Driver & Vehicle Standards Agency

Categorisation of vehicle defects

Keeping **Britain** moving, **safely** and **sustainably**

Driver & Vehicle Standards Agency

Categorisation of Vehicle Defects December 2024

Helping you stay safe on Britain's roads

Introduction

1 This Guide is intended primarily for the use of examiners within DVSA and Authorised Constables. However, it is made available more widely so that vehicle owners, operators and drivers can become more aware of DVSA's standards.

Its purpose is:

- to provide guidance on the action to take when roadworthiness defects are found during vehicle inspections;
- to promote consistency among examiners

2 The guide is not a legal document and must not be treated as an interpretation of the relevant legislation, which only the courts can provide.

Layout of the Guide

3 This publication is divided into three parts covering the main groups of road vehicles.

Part 1 is intended for heavy goods and public service vehicles and may also be used for agricultural motor vehicles, trailers and trailed appliances (see note below).

Part 2 is for cars, private buses and light goods vehicles.

Part 3 is for motorcycles including combinations.

Note: An agricultural motor vehicle, trailer or trailed appliance is one that is constructed or adapted for use off roads for the purpose of agriculture, horticulture or forestry and which is primarily used for one or more of those purposes, but does not include a "dual-purpose" vehicle as defined in the Road Vehicles (Construction and Use) Regulations.

They fall into two distinct groups: those driven/ drawn at speeds not exceeding 20mph and those driven/drawn at speeds in excess of 20mph.

When using Part 1 of this document in connection with the inspection of an agricultural motor vehicle, trailer or trailed appliance the following exceptions must be noted.

For all types of agricultural vehicle IM references 3, 21, 24 and 33 will not apply.

For types driven/drawn at speeds not in excess of 20mph and Category T tractors not driven at more than 40kph the following IMs might not apply, or might apply in part only: IMs 5, 7, 8, 12, 14, 17, 22, 23, 24, 25, 26, 27, 48, 62 to 67 inclusive and 71 to 73 inclusive.

As a general rule when inspecting these slower vehicles and using the IMs mentioned above, examiners should only be concerned with items that they find fitted. That is, a vehicle should not be considered defective if a particular item was not fitted as original equipment.

4 The page layout for all three parts is the same and consists of four columns.

Column 1: describes the defect;

Column 2: describes the severity of the defect;

Column 3: gives guidance on the action to be taken;

Column 4: gives guidance notes on standards and legal requirements.

A vertical black line alongside any text indicates a change from the previous version.

Policy on the Issue of Prohibitions

5 A Prohibition Notice (PG9) is a ban on the use of a vehicle on a public road. A prohibition will normally be issued where a vehicle is found by an examiner to be, or likely to become, unfit for use or where driving of the vehicle would involve a risk of injury to any person.

6 When a prohibition is in force it is an offence to drive or tow or permit to be used, a vehicle on the road unless an exemption notice has been issued or when certain circumstances as listed on the reverse of the prohibition notice apply.

7 In addition to preventing the further use of seriously defective vehicles on the road, prohibition notices are used:

- to notify the operator or owner of the defect (s) that caused the prohibition, so that they can be put right before the removal of the prohibition;
- in the case of vehicles subject to operator licensing, to inform the traffic commissioner that prohibitable defects have been found;
- to enable DVSA to target additional enforcement checks on operators whose record suggests that maintenance is inadequate.

Note 1: DVSA is required by law to send a copy of each prohibition to the relevant Traffic Commissioner.
Note 2: A Commissioner can curtail, revoke or suspend licences on the basis of prohibitions, convictions or failure to comply with the conditions of holding a licence, one of which is the requirement to have arrangements for ensuring adequate maintenance.

8. A prohibition might take effect immediately or could be delayed for up to ten days. Immediate prohibitions are issued where, in the opinion of an examiner, the defects on the vehicle are such that further driving of it would involve a risk of injury to any person.

Where, in the examiner's opinion, no such risk exists, the prohibition will come into force at such time, not later than 10 days from the date of the inspection (delayed prohibition) as seems appropriate to the examiner, having regard to all the circumstances, and will afterwards continue in force until it is removed.
A delayed prohibition allows continued use of the vehicle until the prohibition comes into force. The period of delay on prohibitions will reflect

- the severity and number of defects observed,
- their significance in road safety and environmental terms,
- any risk presented by continued use of the vehicle,

while taking into account the operational and financial implications for the operator.

Period of Delay
Examiners will normally select one of the following periods of delay, which have been grouped together into three bands according to the number and severity of the defects listed on the prohibition notice (PG9):

Band	Period of delay	Severity of defects listed on the PG9
A	Maximum 10 days	Less than 5 defects in non critical areas
B	4-7 days	1 defect in a safety critical area or 5 or more defects in non critical areas
C	Up to 3 days	More than 1 defect in a safety critical area

Policy on the Issue of Prohibitions (Cont.)

Delayed Defect Concession -

For roadside inspection, only under the following circumstances should a delayed prohibition be deviated (downgraded) to an inspection notice.

Where there is evidence that:

The delayed defect/s occurred on the current day's journey (24-hour period).

and

The vehicle was clear of defects at the beginning of the current journey (24-hour period), supported by a nil driver defect report.

and

An in-service driver defect report, with recorded assessment (date and time) stating that the vehicle is safe to drive for the remaining current day's journey.

or

That the vehicle is when encountered on direct route to a repair facility for delayed defect/s to be repaired.

and

There is evidence that the journey is directly to a place where the vehicle is to undergo repair for the delayed defect/s. (e.g. defect report with evidence the vehicle is directly on-route to the repair facility).

This applies to both GB and non-GB encounters.

Important notes-

This concession does not apply if any other prohibition defect is detected on the encounter other than what is described above.

Under these circumstances, all defects should be actioned in accordance with this manual.

Its is the responsibility of the driver to provide sufficient evidence at the time of the inspection for this concession to apply.

Introduction

Definition of Safety Critical
Safety Critical defects or systems are those that could affect the control or directional stability of the vehicle. Throughout this guide, recommendations are indicated by a letter in the action column, as follows

"I" denotes an immediate prohibition

"D" denotes a delayed prohibition.

"IN" denotes an inspection notice

Advisory defects not considered serious enough to prohibit the vehicle. They are reported on a Vehicle Inspection Notice explained in the following paragraph. These are classed as 'minor'

9. Notices Endorsed - Against each defect it is necessary to categorise its significance in roadworthiness compliance and maintenance.

- 'S' for significant failure of roadworthiness compliance,
- '-' (Blank) for defects which may or may not be attributable to poor maintenance
- 'X' where the defect is no reflection on the maintenance system

Roadworthiness prohibitions both immediate and delayed, will be endorsed 'S' if, in the Examiner's opinion, any of the defects which led to the prohibition was an indicator that there is significant failure of roadworthiness compliance. .

These are defects that the operator and / or driver should have been aware of through any or all of the following:

- Long standing defect that should have been detected and repaired at the last safety check.
- The defect or issue should have been detected at the first use/daily walk round check.
- Performance, handling and/or warning systems would have made the defect obvious to the driver.
- Poor workmanship should have been apparent to repairer.
- The nature of the defect(s) observed at annual test were such that they should have been found before the vehicle was presented for test.
- The number and nature of defects present on this notice indicates a significant failure in maintenance.

Defects(s) NOT considered to be maintenance related – 'X'

Appropriate for defects of an entirely random failure nature such as a lighting bulb failure or a new fracture in a road spring leaf, having arisen through a random failure of a component, and where it is also apparent that it would not have been noticed by the driver.

Unable to determine whether a defect is attributable to poor maintenance:

If it is not possible to determine whether or not the operator, driver or the maintenance arrangements are culpable, then the defect is not endorsed.

10. Where examiners find on a vehicle roadworthiness defects not serious enough to warrant prohibition, they will advise the user/ owner using a Vehicle Inspection Notice. This notice is advisory only and does not in itself prevent further use of the vehicle.

Even if not prohibitable, some of the defects may mean that the vehicle is un-roadworthy and does not comply with the law. Continued use of a vehicle issued with either a Delayed Prohibition or a Vehicle Inspection Notice listing advisory defect(s) risks prosecution under the Road Vehicles (Construction and Use) Regulations or Road Vehicles Lighting Regulations and so it will be in the user's interest to repair defects as soon as practicable after they are noticed.

Note: A Technical Roadside Inspection Report (PG35EC) will be issued following a HGV/ PSV spot check examination in place of a Vehicle Inspection Notice used for other vehicles. This will include any advisory defects.

Vehicles Undergoing Repair

11 As a general rule, vehicles undergoing repair, and those partially dismantled and awaiting spare parts should not be examined. However, where it is reasonable to assume the extent of the repair is limited or is of a token nature only and the vehicle's general appearance suggests that it was last used on the road in a seriously defective condition, an examination may be carried out of the items not receiving attention. A prohibition, if issued, should be endorsed
"UNDER REPAIR".

Vehicles Awaiting Repair or Scrapping

12 Vehicles parked on operators' premises and claimed to have been withdrawn from use pending repair or scrapping can be examined if it appears that the vehicle has recently been used on the road in a seriously defective state. As with vehicles undergoing repair, the fact that the vehicle was off the road and claimed to be withdrawn from service should be noted on a prohibition, if issued, by endorsing it "AWAITING DISPOSAL" or "AWAITING REPAIR".

