	
6.2.4. Floor	Visual inspection on ahoist.	(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 moving or backrest not fixable.			X
6.2.6. Other seats	Visual inspection.	(a). Seats in defective condition or insecure (secondary parts).	X		

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(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: Drivingcontrols	Visual inspection andby operation.	(a). Any control necessary for the safe operation of the vehicle not functioning correctly.		X	
		(b). Any control necessary for the safe operation of the vehicle not functioning correctly such that safe operation is affected.			X
		(c). Adaptations for disabled drivers i. Any adaptation is worn, insecure, sticking, fouling or likely to fail.		X	
		(c). Adaptations for disabled drivers ii. A servo or electrical device is defective.		X	
		(c). Adaptations for disabled drivers iii. Wiring is insecure, insulation is damaged or is likely to short circuit or fail.		X	
7. OTHER EQUIPMENT: SAFETY RESTRAINTS, LOCKS, HORN, SPEEDOMETER, ESC.					
7.1: Safety-belts/buckles and restraint systems					
7.1.1: Security of safety-belts/	Visual inspection.	(a). Any belt mounting/anchorage is		X	

buckles mounting		loose or unsatisfactory, e.g., incorrect bolts fitted.			
		(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 in otherwise weakened condition that stability is affected. This applies to the seat mounting if the belt is anchored to the seat.			X
7.1.2. Condition ofsafety-belts/buckles	Visual inspection andby operation.	(a). 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	
		(b). For vehicles registered on or after 1 January 1992: a lap and diagonal type belt is not provided for all outer forward-facing seats.		X	
		(c). For vehicles registered on or after the 1 January 1992, a lap and diagonal or lap type safety belt is not provided for all other forward-facing seats.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(d). Any cut, sign of overstretching, badly frayed or obviously unsafely repaired or modified safety belt.		X	
		(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 beltload limiter	Visual inspection, and/or using electronicinterface.	(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 beltPre-tensioners	Visual inspection, and/or using electronicinterface.	(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(s)	Visual inspection, and/or using electronicinterface.	(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	
		(d). Malfunction indicator light (MIL) not working, not going through the correct sequence or		X	

		indicates any kind of failure of the system.			
7.1.6. SRS Systems	Visual inspection ofMIL, and/or using electronic interface.	(a). Malfunction indicator light (MIL) not working, not going through the correct sequence or indicates any kind of failure of the system.		X	
		(b). System indicates failure via the electronic vehicle interface.			X
7.3 Locks and anti-theft device	Visual inspection andby 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
7.7: Horn (audiblewarning device)	Visual inspection andby operation.	(a). Not working correctly.	X		
		(b). Not working at all or is not fitted.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(c). Control insecure or horn insecurely mounted.		X	
		(d). Emitted sound likely to be confused with official sirens.		X	
		(e). Not in accordance with the requirements[1].	X		
7.8: Speedometer	Visual inspection or by operation during road test or by electronic means.	(a). Speedometer cannot be seen from the driver's seat.		X	
		(b). Speedometer is missing.		X	
		(c). Speedometer is not working correctly.	X		
		(d). Speedometer is not working at all.		X	
		(e). Illumination of speedometer not working or defective.		X	
		(f). Not in accordance with the requirements[1].	X		
7.12 Electronic Stability Control(ESC) if fitted/required	Visual inspection, and/or using electronicinterface.	(a). Wheel speed sensors missing or damaged.		X	
		(b). Wiring damaged.		X	
		(c). Other components missing or damaged.		X	
		(d). Switch damaged or not functioning correctly.		X	
		(e). Malfunction indicator light (MIL) not working, not going through the correct sequence or 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 noiselevel may be borderline, in which case a measurement of noise emitted by stationary vehicle usinga sound level meter may be conducted)	(a). Vehicle exhaust noise has reached or exceeded a specified level of 99dB.		X	
		(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	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
8.2 Exhaust emissions					
8.2.1 Positive ignition engine emissions					
8.2.1.1: Exhaust emissions controlequipment	Visual inspection.	(a). The emission control system fitted by the manufacturer is absent, modified or obviously defective.		X	
		(b). Exhaust system incomplete, bypassed, 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	
8.2.1.2: Gaseousemissions	For vehicles up to the emission classes Euro5[5] and Euro V[5]. Tailpipe testing shall be the default methodof exhaust emission assessment. On the basis of an assessment of equivalence, and by taking	(a). Engine oil level too high or too low, coolant level too low or the oil/engine warning light remains on with the engine running.		X	
		(b). Obvious engine defects.		X	
		(c). Engine idle speed is incorrect.		X	

