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**DVSA Roadworthiness and Testing**

**Fleet Compliance  
Checks 2013/14  
Annexes**

**In House Analytical Consultancy**

**October 2014**



**Department  
for Transport**



**GOVERNMENT OPERATIONAL RESEARCH SERVICE**

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## Annex A: Analytical Assurance Statement

### A.1 DVSA Fleet Compliance Checks (Medium/High)

The level of assurance surrounding the analysis undertaken is medium/high.

The In House Analytical Consultancy (IHAC) has investigated the underlying level of traffic regulation compliance in the Heavy Goods Vehicle (HGV) and Public Service Vehicle (PSV) industries, and the underlying level of vehicle condition amongst the HGV industry. There is scope for challenge to the underlying assumptions in the analysis, particularly in three areas around examiners' underlying bias, the spread of HGV check sites, and the sample size, which was lower for HGVs than in some previous years. However, overall the approach is defensible.

The methodology has evolved over a number of years, and has been extensively discussed with operational staff. It brings together a number of standard sampling and analytical techniques to estimate and report on the national level of compliance.

The section above notes three potential areas for challenge to assumptions.

(1) While some underlying bias is possible by examiners when selecting vehicles, IHAC and DVSA have worked over a number of years to educate examiners on Fleet Compliance Check (FCC) requirements.

(2) The selection of check sites was a local decision, but checks were required to be carried out on a specific road type, day of the week and time of day in accordance with national traffic proportions, which allowed all HGV journeys to be potentially subject to inclusion. Due to operational issues, the sample was not exactly representative of the national fleet. However, it is thought that large changes to the makeup of the sample would not change the overall compliance rate substantively.

(3) The sample size used for this survey (2,694 for GB HGVs) was similar to the previous survey. This is lower than in some years (e.g. 4,000 in 2008), however the survey now has a smaller limit on the number of vehicles checked at the same site, and therefore the reduced sample size is offset by a reduction in the similarity of vehicles checked (a reduced 'cluster size') and has no/limited effect on the accuracy of the results. The PSV checks focused solely on coaches, and the sample size has increased from around 500 to around 1250, in order to ensure greater accuracy of results.

The quality assurance is therefore considered proportionate to the uses being made of the data.

The work was undertaken by experienced and skilled staff with sufficient time and resources to develop an adequate methodology for roadside examiners to use, and with sufficient time and resources to carry out and quality assure a detailed analysis of the results. Uncertainty surrounding the results is relatively low. Further analytical work is unlikely to significantly improve the solution or reduce uncertainty. The analysis carried out by IHAC is robust and fit for purpose, namely: to measure DVSA's targeting against an underlying baseline measure; to monitor changes in compliance over time; to compare compliance between GB and non-GB registered HGVs; and to provide indications of areas of non-compliance that could help targeting.

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## Annex B: Methodology

DVSA compliance and condition checks are normally targeted, both on the locations where offenders are most likely to be found and on the vehicles thought most likely to be offending. Therefore, figures emerging from normal DVSA checks do not necessarily provide an accurate picture of traffic offences and roadworthiness defects that is representative of the fleet as a whole. A Fleet Compliance Check (FCC), using random locations and vehicles, is needed to obtain unbiased data.

### B.1 Selection of Check Sites and the Sampling Framework

#### **Overall approach**

In order to combine both condition and compliance checks, the best approach is to sample vehicles at the roadside. This is possible for HGVs, and the sampling framework is designed on this basis. However, for PSVs it is more difficult, as roadside checks would inconvenience any passengers on board. Therefore, the PSV check is split into two – one focusing on vehicle condition and one on traffic compliance, with the vehicle condition check carried out in depots, and the traffic compliance check carried out at the roadside. The two are currently carried out in alternate years – this report contains the findings of a traffic compliance check, performed at locations where PSVs commonly stop.

In previous years, PSV compliance checks have collected equally-sized samples of service buses, school buses and coaches. These previous studies have found that coaches were the least compliant PSV type. The 2013/14 checks focussed solely on coaches in order to collect a larger coach sample that would enable better insight into factors linked with non-compliance.

#### **Heavy Goods Vehicles (HGVs)**

In order to produce a representative sample of HGVs, it was necessary to conduct the checks at a diverse range of sites, both in terms of geographical location and road type. The times and days of the checks were selected to be proportionate to HGV traffic (due to a lack of available data, Non-GB vehicles were assumed to follow the same driving pattern throughout the week as GB vehicles). For GB HGVs, the number of sites on each type of road was also selected to be proportionate to the amount of HGV traffic on different road types. The road types used for the GB sample were as follows, where 'Urban' roads are defined as those within an urban area with a population of 10,000 or more:

- Motorways;
- Rural Trunk Roads;
- Urban Trunk Roads;
- Rural Principal Roads;
- Urban Principal Roads;
- Rural Minor Roads;
- Urban Minor Roads.

For the non-GB HGVs, the number of sites on each road type was not prescribed, as data on non-GB traffic on different road types is not available. However, as all non-GB vehicles in the country had to pass through a port or the Eurostar terminal, many of which had DVSA check sites, a large proportion of non-GB HGV checks were at or near these locations. As long as DVSA encountered a selection of these types of vehicle by checking on urban or minor roads, then it was felt that the sample would be sufficiently representative.

The actual roadside locations were not specified in advance by IHAC, but were left to DVSA to decide locally, within the parameters described in the paragraph above. Checks were assigned to each of the 16 DVSA enforcement areas in proportion to the amount of HGV traffic in that area. Adjustments were made for non-GB allocations, to account for the presence of a port in an area, for example.

Vehicles passing any given check site were randomly selected for inclusion in the survey.

### **Public Service Vehicles (PSVs)**

Compliance checks on public service vehicles (PSVs) are performed at locations where coaches are expected to be in service but stationary, for example at visitor attraction car parks or service stations. IHAC did not specify the locations; these were chosen by DVSA.

### **Proportion of complete checks**

The checks were due to be carried out between April 2012 and December 2012. However, many areas had difficulty completing their schedules. Therefore, the checks were extended to February 2013.

Whilst some areas struggled to complete their full requirement, overall sufficient checks were performed to ensure a full analysis could be undertaken. The table below gives the proportions of assigned checks completed by area<sup>1</sup>.

The fact that some areas completed fewer checks than required could affect the results, as the sample may not exactly representative (see section B.6 for details)

	GB HGV	Non-GB HGV	PSV Compliance
Area 1 (Scotland East)	100%	100%	100%
Area 2 (Scotland West)	100%	100%	99%
Area 3 (Cumbria, Lancashire, Tyne & Tees)	100%	100%	96%
Area 4 (Yorkshire & Humberside)	87%	80%	102%
Area 5 (Manchester, S. Yorks & Notts)	100%	100%	100%
Area 6 (Merseyside, Cheshire & North Wales)	100%	96%	100%
Area 7 (Staffs & Derbyshire)	98%	100%	100%
Area 8 (Central Mids)	92%	98%	100%
Area 9 (East Anglia, Lincs & Cambs)	88%	80%	75%

<sup>1</sup> These include the extra checks scheduled in January and February

Area 10 (Bristol & South Wales)	95%	96%	100%
Area 11 (South West)	100%	100%	100%
Area 12 (Wessex)	103%	98%	103%
Area 13 (South Central)	95%	103%	100%
Area 14 (South East)	99%	100%	66%
Area 15 (Metropolitan)	95%	93%	102%
Area 16 (Herts, Essex & Beds)	105%	98%	100%

## Process

IHAC produce the random samples for DVSA examiners to carry out checks. During or shortly after each check, examiners complete a spreadsheet form, which they send back to IHAC. This form identifies vehicles that were checked at random as part of the FCC. Examiners also enter check details on DVSA's mobile compliance system, including check outcomes. When entering details on the system, examiners should mark the check as a 'special return', though this is not always completed accurately (see section B.5). IHAC get an extract of data from this system, and match it to the spreadsheet forms to get a complete list of checks together with outcome.

## B.2 Sample Size

The sample size required is dependent on a number of factors including the number of vehicles sampled at a single site - this number is known as the cluster size. There is a chance that there will be a correlation between vehicles examined at any given check site (e.g. if the site is near a port there will be a disproportionately high number of vehicles travelling by ferry) or at any given operator (where all vehicles are likely to be maintained to similar standards). As a result, the sample may not be completely random, and a larger sample size is required to compensate for this effect.

The sample size needed for a given level of accuracy, or the level of accuracy from a given sample is determined by:

- the offence rate being measured (i.e. the proportion of vehicles with prohibitions, using the previous year's results as a guide to estimate the current year's required sample size);
- the size of the clusters (i.e. the number of checks conducted at each site / operator);
- the intra-cluster correlation coefficient (which measures the degree of similarity between measurements made at the same site / operator).

For these checks, the intra-cluster correlation coefficient ranged between 0.05 and 0.98.

The sample size in the 2013 GB FCC was 2,694 for vehicle analysis, 1,441 for trailer analysis, and 2,703 for traffic offence analysis. There were 549 clusters used for vehicle checks, 490 clusters used for trailer checks, and 549 clusters used for traffic offence checks. The cluster sizes ranged from 1 to 6 vehicles for vehicle and traffic checks, and from 1 to 5 vehicles for trailer checks (all GB vehicle checks returned on the same form were considered to be a cluster). The average numbers of vehicles per cluster were 4.9, 2.9, and 4.9 for vehicle checks, trailer checks and traffic checks, respectively. The 95%

confidence intervals on the defect and offence rates resulting from the checks, for these cluster sizes, are shown in the table below.

The sample size in the 2013 Non-GB FCC was 2,660 for vehicle analysis, 2,610 for trailer analysis, and 2,682 for traffic offence analysis. There were 557 clusters used for each of the checks. The cluster sizes ranged from 1 to 5 vehicles per cluster for Non-GB vehicle and trailer checks, and 1 to 6 for traffic offences. The averages were 4.8, 4.7 and 4.8 vehicles per cluster for vehicle checks, trailer checks and traffic checks, respectively.

The 95% confidence intervals were calculated for each of the main results. A confidence interval is a range that we can be confident the result falls within. If we were to repeat the study, and take multiple samples of vehicles, we would expect the overall figure to fall within the interval in 95% of the samples. So, taking the GB vehicle prohibition rate as an example, if we ran the study 20 times, in 19 of them we would expect the prohibition rate to fall between 9.01% and 11.4%.

The 95% confidence intervals on the defect and offence rates resulting from the checks, for these cluster sizes, are as shown in the table below.

Defect / Offence	Rho ( $\rho$ )	Value	Range	Lower limit	Upper limit
GB Vehicle Prohibitions	0.05	10.20%	+/-1.2%	9.01%	11.40%
GB Trailer Prohibitions	0.1	12.49%	+/-1.8%	10.71%	14.28%
GB Traffic Offences	0.07	9.54%	+/-1.2%	8.37%	10.72%
Non-GB Vehicle Prohibitions	0.07	17.67%	+/-1.5%	16.13%	19.21%
Non-GB Trailer Prohibitions	0.12	22.53%	+/-1.8%	20.77%	24.29%
Non-GB Traffic Offences	0.11	11.30%	+/-1.3%	9.99%	12.61%
PSV Traffic Prohibitions	0.98	7.29%	+/-2.1%	5.19%	9.39%

$\rho$  is a measure of intra cluster correlation, used as a design effect adjustment when calculating the accuracy of a cluster sample.

It is to be stressed that these rates and confidence intervals assume a random sample of check sites, days and times, and random selection of vehicles at sites.

### B.3 Measures of Offence Rates

There are four potential measures for compliance with regulations and roadworthiness:

- the proportion of operators committing offences;
- the proportion of the fleet in which offences were found;
- the proportion of journeys made by vehicles which are committing offences;

- the proportion of miles travelled by vehicles where offences are being committed.

A case could be made for each of these distinct measures being thought of as providing the best picture. However there are practical problems in obtaining some measures, and the decision as to which measure to use must therefore take account of the practicalities of carrying out the check, as the different measures would require different survey methods. It is also important to try to determine which measure best deals with issues such as upholding the law, fair competition, and road safety.

For this, and previous GB HGV surveys, the level of compliance by miles travelled by goods vehicles was used. This was partly because it is the simplest of the four options to measure, but also because it was felt that it provided the best coverage of the issues involved in HGV compliance of domestic vehicles (for example, regulations could affect different industry sectors differently, and behaviour could change throughout the week).

For this and previous non-GB HGV surveys, the necessary data on miles travelled by non-GB HGVs on different road types were not available. The best data available provided the proportion of HGV traffic which was non-GB vehicles by traffic area - this was used to create the non-GB HGV sample, and aimed to produce a measure of the level of compliance by miles travelled (like the GB HGV measure). However, due to practicalities, in some areas the checks were carried out at or near entry points to Great Britain, and so each non-GB HGV entering Britain has the same chance of being stopped regardless of how many miles it travels in Britain i.e. each vehicle journey had an equal chance of being checked. Therefore the reported non-GB is not a pure measure of miles travelled by vehicles where offences are committed, but is the best measure considering the data available and practical constraints.

To understand the difference between these measures it is best to consider two HGVs both making one journey, but the journey is twice as long for one vehicle. In the GB FCC the vehicle doing twice the mileage has twice as much chance of being stopped, and this is true for the majority of the non-GB FCC, however as some non-GB checks were carried out at or near an entry point to Great Britain these two vehicles would have the same chance of being stopped at those checks, regardless of how many miles it travels in Britain i.e. each vehicle journey had an equal chance of being checked.

For PSV compliance, the measure used is closest to the miles travelled measure. However, due to the practicalities of the checks (i.e. not inconveniencing passengers), this is an imperfect description.

It is not possible to convert the results of one measure into that of another.

## **B.4 Analysis of the Results**

IHAC designed an electronic data capture spreadsheet and set up an email address for examiners to send completed spreadsheets to. This data was matched with data extracted from DVSA's Mobile Compliance database. The combined data was analysed by IHAC to produce this report of the results.

The same analysis methods used for checks since 2010 were used again for this year's checks. The chi-squared methodology, used for all analysis before 2010, was only used to compare this year to the previous check (2012 for HGV and 2011 for PSV). For most



of the remaining analysis, the multivariate logistic regression approach was used. This considered the effect of multiple variables together, rather than looking at each variable in isolation.

Many of the survey characteristics are related to each other. For example, 55% of articulated GB HGVs were aged three years or under compared with only 33% of rigid vehicles; and vehicles with a trailer were over five times more likely to be stopped at night (20% of GB vehicles with a trailer were stopped at night, compared to only 4% of those without a trailer). Because the characteristics are related, it is sometimes difficult to identify the most important factor relating to condition / compliance. Analysis in surveys before 2010 did not take account of these relationships – for example, it did not say whether the prohibition rate seen on younger articulated vehicles was lower than on other vehicles because of them being younger, being articulated, or whether age and vehicle type were both important.

## **B.5 Accuracy compared to checks required**

Each DVSA area was given a schedule of checks to perform each month, specifying details such as time and weekday (for all HGV checks), road type (for GB HGV checks). For PSVs, the only specification given to the areas was the number of coaches to check. These check details were specified in the proportions of national HGV traffic / PSV fleet, in order to give a representative picture of the national traffic. The days and times specified for Non-GB vehicles were the same as those for GB vehicles, as there was no data available on the timing of non-GB vehicle movements. This section comments upon how closely the checks performed matched the checks required.

As the checks continued throughout the year, schedules were adjusted towards the end of the year to make up for any discrepancy earlier in the year. For example, if there had been too few checks carried out on Monday and too many on Tuesday in the early part of the year, some of the remaining checks initially allocated for a Tuesday in the final three months would have been changed to a Monday before schedules for the final three months were sent to areas.

### ***GB HGV Checks***

The checks performed were compared with the underlying HGV traffic on the roads, to find how representative the sample was (i.e. it finds which characteristics, if any, were over- or under-sampled). The characteristics tested were time, weekday, area and road type.

The analysis suggests that several areas were over-sampled, and some were under-sampled. For example, disproportionately more checks were performed in Areas 16, 5 and 14, and fewer in Area 8. This may be in part because certain areas were unable to complete all the checks allocated to them, and so other areas performed more in order to ensure the full sample was completed. See section B.1 for proportions of checks completed by area. Over or under sampling by area could have an effect on the results, as the area a check was performed in is, in many cases, associated with defect or offence rates. For example, GB HGV vehicles in Area 14 had a higher prohibition rate than expected, so over-sampling from this area could theoretically increase the overall defect rate. However, even a reasonably large change in the proportion of checks from a particular area would only have a minimal effect on the overall reported prohibition rate. If

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the results were weighted to reflect the traffic proportions by area it makes minimal difference to the overall reported GB HGV prohibition rate (and the weighted result stills falls within the reported 95% confidence intervals).

Likewise, disproportionately more checks were performed on Urban Trunk roads, and disproportionately fewer checks were performed at night. Similarly to area, even large changes to the weightings would result in very small changes to the overall prohibition rate.

### ***Non-GB HGV Checks***

As for GB checks, the non-GB checks were compared against the underlying traffic. The characteristics tested were time and weekday.

The only difference between the sample and the population was that disproportionately fewer night checks were performed. However, even a reasonably large increase in the number of night checks would have a minimal effect on the overall reported non-GB HGV prohibition rate.

### ***PSV Checks***

For PSV checks, only the area of check was compared to the underlying PSV population. No areas were found to have been over- or under-sampled.

## **B.6 Factors used in analysis**

The table below shows which vehicle/check characteristics were used in the analysis for each check type.

The age of vehicle was taken primarily from the year of manufacture, where provided by examiners. For GB vehicles, this was supplemented by the age as calculated from the vehicle registration mark, both for vehicles with no year of manufacture provided and to calculate the exact age, for example whether a vehicle first manufactured in 2008 was at the start of the year (a '57' or '08' plate), or later in the year (a '58' plate).

	GB HGV	GB Trailer	GB Traffic	Non-GB HGV	Non-GB Trailer	Non-GB Traffic	PSV
Month of check	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Age of vehicle	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Time of check	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Day of check	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Area of check	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Road Type	Yes	Yes	Yes	Yes	Yes	Yes	No
Trailer present	Yes	No	Yes	Yes	No	Yes	No
Body type	Yes	Yes	Yes	Yes	Yes	Yes	No
Vehicle type (rigid or artic)	Yes	Yes	Yes	Yes	Yes	Yes	No
Trailer type	Yes	Yes	Yes	Yes	Yes	Yes	No
Vehicle axles	Yes	Yes	Yes	Yes	Yes	Yes	No
Trailer axles	Yes	Yes	Yes	Yes	Yes	Yes	No
Weight	Yes	Yes	Yes	Yes	Yes	Yes	No
Road density (urban or rural)	Yes	Yes	Yes	Yes	Yes	Yes	No
Fresnel lens fitted	No	No	No	Yes	Yes	Yes	No
GB driver	Yes	Yes	Yes	No	No	No	No
Direction (import/export etc.)	No	No	No	Yes	Yes	Yes	No
Country of origin	No	No	No	Yes	Yes	Yes	No
Traffic area of operator	Yes	Yes	Yes	No	No	No	Yes
Registration plate (cherished or regular)	No	No	No	No	No	No	Yes

## Annex C: Detailed Results - Tables

This annex gives various tables of data regarding Fleet Compliance and Condition.

### C.1 GB HGV Vehicle Defects

#### *Vehicle – Severity of defect found*

Vehicles: Severity of defects	Frequency	%
No Defect	2017	74.9%
Inspection Notice	402	14.9%
Delayed Prohibition	173	6.4%
Immediate Prohibition	102	3.8%
<b>Total</b>	<b>2694</b>	<b>100%</b>

#### *Number of vehicle defects per vehicle resulting in prohibitions*

Number of defects	Immediate	%	All	%
No defect	2592	96.2%	2419	89.8%
One defect	96	3.6%	236	8.8%
Two defects	5	0.2%	30	0.8%
Three defects or greater	1	0.0%	9	0.6%
<b>Total</b>	<b>2694</b>	<b>100%</b>	<b>2694</b>	<b>100%</b>

#### *Defects by year of check*

Year	No defect	Inspection notice	Delayed Prohibition	Immediate prohibition	All prohibitions	Total
<b>1997</b>	2862	659	405	295	700	4221
<b>1998</b>	2445	492	247	154	401	3338
<b>1999</b>	2282	509	303	198	501	3292
<b>2000</b>	3293	627	353	243	596	4516
<b>2001</b>	2685	422	313	193	506	3613
<b>2002</b>	2517	458	259	149	408	3383
<b>2003</b>	3134	432	291	173	464	4030
<b>2004</b>	3580	496	341	177	518	4594
<b>2005</b>	3451	403	239	133	372	4226
<b>2006</b>	2896	283	202	108	310	3489
<b>2008</b>	3034	371	221	147	368	3773
<b>2010</b>	2732	503	284	90	374	3609
<b>2011</b>	1809	384	175	77	252	2445
<b>2012</b>	1955	407	178	81	259	2621
<b>2013</b>	2017	402	173	102	275	2694

Year	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions
1997	67.8%	15.6%	9.6%	7.0%	16.6%
1998	73.2%	14.7%	7.4%	4.6%	12.0%
1999	69.3%	15.5%	9.2%	6.0%	15.2%
2000	72.9%	13.9%	7.8%	5.4%	13.2%
2001	74.3%	11.7%	8.7%	5.3%	14.0%
2002	74.4%	13.5%	7.7%	4.4%	12.1%
2003	77.8%	10.7%	7.2%	4.3%	11.5%
2004	77.9%	10.8%	7.4%	3.9%	11.3%
2005	81.7%	9.5%	5.7%	3.1%	8.8%
2006	83.0%	8.1%	5.8%	3.1%	8.9%
2008	80.4%	9.8%	5.9%	3.9%	9.8%
2010	75.7%	13.9%	7.9%	2.5%	10.4%
2011	74.0%	15.7%	7.2%	3.1%	10.3%
2012	74.6%	15.5%	6.8%	3.1%	9.9%
2013	74.9%	14.9%	6.4%	3.8%	10.2%

### **Average number of prohibitable defects by year of check**

Year	Number of prohibitable defects found per vehicle											Total
	1	2	3	4	5	6	7	8	9	10	11	
1997	326	232	49	52	10	13	2	4	0	1	2	691 (out of 4221 checks)
1998	287	73	33	6	0	1						400 (out of 3338 checks)
1999	365	90	34	10	1	1						501 (out of 3292 checks)
2000	451	96	34	9	4	1	0	1				596 (out of 4516 checks)
2001	398	72	20	9	4	0	1	1	1			506 (out of 3613 checks)
2002	324	57	16	9	2							408 (out of 3383 checks)
2003	367	75	12	8	2							464 (out of 4030 checks)
2004	422	75	16	3	1	0	1					518 (out of 4594 checks)
2005	308	49	9	4	2							372 (out of 4226 checks)
2006	245	47	11	4	2	1						310 (out of 3489 checks)
2008	307	44	12	3	1	1						368 (out of 3773 checks)
2010	318	46	9	1								374 (out of 3609 checks)
2011	215	29	8									252 (out of 2445 checks)
2012	221	34	4									259 (out of 2621 checks)
2013	236	30	7	2								275 (out of 2694 checks)

**Vehicles: Severity of defects by age of vehicle**

<b>Vehicles: Severity of defects</b>	<b>0-1 years</b>	<b>2-3 years</b>	<b>4-5 years</b>	<b>6-7 years</b>	<b>8-9 years</b>	<b>10-11 years</b>	<b>12-13 years</b>	<b>14+ years</b>	<b>Unknown Age</b>
No Defect	599	436	370	306	173	83	26	23	1
Inspection Notice	50	60	84	90	45	38	17	18	0
Delayed Prohibition	11	18	28	45	34	22	6	9	0
Immediate Prohibition	9	10	16	25	14	16	5	7	0
<b>Total</b>	<b>669</b>	<b>524</b>	<b>498</b>	<b>466</b>	<b>266</b>	<b>159</b>	<b>54</b>	<b>57</b>	<b>1</b>

<b>Vehicles: Severity of defects</b>	<b>0-1 years</b>	<b>2-3 years</b>	<b>4-5 years</b>	<b>6-7 years</b>	<b>8-9 years</b>	<b>10-11 years</b>	<b>12-13 years</b>	<b>14+ years</b>	<b>Unknown Age</b>
No Defect	89.5%	83.2%	74.3%	65.7%	65.0%	52.2%	48.1%	40.4%	100%
Inspection Notice	7.5%	11.5%	16.9%	19.3%	16.9%	23.9%	31.5%	31.6%	0.0%
Delayed Prohibition	1.6%	3.4%	5.6%	9.7%	12.8%	13.8%	11.1%	15.8%	0.0%
Immediate Prohibition	1.3%	1.9%	3.2%	5.4%	5.3%	10.1%	9.3%	12.3%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by weight of vehicle (kg)**

<b>Vehicles: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	256	328	151	128	61	160	918	3	12
Inspection Notice	86	111	40	36	2	21	100	0	6
Delayed Prohibition	28	23	22	26	1	10	61	0	2
Immediate Prohibition	27	21	8	6	4	3	30	0	3
<b>Total</b>	<b>397</b>	<b>483</b>	<b>221</b>	<b>196</b>	<b>68</b>	<b>194</b>	<b>1109</b>	<b>3</b>	<b>23</b>

<b>Vehicles: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	64.5%	67.9%	68.3%	65.3%	89.7%	82.5%	82.8%	100%	52.2%
Inspection Notice	21.7%	23.0%	18.1%	18.4%	2.9%	10.8%	9.0%	0.0%	26.1%
Delayed Prohibition	7.1%	4.8%	10.0%	13.3%	1.5%	5.2%	5.5%	0.0%	8.7%
Immediate Prohibition	6.8%	4.3%	3.6%	3.1%	5.9%	1.5%	2.7%	0.0%	13.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Vehicles: Severity of defects by DVSA area***

<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 1: Scotland East	100	12	8	5	125
Area 2: Scotland West	117	15	10	5	147
Area 3: Cumbria, Lancashire, Tyne & Tees	138	44	21	7	210
Area 4: Yorkshire & Humberside	120	24	12	4	160
Area 5: Manchester, S. Yorks & Notts	169	28	20	6	223
Area 6: Merseyside, Cheshire & North Wales	184	13	4	5	206
Area 7: Staffs & Derbyshire	161	21	6	11	199
Area 8: Central Mids	185	35	16	7	243
Area 9: East Anglia, Lincs & Cambs	107	41	19	9	176
Area 10: Bristol & South Wales	145	41	13	11	210
Area 11: South West	71	16	7	1	95
Area 12: Wessex	151	18	8	3	180
Area 13: South Central	74	11	6	2	93
Area 14: South East	72	14	8	10	104
Area 15: Metropolitan	71	15	5	9	100
Area 16: Herts, Essex & Beds	152	54	10	7	223

DVSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Area 1: Scotland East	80.0%	9.6%	6.4%	4.0%	100%
Area 2: Scotland West	79.6%	10.2%	6.8%	3.4%	100%
Area 3: Cumbria, Lancashire, Tyne & Tees	65.7%	21.0%	10.0%	3.3%	100%
Area 4: Yorkshire & Humberside	75.0%	15.0%	7.5%	2.5%	100%
Area 5: Manchester, S. Yorks & Notts	75.8%	12.6%	9.0%	2.7%	100%
Area 6: Merseyside, Cheshire & North Wales	89.3%	6.3%	1.9%	2.4%	100%
Area 7: Staffs & Derbyshire	80.9%	10.6%	3.0%	5.5%	100%
Area 8: Central Mids	76.1%	14.4%	6.6%	2.9%	100%
Area 9: East Anglia, Lincs & Cambs	60.8%	23.3%	10.8%	5.1%	100%
Area 10: Bristol & South Wales	69.0%	19.5%	6.2%	5.2%	100%
Area 11: South West	74.7%	16.8%	7.4%	1.1%	100%
Area 12: Wessex	83.9%	10.0%	4.4%	1.7%	100%
Area 13: South Central	79.6%	11.8%	6.5%	2.2%	100%
Area 14: South East	69.2%	13.5%	7.7%	9.6%	100%
Area 15: Metropolitan	71.0%	15.0%	5.0%	9.0%	100%
Area 16: Herts, Essex & Beds	68.2%	24.2%	4.5%	3.1%	100%

***Vehicles: Severity of defects by licensing Traffic Area of operator***

Licensing Traffic Area Of Operator	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Scottish	215	33	16	12	276
North Western	313	50	25	11	399
West Midland	256	60	13	11	340
Welsh	112	26	8	10	156
Western	246	42	18	8	314
South East and Metropolitan	187	42	20	15	264
Eastern	357	85	37	20	499
North Eastern	301	56	31	12	400
Not Given	30	8	5	3	46



Licensing Traffic Area Of Operator	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Scottish	77.9%	12.0%	5.8%	4.3%	100%
North Western	78.4%	12.5%	6.3%	2.8%	100%
West Midland	75.3%	17.6%	3.8%	3.2%	100%
Welsh	71.8%	16.7%	5.1%	6.4%	100%
Western	78.3%	13.4%	5.7%	2.5%	100%
South East and Metropolitan	70.8%	15.9%	7.6%	5.7%	100%
Eastern	71.5%	17.0%	7.4%	4.0%	100%
North Eastern	75.3%	14.0%	7.8%	3.0%	100%
Not Given	65.2%	17.4%	10.9%	6.5%	100%

### ***Vehicles: Severity of defects by road type of check***

Vehicles: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Unknown
No Defect	857	82	75	189	341	68	338	67
Inspection Notice	190	11	15	38	70	13	63	2
Delayed Prohibition	73	10	15	14	23	8	29	1
Immediate Prohibition	46	5	9	8	9	7	18	0
<b>Total</b>	<b>1166</b>	<b>108</b>	<b>114</b>	<b>249</b>	<b>443</b>	<b>96</b>	<b>448</b>	<b>70</b>

Vehicles: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Unknown
No Defect	73.5%	75.9%	65.8%	75.9%	77.0%	70.8%	75.4%	95.7%
Inspection Notice	16.3%	10.2%	13.2%	15.3%	15.8%	13.5%	14.1%	2.9%
Delayed Prohibition	6.3%	9.3%	13.2%	5.6%	5.2%	8.3%	6.5%	1.4%
Immediate Prohibition	3.9%	4.6%	7.9%	3.2%	2.0%	7.3%	4.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by time of check**

<b>Vehicles: Severity of defects</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Night</b>
No Defect	1036	691	290
Inspection Notice	244	137	21
Delayed Prohibition	109	52	12
Immediate Prohibition	64	27	11
<b>Total</b>	<b>1453</b>	<b>907</b>	<b>334</b>

<b>Vehicles: Severity of defects</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Night</b>
No Defect	71.3%	76.2%	86.8%
Inspection Notice	16.8%	15.1%	6.3%
Delayed Prohibition	7.5%	5.7%	3.6%
Immediate Prohibition	4.4%	3.0%	3.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by day of check**

<b>Vehicles: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	297	406	386	346	336	127	119
Inspection Notice	61	75	84	96	55	20	11
Delayed Prohibition	18	26	41	36	41	8	3
Immediate Prohibition	11	28	20	21	13	7	2
<b>Total</b>	<b>387</b>	<b>535</b>	<b>531</b>	<b>499</b>	<b>445</b>	<b>162</b>	<b>135</b>

<b>Vehicles: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	76.7%	75.9%	72.7%	69.3%	75.5%	78.4%	88.1%
Inspection Notice	15.8%	14.0%	15.8%	19.2%	12.4%	12.3%	8.1%
Delayed Prohibition	4.7%	4.9%	7.7%	7.2%	9.2%	4.9%	2.2%
Immediate Prohibition	2.8%	5.2%	3.8%	4.2%	2.9%	4.3%	1.5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by month of check**

Month Of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
April	190	57	29	17	293
May	214	35	16	7	272
June	210	43	17	5	275
July	221	45	16	14	296
August	189	31	19	11	250
September	206	41	16	9	272
October	224	40	16	11	291
November	223	40	17	8	288
December	177	44	17	11	249
January	129	24	9	6	168
February	34	2	1	3	40

Month Of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
April	64.8%	19.5%	9.9%	5.8%	100%
May	78.7%	12.9%	5.9%	2.6%	100%
June	76.4%	15.6%	6.2%	1.8%	100%
July	74.7%	15.2%	5.4%	4.7%	100%
August	75.6%	12.4%	7.6%	4.4%	100%
September	75.7%	15.1%	5.9%	3.3%	100%
October	77.0%	13.7%	5.5%	3.8%	100%
November	77.4%	13.9%	5.9%	2.8%	100%
December	71.1%	17.7%	6.8%	4.4%	100%
January	76.8%	14.3%	5.4%	3.6%	100%
February	85.0%	5.0%	2.5%	7.5%	100%

**Vehicles: Severity of defects by vehicle type**

Vehicles: Severity of defects	Articulated HGV	Rigid HGV	Not Given
No Defect	1164	835	18
Inspection Notice	126	271	5
Delayed Prohibition	72	100	1
Immediate Prohibition	38	64	0
<b>Total</b>	<b>1400</b>	<b>1270</b>	<b>24</b>

<b>Vehicles: Severity of defects</b>	<b>Articulated HGV</b>	<b>Rigid HGV</b>	<b>Not Given</b>
No Defect	83.1%	65.7%	75.0%
Inspection Notice	9.0%	21.3%	20.8%
Delayed Prohibition	5.1%	7.9%	4.2%
Immediate Prohibition	2.7%	5.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### **Vehicles: Severity of defects by body type**

<b>Body Type</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Flat	198	69	24	22	313
Refrigerated	196	16	6	4	222
Tanker	52	7	4	3	66
Skeletal	47	15	4	1	67
Tipper	136	41	29	5	211
Skip	23	9	9	2	43
Artic only	6	0	1	1	8
Refuse	8	2	1	2	13
Car Transporter	24	5	3	1	33
Box	562	108	29	24	723
Curtain Sider	603	100	46	31	780
Tilt	2	0	0	0	2
Other	26	7	5	2	40
Artic (unknown type)	133	22	12	4	171
Not Given	1	1	0	0	2

<b>Body Type</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Flat	63.3%	22.0%	7.7%	7.0%	100%
Refrigerated	88.3%	7.2%	2.7%	1.8%	100%
Tanker	78.8%	10.6%	6.1%	4.5%	100%
Skeletal	70.1%	22.4%	6.0%	1.5%	100%
Tipper	64.5%	19.4%	13.7%	2.4%	100%
Skip	53.5%	20.9%	20.9%	4.7%	100%
Artic only	75.0%	0.0%	12.5%	12.5%	100%
Refuse	61.5%	15.4%	7.7%	15.4%	100%
Car Transporter	72.7%	15.2%	9.1%	3.0%	100%

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Box	77.7%	14.9%	4.0%	3.3%	100%
Curtain Sider	77.3%	12.8%	5.9%	4.0%	100%
Tilt	100%	0.0%	0.0%	0.0%	100%
Other	65.0%	17.5%	12.5%	5.0%	100%
Artic (unknown type)	77.8%	12.9%	7.0%	2.3%	100%
Not Given	50.0%	50.0%	0.0%	0.0%	100%

### ***Vehicles: Severity of defects by number of vehicle axles***

Vehicles: Severity of defects	2	3	4	5+	Unknown
No Defect	838	1079	98	1	1
Inspection Notice	225	140	36	0	1
Delayed Prohibition	66	84	23	0	0
Immediate Prohibition	57	40	5	0	0
<b>Total</b>	<b>1186</b>	<b>1343</b>	<b>162</b>	<b>1</b>	<b>2</b>

Vehicles: Severity of defects	2	3	4	5+	Unknown
No Defect	70.7%	80.3%	60.5%	100%	50.0%
Inspection Notice	19.0%	10.4%	22.2%	0.0%	50.0%
Delayed Prohibition	5.6%	6.3%	14.2%	0.0%	0.0%
Immediate Prohibition	4.8%	3.0%	3.1%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Vehicles: Severity of defects by whether a trailer present***

Vehicles: Severity of defects	Yes	No
No Defect	1197	820
Inspection Notice	132	270
Delayed Prohibition	75	98
Immediate Prohibition	37	65
<b>Total</b>	<b>1441</b>	<b>1253</b>

Vehicles: Severity of defects	Yes	No
No Defect	83.1%	65.4%
Inspection Notice	9.2%	21.5%
Delayed Prohibition	5.2%	7.8%
Immediate Prohibition	2.6%	5.2%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by GB driver**

<b>Vehicles: Severity of defects</b>	<b>GB Driver</b>	<b>Non-GB Driver</b>	<b>Not Given</b>
No Defect	1820	191	6
Inspection Notice	368	34	0
Delayed Prohibition	151	21	1
Immediate Prohibition	90	9	3
<b>Total</b>	<b>2429</b>	<b>255</b>	<b>10</b>

<b>Vehicles: Severity of defects</b>	<b>GB Driver</b>	<b>Non-GB Driver</b>	<b>Not Given</b>
No Defect	74.9%	74.9%	60.0%
Inspection Notice	15.2%	13.3%	0.0%
Delayed Prohibition	6.2%	8.2%	10.0%
Immediate Prohibition	3.7%	3.5%	30.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Type of Defect**

<b>IMNo</b>	<b>Defect</b>	<b>Immediate</b>	<b>Delayed</b>	<b>Total</b>
59	Brake Systems and Components	10	59	69
8	Condition of Tyres	13	44	57
66	Direction Indicators and Hazard Warning lamps	33	0	33
38	Service Brake Operation	2	22	24
19	Security of Body	20	1	21
48	Suspension	1	20	21
44	Oil and Waste Leaks	1	13	14
63	Lamps	13	0	13
6	Road Wheels and Hubs	4	6	10
54	Steering Mechanism	1	9	10
46	Exhaust Systems and PSV Waste Systems	0	10	10
45	Fuel Tanks and Systems	2	6	8
14	Spray Suppression & Wings & Wheel Arches	0	7	7
1	Registration Plates and VIN Details	0	5	5
11	Vehicle to Trailer Coupling	0	4	4
22	Drivers Mirrors	4	0	4
71	Service Brake Performance	2	1	3
3	Seat belts	0	2	2
7	Size and Type of Tyres	0	2	2
23	Glass & View of Road	1	0	1
73	Parking Brake Performance	0	1	1
57	Transmission	0	1	1
34	Pressure & Vacuum Warning & Build-Up	0	1	1
20	Condition of Body	1	0	1
99	Other – defect entered manually	1	0	1
30	Steering Control	0	1	1
25	Windscreen Wipers and Washers	0	1	1

**Prohibitions - Detail**

(Sev. in the table below relates to severity: I=Immediate; D=Delayed)