Vehicles Claimed to be Out of Use

13 Vehicles claimed to be withdrawn from use should be treated as in the previous two paragraphs in that they should generally not be examined or prohibited. Where there is doubt about an operator's claim, examiners should seek firm evidence of non-use, for example evidence of de-licensing. However, such evidence does not preclude an examination if it appears that the vehicle has been recently used, or it is likely to be used on the road in a seriously defective condition. In these circumstances a prohibition, if issued, should be endorsed with a comment to indicate that the vehicle was claimed to have been withdrawn from service.

Vehicles Damaged in Collisions

14 Vehicles examined following collisions should generally not be prohibited if all defects arose from the collision unless it is believed that further use of the vehicle in a defective state is intended. If there are prohibitable defects which pre-existed the collision a prohibition will be issued and the collision damage included on the notice. It must be made clear which items were caused by the collision and which were present before. To achieve this, segregate the defects with the headings, "COLLISION DAMAGE" and "DEFECTS NOT DUE TO COLLISION ".

Standards for Prohibition Issue

15 This guide also explains the standards that guide examiners on the issue of prohibition notices to unroadworthy vehicles following inspections at any location.

When making decisions on roadworthiness, examiners will take into account such factors as prevailing weather, vehicle use and configuration, and other information issued by DVSA, such as statutory test inspection manuals, amplification notes and technical bulletins.

16 Examiners cannot require higher standards of vehicle construction, nor the fitment of items that were not required when the vehicle was manufactured and 'last approved'. It may be necessary to confirm the vehicle approval route to satisfy this requirement, e.g., Individual Vehicle Approval (IVA)), or whether it is operating under a Vehicle Special Order (VSO) or Special Type General Order (STGO) or whether the vehicle is registered as a road-going prototype.

Introduction

17 Examiners will record decisions on the appropriate prohibition document concisely and clearly. Descriptions such as “worn”, “loose”, “noisy”, “broken”, “fractured”, “inefficient”, corroded”, are not sufficient on their own. Where possible, sufficient detail should be recorded about defective components to enable subsequent identification. Tyre sizes and serial numbers should be recorded for each defective tyre listed on the prohibition.

18 The term “insecure” is used many times throughout this guide to describe a defective condition. This term should be taken by examiners to mean either:

- a component on the vehicle has relative movement (looseness) at its fixings where there should be none, or
- A component has relative movement (looseness) to an associated component where there should be none, or
- a safety critical component is not safely or completely attached at its fixing or to an associated component.

Certain components, such as wheel studs/nuts, body mountings etc. have specific criteria detailed in the guide.

Continued overleaf...

Examples

Inadequate wording	**Suggested wording**
Free play front wheel bearing	Excessive free play nearside front wheel bearing
Handbrake mechanism seized	Handbrake mechanism seized and handbrake ineffective
Front brake pipe chafed	Offside front brake flexible hose chafed almost through
Leakage of brake fluid O/S rear	Severe leakage of brake fluid from O/S rear brake cylinder when applied
Exhaust smoking	Exhaust emitting excessive black smoke

19 The nature of each defect listed on the prohibition must be such that, had it been the sole defect detected, prohibition action would still be justified. The number of defects found is not a criterion for the issue of a prohibition.

20 Notwithstanding the guidance above, prohibition notices are allowed to be issued for any failure to comply with the Road Vehicles (Construction and Use) Regulations or the Road Vehicles Lighting Regulations, where the Examiner is satisfied that the vehicle is, or is likely to become, unfit for service.

21 The scope of any inspection of the vehicle might be limited by the circumstances at the inspection site, by the vehicle's design or construction and by the absence of particular inspection facilities.

For this reason, there might be other defects that cannot be seen at the time of the inspection and are therefore not listed on the prohibition or vehicle inspection notice. In some cases, checks will be made on specific areas of the vehicle only, eg exhaust emissions

Supporting Evidence Requirements
Examiners must be able to justify the actions they take in respect of defects found, therefore in all circumstances they must record and retain all available evidence, this can take the form of;

- Contemporaneous notes in the pocket book
- Additional text on prohibition notices
- Photographic evidence
- Corroboration from another examiner (required in Scotland)
- Retention of physical evidence

This evidence is important to assist in any subsequent appeal, complaints or legal process.

22 Unsafe Modification
Modifications to vehicles must be assessed on their merits, taking account of the nature of the modification and whether the component is safety critical. The main criteria to be used are:

- whether the modification adversely affects the roadworthiness of the vehicle, or
- is likely to cause injury (such as modification to the body), or
- has a disproportionately adverse effect on the environment.

Variation Notices (PG9A)

23 Variation Notices are used to alter certain details of an existing prohibition. This will normally be necessary following a subsequent inspection of the vehicle that reveals additional defects or where some but not all of the defects listed on the prohibition have been rectified.

In addition to altering the list of defects, Variation Notices can alter the time and date of an existing prohibition by making a delayed prohibition 'Immediate' or vice versa.

Exemptions (PG9B)

24 Exemption Notices are issued to permit prohibited vehicles to proceed to a place of repair under controlled conditions once the prohibition has come into force. The conditions of movement will be detailed on the Exemption Notice. Examiners will normally issue an Exemption Notice only if in their opinion the vehicle can be moved to such a place without risk to public safety.

Removal of Prohibitions

25 Before a prohibited vehicle can be used again on a public road the Prohibition Notice must be removed by the issue of a 'Removal of Prohibition' Notice (PG10). An examiner is allowed to remove a roadworthiness prohibition when satisfied that the vehicle is "fit for service".

Accordingly, where a furthermore extensive inspection is required and the available inspection facilities are inadequate for that purpose, an examiner may direct the vehicle to a testing station for an inspection prior to removing the prohibition.

26 Examiners are advised that "fit for service" must be taken as meaning that, if tested, the vehicle would comply with all the relevant annual test standards. The discovery of defects that would result in an annual test failure could be given as a reason for refusing to remove a prohibition.

27 Vehicles subject to the MOT test will normally be considered "fit for service" when they have passed the test and have been issued with a pass certificate (VT20/VT20W) dated after the date of the prohibition notice issue.

28 In the case of heavy goods vehicles and public service vehicles, the law imposes the responsibility on the examiner considering removing a roadworthiness prohibition, of satisfying himself that the vehicle is "fit for service".

In law, examiners have absolute discretion over the scope of examination, which in their opinion is necessary for them to be satisfied that the vehicle is "fit for service".

29 DVSA provides general guidance only on how examiners will satisfy themselves that a vehicle is "fit for service".

The examiner to whom a vehicle is presented for prohibition clearance will need to take into account any recommendation regarding the level of clearance inspection recorded on the Prohibition Notice by the issuing examiner.

He/ she will bear in mind that the issuing examiner should have already taken into account the following factors in framing their recommendation:

- whether he/she would have cleared the prohibition "on site", without a further more extensive examination, had the defects been rectified then;
- the extent of the inspection already conducted;
- the nature of the defects described on the PG9.

In addition to these the clearing Examiner will need to take the following factors into account:

- any comments made by the examiner or Authorised Constable;
- the time elapsed and mileage covered since the issue of the prohibition;
- the operator's maintenance history;
- the date of the last annual inspection.

30 More detailed information on the procedures to be followed in order to have roadworthiness prohibitions removed is provided on the reverse side of the Prohibition Notice.

Complaints and Appeals

31 The Law does not provide for a statutory appeal against the issue of a prohibition. However, DVSA does have a formal complaints procedure. Police issued prohibitions are outside the scope of this procedure.

Operators wishing to use this procedure will find information on the reverse of the Prohibition Notice handed to the driver by the issuing examiner at the time the prohibition is issued.

If owners, operators or drivers feel they have been unfairly or harshly treated, they should speak with the relevant manager at the local DVSA office.

On these occasions, operators can use this guide to judge whether the action taken was consistent with DVSA's published guidance. Most issues can be dealt with easily at the local DVSA office, since the vehicle and prohibition notice will normally be readily available.

If you disagree with the examiner's assessment, a further examination may be necessary; you will need to submit your complaint as soon as possible without making any repairs or adjustments, which affect the defect/s included in the complaint.

DVSA may not need to reinspect the vehicle. If they do, they'll try to arrange the re-inspection somewhere convenient for you. When they deal with your complaint, they'll tell you if you need to send evidence. The attached link contains further guidance: roadside-vehicle-checks-for-commercial-drivers/roadside-prohibitions

If you remain unhappy after speaking with the local DVSA office, you should follow our complaints procedure. Each complaint will be logged, acknowledged and a formal reply provided.

Your complaint must be received within 14 days, it will only be accepted after this time in exceptional circumstances. Please forward your complaint to; DVSA, The Ellipse, Padley Road, Swansea, SA1 8AN or email csccomplaints@dvsa.gov.uk or telephone 0300 123 9000 (Monday to Friday 07:30 - 18:00)

32 If you are dissatisfied with the treatment of your complaint, you may contact DVSA Corporate Reputation, The Axis Building, 112 Upper Parliament Street, Nottingham NG1 6LP or email corporatereputation@dvsa.gov.uk

If you are still dissatisfied with the treatment of your complaint, you may write to; DVSA Head of Corporate Reputation, The Axis Building, 112 Upper Parliament Street, Nottingham NG1 6LP or email corporatereputation@dvsa.gov.uk who may refer your grievance to the independent adjudicator.

Complaints and Appeals - continued.