	into account therelevant type-approvallegislation, the use of OBD in accordance with the manufacturer's recommendations and other requirements[1] is acceptable for vehiclesof class Euro 5[5], Euro V[5], Euro 6[6] and Euro VI[6]. Measurements not applicable for two-stroke engines.	(d). Carbon Monoxide; Either the result of the test on carbon monoxide emissions is not in accordance with the standard for carbon monoxide emissions or as specified by the manufacturer of the vehicle. (i). Carbon monoxide: in the case of vehicles first registered: Before 1 October 1986, the carbon monoxide content is more than 4.5% at idling speed. (ii). Carbon monoxide: in the case of vehicles first registered between1 October 1986 and 31 December 1993 (inclusive of both dates), the carbon monoxide content is more than 3.5% at idling speed.		X X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
		(iii). Carbon monoxide: in the case of vehicles first registered on or after 1 January 1994, the carbon monoxide content is more than 0.5% at idling speed.		X	
		(iv). Carbon monoxide: in the case of vehicles first registered 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.		X	
		(v). Carbon monoxide: in the case of vehicles first registered after 1 July 2002, the carbon monoxide content of the exhaust gases is more than 0.3% by volume at idle speed.		X	
		(vi). Carbon monoxide: in the case of vehicles first registered 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.		X	

		(e). Hydrocarbon			
		(i). 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.		X	
		(ii). Hydrocarbon (HC): in the case of vehicles first registered before 1 October 1986, the hydrocarbon content is more than 1,000ppm at idling speed.		X	
		(iii). Hydrocarbon (HC): 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	
		(iv). Hydrocarbon (HC): 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.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	**Major**	**Dangerous**
		(f). 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	
		(g). OBD indicating significant malfunction.		X	
8.2.2: Compression ignition engine emissions					
8.2.2.1: Exhaust emission control equipment (diesel)	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	
		(c). Excess exhaust smoke likely to affect other road users.		X	
8.2.2.2: Opacity Vehicles registeredor put into service before 1 January 1980 are exemptedfrom this requirement (diesel)	For vehicles up to the emission classes Euro5[5] and Euro V[5]. Tailpipe testing shall be the default methodof exhaust gas opacityassessment. Exhaust gas opacity to be measured during free acceleration (no load fromidle up to cut-off speed) with gear lever in neutral and clutch engaged.	(a). Engine oil level too high or too low, coolant level too low, or oil/engine warning light remains on with the engine running.		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 2.5 m^{-1} in the case of naturally aspirated compression ignition engines, or the average		X	

		smoke meter reading is higher than			
	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 ofclass Euro 5[5], Euro V[5], Euro 6[6] and Euro VI[6].	3.0 m^{-1} in the case of turbo charged compression ignition engines.			
		(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		X	
	Vehicle preconditioning:	manufacturer's plate on thevehicle).			
	1. Vehicles may be tested without preconditioning, although for safety reasons checks should be made that the engineis warm and in a satisfactory mechanical condition.	(f). Smoke meter readings are;			
	2. Preconditionrequirements:	(i). For vehicles first registered after 1st July 2008: the average smoke meter reading is higher than 1.5 m^{-1}.		X	
		(ii). For vehicles first registeredafter 1st September 2015[4]: the average smoke meter reading ishigher than 0.7 m^{-1} for vehicles fitted with Euro 6 engine.		X	

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
	(i) Engine shall be fullywarm, for instance the engine oil temperature measured by a probe inthe 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 orby an equivalent method. Test procedure: 1. With the engine at normal operating temperature, raise the engine speed slowly tohalf the engine manufacturer's recommended governed speed whichever is less andhold for 20 seconds in order to purge the exhaust system. If the engine emits any unusual noises the test should be abandoned. Slowly raise the enginespeed to its maximum	(g). The maximum attainable engine speed is less than 90% of the maximum speed specified by the manufacturer of the vehicle.		X	

	rpm and note if the governor operates within the vehicle manufacturer's recommended rpm setting. If not the test should be discontinued.Do not hold the engine at maximum rpm for any length of time. 2. Connect the dieselsmoke meter to the vehicle following the				

Item	Method	Reasons for refusal	Assessment of deficiencies		
			Minor	Major	Dangerous
	manufacturer's instructions. Depress the accelerator pedal firmly from the idling position to the maximum fuel delivery position following the prompts of the smoke meter.				
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 Individual vehicles already built and dispatched from, the manufacturer

before 1st June 2015 could be sold until 1st September 2016 (if the manufacturer received a derogation).

5 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.

6 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).

