**COUNCIL OF THE EUROPEAN UNION**

**Brussels, 13 June 2013**

**10837/13**

**Interinstitutional File: 2012/0186 (COD)**

**TRANS 322**
**CODEC 1425**

**OUTCOME OF PROCEEDINGS**

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|---|---|
| From: | General Secretariat |
| To: | Delegations |
| No. prev. doc.: | 10277/13 TRANS 290 CODEC 1274 |
| No. Cion prop.: | 12809/12 TRANS 251 CODEC 1961 |
| Subject: | Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC<br>- *General approach* |

At its meeting on 10 June 2013, the Transport, Telecommunications and Energy Council reached a general approach on the above proposal, as it appears in the Annex.

BE and LV abstained and the Commission indicated it maintains its general reservation on the agreed text while waiting for the EP's vote at first reading. BE, IT and LV submitted statements, which will be inscribed in the Council minutes.

The recitals to the proposal will be examined at a later stage, in light of the agreement on the substantive provisions.

**ANNEX**

2012/0186 (COD)

Proposal for a

**DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

**on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC**

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national Parliaments,

Having regard to the opinion of the European Economic and Social Committee[1],

Having regard to the opinion of the Committee of the Regions[2],

Acting in accordance with the ordinary legislative procedure,

Whereas:

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1 OJ C, p .
2 OJ C, p .

(1) In its White Paper of 28 March 2011 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system'[3] the Commission set out a 'vision zero' objective in which the Union should by 2050, move close to zero fatalities in road transport. To reach this objective, vehicle technology is expected to contribute a great deal to the improvement of the safety record of road transport.

(2) The Commission, in its Communication on 'Towards a European road safety area: policy orientations on road safety for 2011-2020'[4], proposed to further halve the overall number of road fatalities in the Union by 2020, starting from 2010. With a view to reach this goal, the Commission defined seven strategic objectives, including actions for safer vehicles, a strategy to reduce the number of injuries and the improvement of the safety of vulnerable road users, in particular motorcyclists.

(3) Roadworthiness testing is a part of a wider regime ensuring that vehicles are kept in a safe and environmentally acceptable condition during their use. This regime should cover periodic roadworthiness tests for all vehicles and roadside technical inspection for vehicles used for commercial road transport activities as well as provisions on a vehicle registration procedure to ensure that vehicles which constitute an immediate risk to road safety are not used on roads.

(4) A number of technical standards and requirements on vehicle safety have been adopted within the Union. It is however necessary to ensure, through a regime of unexpected roadside inspections, that after being placed on the market, vehicles continue to meet safety standards throughout their lifetime.

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3 COM (2011) 144 final.
4 COM (2010) 389 final.

(5) Technical roadside inspections, as established by Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community[5], are a crucial element to achieve a continuous high level of roadworthiness of commercial vehicles throughout their use. Such inspections contribute not only to road safety and a reduction of vehicle emissions but also to avoid unfair competition in road transport due to acceptance of different inspection levels between the Member States.

(6) The roadside inspections should be implemented via a risk rating system. The Member States may use the risk rating system established in accordance with Article 9 of Directive 2006/22/EC of the European Parliament and the Council of 15 March 206 on minimum conditions for the implementation of Council Regulation (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC[6].

(7) This Directive should apply to commercial vehicles with a design speed exceeding 25 km/h of the categories defined in Directive 2007/46/EC of the European Parliament and the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles[7]. It should however not prevent the Member States from carrying out roadside inspections on vehicles not covered by this Directive or to check other aspects of road transport, in particular those related to driving and resting time, or the transport of dangerous goods.

5 OJ L 203, 10.8.2000, p.1.
6 OJ L 102, 11.4.2006, p. 35.
7 OJ L 263, 9.10.2007, p. 1.

(8) Reports on the implementation of Directive 2000/30/EC[8] clearly show the importance of technical roadside inspections. During the period 2007-2008, nearly 300 000 vehicles subject to roadside inspections throughout the Union have been reported to be in such a bad condition that they had to be immobilized. Those reports also show very significant differences between the results of inspection carried out by Member States. During the period 2007-2008, differences in percentage of certain deficiencies ranged from 0.6% to 41.4% between neighbouring countries. Finally, those reports emphasize the important differences in the number of performed roadside inspections between Member States. To reach a more balanced approach, Member States should commit to carry out a minimum number of inspections, proportional to the number of commercial vehicles registered at their territory.

(9) Vans and their trailers are being used more frequently in road transport. These vehicles are not covered by certain requirements such as the requirements of training for professional drivers or the installation of speed limitation devices ending up in a relatively high number of road accidents involving such vehicles. Vans and their trailers should therefore be included into the scope of roadside inspections.

(10) With a view to avoid unnecessary administrative burden and costs and to improve the efficiency of inspections, vehicles operated by undertakings not complying with road safety and environmental standards should be selected as a priority, while vehicles operated by responsible and safety-minded operators and properly maintained should be rewarded with less frequent inspections.

(11) Technical roadside inspections of the roadworthiness should consist of initial and, where necessary, more detailed inspections. In both cases they should cover all relevant parts and systems of vehicles. To achieve a more harmonised testing, for all of the possible test items, test methods and examples of deficiencies and their assessment according to their severity should be introduced.

[8] COM (2010) 754 final.

(12) Reports of technical roadside inspections are in several Member States elaborated by electronic means. In such cases a print out of the inspection report should be handed over to the driver. All the data and information gathered during roadside inspections should be transferred to a common repository of the Member State in order that the data can be easier processed and information transfer can be performed without additional administrative burden.

(13) The use of mobile inspection units reduces the delay and costs for operators as more detailed inspections can be performed directly at the roadside. Testing centres may also be used in certain circumstances to carry out more detailed inspections.

(14) Personnel performing more detailed roadside inspections should have at least the same skills and fulfil the same requirements as those performing roadworthiness tests in accordance with Directive (EU) No XX/XX/XX of the European parliament and of the Council of [date] on roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC[9].

(15) Cooperation and exchange of best practices between Member States is crucial to achieve a more harmonised system of technical roadside inspections throughout the Union. Therefore Member States should work more closely together also during operational activities. This cooperation should also include the periodical organisation of concerted roadside inspections.

(16) In order to ensure the efficient exchange of information between Member States, there should be within each Member State a single body acting as contact point for liaising with other relevant competent authorities. That body should also compile relevant statistics. Furthermore, Member States should apply a coherent national enforcement strategy on their territory and may designate a single body to coordinate its implementation. The competent authorities in each Member State should designate procedures setting out time limits and the contents of the information to be forwarded.

[9] OJ L [XXX]

(17) In order to allow a monitoring of the roadside inspection regime implemented in the Union Member States should communicate on a biannual basis to the Commission the results of the roadside inspections performed. The Commission should report the data collected to the European Parliament.

(18) Member States should lay down rules on penalties applicable to infringements of the provisions of this Directive and ensure that they are implemented. Those penalties should be effective, proportionate, dissuasive and non-discriminatory.

(19) In order to supplement this Directive with further technical details, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission with a view to take into account, when appropriate, evolution of the EC type-approval legislation in relation to vehicle categories, as well as the need to update the Annexes in the light of technical progress. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

(20) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission. The implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers[10].

[10] OJ L 55, 28.2.2011, p. 13.

(21) Since the objective of this Directive, namely to lay down minimum common requirements and harmonised rules concerning the conduct of roadside inspections of vehicles circulating within the Union, cannot be sufficiently achieved by the Member States and can therefore be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.

(22) This Directive respects fundamental rights and observes the principles recognised by the Charter of Fundamental Rights of the European Union as referred to in Article 6 of the Treaty on European Union.

(23) This Directive enlarges the scope of Directive 2000/30/EC and updates its technical requirements updating. Therefore this Directive should be repealed, In addition, this Directive integrates the rules contained in the Commission Recommendation 2010/379/EU of 5 July 2010 on the risk assessment of deficiencies detected during technical roadside inspections (of commercial vehicles) in accordance with Directive 2000/30/EC of the European Parliament and of the Council[11].

HAVE ADOPTED THIS DIRECTIVE:

[11] OJ L 173, 8.7.2010, p. 97.

## CHAPTER I

## SUBJECT MATTER, DEFINITIONS AND SCOPE

*Article 1*

**Subject matter**

In order to improve road safety and the environment, this Directive establishes a regime of technical roadside inspections of commercial vehicles circulating within the territory of the Member States.

*Article 2*

**Scope**

1. This Directive shall apply to commercial vehicles with a design speed exceeding 25 km/h of the following categories, as defined in Directive 2007/46/EC of the European Parliament and the Council:

   a) motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seats, excluding the driver's seat – vehicle category M2 and M3,

   b) *[deleted]*

   c) motor vehicles designed and constructed primarily for the carriage of goods and having a maximum mass exceeding 3,5 tonnes - vehicle categories N2 and N3,

   d) *[deleted]*

   e) trailers and semi-trailers designed and constructed primarily for the carriage of goods or persons having a maximum mass exceeding 3,5 tonnes – vehicle categories O3 and O4.

2. This Directive does not affect the right of Member States to carry out technical roadside inspections on vehicles not covered by this Directive, to check other aspects of road transport and safety, or to carry out inspections in places other than public roads. Nothing in this Directive prevents a Member State from limiting the use of a particular type of vehicle to certain parts of its road network for reasons of road safety.

*Article 3*

**Definitions**

The following definitions shall only apply for the purpose of this Directive:

(1) 'vehicle' means any not rail-borne motor vehicle or its trailer or semi-trailer;

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

(3) 'trailer' means any non-self propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;

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

(5) 'cargo' means all goods that would normally be placed in or on the part of the vehicle designed to carry a load and that are not permanently fixed to the vehicle, including objects within load carriers such as crates**,** swap bodies or containers on vehicles;

(6) 'commercial vehicle' means a motor vehicle and its trailer or semi-trailer used primarily for the transport of goods or passengers for commercial purposes, such as transport for hire and reward or own account transport, or other professional purposes;

(7) 'vehicle registered in a Member State' means a vehicle which is registered or entered into service in a Member State;

(8) 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered;

(8a) 'undertaking' means an undertaking as defined in Article 2, point 4 of Regulation (EC) 1071/2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator [12];

(9) 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of a commercial vehicle carried out by the competent authorities of a Member State, or under their direct supervision;

(9a) 'public road' means a road that is of general public utility such as local, regional or national roads, highways, expressways or motorways;

(10) 'roadworthiness test' means an inspection to ensure that a vehicle is safe to be used on public roads and complies with required environmental characteristics;

(10a) 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;

(11) 'competent authority' means an authority or public body entrusted by the Member States and responsible for managing the system of technical roadside inspections, including, when appropriate, the carrying out of technical roadside inspections;

(12) 'inspector' means a person authorised by a Member State or its competent authority to carry out initial and/or more detailed technical roadside inspections;

[12] OJ L 300, 14.11.2009, p. 51.

(13) 'deficiencies' mean technical defects and other non-compliances found during a technical roadside inspection;

(14) 'concerted roadside inspection' means a technical roadside inspection undertaken jointly by the competent authorities of two or more Member States.

## CHAPTER II

## ROADSIDE INSPECTION SYSTEM AND GENERAL OBLIGATIONS

*Article 4*

**Technical roadside inspection system**

The technical roadside inspection system shall include initial technical roadside inspections as referred to in Article 10(1) and more detailed technical roadside inspections as referred to in Article 10(2).

*Article 5*

**Number of vehicles to be inspected**

1. For vehicles referred to in Article 2(1) a), c) and e) and circulating in its territory, each Member State shall carry out in every calendar year an appropriate number of initial roadside inspections, proportionate to the total number of these vehicles that are registered and /or operating in its territory.

2. *[deleted]*

*Article 6*

**Risk rating system**[13]

For vehicles referred to in Article 2(1) a), c) and e) Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annexes II and where applicable Annex IV found on vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC[14]. This information shall be used to check undertakings with a high risk rating more closely and more often. The risk rating system shall be operated by competent authorities of the Member State[15].

*Article 7*

**Responsibilities**

1. Member States shall require that the roadworthiness certificate corresponding to the latest periodic roadworthiness test or its copy and the report of the last technical roadside inspection are kept on board when they are available. Member States may allow their authorities to accept electronic evidence of these inspections when such information is accessible.

2. Member States shall require that undertakings and drivers of a vehicle subject to a technical roadside inspection shall cooperate with the inspectors and provide access to the vehicle, its parts and all relevant documentation for the purposes of the inspection.

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13 The following recital (10a) will be inserted in the text to clarify the link between this Article and Directive 2006/22/EC: "*Regulation (EC) No 1071/2009 on conditions for the occupation of road transport operators requires Member States to extend the risk classification system established under Directive 2006/22/EC concerning the implementation of the rules on driving-time and resting-periods to cover other specified areas related to road transport, including the roadworthiness of commercial vehicles. Therefore the information concerning the number and severity of deficiencies found on vehicles should be introduced into the risk rating system established under Article 9 of Directive 2006/22/EC*."

14 OJ L 102, 11.4.2006.

15 The following recital will be added in the text in order to clarify that flexibility exists in the practical implementation of risk rating systems: *"Member States may decide on the appropriate technical and administrative arrangements for the operation of risk rating systems."*

3. *[deleted]* [16]

*Article 8*

**Inspectors**

1. The inspectors shall refrain from any discrimination on grounds of the nationality of the driver, or of the country of registration or entry into service of the vehicle when they select the vehicle for a technical roadside inspection and they carry out the inspection.

2. *[deleted]*

3. When carrying out a technical roadside inspection the inspector shall be free of any conflict of interest.[17]

4. Reward of inspectors shall not be directly related to the result of the initial or more detailed technical roadside inspection.

5. More detailed technical roadside inspections shall be carried out by inspectors fulfilling the minimum competence and training requirements laid down in Article 12 and Annex VI of Directive (EU) NO XXX/XXX of the European Parliament and of the Council of [date] on roadworthiness tests for motor vehicles and their trailers. Member States may provide that inspectors carrying out inspections in designated roadside inspection facilities or using mobile inspection units shall fulfill these requirements or alternative requirements.