33 Regulations provide for appeals to be made against the refusal of an examiner (or Authorised Constable) to remove a Prohibition Notice.

The owner or operator of the vehicle may appeal (in writing) within 14 days to Driver and Vehicle Standards Agency, Berkeley House, Croydon Street, Bristol BS5 0DA the envelope should be marked "appeal"

Driver & Vehicle Standards Agency

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Contents

◆ = For agricultural vehicles see paragraph 3 of the introduction

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

IM 1
Registration Plate and Vehicle Identification Number

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Registration Plates and VIN Details			1 Unregistered vehicles do not need to be fitted with registration plates. For guidance on trailers refer to the enforcement sanctions policy.
A motor vehicle registration plate missing (see notes 1, 4 and 5).	Missing where legally required.	D	
A motor vehicle registration plate broken/ incomplete/dirty/ deteriorated/faded/obscured or with any feature that has the effect of changing the appearance or legibility of any of the characters, so that the true identity of the vehicle is less easily established (see notes 3 and 4).	Inscription missing, illegible or likely to be misread.	D	2 Where the registration plates do not agree with each other or the DVLA record or registration document in the case of a non UK Operator, the VIN should be used to identify the vehicle on the prohibition notice.
			3 A registration plate should be easily legible to a person standing approximately 20m from the front/rear of the vehicle.
Motor vehicle registration plate incorrect (see note 2 and 4a).	Registration mark does not relate to the vehicle.	D	4 Prohibition action should only be taken in respect of a solo vehicle front and rear registration plates or the front registration plate of a towing vehicle that is in combination with a trailer.
Any registration plate insecure.	Likely to become detached.	I	
Vehicle Identification/chassis/serial number missing.	Missing or not found	D	4a Where the towing vehicle is an agricultural machine, a plate fixed on the trailer may, instead of displaying the registration mark of the towing vehicle, display the mark of any other agricultural machine kept by the keeper of the towing vehicle.
Vehicle Identification/chassis/serial number incomplete, illegible or does not match plating certificate.	Incomplete, illegible or obviously falsified.	D	
	Does not match plating certificate.	D	5 A registration plate fitted behind a windscreen is not acceptable and is considered to be missing.

IM 3
Seat Belts and Supplementary Restraint Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Seat belts			
Any dangerous defect/damage/feature of a seat belt restraint system.	Likely to inflict injury.	I	**NOTE: THIS IM ITEM DOES NOT APPLY TO AGRICULTURAL VEHICLES**
Any seat belt, buckle or retractor cut/signs of overstretching/vandalised/damaged/inoperative/ defective/insecure or modified and not capable of performing its intended purpose or likely to fail when required (see notes 11 and 12).	Seat belt in use. Seat belt not in use.	I D	1 The legal requirements for fitment of seatbelts are too complex to be repeated in this guide. Refer to the relevant Inspection Manual. As general guidance Notes 2 and 3 below have been included.
Seat belt pre-tensioner or load limiter obviously missing or not suitable with the vehicle.	-	D	2 Goods vehicles first used on or after 1 October 2001 and that exceed 3500kg design gross weight are required to be fitted with seat belts to the drivers' and front passenger seats.
Any obligatory seat belt missing (see notes 2, 3 and 5)	Seat in use. Seat not in use.	I D	3 Seat belts are required to be fitted to: • Driver's and specified front passenger seat on minibuses - ⇒ First used before 1 October 1988 ⇒ With not more than 12 passenger seats
Seat belt of an incorrect type.	-	D	
Seat belt anchorage or seat mounting point Seat belt anchorage or seat mounting badly deteriorated or insecure (see notes 5, 6 and 7).	Anchorage likely to detach. Excessively corroded, deteriorated or fractured.	I D	

Continued overleaf...

IM 3
Seat Belts and Supplementary Restraint Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Supplementary Restraint Systems An SRS MIL illuminated.	SRS MIL indicates any kind of failure of the system.	D	• All front seat on minibuses first used - ⇒ On or after 1 October 1988 ⇒ With up to and including 16 passenger seats ⇒ Not exceeding 3500kg design gross weight
Air bag obviously missing, inoperative or not suitable (see note 13).	Obviously missing, inoperative or not suitable.	D	• Forward facing exposed seats on coaches and minibuses first used - ⇒ On or after 1 October 1988 ⇒ All seats in buses, coaches and minibuses first used from 1 October 2001 which are not authorised to carry standing passengers 4 In this item the term “seat belt” includes the belt, its mountings and seat to which it is fitted. 5 “Obligatory belt/s” in this item means those belts which are required to be fitted by virtue of the vehicle’s construction. The term “non obligatory belt/s” means any additional belts fitted and includes those required by virtue of the vehicle’s use.

Continued overleaf...

IM 3
Seat Belts and Supplementary Restraint Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

6 As a guide, defective includes excessive corrosion, serious deterioration or fracture in load bearing areas within 300mm of anchorage.

7 When taking prohibition action in respect of vandalism, if examiners are able to establish that the damage is recent and no reflection on the operator's maintenance system' they should endorse the defect 'Not maintenance related'.

8 Prohibition action will not be appropriate where there are insufficient belts on forward facing seats for the number of children being carried on an organised trip. Prosecution action will be taken in this situation.

9 Large buses, except coaches, are not required to be fitted with belts either by virtue of their construction or use. Coaches can be converted into buses by limiting their powered speed to less than 97km/h (60mph). However, the conversion must not be readily reversible i.e. the limiter system must be sealed to prevent tampering.

10 A seat belt is a minimum of a lap belt.

11 Advice should be given when a seat belt buckle has been modified to prevent it from being opened by a vulnerable person, if the seat belt requires additional tools/keys to enable it to be opened.

12 As a guide, cuts or damage on either edge of the webbing in excess of 2mm or in excess of 4mm away from the webbing edges, are likely to significantly reduce the webbing strength.

13 Missing must only be used where it is obvious that the vehicle had an air bag fitted and it is now missing.

IM 5
Exhaust Emissions

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Diesel Smoke Emission Exhaust emitting excessive smoke (see notes 1, 2, 3 and 4).	Sufficient to obscure vision or likely to cause danger to other road users.	I
	Smoke levels exceed annual test standard.	D
	Emitting a continuous haze of any colour.	IN
Manufacturer's exhaust emission data plate	Missing or defaced	IN
Spark Ignition Engine Emissions		
Exhaust emitting excessive levels of pollutants (see notes 2, 3 and 4).	Sufficient to obscure vision or likely to cause danger to other road users.	I
	Exceed the annual test standard.	D
	Within annual test standard but emitting a continuous haze.	IN

Notes

1. Turbocharged engines might emit smoke on free acceleration. This is not necessarily a defect.
2. This inspection also applies to vehicle auxiliary engines that are in operation when the vehicle is seen.
3. The annual test standard applies only to vehicles subject to statutory annual test.
4. Hybrid Electrical vehicles (HEV's) do not require a metered smoke / emissions check. Vehicles using a supplementary engine may need to be checked for excessive smoke only.
5. Prohibition action must be supported by positive evidence that the emission system has been affected.
6. Prohibition action should only be taken where a fault is clearly identified. Where it is not clear the MIL is indicating a fault with the system, inspection notice action should be taken. The reagent tank must be empty to justify prohibition action.
7. Refer to manufacturers requirements for correct MIL sequence.

Continued overleaf...

IM 5
Exhaust Emissions

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Emission Control Equipment			8. The inspection of emissions MIL or engine MIL applies to diesel fuelled vehicles for HGV and petrol or diesel fuelled vehicles for PSV first used from 01 July 2008.
Emissions Control equipment fitted by the manufacturer.	Absent, modified, obviously defective or component missing/leaking such that it would affect emission measurement (see note 5).	D	9. The emissions MIL is only part of the inspection where the vehicle is not fitted with a commonly recognised engine MIL, the engine MIL is only part of the inspection for the purpose of the emission control system. The engine and emissions MIL only applies to petrol and diesel fuelled vehicles.
Engine or Emissions malfunction indicator lamp illuminated or not following correct sequence (see note 7, 8, 9 and 10).	Indicating a fault or insufficient reagent (see note 6). Advise early rectification (see note 5).	D IN	10. The inspection of the engine or emissions MIL does not apply to duel fuelled vehicles.