Defect	IMNo	Sev.	Count	% IM	% Total
Brake disc fractured through surface into the ventilation cavity	59	D	16	23.2%	4.9%
Brake valve leaking significant leak but pressure can be sustained at fast idle	59	D	7	10.1%	2.2%
"Brake pipe leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	4	5.8%	1.2%
"Loss of air in braking system with brake applied pressure can be sustained with engine on ""fast idling""	59	D	4	5.8%	1.2%
Brake actuator travel is excessive	59	D	4	5.8%	1.2%
Excessive oil/contaminant discharge from brake valve	59	D	2	2.9%	0.6%
"Brake pipe leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	2	2.9%	0.6%
"Brake connection leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	2	2.9%	0.6%
Severely contaminated brake pad material likely to affect brake efficiency (no equipment to confirm)	59	D	2	2.9%	0.6%
Brake hose deteriorated but no apparent risk of early failure	59	D	2	2.9%	0.6%
Brake hose kinked but no apparent risk of early failure	59	D	2	2.9%	0.6%
Brake hose chafed but no apparent risk of early failure	59	D	2	2.9%	0.6%
"Loss of air in braking system with brake applied pressure cannot be sustained with engine on ""fast idling""	59	I	2	2.9%	0.6%
"Brake connection leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	2	2.9%	0.6%
Severely contaminated brake lining material and braking efficiency impaired (metered test done)	59	I	1	1.4%	0.3%
"Brake pipe leaking with brake applied and pressure cannot be sustained with engine on ""fast idle""	59	I	1	1.4%	0.3%
Brake actuator travel excessive affecting brake efficiency	59	I	1	1.4%	0.3%
Brake air actuator fractured no apparent risk of failure	59	D	1	1.4%	0.3%
Automatic brake slack adjuster component inoperative brake efficiency not yet impaired	59	D	1	1.4%	0.3%
Any component forming part of an anti-lock braking system disconnected and the warning lamp sequence indicates there is a fault	59	D	1	1.4%	0.3%
Brake air reservoir insecure has become detached	59	I	1	1.4%	0.3%
Brake pipe corroded deeply pitted, weakened	59	D	1	1.4%	0.3%
Brake valve insecure due to weakness of supporting structure	59	D	1	1.4%	0.3%



Defect	IMNo	Sev.	Count	% IM	% Total
Brake pipe chafed but no apparent risk of early failure	59	D	1	1.4%	0.3%
Brake fluid leaking obvious leak leading to brake failure	59	I	1	1.4%	0.3%
"Brake coupling leaking with brake applied and pressure cannot be sustained with engine on ""fast idle"""	59	I	1	1.4%	0.3%
Load sensing valve(linkage defective) clearly not able to function as intended	59	I	1	1.4%	0.3%
"Brake coupling leaking without brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	1	1.4%	0.3%
"Brake hose leaking with brake applied and pressure cannot be sustained with engine on ""fast idle"""	59	I	1	1.4%	0.3%
"Brake hose leaking without brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	1	1.4%	0.3%
Deep cut in tyre breaker cords damaged in the tread area	8	D	11	19.3%	3.4%
Tyre has damage to the tread area breaker cords damaged in the tread area	8	D	9	15.8%	2.8%
Non-steered axle tyre tread worn beyond legal limit	8	D	8	14.0%	2.5%
Tyre seriously under inflated overload likely on other tyre of twin fitment	8	I	6	10.5%	1.8%
Tyre has damage to the side wall body cords exposed	8	D	5	8.8%	1.5%
Deep cut in tyre body cords exposed	8	D	4	7.0%	1.2%
Tyre has break in the fabric or cut which is 25mm or longer breaker cords damaged in the tread area	8	D	3	5.3%	0.9%
Tyre has damage to the side wall body cords damaged	8	I	3	5.3%	0.9%
Tyre tread worn away breaker cords damaged in the tread area	8	D	3	5.3%	0.9%
Tyre wall severely scuffed body cords exposed	8	D	1	1.8%	0.3%
Tyre bulging caused by separation of its structure	8	I	1	1.8%	0.3%
Tyre bulging caused by failure of its structure	8	I	1	1.8%	0.3%
Tyre seriously under inflated likely to affect steering	8	I	1	1.8%	0.3%
Steered axle tyre tread worn beyond legal limit	8	I	1	1.8%	0.3%
Direction indicator inoperative indicator cannot be used to clearly show driver's intention	66	I	30	90.9%	9.2%
Direction indicator missing indicator cannot be used to clearly show driver's intention	66	I	2	6.1%	0.6%
Direction indicator insecure detachment imminent	66	I	1	3.0%	0.3%
Anti-lock warning lamp indicates the existence of a fault	38	D	16	66.7%	4.9%
Trailer EBS warning light not working and no available evidence of EBS function	38	I	2	8.3%	0.6%
Anti-lock brake warning light sequence indicates a fault	38	D	2	8.3%	0.6%
Anti-lock brake warning light sequence inoperative	38	D	2	8.3%	0.6%

Defect	IMNo	Sev.	Count	% IM	% Total
EBS warning lamp indicates the existence of a fault	38	D	1	4.2%	0.3%
Indication of leakage in full air braking system pressure can be sustained	38	D	1	4.2%	0.3%
Load Security No load securing	19	I	10	47.6%	3.1%
Load Security Inadequate load securing leading to likely risk of harm	19	I	6	28.6%	1.8%
Load Security Greater than 30 cm gap between headboard and load	19	I	3	14.3%	0.9%
Container fastening device not fitted with a secondary locking device security of container not affected	19	D	1	4.8%	0.3%
Insecure load with evidence or likelihood of movement, causing, or likelihood of, danger No load securing	19	I	1	4.8%	0.3%
A suspension shackle pin and/or bush worn clearly worn in excess of the annual test standard	48	D	5	23.8%	1.5%
Road spring leaf fractured/broken	48	D	2	9.5%	0.6%
Suspension holding down bolts/nuts insecure no movement of axle evident	48	D	2	9.5%	0.6%
Suspension unit leaking but no apparent adverse effect on vehicle control	48	D	2	9.5%	0.6%
Shock absorber mounting fractured with no apparent adverse effect on steering or stability	48	D	2	9.5%	0.6%
Road spring half or less intermediate leaves fractured/broken	48	D	1	4.8%	0.3%
Road spring main leaf fractured	48	I	1	4.8%	0.3%
Suspension bush worn/deteriorated Worn to excess	48	D	1	4.8%	0.3%
Suspension unit deflated but no apparent adverse effect on vehicle control	48	D	1	4.8%	0.3%
Suspension component insecure suspension likely to fail	48	D	1	4.8%	0.3%
Shock absorber insecure with no apparent adverse effect on steering or stability	48	D	1	4.8%	0.3%
A suspension anchor pin and/or bush worn clearly worn in excess of the annual test standard	48	D	1	4.8%	0.3%
Levelling valve inoperative but appears unlikely to affect vehicle stability	48	D	1	4.8%	0.3%
Oil leak from engine onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	8	57.1%	2.5%
Oil leak from differential area onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	2	14.3%	0.6%
Oil leak from tipping gear onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	1	7.1%	0.3%
Oil leaking to road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	1	7.1%	0.3%

Defect	IMNo	Sev.	Count	% IM	% Total
Oil leak from gearbox area onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	1	7.1%	0.3%
Oil contamination which constitutes a health or fire risk	44	I	1	7.1%	0.3%
Obligatory dipped headlamp inoperative and use of headlamps is compulsory	63	I	8	61.5%	2.5%
Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	63	I	2	15.4%	0.6%
A lamp lens damaged detachment imminent	63	I	1	7.7%	0.3%
Obligatory rear lamp inoperative presence/width of vehicle not adequately indicated	63	I	1	7.7%	0.3%
Obligatory rear lamp so insecure that detachment is imminent	63	I	1	7.7%	0.3%
Wheel nut loose more than one fitted to that wheel	6	I	4	40.0%	1.2%
Wheel nut loose only one of the total fitted to that wheel	6	D	3	30.0%	0.9%
Wheel nut missing only one of the total fitted to that wheel	6	D	1	10.0%	0.3%
Wheel stud missing only one of the total fitted to that wheel	6	D	1	10.0%	0.3%
Excessive diametric aggregated clearance between hub spigot and wheel clearance of more than 3mm between spigot/wheel location	6	D	1	10.0%	0.3%
Excessive movement in steering joint (excessive abnormal movement)	54	D	6	60.0%	1.8%
Power steering ram anchor bracket defective and failure imminent	54	I	1	10.0%	0.3%
Steering component defective but no apparent risk of early failure	54	D	1	10.0%	0.3%
Steering arm insecure but no apparent risk of early detachment	54	D	1	10.0%	0.3%
Excessive fluid leak from power steering fluid leak in excess of 75mm diameter patch in 5 minutes	54	D	1	10.0%	0.3%
Exhaust system leaking significant deterioration	46	D	7	70.0%	2.2%
Exhaust system insecure significant deterioration	46	D	1	10.0%	0.3%
Exhaust silencer holed - does not reduce, as far as reasonable, the noise level	46	D	1	10.0%	0.3%
Exhaust system incomplete significant deterioration	46	D	1	10.0%	0.3%
Fuel leakage causing a patch over 75mm diameter in 5 minutes	45	D	5	62.5%	1.5%
Fuel leakage which is continuous	45	I	1	12.5%	0.3%
Fuel pipe insecure likely to fracture or leak	45	D	1	12.5%	0.3%
Fuel tank filler cap missing such as to permit fuel spillage and cause hazard to others	45	I	1	12.5%	0.3%
Obligatory spray suppression equipment missing	14	D	4	57.1%	1.2%

Defect	IMNo	Sev.	Count	% IM	% Total
Obligatory spray suppression equipment incomplete	14	D	2	28.6%	0.6%
Wing missing not acting as a complete shield relating to original design	14	D	1	14.3%	0.3%
Registration plate missing where legally required	1	D	3	60.0%	0.9%
Registration plate deteriorated Likely to be misread	1	D	1	20.0%	0.3%
Registration plate incorrect Registration mark does not relate to the vehicle	1	D	1	20.0%	0.3%
Secondary locking device fitted but not operating as required	11	D	3	75.0%	0.9%
Secondary locking device missing, when previously fitted	11	D	1	25.0%	0.3%
External mandatory rear view mirror view obscured If no adequate view to the rear, side or front (as required)	22	I	1	25.0%	0.3%
External mandatory rear view mirror insecure If no adequate view to the rear, side or front (as required)	22	I	1	25.0%	0.3%
External mandatory mirror missing If no adequate view to the rear, side or front (as required)	22	I	1	25.0%	0.3%
External mandatory rear view mirror glass missing If no adequate view to the rear, side or front (as required)	22	I	1	25.0%	0.3%
Service brake binding excessively severely overheated, failure likely	71	I	1	33.3%	0.3%
Service brake not operating on wheel originally designed to do so	71	I	1	33.3%	0.3%
Service brake efficiency low effort very low in excess of annual test imbalance criteria	71	D	1	33.3%	0.3%
Obligatory seat belt defective and likely to fail under load	3	D	1	50.0%	0.3%
Obligatory seat belt inoperative and therefore not capable of performing its intended purpose	3	D	1	50.0%	0.3%
Tyre of a different nominal size fitted on the same axle	7	D	1	50.0%	0.3%
Tyre load index is below that appropriate for the vehicle but no obvious overload	7	D	1	50.0%	0.3%
Driver's view to the front seriously impaired(area normally swept by windscreen wipers)	23	I	1	100%	0.3%
Parking brake inefficient no brake effort on wheel	73	D	1	100%	0.3%
Propeller shaft flange bolts loose significant insecurity	57	D	1	100%	0.3%
Braking System Air Build-up too slow	34	D	1	100%	0.3%
Exterior body panel damaged and likely to cause injury	20	I	1	100%	0.3%
ABS Fault	99	I	1	100%	0.3%
Steering column coupling excessively worn early failure unlikely	30	D	1	100%	0.3%

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<b>Defect</b>	<b>IMNo</b>	<b>Sev.</b>	<b>Count</b>	<b>% IM</b>	<b>% Total</b>
Windscreen wiper inoperative fine weather conditions prevailing	25	D	1	100%	0.3%

## C.2 GB HGV Trailer Defects

### Trailer – Severity of defect found

Trailers: Severity of defects	Frequency	%
No Defect	1137	78.9%
Inspection Notice	124	8.6%
Delayed Prohibition	107	7.4%
Immediate Prohibition	73	5.1%
<b>Total</b>	<b>1441</b>	<b>100%</b>

### Number of trailer defects per vehicle resulting in prohibitions

Number of defects	Immediate	%	All	%
No defect	1368	94.9%	1261	87.5%
One defect	66	4.6%	150	10.4%
Two defects	5	0.3%	23	1.3%
Three defects or greater	2	0.1%	7	0.8%
<b>Total</b>	<b>1441</b>	<b>100%</b>	<b>1441</b>	<b>100%</b>

### Defects by year of check

Year	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions	Total Checks
1997	1403	139	151	124	275	1817
1998	1161	106	106	76	182	1449
1999	1119	115	107	74	181	1415
2000	1416	118	133	85	218	1752
2001	1283	76	105	61	166	1525
2002	1104	95	100	66	166	1365
2003	1245	81	148	110	258	1584
2004	1534	114	166	77	243	1891
2005	1465	8	83	45	128	1601
2006	1164	89	107	70	177	1430
2008	1419	96	128	58	186	1701
2010	1357	128	143	84	227	1712
2011	1087	140	108	62	170	1397
2012	1075	134	101	60	161	1370
2013	1137	124	107	73	180	1441

Year	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions
1997	77.2%	7.6%	8.3%	6.8%	15.1%
1998	80.1%	7.3%	7.3%	5.2%	12.6%
1999	79.1%	8.1%	7.6%	5.2%	12.8%
2000	80.8%	6.7%	7.6%	4.9%	12.4%
2001	84.1%	5.0%	6.9%	4.0%	10.9%
2002	80.9%	7.0%	7.3%	4.8%	12.2%
2003	78.6%	5.1%	9.3%	6.9%	16.3%
2004	81.1%	6.0%	8.8%	4.1%	12.9%
2005	91.5%	0.5%	5.2%	2.8%	8.0%
2006	81.4%	6.2%	7.5%	4.9%	12.4%
2008	83.4%	5.6%	7.5%	3.4%	10.9%
2010	79.3%	7.5%	8.4%	4.9%	13.3%
2011	77.8%	10.0%	7.7%	4.4%	12.2%
2012	78.5%	9.8%	7.4%	4.4%	11.8%
2013	78.9%	8.6%	7.4%	5.1%	12.5%

### **Average number of prohibitable defects by year of check**

Year	Number of prohibitable defects found per trailer												Total
	1	2	3	4	5	6	7	8	9	10	13	20	
1997	128	92	22	23	3	2	1	2	0	1	1	1	276 (out of 1602 checks)
1998	124	46	8	1	2	1							182 (out of 1066 checks)
1999	142	27	7	5									181 (out of 1418 checks)
2000	176	33	7	2									218 (out of 1748 checks)
2001	128	26	6	3	2	1							166 (out of 1525 checks)
2002	135	24	5	2									166 (out of 1365 checks)
2003	197	41	13	5	1	1							258 (out of 1584 checks)
2004	202	30	8	1	0	1	0	0	1				243 (out of 1891 checks)
2005	127	1											128 (out of 1601 checks)
2006	129	32	10	3	0	1	1	0	1				177 (out of 1430 checks)
2008	155	24	4	3									186 (out of 1701 checks)
2010	184	36	6	1									227 (out of 1712 checks)
2011	137	22	10	0	0	1							170 (out of 1397 checks)
2012	123	31	5	2									161 (out of 1370 checks)
2013	150	23	3	4									180 (out of 1441 checks)

**Trailers: Severity of defects by age of vehicle**

<b>Trailers: Severity of defects</b>	<b>0-1 years</b>	<b>2-3 years</b>	<b>4-5 years</b>	<b>6-7 years</b>	<b>8-9 years</b>	<b>10-11 years</b>	<b>12-13 years</b>	<b>14+ years</b>
No Defect	357	285	209	149	82	38	9	8
Inspection Notice	32	28	17	27	9	5	2	4
Delayed Prohibition	28	23	13	23	13	5	0	2
Immediate Prohibition	19	8	16	18	8	4	0	0
<b>Total</b>	<b>436</b>	<b>344</b>	<b>255</b>	<b>217</b>	<b>112</b>	<b>52</b>	<b>11</b>	<b>14</b>

<b>Trailers: Severity of defects</b>	<b>0-1 years</b>	<b>2-3 years</b>	<b>4-5 years</b>	<b>6-7 years</b>	<b>8-9 years</b>	<b>10-11 years</b>	<b>12-13 years</b>	<b>14+ years</b>
No Defect	81.9%	82.8%	82.0%	68.7%	73.2%	73.1%	81.8%	57.1%
Inspection Notice	7.3%	8.1%	6.7%	12.4%	8.0%	9.6%	18.2%	28.6%
Delayed Prohibition	6.4%	6.7%	5.1%	10.6%	11.6%	9.6%	0.0%	14.3%
Immediate Prohibition	4.4%	2.3%	6.3%	8.3%	7.1%	7.7%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by weight of vehicle (kg)**

<b>Trailers: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	3	7	26	25	61	158	851	0	6
Inspection Notice	0	2	0	3	1	16	102	0	0
Delayed Prohibition	0	1	4	2	2	14	81	1	2
Immediate Prohibition	0	0	2	2	1	5	62	1	0
<b>Total</b>	<b>3</b>	<b>10</b>	<b>32</b>	<b>32</b>	<b>65</b>	<b>193</b>	<b>1096</b>	<b>2</b>	<b>8</b>



<b>Trailers: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	100%	70.0%	81.3%	78.1%	93.8%	81.9%	77.6%	0.0%	75.0%
Inspection Notice	0.0%	20.0%	0.0%	9.4%	1.5%	8.3%	9.3%	0.0%	0.0%
Delayed Prohibition	0.0%	10.0%	12.5%	6.3%	3.1%	7.3%	7.4%	50.0%	25.0%
Immediate Prohibition	0.0%	0.0%	6.3%	6.3%	1.5%	2.6%	5.7%	50.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### **Trailers: Severity of defects by DVSA area**

<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 1: Scotland East	40	3	1	4	48
Area 2: Scotland West	54	11	5	2	72
Area 3: Cumbria, Lancashire, Tyne & Tees	71	7	9	5	92
Area 4: Yorkshire & Humberside	73	7	13	4	97
Area 5: Manchester, S. Yorks & Notts	77	5	8	6	96
Area 6: Merseyside, Cheshire & North Wales	132	4	9	2	147
Area 7: Staffs & Derbyshire	102	11	6	11	130
Area 8: Central Mids	82	16	9	6	113
Area 9: East Anglia, Lincs & Cambs	81	10	11	7	109
Area 10: Bristol & South Wales	103	18	6	11	138
Area 11: South West	23	4	4	0	31
Area 12: Wessex	82	8	5	6	101
Area 13: South Central	58	1	5	0	64
Area 14: South East	35	4	5	6	50
Area 15: Metropolitan	26	2	5	1	34
Area 16: Herts, Essex & Beds	98	13	6	2	119

<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 1: Scotland East	83.3%	6.3%	2.1%	8.3%	100%
Area 2: Scotland West	75.0%	15.3%	6.9%	2.8%	100%
Area 3: Cumbria, Lancashire, Tyne & Tees	77.2%	7.6%	9.8%	5.4%	100%
Area 4: Yorkshire & Humberside	75.3%	7.2%	13.4%	4.1%	100%
Area 5: Manchester, S. Yorks & Notts	80.2%	5.2%	8.3%	6.3%	100%
Area 6: Merseyside, Cheshire & North Wales	89.8%	2.7%	6.1%	1.4%	100%
Area 7: Staffs & Derbyshire	78.5%	8.5%	4.6%	8.5%	100%
Area 8: Central Mids	72.6%	14.2%	8.0%	5.3%	100%
Area 9: East Anglia, Lincs & Cambs	74.3%	9.2%	10.1%	6.4%	100%
Area 10: Bristol & South Wales	74.6%	13.0%	4.3%	8.0%	100%
Area 11: South West	74.2%	12.9%	12.9%	0.0%	100%
Area 12: Wessex	81.2%	7.9%	5.0%	5.9%	100%
Area 13: South Central	90.6%	1.6%	7.8%	0.0%	100%
Area 14: South East	70.0%	8.0%	10.0%	12.0%	100%
Area 15: Metropolitan	76.5%	5.9%	14.7%	2.9%	100%
Area 16: Herts, Essex & Beds	82.4%	10.9%	5.0%	1.7%	100%

### ***Trailers: Severity of defects by licensing Traffic Area of operator***

<b>Licensing Traffic Area Of Operator</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Scottish	96	19	12	6	133
North Western	186	15	13	11	225
West Midland	138	18	8	9	173
Welsh	67	11	8	7	93
Western	138	11	4	9	162
South East and Metropolitan	91	13	8	8	120
Eastern	229	27	25	13	294

Licensing Traffic Area Of Operator	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
North Eastern	178	9	26	8	221
Not Given	14	1	3	2	20

Licensing Traffic Area Of Operator	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Scottish	72.2%	14.3%	9.0%	4.5%	100%
North Western	82.7%	6.7%	5.8%	4.9%	100%
West Midland	79.8%	10.4%	4.6%	5.2%	100%
Welsh	72.0%	11.8%	8.6%	7.5%	100%
Western	85.2%	6.8%	2.5%	5.6%	100%
South East and Metropolitan	75.8%	10.8%	6.7%	6.7%	100%
Eastern	77.9%	9.2%	8.5%	4.4%	100%
North Eastern	80.5%	4.1%	11.8%	3.6%	100%
Not Given	70.0%	5.0%	15.0%	10.0%	100%

### ***Trailers: Severity of defects by road type of check***

Trailers: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Unknown
No Defect	516	44	35	80	189	40	186	47
Inspection Notice	63	1	3	6	19	4	27	1
Delayed Prohibition	49	4	3	13	15	2	20	1
Immediate Prohibition	40	0	2	5	9	3	13	1
<b>Total</b>	<b>668</b>	<b>49</b>	<b>43</b>	<b>104</b>	<b>232</b>	<b>49</b>	<b>246</b>	<b>50</b>

<b>Trailers: Severity of defects</b>	<b>Motorway</b>	<b>Urban Minor</b>	<b>Rural Minor</b>	<b>Urban Primary</b>	<b>Rural Primary</b>	<b>Urban Trunk</b>	<b>Rural Trunk</b>	<b>Unknown</b>
No Defect	77.2%	89.8%	81.4%	76.9%	81.5%	81.6%	75.6%	94.0%
Inspection Notice	9.4%	2.0%	7.0%	5.8%	8.2%	8.2%	11.0%	2.0%
Delayed Prohibition	7.3%	8.2%	7.0%	12.5%	6.5%	4.1%	8.1%	2.0%
Immediate Prohibition	6.0%	0.0%	4.7%	4.8%	3.9%	6.1%	5.3%	2.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Trailers: Severity of defects by time of check***

<b>Trailers: Severity of defects</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Night</b>
No Defect	539	362	236
Inspection Notice	83	28	13
Delayed Prohibition	57	30	20
Immediate Prohibition	35	21	17
<b>Total</b>	<b>714</b>	<b>441</b>	<b>286</b>

<b>Trailers: Severity of defects</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Night</b>
No Defect	75.5%	82.1%	82.5%
Inspection Notice	11.6%	6.3%	4.5%
Delayed Prohibition	8.0%	6.8%	7.0%
Immediate Prohibition	4.9%	4.8%	5.9%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Trailers: Severity of defects by day of check***

<b>Trailers: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	151	219	209	172	197	97	92
Inspection Notice	24	17	30	19	19	9	6
Delayed Prohibition	9	25	26	17	13	12	5
Immediate Prohibition	5	13	14	12	13	7	9
<b>Total</b>	<b>189</b>	<b>274</b>	<b>279</b>	<b>220</b>	<b>242</b>	<b>125</b>	<b>112</b>

<b>Trailers: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	79.9%	79.9%	74.9%	78.2%	81.4%	77.6%	82.1%
Inspection Notice	12.7%	6.2%	10.8%	8.6%	7.9%	7.2%	5.4%
Delayed Prohibition	4.8%	9.1%	9.3%	7.7%	5.4%	9.6%	4.5%
Immediate Prohibition	2.6%	4.7%	5.0%	5.5%	5.4%	5.6%	8.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Trailers: Severity of defects by month of check***

<b>Month Of Check</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
April	106	16	9	13	144
May	119	8	9	9	145
June	118	12	10	8	148
July	129	15	11	4	159
August	103	13	12	9	137
September	117	13	11	5	146
October	132	15	12	8	167
November	127	16	16	6	165
December	83	8	8	4	103
January	80	8	5	6	99
February	23	0	4	1	28

<b>Month Of Check</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
April	73.6%	11.1%	6.3%	9.0%	100%
May	82.1%	5.5%	6.2%	6.2%	100%
June	79.7%	8.1%	6.8%	5.4%	100%
July	81.1%	9.4%	6.9%	2.5%	100%
August	75.2%	9.5%	8.8%	6.6%	100%
September	80.1%	8.9%	7.5%	3.4%	100%
October	79.0%	9.0%	7.2%	4.8%	100%
November	77.0%	9.7%	9.7%	3.6%	100%
December	80.6%	7.8%	7.8%	3.9%	100%
January	80.8%	8.1%	5.1%	6.1%	100%
February	82.1%	0.0%	14.3%	3.6%	100%

**Trailers: Severity of defects by body type**

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Flat	62	11	11	9	93
Refrigerated	156	9	13	10	188
Tanker	39	4	3	0	46
Skeletal	52	3	3	4	62
Tipper	46	8	12	5	71
Skip	2	0	1	0	3
Refuse	1	1	0	0	2
Car Transporter	15	2	2	1	20
Box	252	22	12	10	296
Curtain Sider	372	46	28	17	463
Tilt	1	0	1	0	2
Other	16	2	3	3	24
Artic (unknown type)	123	16	18	14	171

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Flat	66.7%	11.8%	11.8%	9.7%	100%
Refrigerated	83.0%	4.8%	6.9%	5.3%	100%
Tanker	84.8%	8.7%	6.5%	0.0%	100%
Skeletal	83.9%	4.8%	4.8%	6.5%	100%
Tipper	64.8%	11.3%	16.9%	7.0%	100%
Skip	66.7%	0.0%	33.3%	0.0%	100%
Refuse	50.0%	50.0%	0.0%	0.0%	100%
Car Transporter	75.0%	10.0%	10.0%	5.0%	100%
Box	85.1%	7.4%	4.1%	3.4%	100%
Curtain Sider	80.3%	9.9%	6.0%	3.7%	100%
Tilt	50.0%	0.0%	50.0%	0.0%	100%
Other	66.7%	8.3%	12.5%	12.5%	100%
Artic (unknown type)	71.9%	9.4%	10.5%	8.2%	100%

**Trailers: Severity of defects by GB driver**

Trailers: Severity of defects	GB Driver	Non-GB Driver	Not Given
No Defect	995	142	0
Inspection Notice	109	14	1
Delayed Prohibition	92	14	1
Immediate Prohibition	67	5	1
<b>Total</b>	<b>1263</b>	<b>175</b>	<b>3</b>

Trailers: Severity of defects	GB Driver	Non-GB Driver	Not Given
No Defect	78.8%	81.1%	0.0%
Inspection Notice	8.6%	8.0%	33.3%
Delayed Prohibition	7.3%	8.0%	33.3%
Immediate Prohibition	5.3%	2.9%	33.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by number of trailer axles**

Trailers: Severity of defects	1	2	3	4	5+	No trailer	Unknown
No Defect	10	101	1020	1	1	3	1
Inspection Notice	0	11	111	2	0	0	0
Delayed Prohibition	1	10	95	0	1	0	0
Immediate Prohibition	1	5	66	0	0	1	0
<b>Total</b>	<b>12</b>	<b>127</b>	<b>1292</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>

Trailers: Severity of defects	1	2	3	4	5+	No trailer	Unknown
No Defect	83.3%	79.5%	78.9%	33.3%	50.0%	75.0%	100%
Inspection Notice	0.0%	8.7%	8.6%	66.7%	0.0%	0.0%	0.0%
Delayed Prohibition	8.3%	7.9%	7.4%	0.0%	50.0%	0.0%	0.0%
Immediate Prohibition	8.3%	3.9%	5.1%	0.0%	0.0%	25.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by trailer type**

Trailers: Severity of defects	Draw bar	Semi-Trailer	Other	Not Given
No Defect	27	1096	6	8
Inspection Notice	3	116	3	2
Delayed Prohibition	5	99	1	2

<b>Trailers: Severity of defects</b>	<b>Draw bar</b>	<b>Semi-Trailer</b>	<b>Other</b>	<b>Not Given</b>
Immediate Prohibition	2	68	1	2
<b>Total</b>	<b>37</b>	<b>1379</b>	<b>11</b>	<b>14</b>

<b>Trailers: Severity of defects</b>	<b>Draw bar</b>	<b>Semi-Trailer</b>	<b>Other</b>	<b>Not Given</b>
No Defect	73.0%	79.5%	54.5%	57.1%
Inspection Notice	8.1%	8.4%	27.3%	14.3%
Delayed Prohibition	13.5%	7.2%	9.1%	14.3%
Immediate Prohibition	5.4%	4.9%	9.1%	14.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Type of Defect***

<b>IMNo</b>	<b>Defect</b>	<b>Immediate</b>	<b>Delayed</b>	<b>Total</b>
59	Brake Systems and Components	14	55	69
48	Suspension	3	23	26
38	Service Brake Operation	1	22	23
8	Condition of Tyres	7	15	22
63	Lamps	15	0	15
71	Service Brake Performance	11	1	12
66	Direction Indicators and Hazard Warning lamps	12	0	12
19	Security of Body	10	2	12
73	Parking Brake Performance	0	8	8
14	Spray Suppression & Wings & Wheel Arches	2	5	7
99	Other – defect entered manually	3	0	3
12	Trailer Parking and Emergency Brakes and Air Line Connections	3	0	3
3	Seat belts	0	2	2
6	Road Wheels and Hubs	0	2	2
45	Fuel Tanks and Systems	0	1	1
44	Oil and Waste Leaks	0	1	1
13	Trailer Landing Legs	1	0	1
9	Bumper Bars & Sideguards & Rear Under-run Devices	1	0	1
1	Registration Plates and VIN Details	0	1	1



**Prohibitions - Detail**

(Sev. in the table below relates to severity: I=Immediate; D=Delayed)

Defect	IMNo	Sev.	Count	% IM	% Total
Brake disc fractured through surface into the ventilation cavity	59	D	7	10.1%	3.2%
Brake actuator travel is excessive	59	D	5	7.2%	2.3%
Brake valve insecure due to a failure of supporting structure	59	D	4	5.8%	1.8%
Brake air reservoir insecure early failure unlikely	59	D	4	5.8%	1.8%
Brake valve leaking significant leak but pressure can be sustained at fast idle	59	D	4	5.8%	1.8%
Abnormal movement of levers indicating maladjustment of brakes no apparent loss of brake efficiency	59	D	4	5.8%	1.8%
Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	59	D	4	5.8%	1.8%
Brake actuator travel excessive affecting brake efficiency	59	I	3	4.3%	1.4%
"Loss of air in braking system without brake applied pressure can be sustained with engine on ""fast idling"""	59	D	2	2.9%	0.9%
"Brake coupling leaking without brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	2	2.9%	0.9%
Brake pad missing braking efficiency impaired	59	I	2	2.9%	0.9%
Brake pipe chafed but no apparent risk of early failure	59	D	2	2.9%	0.9%
Brake hose kinked but no apparent risk of early failure	59	D	2	2.9%	0.9%
Brake pad excessively worn pad material less than 1.5mm thick at any point	59	D	2	2.9%	0.9%
Automatic brake slack adjuster component disconnected no apparent loss of braking efficiency	59	D	2	2.9%	0.9%
"Brake connection leaking with brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	2	2.9%	0.9%
Brake pipe fouling but no apparent risk of early failure	59	D	1	1.4%	0.5%
Brake pipe damaged but no apparent risk of early failure	59	D	1	1.4%	0.5%
Brake hose deteriorated and failed	59	I	1	1.4%	0.5%
Brake valve excessively corroded failure imminent	59	I	1	1.4%	0.5%
Brake valve insecure and detached	59	I	1	1.4%	0.5%
Brake air actuator fractured and failed	59	I	1	1.4%	0.5%
"Loss of air in braking system with brake applied pressure cannot be sustained with engine on ""fast idling"""	59	I	1	1.4%	0.5%
"Brake pipe leaking without brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	1	1.4%	0.5%

Defect	IMNo	Sev.	Count	% IM	% Total
"Brake coupling leaking with brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	1	1.4%	0.5%
Abnormal movement of levers indicating maladjustment of brakes brake efficiency impaired	59	I	1	1.4%	0.5%
Automatic brake slack adjuster component insecure brake efficiency not yet impaired	59	D	1	1.4%	0.5%
Any component forming part of an electronic braking system damaged warning light indicates a fault but evidence of operation	59	D	1	1.4%	0.5%
Locking device missing	59	D	1	1.4%	0.5%
Retaining device missing	59	I	1	1.4%	0.5%
Retaining device detached	59	I	1	1.4%	0.5%
Locking device insecure	59	D	1	1.4%	0.5%
ISO 7638 cable missing	59	D	1	1.4%	0.5%
ISO 7638 rendering EBS system inoperative	59	I	1	1.4%	0.5%
Shock absorber insecure with no apparent adverse effect on steering or stability	48	D	5	19.2%	2.3%
A suspension anchor pin and/or bush worn clearly worn in excess of the annual test standard	48	D	4	15.4%	1.8%
Suspension unit deflated but no apparent adverse effect on vehicle control	48	D	2	7.7%	0.9%
Suspension holding down bolts/nuts insecure no movement of axle evident	48	D	2	7.7%	0.9%
Shock absorber mounting insecure with no apparent adverse effect on steering or stability	48	D	1	3.8%	0.5%
Shock absorber mounting fractured with no apparent adverse effect on steering or stability	48	D	1	3.8%	0.5%
Shock absorber pivot insecure with no apparent adverse effect on steering or stability	48	D	1	3.8%	0.5%
Suspension unit leaking but no apparent adverse effect on the system	48	D	1	3.8%	0.5%
Suspension anchor bracket defective fractured but immediate failure unlikely	48	D	1	3.8%	0.5%
Suspension unit deflated adversely affecting vehicle control	48	I	1	3.8%	0.5%
Suspension anchor pin locking device missing	48	I	1	3.8%	0.5%
Check strap missing	48	D	1	3.8%	0.5%
Air suspension pedestal damaged obviously defective but immediate failure unlikely	48	D	1	3.8%	0.5%
Road spring main leaf fractured	48	I	1	3.8%	0.5%
Levelling valve leaking but appears unlikely to affect vehicle stability	48	D	1	3.8%	0.5%

Defect	IMNo	Sev.	Count	% IM	% Total
Levelling valve leaking but appears unlikely to affect vehicle control	48	D	1	3.8%	0.5%
Levelling valve inoperative but appears unlikely to affect vehicle control	48	D	1	3.8%	0.5%
Anti-lock brake warning light sequence indicates a fault	38	D	13	56.5%	5.9%
Anti-lock brake warning light sequence inoperative	38	D	7	30.4%	3.2%
Anti-lock warning lamp indicates the existence of a fault	38	D	2	8.7%	0.9%
Trailer EBS light indicates the existence of a fault and no available evidence of EBS function	38	I	1	4.3%	0.5%
Non-steered axle tyre tread worn beyond legal limit	8	D	8	36.4%	3.6%
Tyre bulging caused by failure of its structure	8	I	3	13.6%	1.4%
Tyre has damage to the tread area breaker cords damaged in the tread area	8	D	3	13.6%	1.4%
Deep cut in tyre breaker cords damaged in the tread area	8	D	2	9.1%	0.9%
Tyre tread worn away breaker cords damaged in the tread area	8	D	2	9.1%	0.9%
Tyre bulging caused by separation of its structure	8	I	2	9.1%	0.9%
Tyre seriously under inflated overload likely on other tyre of twin fitment	8	I	1	4.5%	0.5%
Tyre seriously under inflated in the case of a single tyre fitment on a non-steered axle	8	I	1	4.5%	0.5%
Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	63	I	8	53.3%	3.6%
Obligatory rear lamp inoperative presence/width of vehicle not adequately indicated	63	I	5	33.3%	2.3%
Stop lamp defective and no lamp shows a steady red light, when brakes applied	63	I	1	6.7%	0.5%
Obligatory rear lamp affected by the operation of another lamp presence/width of vehicle not adequately indicated	63	I	1	6.7%	0.5%
Service brake not operating on wheel originally designed to do so	71	I	9	75.0%	4.1%
Service brake efficiency low effort very low in excess of annual test imbalance criteria	71	D	1	8.3%	0.5%
Service brake efficiency low performance does not meet prescribed C & U requirements	71	I	1	8.3%	0.5%
Service brake binding excessively severely overheated, failure likely	71	I	1	8.3%	0.5%
Direction indicator inoperative indicator cannot be used to clearly show driver's intention	66	I	10	83.3%	4.5%
Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	66	I	2	16.7%	0.9%

Defect	IMNo	Sev.	Count	% IM	% Total
Load Security No load securing	19	I	7	58.3%	3.2%
Load Security Inadequate load securing leading to likely risk of harm	19	I	3	25.0%	1.4%
Container fastening device not fitted with a secondary locking device security of container not affected	19	D	2	16.7%	0.9%
Parking brake inefficient no brake effort on wheel	73	D	6	75.0%	2.7%
Parking brake inefficient little braking effort on wheel	73	D	2	25.0%	0.9%
Obligatory spray suppression equipment missing	14	D	3	42.9%	1.4%
Wing missing not acting as a complete shield relating to original design	14	D	1	14.3%	0.5%
Wing badly holed not acting as a complete shield relating to original design	14	D	1	14.3%	0.5%
Wing insecure detachment likely	14	I	1	14.3%	0.5%
Insufficient clearance between wing and tyre wing likely to rub on tyre particularly when laden	14	I	1	14.3%	0.5%
Rear curtain broken	99	I	1	33.3%	0.5%
Bolt slightly loose <sup>2</sup>	99	I	1	33.3%	0.5%
Tyre close to legal limit <sup>2</sup>	99	I	1	33.3%	0.5%
Trailer parking brake cannot be set	12	I	3	100%	1.4%
Tyre has a break in the fabric more than 25mm long body cords exposed	3	D	1	50.0%	0.5%
Breakaway cable defective	3	D	1	50.0%	0.5%
Wheel nut loose only one of the total fitted to that wheel	6	D	2	100%	0.9%
Fuel leakage causing a patch over 75mm diameter in 5 minutes	45	D	1	100%	0.5%
Oil leaking to road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	1	100%	0.5%
Trailer landing leg pad insecure detachment likely	13	I	1	100%	0.5%
Sideguard insecure detachment likely (partially)	9	I	1	100%	0.5%
Registration plate missing where legally required	1	D	1	100%	0.5%

<sup>2</sup> These prohibitions may have been issued in error

### C.3 GB HGV Traffic Offences

The following acronyms are used in this section: ORN – Offence rectification notice; GFPD – Graduated Fixed Penalty Deposit; RFI – Report for Further Investigation