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16 The following recital will be included: "*The holder of the registration certificate and, where applicable, the operator of the vehicle should be responsible for keeping the vehicle in a roadworthy condition*."

17 A recital will be included to clarify the concept of conflict of interest.

## CHAPTER III

## INSPECTION PROCEDURES

*Article 9*

**Selection of vehicles for initial roadside inspection**

When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select as a priority vehicles operated by undertakings with a high-risk profile as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or when there is a suspicion that the vehicle presents a risk to road safety or the environment.

*Article 10*

**The contents and methods of technical roadside inspections**

1. Member States shall ensure that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.

   On each initial technical roadside inspection of a vehicle, the inspector:

   (a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board or electronic evidence of these in accordance with Article 7(1);

   (b) shall carry out a visual assessment of the condition of the vehicle;

   (c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;

(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies are rectified without delay in accordance with Article 14(1).

If a deficiency or deficiencies were indicated in the previous technical roadside inspection report, the inspector shall verify whether this deficiency or these deficiencies have been rectified.

2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.

2a. A more detailed technical roadside inspection shall cover one, several or all of the items listed in Annex II and take into account the reccommended methods applicable to the testing of those items.

3. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check this item, except where justified on the grounds of an obvious deficiency.

4. *[deleted]*

*Article 11*

**Inspection facilities**

1. A more detailed technical roadside inspection shall be carried out using a mobile inspection unit, designated roadside inspection facility or in a testing centre as referred to in Directive (EU) NO XXX/XXX of the European Parliament and of the Council of [date] on periodic roadworthiness tests for motor vehicles and their trailers.

2. Where the more detailed inspections are to be carried out in a testing centre or designated roadside inspection facility, the closest practicable centre or facility shall be used.

3. Mobile inspection units and designated roadside inspection facilities shall include appropriate equipment for carrying out a more detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes, steering, suspension and nuisance of the vehicle as required. Where mobile inspection units or designated roadside inspection facilities do not include the equipment required to check an item indicated at initial inspection, the vehicle shall be directed to an inspection centre or facility where a detailed check of this item can be performed.

*Article 12*

**Assessment of deficiencies**

1. For each item to be inspected, Annex II provides a list of possible deficiencies and their level of severity.

2. Deficiences that are found during technical roadside inspections of vehicles shall be categorised into one of the following groups:

- minor deficiencies having no significant effect on the safety of the vehicle or impact the environment and other minor non-compliances;

- major deficiencies that may prejudice the safety of the vehicle or impact the environment put other road users at risk or other more significant non-compliances;

- dangerous deficiencies that constitute a direct and immediate risk to road traffic safety or impact the environment.

3. A vehicle having deficiencies falling into more than one deficiency group referred to in paragraph 2 shall be classified into the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection elements as defined in scope of test in Annex II may be classified in the next serious deficiency group if it can be demonstrated that the combined effect of those deficiencies result in a higher risk to road traffic safety.

*Article 13*

**Specific rules concerning the inspection of cargo securing**[18]

1. During a roadside inspection a vehicle may be subject to an inspection of its cargo securing in accordance with Annex IV, to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks may verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:

   - loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle and,

   - loads cannot leave the cargo space, or move outside of the loading surface.

2. *[deleted]*

3. *[deleted]*

[18] The following recital will be added: *"All parties involved in the logistics process, including packers, loaders, transport companies and drivers, have a responsibility to ensure that cargo is properly packed and loaded on a suitable vehicle."*

3a. Without prejudice to the requirements applicable to transport of certain categories of goods such as those covered by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)[19], cargo securing and inspection of the securing of cargo may be carried out in accordance with the principles and where appropriate, the standards laid down in Annex IV, section I. The latest version of the standards laid down in Annex IV, section I, point 5 may be used.

4. The follow-up procedures referred to in Article 14 may also apply in case of major or dangerous deficiencies related to cargo securing.

5. Member States shall provide that personnel involved in cargo securing checks are appropriately trained for that purpose.

*Article 14*

**Follow-up in case of major or dangerous deficiencies**

1. Member State**s** shall provide that any major or dangerous deficiency revealed by an initial or a more detailed inspection shall be rectified without unjustified delay.

2. The inspector may decide that the vehicle shall be subject to a full roadworthiness test within a specified time limit if this vehicle is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority may request the competent authority of this Member State via the contact points referred to in Article 17 to carry out a new roadworthiness test of this vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found on a vehicle registered outside the Union, Member States may decide to inform the competent authority of the country of registration of the vehicle.

[19] Transposed by Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008), as amended by Commission Directive 2012/45/EU (OJ L 332, 4.12.2012).

3. In the case of any defect, which requires prompt or immediate rectification, the Member State or the competent authority may restrict or prohibit the use of the vehicle until such deficiencies have been rectified. Such a vehicle may be allowed to be used in order to reach the closest workshop where those deficiencies can be rectified, on the condition that the dangerous deficiencies have been fixed in such a way as to allow it to reach this workshop and that there is no immediate risk to the safety of its occupants or other road users. Where the vehicle cannot be fixed in such a way to allow it to reach the workshop, the vehicle may be brought to a location where it can be repaired.

*Article 15*

**Inspection fees**

*[deleted]*

*Article 16*

**Inspection report and national roadside inspection database**[20]

1. For each initial technical roadside inspection carried out the following information shall be communicated to the competent authority:

   (a) country of registration of the vehicle,

   (b) category of the vehicle,

   (c) outcome of the initial technical roadside inspection.

[20] A recital will be drafted to clarify what should happen to vehicles registered in third countries.

2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex V.[21] Member States shall ensure that the driver of the vehicle is provided with a copy of the inspection report.

3. The inspector shall communicate to the competent authority the results of the more detailed technical roadside inspections within a reasonable time limit following these inspections. The competent authority shall keep this information for not less than 36 months from the date of its reception.

## CHAPTER IV

## COOPERATION AND EXCHANGE OF INFORMATION

*Article 17*

**Designation of contact points**[22]

1. Member States shall designate a contact point which shall:

   - ensure coordination with contact points designated by other Member States as regards actions taken under Article 18,

   - forward the data referred to in Article 20 to the Commission,

   - facilitate any other exchange of information and assistance to the contact points of other Member States,

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21 A recital will be drafted to suggest that the Commission should examine the possibility to integrate Annex V with other reports.

22 The following recital will be added: "*When designating contact points, constitutional provisions and the resulting level of competencies shall be respected*".

2. Member States shall forward to the Commission the names and contact details of their contact point at the latest [*one year after the date of transposition of this Directive*] and inform it without delay about any changes thereof. The Commission shall draw up a list of all updated contact points and forward it to the Member States.

*Article 18*

**Cooperation between Member States**

1. When major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition to use the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify to the contact point of the Member State of registration of the vehicle the results of this inspection. This notification shall contain the elements of the roadside inspection report as set out in Annex V and shall be communicated as far as possible through the national electronic register referred to in Article 16 of Regulation (EC) 1071/2009. The Commission shall adopt detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration in accordance with the examination procedure referred to in Article 23(2).

2. When major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected may ask, via the contact point, the competent authority of the Member State in which the vehicle is registered to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.

*Article 19*

**Concerted roadside inspections**

Member States shall regularly undertake concerted roadside inspection activities. Member States may combine these activities with those laid down by Article 5 of Directive 2006/22/EC.

*Article 20*

**Communication of information to the Commission**

1. Before 31 March of the year following the end of each two-year period, Member States shall communicate by electronic means to the Commission the data collected relating to the previous two calendar years and concerning the vehicles inspected in their territory, This data shall indicate:

   (a) the number of vehicles inspected;

   (b) the category of vehicles inspected;

   (c) the country of registration of the vehicles;

   (d) in case of more detailed inspections, the areas checked and the items failed, in accordance with Annex V, point 10.

   The first report shall cover the period of two years beginning on 1 January [year].

2. The Commission shall adopt detailed rules concerning the format in which the data referred to in paragraph 1 is to be communicated by electronic means in accordance with the examination procedure referred to in Article 23(2). Until such rules are established, the standard reporting form set out in Annex VI shall be used.

   The Commission shall report the data collected to the European Parliament and to the Council.

## CHAPTER V

## PROVISIONS ON DELEGATED AND IMPLEMENTING POWERS

*Article 21*

**Delegated acts**

The Commission shall be empowered to adopt delegated acts in accordance with Article 22 with a view to updating Article 2(1) as appropriate in in order to take account of the changes to the vehicle categories stemming from amendments to the legislation referred to in that Article, without affecting the scope.

*Article 22*

**Exercise of delegation**

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The delegation of power referred to in Article 21 shall be conferred on the Commission for a period of five years [*from the date of transposition of this Directive]*. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of powers referred to in Article 21 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 21 shall enter into force only if no objection has been expressed by either the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or the Council.

*Article 23*

**Committee procedure**

1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third paragraph of Article 5(4) of Regulation (EU) 182/2011 shall apply.

## CHAPTER VI

## FINAL PROVISIONS

*Article 24*

**Penalties**

1. The Member States shall lay down the rules on penalties applicable to infringements of the provisions of this Directive and shall take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.

2. *[deleted]*

3. The Member States shall notify those provisions to the Commission [*by three years after the date of transposition of this Directive*] at the latest and shall notify it without delay any subsequent amendment affecting them.

*Article 25*

**Repeal**

Directive 2000/30/EC is repealed with effect from [*the date of transposition of this Directive*].

*Article 25a*

**Transposition**[23]

1. Member States shall adopt and publish by 36 months after the entry into force of this Directive at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall without delay communicate to the Commission the text of those provisions.

They shall apply those provisions 48 months after the entry into force of this Directive.

With regard to the risk rating system referred to in Article 6 of this Directive, they shall apply those provisions 84 months after the entry into force of this Directive.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

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[23] The Commission intends to request that the following text is included in a recital, to be discussed at a later stage on the basis of a proper justification. "*In accordance with the Joint Political Declaration of Member States and the Commission on explanatory documents of 28 September 2011, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one of more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.*"

*Article 26*

**Entry into force**

The Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

*Article 26a*

**Addressees**

This Directive is addressed to the Member States.

Done at Brussels,

| | |
|---|---|
| *For the European Parliament* | *For the Council* |
| *The President* | *The President* |

## ANNEX I

**[*deleted*]**

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## ANNEX II

**[*merged with Annex III*]**

## SCOPE OF INSPECTION
## TABLE OF CONTENTS



Items that may only be checked by the use of equipment have been marked with an (E).

Items that can only be checked to some extent without the use of equipment have been marked with + (E).

Where a method of inspection is given as visual, it means that in addition to looking at the items, the inspector shall, if appropriate, also handle them, evaluate noise or use any other appropriate means of inspection without the use of equipment.

Roadside technical inspections may cover items listed in Table 1 which includes the recommended testing methods that should be used. Nothing in this annex shall prevent an inspector from using additional equipment where relevant such as a hoist or pit.

The tests shall be carried out using techniques and equipment currently available without the use of tools to dismantle or remove any part of the vehicle. The test may also include a verification whether the respective parts and components of that vehicle correspond to the required safety and environmental characteristics that were in force at the time of approval or, if applicable, at the time of retrofitting.

In case the design of the vehicle does not allow the application of the test methods of this Annex, the test shall be conducted in accordance with the recommended test methods accepted by the competent authorities.

"Reasons for failure" do not apply in cases where they refer to requirements which were not prescribed in the relevant vehicle approval legislation at the time of first registration, first entry into service or retrofitting requirements.

## ANNEX III

## 1. CONTENTS AND METHODS OF TESTING, ASSESSMENT OF DEFICIENCIES OF VEHICLES

For each vehicle systems and components subject to testing, the assessment of deficiencies shall be carried out according to the criteria set out in the table, on a case-by-case basis.

Deficiencies not listed in this Annex shall be assessed according to the risks for road safety.