IM 6
Road Wheels and Hubs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Road Wheels and Hubs			
Any wheel(s) missing.	-	I	1 In the case of wheels with detachable spring retaining rings fitted to wheel rims of the semi-drop centre type (these are identified by the ends of the ring, which are shaped so as to interlock), abutting ends are permissible provided the retainer is adequately and safety located in the wheel rim.
Any wheel fractured or with a welding defect.	-	I	
Wheel hub or wheel flange worn, damaged or with loose fixings that affect the security of the wheel(s) (see note 5).	Failure or detachment imminent.	I	
	A diametric aggregated clearance of more than 3mm between the spigot and the locating surface of the wheel.	D	
	Immediate failure or detachment unlikely.	D	2 A tyre retaining ring butting causing the flange to lift more than 1.5mm is to be regarded as excessively displaced.
Wheel stud holes elongated/damaged.	If visible with wheel nuts in place or detachment likely.	I	
	Detachment unlikely any stud or hole severely worn/elongated.	D	3 Some agricultural wheels have extra fixings for the sole purpose of attaching additional wheels. These are not part of this inspection while additional wheels are not fitted.
Wheel nut, washer or stud missing/loose/fractured, not clamping or fully locating in taper.	More than one wheel nut/stud missing, loose or obviously not clamping or locating in the road wheel taper (see note 3).	I	
	More than one spigot wheel nut washer fractured.	I	4 For this defect the wording "twin wheel fitment" also includes objects trapped between the tyres.
	Any one stud or nut missing or loose (see note 3).	D	5 A 'wheel flange' is a component that is positioned between the road wheel and the hub which contains the wheel studs.
	Any one spigot wheel nut washer fractured.	D	

IM 6
Road Wheels and Hubs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Foreign object trapped between twin wheel fitment (see note 4)	Likely to detach and cause damage or injury.	I	
	Advise early rectification.	IN	
Tyre retaining ring abutting or fractured or not properly fitted.	Retaining ring is excessively displaced from its seating and total displacement is imminent (see notes 1 and 2).	I	
	Not properly fitted.	D	
Wheel seriously distorted or worn.	Secure fixing to hub affected or secure fixing of tyre affected.	I	
	Secure fixing to the hub or secure fixing of road tyre not immediately affected.	D	
Half shaft bolts, nuts or studs loose/missing.	Loss of drive or detachment likely.	I	
Incompatible wheel fitted.	Fouling other components where failure of the wheel/affected component is likely or affecting road safety.	I	

IM 7
Size and Type of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyres			
The nominal size, ply rating, load index, speed rating of any is below that appropriate for the vehicle.	If tyre obviously overloaded (see notes 2a & 2b).	I	**See next page for notes.**
	No obvious overload (see notes 1 and 2).	IN	
Tyres of different types/nominal sizes/aspect ratio fitted on an axle.	Tyre of different type (i.e. Cross ply or radial) fitted.	I	
	One tyre is of a different nominal size or aspect ratio from those on the same axle (see note 2).	D	
A tyre's application does not comply with its 'condition of use' marking.	(See note 6)	IN	
Radial ply tyres fitted to the front axle and cross ply or bias belted to the rear axle, or bias belted to the front axle and cross ply to the rear axle.	(See note 3)	I	
Tyres of different types fitted on steerable axles.	(See note 4)	I	
Tyres of different types fitted on driven, non-steerable axles.	(See note 5)	I	

IM 7
Size and Type of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

PNEUMATIC TYRES ARE NOT A LEGAL REQUIREMENT ON AGRICULTURAL VEHICLES NOT DRIVEN/DRAWN AT MORE THAN 20MPH

1 It is appreciated that during roadside inspection examiners might not have access to tyre tables, and in some instances the size or ply rating might not be readily available.

2 It cannot be assumed that, because either tyre of a twin wheel is not in contact with the ground when the vehicle is stationary on a level surface, there is a difference in nominal size.

2a During vehicle examinations prohibition action should only be taken if the tyre load index is below that appropriate for the vehicle and if the tyre is obviously over loaded.

2b The obvious overload could be established by weighbridge figures or if the tyre is showing signs of deterioration due to the overload for example, excessive overheating or damaged structure.

3 This does not apply to vehicles with twin or extra wide tyres on the rear axle, or to tyres manufactured for (and fitted to) engineering plant. It also does not apply to vehicles with a maximum speed not exceeding 30 mph.

4 Applies only for 2 or more steerable axles.

5 Applies only for 2 or more driven non steerable axles.

6 E.g. "FRT" which indicate that the tyre is not suitable for use on a driven or front steered axle, "Trailer use only", "Directional tyres" and asymmetrical tyres.

IM 8
Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyres			**NOTE: THIS IM ITEM DOES NOT APPLY TO:** • An agricultural motor vehicle, not being a category T tractor, that is not driven at more than 20mph; • An agricultural trailer; • An agricultural trailed appliance; • A category T tractor that is not driven at more than 40kph.
Tyre walls in contact.	Caused by under inflation or incorrect wheel fitting (see note 1).	IN	
Tyre bulging or tread lifting.	Caused by separation or partial failure of its structure (see note 2).	I	
Tyre has a break in the fabric or deep cut or damage to the side wall or tread area.	Any cord exposed (see note 4).	I	1 Some tyres, e.g. Radials, with flexible side walls might 'kiss' under load/ In these cases, wall contact is not a reason for rejection.
	Deep cut or damage more than 25mm or 10% of section width, whichever is the greater, and cords/ply can be felt, but not seen by the use of a probe (see note 3).	D	2 Bulging includes any lifting of the tread rubber and must not be confused with undulations which might be present due to manufacturing imperfections. A bulge in the sidewall area may be manufacturer's repair and be up to 5mm proud of the original sidewall. A repair will feel solid and should not deflect as would a bulge associated with casing separation.
	Minor cut or damage (see note 3).	IN	
Tyre seriously under inflated. (See notes 1, 9, 10 and 11)	Likely to affect steering or overload the other tyre on a twin fitment.	I	
	In the case of a single tyre fitment on a non steered axle.	I	3 Cuts which are deep enough to reach the cords or ply but are less than 25mm or 10% of the section width, whichever is the greater, and have not damaged or exposed the cords or ply do not breach the legal requirements for tyres.
	Unlikely to affect steering or overload other tyres.	IN	

IM 8
Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Single fitment or steered axle tyre seriously under-inflated, where pressure is measured. (See notes 1, 9, 10 and 11)	Pressure 50% or less of recommended pressure.	I
	Pressure 50% or less of other tyre on same axle.	I
Temporary tyre repair (See Note 12)	Tyre with external plug (string Repair) or tyre sealant applied	IN
Tyre missing when known to be standard fitment (See note 13)	Which is likely to cause danger	I
Tyre manufacture date code on vehicle front steered axle/any minibus axle with single wheel fitment (See notes 8a - 8g)	In excess of 10 years of age	I
Tyre manufacture date code, not front steered axle (or any axle on a minibus single wheel fitment) See Notes 8a - 8g	In excess of 10 years of age	IN
Tyre manufacture date code on vehicle front steered axle/any minibus axle with single wheel fitment (See notes 8a - 8g)	Not legible or not displayed, with clear evidence of tyre deterioration	I
	Not legible or not displayed, with no clear evidence of tyre deterioration	D
Tyre manufacture date code, not front steered axle (or any axle on a minibus single wheel fitment) See notes 8a - 8g)	Not legible or not displayed	IN
Tyre manufacture date code not visible	On twin wheel fitment	IN

Notes	
4	‘Exposed’ for this purpose means the cord is visible as seen by the naked eye or can be made visible by the use of a probe.
5	Tie-bars are short projections formed into the base of the tread pattern grooves to brace or stiffen the adjacent ribs or blocks in the initial full depth state of the tread pattern. In the later stages of tread wear the tie-bars might interrupt the continuity of the tread pattern grooves. This is acceptable.
6	Original tread pattern’ means-
a	In the case of a re-treaded tyre, the tread pattern immediately after the tyre was re-treaded.
b	In the case of a wholly re-cut tyre, the manufacturers re-cut tread pattern.
c	In the case of a partially re-cut tyre, on the part that has been re-cut, the manufacturers re-cut tread pattern, and on the other part, the tread pattern of the tyre when the tyre was new.
d	In the case of any other tyre, the tread pattern of the tyre when the tyre was new.

IM 8
Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyre tread worn beyond legal limit.	Depth of tread on any tyre is not at least 1mm throughout a continuous circumferential band for at least three quarters of the tread width (excluding tie-bars See note 5).	I	Note: grooves which wear out before the main grooves and other minor features such as sipes, small lateral extensions to the circumferential grooves and minor lateral grooving on the shoulders are to be disregarded when considering whether the 'original tread pattern' is visible.
	Tyre tread depth worn advise early rectification. The base of any groove of the original tread pattern is not clearly visible (see note 6).	IN	7 It is permissible for re-grooved tyres to be fitted to;
Tyre fouling.	Tyre damaged and/or likely to fail.	I	• Motor vehicles of unladen weight exceeding 3050kgs, or between 2540kgs and 3050kgs if fitted to wheel rims exceeding 405mm in diameter and;
	Rubbing against other components (name component—tyre not likely to fail or steering not impaired).	D	• Trailers of unladen weight exceeding 1020kgs (2290kgs total weight for fixed plant carriers).
	Rubbing against other components (flexible anti spray device).	IN	
Re-grooved tyres not in accordance with requirements.	Fitted to vehicle on which re-grooved tyres are not permitted (see note 7).	D	8 a The check for the display of tyre age code markings applies to all motorised vehicles and trailers except for category T tractors, or goods vehicles below 3501kg DGVW
			b The requirements for tyre age and tyre age markings will not apply to motor vehicles and trailers with a first use date or manufacture date of 40 years and over and used for non-commercial purposes
Spare tyre			
Spare tyre bulging/fabric cut/fabric exposed/tread worn beyond legal limit.	-	IN	

Continued overleaf...

IM 8
Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

	Notes
8 c	For the purpose of aged tyres, the front steered axle will be deemed forward of the chassis midpoint and directly controlled by the steering system
d	The tyre date code is only required to be marked on one side wall, therefore it may not be possible to see the age markings of some twin wheel fitments, this is acceptable
e	All tyres must be marked with a date code, on recapped tyres the retread date must be used
f	For the purpose of the term "not legible", means the date code has been identified, but cannot be read on the tyre. For the purpose of the term " not displayed", means the date code cannot be identified on the tyre.
g	Clear evidence of tyre deterioration maybe cracking, splitting or perishing etc
9	Examiners have the option to take a tyre pressure measurement on steered and single wheel fitments where visual checks indicate serious under-inflation of a pneumatic tyre.
10	The recommended tyre pressures should be used as a reference where possible.
11	Where no recommended tyre pressure value is available or if there is doubt over marked tyre pressures on the vehicle, proceed to check the pressure across the same axle to make a comparison check.
12	All tyre repairs should follow the recommendations in BS AU 159g, string repairs are not considered as permanent, tyre filler or putty can only be used for rubber repairs only.
13	This does not include spare tyre/wheel fitments.