#### Traffic Offences - Main Results

Traffic offence severity	Frequency	%
No traffic offence	2340	86.6%
Verbal warning	105	3.9%
Prohibition	170	6.3%
ORN	44	1.6%
Advisory letter	1	0.0%
Reported for prosecution	1	0.0%
GFPD	18	0.7%
RFI	24	0.9%
<b>Total</b>	<b>2703</b>	<b>100%</b>

#### Traffic offences by year of check

Year	No Offence	Verbal Warning	Serious Offences (exp RFP)	Report for Pros	Total Serious	Total Checks
1997	3342	650	54	175	229	4221
1998	2553	568	22	183	205	3326
1999	2613	491	25	163	188	3292
2000	3597	710	42	167	209	4516
2001	2800	597	88	129	217	3614
2002	2689	444	140	110	250	3383
2003	3228	458	251	93	344	4030
2004	3750	435	343	66	409	4594
2005	3581	354	252	39	291	4226
2006	2888	279	285	37	322	3489
2008	2912	389	410	62	472	3773
2010	2936	79	352	73	425	3440
2011	2033	108	304	12	316	2457
2012	2203	80	336	19	355	2638
2013	2340	105	257	1	258	2703

Year	No Offence	Verbal Warning	Serious Offences (exp RFP)	Report for Pros	Total Serious
1997	79.2%	15.4%	1.3%	4.1%	5.4%
1998	76.8%	17.1%	0.7%	5.5%	6.2%
1999	79.4%	14.9%	0.8%	5.0%	5.7%
2000	79.7%	15.7%	0.9%	3.7%	4.6%
2001	77.5%	16.5%	2.4%	3.6%	6.0%
2002	79.5%	13.1%	4.1%	3.3%	7.4%
2003	80.1%	11.4%	6.2%	2.3%	8.5%
2004	81.6%	9.5%	7.5%	1.4%	8.9%
2005	84.7%	8.4%	6.0%	0.9%	6.9%
2006	82.8%	8.0%	8.2%	1.1%	9.2%
2008	77.2%	10.3%	10.9%	1.6%	12.5%
2010	85.3%	2.3%	10.2%	2.1%	12.4%
2011	82.7%	4.4%	12.4%	0.5%	12.9%
2012	83.5%	3.0%	12.7%	0.7%	13.5%
2013	86.6%	3.9%	9.5%	0.0%	9.5%

### **Average number of serious offences by year of check**

Year	Number of serious offences found per check					Total
	1	2	3	4	5	
1997	191	31	5	2		229 (out of 4221 checks)
1998	180	30	6	1		217(out of 3326 checks)
1999	156	27	4	1		188 (out of 3292 checks)
2000	170	31	6	2		209 (out of 4516 checks)
2001	180	31	5	1		217 (out of 3614 checks)
2002	224	26				250 (out of 3383 checks)
2003	311	30	3			344 (out of 4030 checks)
2004	377	24	7	0	1	409 (out of 4594 checks)
2005	267	20	2	0	2	291 (out of 4226 checks)
2006	292	26	4			322 (out of 3489 checks)
2008	410	53	7	2		472 (out of 3773 checks)
2010	387	37	1			425 (out of 3440 checks)
2011	266	46	3	1		316 (out of 2457 checks)
2012	301	51	2	1		355 (out of 2638 checks)
2013	233	25				258 (out of 2703 checks)

**Traffic offence severity by age of vehicle**

Traffic offence severity	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No traffic offence	609	483	436	400	209	123	39	40	1
Verbal warning	18	11	16	20	20	12	4	4	0
Prohibition	22	24	29	30	27	22	6	10	0
ORN	17	3	3	10	5	2	3	1	0
Advisory letter	0	0	0	0	0	1	0	0	0
Reported for prosecution	0	1	0	0	0	0	0	0	0
GFPD	4	1	2	2	5	1	1	2	0
RFI	4	3	12	5	0	0	0	0	0
<b>Total</b>	<b>674</b>	<b>526</b>	<b>498</b>	<b>467</b>	<b>266</b>	<b>161</b>	<b>53</b>	<b>57</b>	<b>1</b>

Traffic offence severity	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No traffic offence	90.4%	91.8%	87.6%	85.7%	78.6%	76.4%	73.6%	70.2%	100%
Verbal warning	2.7%	2.1%	3.2%	4.3%	7.5%	7.5%	7.5%	7.0%	0.0%
Prohibition	3.3%	4.6%	5.8%	6.4%	10.2%	13.7%	11.3%	17.5%	0.0%
ORN	2.5%	0.6%	0.6%	2.1%	1.9%	1.2%	5.7%	1.8%	0.0%
Advisory letter	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%
Reported for prosecution	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
GFPD	0.6%	0.2%	0.4%	0.4%	1.9%	0.6%	1.9%	3.5%	0.0%
RFI	0.6%	0.6%	2.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by weight of vehicle (kg)**

Traffic offence severity	3,500 - 9,999	10,000 - 19,999	20,000 - 29,999	30,000 - 37,999	38,000 - 39,999	40,000 - 43,999	44,000	>44,000	Not Given
No traffic offence	306	402	193	171	67	181	998	2	20
Verbal warning	23	22	10	7	0	4	38	1	0
Prohibition	54	40	16	16	1	6	35	0	2
ORN	6	9	1	1	0	3	24	0	0
Advisory letter	0	1	0	0	0	0	0	0	0
Reported for prosecution	0	0	0	0	0	1	0	0	0
GFPD	2	5	1	1	0	2	7	0	0
RFI	7	4	1	1	0	0	11	0	0
<b>Total</b>	<b>398</b>	<b>483</b>	<b>222</b>	<b>197</b>	<b>68</b>	<b>197</b>	<b>1113</b>	<b>3</b>	<b>22</b>

Traffic offence severity	3,500 - 9,999	10,000 - 19,999	20,000 - 29,999	30,000 - 37,999	38,000 - 39,999	40,000 - 43,999	44,000	>44,000	Not Given
No traffic offence	76.9%	83.2%	86.9%	86.8%	98.5%	91.9%	89.7%	66.7%	90.9%
Verbal warning	5.8%	4.6%	4.5%	3.6%	0.0%	2.0%	3.4%	33.3%	0.0%
Prohibition	13.6%	8.3%	7.2%	8.1%	1.5%	3.0%	3.1%	0.0%	9.1%
ORN	1.5%	1.9%	0.5%	0.5%	0.0%	1.5%	2.2%	0.0%	0.0%
Advisory letter	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Reported for prosecution	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%
GFPD	0.5%	1.0%	0.5%	0.5%	0.0%	1.0%	0.6%	0.0%	0.0%
RFI	1.8%	0.8%	0.5%	0.5%	0.0%	0.0%	1.0%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



**Traffic offence severity by DVSA area**

DVSA Area	GB traffic - serious offences frequency	%
Area 1: Scotland East	5	4.0%
Area 2: Scotland West	20	13.4%
Area 3: Cumbria, Lancashire, Tyne & Tees	31	14.8%
Area 4: Yorkshire & Humberside	13	7.9%
Area 5: Manchester, S. Yorks & Notts	17	7.6%
Area 6: Merseyside, Cheshire & North Wales	11	5.3%
Area 7: Staffs & Derbyshire	16	8.0%
Area 8: Central Mids	18	7.5%
Area 9: East Anglia, Lincs & Cambs	22	12.5%
Area 10: Bristol & South Wales	18	8.6%
Area 11: South West	11	11.6%
Area 12: Wessex	10	5.6%
Area 13: South Central	9	9.6%
Area 14: South East	15	14.9%
Area 15: Metropolitan	18	18.0%
Area 16: Herts, Essex & Beds	24	10.7%

**Traffic offence severity by licensing Traffic Area of operator**

Traffic offence severity	Scottish	North Western	West Midland	Welsh	Western	SEMTA	Eastern	North Eastern	Not Given
No traffic offence	252	362	300	133	271	215	431	344	32
Verbal warning	5	10	12	6	20	10	25	17	0
Prohibition	14	21	25	7	20	25	22	29	7
ORN	5	2	2	7	2	5	11	7	3
Advisory letter	0	0	0	0	0	0	0	0	1
Reported for prosecution	0	1	0	0	0	0	0	0	0
GFPD	2	2	1	2	2	1	4	4	0
RFI	1	4	1	1	1	5	4	4	3
<b>Total</b>	<b>279</b>	<b>402</b>	<b>341</b>	<b>156</b>	<b>316</b>	<b>261</b>	<b>497</b>	<b>405</b>	<b>46</b>

Traffic offence severity	Scottish	North Western	West Midland	Welsh	Western	South East and Metropolitan	Eastern	North Eastern	Not Given
No traffic offence	90.3%	90.0%	88.0%	85.3%	85.8%	82.4%	86.7%	84.9%	69.6%
Verbal warning	1.8%	2.5%	3.5%	3.8%	6.3%	3.8%	5.0%	4.2%	0.0%
Prohibition	5.0%	5.2%	7.3%	4.5%	6.3%	9.6%	4.4%	7.2%	15.2%
ORN	1.8%	0.5%	0.6%	4.5%	0.6%	1.9%	2.2%	1.7%	6.5%
Advisory letter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Reported for prosecution	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
GFPD	0.7%	0.5%	0.3%	1.3%	0.6%	0.4%	0.8%	1.0%	0.0%
RFI	0.4%	1.0%	0.3%	0.6%	0.3%	1.9%	0.8%	1.0%	6.5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### **Traffic offence severity by road type of check**

Traffic offence severity	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Unknown
No traffic offence	1019	89	101	209	396	80	379	67
Verbal warning	40	6	2	11	14	8	24	0
Prohibition	73	11	5	19	21	5	33	3
ORN	24	0	2	3	8	0	7	0
Advisory letter	0	0	0	1	0	0	0	0
Reported for prosecution	1	0	0	0	0	0	0	0
GFPD	8	1	1	3	1	2	2	0
RFI	9	1	3	2	6	1	2	0
<b>Total</b>	<b>1174</b>	<b>108</b>	<b>114</b>	<b>248</b>	<b>446</b>	<b>96</b>	<b>447</b>	<b>70</b>

Traffic offence severity	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Unknown
No traffic offence	86.8%	82.4%	88.6%	84.3%	88.8%	83.3%	84.8%	95.7%
Verbal warning	3.4%	5.6%	1.8%	4.4%	3.1%	8.3%	5.4%	0.0%
Prohibition	6.2%	10.2%	4.4%	7.7%	4.7%	5.2%	7.4%	4.3%
ORN	2.0%	0.0%	1.8%	1.2%	1.8%	0.0%	1.6%	0.0%
Advisory letter	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%
Reported for prosecution	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
GFPD	0.7%	0.9%	0.9%	1.2%	0.2%	2.1%	0.4%	0.0%
RFI	0.8%	0.9%	2.6%	0.8%	1.3%	1.0%	0.4%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Traffic offence severity by time of check

Traffic offence severity	Morning	Afternoon	Night
No traffic offence	1239	799	302
Verbal warning	76	25	4
Prohibition	91	59	20
ORN	30	12	2
Advisory letter	0	0	1
Reported for prosecution	1	0	0
GFPD	6	8	4
RFI	16	6	2
<b>Total</b>	<b>1459</b>	<b>909</b>	<b>335</b>

Traffic offence severity	Morning	Afternoon	Night
No traffic offence	84.9%	87.9%	90.1%
Verbal warning	5.2%	2.8%	1.2%
Prohibition	6.2%	6.5%	6.0%
ORN	2.1%	1.3%	0.6%
Advisory letter	0.0%	0.0%	0.3%
Reported for prosecution	0.1%	0.0%	0.0%
GFPD	0.4%	0.9%	1.2%
RFI	1.1%	0.7%	0.6%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by day of check**

Traffic offence severity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	337	462	470	428	375	145	123
Verbal warning	17	22	18	25	13	6	4
Prohibition	25	29	28	33	37	11	7
ORN	6	10	8	10	9	1	0
Advisory letter	0	0	1	0	0	0	0
Reported for prosecution	0	1	0	0	0	0	0
GFPD	3	2	3	3	4	2	1
RFI	3	9	5	2	4	1	0
<b>Total</b>	<b>391</b>	<b>535</b>	<b>533</b>	<b>501</b>	<b>442</b>	<b>166</b>	<b>135</b>

Traffic offence severity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	86.2%	86.4%	88.2%	85.4%	84.8%	87.3%	91.1%
Verbal warning	4.3%	4.1%	3.4%	5.0%	2.9%	3.6%	3.0%
Prohibition	6.4%	5.4%	5.3%	6.6%	8.4%	6.6%	5.2%
ORN	1.5%	1.9%	1.5%	2.0%	2.0%	0.6%	0.0%
Advisory letter	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Reported for prosecution	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
GFPD	0.8%	0.4%	0.6%	0.6%	0.9%	1.2%	0.7%
RFI	0.8%	1.7%	0.9%	0.4%	0.9%	0.6%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by month of check**

Month Of Check	No traffic offence	Verbal warning	Prohibition	ORN	Advisory letter	Reported for prosecution	GFPD	RFI	Total
April	244	14	19	6	0	0	2	6	291
May	241	7	13	5	0	0	4	2	272
June	244	11	14	4	1	0	2	1	277
July	264	4	24	2	0	0	1	1	296

Month Of Check	No traffic offence	Verbal warning	Prohibition	ORN	Advisory letter	Reported for prosecution	GFPD	RFI	Total
August	208	14	20	4	0	0	1	3	250
September	237	5	15	10	0	0	3	2	272
October	256	16	19	4	0	0	1	1	297
November	250	11	19	5	0	1	2	2	290
December	205	17	20	3	0	0	1	3	249
January	153	6	6	1	0	0	1	2	169
February	38	0	1	0	0	0	0	1	40

Month Of Check	No traffic offence	Verbal warning	Prohibition	ORN	Advisory letter	Reported for prosecution	GFPD	RFI	Total
April	83.8%	4.8%	6.5%	2.1%	0.0%	0.0%	0.7%	2.1%	100%
May	88.6%	2.6%	4.8%	1.8%	0.0%	0.0%	1.5%	0.7%	100%
June	88.1%	4.0%	5.1%	1.4%	0.4%	0.0%	0.7%	0.4%	100%
July	89.2%	1.4%	8.1%	0.7%	0.0%	0.0%	0.3%	0.3%	100%
August	83.2%	5.6%	8.0%	1.6%	0.0%	0.0%	0.4%	1.2%	100%
September	87.1%	1.8%	5.5%	3.7%	0.0%	0.0%	1.1%	0.7%	100%
October	86.2%	5.4%	6.4%	1.3%	0.0%	0.0%	0.3%	0.3%	100%
November	86.2%	3.8%	6.6%	1.7%	0.0%	0.3%	0.7%	0.7%	100%
December	82.3%	6.8%	8.0%	1.2%	0.0%	0.0%	0.4%	1.2%	100%
January	90.5%	3.6%	3.6%	0.6%	0.0%	0.0%	0.6%	1.2%	100%
February	95.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	2.5%	100%

### **Traffic offence severity by vehicle type**

Traffic offence severity	Articulated HGV	Rigid HGV	Not Given
No traffic offence	1271	1047	22
Verbal warning	42	63	0
Prohibition	45	123	2
ORN	27	17	0
Advisory letter	0	1	0
Reported for prosecution	1	0	0

Traffic offence severity	Articulated HGV	Rigid HGV	Not Given
GFPD	10	8	0
RFI	11	13	0
<b>Total</b>	<b>1407</b>	<b>1272</b>	<b>24</b>

Traffic offence severity	Articulated HGV	Rigid HGV	Not Given
No traffic offence	90.3%	82.3%	91.7%
Verbal warning	3.0%	5.0%	0.0%
Prohibition	3.2%	9.7%	8.3%
ORN	1.9%	1.3%	0.0%
Advisory letter	0.0%	0.1%	0.0%
Reported for prosecution	0.1%	0.0%	0.0%
GFPD	0.7%	0.6%	0.0%
RFI	0.8%	1.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Traffic offence severity by body type

Body Type	No traffic offence	Verbal warning	Prohibition	ORN	Advisory letter	Reported for prosecution	GFPD	RFI	Total
Flat	259	14	30	5	0	0	2	3	313
Refrigerated	211	4	5	2	0	0	0	2	224
Tanker	52	8	3	3	0	1	0	0	67
Skeletal	57	3	4	2	0	0	0	1	67
Tipper	177	17	12	5	0	0	1	1	213
Skip	32	1	7	1	0	0	0	1	42
Artic only	6	1	0	0	0	0	0	0	7
Refuse	10	0	2	1	0	0	0	0	13
Car Transporter	28	2	3	0	0	0	1	0	34
Box	631	24	48	10	1	0	5	4	723
Curtain Sider	683	24	47	12	0	0	7	9	782
Tilt	2	0	0	0	0	0	0	0	2
Other	33	3	3	0	0	0	0	1	40

Body Type	No traffic offence	Verbal warning	Prohibition	ORN	Advisory letter	Reported for prosecution	GFPD	RFI	Total
Artic (unknown type)	158	4	5	3	0	0	2	2	174
Not Given	1	0	1	0	0	0	0	0	2

Body Type	No traffic offence	Verbal warning	Prohibition	ORN	Advisory letter	Reported for prosecution	GFPD	RFI	Total
Flat	82.7%	4.5%	9.6%	1.6%	0.0%	0.0%	0.6%	1.0%	100%
Refrigerated	94.2%	1.8%	2.2%	0.9%	0.0%	0.0%	0.0%	0.9%	100%
Tanker	77.6%	11.9%	4.5%	4.5%	0.0%	1.5%	0.0%	0.0%	100%
Skeletal	85.1%	4.5%	6.0%	3.0%	0.0%	0.0%	0.0%	1.5%	100%
Tipper	83.1%	8.0%	5.6%	2.3%	0.0%	0.0%	0.5%	0.5%	100%
Skip	76.2%	2.4%	16.7%	2.4%	0.0%	0.0%	0.0%	2.4%	100%
Artic only	85.7%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Refuse	76.9%	0.0%	15.4%	7.7%	0.0%	0.0%	0.0%	0.0%	100%
Car Transporter	82.4%	5.9%	8.8%	0.0%	0.0%	0.0%	2.9%	0.0%	100%
Box	87.3%	3.3%	6.6%	1.4%	0.1%	0.0%	0.7%	0.6%	100%
Curtain Sider	87.3%	3.1%	6.0%	1.5%	0.0%	0.0%	0.9%	1.2%	100%
Tilt	100%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Other	82.5%	7.5%	7.5%	0.0%	0.0%	0.0%	0.0%	2.5%	100%
Artic (unknown type)	90.8%	2.3%	2.9%	1.7%	0.0%	0.0%	1.1%	1.1%	100%
Not Given	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

### **Traffic offence severity by number of vehicle axles**

Traffic offence severity	2	3	4	5+	Unknown
No traffic offence	993	1205	139	1	2
Verbal warning	48	50	7	0	0
Prohibition	108	48	14	0	0

Traffic offence severity	2	3	4	5+	Unknown
ORN	17	26	1	0	0
Advisory letter	1	0	0	0	0
Reported for prosecution	1	0	0	0	0
GFPD	10	7	1	0	0
RFI	11	12	1	0	0
<b>Total</b>	<b>1189</b>	<b>1348</b>	<b>163</b>	<b>1</b>	<b>2</b>

Traffic offence severity	2	3	4	5+	Unknown
No traffic offence	83.5%	89.4%	85.3%	100%	100%
Verbal warning	4.0%	3.7%	4.3%	0.0%	0.0%
Prohibition	9.1%	3.6%	8.6%	0.0%	0.0%
ORN	1.4%	1.9%	0.6%	0.0%	0.0%
Advisory letter	0.1%	0.0%	0.0%	0.0%	0.0%
Reported for prosecution	0.1%	0.0%	0.0%	0.0%	0.0%
GFPD	0.8%	0.5%	0.6%	0.0%	0.0%
RFI	0.9%	0.9%	0.6%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

***Traffic offence severity by whether a trailer present***

Traffic offence severity	Yes	No
No traffic offence	1314	1026
Verbal warning	42	63
Prohibition	44	126
ORN	27	17
Advisory letter	0	1
Reported for prosecution	1	0
GFPD	10	8
RFI	11	13
<b>Total</b>	<b>1449</b>	<b>1254</b>

Traffic offence severity	Yes	No
No traffic offence	90.7%	81.8%
Verbal warning	2.9%	5.0%
Prohibition	3.0%	10.0%
ORN	1.9%	1.4%
Advisory letter	0.0%	0.1%
Reported for prosecution	0.1%	0.0%



Traffic offence severity	Yes	No
GFPD	0.7%	0.6%
RFI	0.8%	1.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

### Traffic offence severity by GB driver

Traffic offence severity	GB Driver	Non-GB Driver	Not Given
No traffic offence	2117	220	3
Verbal warning	93	9	3
Prohibition	149	18	3
ORN	38	6	0
Advisory letter	1	0	0
Reported for prosecution	1	0	0
GFPD	15	3	0
RFI	22	2	0
<b>Total</b>	<b>2436</b>	<b>258</b>	<b>9</b>

Traffic offence severity	GB Driver	Non-GB Driver	Not Given
No traffic offence	86.9%	85.3%	33.3%
Verbal warning	3.8%	3.5%	33.3%
Prohibition	6.1%	7.0%	33.3%
ORN	1.6%	2.3%	0.0%
Advisory letter	0.0%	0.0%	0.0%
Reported for prosecution	0.0%	0.0%	0.0%
GFPD	0.6%	1.2%	0.0%
RFI	0.9%	0.8%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Traffic offence severity for each offence type

Traffic offence severity	Driver's Licence	Tachograph	Drivers' Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED	Limiter
Verbal warning	8	30	32	5	8	12	0	13	15

Traffic offence severity	Driver's Licence	Tachograph	Drivers' Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED	Limiter
Prohibition	2	1	0	2	1	0	2	5	1
ORN	0	46	51	0	0	4	0	2	0
Advisory letter	0	18	0	0	18	0	0	17	1
RFI	0	2	0	0	0	0	0	0	0
Unknown outcome - any	0	15	1	0	0	0	0	5	0
Unknown outcome - serious	1	0	0	0	0	0	0	0	0
<b>Total</b>	<b>11</b>	<b>112</b>	<b>84</b>	<b>7</b>	<b>27</b>	<b>16</b>	<b>2</b>	<b>42</b>	<b>17</b>

Traffic offence severity	Driver's Licence	Tachograph	Drivers' Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED	Limiter
Verbal warning	0.3%	1.1%	1.2%	0.2%	0.3%	0.4%	0.0%	0.5%	0.6%
Prohibition	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.2%	0.0%
ORN	0.0%	1.7%	1.9%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%
Advisory letter	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.6%	0.0%
RFI	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Unknown outcome - any	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%
Unknown outcome - serious	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>0.4%</b>	<b>4.1%</b>	<b>3.1%</b>	<b>0.3%</b>	<b>1.0%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>

## C.4 Non-GB HGV Vehicle Defects

### Vehicle – Severity of defect found

Vehicles: Severity of defects	Frequency	%
No Defect	1895	71.2%
Inspection Notice	295	11.1%
Delayed Prohibition	329	12.4%
Immediate Prohibition	141	5.3%
<b>Total</b>	<b>2660</b>	<b>100%</b>

### Number of vehicle defects per vehicle resulting in prohibitions

Number of defects	Immediate	%	All	%
No defect	2519	94.7%	2190	82.3%
One defect	123	4.6%	387	14.5%
Two defects	16	0.6%	63	2.3%
Three defects or greater	2	0.1%	20	0.8%
<b>Total</b>	<b>2660</b>	<b>100%</b>	<b>2660</b>	<b>100%</b>

### Defects by year of check

Year	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions	Total Checks
<b>2004</b>	1781	61	88	85	173	2015
<b>2006</b>	2129	43	285	327	612	2784
<b>2008</b>	2222	87	222	247	469	2778
<b>2010</b>	1910	213	438	154	592	2715
<b>2011</b>	1848	219	258	85	343	2410
<b>2012</b>	1967	220	288	106	394	2581
<b>2013</b>	1895	295	329	141	470	2660

	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions
<b>2004</b>	88.4%	3.0%	4.4%	4.2%	8.6%
<b>2006</b>	76.5%	1.5%	10.2%	11.7%	22.0%
<b>2008</b>	80.0%	3.1%	8.0%	8.9%	16.9%
<b>2010</b>	70.3%	7.8%	16.1%	5.7%	21.8%
<b>2011</b>	76.7%	9.1%	10.7%	3.5%	14.2%
<b>2012</b>	76.2%	8.5%	11.2%	4.1%	15.3%
<b>2013</b>	71.2%	11.1%	12.4%	5.3%	17.7%

**Average number of prohibitable defects by year of check**

Year	Number of prohibitable defects found per vehicle										Total
	1	2	3	4	5	6	7	8	9	10	
2004	156	17									173 (out of 2015 checks)
2006	499	80	24	6	1	2					612 (out of 2784 checks)
2008	402	49	11	6	0	1					469 (out of 2778 checks)
2010	487	81	15	4	2	1	1	1			592 (out of 2715 checks)
2011	286	43	12	2							343 (out of 2410 checks)
2012	313	65	15	1							394 (out of 2581 checks)
2013	387	63	15	3	1	0	0	0	0	1	470 (out of 2660 checks)

**Vehicles: Severity of defects by age of vehicle**

Vehicles: Severity of defects	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No Defect	551	546	290	260	134	25	9	4	76
Inspection Notice	60	77	49	51	30	8	1	1	18
Delayed Prohibition	26	53	67	77	54	22	4	2	24
Immediate Prohibition	16	24	19	36	21	8	1	2	14
<b>Total</b>	<b>653</b>	<b>700</b>	<b>425</b>	<b>424</b>	<b>239</b>	<b>63</b>	<b>15</b>	<b>9</b>	<b>132</b>

Vehicles: Severity of defects	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No Defect	84.4%	78.0%	68.2%	61.3%	56.1%	39.7%	60.0%	44.4%	57.6%
Inspection Notice	9.2%	11.0%	11.5%	12.0%	12.6%	12.7%	6.7%	11.1%	13.6%
Delayed Prohibition	4.0%	7.6%	15.8%	18.2%	22.6%	34.9%	26.7%	22.2%	18.2%
Immediate Prohibition	2.5%	3.4%	4.5%	8.5%	8.8%	12.7%	6.7%	22.2%	10.6%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by weight of vehicle (kg)**

<b>Vehicles: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	10	18	8	16	58	1591	179	3	12
Inspection Notice	1	4	3	0	14	242	23	4	4
Delayed Prohibition	2	7	2	4	8	266	35	2	3
Immediate Prohibition	1	3	1	2	5	112	14	1	2
<b>Total</b>	<b>14</b>	<b>32</b>	<b>14</b>	<b>22</b>	<b>85</b>	<b>2211</b>	<b>251</b>	<b>10</b>	<b>21</b>

<b>Vehicles: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	71.4%	56.3%	57.1%	72.7%	68.2%	72.0%	71.3%	30.0%	57.1%
Inspection Notice	7.1%	12.5%	21.4%	0.0%	16.5%	10.9%	9.2%	40.0%	19.0%
Delayed Prohibition	14.3%	21.9%	14.3%	18.2%	9.4%	12.0%	13.9%	20.0%	14.3%
Immediate Prohibition	7.1%	9.4%	7.1%	9.1%	5.9%	5.1%	5.6%	10.0%	9.5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by DVSA area**

<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 1: Scotland East	40	2	4	4	50
Area 2: Scotland West	51	4	2	2	59
Area 3: Cumbria, Lancashire, Tyne & Tees	109	14	24	8	155
Area 4: Yorkshire & Humberside	99	22	13	6	140
Area 5: Manchester, S. Yorks & Notts	147	17	13	6	183
Area 6: Merseyside, Cheshire & North Wales	136	9	20	8	173
Area 7: Staffs & Derbyshire	166	15	25	13	219

DVSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Area 8: Central Mids	168	32	35	14	249
Area 9: East Anglia, Lincs & Cambs	102	42	39	13	196
Area 10: Bristol & South Wales	123	22	25	10	180
Area 11: South West	43	8	8	1	60
Area 12: Wessex	212	10	44	12	278
Area 13: South Central	131	13	16	5	165
Area 14: South East	178	17	29	24	248
Area 15: Metropolitan	31	14	12	8	65
Area 16: Herts, Essex & Beds	159	54	20	7	240

DVSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Area 1: Scotland East	80.0%	4.0%	8.0%	8.0%	100%
Area 2: Scotland West	86.4%	6.8%	3.4%	3.4%	100%
Area 3: Cumbria, Lancashire, Tyne & Tees	70.3%	9.0%	15.5%	5.2%	100%
Area 4: Yorkshire & Humberside	70.7%	15.7%	9.3%	4.3%	100%
Area 5: Manchester, S. Yorks & Notts	80.3%	9.3%	7.1%	3.3%	100%
Area 6: Merseyside, Cheshire & North Wales	78.6%	5.2%	11.6%	4.6%	100%
Area 7: Staffs & Derbyshire	75.8%	6.8%	11.4%	5.9%	100%
Area 8: Central Mids	67.5%	12.9%	14.1%	5.6%	100%
Area 9: East Anglia, Lincs & Cambs	52.0%	21.4%	19.9%	6.6%	100%
Area 10: Bristol & South Wales	68.3%	12.2%	13.9%	5.6%	100%
Area 11: South West	71.7%	13.3%	13.3%	1.7%	100%
Area 12: Wessex	76.3%	3.6%	15.8%	4.3%	100%
Area 13: South Central	79.4%	7.9%	9.7%	3.0%	100%
Area 14: South East	71.8%	6.9%	11.7%	9.7%	100%

DVSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Area 15: Metropolitan	47.7%	21.5%	18.5%	12.3%	100%
Area 16: Herts, Essex & Beds	66.3%	22.5%	8.3%	2.9%	100%

### ***Vehicles: Severity of defects by road type of check***

Vehicles: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Port	Unknown
No Defect	1207	23	12	71	36	89	314	77	66
Inspection Notice	185	2	2	5	11	29	43	10	8
Delayed Prohibition	214	7	1	8	8	26	42	14	9
Immediate Prohibition	88	3	0	5	3	8	20	7	7
<b>Total</b>	<b>1694</b>	<b>35</b>	<b>15</b>	<b>89</b>	<b>58</b>	<b>152</b>	<b>419</b>	<b>108</b>	<b>90</b>

Vehicles: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Port	Unknown
No Defect	71.3%	65.7%	80.0%	79.8%	62.1%	58.6%	74.9%	71.3%	73.3%
Inspection Notice	10.9%	5.7%	13.3%	5.6%	19.0%	19.1%	10.3%	9.3%	8.9%
Delayed Prohibition	12.6%	20.0%	6.7%	9.0%	13.8%	17.1%	10.0%	13.0%	10.0%
Immediate Prohibition	5.2%	8.6%	0.0%	5.6%	5.2%	5.3%	4.8%	6.5%	7.8%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Vehicles: Severity of defects by time of check***

Vehicles: Severity of defects	Morning	Afternoon	Night
No Defect	966	683	246
Inspection Notice	153	121	21
Delayed Prohibition	156	126	47
Immediate Prohibition	69	39	33
<b>Total</b>	<b>1344</b>	<b>969</b>	<b>347</b>

<b>Vehicles: Severity of defects</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Night</b>
No Defect	71.9%	70.5%	70.9%
Inspection Notice	11.4%	12.5%	6.1%
Delayed Prohibition	11.6%	13.0%	13.5%
Immediate Prohibition	5.1%	4.0%	9.5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Vehicles: Severity of defects by day of check***

<b>Vehicles: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	294	350	341	351	323	136	100
Inspection Notice	45	62	44	60	53	20	11
Delayed Prohibition	50	51	73	48	52	30	25
Immediate Prohibition	25	30	14	26	28	10	8
<b>Total</b>	<b>414</b>	<b>493</b>	<b>472</b>	<b>485</b>	<b>456</b>	<b>196</b>	<b>144</b>

<b>Vehicles: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	71.0%	71.0%	72.2%	72.4%	70.8%	69.4%	69.4%
Inspection Notice	10.9%	12.6%	9.3%	12.4%	11.6%	10.2%	7.6%
Delayed Prohibition	12.1%	10.3%	15.5%	9.9%	11.4%	15.3%	17.4%
Immediate Prohibition	6.0%	6.1%	3.0%	5.4%	6.1%	5.1%	5.6%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### ***Vehicles: Severity of defects by month of check***

<b>Month Of Check</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
April	186	35	23	24	268
May	214	27	34	9	284
June	207	34	36	16	293
July	196	34	29	13	272
August	187	23	40	16	266
September	179	28	34	13	254
October	212	37	42	14	305



Month Of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
November	201	28	39	15	283
December	207	32	30	15	284
January	81	17	19	5	122
February	25	0	3	1	29

Month Of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
April	69.4%	13.1%	8.6%	9.0%	100%
May	75.4%	9.5%	12.0%	3.2%	100%
June	70.6%	11.6%	12.3%	5.5%	100%
July	72.1%	12.5%	10.7%	4.8%	100%
August	70.3%	8.6%	15.0%	6.0%	100%
September	70.5%	11.0%	13.4%	5.1%	100%
October	69.5%	12.1%	13.8%	4.6%	100%
November	71.0%	9.9%	13.8%	5.3%	100%
December	72.9%	11.3%	10.6%	5.3%	100%
January	66.4%	13.9%	15.6%	4.1%	100%
February	86.2%	0.0%	10.3%	3.4%	100%

### ***Vehicles: Severity of defects by vehicle type***

Vehicles: Severity of defects	Articulated HGV	Rigid HGV	Not Given
No Defect	1747	137	11
Inspection Notice	274	19	2
Delayed Prohibition	288	39	2
Immediate Prohibition	128	12	1
<b>Total</b>	<b>2437</b>	<b>207</b>	<b>16</b>

Vehicles: Severity of defects	Articulated HGV	Rigid HGV	Not Given
No Defect	71.7%	66.2%	68.8%
Inspection Notice	11.2%	9.2%	12.5%
Delayed Prohibition	11.8%	18.8%	12.5%
Immediate Prohibition	5.3%	5.8%	6.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by body type**

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Flat	17	1	4	0	22
Refrigerated	340	29	49	19	437
Tanker	28	3	3	3	37
Skeletal	17	0	6	2	25
Tipper	7	0	3	0	10
Artic only	1	0	1	0	2
Car Transporter	19	1	9	3	32
Box	220	41	42	15	318
Curtain Sider	1010	176	166	84	1436
Tilt	3	2	6	1	12
Other	10	0	4	0	14
Artic (unknown type)	222	42	36	14	314
Not Given	1	0	0	0	1

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Flat	77.3%	4.5%	18.2%	0.0%	100%
Refrigerated	77.8%	6.6%	11.2%	4.3%	100%
Tanker	75.7%	8.1%	8.1%	8.1%	100%
Skeletal	68.0%	0.0%	24.0%	8.0%	100%
Tipper	70.0%	0.0%	30.0%	0.0%	100%
Artic only	50.0%	0.0%	50.0%	0.0%	100%
Car Transporter	59.4%	3.1%	28.1%	9.4%	100%
Box	69.2%	12.9%	13.2%	4.7%	100%
Curtain Sider	70.3%	12.3%	11.6%	5.8%	100%
Tilt	25.0%	16.7%	50.0%	8.3%	100%
Other	71.4%	0.0%	28.6%	0.0%	100%
Artic (unknown type)	70.7%	13.4%	11.5%	4.5%	100%
Not Given	100%	0.0%	0.0%	0.0%	100%

**Vehicles: Severity of defects by number of vehicle axles**

<b>Vehicles: Severity of defects</b>	<b>2</b>	<b>3</b>	<b>5+</b>
No Defect	1676	219	0
Inspection Notice	263	32	0
Delayed Prohibition	275	53	1
Immediate Prohibition	127	14	0
<b>Total</b>	<b>2341</b>	<b>318</b>	<b>1</b>

<b>Vehicles: Severity of defects</b>	<b>2</b>	<b>3</b>	<b>5+</b>
No Defect	71.6%	68.9%	0.0%
Inspection Notice	11.2%	10.1%	0.0%
Delayed Prohibition	11.7%	16.7%	100%
Immediate Prohibition	5.4%	4.4%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by whether a trailer present**

<b>Vehicles: Severity of defects</b>	<b>Yes</b>	<b>No</b>
No Defect	1862	33
Inspection Notice	288	7
Delayed Prohibition	325	4
Immediate Prohibition	135	6
<b>Total</b>	<b>2610</b>	<b>50</b>

<b>Vehicles: Severity of defects</b>	<b>Yes</b>	<b>No</b>
No Defect	71.3%	66.0%
Inspection Notice	11.0%	14.0%
Delayed Prohibition	12.5%	8.0%
Immediate Prohibition	5.2%	12.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Vehicles: Severity of defects by direction of travel**

<b>Vehicles: Severity of defects</b>	<b>Import</b>	<b>Export</b>	<b>Cabotage</b>	<b>Other</b>	<b>Unknown</b>
No Defect	1049	536	95	106	109
Inspection Notice	156	96	17	13	13
Delayed Prohibition	183	92	21	17	16
Immediate Prohibition	74	37	7	14	9
<b>Total</b>	<b>1462</b>	<b>761</b>	<b>140</b>	<b>150</b>	<b>147</b>

<b>Vehicles: Severity of defects</b>	<b>Import</b>	<b>Export</b>	<b>Cabotage</b>	<b>Other</b>	<b>Unknown</b>
No Defect	71.8%	70.4%	67.9%	70.7%	74.1%
Inspection Notice	10.7%	12.6%	12.1%	8.7%	8.8%
Delayed Prohibition	12.5%	12.1%	15.0%	11.3%	10.9%
Immediate Prohibition	5.1%	4.9%	5.0%	9.3%	6.1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

***Vehicles: Severity of defects by whether a Fresnel Lens fitted***

<b>Vehicles: Severity of defects</b>	<b>Fresnel Lens fitted</b>	<b>Fresnel Lens not fitted</b>	<b>Not Given</b>
No Defect	358	1290	247
Inspection Notice	69	189	37
Delayed Prohibition	64	221	44
Immediate Prohibition	19	104	18
<b>Total</b>	<b>510</b>	<b>1804</b>	<b>346</b>

<b>Vehicles: Severity of defects</b>	<b>Fresnel Lens fitted</b>	<b>Fresnel Lens not fitted</b>	<b>Not Given</b>
No Defect	70.2%	71.5%	71.4%
Inspection Notice	13.5%	10.5%	10.7%
Delayed Prohibition	12.5%	12.3%	12.7%
Immediate Prohibition	3.7%	5.8%	5.2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

***Vehicles: Severity of defects by country***

<b>Country</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Unknown	3	0	0	0	3
Austria	5	0	1	1	7
Belgium	38	8	9	0	55
Bulgaria	57	15	21	7	100
Bosnia-Herzegovina	6	3	3	0	12
Switzerland	6	0	1	1	8
Cyprus	1	0	0	0	1
Czech Republic	100	8	14	8	130
Germany	103	13	5	5	126
Denmark	4	0	1	0	5

Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Spain	101	19	23	3	146
Estonia	7	2	0	2	11
France	104	12	9	2	127
Greece	0	1	0	0	1
Hungary	118	19	14	10	161
Croatia	4	1	0	1	6
Italy	29	8	2	2	41
Ireland	136	15	35	10	196
Luxembourg	5	0	0	0	5
Lithuania	83	20	12	6	121
Latvia	10	1	1	0	12
Malta	4	0	0	0	4
Macedonia	2	2	3	2	9
Northern Ireland	22	5	7	1	35
Netherlands	163	18	22	4	207
Portugal	47	12	15	9	83
Poland	447	56	72	29	604
Romania	139	26	35	21	221
Sweden	2	0	0	0	2
Slovakia	82	18	12	9	121
Slovenia	27	2	3	3	35
Turkey	31	8	7	5	51
Non-European	2	0	1	0	3
Serbia & Montenegro	1	1	0	0	2
Ukraine	2	1	0	0	3
Serbia	4	1	1	0	6

Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Unknown	100%	0.0%	0.0%	0.0%	100%
Austria	71.4%	0.0%	14.3%	14.3%	100%
Belgium	69.1%	14.5%	16.4%	0.0%	100%
Bulgaria	57.0%	15.0%	21.0%	7.0%	100%
Bosnia-Herzegovina	50.0%	25.0%	25.0%	0.0%	100%
Switzerland	75.0%	0.0%	12.5%	12.5%	100%

<b>Country</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Cyprus	100%	0.0%	0.0%	0.0%	100%
Czech Republic	76.9%	6.2%	10.8%	6.2%	100%
Germany	81.7%	10.3%	4.0%	4.0%	100%
Denmark	80.0%	0.0%	20.0%	0.0%	100%
Spain	69.2%	13.0%	15.8%	2.1%	100%
Estonia	63.6%	18.2%	0.0%	18.2%	100%
France	81.9%	9.4%	7.1%	1.6%	100%
Greece	0.0%	100%	0.0%	0.0%	100%
Hungary	73.3%	11.8%	8.7%	6.2%	100%
Croatia	66.7%	16.7%	0.0%	16.7%	100%
Italy	70.7%	19.5%	4.9%	4.9%	100%
Ireland	69.4%	7.7%	17.9%	5.1%	100%
Luxembourg	100%	0.0%	0.0%	0.0%	100%
Lithuania	68.6%	16.5%	9.9%	5.0%	100%
Latvia	83.3%	8.3%	8.3%	0.0%	100%
Malta	100%	0.0%	0.0%	0.0%	100%
Macedonia	22.2%	22.2%	33.3%	22.2%	100%
Northern Ireland	62.9%	14.3%	20.0%	2.9%	100%
Netherlands	78.7%	8.7%	10.6%	1.9%	100%
Portugal	56.6%	14.5%	18.1%	10.8%	100%
Poland	74.0%	9.3%	11.9%	4.8%	100%
Romania	62.9%	11.8%	15.8%	9.5%	100%
Sweden	100%	0.0%	0.0%	0.0%	100%
Slovakia	67.8%	14.9%	9.9%	7.4%	100%
Slovenia	77.1%	5.7%	8.6%	8.6%	100%
Turkey	60.8%	15.7%	13.7%	9.8%	100%
Non-European	66.7%	0.0%	33.3%	0.0%	100%
Serbia & Montenegro	50.0%	50.0%	0.0%	0.0%	100%
Ukraine	66.7%	33.3%	0.0%	0.0%	100%
Serbia	66.7%	16.7%	16.7%	0.0%	100%

**Type of Defect**

<b>IMNo</b>	<b>Defect</b>	<b>Immediate</b>	<b>Delayed</b>	<b>Total</b>
59	Brake Systems and Components	8	103	111
14	Spray Suppression & Wings & Wheel Arches	2	63	65
38	Service Brake Operation	1	59	60
66	Direction Indicators and Hazard Warning lamps	58	0	58
54	Steering Mechanism	5	46	51
8	Condition of Tyres	10	37	47
63	Lamps	39	0	39
3	Seat belts	0	26	26
48	Suspension	3	17	20
46	Exhaust Systems and PSV Waste Systems	2	17	19
23	Glass & View of Road	18	1	19
6	Road Wheels and Hubs	2	14	16
44	Oil and Waste Leaks	0	10	10
11	Vehicle to Trailer Coupling	0	9	9
45	Fuel Tanks and Systems	3	5	8
1	Registration Plates and VIN Details	0	3	3
33	Speed Limiters	1	2	3
99	Other – defect entered manually	2	1	3
57	Transmission	0	2	2
22	Drivers Mirrors	2	0	2
19	Security of Body	1	1	2
7	Size and Type of Tyres	0	2	2
39	Hand Operated Brake Control Valve	0	1	1
9	Bumper Bars & Sideguards & Rear Under-run Devices	0	1	1
73	Parking Brake Performance	0	1	1
37	Service Brake Pedal	0	1	1
71	Service Brake Performance	1	0	1
20	Condition of Body	1	0	1
25	Windscreen Wipers and Washers	1	0	1
30	Steering Control	0	1	1
15	Cab Security	0	1	1
16	Driver and Passenger Doors	1	0	1

**Prohibitions - Detail**

(Sev. in the table below relates to severity: I=Immediate; D=Delayed)

Defect	IMNo	Sev.	Count	% IM	% Total
Brake disc fractured through surface into the ventilation cavity	59	D	40	36.0%	6.8%
Brake valve leaking significant leak but pressure can be sustained at fast idle	59	D	8	7.2%	1.4%
"Loss of air in braking system with brake applied pressure can be sustained with engine on ""fast idling""	59	D	6	5.4%	1.0%
Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	59	D	6	5.4%	1.0%
"Loss of air in braking system with brake applied pressure cannot be sustained with engine on ""fast idling""	59	I	5	4.5%	0.9%
"Brake pipe leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	5	4.5%	0.9%
"Brake coupling leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	4	3.6%	0.7%
"Brake connection leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	4	3.6%	0.7%
"Brake coupling leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	3	2.7%	0.5%
"Brake hose leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	3	2.7%	0.5%
"Brake hose leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	2	1.8%	0.3%
"Brake pipe leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	2	1.8%	0.3%
ISO 7638 cable rendering the ABS system inoperative	59	D	2	1.8%	0.3%
Brake pipe chafed but no apparent risk of early failure	59	D	2	1.8%	0.3%
"Brake connection leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	2	1.8%	0.3%
Severely contaminated brake pad material likely to affect brake efficiency (no equipment to confirm)	59	D	2	1.8%	0.3%
Brake lining excessively worn pad material less than 1.5mm thick at any point	59	D	1	0.9%	0.2%
Brake pad excessively worn lining material less than 1.5mm thick at any point	59	D	1	0.9%	0.2%
Any component forming part of an anti-lock braking system disconnected rendering ABS system inoperative	59	D	1	0.9%	0.2%
"Brake coupling leaking with brake applied and pressure cannot be sustained with engine on ""fast idle""	59	I	1	0.9%	0.2%
"Loss of air in braking system without brake applied pressure can be sustained with engine on ""fast idling""	59	D	1	0.9%	0.2%



Defect	IMNo	Sev.	Count	% IM	% Total
Brake disc surface excessively deteriorated fractured through surface into the ventilation cavity	59	D	1	0.9%	0.2%
Brake hose chafed but no apparent risk of early failure	59	D	1	0.9%	0.2%
Brake hose fouling but no apparent risk of early failure	59	D	1	0.9%	0.2%
Any component forming part of an anti-lock braking system missing and the warning lamp sequence indicates there is a fault	59	D	1	0.9%	0.2%
Brake actuator travel is excessive	59	D	1	0.9%	0.2%
Brake air actuator insecure no apparent risk of failure	59	D	1	0.9%	0.2%
Load sensing valve(linkage defective) clearly not able to function as intended	59	I	1	0.9%	0.2%
Load sensing valve disconnected clearly not able to function as intended	59	I	1	0.9%	0.2%
ISO 7638 cable and the warning lamp sequence indicates there is a fault	59	D	1	0.9%	0.2%
ISO 7638 cable likely to affect the correct function	59	D	1	0.9%	0.2%
Obligatory spray suppression equipment missing	14	D	19	29.2%	3.2%
Wing missing not acting as a complete shield relating to original design	14	D	15	23.1%	2.6%
Obligatory spray suppression equipment incomplete	14	D	14	21.5%	2.4%
Wing badly holed not acting as a complete shield relating to original design	14	D	9	13.8%	1.5%
Wing badly torn not acting as a complete shield relating to original design	14	D	2	3.1%	0.3%
Wing badly torn not acting as a complete shield	14	D	2	3.1%	0.3%
Wing badly split not acting as a complete shield	14	D	1	1.5%	0.2%
Wing insecure and rubbing on tyre	14	I	1	1.5%	0.2%
Wing badly split not acting as a complete shield relating to original design	14	D	1	1.5%	0.2%
Insufficient clearance between wing and tyre wing likely to rub on tyre particularly when laden	14	I	1	1.5%	0.2%
Anti-lock warning lamp indicates the existence of a fault	38	D	20	33.3%	3.4%
Anti-lock brake warning light sequence indicates a fault	38	D	15	25.0%	2.6%
EBS warning lamp indicates the existence of a fault	38	D	10	16.7%	1.7%
Anti-lock brake warning light sequence inoperative	38	D	7	11.7%	1.2%
Anti-lock warning lamp inoperative	38	D	3	5.0%	0.5%
Indication of leakage in full air braking system pressure can be sustained	38	D	2	3.3%	0.3%
Trailer EBS light indicates the existence of a fault and no available evidence of EBS function	38	I	1	1.7%	0.2%
Trailer EBS warning light not working and no available evidence of EBS function	38	D	1	1.7%	0.2%

Defect	IMNo	Sev.	Count	% IM	% Total
Anti-lock brake warning light inoperative or indicates fault trailer is equipped with load sensing in addition to ABS	38	D	1	1.7%	0.2%
Direction indicator inoperative indicator cannot be used to clearly show driver's intention	66	I	53	91.4%	9.1%
Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	66	I	2	3.4%	0.3%
Direction indicator insecure detachment imminent	66	I	1	1.7%	0.2%
Direction indicator lens broken indicator cannot be used to clearly show driver's intention	66	I	1	1.7%	0.2%
Direction indicator missing indicator cannot be used to clearly show driver's intention	66	I	1	1.7%	0.2%
Excessive movement in steering joint (excessive abnormal movement)	54	D	32	62.7%	5.5%
Slight play in steering joint (excessive abnormal movement)	54	D	10	19.6%	1.7%
Excessive movement in steering joint and joint in danger of separation	54	I	4	7.8%	0.7%
Steering track rod insecure and there is slight movement between mating parts	54	D	2	3.9%	0.3%
Steering drag link insecure and there is excessive movement between mating parts	54	I	1	2.0%	0.2%
Steering drag link insecure and there is slight movement between mating parts	54	D	1	2.0%	0.2%
Excessive fluid leak from power steering fluid leak in excess of 75mm diameter patch in 5 minutes	54	D	1	2.0%	0.2%
Non-steered axle tyre tread worn beyond legal limit	8	D	23	48.9%	3.9%
Tyre has damage to the tread area breaker cords damaged in the tread area	8	D	4	8.5%	0.7%
Tyre seriously under inflated overload likely on other tyre of twin fitment	8	I	4	8.5%	0.7%
Deep cut in tyre breaker cords damaged in the tread area	8	D	4	8.5%	0.7%
Steered axle tyre tread worn beyond legal limit	8	I	4	8.5%	0.7%
Tyre has damage to the side wall body cords exposed	8	D	2	4.3%	0.3%
Tyre tread worn away breaker cords damaged in the tread area	8	D	2	4.3%	0.3%
Tyre bulging caused by failure of its structure	8	I	1	2.1%	0.2%
Tyre has break in the fabric or cut which is 25mm or longer breaker cords damaged in the tread area	8	D	1	2.1%	0.2%
Deep cut in tyre body cords exposed	8	D	1	2.1%	0.2%
Non-steered axle tyre tread worn beyond legal limit	8	I	1	2.1%	0.2%
Obligatory dipped headlamp inoperative and use of headlamps is compulsory	63	I	13	33.3%	2.2%

<b>Defect</b>	<b>IMNo</b>	<b>Sev.</b>	<b>Count</b>	<b>% IM</b>	<b>% Total</b>
Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	63	I	10	25.6%	1.7%
Obligatory rear lamp inoperative presence/width of vehicle not adequately indicated	63	I	10	25.6%	1.7%
A lamp lens insecure detachment imminent	63	I	3	7.7%	0.5%
Stop lamp defective and lamp remains on when all brakes are released	63	I	1	2.6%	0.2%
A lamp lens damaged likely to cause injury	63	I	1	2.6%	0.2%
Obligatory dipped headlamp dim and use of headlamps is compulsory	63	I	1	2.6%	0.2%
Obligatory seat belt defective and therefore not capable of performing its intended purpose	3	D	11	42.3%	1.9%
Obligatory seat belt inoperative and therefore not capable of performing its intended purpose	3	D	10	38.5%	1.7%
Obligatory seat belt anchorage weak and therefore not capable of performing its intended purpose	3	D	1	3.8%	0.2%
Non-obligatory seat belt defective and therefore not capable of performing its intended purpose	3	D	1	3.8%	0.2%
Non-obligatory seat belt inoperative and therefore not capable of performing its intended purpose	3	D	1	3.8%	0.2%
Obligatory seat belt vandalised and likely to fail under load	3	D	1	3.8%	0.2%
Obligatory seat belt vandalised and therefore not capable of performing its intended purpose	3	D	1	3.8%	0.2%
A suspension shackle pin and/or bush worn clearly worn in excess of the annual test standard	48	D	5	25.0%	0.9%
Suspension unit leaking but no apparent adverse effect on the system	48	D	4	20.0%	0.7%
Shock absorber mounting insecure with no apparent adverse effect on steering or stability	48	D	2	10.0%	0.3%
Suspension bush worn/deteriorated Worn to excess	48	D	2	10.0%	0.3%
Suspension shackle pin sheared	48	I	1	5.0%	0.2%
Suspension unit deflated but no apparent adverse effect on vehicle control	48	D	1	5.0%	0.2%
Road spring leaf fractured/broken	48	D	1	5.0%	0.2%
Shock absorber insecure with no apparent adverse effect on steering or stability	48	D	1	5.0%	0.2%
Shock absorber pivot insecure with no apparent adverse effect on steering or stability	48	I	1	5.0%	0.2%
Suspension anchor pin missing	48	I	1	5.0%	0.2%
Levelling valve leaking but appears unlikely to affect vehicle control	48	D	1	5.0%	0.2%
Exhaust system leaking significant deterioration	46	D	17	89.5%	2.9%

Defect	IMNo	Sev.	Count	% IM	% Total
Exhaust system incomplete fumes likely to enter vehicle interior	46	I	1	5.3%	0.2%
Exhaust system leaking detachment imminent	46	I	1	5.3%	0.2%
Driver's view to the front seriously impaired(area normally swept by windscreen wipers)	23	I	18	94.7%	3.1%
Relevant side window glass excessively tinted, average visual light transmission less than 45%	23	D	1	5.3%	0.2%
Wheel nut loose only one of the total fitted to that wheel	6	D	8	50.0%	1.4%
Wheel nut missing only one of the total fitted to that wheel	6	D	2	12.5%	0.3%
Wheel stud fractured only one of the total fitted to that wheel	6	D	2	12.5%	0.3%
Wheel nut loose more than one fitted to that wheel	6	I	2	12.5%	0.3%
Road wheel fractured immediate failure unlikely	6	D	1	6.3%	0.2%
Wheel stud missing only one of the total fitted to that wheel	6	D	1	6.3%	0.2%
Oil leak from engine onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	8	80.0%	1.4%
Oil leak from differential area onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	2	20.0%	0.3%
Secondary locking device fitted but not operating as required	11	D	3	33.3%	0.5%
Secondary locking device missing, when previously fitted	11	D	2	22.2%	0.3%
Fifth wheel attachment to chassis insecure but no apparent risk of detachment	11	D	2	22.2%	0.3%
Excessive insecurity of trailer coupling securing device but no apparent risk of detachment	11	D	1	11.1%	0.2%
Fifth wheel attachment to chassis insecure but no apparent risk of failure	11	D	1	11.1%	0.2%
Fuel tank filler cap missing such as to permit fuel spillage and cause hazard to others	45	I	3	37.5%	0.5%
Fuel tank mounting insecure significantly insecure	45	D	3	37.5%	0.5%
Fuel leakage causing a patch over 75mm diameter in 5 minutes	45	D	2	25.0%	0.3%
Registration plate deteriorated Likely to be misread	1	D	1	33.3%	0.2%
Registration plate faded Likely to be misread	1	D	1	33.3%	0.2%
Registration plate illegible or with changed characters Likely to be misread	1	D	1	33.3%	0.2%
Speed limiter tamperproof device showing evidence of disturbance	33	D	1	33.3%	0.2%

Defect	IMNo	Sev.	Count	% IM	% Total
Speed limiter not restricting the vehicle to its legal maximum speed & unintentional non-compliance evidence that applic. s/limit generally complied with	33	D	1	33.3%	0.2%
Speed limiter not restricting the vehicle to its legal maximum speed & unintentional non-compliance applicable restricted speed clearly exceeded (>10kph)	33	I	1	33.3%	0.2%
Wide angle mirror	99	I	1	33.3%	0.2%
Deep cut in tyre	99	I	1	33.3%	0.2%
Passenger step insecure	99	D	1	33.3%	0.2%
Drive shaft bolts missing significant insecurity	57	D	1	50.0%	0.2%
Drive shaft flange bolts loose significant insecurity	57	D	1	50.0%	0.2%
External mandatory rear view mirror missing If no adequate view to the rear, side or front (as required)	22	I	2	100%	0.3%
Container fastening device not fitted with a secondary locking device - missing where fastening is the other of a matched pair	19	D	1	50.0%	0.2%
Load Security No load securing	19	I	1	50.0%	0.2%
Tyre of a different nominal size fitted on the same axle	7	D	2	100%	0.3%
Indication of leakage in full air braking system pressure can be sustained (engine fast idling)	39	D	1	100%	0.2%
Sideguard missing -missing where required	9	D	1	100%	0.2%
Parking brake inefficient little braking effort on wheel	73	D	1	100%	0.2%
Foot brake pedal antislip provision missing level of grip offered adversely affected	37	D	1	100%	0.2%
Service brake not operating on wheel originally designed to do so	71	I	1	100%	0.2%
External body embellishment damaged and likely to cause injury	20	I	1	100%	0.2%
Windscreen wiper inoperative and driver's view to the front is impaired	25	I	1	100%	0.2%
Steering column coupling excessively worn early failure unlikely	30	D	1	100%	0.2%
Cab mounting defective driving control not likely to be affected	15	D	1	100%	0.2%
Door jammed, cannot be opened	16	I	1	100%	0.2%

## C.5 Non-GB HGV Trailer Defects

### Trailer – Severity of defect found

Trailers: Severity of defects	Frequency	%
No Defect	1870	71.6%
Inspection Notice	152	5.8%
Delayed Prohibition	458	17.5%
Immediate Prohibition	130	5.0%
<b>Total</b>	<b>2610</b>	<b>100%</b>

### Number of trailer defects per vehicle resulting in prohibitions

Number of defects	Immediate	%	All	%
No defect	2480	95.0%	2022	77.5%
One defect	115	4.4%	433	16.6%
Two defects	12	0.5%	115	4.3%
Three defects or greater	3	0.1%	40	1.6%
<b>Total</b>	<b>2610</b>	<b>100%</b>	<b>2610</b>	<b>100%</b>

### Defects by year of check

Year	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions	Total Checks
<b>2004</b>	1588	31	151	134	285	1904
<b>2006</b>	1960	24	395	314	709	2693
<b>2008</b>	2250	43	257	141	398	2691
<b>2010</b>	1716	131	543	215	758	2605
<b>2011</b>	1739	133	371	95	466	2338
<b>2012</b>	1802	139	428	133	561	2502
<b>2013</b>	1870	152	458	130	588	2610

	No Defect	Inspection Notices	Delayed	Immediate	Total Prohibitions
<b>2004</b>	83.4%	1.6%	7.9%	7.0%	15.0%
<b>2006</b>	72.8%	0.9%	14.7%	11.7%	26.3%
<b>2008</b>	83.6%	1.6%	9.6%	5.2%	14.8%
<b>2010</b>	65.9%	5.0%	20.8%	8.3%	29.1%
<b>2011</b>	74.4%	5.7%	15.9%	4.1%	19.9%
<b>2012</b>	72.0%	5.6%	17.1%	5.3%	22.4%
<b>2013</b>	71.6%	5.8%	17.5%	5.0%	22.5%

**Average number of prohibitable defects by year of check**

Year	Number of prohibitable defects found per trailer											Total
	1	2	3	4	5	6	7	8	9	13	16	
<b>2004</b>	238	41	6									<b>285 (out of 1904 checks)</b>
<b>2006</b>	534	109	37	15	7	0	3	1	1	1	1	<b>709 (out of 2693 checks)</b>
<b>2008</b>	291	85	13	4	5							<b>398 (out of 2691 checks)</b>
<b>2010</b>	574	132	32	13	4	1	2					<b>758 (out of 2605 checks)</b>
<b>2011</b>	371	71	15	7	1	0	0	0	1			<b>466 (out of 2338 checks)</b>
<b>2012</b>	420	105	23	10	3							<b>561 (out of 2502 checks)</b>
<b>2013</b>	433	115	24	12	3	1						<b>588 (out of 2610 checks)</b>

**Trailers: Severity of defects by age of vehicle**

Trailers: Severity of defects	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No Defect	506	519	300	267	150	37	13	4	74
Inspection Notice	30	51	21	27	11	4	0	1	7
Delayed Prohibition	89	97	79	85	57	14	1	1	35
Immediate Prohibition	19	25	21	33	16	4	0	0	12
<b>Total</b>	<b>644</b>	<b>692</b>	<b>421</b>	<b>412</b>	<b>234</b>	<b>59</b>	<b>14</b>	<b>6</b>	<b>128</b>

Trailers: Severity of defects	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No Defect	78.6%	75.0%	71.3%	64.8%	64.1%	62.7%	92.9%	66.7%	57.8%
Inspection Notice	4.7%	7.4%	5.0%	6.6%	4.7%	6.8%	0.0%	16.7%	5.5%
Delayed Prohibition	13.8%	14.0%	18.8%	20.6%	24.4%	23.7%	7.1%	16.7%	27.3%
Immediate Prohibition	3.0%	3.6%	5.0%	8.0%	6.8%	6.8%	0.0%	0.0%	9.4%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by weight of vehicle (kg)**

<b>Trailers: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	1	7	4	19	58	1579	183	6	13
Inspection Notice	0	0	1	0	7	121	20	2	1
Delayed Prohibition	1	1	1	2	13	396	39	2	3
Immediate Prohibition	0	2	1	1	7	109	9	0	1
<b>Total</b>	<b>2</b>	<b>10</b>	<b>7</b>	<b>22</b>	<b>85</b>	<b>2205</b>	<b>251</b>	<b>10</b>	<b>18</b>

<b>Trailers: Severity of defects</b>	<b>3,500 - 9,999</b>	<b>10,000 - 19,999</b>	<b>20,000 - 29,999</b>	<b>30,000 - 37,999</b>	<b>38,000 - 39,999</b>	<b>40,000 - 43,999</b>	<b>44,000</b>	<b>&gt;44,000</b>	<b>Not Given</b>
No Defect	50.0%	70.0%	57.1%	86.4%	68.2%	71.6%	72.9%	60.0%	72.2%
Inspection Notice	0.0%	0.0%	14.3%	0.0%	8.2%	5.5%	8.0%	20.0%	5.6%
Delayed Prohibition	50.0%	10.0%	14.3%	9.1%	15.3%	18.0%	15.5%	20.0%	16.7%
Immediate Prohibition	0.0%	20.0%	14.3%	4.5%	8.2%	4.9%	3.6%	0.0%	5.6%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by DVSA area**

<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 1: Scotland East	34	0	12	1	47
Area 2: Scotland West	50	0	5	3	58
Area 3: Cumbria, Lancashire, Tyne & Tees	112	9	21	8	150
Area 4: Yorkshire & Humberside	109	8	16	5	138
Area 5: Manchester, S. Yorks & Notts	140	7	30	4	181
Area 6: Merseyside, Cheshire & North Wales	123	7	34	2	166
Area 7: Staffs & Derbyshire	165	5	28	17	215
Area 8: Central Mids	159	32	43	14	248



<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 9: East Anglia, Lincs & Cambs	106	20	49	16	191
Area 10: Bristol & South Wales	132	16	16	13	177
Area 11: South West	51	1	6	2	60
Area 12: Wessex	170	11	77	13	271
Area 13: South Central	129	5	23	4	161
Area 14: South East	170	7	54	17	248
Area 15: Metropolitan	44	9	7	4	64
Area 16: Herts, Essex & Beds	176	15	37	7	235

<b>DVSA Area</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Area 1: Scotland East	72.3%	0.0%	25.5%	2.1%	100%
Area 2: Scotland West	86.2%	0.0%	8.6%	5.2%	100%
Area 3: Cumbria, Lancashire, Tyne & Tees	74.7%	6.0%	14.0%	5.3%	100%
Area 4: Yorkshire & Humberside	79.0%	5.8%	11.6%	3.6%	100%
Area 5: Manchester, S. Yorks & Notts	77.3%	3.9%	16.6%	2.2%	100%
Area 6: Merseyside, Cheshire & North Wales	74.1%	4.2%	20.5%	1.2%	100%
Area 7: Staffs & Derbyshire	76.7%	2.3%	13.0%	7.9%	100%
Area 8: Central Mids	64.1%	12.9%	17.3%	5.6%	100%
Area 9: East Anglia, Lincs & Cambs	55.5%	10.5%	25.7%	8.4%	100%
Area 10: Bristol & South Wales	74.6%	9.0%	9.0%	7.3%	100%
Area 11: South West	85.0%	1.7%	10.0%	3.3%	100%
Area 12: Wessex	62.7%	4.1%	28.4%	4.8%	100%
Area 13: South Central	80.1%	3.1%	14.3%	2.5%	100%
Area 14: South East	68.5%	2.8%	21.8%	6.9%	100%
Area 15: Metropolitan	68.8%	14.1%	10.9%	6.3%	100%

DVSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Area 16: Herts, Essex & Beds	74.9%	6.4%	15.7%	3.0%	100%

### **Trailers: Severity of defects by road type of check**

Trailers: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Port	Unknown
No Defect	1209	22	11	71	36	106	283	76	56
Inspection Notice	95	1	1	2	5	10	26	6	6
Delayed Prohibition	276	9	2	12	12	23	86	16	22
Immediate Prohibition	79	3	1	4	3	8	19	10	3
<b>Total</b>	<b>1659</b>	<b>35</b>	<b>15</b>	<b>89</b>	<b>56</b>	<b>147</b>	<b>414</b>	<b>108</b>	<b>87</b>

Trailers: Severity of defects	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Port	Unknown
No Defect	72.9%	62.9%	73.3%	79.8%	64.3%	72.1%	68.4%	70.4%	64.4%
Inspection Notice	5.7%	2.9%	6.7%	2.2%	8.9%	6.8%	6.3%	5.6%	6.9%
Delayed Prohibition	16.6%	25.7%	13.3%	13.5%	21.4%	15.6%	20.8%	14.8%	25.3%
Immediate Prohibition	4.8%	8.6%	6.7%	4.5%	5.4%	5.4%	4.6%	9.3%	3.4%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### **Trailers: Severity of defects by time of check**

Trailers: Severity of defects	Morning	Afternoon	Night
No Defect	947	683	240
Inspection Notice	83	48	21
Delayed Prohibition	226	169	63
Immediate Prohibition	62	49	19
<b>Total</b>	<b>1318</b>	<b>949</b>	<b>343</b>

Trailers: Severity of defects	Morning	Afternoon	Night
No Defect	71.9%	72.0%	70.0%
Inspection Notice	6.3%	5.1%	6.1%
Delayed Prohibition	17.1%	17.8%	18.4%
Immediate Prohibition	4.7%	5.2%	5.5%

<b>Trailers: Severity of defects</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Night</b>
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

***Trailers: Severity of defects by day of check***

<b>Trailers: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	280	357	344	324	329	137	99
Inspection Notice	34	25	24	34	18	10	7
Delayed Prohibition	63	74	78	96	75	43	29
Immediate Prohibition	25	26	20	21	26	5	7
<b>Total</b>	<b>402</b>	<b>482</b>	<b>466</b>	<b>475</b>	<b>448</b>	<b>195</b>	<b>142</b>

<b>Trailers: Severity of defects</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>
No Defect	69.7%	74.1%	73.8%	68.2%	73.4%	70.3%	69.7%
Inspection Notice	8.5%	5.2%	5.2%	7.2%	4.0%	5.1%	4.9%
Delayed Prohibition	15.7%	15.4%	16.7%	20.2%	16.7%	22.1%	20.4%
Immediate Prohibition	6.2%	5.4%	4.3%	4.4%	5.8%	2.6%	4.9%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

***Trailers: Severity of defects by month of check***

<b>Month Of Check</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
April	185	19	42	15	261
May	185	14	65	18	282
June	210	14	51	13	288
July	187	15	51	17	270
August	176	17	50	16	259
September	182	18	36	10	246
October	221	20	46	14	301
November	220	11	39	6	276
December	208	16	41	15	280
January	75	8	30	6	119
February	21	0	7	0	28

Month Of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
April	70.9%	7.3%	16.1%	5.7%	100%
May	65.6%	5.0%	23.0%	6.4%	100%
June	72.9%	4.9%	17.7%	4.5%	100%
July	69.3%	5.6%	18.9%	6.3%	100%
August	68.0%	6.6%	19.3%	6.2%	100%
September	74.0%	7.3%	14.6%	4.1%	100%
October	73.4%	6.6%	15.3%	4.7%	100%
November	79.7%	4.0%	14.1%	2.2%	100%
December	74.3%	5.7%	14.6%	5.4%	100%
January	63.0%	6.7%	25.2%	5.0%	100%
February	75.0%	0.0%	25.0%	0.0%	100%

### **Trailers: Severity of defects by body type**

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Flat	17	0	4	0	21
Refrigerated	307	22	89	17	435
Tanker	30	2	2	3	37
Skeletal	15	1	7	2	25
Tipper	5	1	4	0	10
Car Transporter	19	2	6	4	31
Box	203	20	60	14	297
Curtain Sider	1027	82	233	74	1416
Tilt	4	0	7	1	12
Other	10	1	0	0	11
Artic (unknown type)	233	21	46	14	314
Not Given	0	0	0	1	1

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Flat	81.0%	0.0%	19.0%	0.0%	100%
Refrigerated	70.6%	5.1%	20.5%	3.9%	100%
Tanker	81.1%	5.4%	5.4%	8.1%	100%
Skeletal	60.0%	4.0%	28.0%	8.0%	100%
Tipper	50.0%	10.0%	40.0%	0.0%	100%
Car Transporter	61.3%	6.5%	19.4%	12.9%	100%
Box	68.4%	6.7%	20.2%	4.7%	100%

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Curtain Sider	72.5%	5.8%	16.5%	5.2%	100%
Tilt	33.3%	0.0%	58.3%	8.3%	100%
Other	90.9%	9.1%	0.0%	0.0%	100%
Artic (unknown type)	74.2%	6.7%	14.6%	4.5%	100%
Not Given	0.0%	0.0%	0.0%	100%	100%

**Trailers: Severity of defects by number of trailer axles**

Trailers: Severity of defects	1	2	3	4	Unknown
No Defect	3	112	1747	4	4
Inspection Notice	0	7	145	0	0
Delayed Prohibition	1	27	429	1	0
Immediate Prohibition	0	13	116	1	0
<b>Total</b>	<b>4</b>	<b>159</b>	<b>2437</b>	<b>6</b>	<b>4</b>

Trailers: Severity of defects	1	2	3	4	Unknown
No Defect	75.0%	70.4%	71.7%	66.7%	100%
Inspection Notice	0.0%	4.4%	5.9%	0.0%	0.0%
Delayed Prohibition	25.0%	17.0%	17.6%	16.7%	0.0%
Immediate Prohibition	0.0%	8.2%	4.8%	16.7%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by trailer type**

Trailers: Severity of defects	Draw bar	Semi-Trailer	Other	Not Given
No Defect	121	1740	4	5
Inspection Notice	8	144	0	0
Delayed Prohibition	28	429	0	1
Immediate Prohibition	11	118	0	1
<b>Total</b>	<b>168</b>	<b>2431</b>	<b>4</b>	<b>7</b>

Trailers: Severity of defects	Draw bar	Semi-Trailer	Other	Not Given
No Defect	72.0%	71.6%	100%	71.4%
Inspection Notice	4.8%	5.9%	0.0%	0.0%
Delayed Prohibition	16.7%	17.6%	0.0%	14.3%
Immediate Prohibition	6.5%	4.9%	0.0%	14.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by direction of travel**

Trailers: Severity of defects	Import	Export	Cabotage	Other	Unknown
No Defect	1041	530	102	99	98
Inspection Notice	81	42	11	7	11
Delayed Prohibition	239	140	20	32	27
Immediate Prohibition	78	37	4	8	3
<b>Total</b>	<b>1439</b>	<b>749</b>	<b>137</b>	<b>146</b>	<b>139</b>

Trailers: Severity of defects	Import	Export	Cabotage	Other	Unknown
No Defect	72.3%	70.8%	74.5%	67.8%	70.5%
Inspection Notice	5.6%	5.6%	8.0%	4.8%	7.9%
Delayed Prohibition	16.6%	18.7%	14.6%	21.9%	19.4%
Immediate Prohibition	5.4%	4.9%	2.9%	5.5%	2.2%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by whether a Fresnel Lens fitted**

Trailers: Severity of defects	Fresnel Lens fitted	Fresnel Lens not fitted	Not Given
No Defect	358	1262	250
Inspection Notice	33	104	15
Delayed Prohibition	98	300	60
Immediate Prohibition	18	95	17
<b>Total</b>	<b>507</b>	<b>1761</b>	<b>342</b>

Trailers: Severity of defects	Fresnel Lens fitted	Fresnel Lens not fitted	Not Given
No Defect	70.6%	71.7%	73.1%
Inspection Notice	6.5%	5.9%	4.4%
Delayed Prohibition	19.3%	17.0%	17.5%
Immediate Prohibition	3.6%	5.4%	5.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Trailers: Severity of defects by country**

Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Nil Response	1	1	1	0	3
Austria	6	0	1	0	7
Belgium	39	2	12	2	55
Bulgaria	66	4	25	4	99

<b>Country</b>	<b>No Defect</b>	<b>Inspection Notice</b>	<b>Delayed Prohibition</b>	<b>Immediate Prohibition</b>	<b>Total</b>
Bosnia-Herzegovina	4	2	3	3	12
Switzerland	6	0	1	1	8
Cyprus	1	0	0	0	1
Czech Republic	89	6	23	8	126
Germany	92	8	14	4	118
Denmark	4	1	0	0	5
Spain	93	8	38	7	146
Estonia	8	1	2	0	11
France	98	5	12	10	125
Greece	0	0	1	0	1
Hungary	113	14	27	4	158
Croatia	5	0	0	1	6
Italy	26	3	6	3	38
Ireland	134	9	38	9	190
Luxembourg	4	0	0	1	5
Lithuania	98	5	18	0	121
Latvia	9	2	1	0	12
Malta	1	1	1	1	4
Macedonia	2	0	6	1	9
Northern Ireland	26	2	5	1	34
Netherlands	150	15	24	11	200
Portugal	54	8	16	5	83
Poland	441	32	90	31	594
Romania	145	13	44	15	217
Sweden	2	0	0	0	2
Slovakia	83	5	29	3	120
Slovenia	30	1	4	0	35
Turkey	33	4	10	4	51
Non-European	2	0	1	0	3
Serbia & Montenegro	0	0	1	1	2
Ukraine	1	0	2	0	3
Serbia	4	0	2	0	6

Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Unknown	33.3%	33.3%	33.3%	0.0%	100%
Austria	85.7%	0.0%	14.3%	0.0%	100%
Belgium	70.9%	3.6%	21.8%	3.6%	100%
Bulgaria	66.7%	4.0%	25.3%	4.0%	100%
Bosnia-Herzegovina	33.3%	16.7%	25.0%	25.0%	100%
Switzerland	75.0%	0.0%	12.5%	12.5%	100%
Cyprus	100%	0.0%	0.0%	0.0%	100%
Czech Republic	70.6%	4.8%	18.3%	6.3%	100%
Germany	78.0%	6.8%	11.9%	3.4%	100%
Denmark	80.0%	20.0%	0.0%	0.0%	100%
Spain	63.7%	5.5%	26.0%	4.8%	100%
Estonia	72.7%	9.1%	18.2%	0.0%	100%
France	78.4%	4.0%	9.6%	8.0%	100%
Greece	0.0%	0.0%	100%	0.0%	100%
Hungary	71.5%	8.9%	17.1%	2.5%	100%
Croatia	83.3%	0.0%	0.0%	16.7%	100%
Italy	68.4%	7.9%	15.8%	7.9%	100%
Ireland	70.5%	4.7%	20.0%	4.7%	100%
Luxembourg	80.0%	0.0%	0.0%	20.0%	100%
Lithuania	81.0%	4.1%	14.9%	0.0%	100%
Latvia	75.0%	16.7%	8.3%	0.0%	100%
Malta	25.0%	25.0%	25.0%	25.0%	100%
Macedonia	22.2%	0.0%	66.7%	11.1%	100%
Northern Ireland	76.5%	5.9%	14.7%	2.9%	100%
Netherlands	75.0%	7.5%	12.0%	5.5%	100%
Portugal	65.1%	9.6%	19.3%	6.0%	100%
Poland	74.2%	5.4%	15.2%	5.2%	100%
Romania	66.8%	6.0%	20.3%	6.9%	100%
Sweden	100%	0.0%	0.0%	0.0%	100%
Slovakia	69.2%	4.2%	24.2%	2.5%	100%
Slovenia	85.7%	2.9%	11.4%	0.0%	100%
Turkey	64.7%	7.8%	19.6%	7.8%	100%
Non-European	66.7%	0.0%	33.3%	0.0%	100%
Serbia & Montenegro	0.0%	0.0%	50.0%	50.0%	100%
Ukraine	33.3%	0.0%	66.7%	0.0%	100%



Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Serbia	66.7%	0.0%	33.3%	0.0%	100%

### **Type of Defect**

IMNo	Defect	Immediate	Delayed	Total
59	Brake Systems and Components	26	191	217
48	Suspension	7	154	161
8	Condition of Tyres	10	90	100
14	Spray Suppression & Wings & Wheel Arches	1	82	83
6	Road Wheels and Hubs	10	51	61
38	Service Brake Operation	6	49	55
66	Direction Indicators and Hazard Warning lamps	20	0	20
73	Parking Brake Performance	6	14	20
19	Security of Body	8	10	18
12	Trailer Parking and Emergency Brakes and Air Line Connections	16	0	16
71	Service Brake Performance	13	1	14
63	Lamps	14	0	14
39	Hand Operated Brake Control Valve	4	1	5
45	Fuel Tanks and Systems	2	3	5
1	Registration Plates and VIN Details	0	3	3
9	Bumper Bars & Sideguards & Rear Under-run Devices	1	2	3
99	Other – defect entered manually	2	1	3
20	Condition of Body	2	0	2
44	Oil and Waste Leaks	0	1	1
7	Size and Type of Tyres	0	1	1
33	Speed Limiters	1	0	1
13	Trailer Landing Legs	1	0	1