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

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 1.1.3. Vacuum pump or compressor and reservoirs | Visual inspection of the components at normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit protection valve and pressure relief valve. | (a) Insufficient pressure/vacuum to give assistance for at least four brake applications after the warning device has operated (or gauge shows an unsafe reading).<br>at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). | | X | X |
| | | (b) Time taken to build up air pressure/vacuum to safe working value is too long according to the requirements(1) | | X | |
| | | (c) Multi-circuit protection valve or pressure relief valve not working. | | X | |
| | | (d) Air leak causing a noticeable drop in pressure or audible air leaks. | | X | |
| | | (e) External damage likely to affect the function of the braking system.<br>Secondary braking performance not met. | | X | X |
| 1.1.4. Low pressure warning gauge or indicator | Functional check | Malfunctioning or defective gauge or indicator.<br>Low pressure not identifiable. | X | X | |
| 1.1.5. Hand operated brake control valve | Visual inspection of the components while the braking system is operated. | (a) Control cracked, damaged or excessively worn. | | X | |
| | | (b) Control insecure on valve or valve insecure. | | X | |
| | | (c) Loose connections or leaks in system. | | X | |
| | | (d) Unsatisfactory operation. | | X | |
| 1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake | Visual inspection of the components while the braking system is operated. | (a) Ratchet not holding correctly. | | X | |
| | | (b) Wear at lever pivot or in ratchet mechanism.<br>Excessive Wear. | X | X | |
| | | (c) Excessive movement of lever indicating incorrect adjustment. | | X | |
| | | (d) Activator missing, damaged or inoperative. | | X | |
| | | (e) Incorrect functioning, warning indicator shows malfunction | | X | |
| 1.1.7. Braking valves (foot valves, unloaders, governors) | Visual inspection of the components while the braking system is operated. | (a) Valve damaged or excessive air leak.<br>If its functionality affected | | X | X |
| | | (b) Excessive oil discharge from compressor. | X | | |
| | | (c) Valve insecure or inadequately mounted. | | X | |
| | | (d) Hydraulic fluid discharge or leak.<br>If its functionality affected | | X | X |
| 1.1.8. Couplings for trailer brakes (electrical & pneumatic) | Disconnect and reconnect braking system coupling between towing vehicle and trailer. | (a) Tap or self sealing valve defective.<br>If its functionality affected | X | X | |
| | | (b) Tap or valve insecure or inadequately mounted.<br>If its functionality affected | X | X | |
| | | (c) Excessive leaks.<br>If its functionality affected | | X | X |
| | | (d) Not functioning correctly.<br>Operation of brake affected. | | X | X |
| 1.1.9. Energy storage reservoir pressure tank | Visual inspection. | (a) Tank slightly damaged or slightly corroded.<br>Tank heavily damaged. Corroded or leaking. | X | X | |
| | | (b) Drain device inoperative. | | **X** | |
| | | (c) Tank insecure or inadequately mounted. | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 1.1.10. Brake servo units, master cylinder (hydraulic systems) | Visual inspection of the components while the braking system is operated, if possible. | (a) Defective or ineffective servo unit<br>If not operating. | | X | X |
| | | (b) Master cylinder defective but brake still operating.<br>Master cylinder defective or leaking. | | X | X |
| | | (c) Master cylinder insecure but brake still operating.<br>Master cylinder insecure. | | X | X |
| | | (d) Insufficient brake fluid below MIN mark<br>Brake fluid significantly below MIN mark<br>No brake fluid visible. | X | X | X |
| | | (e) Master cylinder reservoir cap missing. | X | | |
| | | (f) Brake fluid warning light illuminated or defective. | X | | |
| | | (g) Incorrect functioning of brake fluid level warning device. | X | | |
| 1.1.11. Rigid brake pipes | Visual inspection of the components while the braking system is operated, if possible. | (a) Imminent risk of failure or fracture. | | | X |
| | | (b) Pipes or connections leaking (air brake systems).<br>Pipes or connection leaking (hydraulic break systems) | | X | X |
| | | (c) Pipes damaged or excessively corroded.<br>Affecting the functioning of the brakes by blocking or imminent risk of leaking. | | X | X |
| | | (d) Pipes misplaced.<br>Risk of damage. | X | X | |
| 1.1.12. Flexible brake hoses | Visual inspection of the components while the braking system is operated, if possible. | (a) Imminent risk of failure or fracture. | | | X |
| | | (b) Hoses damaged, chafing, twisted or too short.<br>Hoses damaged or chafting. | X | X | |
| | | (c) Hoses or connections leaking (air brake systems)<br>Hoses or connections leaking (hydraulic brake systems). | | X | X |
| | | (d) Hoses bulging under pressure.<br>Cord impaired. | | X | X |
| | | (e) Hoses porous. | | X | |
| 1.1.13. Brake linings and pads | Visual inspection. | (a) Lining or pad excessively worn. (min mark reached)<br>Lining or pad excessively worn. (minimum mark not visible) | | X | X |
| | | (b) Lining or pad contaminated (oil, grease etc.).<br>Brake performance affected. | | X | X |
| | | (c) Lining or pad missing or wrongly mounted. | | | X |
| 1.1.14. Brake drums, brake discs | Visual inspection. | (a) Drum or disc worn<br>Drum or disc excessively scored, cracked, insecure or fractured. | | X | X |
| | | (b) Drum or disc contaminated (oil, grease, etc.)<br>Braking performance severely affected | | X | X |
| | | (c) Drum or disc missing | | | X |
| | | (d) Back plate insecure. | | X | |
| 1.1.15. Brake cables, rods, levers, linkages | Visual inspection of the components while the braking system is operated, if possible. | (a) Cable damaged or knotted.<br>Braking performance affected. | | X | X |
| | | (b) Component excessively worn or corroded.<br>Braking performance affected. | | X | X |
| | | (c) Cable, rod or joint insecure. | | X | |
| | | (d) Cable guide defective. | | X | |
| | | (e) Restriction to free movement of the braking system. | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| | | (f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear. | | X | |
| 1.1.16. Brake actuators (including spring brakes or hydraulic cylinders) | Visual inspection of the components while the braking system is operated, if possible. | (a) Actuator cracked or damaged.<br>Braking performance affected. | | X | <br>X |
| | | (b) Actuator leaking.<br>Braking performance affected. | | X | <br>X |
| | | (c) Actuator insecure or inadequately mounted.<br>Braking performance affected. | | X | <br>X |
| | | (d) Actuator excessively corroded.<br>Likely to crack. | | X | <br>X |
| | | (e) Insufficient or excessive travel of operating piston or diaphragm mechanism.<br>Braking performance affected (lack of reserve movement) | | X | <br>X |
| | | (f) Dust cover missing or excessively damaged.<br>Dust cover missing or excessively damaged. | X | <br>X | |
| 1.1.17. Load sensing valve | Visual inspection of the components while the braking system is operated, if possible. | (a) Defective linkage. | | X | |
| | | (b) Linkage incorrectly adjusted. | | X | |
| | | (c) Valve seized or inoperative. (ABS functioning)<br>Valve seized or inoperative. | | X | <br>X |
| | | (d) Valve missing. (If required) | | | X |
| | | (e) Missing data plate. | X | | |
| | | (f) Data illegible or not in accordance with requirements[1] | X | | |
| 1.1.18. Slack adjusters and indicators | Visual inspection. | (a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment. | | X | |
| | | (b) Adjuster defective. | | X | |
| | | (c) Incorrectly installed or replaced. | | X | |
| 1.1.19. Endurance braking system (where fitted or required) | Visual inspection. | (a) Insecure connectors or mountings.<br>If its functionality affected | X | <br>X | |
| | | (b) System obviously defective or missing. | | X | |
| 1.1.20. Automatic operation of trailer brakes | Disconnect brake coupling between towing vehicle and trailer. | Trailer brake does not apply automatically when coupling disconnected. | | | X |
| 1.1.21. Complete braking system | Visual inspection | (a) Other system devices (e.g. anti-freeze pump, air dryer, etc.) damaged externally or excessively corroded in a way that adversely affects the braking system.<br>Braking performance affected. | | X | <br>X |
| | | (b) Leakage of air or anti-freeze.<br>System Functionality affected. | X | <br>X | |
| | | (c) Any component insecure or inadequately mounted. | | X | |
| | | (d) Unsafe modification to any component [3]<br>Braking performance affected. | | X | <br>X |
| 1.1.22. Test connections (where fitted or required) | Visual inspection | Missing. | | X | |
| 1.1.23. Overrun brake | Visual inspection and by operation | Insufficient efficiency | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 1.2 Serving braking performance and efficiency | | | | | |
| 1.2.1. Performance<br><br>(E) | During a test on a static brake testing machine apply the brakes progressively up to maximum effort. | (a) Inadequate braking effort on one or more wheels.<br>No braking effort on one or more wheels | | X | <br>X |
| | | (b) Braking effort from any wheel is less than 70% of maximum effort recorded from the other wheel on the same axle. Or in the case of testing on the road, the vehicle deviates excessively from a straight line.<br>Braking effort from any wheel is less than 50% of maximum effort recorded from the other wheel on the same axle in case of steered axles | | X | <br>X |
| | | (c) No gradual variation in brake effort (grabbing). | | X | |
| | | (d) Abnormal lag in brake operation of any wheel. | | X | |
| | | (e) Excessive fluctuation of brake force during each complete wheel revolution. | | X | |
| 1.2.2. Efficiency<br><br>(E) | Test with a static brake testing machine at the presented weight or, if one cannot be used for technical reasons, by a road test using a recording decelerometer[1] | Does not give at least the minimum figure as follows[2]:<br>Category N1: 45%<br>Category M1, M2 and M3: 50% [3]<br>Category N2 and N3: 43% [4]<br>Category ~~O2~~, O3 and O4: 40% [5]<br><br>Less than 50% of the above values reached | | X | <br><br><br><br><br>X |
| 1.3. Secondary (emergency) braking performance and efficiency (if met by separate system) | | | | | |
| 1.3.1. Performance<br><br>(E) | If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1. | (a) Inadequate braking effort on one or more wheels.<br><br>No braking effort on one or more wheels | | X | <br><br>X |
| | | (b) Braking effort from any wheel is less than 70% of maximum effort recorded from another wheel on the same axle specified. Or in the case of testing on the road, the vehicle deviates excessively from a straight line.<br><br>Braking effort from any wheel is less than 50% of maximum effort recorded from the other wheel on the same axle in case of steered axles | | X | <br><br><br>X |
| | | (c) No gradual variation in brake effort (grabbing). | | X | |
| 1.3.2. Efficiency<br><br>(E) | If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2. | Braking effort less than 50%[6] of the service brake performance defined in section 1.2.2 in relation to the maximum authorized mass.<br><br>Less than 50% of the above values reached in relation to the vehicle mass during testing. | | X | <br><br>X |

[1] The brake percentage efficiency is calculated by dividing the total brake effort achieved when the brake is applied by the vehicle weight or in case of semi-trailer the sum of the axle loads and then multiplying the result by 100.

[2] The vehicle categories which are out of the scope of this Directive are included for guidance.

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

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

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

[6] 2.2m/s$^2$ for N1, N2 and N3 vehicles.

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 1.4. Parking braking performance and efficiency | | | | | |
| 1.4.1. Performance<br><br>(E) | Apply the brake during a test on a static brake testing machine. | Brake inoperative on one side or in the case of testing on the road, the vehicle deviates excessively from a straight line.<br><br>Less than 50% of the efficiency values reached in relation to the vehicle mass during testing | | X | <br><br>X |
| 1.4.2. Efficiency<br><br>(E) | Test with a static brake testing machine. If not possible, then by a road test using an indicating or recording decelerometer. | Does not give at least for all vehicles a braking ratio of 16% in relation to the maximum authorized mass, or, for motor vehicles, of 12% in relation to the maximum authorized combination mass of the vehicle, whichever is the greater.<br><br>Less than 50% of the above values reached in relation to the vehicle mass during testing. | | X | <br><br>X |
| 1.5. Endurance braking system performance | Visual inspection and, where possible test whether the system functions. | (a) No gradual variation of efficiency (not applicable to exhaust brake systems). | | X | |
| | | (b) System not functioning. | | X | |
| 1.6. Anti-lock braking system (ABS) | Visual inspection and inspection of warning device and/or using electronic vehicle interface. | (a) Warning device malfunctioning. | | X | |
| | | (b) Warning device shows system malfunction. | | X | |
| | | (c) Wheel speed sensors missing or damaged | | X | |
| | | (d) Wirings damaged | | X | |
| | | (e) Other components missing or damaged | | X | |
| | | (f) System indicates failure via the electronic vehicle interface | | X | |
| 1.7 Electronic brake system (EBS) | Visual inspection and inspection of warning device and/or using electronic vehicle interface. | (a) Warning device malfunctioning. | | X | |
| | | (b) Warning device shows system malfunction. | | X | |
| | | (c) System indicates failure via the electronic vehicle interface<br><br>(d) Connector between towing vehicle and trailer incompatible or missing | | X | <br><br>X |
| 1.8 Brake fluid | Visual inspection | Brake fluid contaminated or sedimented<br>Imminent risk of failure | | X | <br>X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| **2. STEERING** | | | | | |
| 2.1. Mechanical condition | | | | | |
| 2.1.1. Steering gear condition | Visual inspection of the operation of the steering gear while the steering wheel is rotated. | | | | |
| | | (a) Sector shaft twisted or splines worn.<br>Affecting functionality | | X | X |
| | | (b) Excessive wear in sector shaft.<br>Affecting functionality | | X | X |
| | | (c) Excessive movement of sector shaft.<br>Affecting functionality | | X | X |
| | | (d) Leaking.<br>Formation of drops | X | X | |
| 2.1.2. Steering gear casing attachment | Visual inspection of the attachment of gear casing to chassis while the steering wheel is rotated clock-wise and anti-clock-wise. | (a) Steering gear casing not properly attached.<br>Attachments dangerously loose or relative movement to chassis/bodywork visible | | X | X |
| | | (b) Elongated fixing holes in chassis.<br>Attachments seriously affected | | X | X |
| | | (c) Missing or fractured fixing bolts.<br>Attachments seriously affected | | X | X |
| | | (d) Steering gear casing fractured.<br>Stability or attachment of casing affected | | X | X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 2.1.3. Steering linkage condition | Visual inspection of steering components for wear, fractures and security while the steering wheel is rotated clock-wise and anti-clock-wise. | (a) Relative movement between components which should be fixed. | | X | |
| | | Excessive movement or likely to un-link | | | X |
| | | (b) Excessive wear at joints. | | X | |
| | | A very serious risk to unlink | | | X |
| | | (c) Fractures or deformation of any component. | | X | |
| | | Affecting function | | | X |
| | | (d) Absence of locking devices. | | X | |
| | | (e) Misalignment of components (e.g. track rod or drag link). | | X | |
| | | (f) Unsafe modification [3]. | | X | |
| | | Affecting function | | | X |
| | | (g) Dust cover damaged or deteriorated. | X | | |
| | | Dust cover missing or severely deteriorated | | X | |
| 2.1.4. Steering linkage operation | Visual inspection of steering components for wear, fractures and security while the steering wheel is rotated clock-wise and anti-clock-wise with the road wheels on the ground and the engine running (power steering). | (a) Moving steering linkage fouling a fixed part of chassis. | | X | |
| | | (b) Steering stops not operating or missing. | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 2.1.5. Power steering | Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on ground and with the engine running, check that the power steering system is operating. | (a) Fluid leak | | X | |
| | | (b) Insufficient fluid (below MIN mark)<br><br>Insufficient reservoir | | X | <br><br>X |
| | | (c) Mechanism not working.<br>Steering affected | | X | <br>X |
| | | (d) Mechanism fractured or insecure.<br><br>Steering affected | | X | <br><br>X |
| | | (e) Misalignment or fouling of components.<br><br>Steering affected | | X | <br><br>X |
| | | (f) Unsafe modification [3].<br><br>Steering affected | | X | <br><br>X |
| | | (g) Cables/hoses damaged, excessively corroded.<br><br>Steering affected | | X | <br><br>X |
| 2.2. Steering wheel, column and handle bar | | | | | |
| 2.2.1. Steering wheel condition | With the road wheels on the ground, push and pull the steering wheel in line with column, push steering wheel in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints. | (a) Relative movement between steering wheel and column indicating looseness<br><br>Very serious risk to unlink | | X | <br><br>X |
| | | Absence of retaining device on steering wheel hub<br><br>Very serious risk to unlink | | X | <br><br>X |
| | | (c) Fracture or looseness of steering wheel hub, rim or spokes<br><br>Very serious risk to unlink<br><br>(d) Unsafe modification | | X<br><br><br>X | <br><br>X<br><br> |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 2.2.2.Steering column and steering dampers | push and pull the steering wheel in line with column, push steering wheel in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints. | (a) Excessive movement of centre of steering wheel up or down. | | X | |
| | | (b) Excessive movement of top of column radially from axis of column. | | X | |
| | | (c) Deteriorated flexible coupling. | | X | |
| | | (d) Attachment defective.<br><br>Very serious risk to unlink | | X | <br><br>X |
| | | (e) Unsafe modification [3] | | | X |
| 2.3.Steering play | With the engine running for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement. | Free play in steering excessive (for example movement of a point on the rim exceeding one fifth of the diameter of the steering wheel or not in accordance with the requirements[1].<br><br>Safe steering affected | | X | <br><br>X |
| 2.4.Wheel alignment (X)(2) | Visual inspection | Obvious misalignment<br><br>Straight on driving affected; directional stability impaired | X | <br><br>X | |
| 2.5. Trailer steered axle turntable | Visual inspection or using a specially adapted wheel play detector | (a) Component slightly damaged.<br><br>Component heavy damaged or cracked. | | X | <br><br>X |
| | | (b) Excessive play.<br><br>Straight on driving affected; directional stability impaired | | X | <br><br>X |
| | | (c) Attachment defective<br>Attachment seriously affected | | X | <br>X |