IM 9
Sideguards, Rear under-run Devices & Bumper Bars

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Bumpers. Sideguards and Under-run Devices (See Notes)			**Application and exemptions** **Sideguards - application** Motor vehicles first used from 1 April 1984 with a design gross weight exceeding 3,500kgs and where the distance between the centres of any two consecutive axles exceeds 3 metres. Trailers manufactured from 1 May 1983 with an unladen weight exceeding 1020kgs and where the distance between the centres of any two consecutive axles exceeds 3 metres; or in the case of a semi-trailer, where the distance between the centre of the kingpin position and the centre of the foremost axle exceeds 4.5 metres. Semi-trailers manufactured before 1 May 1983 which have a design weight exceeding 26,000kgs and which form part of an articulated vehicle with a design gross train weight exceeding 32,520kgs and where the distance between the centre of the kingpin position and the centre of the foremost axle exceeds 4.5 metres. Where more than one kingpin is fitted it is the distance from the rearmost position which is taken into account. Vehicles brought into scope by the London Safe Lorry Scheme Traffic Order GLA 2015 No:11 will be required to be fitted with sideguards where practically can be fitted.
Bumper bar, sideguard or under-run device insecure, damaged or missing.	Detachment likely either partially or completely or having projections or jagged edges likely to cause injury.	I	
	Missing where required.	D	
	Advise early rectification.	IN	

IM 9
Sideguards, Rear under-run Devices & Bumper Bars

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

Sideguards - exemptions

- A vehicle or trailer constructed so that it can be unloaded by part of the vehicle being tipped sideways or rearwards.
- A vehicle or trailer designed solely for use in connection with street cleaning, the collection/disposal of refuse or the contents of gullies/cesspools. (Skip carrying vehicles are classed as refuse vehicles and as such are exempt).
- A trailer specially designed and constructed, and not merely adapted, to carry round timber, beams or girders, being items of exceptional length.
- Tractor units and category T agricultural vehicles.
- A vehicle or trailer specially designed and constructed and not merely adapted to carry other vehicles loaded on to it from the front or rear. (Vehicles with a standard flat body fitted with a 'beaver tail' are not exempt)
- A trailer with a load platform which is not more than 750mm from the ground throughout that part of its length under which a sideguard would have been fitted.
- A semi-trailer incorporating a sliding bogie.
- Vehicles fitted with an extendable device or leg to provide stability during loading and equipped with loading devices and controls which makes it impracticable to fully comply with sideguard legislation, will be deemed compliant provided sideguards are in place to the fullest extent practicable.
- Vehicles with access and a working platform adjacent to, and necessary for the operation of, a loading device, shall be regarded as the load carrying platform for sideguard compliance forward of the extendable device or leg.
- A rigid motor vehicle or trailer designed for and constructed for the special purpose of carrying long (but not exceptionally long timbers from an off-road location in a forest).
  To fulfil this definition the vehicle must meet the following criteria -

  - It must be if skeletal construction
  - It must have a minimum of two upright side supports (side bolsters) fitted to each side of the vehicle
  - It must not be fitted with a load platform, other than chassis rails, cross bearers and the minimum amount of flooring necessary to protect wiring or brake line components

  It is permissible for the vehicle to be fitted with the following;

  - Loading equipment i.e. a loading crane or similar device
  - Cross bearers that do not have upright side supports

Note: This list is not exhaustive but covers the vehicles likely to be encountered.

IM 9
Sideguards, Rear under-run Devices & Bumper Bars

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
			Under-run Application Motor Vehicles with a design gross weight exceeding 3,500kg and first used from 1 April 1984; or trailers manufactured from 1 May 1983 with an unladen weight exceeding 1,020kg. **Under-run exemptions** • Tractor units. • A vehicle or trailer fitted at the rear with apparatus specially designed for spreading material on a road. • A vehicle or trailer so constructed that it can be unloaded by part of the vehicle being tipped rearwards. • A vehicle or trailer specially designed and constructed, and not merely adapted, to carry other vehicles loaded onto it from the rear. (Vehicles with a standard flat body fitted with a “beaver tail” are not exempt). • A trailer specially designed and constructed, and not merely adapted, to carry round timber, beams or girders, being items of exceptional length. • A vehicle or trailer fitted with a tail lift so constructed that a lift platform, with a minimum length of 1m, forms part of the floor of the vehicle. • A vehicle specially designed, and not merely adapted, for the carriage and mixing of concrete. • Category T agricultural vehicles. This is not an exhaustive list but covers the vehicles likely to be encountered.

IM 10
Spare Wheel & Carrier

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Spare wheel carrier insecure or fractured.	Detachment imminent.	I	
	Detachment not imminent.	D	
	Advise early rectification.	IN	
Spare wheel insecure.	Detachment imminent and likely to fall from vehicle.	I	
	Spare wheel not securely fixed in carrier.	D	

IM 11
Vehicle to Trailer Coupling

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Coupling on Vehicle Deformed/damaged or cracked pin, jaw, hook or ball.	Trailer security adversely affected or use would cause danger, trailer attached.	I	
	Deformed/damaged or cracked no trailer attached.	D	
Mounting of jaw, hook or ball to chassis insecure.	Failure or detachment likely.	I	
Locking device missing, inadequate, damaged or ill-fitting.	Locking device ineffective.	I	
	No trailer attached.	D	
Worn pin, jaw or hook.	Thickness of metal at any point reduced to 2/3 or less of its original thickness and trailer attached.	I	
	Significant reduction in thickness of metal at any point.	D	
	No trailer attached.	D	
Ball excessively worn.	Worn to such an extent that the safe coupling of the trailer is unlikely to be achieved.	I	
	Early failure of coupling unlikely.	D	
Coupling manufacturer's plate missing.	-	IN	
Trailer incompatible with coupling.	-	I	

IM 11
Vehicle to Trailer Coupling

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Coupling on Vehicle		
Fifth wheel attachment to chassis insecure.	Relative movement between chassis and coupling to the extent that coupling failure or detachment likely.	I
	Fifth wheel insecure (see notes 1 and 2).	D
	Advise early rectification.	IN
Fifth wheel jaw excessively worn or out of adjustment.	Worn to such an extent that the trailer kingpin might not be securely held (see notes 2 and 3).	I
	No apparent risk of vehicle /trailer separation.	D
Secondary locking device missing/ not operating.	(See note 4)	D
Excessive wear in or insecurity of any member or securing device.	Failure or detachment likely.	I
	Immediate failure or detachment unlikely.	D
Security spring weak or broken.	Broken.	I
	Weak.	D
A load bearing part of the coupling cracked.	And failed, detached or detachment likely.	I
	No apparent risk of failure or detachment.	D

Notes

1 In certain designs the fifth wheel coupling position can be adjusted or is spring loaded on the chassis.

2 A certain amount of movement between tractor unit and trailer is permissible. The acceptable amount varies with the make of vehicle.

3 The term ‘jaw’ includes multi-towing eyes.

4 When the vehicle and trailer are coupled the coupling must be secured by a device that provides a further positive mechanical engagement, e.g. a secondary locking device. In some cases it may not be immediately evident what this device consists of. Action must only be taken where there is clear evidence that a device is not present.

IM 11
Vehicle to Trailer Coupling

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Coupling on Trailer			
Draw bar cracked or deformed.	Seriously cracked or fractured.	I	
	So seriously deformed that use would cause danger.	I	
	Defective requires rectification.	D	
Mounting of draw bar to trailer insecure.	Failure or detachment likely.	I	
	Defective requires rectification.	D	
Draw bar eye or ball socket deformed, cracked or excessively worn.	Trailer security affected.	I	
	But no apparent risk of trailer security being affected.	D	
Locking device missing, inadequate, damaged or ill-fitting.	Locking device ineffective.	I	
	Not attached to towing vehicle.	D	

IM 11
Vehicle to Trailer Coupling

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Safety device missing or not operative.	-	I	
King pin attachment excessively worn, cracked or insecure.	-	I	
Worn operating member.	Detachment likely.	I	
	Early detachment not likely.	D	
Worn draw bar attachment pins and brackets.	The thickness of metal at any point reduced to 2/3 or less of its original thickness.	I	
	Significant reduction in thickness.	D	
Any coupling indicator not working.	Indicator inoperative.	D	
Unsafe modification.	To any coupling component.	I	

IM 12
Trailer Parking and Emergency Brakes and Air Line Connections

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Parking Brake Operation and Performance		
Parking brake does not operate on at least two road wheels.	-	I
Brake cannot be set with trailer either coupled to, or uncoupled from, the drawing vehicle.	-	I
Brake mechanism fractured, insecure, excessively worn or badly corroded.	Mechanism fractured or defective to such an extent that the brake is inoperative or failure is likely.	I
	Detachment of brake mechanism imminent.	I
	Early detachment unlikely.	D
Insufficient reserve travel on brake lever (see note 1).	Brake efficiency impaired.	I
	Brake efficiency not impaired.	D

Notes

1 This applies to brake systems that use a ratchet and pawl mechanism and means that, when the brake is fully applied, there is not sufficient further movement of the lever because it is at the end of its working travel on the ratchet. Some foreign trailers will not be fitted with parking brakes.