### **Prohibitions - Detail**

(Sev. in the table below relates to severity: I=Immediate; D=Delayed)

Defect	IMNo	Sev.	Count	% IM	% Total
Brake disc fractured through surface into the ventilation cavity	59	D	29	13.4%	3.6%
Brake valve leaking significant leak but pressure can be sustained at fast idle	59	D	15	6.9%	1.9%
Brake actuator travel is excessive	59	D	15	6.9%	1.9%

Defect	IMNo	Sev.	Count	% IM	% Total
Brake pad excessively worn pad material less than 1.5mm thick at any point	59	D	12	5.5%	1.5%
Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	59	D	9	4.1%	1.1%
"Loss of air in braking system without brake applied pressure can be sustained with engine on ""fast idling""	59	D	8	3.7%	1.0%
"Brake coupling leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	7	3.2%	0.9%
Locking device insecure	59	D	7	3.2%	0.9%
Abnormal movement of levers indicating maladjustment of brakes brake efficiency not yet impaired	59	D	6	2.8%	0.7%
"Brake pipe leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	5	2.3%	0.6%
ISO 7638 warning light indicates a fault but evidence of operation	59	D	5	2.3%	0.6%
Abnormal movement of levers indicating maladjustment of brakes no apparent loss of brake efficiency	59	D	5	2.3%	0.6%
ISO 7638 rendering EBS system inoperative	59	I	4	1.8%	0.5%
Brake pad excessively worn lining material less than 1.5mm thick at any point	59	D	4	1.8%	0.5%
A brake component worn the degree of wear being excessive	59	D	4	1.8%	0.5%
Brake air reservoir insecure early failure unlikely	59	D	4	1.8%	0.5%
Any component forming part of an electronic braking system damaged warning light indicates a fault but evidence of operation	59	D	4	1.8%	0.5%
"Brake coupling leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	4	1.8%	0.5%
"Loss of air in braking system with brake applied pressure can be sustained with engine on ""fast idling""	59	D	4	1.8%	0.5%
Brake actuator travel excessive affecting brake efficiency	59	I	3	1.4%	0.4%
"Brake connection leaking without brake applied but pressure can be sustained with engine on ""fast idle""	59	D	3	1.4%	0.4%
Brake pad excessively worn braking efficiency impaired	59	I	3	1.4%	0.4%
"Brake connection leaking with brake applied but pressure can be sustained with engine on ""fast idle""	59	D	3	1.4%	0.4%
ISO 7638 cable missing and no evidence of operation	59	I	2	0.9%	0.2%
ISO 7638 cable and the warning lamp sequence indicates there is a fault	59	D	2	0.9%	0.2%
Brake air reservoir insecure detachment imminent	59	I	2	0.9%	0.2%
Brake pipe chafed but no apparent risk of early failure	59	D	2	0.9%	0.2%
Retaining device insecure	59	D	2	0.9%	0.2%

Defect	IMNo	Sev.	Count	% IM	% Total
Brake hose deteriorated but no apparent risk of early failure	59	D	2	0.9%	0.2%
Brake backplate loose detachment imminent	59	I	2	0.9%	0.2%
Brake pipe inadequately supported significantly insecure	59	D	2	0.9%	0.2%
Any component forming part of an anti-lock braking system missing and the warning lamp sequence indicates there is a fault	59	D	2	0.9%	0.2%
Any component forming part of an anti-lock braking system disconnected and the warning lamp sequence indicates there is a fault	59	D	2	0.9%	0.2%
Brake valve insecure due to a failure of supporting structure	59	D	2	0.9%	0.2%
Automatic brake slack adjuster component inoperative no apparent loss of braking efficiency	59	D	2	0.9%	0.2%
Automatic brake slack adjuster component disconnected brake efficiency not yet impaired	59	D	2	0.9%	0.2%
Automatic brake slack adjuster component disconnected no apparent loss of braking efficiency	59	D	2	0.9%	0.2%
Brake air reservoir excessively corroded early failure unlikely	59	D	1	0.5%	0.1%
Brake air reservoir insecure failure imminent	59	I	1	0.5%	0.1%
Brake air actuator excessively corroded no apparent risk of failure	59	D	1	0.5%	0.1%
Automatic brake slack adjuster component missing no apparent loss of braking efficiency	59	D	1	0.5%	0.1%
Brake air actuator damaged no apparent risk of failure	59	D	1	0.5%	0.1%
Brake disc fractured failure imminent	59	I	1	0.5%	0.1%
Brake hose fouling but no apparent risk of early failure	59	D	1	0.5%	0.1%
Brake lining missing braking efficiency impaired	59	I	1	0.5%	0.1%
Brake hose chafed but no apparent risk of early failure	59	D	1	0.5%	0.1%
Brake drum fractured through	59	I	1	0.5%	0.1%
Automatic brake slack adjuster component inoperative brake efficiency impaired	59	I	1	0.5%	0.1%
"Loss of air in braking system without brake applied pressure cannot be sustained with engine on ""fast idling"""	59	I	1	0.5%	0.1%
"Brake pipe leaking with brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	1	0.5%	0.1%
"Brake hose leaking without brake applied but pressure can be sustained with engine on ""fast idle"""	59	D	1	0.5%	0.1%
Abnormal movement of levers indicating maladjustment of brakes brake efficiency impaired	59	I	1	0.5%	0.1%
Any component forming part of an anti-lock braking system disconnected likely to affect the correct function	59	D	1	0.5%	0.1%

Defect	IMNo	Sev.	Count	% IM	% Total
Any component forming part of an anti-lock braking system disconnected rendering the ABS system inoperative	59	D	1	0.5%	0.1%
Brake pipe inadequately clipped significantly insecure	59	D	1	0.5%	0.1%
Locking device missing	59	D	1	0.5%	0.1%
Severely contaminated brake lining material likely to affect brake efficiency (no equipment to confirm)	59	D	1	0.5%	0.1%
Retaining device missing	59	I	1	0.5%	0.1%
ISO 7638 cable rendering the ABS system inoperative	59	D	1	0.5%	0.1%
Brake valve insecure due to weakness of supporting structure	59	D	1	0.5%	0.1%
Brake valve inoperative	59	I	1	0.5%	0.1%
Brake valve insecure and detached	59	I	1	0.5%	0.1%
ISO 7638 cable likely to affect the correct function	59	D	1	0.5%	0.1%
Shock absorber insecure with no apparent adverse effect on steering or stability	48	D	58	36.0%	7.2%
Shock absorber mounting insecure with no apparent adverse effect on steering or stability	48	D	24	14.9%	3.0%
Suspension unit leaking but no apparent adverse effect on the system	48	D	11	6.8%	1.4%
Shock absorber pivot insecure with no apparent adverse effect on steering or stability	48	D	11	6.8%	1.4%
Suspension holding down bolts/nuts insecure no movement of axle evident	48	D	10	6.2%	1.2%
Shock absorber mounting fractured with no apparent adverse effect on steering or stability	48	D	10	6.2%	1.2%
Air suspension pedestal damaged obviously defective but immediate failure unlikely	48	D	7	4.3%	0.9%
Suspension bush worn/deteriorated Worn to excess	48	D	3	1.9%	0.4%
Shock absorber fractured with no apparent adverse effect on steering or stability	48	D	3	1.9%	0.4%
Levelling valve leaking but appears unlikely to affect vehicle control	48	D	3	1.9%	0.4%
Shock absorber mounting missing with no apparent adverse effect on steering or stability	48	D	3	1.9%	0.4%
Levelling valve leaking but appears unlikely to affect vehicle stability	48	D	2	1.2%	0.2%
Suspension unit deflated adversely affecting the system	48	I	2	1.2%	0.2%
Shock absorber pivot missing with no apparent adverse effect on steering or stability	48	D	2	1.2%	0.2%
Suspension unit leaking but no apparent adverse effect on vehicle control	48	D	2	1.2%	0.2%

Defect	IMNo	Sev.	Count	% IM	% Total
Suspension holding down bolts/nuts insecure axle moving relative to suspension unit	48	I	1	0.6%	0.1%
Suspension holding down bolts/nuts missing no movement of axle evident	48	D	1	0.6%	0.1%
Suspension anchor pin insecure in its bracket - significantly insecure	48	D	1	0.6%	0.1%
Suspension unit deflated but no apparent adverse effect on the system	48	D	1	0.6%	0.1%
Air suspension unit defective failure imminent	48	I	1	0.6%	0.1%
Air suspension pedestal damaged and failure imminent	48	I	1	0.6%	0.1%
Air suspension unit defective damage obvious	48	I	1	0.6%	0.1%
Levelling valve damaged but appears unlikely to affect vehicle stability	48	D	1	0.6%	0.1%
Levelling valve not performing its function adversely affecting vehicle stability	48	I	1	0.6%	0.1%
Shock absorber missing with no apparent adverse effect on steering or stability	48	D	1	0.6%	0.1%
Non-steered axle tyre tread worn beyond legal limit	8	D	40	40.0%	5.0%
Tyre has damage to the tread area breaker cords damaged in the tread area	8	D	22	22.0%	2.7%
Deep cut in tyre breaker cords damaged in the tread area	8	D	15	15.0%	1.9%
Deep cut in tyre body cords exposed	8	D	5	5.0%	0.6%
Tyre has damage to the side wall body cords damaged	8	I	4	4.0%	0.5%
Tyre tread worn away breaker cords damaged in the tread area	8	D	3	3.0%	0.4%
Tyre has break in the fabric or cut which is 25mm or longer breaker cords damaged in the tread area	8	D	2	2.0%	0.2%
Tyre tread lifting caused by failure of its structure	8	I	1	1.0%	0.1%
Tyre tread lifting caused by separation of its structure	8	I	1	1.0%	0.1%
Tyre seriously under inflated overload likely on other tyre of twin fitment	8	I	1	1.0%	0.1%
Tyre has damage to the tread area body cords exposed	8	D	1	1.0%	0.1%
Tyre has break in the fabric or cut which is 25mm or longer body cords exposed	8	D	1	1.0%	0.1%
Tyre has damage to the side wall breaker cords damaged in the tread area	8	D	1	1.0%	0.1%
Tyre bulging caused by separation of its structure	8	I	1	1.0%	0.1%
Tyre bulging caused by failure of its structure	8	I	1	1.0%	0.1%
Deep cut in tyre body cords damaged	8	I	1	1.0%	0.1%
Obligatory spray suppression equipment missing	14	D	36	43.4%	4.5%
Obligatory spray suppression equipment incomplete	14	D	20	24.1%	2.5%

Defect	IMNo	Sev.	Count	% IM	% Total
Wing missing not acting as a complete shield relating to original design	14	D	18	21.7%	2.2%
Wing badly holed not acting as a complete shield relating to original design	14	D	4	4.8%	0.5%
Wing badly torn not acting as a complete shield	14	D	3	3.6%	0.4%
Wing badly torn not acting as a complete shield relating to original design	14	D	1	1.2%	0.1%
Wing insecure detachment likely	14	I	1	1.2%	0.1%
Wheel nut loose only one of the total fitted to that wheel	6	D	45	73.8%	5.6%
Wheel nut loose more than one fitted to that wheel	6	I	10	16.4%	1.2%
Wheel nut washer fractured only one of the total fitted to that wheel	6	D	2	3.3%	0.2%
Wheel nut missing only one of the total fitted to that wheel	6	D	1	1.6%	0.1%
Wheel stud missing only one of the total fitted to that wheel	6	D	1	1.6%	0.1%
Wheel nut washer missing only one of the total fitted to that wheel	6	D	1	1.6%	0.1%
Wheel stud holes elongated detachment unlikely, but severe wear evident	6	D	1	1.6%	0.1%
Anti-lock brake warning light sequence indicates a fault	38	D	40	72.7%	5.0%
Trailer EBS light indicates the existence of a fault and no available evidence of EBS function	38	I	6	10.9%	0.7%
Anti-lock brake warning light sequence inoperative	38	D	5	9.1%	0.6%
Anti-lock brake warning light inoperative or indicates fault trailer is equipped with load sensing in addition to ABS	38	D	4	7.3%	0.5%
Direction indicator inoperative indicator cannot be used to clearly show driver's intention	66	I	19	95.0%	2.4%
Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	66	I	1	5.0%	0.1%
Parking brake inefficient no brake effort on wheel	73	D	9	45.0%	1.1%
Parking brake inefficient does not meet prescribed C & U requirements	73	I	6	30.0%	0.7%
Parking brake inefficient little braking effort on wheel	73	D	5	25.0%	0.6%
Container fastening device not fitted with a secondary locking device security of container not affected	19	D	4	22.2%	0.5%
Load Security No load securing	19	I	4	22.2%	0.5%
Container fastening device not fitted with a secondary locking device - missing where fastening is the other of a matched pair	19	D	3	16.7%	0.4%
Load Security Unstable load affecting vehicle stability or likely to fall	19	I	2	11.1%	0.2%

Defect	IMNo	Sev.	Count	% IM	% Total
Load Security Unsuitable stacking of load likely to lead to risk of harm	19	I	1	5.6%	0.1%
Load Security Inadequate load securing leading to likely risk of harm	19	I	1	5.6%	0.1%
Container fastening device insecure security of container not affected	19	D	1	5.6%	0.1%
Container fastening device not capable of securing a container security of container not affected	19	D	1	5.6%	0.1%
Container fastening device seized security of container not affected	19	D	1	5.6%	0.1%
Trailer parking brake cannot be set	12	I	14	87.5%	1.7%
Parking brake not operating on at least two road wheels	12	I	2	12.5%	0.2%
Service brake not operating on wheel originally designed to do so	71	I	11	78.6%	1.4%
Service brake efficiency low performance does not meet prescribed C & U requirements	71	I	2	14.3%	0.2%
Service brake efficiency low effort very low in excess of annual test imbalance criteria	71	D	1	7.1%	0.1%
Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	63	I	10	71.4%	1.2%
Obligatory rear lamp inoperative presence/width of vehicle not adequately indicated	63	I	2	14.3%	0.2%
Stop lamp defective and lamp remains on when all brakes are released	63	I	1	7.1%	0.1%
Stop lamp defective and no lamp shows a steady red light, when brakes applied	63	I	1	7.1%	0.1%
Parking brake hand lever cannot be set	39	I	4	80.0%	0.5%
Brake hand valve damaged but no apparent risk of early failure	39	D	1	20.0%	0.1%
Fuel leakage causing a patch over 75mm diameter in 5 minutes	45	D	3	60.0%	0.4%
Fuel tank filler cap missing such as to permit fuel spillage and cause hazard to others	45	I	2	40.0%	0.2%
Registration plate missing where legally required	1	D	2	66.7%	0.2%
Registration plate deteriorated Likely to be misread	1	D	1	33.3%	0.1%
Sideguard missing -missing where required	9	D	2	66.7%	0.2%
Sideguard insecure detachment likely (partially)	9	I	1	33.3%	0.1%
Side box insecure	99	I	1	33.3%	0.1%
Wheel nuts not clamping	99	I	1	33.3%	0.1%
Air bag missing	99	D	1	33.3%	0.1%
External body embellishment insecure and likely to become detached	20	I	1	50.0%	0.1%

<b>Defect</b>	<b>IMNo</b>	<b>Sev.</b>	<b>Count</b>	<b>% IM</b>	<b>% Total</b>
Exterior body panel insecure and likely to become detached	20	I	1	50.0%	0.1%
Oil leaking to road surface dripping, in excess of 75mm diameter patch in 5 minutes	44	D	1	100%	0.1%
Tyre of a different nominal size fitted on the same axle	7	D	1	100%	0.1%
A speed limiter system fitted with an interrupter in contravention of the requirements	33	I	1	100%	0.1%
Trailer landing leg pad insecure detachment likely	13	I	1	100%	0.1%



## C.6 Non-GB HGV Traffic Offences

The following acronyms are used in this section: ORN – Offence rectification notice; GFPD – Graduated Fixed Penalty Deposit; RFI – Report for Further Investigation

### Traffic Offences - Main Results

Traffic offence severity	Frequency	%
No traffic offence	2312	86.2%
Verbal warning	67	2.5%
Prohibition	274	10.2%
Reported for prosecution	3	0.1%
GFPD	21	0.8%
RFI	5	0.2%
<b>Total</b>	<b>2682</b>	<b>100%</b>

### Traffic offences by year of check

Year	No traffic offence	Verbal Warning	Serious Offences	Report for Pros	Total Serious	Total Checks
<b>2004</b>	1373	211	410	21	431	2015
<b>2006</b>	1954	228	643	98	741	2923
<b>2008</b>	2007	110	599	62	661	2778
<b>2010</b>	2383	58	396	15	411	2852
<b>2011</b>	2109	85	277	9	286	2480
<b>2012</b>	2248	46	314	3	317	2611
<b>2013</b>	2312	67	300	3	303	2682

	No Offence	Verbal Warning	Serious Offences (exp RFP)	Report for Pros	Total Serious
<b>2004</b>	68.1%	10.5%	20.3%	1.0%	21.4%
<b>2006</b>	66.8%	7.8%	22.0%	3.4%	25.4%
<b>2008</b>	72.2%	4.0%	21.6%	2.2%	23.8%
<b>2010</b>	83.6%	2.0%	13.9%	0.5%	14.4%
<b>2011</b>	85.0%	3.4%	11.2%	0.4%	11.5%
<b>2012</b>	86.1%	1.8%	12.0%	0.1%	12.1%
<b>2013</b>	86.2%	2.5%	11.2%	0.1%	11.3%

**Average number of serious offences by year of check**

Year	Number of serious offences found per check						Total
	1	2	3	4	5	6	
2004	387	40	4				431 (out of 2015 checks)
2006	648	86	6	1			741 (out of 2923 checks)
2008	600	56	5				661 (out of 2778 checks)
2010	242	134	32	3			411 (out of 2852 checks)
2011	253	24	7	2			286 (out of 2480 checks)
2012	234	67	15	0	0	1	317 (out of 2611 checks)
2013	255	42	5	1			303 (out of 2682 checks)

**Traffic offence severity by age of vehicle**

Traffic offence severity	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No traffic offence	594	616	363	357	189	56	14	6	117
Verbal warning	12	18	15	11	7	1	1	0	2
Prohibition	53	57	49	55	37	7	0	3	13
Reported for prosecution	0	0	1	1	1	0	0	0	0
GFPD	3	6	4	2	5	1	0	0	0
RFI	1	2	0	1	0	0	0	0	1
<b>Total</b>	<b>663</b>	<b>699</b>	<b>432</b>	<b>427</b>	<b>239</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>133</b>

Traffic offence severity	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No traffic offence	89.6%	88.1%	84.0%	83.6%	79.1%	86.2%	93.3%	66.7%	88.0%
Verbal warning	1.8%	2.6%	3.5%	2.6%	2.9%	1.5%	6.7%	0.0%	1.5%
Prohibition	8.0%	8.2%	11.3%	12.9%	15.5%	10.8%	0.0%	33.3%	9.8%
Reported for prosecution	0.0%	0.0%	0.2%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%
GFPD	0.5%	0.9%	0.9%	0.5%	2.1%	1.5%	0.0%	0.0%	0.0%
RFI	0.2%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.8%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by weight of vehicle (kg)**

Traffic offence severity	3,500 - 9,999	10,000 - 19,999	20,000 - 29,999	30,000 - 37,999	38,000 - 39,999	40,000 - 43,999	44,000	>44,000	Not Given
No traffic offence	9	26	11	22	74	1935	210	7	18
Verbal warning	3	0	2	0	0	52	8	2	0
Prohibition	2	5	1	1	12	218	32	1	2
Reported for prosecution	0	0	0	0	0	2	1	0	0
GFPD	0	1	0	0	0	19	1	0	0
RFI	0	0	0	0	0	4	1	0	0
<b>Total</b>	<b>14</b>	<b>32</b>	<b>14</b>	<b>23</b>	<b>86</b>	<b>2230</b>	<b>253</b>	<b>10</b>	<b>20</b>

Traffic offence severity	3,500 - 9,999	10,000 - 19,999	20,000 - 29,999	30,000 - 37,999	38,000 - 39,999	40,000 - 43,999	44,000	>44,000	Not Given
No traffic offence	64.3%	81.3%	78.6%	95.7%	86.0%	86.8%	83.0%	70.0%	90.0%
Verbal warning	21.4%	0.0%	14.3%	0.0%	0.0%	2.3%	3.2%	20.0%	0.0%
Prohibition	14.3%	15.6%	7.1%	4.3%	14.0%	9.8%	12.6%	10.0%	10.0%
Reported for prosecution	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	0.0%	0.0%
GFPD	0.0%	3.1%	0.0%	0.0%	0.0%	0.9%	0.4%	0.0%	0.0%
RFI	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by DVSA area**

DVSA Area	Non-GB traffic - serious offences frequency	%
Area 1: Scotland East	7	14.3%
Area 2: Scotland West	9	15.0%
Area 3: Cumbria, Lancashire, Tyne & Tees	23	14.8%
Area 4: Yorkshire & Humberside	14	10.0%
Area 5: Manchester, S. Yorks & Notts	15	7.9%
Area 6: Merseyside, Cheshire & North Wales	23	13.0%
Area 7: Staffs & Derbyshire	28	12.8%

DVSA Area	Non-GB traffic - serious offences frequency	%
Area 8: Central Mids	33	13.2%
Area 9: East Anglia, Lincs & Cambs	30	14.9%
Area 10: Bristol & South Wales	26	14.2%
Area 11: South West	3	5.0%
Area 12: Wessex	38	13.6%
Area 13: South Central	18	11.0%
Area 14: South East	12	4.8%
Area 15: Metropolitan	9	13.8%
Area 16: Herts, Essex & Beds	15	6.2%

### Traffic offence severity by road type of check

Traffic offence severity	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Port	Unknown
No traffic offence	1457	30	14	84	46	136	368	100	77
Verbal warning	48	0	0	2	2	6	4	4	1
Prohibition	183	4	1	3	8	9	47	6	13
Reported for prosecution	0	1	0	0	1	0	0	0	1
GFPD	13	0	0	1	1	2	3	0	1
RFI	4	0	0	0	1	0	0	0	0
<b>Total</b>	<b>1705</b>	<b>35</b>	<b>15</b>	<b>90</b>	<b>59</b>	<b>153</b>	<b>422</b>	<b>110</b>	<b>93</b>

Traffic offence severity	Motorway	Urban Minor	Rural Minor	Urban Primary	Rural Primary	Urban Trunk	Rural Trunk	Port	Unknown
No traffic offence	85.5%	85.7%	93.3%	93.3%	78.0%	88.9%	87.2%	90.9%	82.8%
Verbal warning	2.8%	0.0%	0.0%	2.2%	3.4%	3.9%	0.9%	3.6%	1.1%
Prohibition	10.7%	11.4%	6.7%	3.3%	13.6%	5.9%	11.1%	5.5%	14.0%
Reported for prosecution	0.0%	2.9%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	1.1%
GFPD	0.8%	0.0%	0.0%	1.1%	1.7%	1.3%	0.7%	0.0%	1.1%
RFI	0.2%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by time of check**

Traffic offence severity	Morning	Afternoon	Night
No traffic offence	1174	854	284
Verbal warning	32	31	4
Prohibition	136	83	55
Reported for prosecution	3	0	0
GFPD	11	5	5
RFI	1	3	1
<b>Total</b>	<b>1357</b>	<b>976</b>	<b>349</b>

Traffic offence severity	Morning	Afternoon	Night
No traffic offence	86.5%	87.5%	81.4%
Verbal warning	2.4%	3.2%	1.1%
Prohibition	10.0%	8.5%	15.8%
Reported for prosecution	0.2%	0.0%	0.0%
GFPD	0.8%	0.5%	1.4%
RFI	0.1%	0.3%	0.3%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by day of check**

Traffic offence severity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	366	439	396	436	390	166	119
Verbal warning	11	9	16	10	14	4	3
Prohibition	38	44	57	40	53	24	18
Reported for prosecution	0	0	1	1	1	0	0
GFPD	4	2	4	3	0	4	4
RFI	0	2	1	2	0	0	0
<b>Total</b>	<b>419</b>	<b>496</b>	<b>475</b>	<b>492</b>	<b>458</b>	<b>198</b>	<b>144</b>

Traffic offence severity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	87.4%	88.5%	83.4%	88.6%	85.2%	83.8%	82.6%
Verbal warning	2.6%	1.8%	3.4%	2.0%	3.1%	2.0%	2.1%
Prohibition	9.1%	8.9%	12.0%	8.1%	11.6%	12.1%	12.5%
Reported for prosecution	0.0%	0.0%	0.2%	0.2%	0.2%	0.0%	0.0%
GFPD	1.0%	0.4%	0.8%	0.6%	0.0%	2.0%	2.8%
RFI	0.0%	0.4%	0.2%	0.4%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### Traffic offence severity by month of check

Month Of Check	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
April	228	6	32	0	1	1	268
May	250	6	33	1	0	0	290
June	258	3	29	0	3	1	294
July	239	11	25	0	1	0	276
August	224	9	29	1	6	0	269
September	218	6	29	1	2	0	256
October	262	6	35	0	1	2	306
November	250	10	23	0	1	0	284
December	245	7	31	0	4	0	287
January	109	3	8	0	2	1	123
February	29	0	0	0	0	0	29

Month Of Check	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
April	85.1%	2.2%	11.9%	0.0%	0.4%	0.4%	100%
May	86.2%	2.1%	11.4%	0.3%	0.0%	0.0%	100%
June	87.8%	1.0%	9.9%	0.0%	1.0%	0.3%	100%
July	86.6%	4.0%	9.1%	0.0%	0.4%	0.0%	100%
August	83.3%	3.3%	10.8%	0.4%	2.2%	0.0%	100%
September	85.2%	2.3%	11.3%	0.4%	0.8%	0.0%	100%
October	85.6%	2.0%	11.4%	0.0%	0.3%	0.7%	100%
November	88.0%	3.5%	8.1%	0.0%	0.4%	0.0%	100%
December	85.4%	2.4%	10.8%	0.0%	1.4%	0.0%	100%
January	88.6%	2.4%	6.5%	0.0%	1.6%	0.8%	100%
February	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

**Traffic offence severity by vehicle type**

Traffic offence severity	Articulated HGV	Rigid HGV	Not Given
No traffic offence	2124	173	15
Verbal warning	59	8	0
Prohibition	250	23	1
Reported for prosecution	3	0	0
GFPD	19	2	0
RFI	3	2	0
<b>Total</b>	<b>2458</b>	<b>208</b>	<b>16</b>

Traffic offence severity	Articulated HGV	Rigid HGV	Not Given
No traffic offence	86.4%	83.2%	93.8%
Verbal warning	2.4%	3.8%	0.0%
Prohibition	10.2%	11.1%	6.3%
Reported for prosecution	0.1%	0.0%	0.0%
GFPD	0.8%	1.0%	0.0%
RFI	0.1%	1.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by body type**

Body Type	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
Flat	16	3	3	0	0	0	22
Refrigerated	357	7	70	0	2	2	438
Tanker	27	1	8	0	1	0	37
Skeletal	23	0	1	0	1	0	25
Tipper	7	2	1	0	0	0	10
Artic only	2	0	0	0	0	0	2
Car Transporter	24	1	8	0	0	0	33
Box	278	10	29	0	2	1	320
Curtain Sider	1274	32	125	2	13	2	1448
Tilt	9	0	3	0	0	0	12
Other	14	0	0	0	0	0	14
Artic (unknown type)	280	11	26	1	2	0	320
Not Given	1	0	0	0	0	0	1

Body Type	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
Flat	72.7%	13.6%	13.6%	0.0%	0.0%	0.0%	100%
Refrigerated	81.5%	1.6%	16.0%	0.0%	0.5%	0.5%	100%
Tanker	73.0%	2.7%	21.6%	0.0%	2.7%	0.0%	100%
Skeletal	92.0%	0.0%	4.0%	0.0%	4.0%	0.0%	100%
Tipper	70.0%	20.0%	10.0%	0.0%	0.0%	0.0%	100%
Artic only	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Car Transporter	72.7%	3.0%	24.2%	0.0%	0.0%	0.0%	100%
Box	86.9%	3.1%	9.1%	0.0%	0.6%	0.3%	100%
Curtain Sider	88.0%	2.2%	8.6%	0.1%	0.9%	0.1%	100%
Tilt	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	100%
Other	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Artic (unknown type)	87.5%	3.4%	8.1%	0.3%	0.6%	0.0%	100%
Not Given	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

### Traffic offence severity by number of vehicle axles

Traffic offence severity	2	3	5+
No traffic offence	2037	274	1
Verbal warning	55	12	0
Prohibition	242	32	0
Reported for prosecution	2	1	0
GFPD	20	1	0
RFI	4	1	0
<b>Total</b>	<b>2360</b>	<b>321</b>	<b>1</b>

Traffic offence severity	2	3	5+
No traffic offence	86.3%	85.4%	100%
Verbal warning	2.3%	3.7%	0.0%
Prohibition	10.3%	10.0%	0.0%
Reported for prosecution	0.1%	0.3%	0.0%
GFPD	0.8%	0.3%	0.0%
RFI	0.2%	0.3%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



**Traffic offence severity by whether a trailer present**

Traffic offence severity	Yes	No
No traffic offence	2276	36
Verbal warning	63	4
Prohibition	267	7
Reported for prosecution	3	0
GFPD	19	2
RFI	4	1
<b>Total</b>	<b>2632</b>	<b>50</b>

Traffic offence severity	Yes	No
No traffic offence	86.5%	72.0%
Verbal warning	2.4%	8.0%
Prohibition	10.1%	14.0%
Reported for prosecution	0.1%	0.0%
GFPD	0.7%	4.0%
RFI	0.2%	2.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by direction of travel**

Traffic offence severity	Import	Export	Cabotage	Other	Unknown
No traffic offence	1258	679	118	130	127
Verbal warning	36	21	5	2	3
Prohibition	161	63	18	14	18
Reported for prosecution	1	0	0	1	1
GFPD	11	6	0	4	0
RFI	4	1	0	0	0
<b>Total</b>	<b>1471</b>	<b>770</b>	<b>141</b>	<b>151</b>	<b>149</b>

Traffic offence severity	Import	Export	Cabotage	Other	Unknown
No traffic offence	85.5%	88.2%	83.7%	86.1%	85.2%
Verbal warning	2.4%	2.7%	3.5%	1.3%	2.0%
Prohibition	10.9%	8.2%	12.8%	9.3%	12.1%
Reported for prosecution	0.1%	0.0%	0.0%	0.7%	0.7%
GFPD	0.7%	0.8%	0.0%	2.6%	0.0%
RFI	0.3%	0.1%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by whether a Fresnel Lens fitted**

Traffic offence severity	Fresnel Lens fitted	Fresnel Lens not fitted	Not Given
No traffic offence	449	1561	302
Verbal warning	6	55	6
Prohibition	53	184	37
Reported for prosecution	1	1	1
GFPD	5	16	0
RFI	1	2	2
<b>Total</b>	<b>515</b>	<b>1819</b>	<b>348</b>

Traffic offence severity	Fresnel Lens fitted	Fresnel Lens not fitted	Not Given
No traffic offence	87.2%	85.8%	86.8%
Verbal warning	1.2%	3.0%	1.7%
Prohibition	10.3%	10.1%	10.6%
Reported for prosecution	0.2%	0.1%	0.3%
GFPD	1.0%	0.9%	0.0%
RFI	0.2%	0.1%	0.6%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by country**

Country	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
Nil Response	3	0	0	0	0	0	3
Austria	6	0	0	0	1	0	7
Belgium	47	1	6	1	0	0	55
Bulgaria	87	2	11	0	1	0	101
Bosnia-Herzegovina	9	0	3	0	0	0	12
Switzerland	7	0	1	0	0	0	8
Cyprus	1	0	0	0	0	0	1
Czech Republic	111	2	17	0	3	0	133
Germany	110	3	13	0	0	0	126
Denmark	4	0	1	0	0	0	5
Spain	130	4	12	0	0	0	146
Estonia	10	1	1	0	0	0	12
France	105	1	19	0	0	0	125

Country	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
Greece	1	0	0	0	0	0	1
Hungary	146	4	11	0	1	0	162
Croatia	5	0	1	0	0	0	6
Italy	30	0	8	0	2	1	41
Ireland	155	10	29	2	2	1	199
Luxembourg	5	0	0	0	0	0	5
Lithuania	105	1	13	0	2	0	121
Latvia	10	1	1	0	0	0	12
Malta	4	0	0	0	0	0	4
Macedonia	8	0	1	0	0	0	9
Northern Ireland	28	1	7	0	0	0	36
Netherlands	179	7	23	0	2	0	211
Portugal	73	1	10	0	0	0	84
Poland	551	15	42	0	3	0	611
Romania	188	7	23	0	3	3	224
Sweden	1	0	0	0	1	0	2
Slovakia	113	2	6	0	0	0	121
Slovenia	29	1	5	0	0	0	35
Turkey	38	3	10	0	0	0	51
Non-European	3	0	0	0	0	0	3
Serbia & Montenegro	2	0	0	0	0	0	2
Ukraine	3	0	0	0	0	0	3
Serbia	5	0	0	0	0	0	5

Country	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
Nil Response	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Austria	85.7%	0.0%	0.0%	0.0%	14.3%	0.0%	100%
Belgium	85.5%	1.8%	10.9%	1.8%	0.0%	0.0%	100%
Bulgaria	86.1%	2.0%	10.9%	0.0%	1.0%	0.0%	100%
Bosnia-Herzegovina	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	100%
Switzerland	87.5%	0.0%	12.5%	0.0%	0.0%	0.0%	100%
Cyprus	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Country	No traffic offence	Verbal warning	Prohibition	Reported for prosecution	GFPD	RFI	Total
Czech Republic	83.5%	1.5%	12.8%	0.0%	2.3%	0.0%	100%
Germany	87.3%	2.4%	10.3%	0.0%	0.0%	0.0%	100%
Denmark	80.0%	0.0%	20.0%	0.0%	0.0%	0.0%	100%
Spain	89.0%	2.7%	8.2%	0.0%	0.0%	0.0%	100%
Estonia	83.3%	8.3%	8.3%	0.0%	0.0%	0.0%	100%
France	84.0%	0.8%	15.2%	0.0%	0.0%	0.0%	100%
Greece	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Hungary	90.1%	2.5%	6.8%	0.0%	0.6%	0.0%	100%
Croatia	83.3%	0.0%	16.7%	0.0%	0.0%	0.0%	100%
Italy	73.2%	0.0%	19.5%	0.0%	4.9%	2.4%	100%
Ireland	77.9%	5.0%	14.6%	1.0%	1.0%	0.5%	100%
Luxembourg	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Lithuania	86.8%	0.8%	10.7%	0.0%	1.7%	0.0%	100%
Latvia	83.3%	8.3%	8.3%	0.0%	0.0%	0.0%	100%
Malta	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Macedonia	88.9%	0.0%	11.1%	0.0%	0.0%	0.0%	100%
Northern Ireland	77.8%	2.8%	19.4%	0.0%	0.0%	0.0%	100%
Netherlands	84.8%	3.3%	10.9%	0.0%	0.9%	0.0%	100%
Portugal	86.9%	1.2%	11.9%	0.0%	0.0%	0.0%	100%
Poland	90.2%	2.5%	6.9%	0.0%	0.5%	0.0%	100%
Romania	83.9%	3.1%	10.3%	0.0%	1.3%	1.3%	100%
Sweden	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	100%
Slovakia	93.4%	1.7%	5.0%	0.0%	0.0%	0.0%	100%
Slovenia	82.9%	2.9%	14.3%	0.0%	0.0%	0.0%	100%
Turkey	74.5%	5.9%	19.6%	0.0%	0.0%	0.0%	100%
Non-European	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Serbia & Montenegro	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Ukraine	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Serbia	100%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

**Traffic offence severity for each offence type**

Traffic offence severity	Driver's Licence	Tachograph	Drivers' Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED
Verbal warning	0	9	21	1	1	22	4	14
Prohibition	0	0	1	1	0	0	1	0
ORN	0	43	28	19	0	2	5	0
Reported for prosecution	0	0	0	0	0	0	1	0
Impounded	0	0	1	0	0	0	0	1
Unknown outcome - any	0	10	1	0	0	1	14	0
Unknown outcome - serious	1	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>62</b>	<b>52</b>	<b>21</b>	<b>1</b>	<b>25</b>	<b>25</b>	<b>15</b>

Traffic offence severity	Driver's Licence	Tachograph	Drivers' Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED
Verbal warning	0.0%	0.3%	0.8%	0.0%	0.0%	0.8%	0.1%	0.5%
Prohibition	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
ORN	0.0%	1.6%	1.0%	0.7%	0.0%	0.1%	0.2%	0.0%
Reported for prosecution	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Impounded	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Unknown outcome - any	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%
Unknown outcome - serious	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>0.0%</b>	<b>2.3%</b>	<b>1.9%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>

## C.7 PSV Compliance Checks

### Traffic Offences - Main Results

Traffic offence severity	Frequency	%
No traffic offence	1102	87.3%
Verbal warning	68	5.4%
Prohibition	61	4.8%
ORN	19	1.5%
GFPD	6	0.5%
RFI	6	0.5%
<b>Total</b>	<b>1262</b>	<b>100%</b>

### Traffic offence severity by age of vehicle

Traffic offence severity	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No traffic offence	190	167	146	154	148	77	50	158	12
Verbal warning	10	16	8	15	9	5	1	4	0
Prohibition	4	8	2	12	3	6	6	18	2
ORN	1	2	2	1	2	0	2	9	0
GFPD	0	2	0	0	1	1	0	2	0
RFI	0	1	1	2	2	0	0	0	0
<b>Total</b>	<b>205</b>	<b>196</b>	<b>159</b>	<b>184</b>	<b>165</b>	<b>89</b>	<b>59</b>	<b>191</b>	<b>14</b>

Traffic offence severity	0-1 years	2-3 years	4-5 years	6-7 years	8-9 years	10-11 years	12-13 years	14+ years	Unknown Age
No traffic offence	92.7%	85.2%	91.8%	83.7%	89.7%	86.5%	84.7%	82.7%	85.7%
Verbal warning	4.9%	8.2%	5.0%	8.2%	5.5%	5.6%	1.7%	2.1%	0.0%
Prohibition	2.0%	4.1%	1.3%	6.5%	1.8%	6.7%	10.2%	9.4%	14.3%
ORN	0.5%	1.0%	1.3%	0.5%	1.2%	0.0%	3.4%	4.7%	0.0%
GFPD	0.0%	1.0%	0.0%	0.0%	0.6%	1.1%	0.0%	1.0%	0.0%
RFI	0.0%	0.5%	0.6%	1.1%	1.2%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by DVSA area**