| Item | Method | Reasons for failure | 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 using the electronic vehicle interface. | (a) EPS Malfunction Indicator Lamp (MIL) indicates any kind of failure of the system. | | X | |
| | | | | | |
| | | (b) Power assistance not working | | X | |
| | | (c) System indicates failure via the electronic vehicle interface | | X | |
| **3. VISIBILITY** | | | | | |
| 3.1. Field of vision | Visual inspection from driving seat. | Obstruction within driver's field of view that materially affects his view in front or to the sides. (outside cleaning area of windscreen wipers) | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible | | X | |
| 3.2. Condition of glass | Visual inspection. | (a) Cracked or discoloured glass or transparent panel (if permitted). (outside cleaning area of windscreen wipers) | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible | | X | |
| | | (b) Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements[(1)], (outside cleaning area of windscreen wipers) | X | | |
| | | Inside cleaning area of windscreen wipers affected or outer mirrors not visible | | X | |
| | | (c) Glass or transparent panel in unacceptable condition. | | X | |
| | | Visibility through inside cleaning area of windscreen wipers heavily affected | | | X |
| 3.3. Rear-view mirrors or devices | Visual inspection. | (a) Mirror or device missing or not fitted according to the requirements[(1)]. (at least two rear-view possibilities available) | X | | |
| | | Less than two rear-view possibilities available | | X | |
| | | (b) Mirror or device slightly damaged or loose. | X | | |
| | | Mirror or device inoperative, heavily damaged, loose or insecure | | X | |
| | | (c) Necessary field of vision not covered | | X | |
| 3.4. Windscreen wipers | Visual inspection and by operation. | (a) Wipers not operating or missing | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| | | (b) Wiper blade defective.<br><br>Wiper blade missing or obviously defective | X | <br><br>X | |
| 3.5.Windscreen washers | Visual inspection and by operation | Washers not operating adequately.(lack of washing fluid but pump operating or water-jet misaligned<br><br>Washers not operating | X | <br><br>X | |
| 3.6 Demisting system (X)[2] | Visual inspection and by operation. | System inoperative or obviously defective. | X | | |
| **4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT** | | | | | |
| 4.1. Headlamps | | | | | |
| 4.1.1. Condition and operation | Visual inspection and by operation. | (a) Defective or missing light / light source.(multiple light /light sources; in case of LED more than 1/3 functioning)<br><br>Single light / light sources; in case of LED seriously affected visibility | X | <br><br>X | |
| | | (b) Slightly defective projection system (reflector and lens).<br><br>Heavily defective or missing projection system (reflector and lens). | X | <br><br>X | |
| | | (c) Lamp not securely attached. | | X | |
| 4.1.2. Alignment | Visual inspection and by operation | (a) Headlamp grossly misaligned<br><br>(b) Light source incorrectly fitted | | X<br><br>X | |
| 4.1.3. Switching | Visual inspection and by operation. | (a) Switch does not operate in accordance with the requirements[1] (Number of headlamps illuminated at the same time)<br><br>Exceeding of maximum permitted light brightness to the front | X | <br><br>X | |
| | | (b) Function of control device impaired. | | X | |
| 4.1.4. Compliance with requirements(1). | Visual inspection and by operation. | (a) Lamp, emitted colour, position, brightness or marking not in accordance with the requirements[1]. | | X | |
| | | (b) Products on lens or light source which obviously reduce light brightness or change emitted colour. | | X | |
| | | (c) Light source and lamp not compatible | | X | |
| 4.1.5. Levelling devices (where mandatory) | Visual inspection and by operation if possible. | (a) Device not operating. | | X | |
| | | (b) Manual device cannot be operated from driver's seat. | | X | |
| 4.1.6. Headlamp cleaning device (where mandatory) | Visual inspection and by operation if possible. | Device not operating.<br><br>In case of gas-discharging lamps | X | <br><br>X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 4.2. Front and rear position lamps, side marker lamps, end outline marker lamps and daytime running lights | | | | | |
| 4.2.1. Condition and operation | Visual inspection and by operation. | (a) Defective light source. | | X | |
| | | (b) Defective lens. | | X | |
| | | (c) Lamp not securely attached. | X | | |
| | | Very serious risk to fall off | | X | |
| 4.2.2 Switching | Visual inspection and by operation. | (a) Switch does not operate in accordance with the requirements[(1).] | | X | |
| | | Rear position lamps and side marker lamps can be switched off when headlamps are on | | X | |
| | | (b) Function of control device impaired. | | X | |
| 4.2.3. Compliance with requirements(1) | Visual inspection and by operation. | (a) Lamp, emitted colour, position brightness or marking not in accordance with the requirements[(1).] | X | | |
| | | Red light to the front or white light to the rear; heavily reduced light brightness | | X | |
| | | (b) Products on lens or light source which reduce light brightness or change emitted colour. | X | | |
| | | Red light to the front or white light to the rear; heavily reduced light brightness | | X | |
| 4.3. Stop Lamps | | | | | |
| 4.3.1. Condition and operation | Visual inspection and by operation. | (a) Defective light source.(multiple light source in case of LED more than 1/3 functioning) | X | | |
| | | Single light sources; in case of LED less than 2/3 functioning | | X | |
| | | All light sources not functioning | | | X |
| | | (b) slightly defective lens (no influence on emitted light). | X | | |
| | | Heavily defective lens (emitted light affected). | | X | |
| | | (c) Lamp not securely attached. | X | | |
| | | Very serious risk to fall off | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 4.3.2. Switching | Visual inspection and by operation. | (a) Switch does not operate in accordance with the requirements[1]. | X | | |
| | | Delayed operation | | X | |
| | | No operation at all | | | X |
| | | (b) Function of control device impaired. | | X | |
| 4.3.3.Compliance with requirements(1). | Visual inspection and by operation. | Lamp, emitted colour, position, brightness or marking[7] not in accordance with the requirements[1]. | X | | |
| | | White light to the rear; heavily reduced light brightness | | X | |
| 4.4. Direction indicator and hazard warning lamps | | | | | |
| 4.4.1. Condition and operation | Visual inspection and by operation. | (a) Defective light source (multiple light source in case of LED more than 1/3 functioning) | X | | |
| | | Single light sources; in case of LED less than 2/3 functioning | | X | |
| | | (b) Slightly defective lens. (no influence on emitted light) | X | | |
| | | Heavily defective lens (emitted light affected). | | X | |
| | | (c) Lamp not securely attached | X | | |
| | | Very serious risk to fall off | | X | |
| 4.4.2. Switching | Visual inspection and by operation. | Switch does not operate in accordance with the requirements[1]. | X | | |
| | | No operation at all | | X | |
| 4.4.3. Compliance with requirements(1). | Visual inspection and by operation. | Lamp, emitted colour, position, brightness or marking[7] not in accordance with the requirements[1]. | | X | |
| 4.4.4. Flashing frequency | Visual inspection and by operation. | Rate of flashing not in accordance with the requirements[1](frequency more than 25% deviating) | X | | |
| 4.5. Front and rear fog lamps | | | | | |
| 4.5.1. Condition and operation | Visual inspection and by operation. | (a) Defective light source. (multiple light source in case of LED more than 1/3 functioning) | X | | |
| | | Single light sources; in case of LED less than 2/3 functioning | | X | |
| | | (b) slightly defective lens. (no influence on emitted light) | X | | |
| | | Heavily defective lens (emitted light affected). | | X | |
| | | (c) Lamp not securely attached. | X | | |
| | | Very serious risk to fall off or dazzling upcoming traffic | | X | |
| 4.5.2 Alignment (X)(2) | Visual inspection and by operation | Front fog lamp out of horizontal alignment when the light pattern has cut-off line (cut-off line too low) | X | | |
| | | Cut-off line above that for head lamps | | X | |
| 4.5.3. Switching | Visual inspection and by operation. | Switch does not operate in accordance with the requirements[1]. | X | | |
| | | Not operative | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 4.5.4. Compliance with requirements(1). | Visual inspection and by operation. | (a) Lamp, emitted colour, position, brightness or marking[7] not in accordance with the requirements[(1)] | | X | |
| | | (b) System does not operate in accordance with the requirements[(1)] | X | | |
| 4.6. Reversing lamps | | | | | |
| 4.6.1. Condition and operation | Visual inspection and by operation. | (a) Defective light source. | X | | |
| | | (b) Defective lens. | X | | |
| | | (c) Lamp not securely attached.<br>Very serious risk to fall off | X | X | |
| 4.6.2. Compliance with requirements(1) | Visual inspection and by operation. | (a) Lamp, emitted colour, position, brightness or marking[7] not in accordance with the requirements[(1)]. | | X | |
| | | (b) System does not operate in accordance with the requirements[(1)]. | | X | |
| 4.6.3. Switching | Visual inspection and by operation. | Switch does not operate in accordance with the requirements[(1)].<br>Reversing lamp can be switched on with gear not in position reverse | X | X | |
| 4.7. Rear registration plate lamp | | | | | |
| 4.7.1. Condition and operation | Visual inspection and by operation. | (a) Lamp throwing direct or white light to the rear. | X | | |
| | | (b) Defective light source. multiple light source<br>Defective light source. single light source | X | X | |
| | | (c) Lamp not securely attached.<br>Very serious risk to fall off | X | X | |
| 4.7.2.Compliance with requirements(1) | Visual inspection and by operation. | System does not operate in accordance with the requirements[(1)]. | X | | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marker plates | | | | | |
| 4.8.1. Condition | Visual inspection. | (a) Reflecting equipment defective or damaged.<br><br>Reflecting affected | X | X | |
| | | (b) Reflector not securely attached.<br><br>Likely to fall off | X | X | |
| 4.8.2. Compliance with requirements(1) | Visual inspection. | Device, reflected colour or position not in accordance with the requirements[(1)].<br><br>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. Condition and operation | Visual inspection and by operation. | Not operating.<br><br>Not operating for un-dipped beam or rear fog lamp | X | X | |
| 4.9.2. Compliance with requirements(1) | Visual inspection and by operation. | Not in accordance with the requirements[(1)]. | X | | |
| 4.10. Electrical connections between towing vehicle and trailer or semi-trailer | Visual inspection: if possible examine the electrical continuity of the connection. | (a) Fixed components not securely attached.<br><br>Loose socket | X | X | |
| | | (b) Damaged or deteriorated insulation.<br><br>Likely to cause a short-circuit fault | X | X | |
| | | (c) Trailer or towing vehicle electrical connections not functioning correctly.<br><br>Trailer brake lights not working at all | | X | X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 4.11.Electrical wiring | Visual inspection including inside the engine compartment in some cases. | (a) Wiring insecure or not adequately secured. | X | | |
| | | Fixings loose, touching sharp edges, connectors likely to be disconnected | | X | |
| | | Wiring likely to touch hot parts, rotating parts or ground, connectors disconnected (relevant parts for braking, steering) | | | X |
| | | (b) Wiring slightly deteriorated. | X | | |
| | | Wiring heavily deteriorated | | X | |
| | | Wiring extreme deteriorated (relevant parts for braking, steering) | | | X |
| | | (c) Damaged or deteriorated insulation. | X | | |
| | | Likely to cause a short-circuit fault | | X | |
| | | Eminent risk of fire, formation of sparks | | | X |
| 4.12. Non obligatory lamps and retro-reflectors (X)(2) | Visual inspection and by operation. | (a) A lamp/retro-reflector fitted not in accordance with the requirements[(1)]. | X | | |
| | | Emitting/reflecting red light to the front or white light to the rear | | X | |
| | | (b) Lamp operation not in accordance with the requirements[(1)]. | X | | |
| | | Number of headlights simultaneous operating exceeding permitted light brightness; Emitting red light to the front or white light to the rear | | X | |
| | | (c) Lamp/retro-reflector not securely attached. | X | | |
| | | Very serious risk to fall off | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 4.13. Battery(ies) | Visual inspection. | (a) Insecure.<br>Not properly attached; Likely to cause a short-circuit fault | X | <br>X | |
| | | (b) Leaking.<br>Loss of hazardous substances | X | <br>X | |
| | | (c) Defective switch (if required). | | X | |
| | | (d) Defective fuses (if required). | | X | |
| | | (e) inappropriate ventilation (if required) | | X | |
| **5. AXLES, WHEELS, TYRES AND SUSPENSION** | | | | | |
| 5.1. Axles | | | | | |
| 5.1.1. Axles<br>(+ E) | Visual inspection Using Wheel play detectors if available | (a) Axle fractured or deformed. | | | X |
| | | (b) Insecure fixing to vehicle.<br>Stability impaired, functionality affected: Extensive movement relative to its fixtures | | X | <br>X |
| | | (c) Unsafe modification[3].<br>Stability impaired, functionality affected, insufficient clearance to other vehicle parts or to the ground | | X | <br>X |
| 5.1.2. Stub axles<br>(+E) | Visual inspection Using Wheel play detectors if available. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle. | (a) Stub axle fractured. | | | X |
| | | (b) Excessive wear in the swivel pin and/or bushes.<br>Likely of loosening; directional stability impaired | | X | <br>X |
| | | (c) Excessive movement between stub axle and axle beam.<br>Likely of loosening; directional stability impaired | | X | <br>X |
| | | (d) Stub axle pin loose in axle.<br>Likely of loosening; directional stability impaired | | X | <br>X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 5.1.3. Wheel bearings<br><br>(+E) | Visual inspection using. Wheel play detectors if available Rock the wheel or apply a lateral force to each wheel and note the amount of upward movement of the wheel relative to the stub axle. | (a) Excessive play in a wheel bearing.<br><br>Directional stability impaired; danger of demolishment | | X | X |
| | | (b) Wheel bearing too tight, jammed.<br><br>Danger of overheating; danger of demolishment | | X | X |
| 5.2. Wheels and tyres | | | | | |
| 5.2.1. Road wheel hub | Visual inspection. | (a) Any wheel nuts or studs missing or loose.<br><br>Missing fixing or loose in such an extent which affects very seriously the road safety. | | X | X |
| | | (b) Hub worn or damaged<br><br>Hub worn or damaged in a way that secure fixing of wheels affected | | X | X |
| 5.2.2. Wheels | Visual inspection of both sides of each wheel | (a) Any fracture or welding defect. | | | X |
| | | (b) Tyre retaining rings not properly fitted.<br><br>Likely to come-off | | X | X |
| | | (c) Wheel badly distorted or worn.<br><br>Secure fixing to hub affected; secure fixing of tyre affected | | X | X |
| | | (d) Wheel size or type not in accordance with the requirements[(1)] and effecting road safety | | X | |
| 5.2.3. Tyres | Visual inspection of the entire tyre by rolling the vehicle backwards and forwards | (a) Tyre size, load capacity, approval mark or speed rating not in accordance with the requirements[(1)] and effecting road safety<br><br>Insufficient load capacity or speed rating for actual use, tyre touches other fixed vehicle parts impairing save driving | | X | X |
| | | (b) Tyres on same axle or on twin wheels of different sizes. | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| | | (c) Tyres on same axle of different construction (radial / cross-ply). | | X | |
| | | (d) Any serious damage or cut to tyre.<br>Cord visible or damaged | | X | <br>X |
| | | (e) Tyre tread wear indicator becomes visible<br>Tyre tread depth not in accordance with the requirements[1]. | | X | <br>X |
| | | (f) Tyre rubbing against other components (flexible anti spray devices).<br>Tyre rubbing against other components (save driving not impaired) | X | <br>X | |
| | | (g) Re-grooved tyres not in accordance with requirements[1].<br>Cord protection layer affected | | X | <br>X |
| 5.3. Suspension system | | | | | |
| 5.3.1.Springs and stabilizer<br>**(+E)** | Visual inspection using wheel play detectors if available | (a) Insecure attachment of springs to chassis or axle.<br>Relative movement visible<br>Fixings very seriously loose | | X | <br><br>X |
| | | (b) A damaged or fractured spring component.<br>Main spring ( -leaf), or additional leafs very seriously affected | | X | <br>X |
| | | (c) spring missing<br>Main spring ( -leaf), or additional leafs very seriously affected | | X | <br>X |
| | | (d) Unsafe modification [3]<br>Insufficient clearance to other vehicle parts; spring system inoperative | | X | <br>X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 5.3.2. Shock absorbers | Visual inspection | (a) Insecure attachment of shock absorbers to chassis or axle. | X | | |