2 Before starting this test, make sure the air reservoirs on the tractor unit are fully charged. With tractor unit parking brakes ON and trailer parking brakes OFF, ask the driver to disconnect the RED (emergency) line brake connector between tractor and trailer.

3 In most cases, the application of the trailer brakes can be checked by observing the actuation of the trailer brake levers.

4 The red line connector must be reconnected by the driver after this inspection.

5 Agricultural vehicles driven at not more than 20 mph might not be fitted with emergency brake lines. This is acceptable.

IM 12
Trailer Parking and Emergency Brakes and Air Line Connections

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Trailer Emergency Brake			
Trailer brakes are not applied automatically when red (emergency brake line is disconnected (see notes 2, 3, 4 and 5).	-	I	6 This applies to all trailers and to drawing vehicles first used on or after 1 April 1989. This action should not be applied to foreign vehicles unless affecting the correct operation of the brakes.
Air Line Connections			7 This includes combinations fitted with EBS braking systems.
Any brake line on the drawing vehicle fitted with a manual tap (see note 6).	Preventing the correct operation of a braking system.	I	
	Correct operation of the braking system unaffected.	D	
Tap or self-sealing valve defective.	Functionality affected.	D	
	Advise early rectification.	IN	
Tap or valve insecure or inadequately mounted.	Functionality affected.	D	
	Advise early rectification.	IN	
Brake couplings leaking.	Excessive leak and functionality affected.	I	
	Serious leak.	D	
Brake couplings not functioning correctly (electrical & pneumatic).	Operation of brake affected.	I	**Note:** Examiners must take care when inspecting high voltage systems. High voltage wiring is colour coded orange.
	Operation of brake not affected.	D	

IM 12
Trailer Parking and Emergency Brakes and Air Line Connections

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Service brake line operating adaptor providing inadequate lift or not fitted.	Preventing the correct operation of the braking system.	I	
	Correct operation of the braking system unaffected.	D	
Service (yellow) line on a unit to trailer combination not connected (see note 7).	-	I	

IM 13
Trailer Landing Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Trailer Landing Legs			
Attachment of landing leg insecure.	Detachment imminent.	I	
	Advise early rectification.	IN	
Pad, wheel, retaining device or handle insecure.	Detachment imminent.	I	
	Advise early rectification.	IN	

IM 14
Spray Suppression, Wings and Wheel Arches

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Wings and Wheel Arches (See Note 5)			NOTE: THIS IM DOES NOT APPLY TO AGRICULTURAL VEHICLES NOT DRIVEN/ DRAWN AT MORE THAN 20MPH.
Wing insecure. (See Note 1).	Detachment likely or rubbing on a tyre.	I	
	Advise early rectification.	IN	1 The term wing includes other similar devices.
Wing badly holed/corroded/missing/torn or split.	Presenting a risk of injury.	I	
	Not acting as a complete shield having regard to the original design.	D	2 Spray suppression is required for (unless specifically exempt) -
	Advise early rectification.	IN	• Goods vehicles exceeding 12 tonnes gross vehicle weight first used from 1 April 1986.
Insufficient clearance between wing and tyre.	Wing rubbing or likely to rub on tyre, particularly when laden and thereby cause damage to the tyre, or a danger of injury e.g. fire risk, steering affected.	I	• Trailers exceeding 3.5 tonnes vehicle weight, manufactured on or after 1 May 1985.
	Advise early rectification.	IN	• Trailers exceeding 16 tonnes gross vehicle weight with 2 or more axles, whenever manufactured.
Interior wheel arch holed/corroded (see note 4).	Holed or seriously weakened.	I	
	Advise early rectification.	IN	3 The spray suppression requirements do not apply to vehicles incapable of exceeding 30mph.
Obligatory spray suppression equipment insecure/ damaged/missing or incomplete (see notes 2, 3, 6, 7, 8 and 9).	Detachment likely.	I	4 The ‘holed’ aspect only applies to PSV’s and only when it allows the ingress of water or spray from the road wheels.
	Missing/incomplete.	D	
	Advise early rectification.	IN	Continued overleaf...

IM 14
Spray Suppression, Wings and Wheel Arches

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

5 Forestry vehicles (with skeletal chassis and bolsters): Rigid motor vehicles are exempt spray suppression and sideguards but must have wings. Forestry semi-trailers are exempt spray suppression, sideguards and wings.

6 Incomplete in this context is where a major section of the wing and/or the whole of the spray suppression material is missing.

7 Some foreign vehicles will not have spray suppression fitted and this is acceptable.

8 A vehicle without wings or spray suppression is acceptable where the vehicle carries a semi-trailer/body/container which fulfils the requirements for wing/ spray suppression i.e. a vehicle towing a trailer and the wing tops are not fitted due to the trailer being very close to the tyres.

9 Spray Suppression Exempted Vehicles:

- Motor vehicles with front and rear drive axles.
- Vehicles with a high ground clearance (400mm).
- A vehicle specially designed for the carriage and mixing of concrete.
- A vehicle or trailer constructed for tipping sideways or rearwards (this includes some demountable bodies which can be unloaded by tipping.
- A vehicle or trailer designed solely for use in connection with street cleaning, the collection/disposal of refuse or the contents of gullies/cesspools.
- Skip carrying vehicles are classed as refuse vehicles and are such exempt.
- Category G (Off road Vehicles) and T Tractors (Agricultural tractors and their trailers)

IM 15
Cab Security

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Cab Security			1 Some vehicles are fitted with tilt cabs or cabs with flexible mountings, movement of which is a design feature. This is not to be confused with excessive wear or insecurity.
Cab not mounted securely or obviously not squarely on the chassis or mountings defective. (See note 1).	Driving control likely to be affected.	I	
	Driving control not likely to be affected.	D	
	A significantly defective mounting.	D	
	Advise early rectification.	IN	
A retention and/or locking device on a forward tilting cab defective or missing.	If only one locking device fitted.	I	
	If more than one device is fitted and at least one is serviceable.	D	
Defective attachment of wind deflector to cab roof.	Detachment likely.	I	
	Advise early rectification.	IN	

IM 16
Doors and PSV Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
External door jammed/obstructed/will not fasten/ difficult to open.	Likely to impede any person in an emergency or to fly open inadvertently (see notes 9 and 10).	I
Door hinges, catches or pillars in such a condition that the door is difficult to close or could fly open inadvertently (see note 11).	Door likely to fly open or difficult to close.	I
	Is defective advise early rectification.	IN
Sliding door which cannot be secured in the open or closed position and/or runners or tracks so badly worn or defective that the door cannot be opened and closed without excessive effort (see note 11).	Door cannot be secured.	I
	Advise early rectification.	IN
Door missing (see note 1).	-	I
Door jammed/obstructed/cannot be opened.	Jammed, obstructed, cannot be opened, defective in operation or deliberately secured so that it cannot be opened (see notes 2 and 4).	I
	Any emergency break glass window with breaking device missing.	D
	Any emergency break glass window or door, the operation of which is affected by the application of advertising or tint film (see note 5).	D
Door cannot be retained in the closed position.	-	I

Notes

1 The term ‘door’ in this context includes entrance and exit doors and emergency exits, including emergency windows.

2 In the case of a driver’s door, this action is only appropriate if it is the sole means of access. Some sliding type driver’s doors are not designed to be retained in the open position.

3 Vehicles first registered before 1 April 1959 need not have a device that isolates the door gear from the braking system.

4 This will not apply to doors that:

- Have been permanently closed off as part of an officially agreed modification.
- Have been locked to safeguard the vehicle and its contents while left unattended.
- Are on a vehicle traveling empty and where the driver can produce a key to unlock the door.
- An obstructed door where a further 2 exits are available to passengers.
- Are approved in such a way, that an emergency door will remain locked from the exterior when the key is removed, providing the driver can unlock the door from the exterior when requested.

IM 16
Doors and PSV Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Sliding door jammed/likely to become displaced/is not retained in the open or closed position.	Jammed or likely to become displaced (see notes 2 and 4).	I	5 This action will be appropriate only if the door has been sealed closed or, in the case of a break glass window, the film has not been broken around the bead.
	Defective advise early rectification.	IN	6 It is in order to operate an 'emergency' control before applying manual pressure to open a power operated door.
PSV Passenger Doors (See Note 1)			7 A sensitive door edge safety system is required on PSV's manufactured on or after 14 May 1990 or first used on or after 1 October 1990, where the whole of the door opening is more than 500mm behind the driver's seat. Not required on power operated emergency doors.
Door holding device missing/ineffective.	But unlikely to cause injury.	IN	
Door check device missing/ineffective.	But unlikely to cause injury.	IN	
Door stiff or fails to operate.	Unable to fully open or close.	I	
	Advise early rectification.	IN	7a A safety system for preventing a passenger from being trapped must be provided on all power operated doors without a soft rubber edge.
Door operation affects braking system.	Repeated operation of the doors depletes the braking system air/vacuum below the pressure/vacuum threshold at which the circuit protection valve should operate (see note 3).	I	Every power operated door fitted to a minibus must cease closing when meeting resistance and either re-open or be capable of being opened manually.
Power operated door cannot be opened manually.	(See note 6).	I	Continued overleaf...