DVSA Area	frequency	%
Area 1: Scotland East	1	1.0%
Area 2: Scotland West	21	14.2%
Area 3: Cumbria, Lancashire, Tyne & Tees	6	5.2%
Area 4: Yorkshire & Humberside	5	9.8%
Area 5: Manchester, S. Yorks & Notts	4	4.7%
Area 6: Merseyside, Cheshire & North Wales	3	4.6%
Area 7: Staffs & Derbyshire	6	10.0%
Area 8: Central Mids	1	1.4%
Area 9: East Anglia, Lincs & Cambs	6	13.3%
Area 10: Bristol & South Wales	12	8.9%
Area 11: South West	5	10.0%
Area 12: Wessex	5	4.9%
Area 13: South Central	2	4.0%
Area 14: South East	3	6.5%
Area 15: Metropolitan	5	10.2%
Area 16: Herts, Essex & Beds	7	7.8%

**Traffic offence severity by licensing Traffic Area of operator**

Traffic offence severity	Scottish	North Western	West Midland	Welsh	Western	South East and Metropolitan	Eastern	North Eastern	Not Given
No traffic offence	170	149	70	115	114	102	114	228	40
Verbal warning	6	11	4	5	13	12	4	11	2
Prohibition	14	5	7	3	8	3	6	11	4
ORN	6	2	0	1	3	0	3	4	0
GFPD	0	0	2	0	1	1	1	0	1
RFI	0	0	0	1	1	1	1	2	0
<b>Total</b>	<b>196</b>	<b>167</b>	<b>83</b>	<b>125</b>	<b>140</b>	<b>119</b>	<b>129</b>	<b>256</b>	<b>47</b>

Traffic offence severity	Scottish	North Western	West Midland	Welsh	Western	South East and Metropolitan	Eastern	North Eastern	Not Given
No traffic offence	86.7%	89.2%	84.3%	92.0%	81.4%	85.7%	88.4%	89.1%	85.1%
Verbal warning	3.1%	6.6%	4.8%	4.0%	9.3%	10.1%	3.1%	4.3%	4.3%
Prohibition	7.1%	3.0%	8.4%	2.4%	5.7%	2.5%	4.7%	4.3%	8.5%
ORN	3.1%	1.2%	0.0%	0.8%	2.1%	0.0%	2.3%	1.6%	0.0%
GFPD	0.0%	0.0%	2.4%	0.0%	0.7%	0.8%	0.8%	0.0%	2.1%
RFI	0.0%	0.0%	0.0%	0.8%	0.7%	0.8%	0.8%	0.8%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

### **Traffic offence severity by time of check**

Traffic offence severity	Morning	Afternoon
No traffic offence	1008	94
Verbal warning	60	8
Prohibition	47	14
ORN	19	0
GFPD	4	2
RFI	6	0
<b>Total</b>	<b>1144</b>	<b>118</b>

Traffic offence severity	Morning	Afternoon
No traffic offence	88.1%	79.7%
Verbal warning	5.2%	6.8%
Prohibition	4.1%	11.9%
ORN	1.7%	0.0%
GFPD	0.3%	1.7%
RFI	0.5%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>



**Traffic offence severity by day of check**

Traffic offence severity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	162	147	154	208	303	114	14
Verbal warning	20	1	5	8	25	8	1
Prohibition	7	7	11	10	19	7	0
ORN	6	1	3	3	5	1	0
GFPD	1	0	2	2	1	0	0
RFI	1	1	1	0	3	0	0
<b>Total</b>	<b>197</b>	<b>157</b>	<b>176</b>	<b>231</b>	<b>356</b>	<b>130</b>	<b>15</b>

Traffic offence severity	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	82.2%	93.6%	87.5%	90.0%	85.1%	87.7%	93.3%
Verbal warning	10.2%	0.6%	2.8%	3.5%	7.0%	6.2%	6.7%
Prohibition	3.6%	4.5%	6.3%	4.3%	5.3%	5.4%	0.0%
ORN	3.0%	0.6%	1.7%	1.3%	1.4%	0.8%	0.0%
GFPD	0.5%	0.0%	1.1%	0.9%	0.3%	0.0%	0.0%
RFI	0.5%	0.6%	0.6%	0.0%	0.8%	0.0%	0.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Traffic offence severity by month of check**

Month Of Check	No traffic offence	Verbal warning	Prohibition	ORN	GFPD	RFI	Total
April	111	9	5	3	0	1	129
May	118	7	12	0	1	1	139
June	125	6	9	5	0	0	145
July	156	13	11	2	1	0	183
August	158	6	6	4	2	2	178
September	133	15	4	1	2	0	155
October	99	4	6	1	0	0	110
November	86	0	2	1	0	0	89
December	77	6	2	0	0	1	86
January	39	2	4	2	0	1	48

Month Of Check	No traffic offence	Verbal warning	Prohibition	ORN	GFPD	RFI	Total
April	86.0%	7.0%	3.9%	2.3%	0.0%	0.8%	100%
May	84.9%	5.0%	8.6%	0.0%	0.7%	0.7%	100%
June	86.2%	4.1%	6.2%	3.4%	0.0%	0.0%	100%
July	85.2%	7.1%	6.0%	1.1%	0.5%	0.0%	100%
August	88.8%	3.4%	3.4%	2.2%	1.1%	1.1%	100%
September	85.8%	9.7%	2.6%	0.6%	1.3%	0.0%	100%
October	90.0%	3.6%	5.5%	0.9%	0.0%	0.0%	100%
November	96.6%	0.0%	2.2%	1.1%	0.0%	0.0%	100%
December	89.5%	7.0%	2.3%	0.0%	0.0%	1.2%	100%
January	81.3%	4.2%	8.3%	4.2%	0.0%	2.1%	100%

### Traffic offence severity for each offence type

Traffic offence severity	Driver's Licence	Tachograph	Drivers Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED	Limiter	Other
Verbal warning	1	13	49	0	0	1	2	0	1	9
Prohibition	1	0	4	0	0	0	0	0	0	1
ORN	0	14	19	0	0	0	4	0	0	1
Advisory letter	0	12	0	0	0	0	1	0	0	11
RFI	0	1	0	0	0	0	0	0	0	0
Unknown outcome - any	0	4	2	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>44</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>24</b>

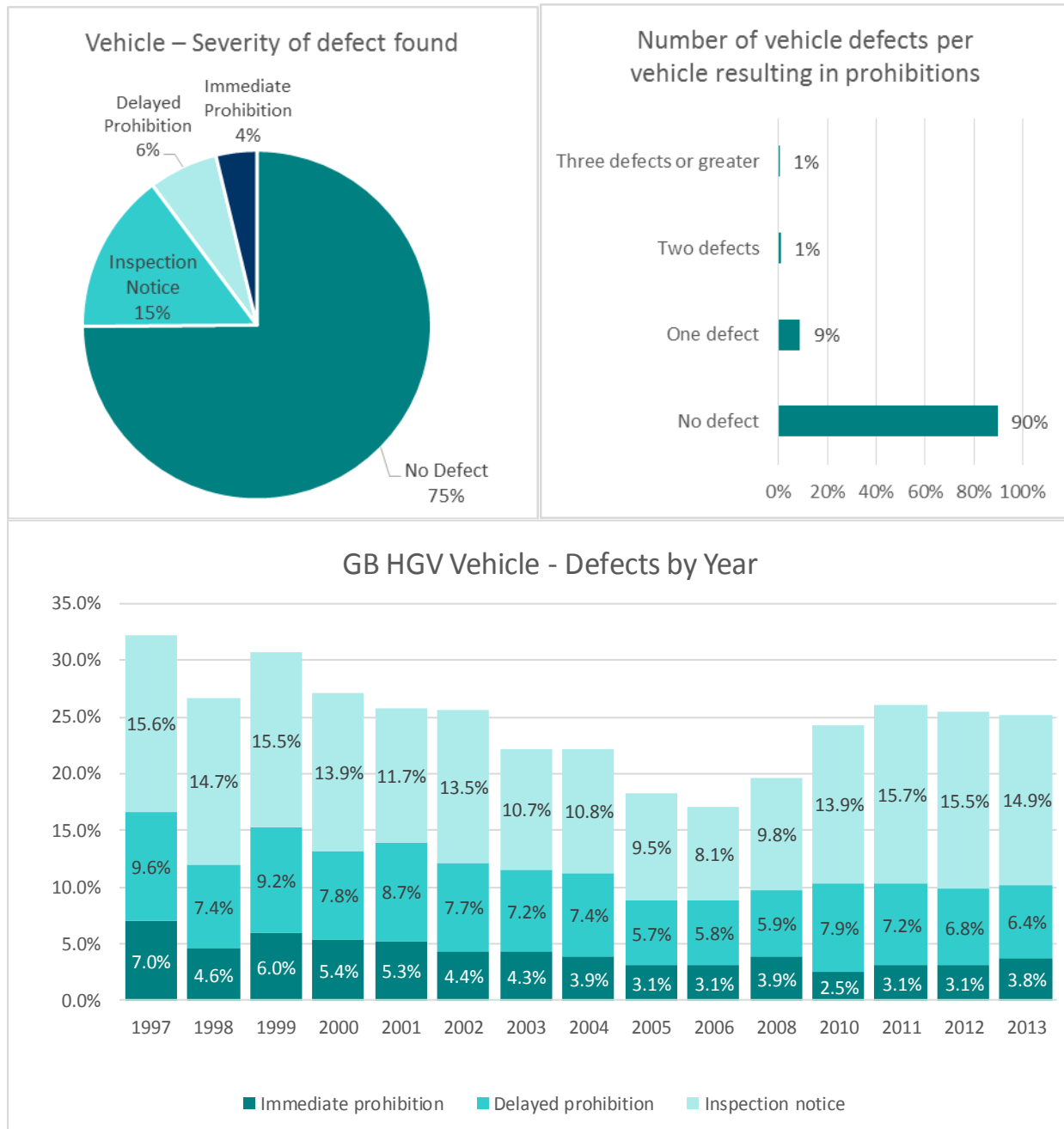
Traffic offence severity	Driver's Licence	Tachograph	Drivers Hours	Illegal Operator	Plating & Testing	Overloading	Other Operator Offence	VED	Limiter	Other
Verbal warning	0.1%	1.0%	3.9%	0.0%	0.0%	0.1%	0.2%	0.0%	0.1%	0.7%
Prohibition	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
ORN	0.0%	1.1%	1.5%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%

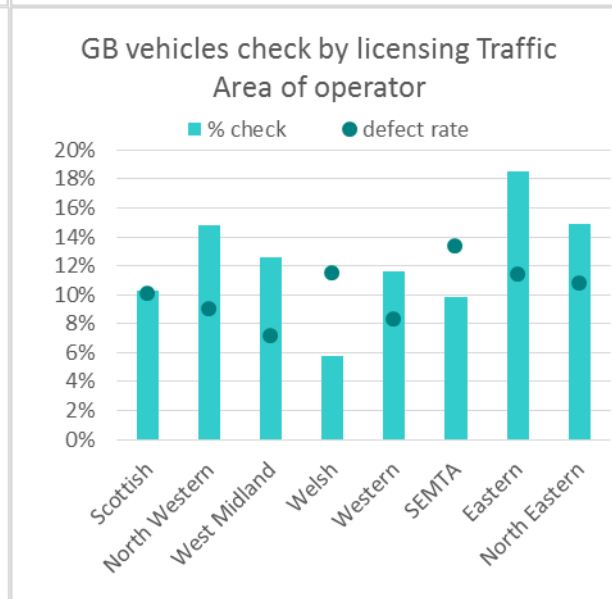
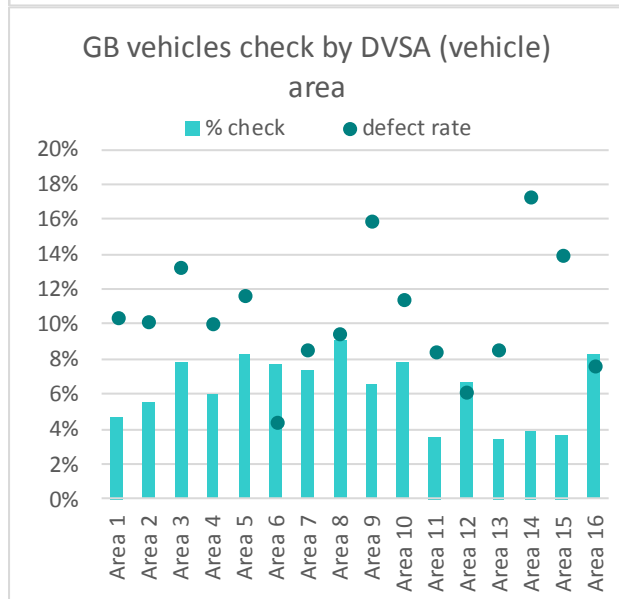
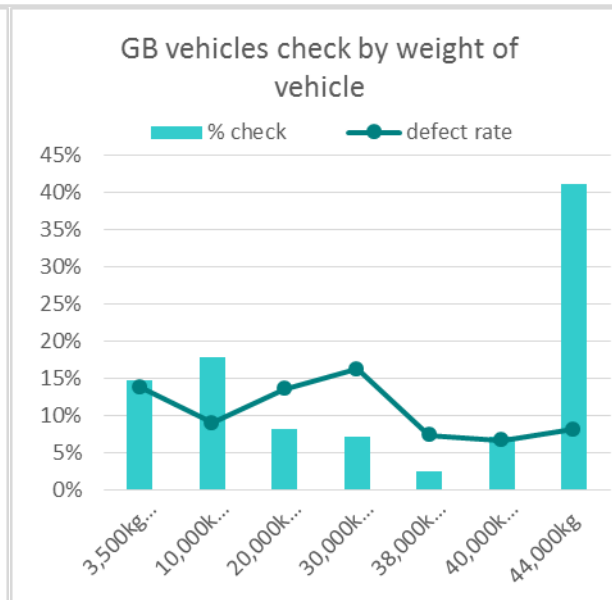
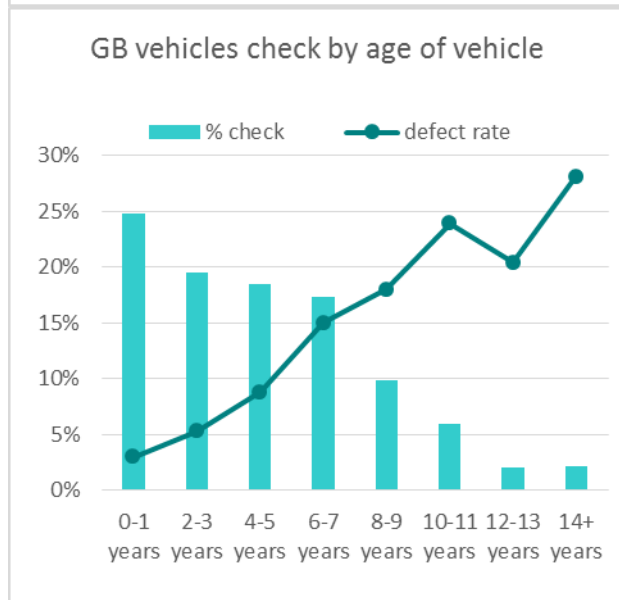
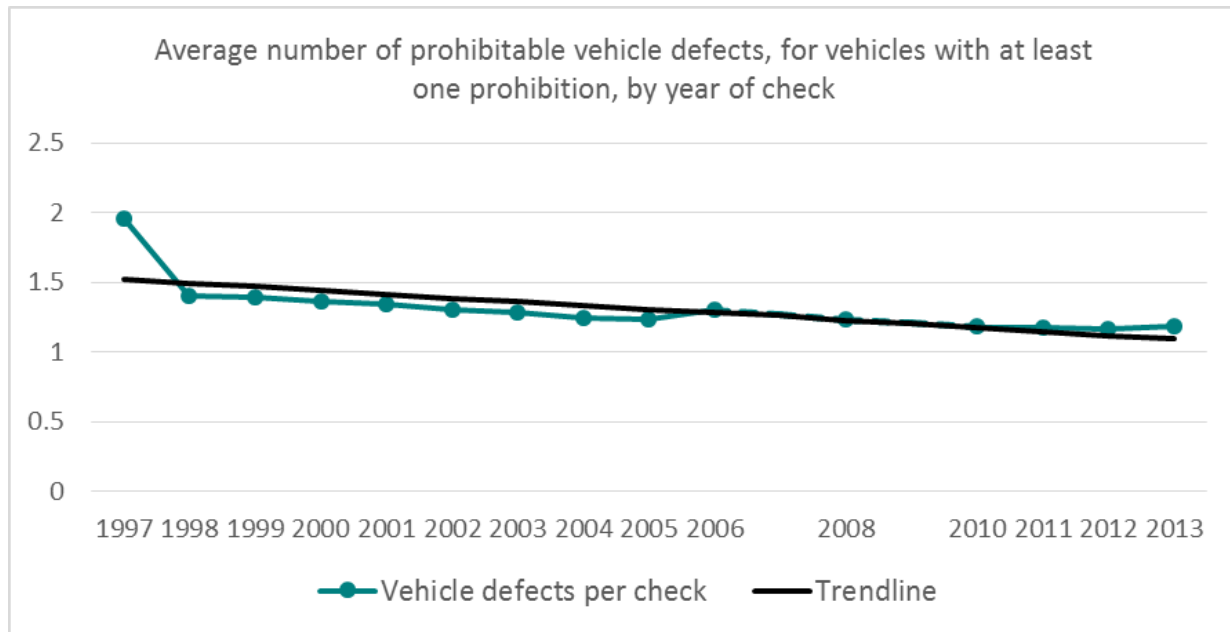
<b>Traffic offence severity</b>	<b>Driver's Licence</b>	<b>Tachograph</b>	<b>Drivers Hours</b>	<b>Illegal Operator</b>	<b>Plating &amp; Testing</b>	<b>Overloading</b>	<b>Other Operator Offence</b>	<b>VED</b>	<b>Limiter</b>	<b>Other</b>
Advisory letter	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.9%
RFI	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Unknown outcome - any	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
<b>Total</b>	<b>99.8%</b>	<b>99.5%</b>	<b>97.9%</b>	<b>99.8%</b>	<b>98.5%</b>	<b>0.1%</b>	<b>98.5%</b>	<b>98.4%</b>	<b>81.5%</b>	<b>99.1%</b>

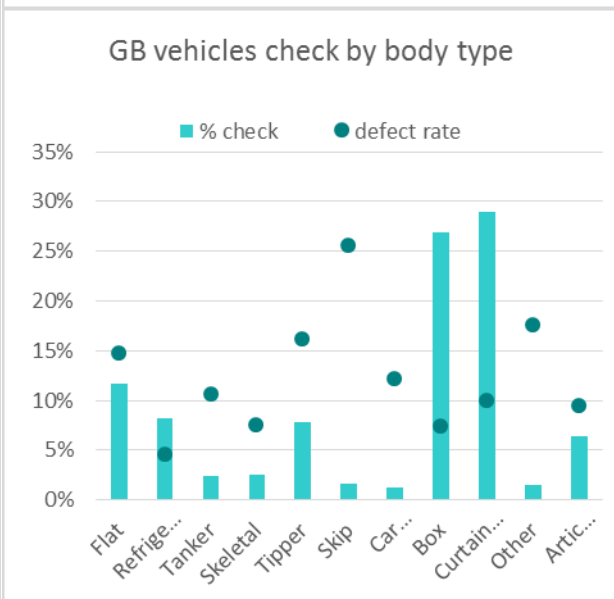
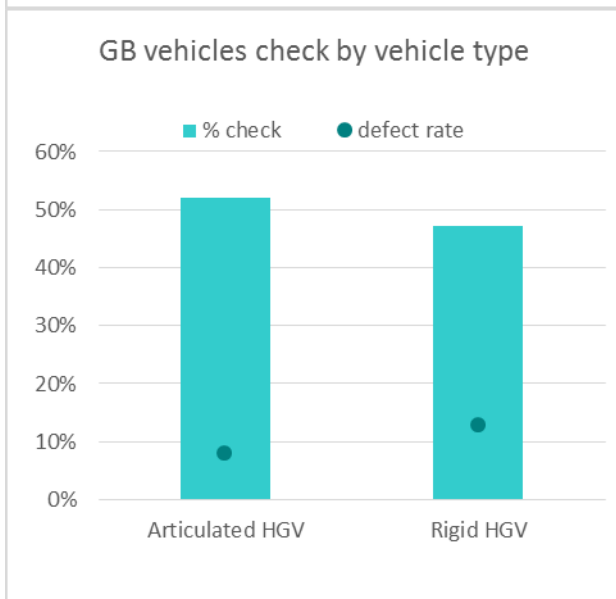
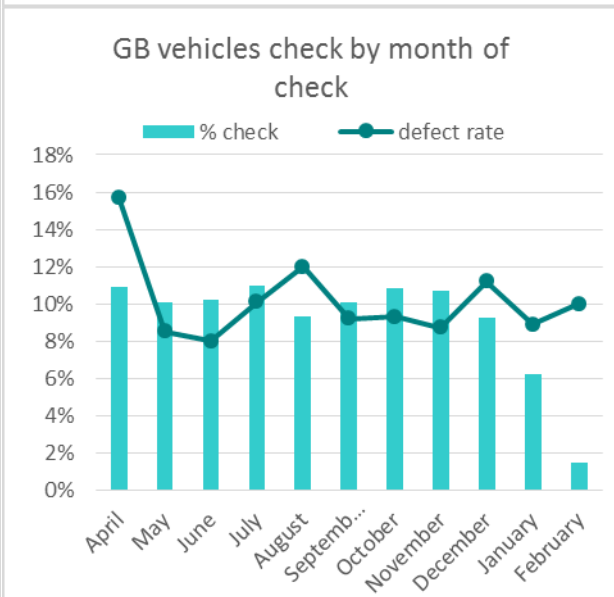
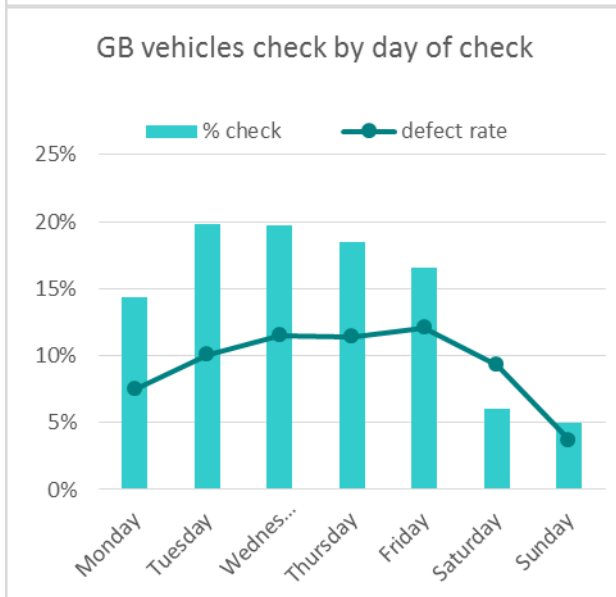
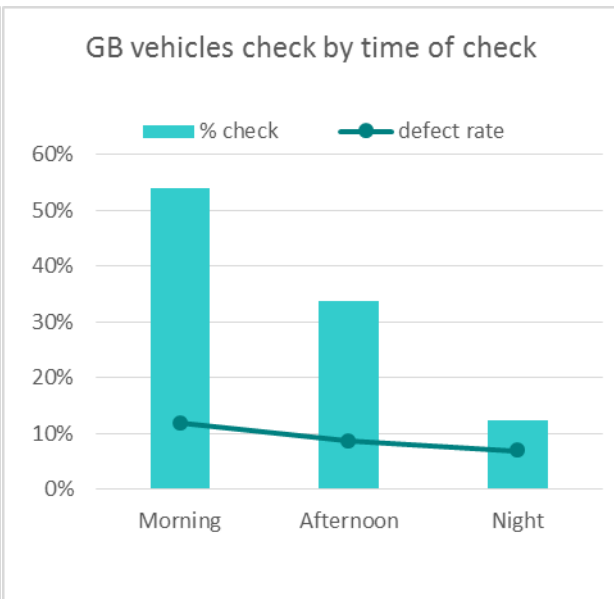
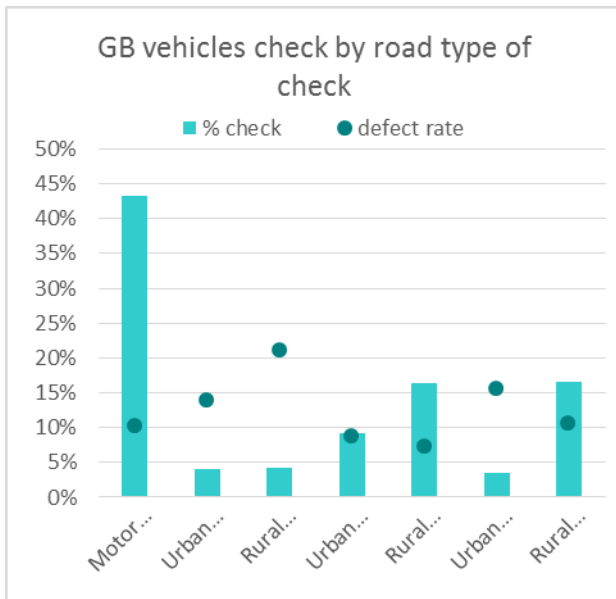
## Annex D: Detailed Results - Charts

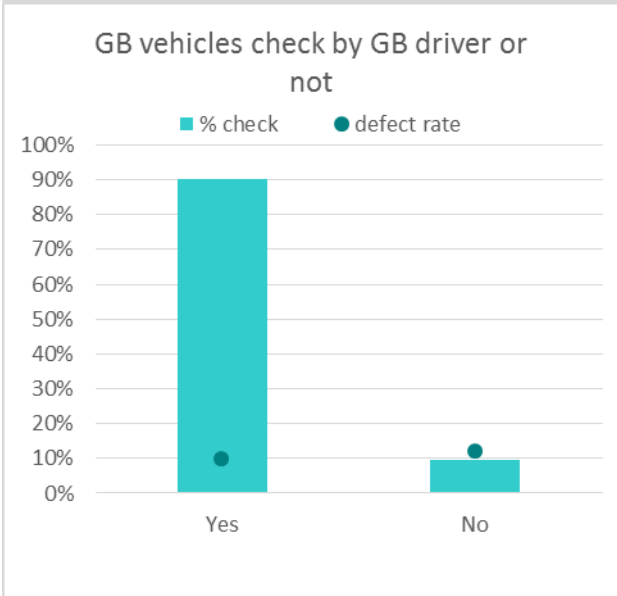
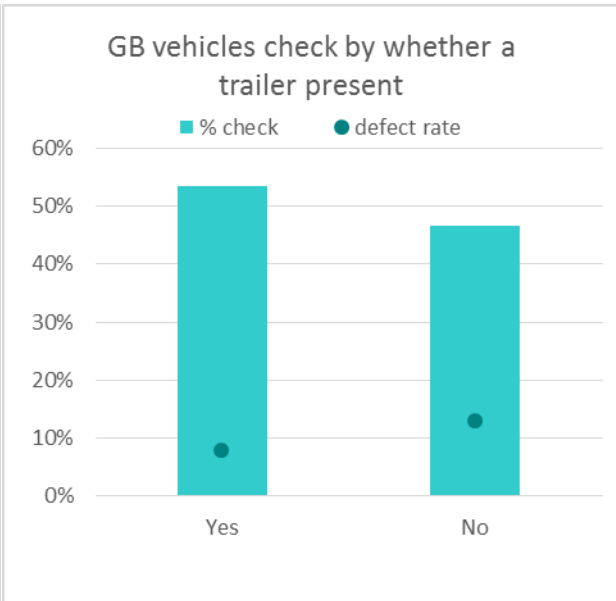
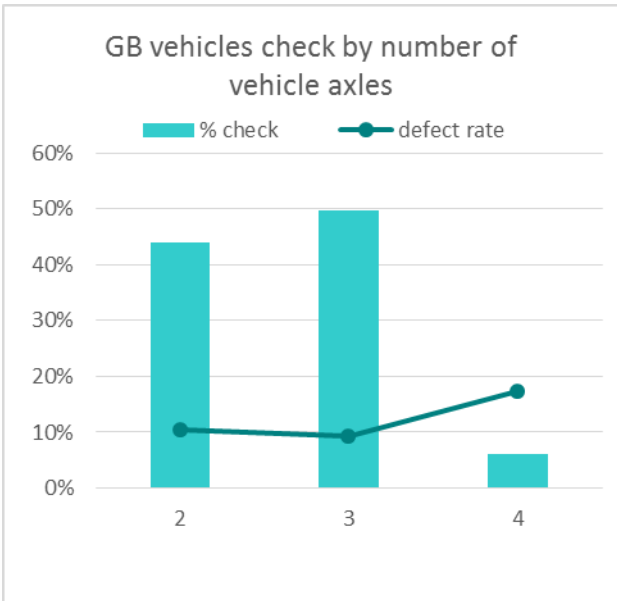
### D.1 GB HGV Vehicle Defects

In this section, any categories that had fewer than 30 checks have been removed from the charts. For example, there were only two vehicles of type 'Tilt', and so this category has not been displayed on the graph.



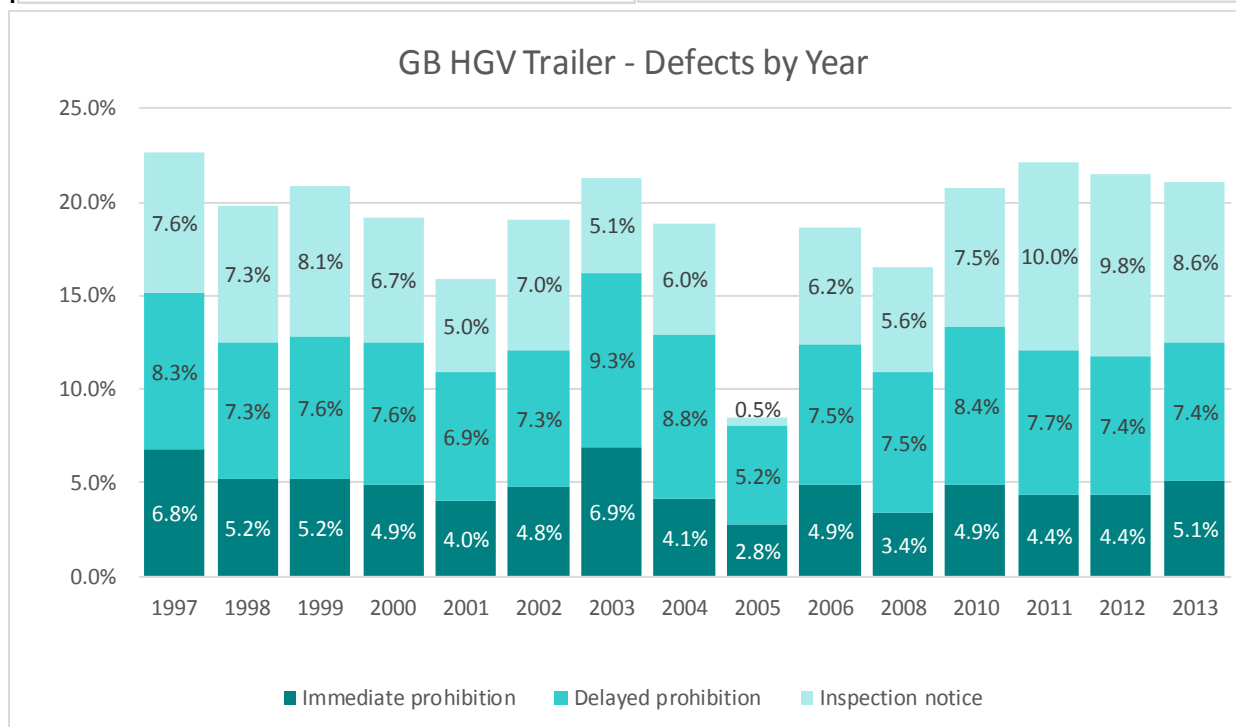
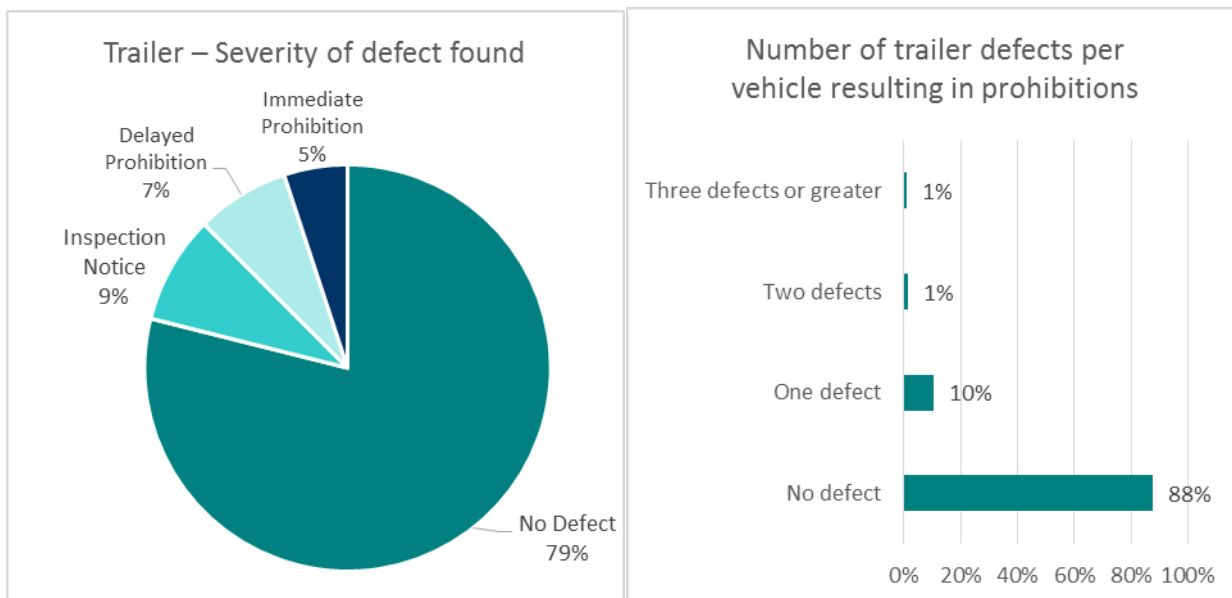




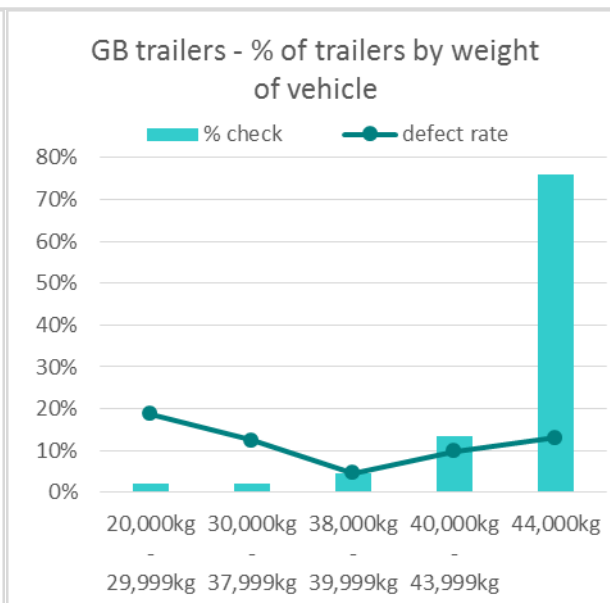
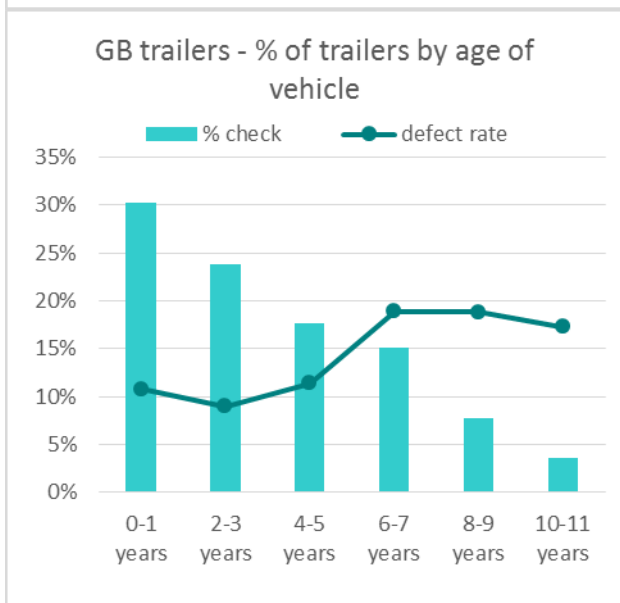
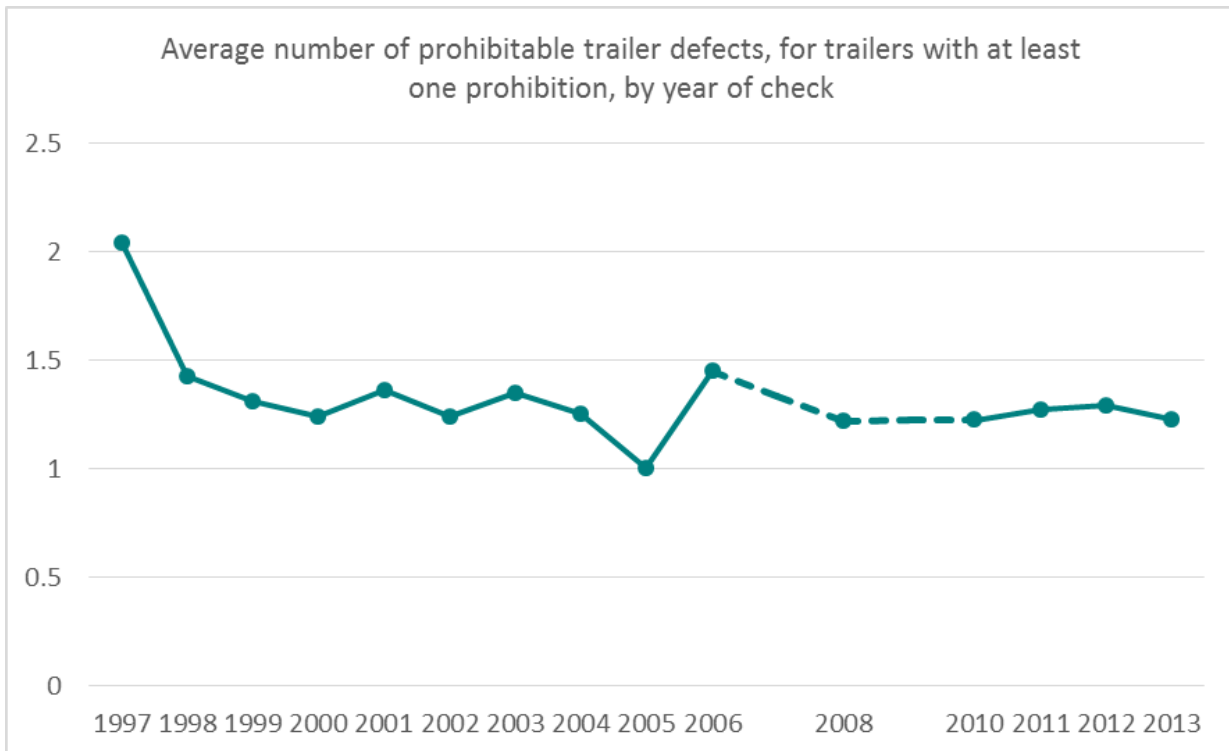