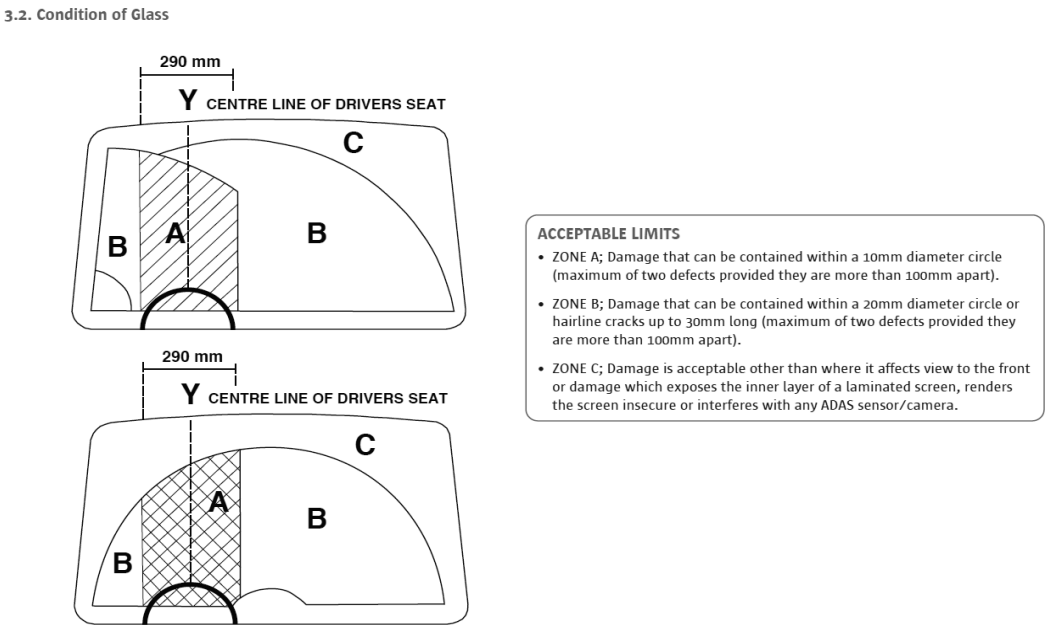
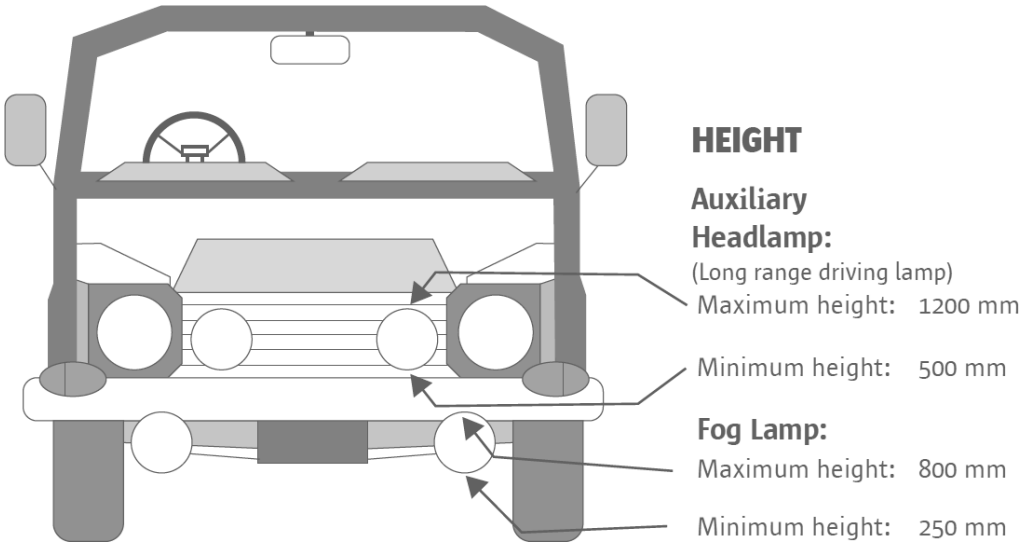


Figure 1: Condition of glass and acceptable limits



4.5.4 Compliance with Requirements

Figure 2: Height requirements for auxiliary headlamp and fog lamp.