| | | Shock absorber loose | | X | |
| | | (b) Damaged shock absorber showing signs of severe leakage or malfunction. | | X | |
| | | (c) Shock absorber missing | | X | |
| 5.3.3. Torque tubes, radius arms, wishbones and suspension arms<br><br>**(+E)** | Visual inspection using wheel play detectors if available | (a) Insecure attachment of component to chassis or axle. | | X | |
| | | Likely of loosening; directional stability impaired | | | X |
| | | (b) A damaged or excessively corroded component. | | X | |
| | | Stability of component affected or component fractured | | | X |
| | | (c) Unsafe modification[(3)]. | | X | |
| | | Insufficient clearance to other vehicle parts; system inoperative | | | X |
| 5.3.4.Suspension joints<br><br>**(+E)** | Visual inspection using wheel play detectors if available | (a) Excessive wear in swivel pin and/or bushes or at suspension joints. | | X | |
| | | Likely of loosening; directional stability impaired | | | X |
| | | (b) Dust cover severely deteriorated. | X | | |
| | | Dust cover missing or fractured | | X | |
| 5.3.5. Air Suspension | Visual inspection | (a) System inoperable. | | | X |
| | | (b) Any component damaged, modified or deteriorated in a way that would adversely affect the functioning of the system. | | X | |
| | | Functioning of system seriously affected | | | X |
| | | (c) audible system leakage | | X | |
| | | (d) unsafe modification | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| **6. CHASSIS AND CHASSIS ATTACHMENTS** | | | | | |
| 6.1. Chassis or frame and attachments | | | | | |
| 6.1.1.General condition | Visual inspection | a) Slight fracture or deformation of any side or cross member.<br><br>Serious fracture or deformation of any side or cross member. | | X | <br><br>X |
| | | b) Insecurity of strengthening plates or fastenings.<br><br>Majority of fastenings loose; insufficient strength of parts | | X | <br><br>X |
| | | c) Excessive corrosion which affects the rigidity of the assembly.<br><br>Insufficient strength of parts | | X | <br><br>X |
| 6.1.2. Exhaust pipes and silencers | Visual inspection | a) Insecure or leaking exhaust system. | | X | |
| | | b) Fumes entering cab or passengers compartment.<br><br>Danger to health of persons on board | | X | <br><br>X |
| 6.1.3. Fuel tank and pipes (including heating fuel tank and pipes) | Visual inspection, use of leak detecting devices in case of LPG/CNG/LNG systems. | (a) Insecure tank or pipes, creating particular risk of fire | | | X |
| | | (b) Leaking fuel or missing or ineffective filler cap.<br><br>Risk of fire; excessive loss of hazardous material | | X | <br><br>X |
| | | (c) Chafed pipes.<br><br>Damaged pipes | X | <br><br>X | |
| | | (d) Fuel stopcock (if required) not operating correctly. | | X | |
| | | (e) Fire risk due to<br><br>leaking fuel<br><br>fuel tank or exhaust improperly shielded<br><br>engine compartment condition | | | X |
| | | (f) LPG/CNG/LNG or hydrogen system not in accordance with requirements, any part of the system defective [(1).] | | | X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 6.1.4. Bumpers, lateral protection and rear underrun devices | Visual inspection. | (a) Looseness or damage likely to cause injury when grazed or contacted. | | X | |
| | | Parts likely to fall off; functionality heavily affected | | | X |
| | | (b) Device obviously not in compliance with the requirements[1]. | | X | |
| 6.1.5. Spare wheel carrier (if fitted) | Visual inspection. | (a) Carrier not in proper condition | X | | |
| | | (b) Carrier fractured or insecure. | | X | |
| | | (c) A spare wheel not securely fixed in carrier | | X | |
| | | Very serious risk to fall off. | | | X |
| 6.1.6.Coupling mechanisms and towing equipment<br><br>(+E) | Visual inspection for wear and correct operation with special attention to any safety device fitted and /or use of measuring gauge. | (a) Component damaged, defective or cracked (if not in use). | | X | |
| | | Component damaged, defective or cracked (if in use) | | | X |
| | | (b) Excessive wear in a component. | | X | |
| | | Below wear limit | | | X |
| | | (c) Attachment defective. | | X | |
| | | Any attachment loose with a very serious risk to fall off. | | | X |
| | | (d) Any safety device missing or not operating correctly. | | X | |
| | | (e) Any coupling indicator not working. | | X | |
| | | (f) Obstruct registration plate or any lamp (when not in use) | X | | |
| | | Registration plate not readable (when not in use) | | X | |
| | | (g) Unsafe modification[3] (secondary parts) | | X | |
| | | Unsafe modification[3] (primary parts) | | | X |
| | | (h) Coupling too weak, incompatible or coupling device not in accordance with requirements | | | X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 6.1.7. Transmission | Visual inspection. | (a) Loose or missing securing bolts | | X | |
| | | Loose or missing securing bolts to such an extent that road safety is seriously endangered | | | X |
| | | (b) Excessive wear in transmission shaft bearings. | | X | |
| | | Very serious risk of loosening or cracking | | | X |
| | | (c) Excessive wear in universal joints or transmission chains/belts. | | X | |
| | | Very serious risk of loosening or cracking | | | X |
| | | (d) Deteriorated flexible couplings. | | X | |
| | | Very serious risk of loosening or cracking | | | X |
| | | (e) A damaged or bent shaft. | | X | |
| | | (f) Bearing housing fractured or insecure. | | X | |
| | | Very serious risk of loosening or cracking | | | X |
| | | (g) Dust cover severely deteriorated. | X | | |
| | | Dust cover missing or fractured | | X | |
| | | (h) Illegal power-train modification | | X | |
| 6.1.8. Engine mountings | Visual inspection | Deteriorated, obviously and severely damaged mountings | | X | |
| | | Loose or fractured mountings. | | | X |
| 6.1.9 Engine performance (X) [2] | Visual inspection and/or using electronic interface | (a) Control unit modified affecting safety and/or environment | | X | |
| | | (b) Engine modification affecting safety and/or environment | | | X |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 6.2. Cab and bodywork | | | | | |
| 6.2.1. Condition | Visual inspection | (a) A loose or damaged panel or part likely to cause injury.<br><br>Likely to fall off | | X<br><br> | <br><br>X |
| | | (b) Insecure body pillar.<br><br>Stability impaired | | X<br><br> | <br><br>X |
| | | (c) Permitting entry of engine or exhaust fumes.<br><br>Danger to health of persons on board | | X<br><br> | <br><br>X |
| | | (d) Unsafe modification[3].<br><br>Insufficient clearance to rotating or moving parts and road | | X<br><br> | <br><br>X |
| 6.2.2. Mounting | Visual inspection | (a) Body or cab insecure.<br><br>Stability affected | | X<br><br> | <br><br>X |
| | | (b) Body/cab obviously not located squarely on chassis. | | X | |
| | | (c) Insecure or missing fixing of body/cab to chassis or cross members and if symmetrical<br><br>Insecure or missing fixing of body/cab to chassis or cross members to such an extent that road safety is very seriously endangered. | | X<br><br> | <br><br>X |
| | | (d) Excessive corrosion at fixing points on integral bodies.<br><br>Stability impaired | | X<br><br> | <br><br>X |
| 6.2.3. Doors and door catches | Visual inspection. | (a) A door will not open or close properly. | | X | |
| | | (b) A door likely to open inadvertently or one that will not remain closed.(sliding doors)<br>A door likely to open inadvertently or one that will not remain closed.(turning doors) | | X<br> | <br>X |
| | | (c) Door, hinges, catches or pillar deteriorated.<br><br>Door, hinges, catches or pillar missing or loose. | X<br><br> | <br><br>X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 6.2.4. Floor | Visual inspection | Floor insecure or badly deteriorated<br>Insufficient stability | | X | X |
| 6.2.5. Driver's seat | Visual inspection. | (a) Seat with defective structure.<br>Loose seat | | X | X |
| | | (b) Adjustment mechanism not functioning correctly.<br>Seat moving or backrest not fixable | | X | X |
| 6.2.6. Other seats | Visual inspection. | (a) Seats in defective condition or insecure.(secondary parts)<br>Seats in defective condition or insecure (main parts). | X | X | |
| | | (b) Seats not fitted in accordance with requirements[(1)].<br>Permitted number of seats exceeded; positioning not in compliance with approval | X | X | |
| 6.2.7. Driving controls | Visual inspection and by operation. | Any control necessary for the safe operation of the vehicle not functioning correctly.<br>Safe operation affected | | X | X |
| 6.2.8. Cab steps | Visual inspection. | (a) Step or step ring insecure.<br>Insufficient stability | X | X | |
| | | (b) Step or ring in a condition likely to cause injury to users. | | X | |
| 6.2.9. Other interior and exterior fittings and equipment | Visual inspection. | (a) Attachment of other fitting or equipment defective. | | X | |
| | | (b) Other fitting or equipment not in accordance with the requirements[(1)].<br>Parts fitted likely to cause injuries; safe operation affected | X | X | |
| | | (c) Leaking hydraulic equipment<br>Extensive loss of hazardous material | X | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 6.2.10. Mudguards (wings), spray suppression devices | Visual inspection. | (a) Missing, loose or badly corroded.<br>Likely to cause injuries; likely to fall off | X | <br>X | |
| | | (b) Insufficient clearance to road wheel (spray suppression).<br>Insufficient clearance to road wheel.(mudguards) | X | <br>X | |
| | | (c) Not in accordance with the requirements[(1).].<br>Insufficient coverage of tyre-band | X | <br>X | |
| **7. OTHER EQUIPMENT** | | | | | |
| 7.1. Safety-belts/buckles and restraint systems | | | | | |
| 7.1.1. Security of safety-belts/buckles mounting | Visual inspection. | (a) Anchorage point badly deteriorated.<br>Stability affected | | X | X |
| | | (b) Anchorage loose | | X | |
| 7.1.2. Condition of safety-belts/buckles. | Visual inspection and by operation. | (a) Mandatory safety-belt missing or not fitted. | | X | |
| | | (b) Safety-belt damaged.<br>Any cut or sign of overstretching | X | <br>X | |
| | | (c) Safety-belt not in accordance with the requirements[(1).] | | X | |
| | | (d) Safety-belt buckle damaged or not functioning correctly. | | X | |
| | | (e) Safety-belt retractor damaged or not functioning correctly. | | X | |
| 7.1.3. Safety belt Load limiter | Visual inspection, and/or using electronic interface | Load limiter obviously missing or not suitable with the vehicle<br>System indicates failure via the electronic vehicle interface | | X<br>X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 7.1.4. Safety belt Pre-tensioners | Visual inspection, and/or using electronic interface | Pre-tensioner obviously missing or not suitable with the vehicle<br><br>System indicates failure via the electronic vehicle interface | | X<br><br>X | |
| 7.1.5. Airbag | Visual inspection, and/or using electronic interface | (a) Airbags obviously missing or not suitable with the vehicle.<br><br>System indicates failure via the electronic vehicle interface | | X<br><br>X | |
| | | (b) Airbag obviously non operative | | X | |
| 7.1.6. SRS Systems | Visual inspection of MIL, and/or using electronic interface | SRS MIL indicates any kind of failure of the system<br>System indicates failure via the electronic vehicle interface | | X<br>X | |
| 7.2. Fire extinguisher (X)(2) | Visual inspection. | (a) Missing. | | X | |
| | | (b) Not in accordance with the requirements[1].<br><br>If required (e.g. Taxi, busses, coaches, etc) | X | <br><br>X | |
| 7.3. Locks and anti-theft device | Visual inspection and by operation | (a) Device not functioning to prevent vehicle being driven. | X | | |
| | | (b) Defective<br><br>Inadvertently locking or blocking | | X | <br><br>X |
| 7.4. Warning triangle (if required) (X)[2] | Visual inspection. | (a) Missing or incomplete. | X | | |
| | | (b) Not in accordance with the requirements[1]. | X | | |
| 7.5. First aid kit. (if required) (X)(2) | Visual inspection. | Missing, incomplete or not in accordance with the requirements[1]. | X | | |
| 7.6. Wheel chocks (wedges) (if required) (X)(2) | Visual inspection. | Missing or not in good condition, insufficient stability or dimension | | X | |
| 7.7. Audible warning device | Visual inspection and by operation | (a) Not properly working.<br><br>Not working at all | X | <br><br>X | |
| | | (b) Control insecure. | X | | |
| | | (c) Not in accordance with the requirements[1].<br><br>Emitted sound likely to be mixed with official sirens | X | <br><br>X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 7.8.Speedometer | Visual inspection or by operation during road test or by electronical means. | (a) Not fitted in accordance with the requirements[(1)]. | X | | |
| | | Missing if required | | X | |
| | | (b) operation impaired. | X | | |
| | | Not operational at all | | X | |
| | | (c) Not capable of being sufficient illuminated. | X | | |
| | | Not being illuminated at all | | X | |
| 7.9.Tachograph (if Fitted/required) | Visual inspection. | (a) Not fitted in accordance with the requirements[(1)]. | | X | |
| | | (b) Not operational. | | X | |
| | | (c) Defective or missing seals. | | X | |
| | | (d) Calibration plaque missing, illegible or out of date. | | X | |
| | | (e) Obvious tampering or manipulation. | | X | |
| | | (f) Size of tyres not compatible with calibration parameters | | X | |
| 7.10. Speed limitation device (if fitted/required) (+E) | Visual inspection and by operation if equipment available. | (a) Not fitted in accordance with the requirements[(1)]. | | X | |
| | | (b) Obviously not operational. | | X | |
| | | (c) Incorrect set speed (if checked) | | X | |
| | | (d) Defective or missing seals. | | X | |
| | | (e) Plaque missing or illegible. | | X | |
| | | (f) Size of tyres not compatible with calibration parameters | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 7.11 Odometer if available (X)(2) | Visual inspection, and/or using electronic interface | (a) Obviously manipulated (fraud) to reduce the distance record or to misrepresent the distance record of a vehicle | | X | |
| | | (b) Obviously inoperative | | X | |
| 7.12 Electronic Stability Control (ESC) if fitted/required (X) | Visual inspection, and/or using electronic interface | (a) Wheel speed sensors missing or damaged<br><br>System indicates failure via the electronic vehicle interface | | X<br><br>X | |
| | | (b) Wirings damaged | | X | |
| | | (c) Other components missing or damaged | | X | |
| | | (d) Switch damaged or not functioning correctly | | X | |
| | | (e) ESC MIL indicates any kind of failure of the system | | X | |
| **8. NUISANCE** | | | | | |
| 8.1. Noise | | | | | |
| 8.1.1 Noise suppression system<br><br>(+E) | Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a standing noise test using a noise meter may be conducted) | (a) Noise levels in excess of those permitted in the requirements[(1).] | | X | |
| | | (b) Any part of the noise suppression system loose, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels.<br><br>Very serious risk to fall off | | X | <br><br>X |
| 8.2. Exhaust emissions | | | | | |
| 8.2.1 Petrol engine emissions | | | | | |
| 8.2.1.1 Exhaust emissions control equipment | Visual inspection | (a) Emission control equipment fitted by the manufacturer absent, modified or obviously defective. | | X | |
| | | (b) Leaks which would affect emission measurements | | X | |
| | | (c) MIL does not follow correct sequence | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 8.2.1.2 Gaseous emissions<br><br>(E) | Measurement using an exhaust gas analyser in accordance with the requirements(1) or reading of OBD. | (a) Either, gaseous emissions exceed the specific levels given by the manufacturer; | | X | |
| | | (b) Or, if this information is not available, the CO emissions exceed,<br>i) for vehicles not controlled by an advanced emission control system,<br>– 4.5%, or<br>– 3.5%<br>according to the date of first registration or use specified in requirements(1).<br>ii) for vehicles controlled by an advanced emission control system,<br>– at engine idle: 0.5%<br>– at high idle: 0.3%<br>or<br>– at engine idle: 0.3%[7]<br>– at high idle: 0.2%<br>according to the date of first registration or use specified in requirements(1). | | X | |
| | | (c) Lambda coefficient outside the range 1± 0.03 or not in accordance with the manufacturer's specification | | X | |
| | | (d) OBD readout indicating significant malfunction | | X | |
| | Alternatively, measurement using remote sensing equipment and confirmed by standard test methods | (e) Remote sensing measurement showing significant non-compliance | | X | |
| 8.2.2 Diesel engine emissions | | | | | |
| 8.2.2.1 Exhaust emission control equipment | Visual inspection | (a) Emission control equipment fitted by the manufacturer absent or obviously defective | | X | |
| | | (b) Leaks which would affect emission measurements | | X | |
| | | (c) MIL does not follow correct sequence | | X | |
| | | (d) insufficient reagent if applicable | | X | |
| 8.2.2.2 Opacity Vehicles registered or put into service before 1 January 1980 are exempted from this requirement | a) Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD. | (a) For vehicles registered or put into service for the first time after the date specified in requirements(1),<br>opacity exceeds the level recorded on the manufacturer's plate on the vehicle; | | X | |