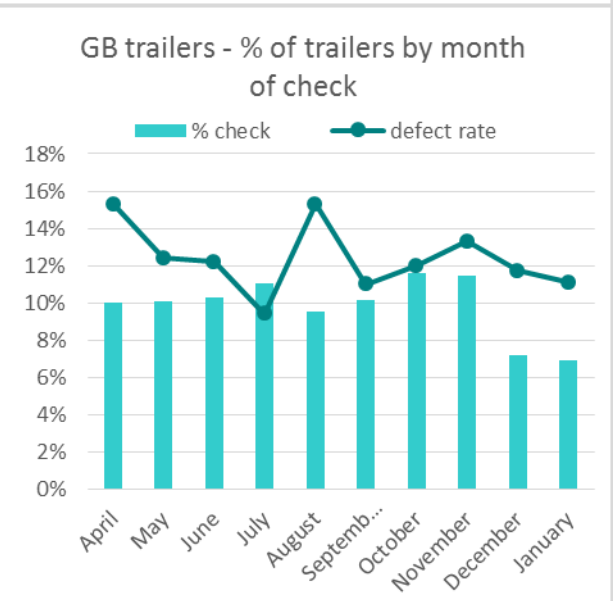
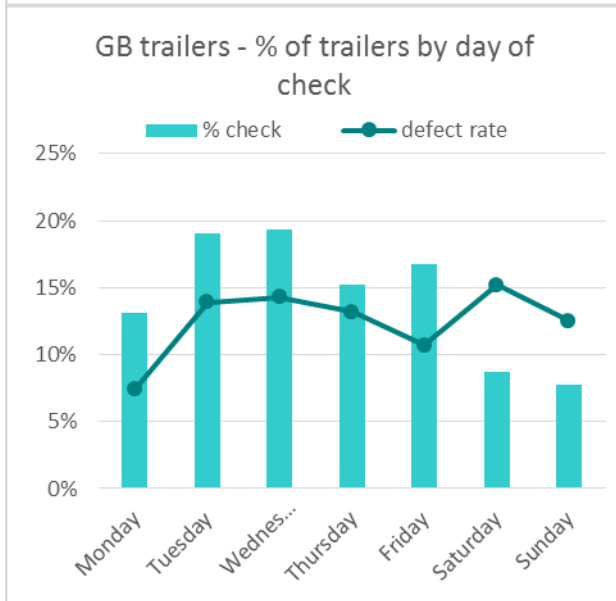
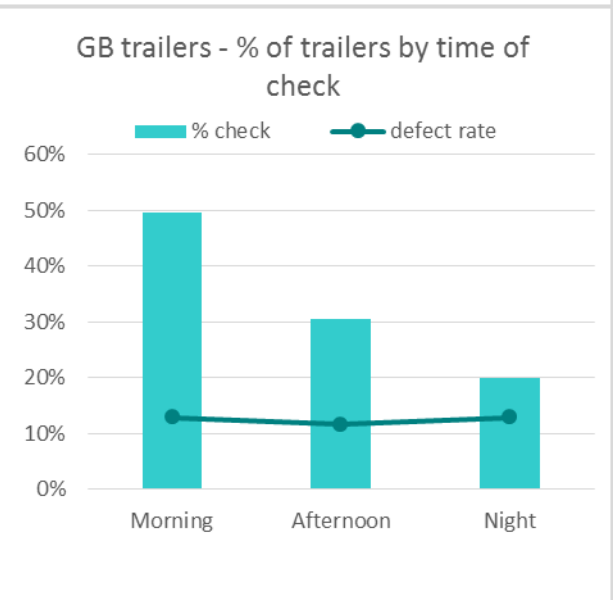
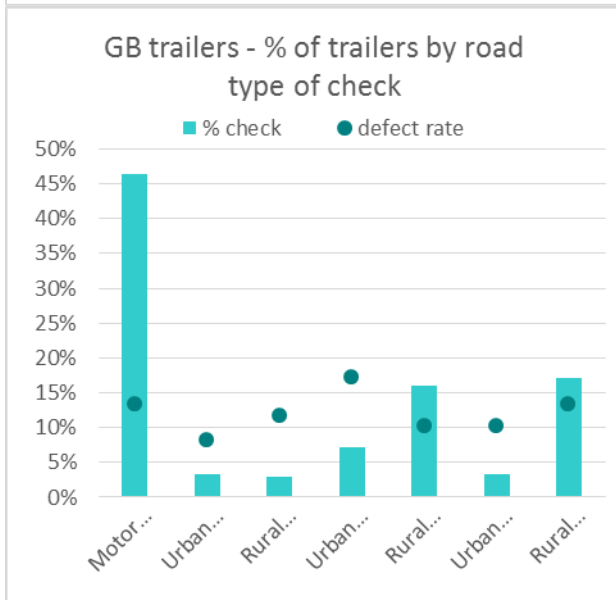
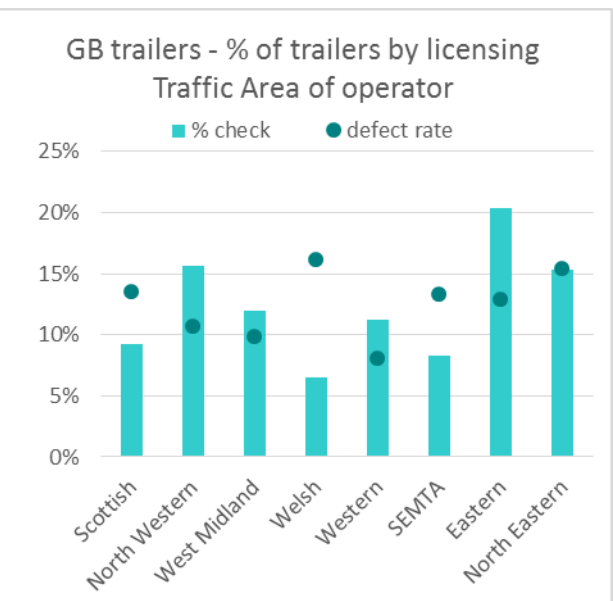
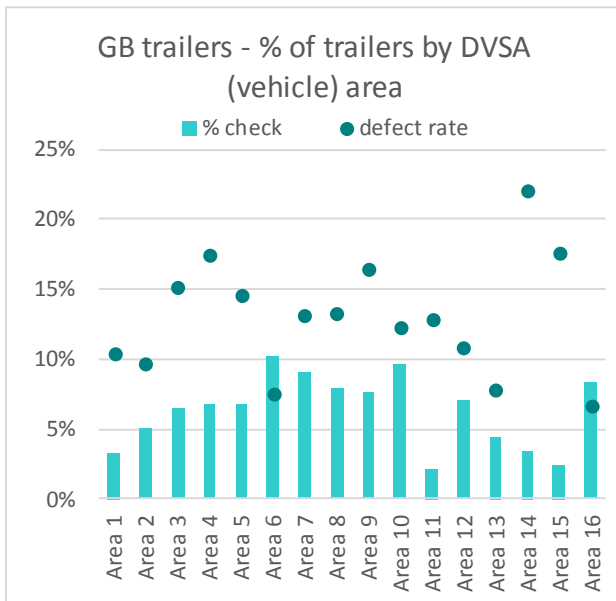
## D.2 GB HGV Trailer Defects

In this section, any categories that had fewer than 30 checks have been removed from the charts. For example, there were only two vehicles of type 'Tilt', and so this category has not been displayed on the graph.





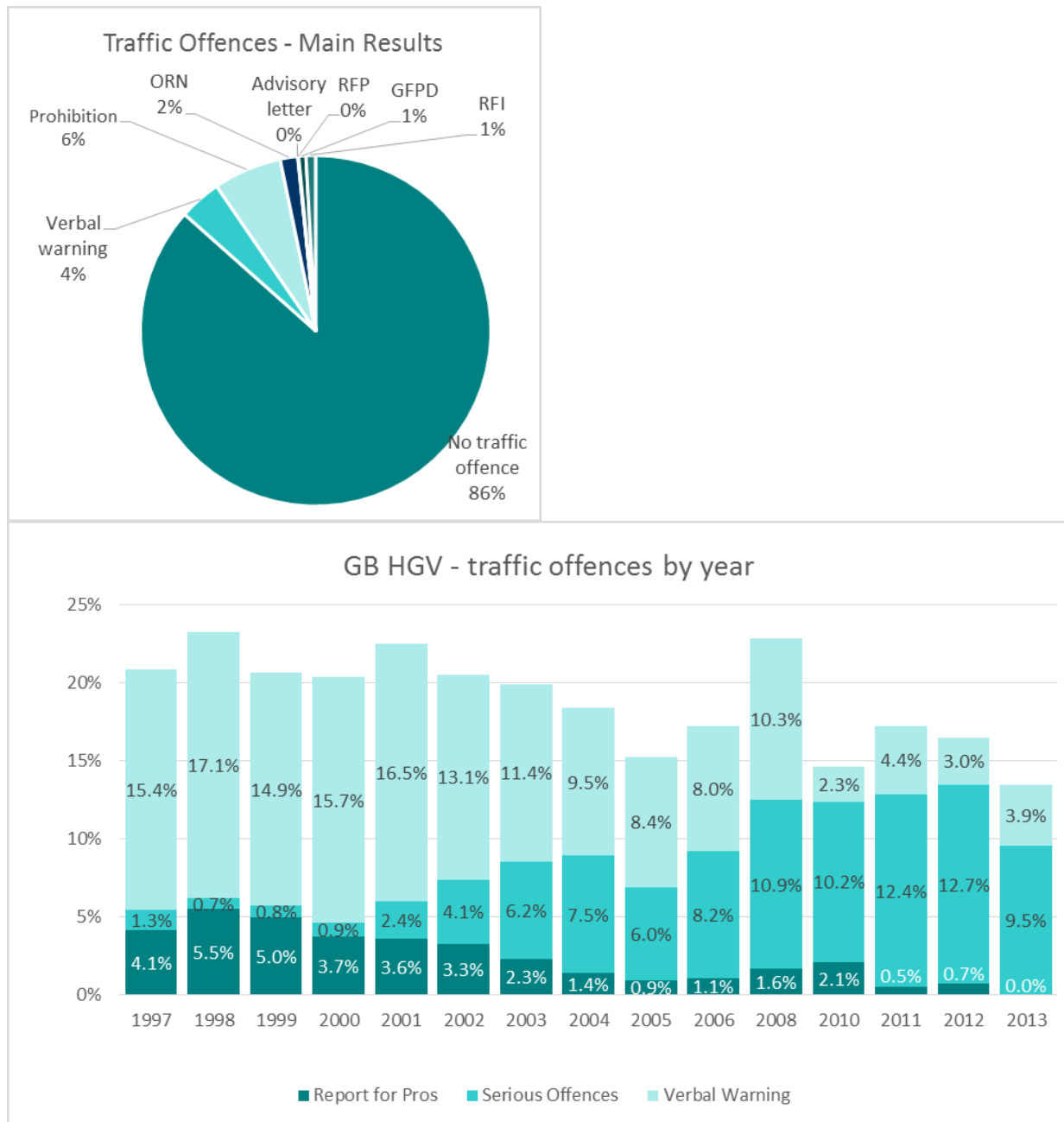


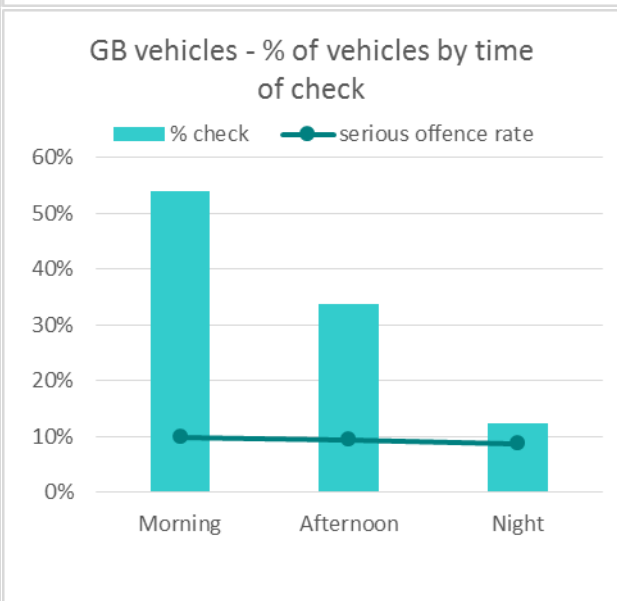
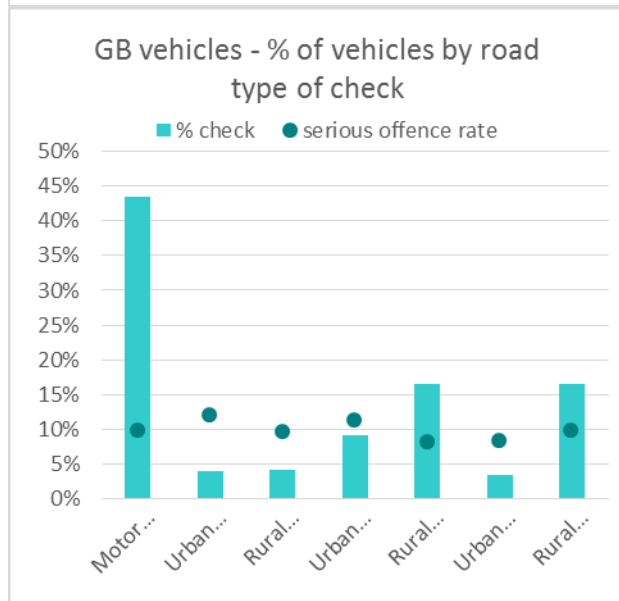
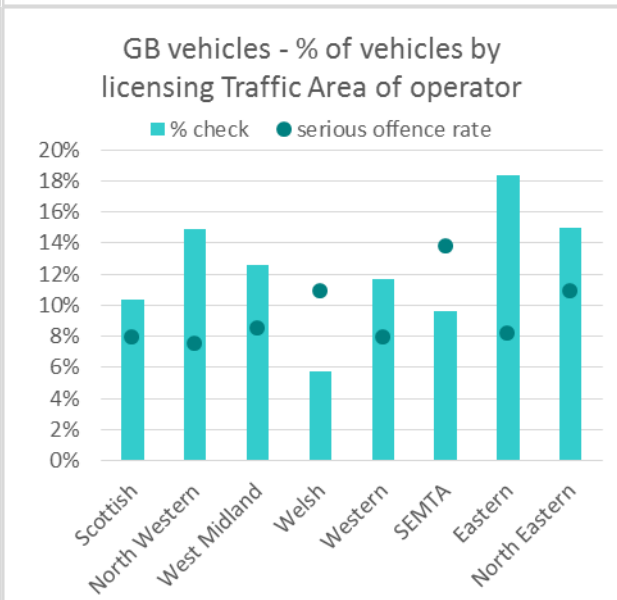
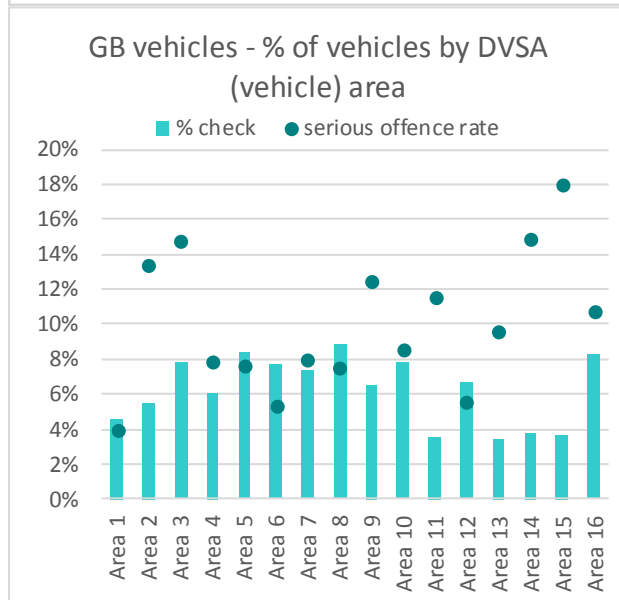
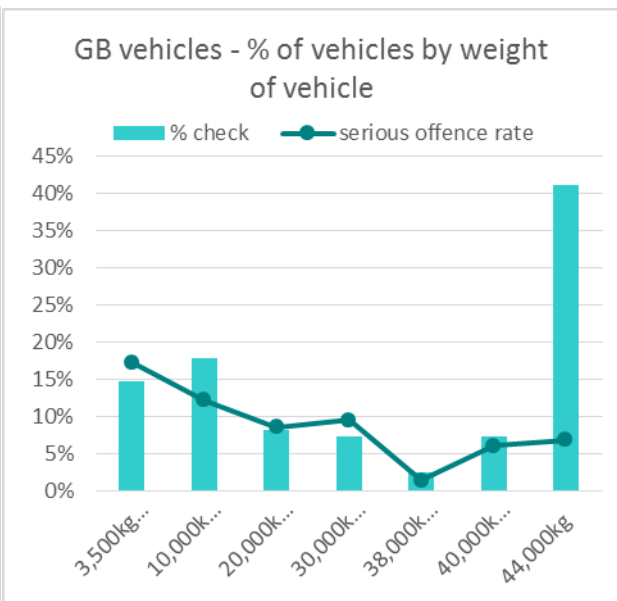
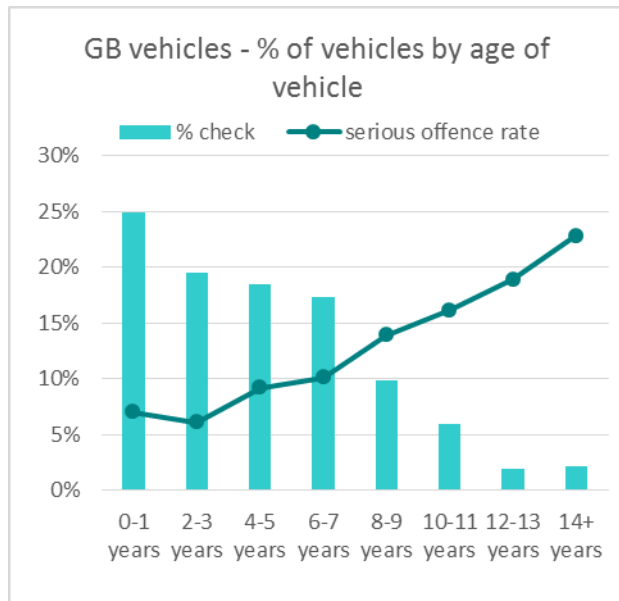


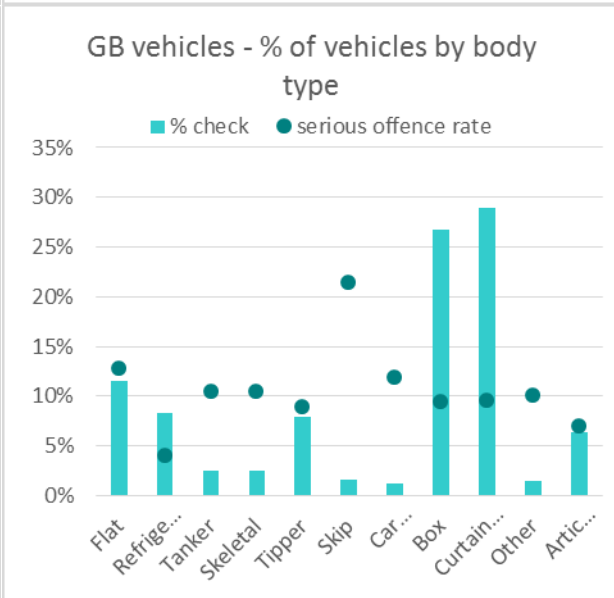
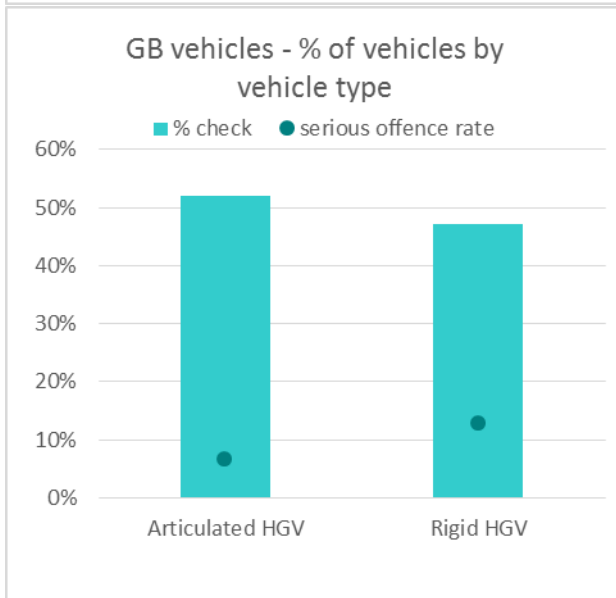
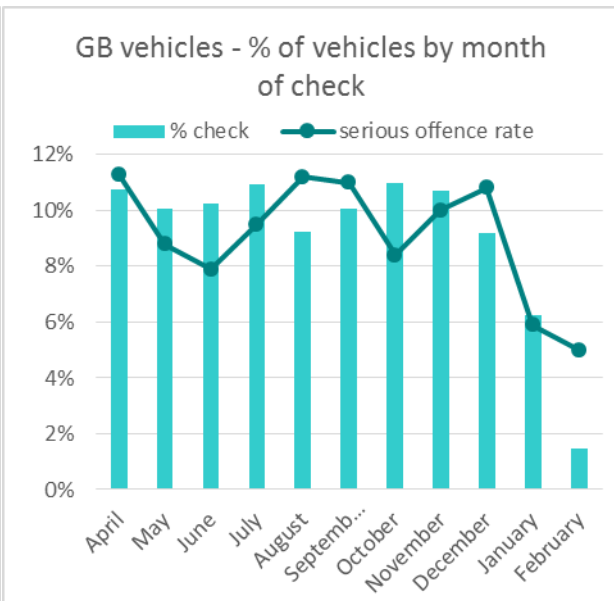
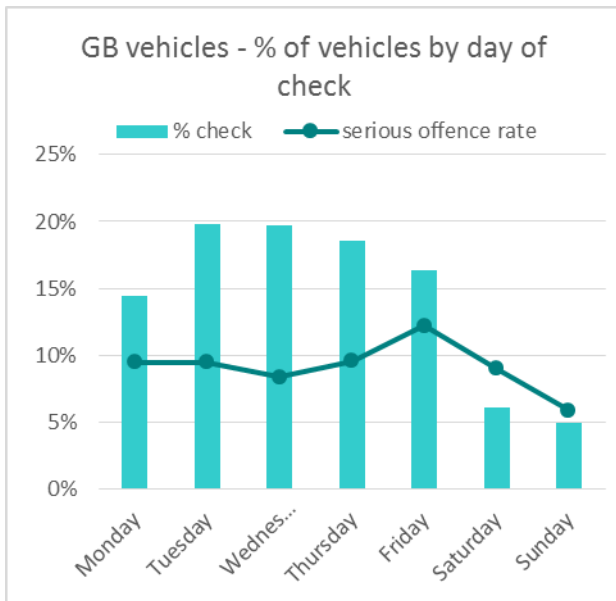


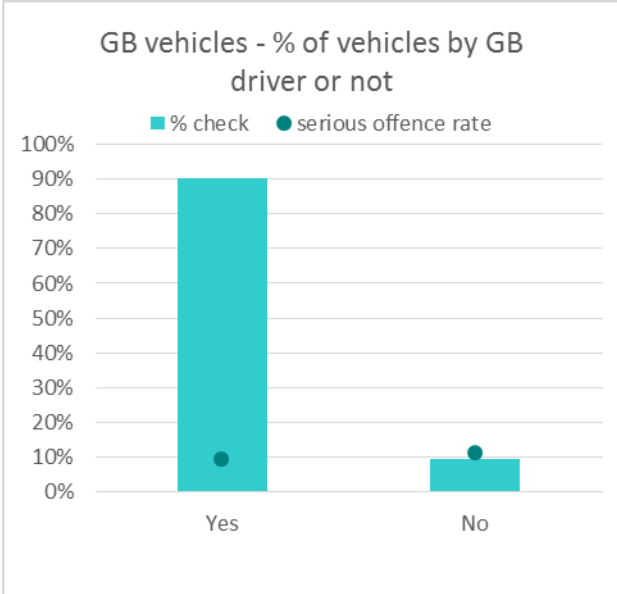
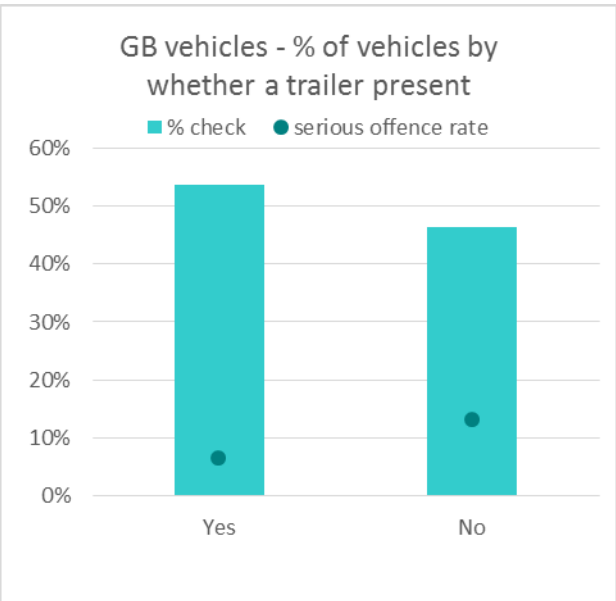
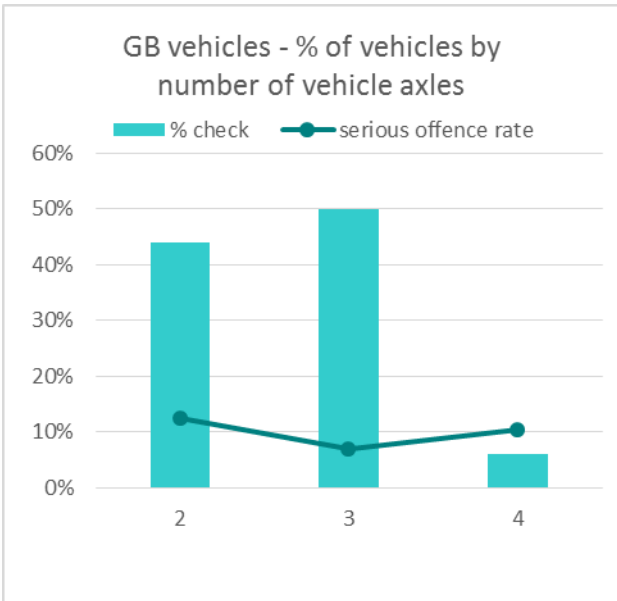
### D.3 GB HGV Traffic Offences

In this section, any categories that had fewer than 30 checks have been removed from the charts. For example, there were only two vehicles of type 'Tilt', and so this category has not been displayed on the graph.



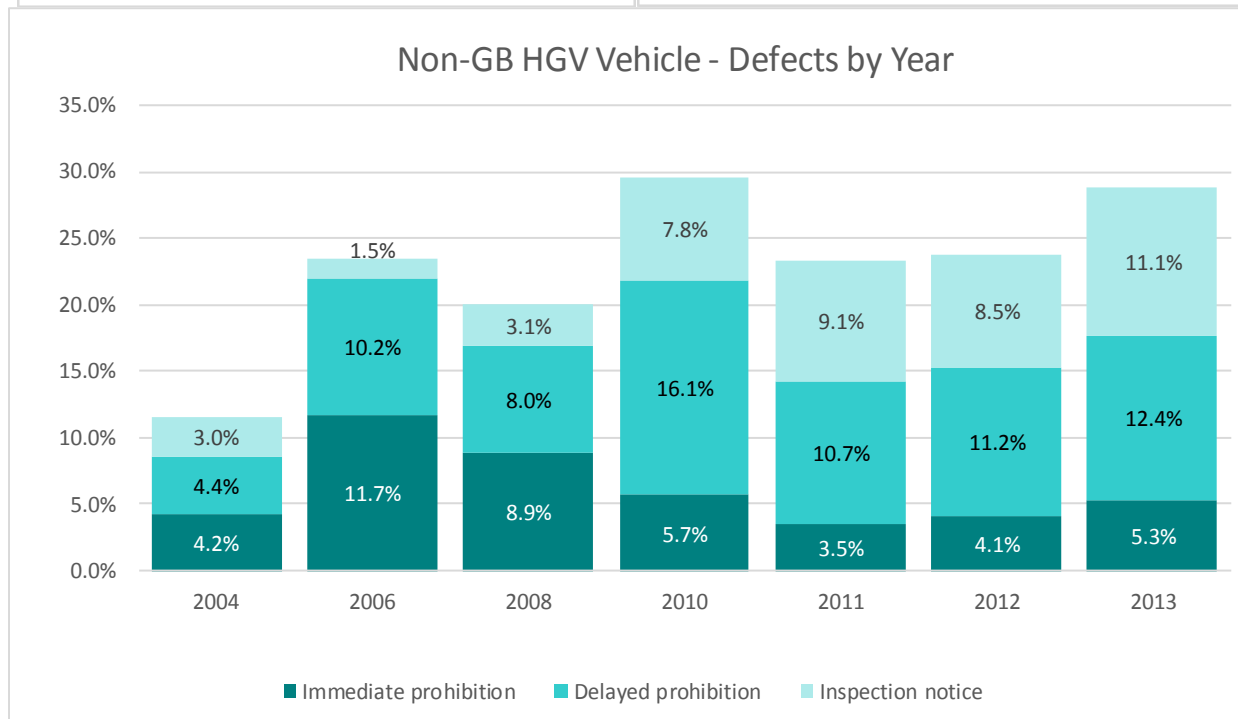
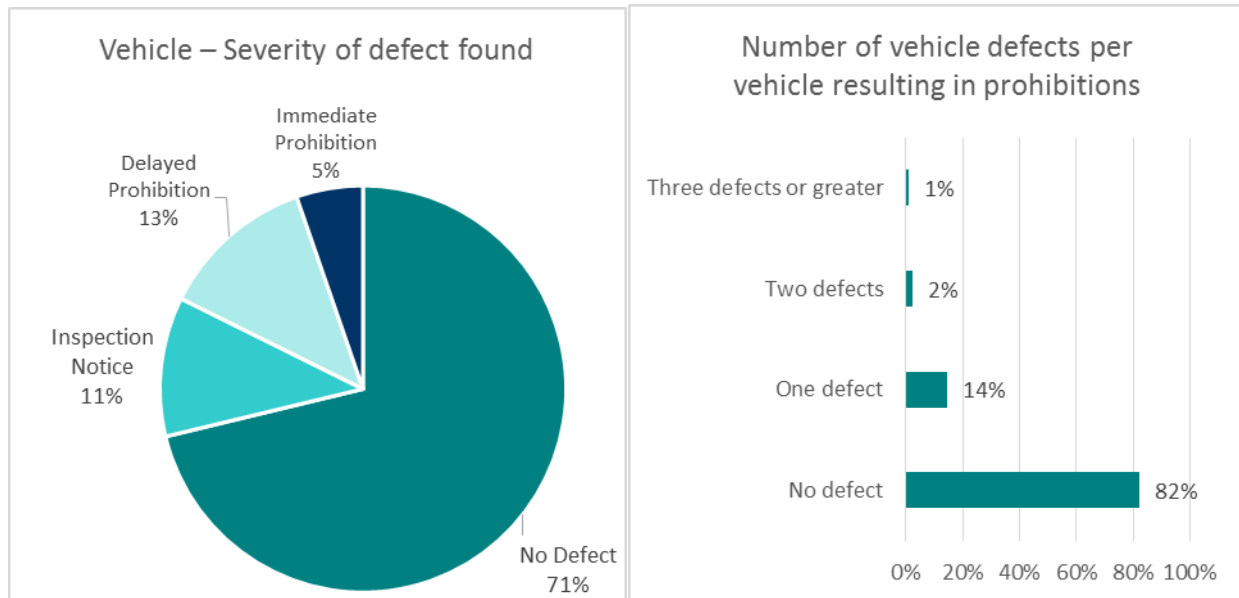




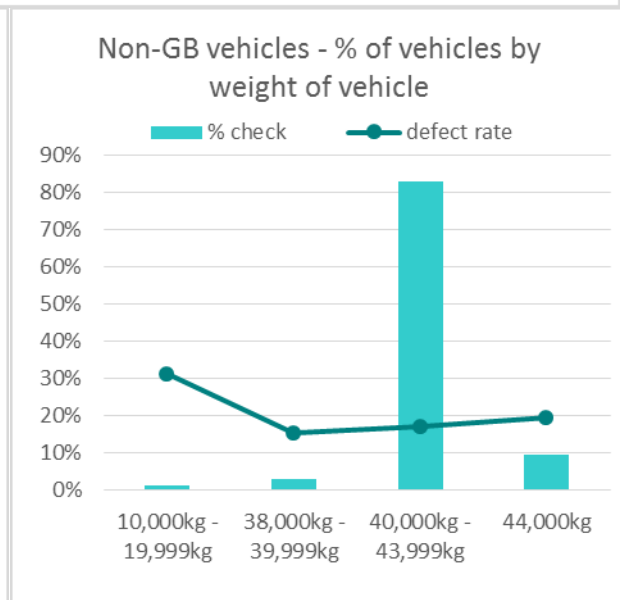
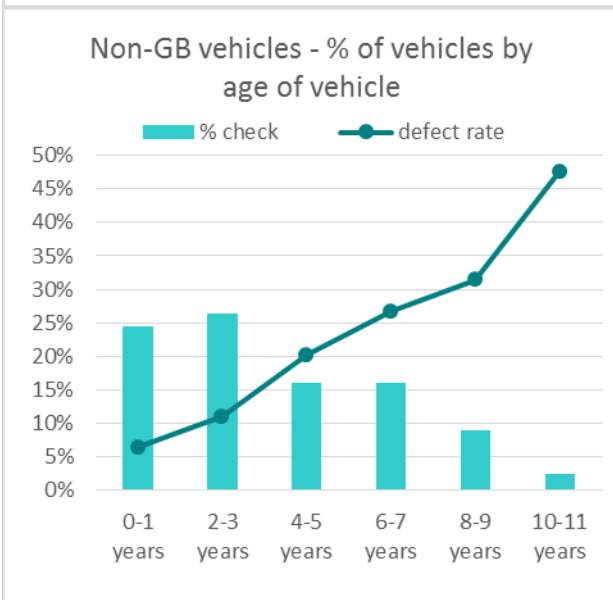
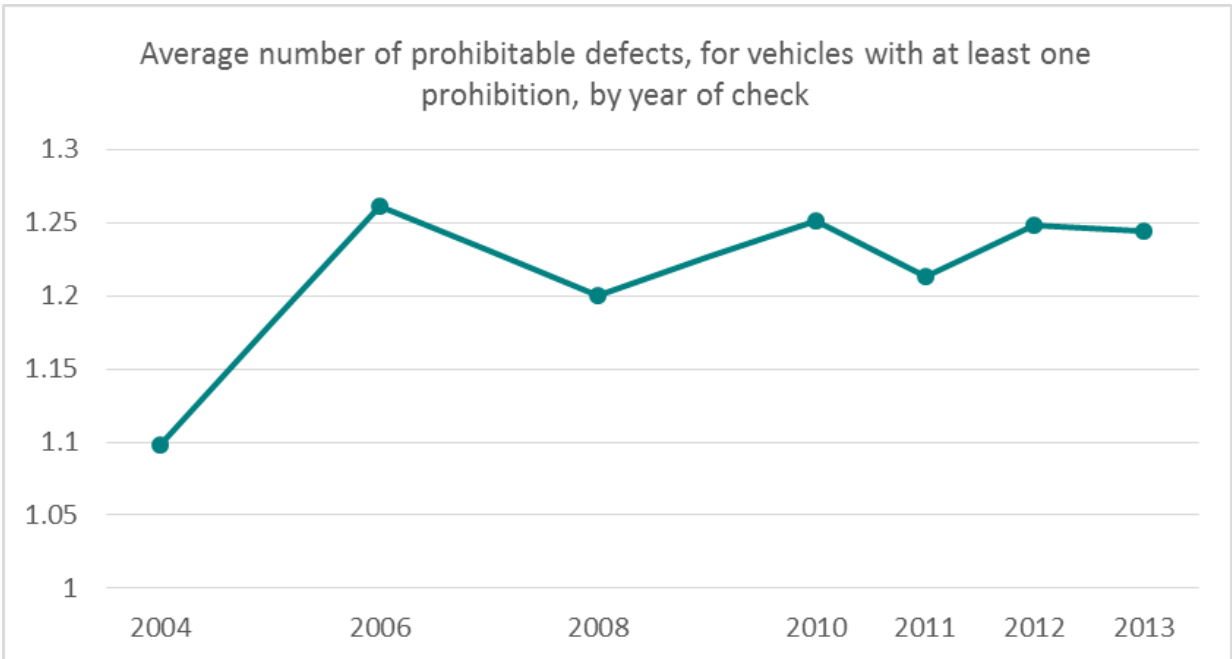


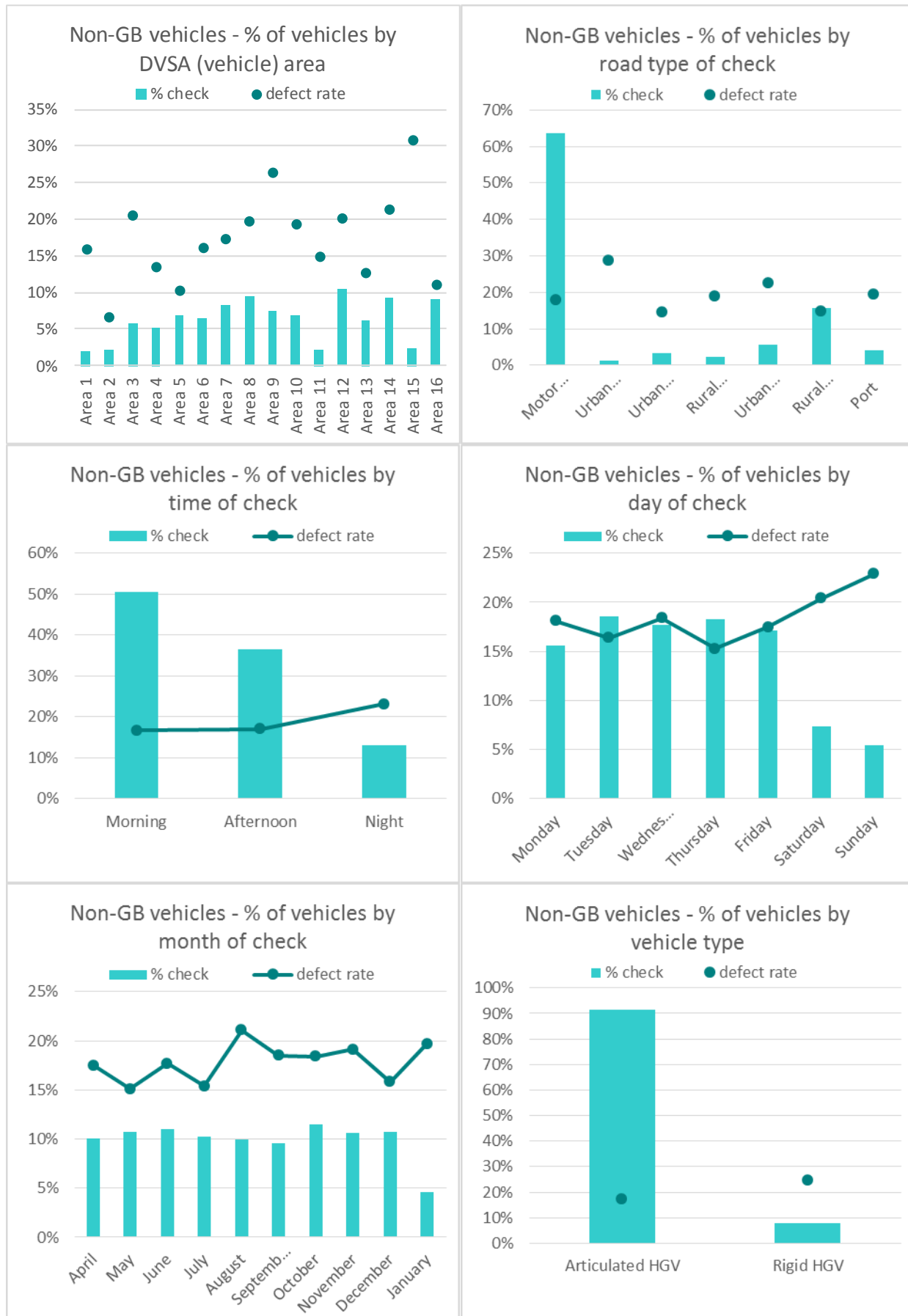
## D.4 Non-GB HGV Vehicle Defects

In this section, any categories that had fewer than 30 checks have been removed from the charts. For example, there were only nine Macedonian vehicles, and so the category 'Macedonia' has not been displayed on the country graph.