5.2.3. Tyres

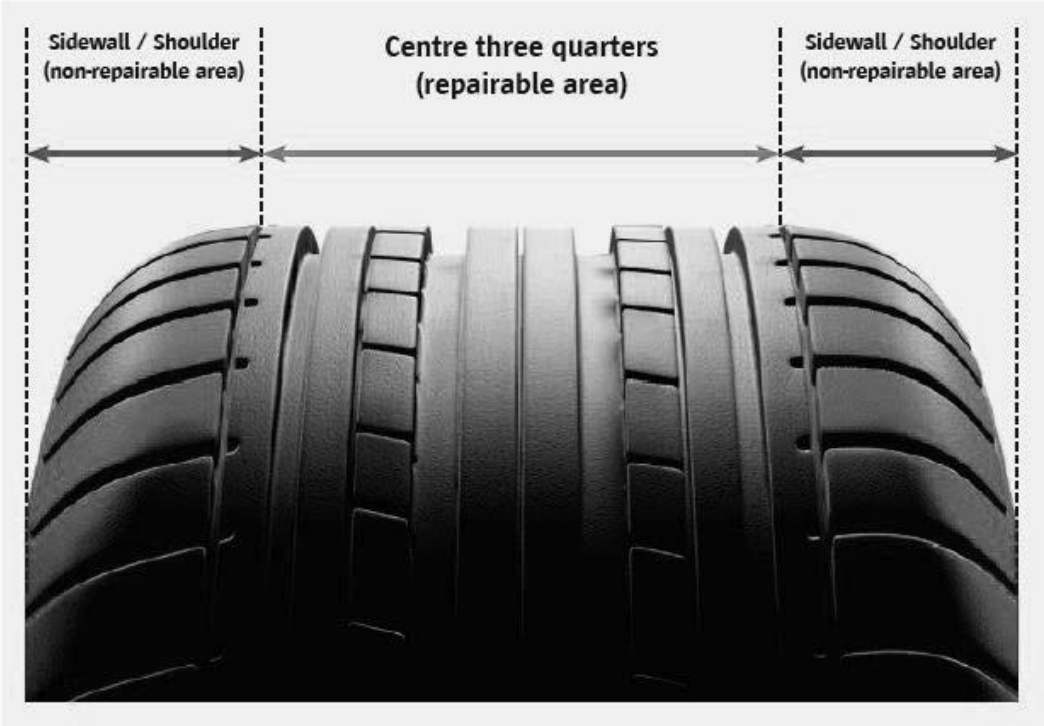
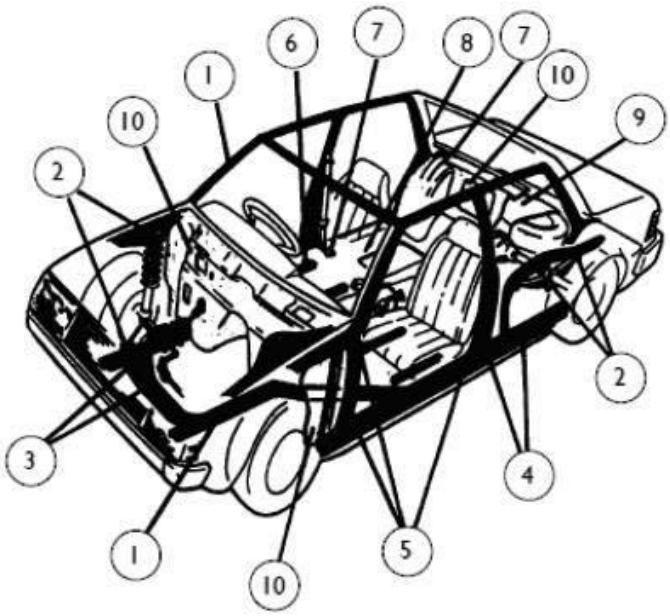


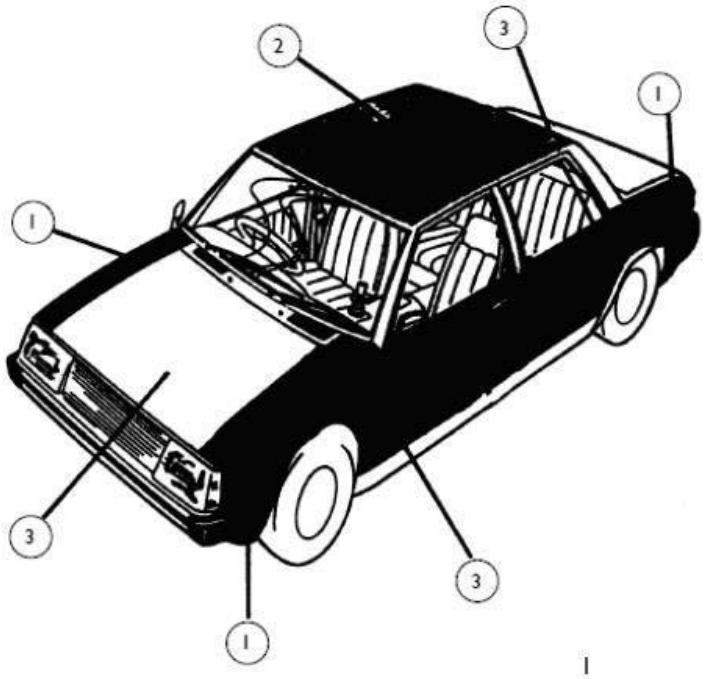
Figure 3: Repairable/non-repairable tyre areas.