[7] Type-approved according to limits in row A or B section 5.3.1.4. of Annex I to Directive 70/220/EEC or first registered or put into service after 1 July 2002.

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| | (b) Vehicle preconditioning:<br>1. Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition. | (b) Where this information is not available or requirements[(1)] do not allow the use of reference values,<br><br>for naturally aspirated engines: 2.5 $m^{-1}$ ,<br>for turbo-charged engines: 3.0 $m^{-1}$,<br>or, for vehicles identified in requirements[(1)] or first registered or put into service for the first time after the date specified in requirements[(1)]: 1.5 $m^{-1}$ [8] | | X | |
| | 2. Precondition requirements:<br>(i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.<br><br>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method. | | | | |

[8] Type approved according to limits in row B section 5.3.1.4. of Annex I to Directive 70/220/EEC as amended by Directive 98/69/EC or later; row B1, B2 or C section 6.2.1 of Annex I to Directive 88/77/EEC or first registered or put into service after 1 July 2008.

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| | (c) Test procedure:<br>1. Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle.<br>2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump.<br>3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or if this data is not available then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of category M2, M3, N2 and N3, should be at least two seconds. | (c) Remote sensing measurement showing significant non-compliance | | X | |
| | 4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the | | | | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| | measurements. Member States may limit the number of test cycles.<br>5.To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after less than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after less than three free acceleration cycles or after the purging cycles<br><br>Alternatively, measurement using remote sensing equipment and confirmed by standard test methods | | | | |
| 8.4 Other items related to the environment | | | | | |
| 8.4.1 Fluid leaks | | Any excessive fluid leak, other than water, likely to harm the environment or to pose a safety risk to other road users<br><br>Steady formation of drops that constitutes a very serious risk | | X<br><br> | <br><br>X |
| 9. SUPPLEMENTARY TESTS FOR PASSENGER CARRYING VEHICLES M2, M3 | | | | | |
| 9.1. Doors | | | | | |
| 9.1.1 Entrance and exit doors | Visual inspection and by operation. | (a) Defective operation | | X | |
| | | (b) Deteriorated condition<br><br>Likely to cause injuries | X<br><br> | <br><br>X | |
| | | (c) Defective emergency control | | X | |
| | | (d) Remote control of doors or warning devices defective | | X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 9.1.2 Emergency exits | Visual inspection and by operation (where appropriate) | (a) Defective operation | | X | |
| | | (b) Emergency exits signs illegible<br><br>Emergency exits signs missing | X | | |
| | | (c) Missing hammer to break glass | X | | |
| | | d) Access blocked | | X | |
| 9.2. Demisting and defrosting system (X)[2] | Visual inspection and by operation | (a) Not operating correctly<br><br>Affecting safe operation of vehicle | X | <br><br>X | |
| | | (b) Emission of toxic or exhaust gases into driver's or passenger compartment<br><br>Danger to health of persons on board | | X | <br><br>X |
| | | (c) Defective defrosting (if compulsory) | | X | |
| 9.3. Ventilation & heating system (X)(2) | Visual inspection and by operation | (a) Defective operation<br><br>Risk to health of persons on board | X | <br><br>X | |
| | | (b) Emission of toxic or exhaust gases into driver's or passenger compartment<br><br>Danger to health of persons on board | | X | <br><br>X |
| 9.4. Seats | | | | | |
| 9.4.1 Passenger seats (including seats for accompanying personnel) | Visual inspection | Folding seats (if allowed) not working automatically | X | | |
| | | Blocking an emergency exit | | X | |
| | | | | | |
| 9.4.2.Driver's seat (additional requirements) | Visual inspection | a) Defective special devices such as anti-glare shield<br><br>Field of vision impaired | X | <br><br>X | |
| | | b) Protection for driver insecure<br><br>Likely to cause injuries | X | <br><br>X | |
| 9.5. Interior lighting and destination devices (X)[2] | Visual inspection and by operation | Device defective<br><br>Not operational at all | X | <br><br>X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 9.6. Gangways, standing areas | Visual inspection | (a) Insecure floor.<br><br>Stability affected | | X | <br><br>X |
| | | (b) Defective rails or grab handles.<br><br>Insecure or un-useable | X | <br><br>X | |
| | | | | | |
| 9.7. Stairs and steps | Visual inspection and by operation (where appropriate) | (a) Deteriorated condition<br><br>Damaged condition<br><br>Stability affected | X | <br><br>X | <br><br>X |
| | | (b) Retractable steps not operating correctly | | X | |
| 9.8. Passenger communication system (X)(2) | Visual inspection and by operation. | Defective system<br><br>Not operational at all | X | <br><br>X | |
| 9.9. Notices (X)(2) | Visual inspection. | (a) Missing, erroneous or illegible notice | X | | |
| | | False information | | X | |
| 9.10. Requirements regarding the transport of children. (X)[2] | | | | | |
| 9.10.1 Doors | Visual inspection | Protection of doors not in accordance with the requirements[1], regarding this form of transport | | X | |
| 9.10.2 Signalling and special equipment | Visual inspection | Signalling or special equipment absent | X | | |
| 9.11. Requirements regarding the transport of disabled persons (X)[2] | | | | | |
| 9.11.1 Doors, ramps and lifts | Visual inspection and operation | (a) Defective operation.<br><br>Safe operation affected | X | <br><br>X | |
| | | (b) Deteriorated condition.<br><br>Stability affected; likely to cause injuries | X | <br><br>X | |
| | | (c) Defective control(s).<br><br>Safe operation affected | X | <br><br>X | |
| | | (d) Defective warning device(s).<br><br>Not operating at all | X | <br><br>X | |

| Item | Method | Reasons for failure | Assessment of deficiencies | | |
|---|---|---|---|---|---|
| | | | Minor | Major | Dangerous |
| 9.11.2 Wheelchair restraint system | Visual inspection and by operation if appropriate | (a) Defective operation.<br><br>Safe operation affected | X | X | |
| | | (b) Deteriorated condition.<br><br>Stability affected; likely to cause injuries | X | X | |
| | | (c) Defective control(s).<br><br>Safe operation affected | X | X | |
| 9.11.3 Signalling and special equipment | Visual inspection | Signalling or special equipment absent | | X | |

NOTES:

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

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

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

(E) For testing of this item equipment is required.

# ANNEX IV

## I. PRINCIPLES OF CARGO SECURING

1. Cargo securing shall withstand the following forces resulting from accelerations / decelerations of the vehicle:
   - in driving direction: 0.8 times of the weight of the cargo and
   - in lateral direction: 0.5 times of the weight of the cargo and
   - against driving direction: 0.5 times of the weight of the cargo
   - and in general must prevent tilting or tipping of cargo.[1]

2. The distribution of cargo shall consider the maximum authorised axle loads as well as the necessary minimum axle loads within the limits of the maximum authorised mass of the vehicle, in line with the legal provisions on weights and dimensions of vehicles.

3. When securing cargo the applicable requirements for strength of certain vehicle components such as headbord, sideboard, endbords, stanchions or lashing points shall be considered when these elements are used for the cargo securing.

4. For the securing of cargo one, more or a combination of the following restraining methods may be used:
   - locking
   - blocking (local/overall)
   - direct lashing
   - top-over lashing.