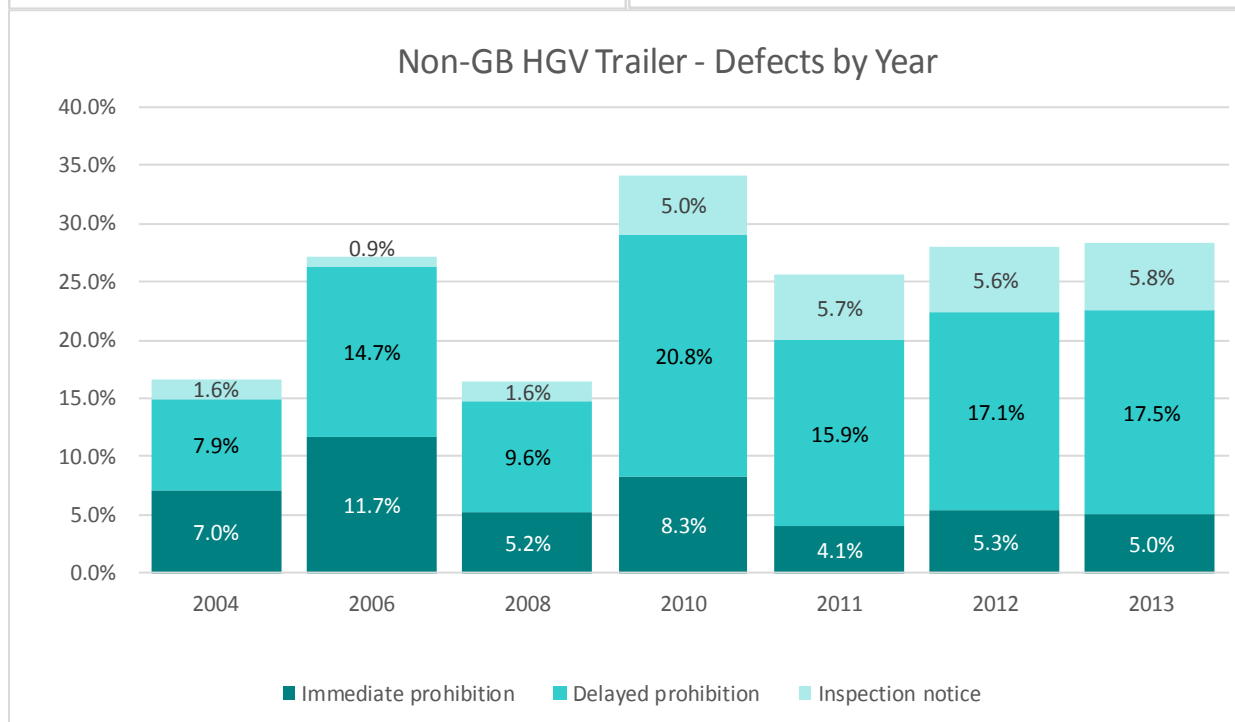
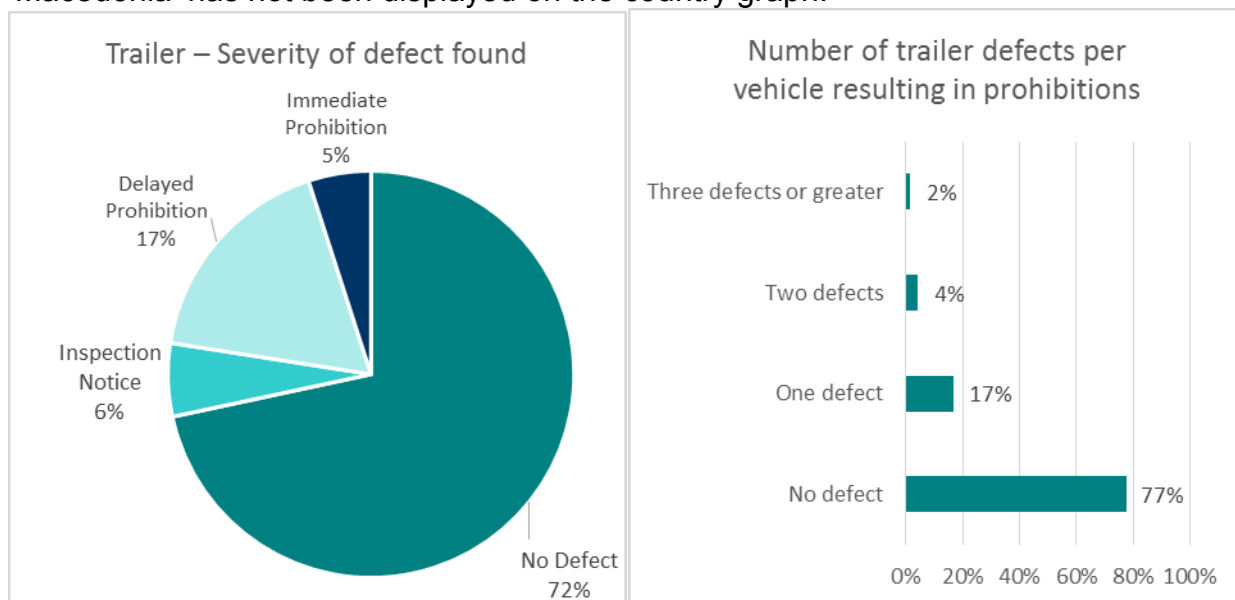


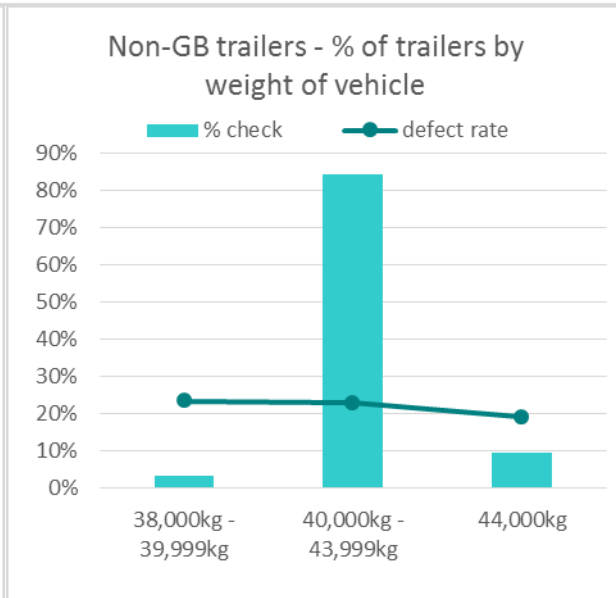
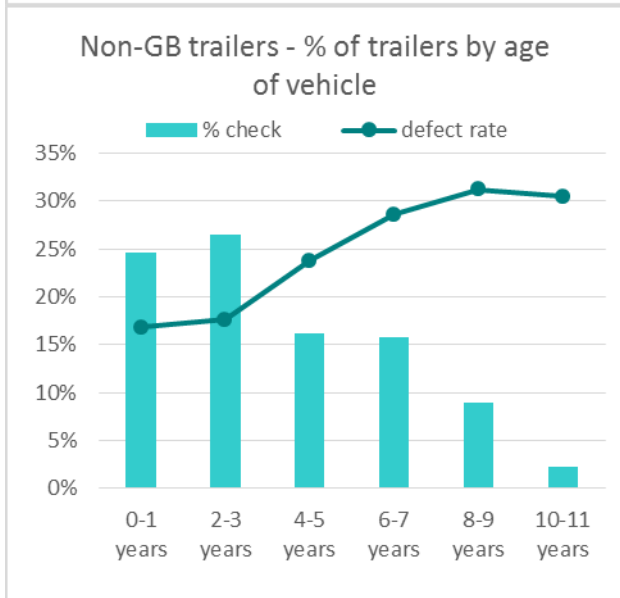
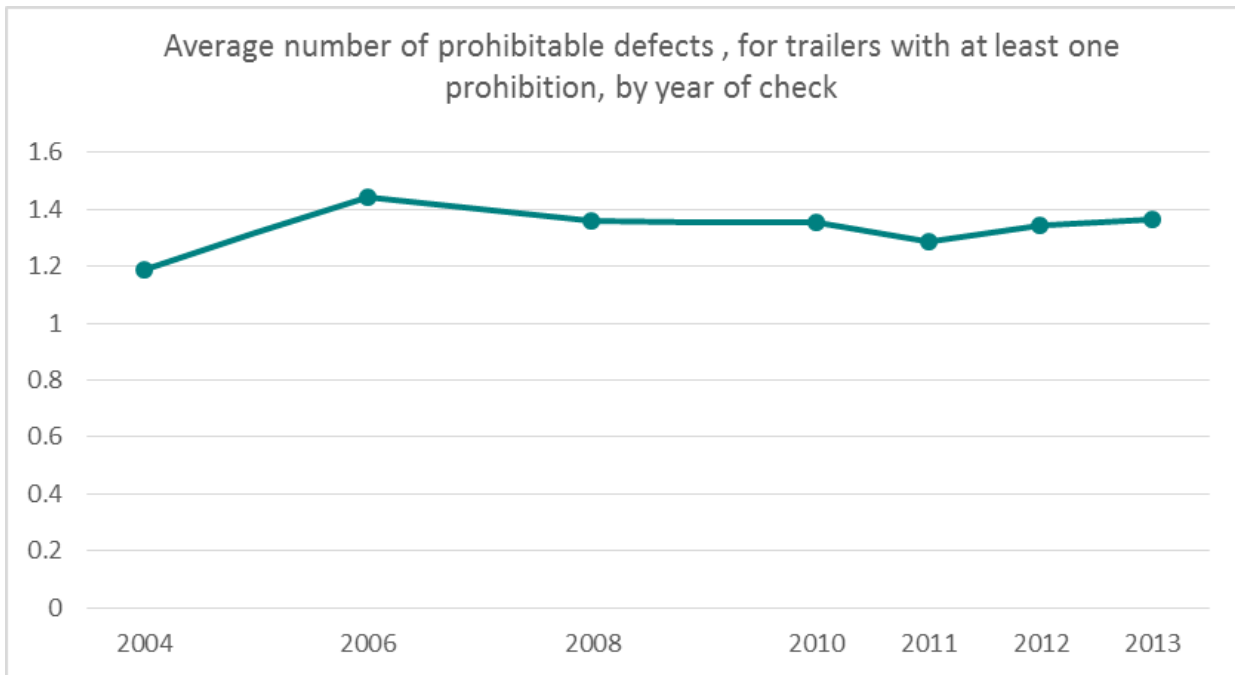


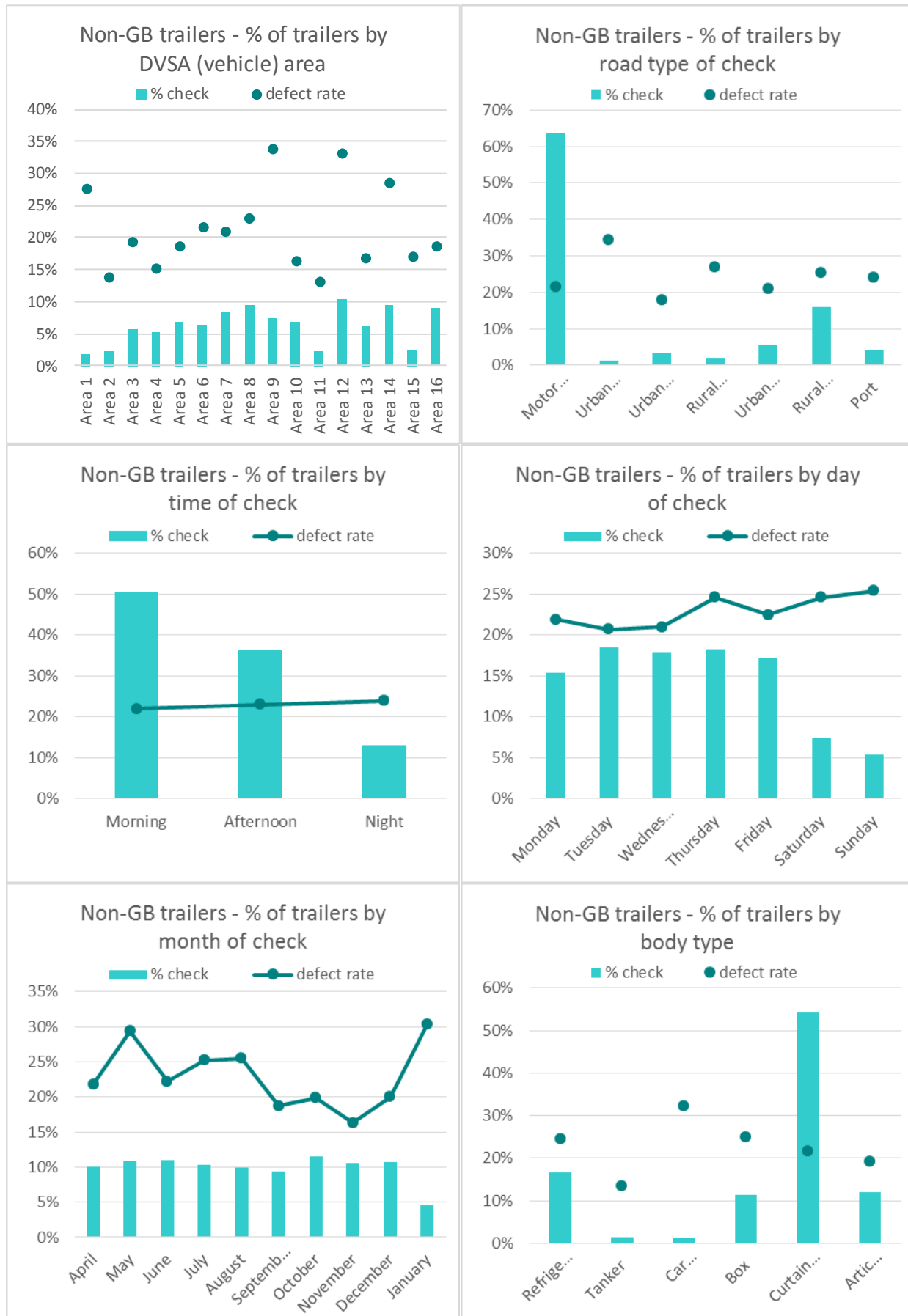


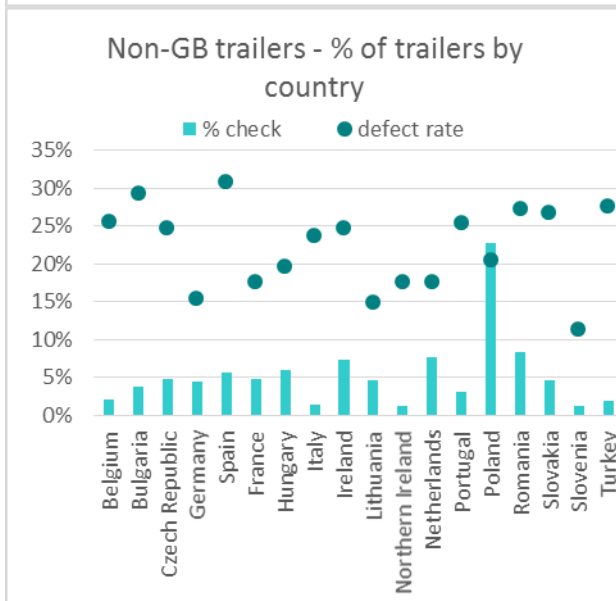
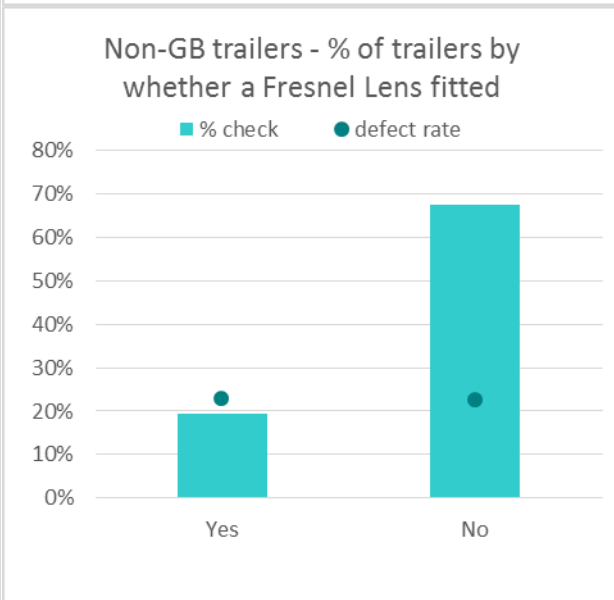
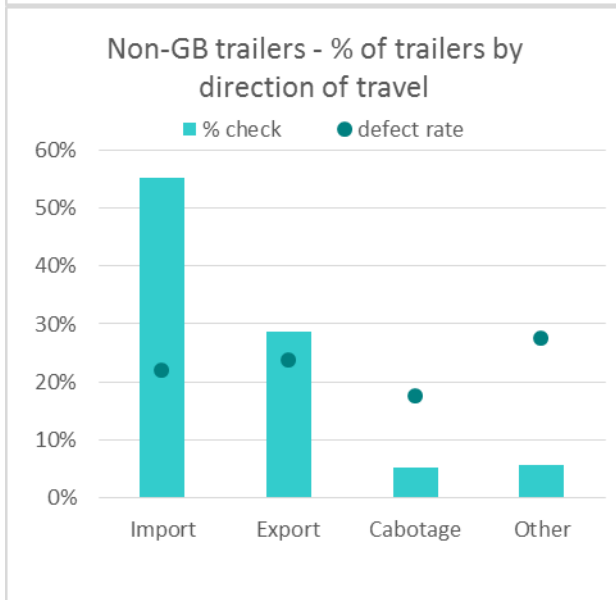
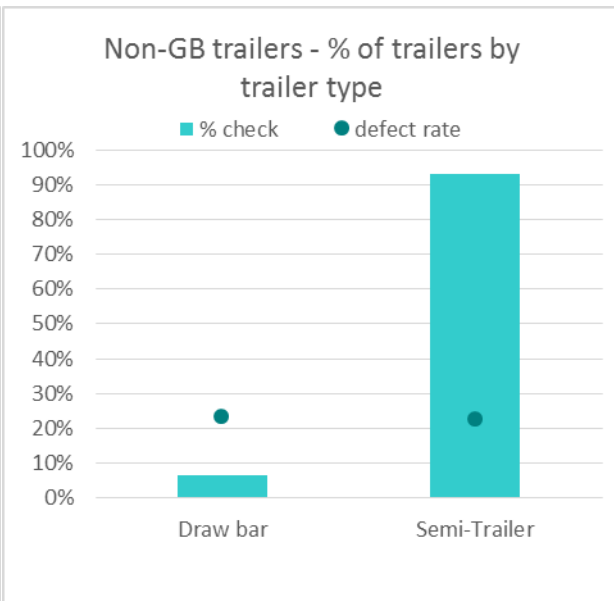
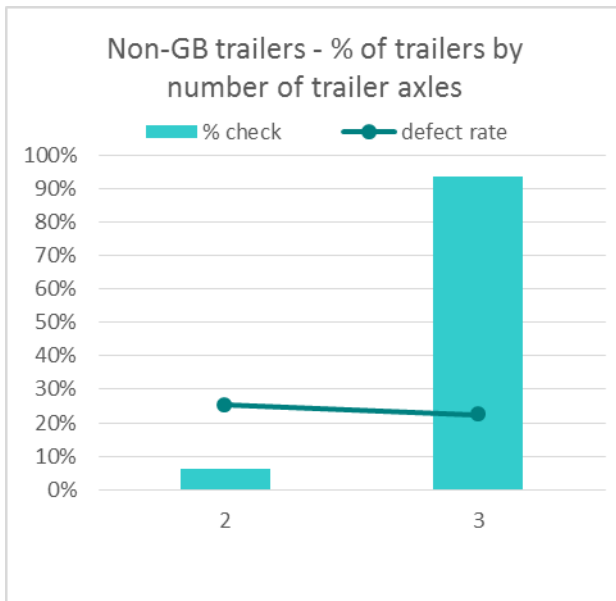
## D.5 Non-GB HGV Trailer Defects

In this section, any categories that had fewer than 30 checks have been removed from the charts. For example, there were only nine Macedonian vehicles, and so the category 'Macedonia' has not been displayed on the country graph.



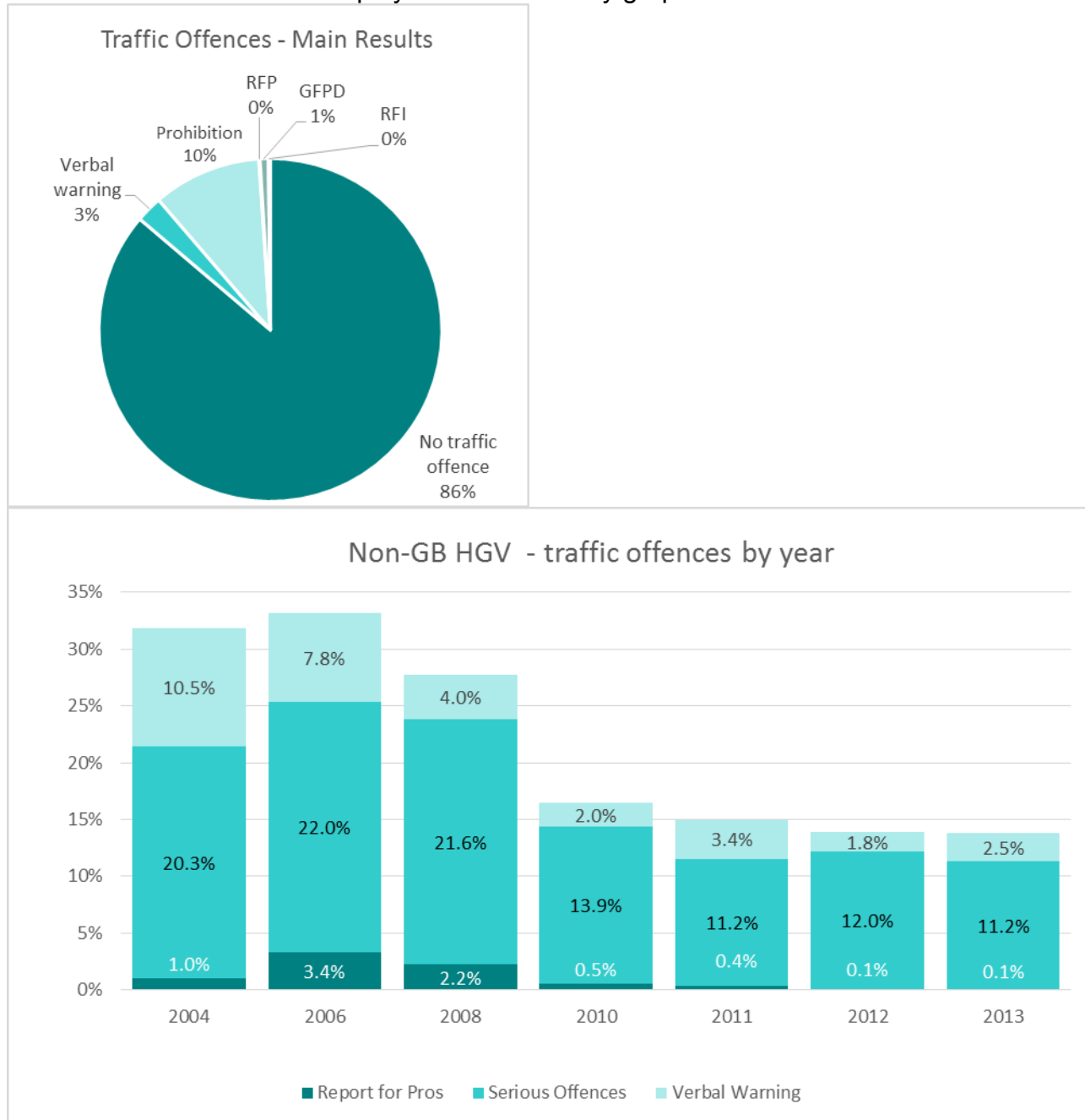




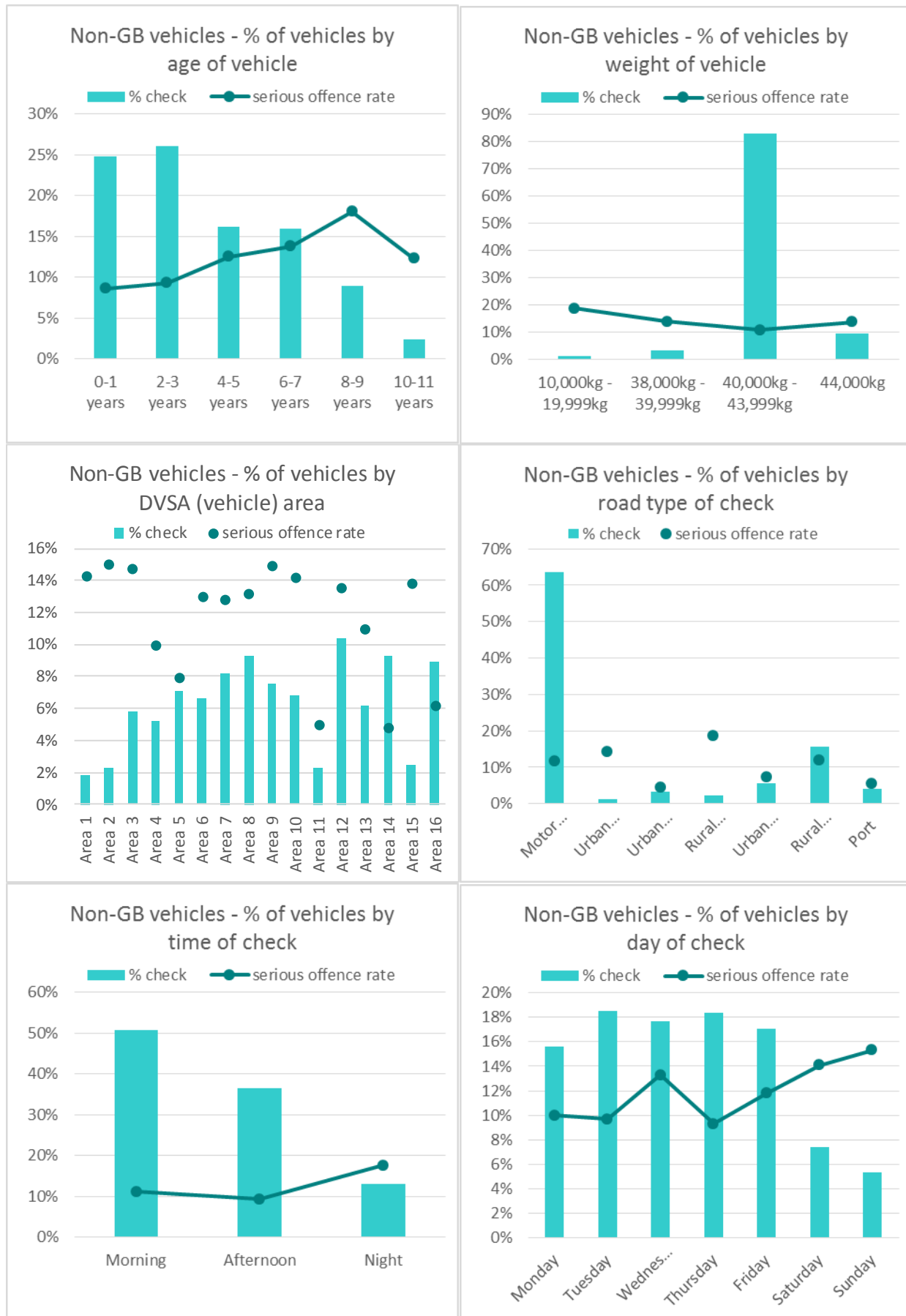


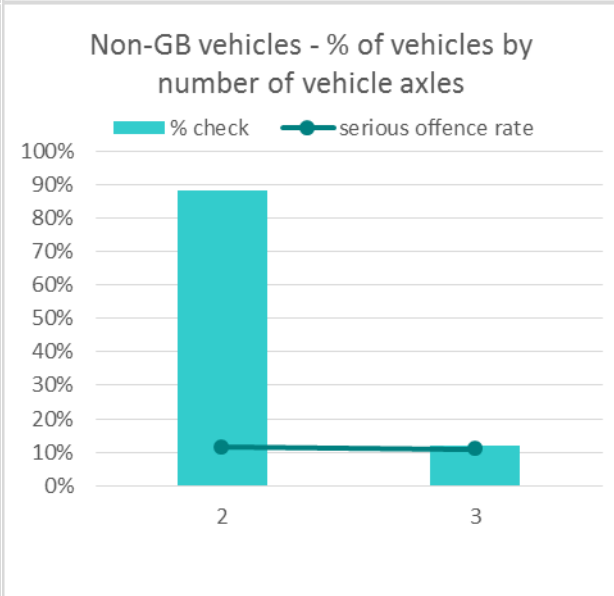
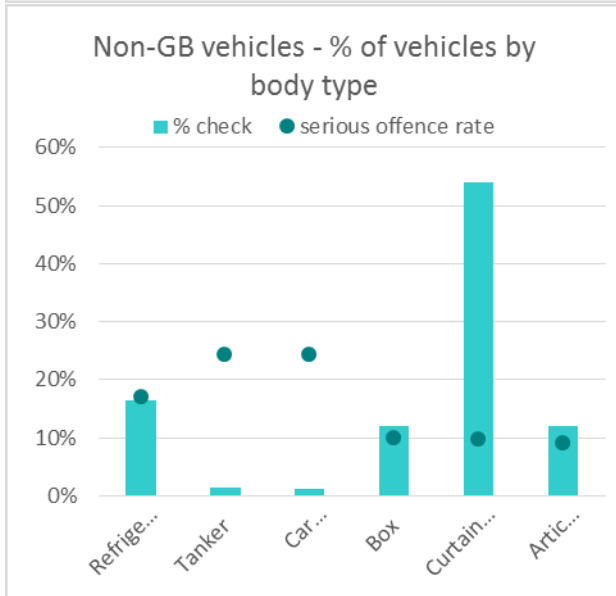
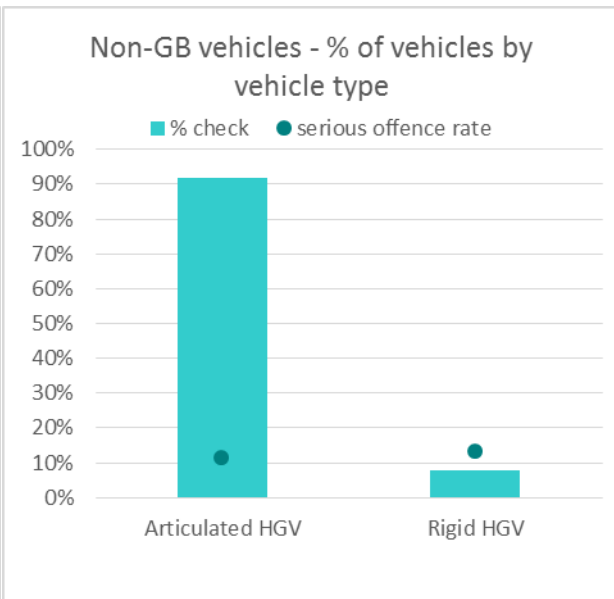
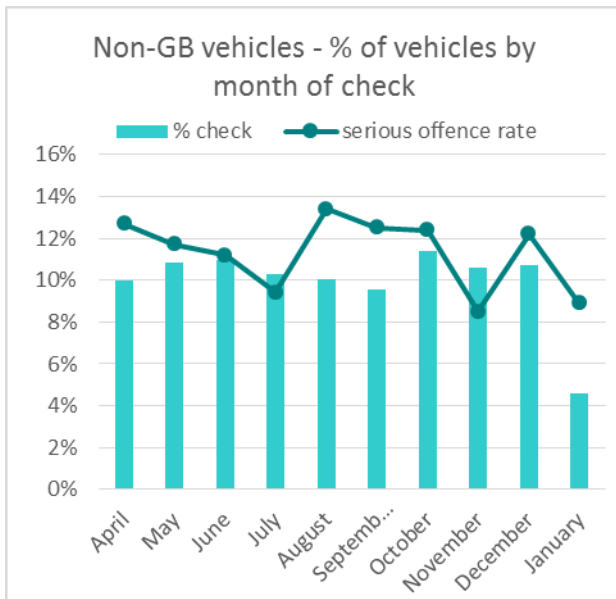
## D.6 Non-GB HGV Traffic Offences

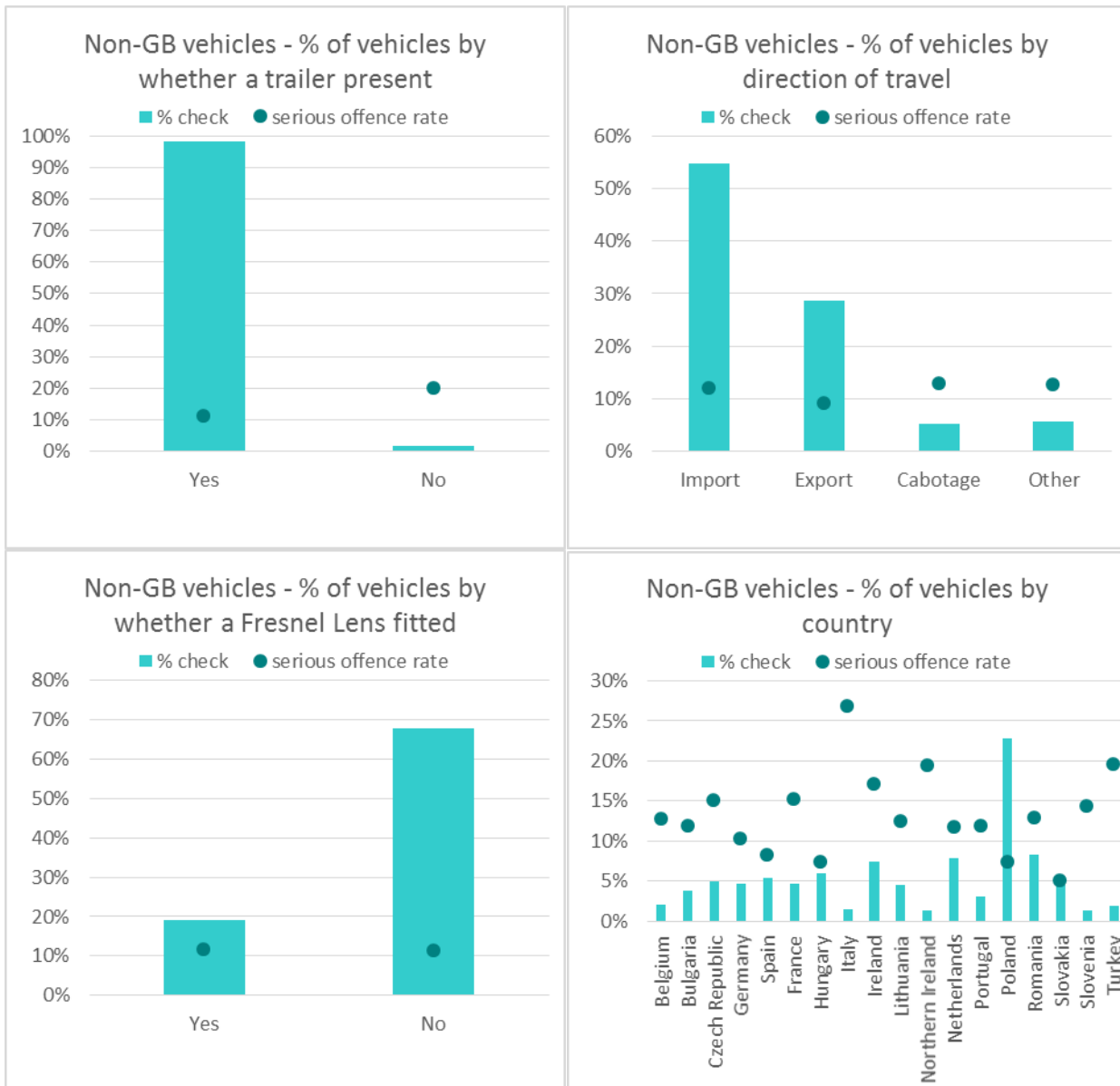
In this section, any categories that had fewer than 30 checks have been removed from the charts. For example, there were only nine Macedonian vehicles, and so the category 'Macedonia' has not been displayed on the country graph.











## D.7 PSV Traffic Offences