IM 16
Doors and PSV Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Door sensitive edge or other safety device not working or deteriorated.	Where required (see notes 7 and 7a).	I	8 Warning devices are only required on;
	Where not required.	IN	• Schedule 6 minibuses which do not have two stage slam locks. • Large buses with more than 20 passenger seats which are certified for one person operation and used on local services on each emergency window.
"Door open" warning device inoperative.	Inoperative (and required) (see note 8).	I	• Continental doors. • Vehicles first used on or after 1 October 1990 with power operated doors which are more than 500mm to the rear of the driver's seat (typically centre doors). In this case the warning must be visual.
	Inoperative (not required)	IN	
Draught excluder insecure.	Likely to cause obstruction or injury.	I	• Any external door or hinged exit (including any emergency exit) which is outside the driver's direct line of sight.
	Unlikely to cause obstruction or injury.	IN	
Door operation severe.	Likely to cause injury.	I	• On a vehicle certified on or after 1 January 1997. This does not apply to a door of a minibus if that door has a two stage lock
	Unlikely to cause injury.	IN	• On an emergency door or floor hatch on a Bus Directive or ECE regulation vehicle. This must be an audible device.
Obligatory markings or fitting missing/damaged/ ineffective.	Emergency exit sign missing.	D	• On any hinged emergency window which is not clearly visible to the driver on a Bus Directive or ECE regulation vehicle. This must be an audible device.
	Emergency exit sign illegible.	IN	
Any normally fitted exit door handle guard missing.	-	IN	Continued overleaf...

IM 16
Doors and PSV Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

9 Where the driver's door of a PSV doubles as an emergency door (see Note 1).

10 On a HGV, if one door is deliberately rendered inoperative, then it must be considered to be an integral part of the cab

11 The cab doors and fastening devices on agricultural vehicles are sometimes crudely designed. Before applying these standards examiners must take account of the original design of the component.
The potential speed of the vehicle, the likelihood of a door flying open and whether it would be likely to swing beyond the edge of the vehicle must also be considered.

12 On Bus Directive and ECE Regulation vehicles, there might not be a primary emergency exit, if the vehicle has two service doors. On Bus Directive vehicles, the primary emergency exit may be power operated; floor hatches may be used as emergency exits.

13 Bus Directive: This means a bus or coach which meets the requirements of the Bus Directive EC 2001/85. The vehicle may have a full type approval or may have been inspected to the requirements of the directive. The technical print for the vehicle will indicate "Bus Directive" vehicles.

14 ECE regulation vehicle: This means a bus which has been built or approved to ECE regulation 36 (buses with more than 22 passengers), ECE regulation 52 (buses with not more than 22 passengers) or ECE regulation 107 (double deck buses).

IM 17
Accommodation and Steps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Cab Area and Fittings			
Cab floor insecure/badly weakened.	Affects driving control or safety of driver.	I	
	No immediate risk to safety.	D	
Cab step or step ring on a wheel insecure/badly weakened/damaged/worn.	Likely to cause injury to users or become detached.	I	
	But no immediate risk to safety.	D	
Step has a jagged edge.	Likely to cause injury to a person near the vehicle.	I	

IM 18
Driver's Seat

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Driver's Seat			
Driver's seat insecure on its mounting, frame fractured, seriously weakened or seriously defective.	Seat so insecure/weakened/or in such a condition that it could cause the driver to lose control of the vehicle.	I	
	Defective requires rectification.	D	
Driver's seat adjustment inoperative/badly worn.	Seat likely to move inadvertently or cannot be located.	I	
	Seat backrest not fixable.	I	
	Adjustment mechanism not functioning correctly.	D	

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Security of Body Body components and fixings (e.g. twist locks) loose/fractured/missing.	Insecurity of body pillar or body components or cross or longitudinal members to the chassis, likely to affect safe carriage of passengers or load.	I
	Fixing insecure or defective but not affecting safe carriage of passenger or load (see Note 1).	D
Excessive displacement of the body relative to the chassis.	Likely to lead to loss of control.	I
	But is unlikely to lead to immediate loss of control (see Note 2).	D
Security of Containers		
Container fastening device missing/insecure/ incomplete/seized/not fitted with a secondary locking device/not capable of adequately securing a container (see note 3).	Likely to affect the overall security of a container.	I
	A container fastening insecure and likely to detach.	I
	A container fastening missing or damaged. (see note 6).	I
	A container fastening without a secondary locking device that is likely to affect the overall security of a container. (see note 6).	I
	Advise early rectification.	IN

Notes

1. The presence of defective items does not necessarily mean that the body is to be regarded as so insecurely fixed as to be dangerous.
   The cumulative effect of any defects found, or their effect on other items, is the criterion to be used when judging this item.
2. Most designs of vehicles have a certain amount of freedom between the body and chassis to allow for flexing. This must not be confused with insecurity.
3. Where fitted in conjunction with a socket all twist locks must be used.
   In the case of a dual-purpose flat bed, if all the twist locks have been removed then it is not to be regarded as defective.
4. These criteria can be extended beyond those fitted to vehicles with cranes to any vehicle equipped with stabilising/support legs.
5. This guidance applies where retaining devices were originally fitted. An alternative retaining device is acceptable provided the support leg is adequately secured.

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Support bolster or structure insecure/cracked/ corroded or damaged.	Likely to affect the overall security of a container.	I	
	Container mounting point unlikely to be secured or supported by it.	D	
	Advise early rectification.	IN	
Support bolster not fitted with locking pins or other securing method incorporating an effective locking device.	Likely to affect the overall security of a container.	I	
	Container mounting point unlikely to be secured or supported by it.	D	
	Advise early rectification.	IN	
Crane Support Legs			
Crane support leg insecure/retaining device missing/insecure or in such a condition that it will not adequately retain the leg (see notes 4 and 5).	Insecure or likely to extend.	I	
	Retaining device missing or incapable of operating as designed.	D	
	Advise early rectification.	IN	

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 6 to 23)			6. Unless other suitable means of preventing movement have been used.
Insecure load that shows evidence of moving or is likely to move and presents an immediate danger, or is likely to cause danger of injury.	No load securing. (see note 18).	I	7. A single indivisible item may be loaded above the height of the headboard if the headboard supports it to the height of the centre of gravity.
	Load securing is grossly inadequate either because of its condition, securing method, or lack of lashings.	I	8. This is poor practice but there may be no other suitable attachment points.
	Load items or stacks of items weighing over 400kg inside a Euro-liner or tilt (see note 6).	I	9. There must be a physical barrier to movement in addition to lashings.
	Load items or stacks of items weighing over 400kg secured with roof-mounted buckle straps inside a non-XL rated curtain-sider.	I	10. Unless a rigid cover or a rated sheet completely covers and secures the load without any gaps.
	Load items or stacks of items weighing over 400kg secured with nets inside a non-XL rated curtain-sider.	I	11. Each layer must be lashed to the one below and then the entire load lashed to the carrying vehicle.
	Paper reels on-end in a curtain-sider without friction matting or similar high-friction contact surface in addition to the restraint system. (see note 6).	I	12. Any winch cable should be attached but is not classed as securing. Damaged vehicles can be secured by lashing over the vehicle.
	More than a 30cm gap between load and headboard (see notes 6, 19).	I	13. Additional lashings will be required for buckets and similar accessories.
	Continued overleaf...		Continued overleaf...

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 6 to 23)	Gap of more than 8cm on one or both sides of a load in an XL rated curtain-sider (see notes 6, 19).	I	14. Curtains that are bulging due to wood-chip loads can be considered as IN provided they are carried in a chip-liner.
	More than a 30cm gap between load and rear doors in an XL rated curtain-sider (see notes 6 and 19).	I	15. Unless individually clamped to the headboard.
	More than 30cm gap between load items along the length of the load bed in an XL rated curtain-sider (see notes 6 and 19).	I	16. Two lashings or a suitable restraint system must be used to prevent the external frame being damaged.
	Significant gaps along the length of the load that are cumulatively more than 30cm in an XL rated curtain-sider (see notes 6 and 19).	I	17. The load must be stable on the vehicle bed and secured to an approved standard.
	Load items weighing over 400kg on the upper deck of a double-deck trailer.	I	18. Walking pace door-to-door coal delivery is exempted from the requirement to secure the load.
	Load affecting vehicle stability.	I	19. Considerations should be given to local deliveries from breweries.
	Unstable load likely to topple from vehicle.	I	20. Unless secured on a commercial transporter vehicle.
	Continued overleaf...		21. Skips must not be stacked so high that the centre line of the top skip is above the height of the lifting arms when stowed.
			22. For example, polystyrene packaging, empty cardboard boxes, or loose clothing.

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 6 to 23)	Severe structural damage to headboard or gaps in headboard that could allow load to move forward (see note 6).	I	23 Where drivers face an immediate danger or risk of serious personal injury they should secure the vehicle as best they can and move at low speed to the nearest place of safety where the load can be secured.
	Items loaded over the height of the headboard (see notes 6, 7).	I	
	Un-sheeted loose load in bulk tipper, skip or sided flatbed body.	I	
	Stacked loaded skips (see note 17).	I	
	Stacked empty skips not nested and secured by lashings (see notes 17, 21).	I	
	Insecure skip.	I	
	Load in a tipper above the height of the fixed sides (see note 10).	I	
	Vehicle/trailers carried by “piggyback” without adequate securing (see note 11).	I	
	Vehicles not secured by lashings on all wheels (see notes 12, 20, 23).	I	
	Loose items on a flatbed or low-loader (see note 18).	I	
	Continued overleaf...		