[1] The following recital will be added to the text: "*Securing of cargo is crucial for road safety. Cargo should therefore be secured in such a way to cope with accelerations occurring during the use of the vehicle on road. For the sake of practicality the mass-forces resulting from these accelerations should be used as limit values based on European standards."*

5. Applicable standards:

| Standard | Subject |
|---|---|
| - EN 12195-1 | Calculation of lashing forces |
| - EN 12640 | Lashing points |
| - EN 12642 | Strength of vehicle body structure |
| - EN 12195 -2 | Web lashings made from man-made fibres |
| - EN 12195-3 | Lashing chains |
| - EN 12195-4 | Lashing steel wire ropes |
| - ISO 1161, ISO 1496 | ISO container |
| - EN 283 | Swap bodies |
| - EN 12641 | Tarpaulins |
| - EUMOS 40511 | Poles - Stanchions |
| - EUMOS 40509 | Transport Packaging |

## II. INSPECTION OF THE SECURING OF CARGO

### 1. CLASSIFICATION OF DEFICIENCIES

Deficiencies shall be classified into one of the deficiency groups:

- Minor deficiency: A minor deficiency exists when the load has been properly secured but a safety advice might be appropriate.
- Major deficiency: A major deficiency exists when the load has not been sufficiently secured and a significant shifting or overturning of the load or parts thereof is possible.

- Dangerous deficiency: A dangerous deficiency exists when traffic safety is directly endangered due to a risk of loss of cargo or parts thereof or a hazard deriving directly from the cargo or an immediate endangering of persons.

When several deficiencies are present, the transport is classified in accordance with the highest deficiency group. If, in the event that there are several deficiencies, as the effects based on the combination of these deficiencies are expected to reinforce one another, the transport shall be classified in the next higher deficiency level.

## 2. METHODS OF INSPECTION

The method of inspection is a visual assessment of the proper use of appropriate measures in necessary amount to secure cargo and/or measurement of tension forces, calculation of securing efficiency and checking of certificates where appropriate.

## 3. ASSESSMENT OF DEFICIENCIES

Table 1 provides rules that may be applied during a cargo securing inspection to determine whether the condition of the transport is acceptable.

The categorisation of the deficiencies shall be determined on the basis of the classifications as described in chapter II.1, on a case by case basis.

Values stated in the table below are of an indicative nature and should be considered as a guideline to determine the category of deficiency in light of the specific circumstances - in particular depending on the nature of the cargo - and upon the discretion of the inspector.

In case of a transport falling within the scope of Directive 95/50/EC[2] on uniform procedures for checks on the transport of dangerous goods by road, more specific requirements may apply.

[2] OJ L 249, 17.10.1995, p. 35.

Table 1

| Item | Deficiencies | Deficiencies assessment | | |
|---|---|---|---|---|
| | | **Minor** | **Major** | **Dangerous** |
| | Transport packaging does not allow proper load securing | At discretion of inspector | | |
| | One or more load units are not properly positioned | At discretion of inspector | | |
| | The vehicle is not suitable for the loaded cargo (deficiency other than those *listed under item 10)* | At discretion of inspector | | |
| | Obvious defects of the vehicle superstructure (deficiency other than those *listed under item 10)* | At discretion of inspector | | |
| **10** | **Suitability of the vehicle** | | | |
| **10.1** | **Front wall** (if used for the securing of cargo) | | | |
| 10.1.1 | Part-weakening rust damage or deformations,<br>Part cracked risking the integrity of the cargo compartment | | x | x |
| 10.1.2 | Insufficient strength (certificate or label if applicable)<br>Insufficient height relevant to cargo carried | | x | x |
| **10.2.** | **Board walls** (if used for the securing of cargo) | | | |
| 10.2.1. | Part-weakening rust damage, deformations, insufficient condition of hinges or catches<br>Part cracked; hinges or catches missing or inoperative | | x | x |
| 10.2.2. | Stayer insufficient strength (certificate or label if applicable)<br>Insufficient height relevant to cargo carried | | x | x |
| 10.2.3. | Board wall planks, insufficient condition<br>Part cracked | | x | x |
| **10.3.** | **Rear wall** (if used for the securing of cargo) | | | |
| 10.3.1. | Part-weakening rust damage, deformations, insufficient condition of hinges or catches<br>Part cracked; hinges or catches missing or inoperative | | x | x |
| 10.3.2. | Insufficient strength (certificate or label if applicable)<br>Insufficient height relevant to cargo carried | | x | x |
| **10.4.** | **Stanchions** (if used for the securing of cargo) | | | |
| 10.4.1. | Part-weakening rust damage, deformations or insufficient attachment to vehicle<br>Part cracked; attachment to vehicle instable | | x | x |
| 10.4.2. | insufficient strength or design<br>Insufficient height relevant to cargo carried | | x | x |
| **10.5.** | **Lashing points** (if used for the securing of cargo) | | | |
| 10.5.1. | insufficient condition or design<br>not capable of bearing required lashing forces | | x | x |
| 10.5.2. | Insufficient number<br>Insufficient number for bearing required lashing forces | | x | x |
| **10.6.** | **Required special structures** (if used for the securing of cargo) | | | |
| 10.6.1. | Insufficient condition, damaged<br>Part cracked; not able to bear restraint forces | | x | x |
| 10.6.2. | Not suitable for transported cargo<br>missing | | x | x |
| **10.7.** | **Floor** (if used for the securing of cargo) | | | |
| 10.7.1. | Insufficient condition, damaged<br>Part cracked; not able to bear cargo | | x | x |
| 10.7.2. | Insufficient load rating<br>not able to bear cargo | | x | x |

| Item | Deficiencies | Deficiencies assessment | | |
|---|---|---|---|---|
| | | Minor | Major | Dangerous |
| **20** | **Restraining Methods** | | | |
| **20.1.** | **Locking, blocking and direct lashing** | | | |
| **20.1.1** | **Direct attachment of the load (Blocking)** | | | |
| 20.1.1.1 | Distance forward to the front wall if used for direct securing of cargo too great<br>More than 15 cm and danger of penetrating the wall | | x | x |
| 20.1.1.2. | Lateral distance to the board wall if used for direct securing of cargo too great<br>More than 15 cm and danger of penetrating the wall | | x | x |
| 20.1.1.3. | Distance backwards to the rear board wall if used for direct securing of cargo too great<br>More than 15 cm and danger of penetrating the wall | | x | x |
| **20.1.2.** | **Securing devices such as lashing rails, blocking beams, battens and wedges to the front, to the sides and to the rear** | | | |
| 20.1.2.1. | Improper attachment to vehicle<br>Insufficient attachment<br>Not able to bear restraint forces, loose | x | x | x |
| 20.1.2.2. | Securing improper<br>Insufficient securing<br>Completely in-effective | x | x | x |
| 20.1.2.3. | Insufficient suitability of the securing equipment<br>Securing equipment complete unsuitable | | x | x |
| 20.1.2.4. | Suitability of the chosen method for securing the packaging suboptimal<br>Chosen method complete inadequate | | x | x |
| **20.1.3** | **Direct securing with nets and blankets** | | | |
| 20.1.3.1. | Condition of the nets and blankets (Label missing/damaged but device still in good order)<br>Load-restraint devices damaged<br>Load-restraint devices seriously deteriorated and no longer suitable for use | x | x | x |
| 20.1.3.2. | Insufficient strength of the nets and blankets<br>Capability less than 2/3 of required restraint forces | | x | x |
| 20.1.3.3. | Insufficient fastening of the nets and blankets<br>Fastening less capable to bear 2/3 of required restraint forces | | x | x |
| 20.1.3.4. | Insufficient suitability of the nets and blankets for securing the cargo<br>Completely unsuitable | | x | x |
| **20.1.4.** | **Separation and padding of the loading units or clearance spaces** | | | |
| 20.1.4.1. | Suitability of the separation and padding unit<br>Extensive separation or clearance spaces | | x | x |
| **20.1.5.** | **Direct lashing (horizontal, transverse, diagonal, loop and spring lashings)** | | | |
| 20.1.5.1. | The required securing strengths inadequate<br>Less than 2/3 of required strength | | x | x |

| Item | Deficiencies | Deficiencies assessment | | |
|---|---|---|---|---|
| | | **Minor** | **Major** | **Dangerous** |
| **20.2.** | **Friction-lock securing** | | | |
| **20.2.1.** | **Attainment of the required securing strengths** | | | |
| 20.2.1.1. | The required securing strengths inadequate<br>Less than 2/3 of required strength | | x | x |
| **20.3.** | **Load-restraint devices used** | | | |
| 20.3.1 | Suitability of the load-restraint devices<br>Completely unsuitable device | | x | x |
| 20.3.2. | Label (e.g. patch/test trailer) is missing/damaged but device still in good order<br>Label (e.g. patch/test trailer) is missing/damaged but device shows considerable deterioration | x | x | |
| 20.3.3. | Load-restraint devices damaged<br>Load-restraint devices seriously deteriorated and no longer suitable for use | | x | x |
| 20.3.4. | Lashing winches, incorrect used<br>Defective lashing winches | | x | x |
| 20.3.5. | Use of the load-restraint wrong (e.g. absence of edge protection)<br>Use of the load-restraint devices defective (e.g. knots) | | x | x |
| 20.3.6. | Fastening of the load-restraint devices inappropriate<br>Less than 2/3 of required strength | | x | x |
| **20.4.** | **Additional equipment** (e.g. anti-slip mats, edge protectors, edge slides) | | | |
| 20.4.1. | Unsuitable equipment used<br>Wrong or defective equipment used<br>Equipment used completely unsuitable | x | x | x |
| **20.5.** | **Transport of bulk material, light and loose material** | | | |
| 20.5.1. | Bulk material blown away during operation of the vehicle on the road likely to distract traffic<br>Posing a danger to traffic | | x | x |
| 20.5.2. | Bulk materials are not adequately secured<br>Loss of cargo posing a danger to traffic | | x | x |
| 20.5.3. | Absence of covering for light goods<br>Loss of cargo posing a danger to traffic | | x | x |
| **20.6.** | **Round timber transports** | | | |
| 20.6.1. | Transport material (logs) is partially loose | | | x |
| 20.6.2. | Securing strengths of the loading unit inadequate<br>Less than 2/3 of required strength | | x | x |
| **30** | **Load entirely unsecured** | | | x |

# ANNEX V

(front side)

**SPECIMEN MORE DETAILED TECHNICAL ROADSIDE INSPECTION REPORT INCORPORATING A CHECK-LIST**

1. Place of check ……

2. Date ……..

3. Time ……..……

4. Vehicle nationality mark and registration number …….……

5. Vehicle identification / VIN number ……..……

6. Category of vehicle

| | | |
|---|---|---|
| (a) | N2[(a)] (3,5 to 12 t) | □ |
| (b) | N3[(a)] (more than 12 t) | □ |
| (c) | O3[(a)] (3,5 to 10 t) | □ |
| (d) | O4[(a)] (more than 10 t) | □ |
| (e) | M2[(a)] (>9 seats[(b)] to 5 t) | □ |
| (f) | M3[(a)] (>9 seats[(b)] more than 5 t) | □ |
| (g) | Other vehicle category:<br>(please specify) | □ |

7. Odometer reading at the time of inspection

8. Undertaking carrying out transport

   (a) Name and address ……

   ……

   (b) Number of the Community licence[(c)] (Regulations (EC) No 1072/2009 and No 1073/2009)……

9. Driver name ……..……..

10. Checklist

| | Checked[(d)] | Failed[(e)] |
|---|---|---|
| (0) identification[(f)] | □ | □ |
| (1) braking equipment | □ | □ |
| (2) steering[(f)] | □ | □ |
| (3) visibility[(f)] | □ | □ |
| (4) lighting equipment and electric system[(f)] | □ | □ |
| (5) axles, wheels, tyres, suspension[(f)] | □ | □ |
| (6) chassis and chassis attachments[(f)] | □ | □ |
| (7) other equipment incl. tachograph[(f)] and speed limitation device | □ | □ |
| (8) nuisance incl. emissions and spillage of fuel and/or oil | □ | □ |
| (9) supplementary tests for M2 and M3 vehicles | □ | □ |
| (10) cargo securing | □ | □ |

11. Result of inspection:

| | |
|---|---|
| Passed | □ |
| Failed | □ |
| Prohibition or restriction on using the vehicle, which has dangerous deficiencies | □ |

12. Miscellaneous/remarks: ……

13. Authority/officer or inspector having carried out the inspection

Signature of:

| Testing authority/officer or inspector | Driver |
|---|---|
| …… | …… |

Notes:

(a) Vehicle category according to Article 2.

(b) Number of seats including the drivers seat (item S.1 of registration certificate).

(c) If available.

(d) "checked" means that at least one or more of the inspection items listed in Annexes II or IV of Directive XX/XX/XX, of this group have been checked and minor or no deficiencies have been found.

(e) Failed items with major or dangerous deficiencies indicated on the rear side.

(f) Methods for testing and assessment of defects according to Annexes II or IV of Directive XX/XX/XX.