6.2.1: General condition (cab/van/body)



1. Main structural members such as subframes and chassis rails.
2. Suspension mountings and parts.
3. Steering component mounting points.
4. Door sills and pillars.
5. Door hinges and latch mounting points.
6. Seat anchorage points.
7. Seat belt anchorage points.
8. All floor panels.
9. Boot floor.
10. Bulkheads.

Figure 4: Primary Structural Components.



1. Wings or bumpers.
2. Roof.
3. Bootlid, bonnet and doors (areas within 100 mm of mounting and locking points are primary structures and must be free of advanced or extensive rust).

Figure 5: Secondary structural components.

Part 2

Items to be tested and reasons for an advisory pass

(1)	(2)
Item	**Reason for advisory pass**
0.2 VIN (Chassis Number)	(a)Advisory Pass applies where the VIN on the vehicle registration certificate does not exactly match the VIN indeliblymarked on the vehicle chassis (but the last six digits of the VINon the vehicle registration certificate and marked on the chassismatch).
1.1.13. Brake linings and pads	(a)Advisory Pass applies where the brake pads/ linings are closeto minimum wear mark.
1.1.16. Brake actuators (including spring brakes / callipers / hydraulic cylinders)	(a)Advisory Pass applies in the case of a dust cover damaged ona brake actuator.
1.6. Anti-lock braking system (ABS)	(a)Advisory Pass applies where an error code is detected that isnot a reason for failure.
1.7. Electronic brake system (EBS)	(a)Advisory Pass applies where an error code is detected that isnot a reason for failure.
2.1.1. Steering gear condition (rack and pinion, steering box)	(a)Advisory Pass applies to a slight oil weep from the steering(rack or box).
4.1.1. Headlamps	(a)Advisory Pass applies where there is a defective light source(multiple light sources or in the case of LED up to 50% not functioning).
4.2.1. Front and rear position lamps	(a)Advisory Pass applies where there is a defective light source(multiple light sources or in the case of LED up to 50% not functioning).
4.3.1. Stop lamps	(a)Advisory Pass applies where there is a defective light source(multiple light sources or in the case of LED up to 50% not functioning).
4.4.1. Direction indicator and hazard warning lamps	(a)Advisory Pass applies where there is a defective light source(multiple light sources or in the case of LED up to 50% not functioning).
4.5.1. Front and rear fog lamps	(a)Advisory Pass applies where there is a defective light source(multiple

	light sources or in the case of LED up to 50% not functioning).
4.7.1. Rear registration plate lamp	(a)Advisory Pass applies where there is a defective light source(multiple light sources or in the case of LED up to 50% not functioning).
5.2.3. Tyres	(a) Advisory Pass applies where the tyre pressure monitoring system (TPMS) is malfunctioning in a vehicle first registeredbefore 1 January 2015. (b) Advisory Pass applies where the date of manufacture is obvious on the tyre, a tyre is older than six years. (c)Advisory Pass applies where tyre tread depth is less than 3mm (but more than 1.6mm).
7.11 Odometer	(a) Advisory Pass applies where the current odometer reading islower than the previous recorded reading. (b) Advisory Pass applies where the OBD mileage reading doesnot match the odometer reading.

”.

GIVEN under my Official Seal,
17 June, 2021.

EAMON RYAN,
Minister for Transport.

EXPLANATORY NOTE

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

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

The Regulations provide in particular for the following:

(a) the introduction of On-Board Diagnostic (OBD) testing at NCT for the inspection of specific items, as permitted by Directive 2014/45/EU, from 21 June 2021;

(b) an update to Schedules 2 and 3 to provide for the introduction of OBD test items and for the reporting of OBD information;

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

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DUBLIN
PUBLISHED BY THE STATIONERY OFFICE
To be purchased from
GOVERNMENT PUBLICATIONS,
52 ST. STEPHEN'S GREEN, DUBLIN 2,
D02 DR67.

Tel: 076 110 6834
E-mail: publications@opw.ie

ISBN 978-1-4468-8913-8

€ 35.00

(RSD-41) 75. 6/21. Propylon.