(reverse side)

| | | |
|---|---|---|
| **0. IDENTIFICATION OF THE VEHICLE** | **4. LAMPS, REFLECTORS, ELECTRICAL EQUIPMENT** | 6.1.3. Fuel tank and pipes (incl. heating fuel tank and pipes) |
| 0.1. Registration number plates | 4.1. Headlamps | 6.1.4. Bumpers, lateral protection and rear under-run devices |
| 0.2. Vehicle identification / chassis/serial number | 4.1.1. Condition and operation | 6.1.5. Spare wheel carrier |
| **1. BRAKING EQUIPMENT** | 4.1.2. Alignment | 6.1.6. Coupling mechanisms and towing equipment |
| 1.1. Mechanical condition and operation | 4.1.3. Switching | 6.1.7. Transmission |
| 1.1.1. Service brake pedal pivot | 4.1.4. Compliance with requirements | 6.1.8. Engine mountings |
| 1.1.2. Pedal condition and travel of brake operating device | 4.1.5. Levelling devices | 6.1.9. Engine performance |
| 1.1.3. Vacuum pump or compressor and reservoirs | 4.1.6. Headlamp cleaning device | 6.2. Cab and bodywork |
| 1.1.4. Low pressure warning gauge or indicator | 4.2. Front and rear position lamps, side marker lamps and end outline | 6.2.1. Condition |
| 1.1.5. Hand operated brake control valve | marker lamps | 6.2.2. Mounting |
| 1.1.6. Parking brake activator, lever control, parking brake ratchet | 4.2.1. Condition and operation | 6.2.3. Doors and door catches |
| 1.1.7. Braking valves (foot valves, un-loaders, governors) | 4.2.2. Switching | 6.2.4. Floor |
| 1.1.8. Couplings for trailer brakes (electrical & pneumatic) | 4.2.3. Compliance with requirements | 6.2.5. Driver’s seat |
| 1.1.9. Energy storage reservoir pressure tank | 4.3. Stop Lamps | 6.2.6. Other seats |
| 1.1.10. Brake servo units, master cylinder (hydraulic. systems) | 4.3.1. Condition and operation | 6.2.7. Driving controls |
| 1.1.11. Rigid brake pipes | 4.3.2. Switching | 6.2.8. Cab steps |
| 1.1.12. Flexible brake hoses | 4.3.2. Compliance with requirements | 6.2.9. Other interior and exterior fittings and equipment |
| 1.1.13. Brake linings and pads | 4.4. Direction indicator and hazard warning lamps | 6.2.10. Mudguards (wings), spray suppression devices |
| 1.1.14. Brake drums, brake discs | 4.4.1. Condition and operation | **7. OTHER EQUIPMENT** |
| 1.1.15. Brake cables, rods, levers, linkages | 4.4.2. Switching | 7.1. Safety-belts/buckles |
| 1.1.16. Brake actuators (incl. spring brakes or hydraulic cylinders) | 4.4.3. Compliance with requirements | 7.1.1. Security of mounting |
| 1.1.17. Load sensing valve | 4.4.4. Flashing frequency | 7.1.2. Condition |
| 1.1.18. Slack adjusters and indicators | 4.5. Front and rear fog lamps | 7.1.3. Safety belt Load-limiter |
| 1.1.19. Endurance braking system (where fitted or required) | 4.5.1. Condition and operation | 7.1.4. Safety belt Pre-tensioners |
| 1.1.20. Automatic operation of trailer brakes | 4.5.2. Alignment | 7.1.5. Airbag |
| 1.1.21. Complete braking system | 4.5.4. Switching | 7.1.6. SRS Systems |
| 1.1.22. Test connections | 4.5.2. Compliance with requirements | 7.2. Fire extinguisher |
| 1.2. Service braking performance and efficiency | 4.6. Reversing lamps | 7.3. Locks and anti-theft device |
| 1.2.1. Performance | 4.6.1. Condition and operation | 7.4. Warning triangle |
| 1.2.2. Efficiency | 4.6.2. Switching | 7.5. First aid kit. |
| 1.3. Secondary (emergency) braking performance & efficiency | 4.6.3. Compliance with requirements | 7.6. Wheel chocks (wedges) |
| 1.3.1. Performance | 4.7. Rear registration plate lamp | 7.7. Audible warning device |
| 1.3.2. Efficiency | 4.7.1. Condition and operation | 7.8. Speedometer |

| | | |
|---|---|---|
| 1.4. Parking braking performance and efficiency | 4.7.2. Compliance with requirements | 7.9. Tachograph |
| 1.4.1. Performance | 4.8. Retro-reflectors, conspicuity markings and rear marker plates | 7.10.Speed limitation device |
| 1.4.2. Efficiency | 4.8.1. Condition | 7.11. Odometer |
| 1.5. Endurance braking system performance | 4.8.2. Compliance with requirements | 7.12. Electronic Stability Control (ESC) |
| 1.6. Anti-lock braking system | 4.9. Tell-tales mandatory for lighting equipment | **8. ~~NOISE~~ NUISANCE** |
| 1.7 Electronic brake system | 4.9.1. Condition and operation | 8.1 Noise suppression system |
| 1.8 Brake fluid | 4.9.2. Compliance with requirements | 8.2. Exhaust emissions |
| **2. STEERING** | 4.10. Electrical connections between towing vehicle and trailer or semi-trailer | 8.2.1. Petrol engine emissions |
| 2.1. Mechanical condition | 4.11. Electrical wiring | 8.2.1.1. Exhaust emission control equipment |
| 2.1.1. Steering gear condition | 4.12. Non obligatory lamps and reflectors | 8.2.1.2. Gaseous emissions |
| 2.1.2. Steering gear casing attachment | 4.13. Battery | 8.2.2. Diesel engine emissions |
| 2.1.3. Steering linkage condition | **5. AXLES, WHEELS, TYRES AND SUSPENSION** | 8.2.2.1. Exhaust emission control equipment |
| 2.1.4. Steering linkage operation | 5.1. Axles | 8.2.2.2. Opacity |
| 2.1.5. Power steering | 5.1.1. Axles | 8.3. Electromagnetic interference suppression |
| 2.2. Steering wheel and column | 5.1.2. Stub axles | 8.4. Other items related to the environment |
| 2.2.1. Steering wheel condition | 5.1.3. Wheel bearings | 8.4.1. Visible smoke |
| 2.2.2. Steering column | 5.2. Wheels and tyres | 8.4.2. Fluid leaks |
| 2.3. Steering play | 5.2.1. Road wheel hub | **9. SUPPLEMENTARY TESTS FOR PASSENGER CARRYING VEHICLES M2; M3** |
| 2.4. Wheel alignment | 5.2.2. Wheels | 9.1 Doors |
| 2.5. Trailer steered axle turntable | 5.2.3. Tyres | 9.1.1. Entrance and exit doors |
| 2.6. Electronic Power Steering | 5.3. Suspension system | 9.1.2 Emergency exits |
| **3. VISIBILITY** | 5.3.1. Springs and stabilizer | 9.2. Demisting and defrosting systems |
| 3.1. Field of vision | 5.3.2. Shock absorbers | 9.3. Ventilation & heating systems |
| 3.2. Condition of glass | 5.3.3. Torque tubes, radius arms, wishbones & susp. arms | 9.4 Seats |
| 3.3. Rear-view mirrors | 5.3.4. Suspension joints | 9.4.1 Passenger seats |
| 3.4. Windscreen wipers | 5.3.5. Air suspension | 9.4.2. Driver's seat |
| 3.5. Windscreen washers | **6. CHASSIS AND CHASSIS ATTACHMENTS** | 9.5. Interior lighting and destination device |
| 3.6. Demisting system | 6.1. Chassis or frame and attachments | 9.6. Gangways, standing areas |
| | 6.1.1. General condition | 9.7. Stairs and steps |
| | 6.1.2. Exhaust pipes and silencers | |

## ANNEX VI

### STANDARD FORM FOR REPORTING TO THE COMMISSION

The standard form shall be drawn up in a computer-processable format and transmitted by electronic means using standard office software.

Each Member State shall produce

– one single summary table and
– for each country of registration of vehicles checked in a more detailed inspection a separate detailed table containing information on checked and detected deficiencies for each vehicle category.

# SUMMARY TABLE

## of all (initial and more detailed) inspections

**Reporting Member State:** **e.g. Belgium** **Reporting period** **year [X]** **to** **year [X+1]**

| **Vehicle Category:** | **N2** | | **N3** | | **M2** | | **M3** | | **O3** | | **O4** | | **Other categories (optional)** | | **Total** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number of vehicles checked | Number of vehicles failed[1] | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed |
| **Austria** | | | | | | | | | | | | | | | 0 | 0 |
| **Belgium** | | | | | | | | | | | | | | | 0 | 0 |
| **Bulgaria** | | | | | | | | | | | | | | | 0 | 0 |
| **Croatia** | | | | | | | | | | | | | | | 0 | 0 |
| **Cyprus** | | | | | | | | | | | | | | | 0 | 0 |

[1] Failed vehicles with major or dangerous deficiencies as per Annex V.

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Czech Republic** | | | | | | | | | | | | | | | 0 | 0 |
| **Denmark** | | | | | | | | | | | | | | | 0 | 0 |
| **Ireland** | | | | | | | | | | | | | | | 0 | 0 |
| **Estonia** | | | | | | | | | | | | | | | 0 | 0 |
| **Finland** | | | | | | | | | | | | | | | 0 | 0 |
| **France** | | | | | | | | | | | | | | | 0 | 0 |
| **Germany** | | | | | | | | | | | | | | | 0 | 0 |
| **Greece** | | | | | | | | | | | | | | | 0 | 0 |
| **Hungary** | | | | | | | | | | | | | | | 0 | 0 |
| **Italy** | | | | | | | | | | | | | | | 0 | 0 |
| **Latvia** | | | | | | | | | | | | | | | 0 | 0 |
| **Lithuania** | | | | | | | | | | | | | | | 0 | 0 |
| **Luxemburg** | | | | | | | | | | | | | | | 0 | 0 |
| **Malta** | | | | | | | | | | | | | | | 0 | 0 |
| **Netherlands** | | | | | | | | | | | | | | | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Poland** | | | | | | | | | | | | | | | 0 | 0 |
| **Portugal** | | | | | | | | | | | | | | | 0 | 0 |
| **Romania** | | | | | | | | | | | | | | | 0 | 0 |
| **Slovakia** | | | | | | | | | | | | | | | 0 | 0 |
| **Slovenia** | | | | | | | | | | | | | | | 0 | 0 |
| **Spain** | | | | | | | | | | | | | | | 0 | 0 |
| **Sweden** | | | | | | | | | | | | | | | 0 | 0 |
| **United Kingdom** | | | | | | | | | | | | | | | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Albania** | | | | | | | | | | | | | | | | |
| **Andorra** | | | | | | | | | | | | | | | | |
| **Armenia** | | | | | | | | | | | | | | | | |
| **Azerbaijan** | | | | | | | | | | | | | | | | |
| **Belarus** | | | | | | | | | | | | | | | | |
| **Bosnia and Herzegovina** | | | | | | | | | | | | | | | | |
| **Georgia** | | | | | | | | | | | | | | | | |
| **Kazakhstan** | | | | | | | | | | | | | | | | |
| **Liechtenstein** | | | | | | | | | | | | | | | | |
| **Monaco** | | | | | | | | | | | | | | | | |
| **Montenegro** | | | | | | | | | | | | | | | | |
| **Norway** | | | | | | | | | | | | | | | | |
| **Republic of Moldova** | | | | | | | | | | | | | | | | |
| **Russian Federation** | | | | | | | | | | | | | | | | |
| **San Marino** | | | | | | | | | | | | | | | | |
| **Serbia** | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Switzerland** | | | | | | | | | | | | | | | | |
| **Tajikistan** | | | | | | | | | | | | | | | | |
| **Turkey** | | | | | | | | | | | | | | | | |
| **Turkmenistan** | | | | | | | | | | | | | | | | |
| **Ukraine** | | | | | | | | | | | | | | | | |
| **Uzbekistan** | | | | | | | | | | | | | | | | |
| **the former Yugoslav Republic of Macedonia** | | | | | | | | | | | | | | | | |
| **Other third countries**<br>**(please specify)** | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

# RESULTS of more detailed inspections

**Reporting Member State:** **e.g. Belgium**

Name of the reporting Member State

**Country of Registration:** **e.g. Bulgaria**

**PERIOD : from** **01/year** **[x]** **to** **12/ year** **[x+1]**

Name of the country of vehicles registration

| **Vehicle Category:** | **N2** | | **N3** | | **M2** | | **M3** | | **O3** | | **O4** | | **Other categories (optional)** | | **Total** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number of vehicles checked | Number of vehicles failed[1] | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed | Number of vehicles checked | Number of vehicles failed |
| | | | | | | | | | | | | | | | **0** | **0** |

**Defect detail**

| | **Checked** | **Failed** | **Checked** | **Failed** | **Checked** | **Failed** | **Checked** | **Failed** | **Checked** | **Failed** | **Checked** | **Failed** | **Checked** | **Failed** | **Checked** | **Failed** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(0) identification** | | | | | | | | | | | | | | | 0 | 0 |

[1] Failed vehicles with major or dangerous deficiencies as per Annex V.

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **(1) braking equipment** | | | | | | | | | | | | | | | 0 | 0 |
| **(2) steering** | | | | | | | | | | | | | | | 0 | 0 |
| **(3) visibility** | | | | | | | | | | | | | | | 0 | 0 |
| **(4) lighting equipment and electric system** | | | | | | | | | | | | | | | 0 | 0 |
| **(5) axles, wheels, tyres, suspension** | | | | | | | | | | | | | | | 0 | 0 |
| **(6) chassis and chassis attachments** | | | | | | | | | | | | | | | 0 | 0 |
| **(7) other equipment including tachograph and speed limitation devices** | | | | | | | | | | | | | | | 0 | 0 |
| **(8) nuisance including emissions and spillage of fuel and/or oil** | | | | | | | | | | | | | | | 0 | 0 |
| **(9) Supplementary tests for M2 / M3** | | | | | | | | | | | | | | | 0 | 0 |
| **(10) cargo securing** | | | | | | | | | | | | | | | 0 | 0 |

| *Defect details (additional)* | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***1.1.1*** | | | | | | | | | | | | | | | 0 | 0 |
| ***1.1.2*** | | | | | | | | | | | | | | | 0 | 0 |
| ***...*** | | | | | | | | | | | | | | | 0 | 0 |
| ***2.1.1*** | | | | | | | | | | | | | | | 0 | 0 |
| ***2.1.2*** | | | | | | | | | | | | | | | 0 | 0 |
| ***...*** | | | | | | | | | | | | | | | 0 | 0 |
| ***3.1*** | | | | | | | | | | | | | | | 0 | 0 |
| ***3.2*** | | | | | | | | | | | | | | | 0 | 0 |
| ***...*** | | | | | | | | | | | | | | | 0 | 0 |
| ***20.6.2*** | | | | | | | | | | | | | | | 0 | 0 |
| ***30*** | | | | | | | | | | | | | | | 0 | 0 |
| **Total number of failures** | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 |