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 6 to 23)	Less than three lashings on light plant equipment and machinery (see notes 9 and 13).	I	
	Less than four lashings on heavy plant equipment and machinery (see notes 9 and 13).	I	
	Less than four lashings and a barrier to movement on wheeled heavy plant equipment (see notes 9 and 13).	I	
	Items loaded at an angle over the headboard without a minimum of two loop (choke) securing lashings. (see note 15).	I	
	No tailboard to prevent the rearward movement of the load on a sided flatbed vehicle or trailer (see notes 6, 18).	I	
	Less than two lashings on a filled IBC (see note 16).	I	
	Stacked boxes secured with box pusher (see note 6).	I	
	Loose tyres carried in a curtain-sider. (see note 6).	I	

IM 19
Security of Body, Containers and Crane Support Legs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Insecure load.	Lashing on rope hooks (see note 8).	IN	
	Minor damage to the headboard not affecting the structural integrity.	IN	
	Poor condition of securing equipment but not affecting its function.	IN	
	Unsuitable vehicle for load (see note 14).	IN	
	Very light items adequately contained by curtains (see note 22).	IN	
	Load appears safe but not secured in accordance with published guidance.	IN	

IM 20
Condition of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Body Panelling		
Exterior body panel damaged/missing/protruding/ insecure.	Likely to become detached or to cause injury or permit the load to be shed or leaked.	I
	Advise early rectification (see notes 1 and 2).	IN
Any embellishment protruding/damaged/insecure. (Specify component).	Likely to become detached and/or cause injury.	I
	Advise early rectification.	IN
Part of body or floor designed to carry or contain the load missing or damaged.	Load likely to become detached or to cause injury or permit it to be shed or leaked.	I
	Advise early rectification.	IN
PSV Flap Type Doors (See note 3)		
Any flap/door catch defective/catch missing/ insecure.	Detachment likely or is likely to fly open.	I
	Advise early rectification.	IN
Any flap/door protruding when closed exposing sharp (jagged) edges.	Likely to cause injury or damage.	I
	Advise early rectification.	IN

Notes

1 The presence of some defects does not necessarily mean that the body is in such a condition that it would be dangerous for other road users.
The cumulative effect of any defects found, or their effect on other items is the criterion to be used when judging this item.

2 Any superficial damage that does not affect the strength of the component is not to be regarded as a defect.

3 These standards do not apply to small access flaps e.g. Fuel filler or coolant filler access flaps.

4 This will apply only where luggage is being carried in the compartment at the time of inspection.

5 Devices to hold flaps/doors open are required only where they are provided to give access to luggage compartments. Similar flaps or doors provided for other purposes e.g. Engine or spare wheel access are not required to have them.

IM 20
Condition of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
PSV Flap Type Doors (continued)			
Flap/door check device missing/ineffective.	Door opening too far and likely to obscure obligatory lights.	D	
	Advise early rectification.	IN	
PSV Luggage Compartments			
Water leakage into luggage compartment.	Likely to soil or damage passenger's luggage (see note 4).	D	
	Advise early rectification.	IN	
Luggage compartment damaged/dirty.	Likely to soil or damage passenger's luggage (see note 4).	D	
	Advise early rectification.	IN	
Luggage compartment floor damaged/deteriorated/ weak.	Floor likely to collapse.	I	
	Advise early rectification.	IN	
Luggage compartment door catch defective/missing/ insecure.	Detachment likely or is likely to fly open inadvertently.	I	
	Advise early rectification.	IN	

IM 20
Condition of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Luggage compartment door protruding when closed exposing sharp (jagged) edges.	Likely to cause injury or damage.	I	
	Advise early rectification.	IN	
Luggage compartment door holding device missing/ ineffective (see note 5).	Does not remain in the open position and is likely to close or cause injury.	I	
	Advise early rectification.	IN	
Luggage compartment door check device missing/ ineffective.	Door opening too far and likely to obscure obligatory lights.	D	
	Advise early rectification.	IN	
Cab and Bodywork Unsafe modification.	Component seriously weakened or leading to insufficient clearance to rotating or moving parts and load.	I	
Permitting entry of engine or exhaust fumes.	Danger to health of persons on board.	I	
	No immediate danger to health of persons on board.	D	

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
PSV Floor, Gangways, Steps and Stairs Floor/gangway/passageway/steps/stairways/ retractable steps/platforms (state location).	Holed or likely to collapse.	I	**NOTE: THIS IM ITEM DOES NOT APPLY TO AGRICULTURAL VEHICLES.** 1 Steps or platforms forming part of an emergency exit are not required to be illuminated. 2 Any surface contamination of the seat covering should not take into account dust in the seat fabric or loose dust. 3 Applicable if due to an accidental spillage. 4 Some older coaches have been certified with crew seats with latches to operate before the seat will fold. Prohibition action will not be appropriate in these cases. If there is any doubt, take inspection notice action only and advise. 5 Roof lights mean translucent panels fitted in the body roof. 6 Large buses used solely as local service vehicles need not carry a first aid kit. 7 PSV's and Schedule 6 minibuses only. 8 This inspection also applies to articulated PSV bellows.
	Insecure or damaged.	D	
	Advise early rectification.	IN	
Retractable step not retracting.	-	I	
Floor trap weakened/damaged/missing.	Likely to collapse or likely to cause obstruction or injury.	I	
Floor trap locking device defective.	Trap insecure and likely to lift.	I	
	Advise early rectification.	IN	
Floor/step/stair/stair covering torn/lifting/bubbling.	Non slip surface worn smooth and/or lifting and likely to cause obstruction or injury.	I	
	Advise early rectification.	IN	
Floor/step/stair/tread plate/moulding badly worn/ lifting.	Non slip surface worn smooth and/or lifting and likely to cause obstruction or injury.	I	
	Advise early rectification.	IN	
Step/stair insecure/weakened/damaged/having jagged edges/defective.	Likely to cause injury or become detached.	I	
	Advise early rectification.	IN	

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
PSV Passenger Entrance			
Entrance floor mat badly worn/of incorrect size.	Likely to trip passengers.	I	
	Advise early rectification .	IN	
PSV Artificial Lighting			
Interior lamp missing/inoperative.	-	IN	
Inadequate illumination at entrance/exit/step/stair (see note 1).	Constituting a risk of injury.	I	
	Advise early rectification.	IN	
PSV Passenger and Crew Seats			
Seat incorrectly spaced or a crew seat which encroaches on the minimum gangway width and does not fold away automatically (see note 4).	Access to an exit is obstructed.	D	
	Advise early rectification.	IN	
Seat insecure.	Likely to become detached.	I	
	Advise early rectification.	IN	
Seat covering slashed/torn.	-	IN	
Seat frame fractured.	Seat failure or displacement likely.	I	
	Advise early rectification .	IN	

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Permitted number of seats obviously exceeds approval (see note 11).	Could endanger passengers.	D
Seat positioning obviously not in accordance with approval (see note 11).	Could endanger passengers.	D
Passenger seats generally contaminated or dirty.	Likely to soil clothing (see note 2).	D
Isolated seat or group of seats contaminated.	(See note 3).	IN
Seat damaged.	Likely to cause injury.	I
	Likely to tear clothing.	D
	Advise early rectification.	IN
Driver's seat (additional requirements).	Protection for driver likely to cause injury.	I
	Protection for driver insecure.	IN
HGV passenger seats Defective, insecure or permitted number exceeded.	Passenger seat insecure or backrest cannot be secured in upright position, permitted number exceeded.	D

Notes

9 Bells/buzzers/visual warnings are not required on buses with less than 13 passenger seats or Schedule 6 minibuses but are required on non-Schedule 6 minibuses with 13 or more passenger seats. All bus directive and ECE Regulation vehicles which carry standing passengers must have at least one illuminated sign to indicate to passengers the bus is stopping. Some communication devices will sound once only until reset by passenger doors opening or similar.

10 Bus Directive and ECE Regulation vehicles, which are not authorised for the carriage of standing passengers, do not require passenger to driver communication devices.

11 Layout which has been changed without approval and which could endanger passengers.

12 Where more than one means of ventilation is provided an assessment will have to be made as to whether more than 50% of the total ventilation of all types is ineffective. If in doubt advisory action only.

13 Some forced air ventilation systems will not operate unless the engine is running and the alternator is charging.

Continued overleaf...

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
PSV Interior Fittings Parcel rack insecure/damaged/holed.	Likely to collapse or to permit luggage to fall on to passengers.	I	14 Apply the standards in this section for vehicles that have not been issued with an Accessibility Certificate or Disability Discrimination Act special authorisation.
	Advise early rectification.	IN	15 If missing or ineffective but other wheelchair spaces are available and free of defects an exemption may be issued allowing the vehicle to complete its journey. A condition will be imposed specifying the number of wheelchair passengers permitted.
Guard not fitted to parcel rack end.	Items likely to fall on to driver.	I	
Interior stanchion/guard rail/grab rail missing/ insecure/damaged.	Likely to detach under weight of passengers and /or cause injury.	I	
	Advise early rectification.	IN	16 An inoperative powered ramp or lift that does not pose danger to any person or road user should be subject to inspection notice action. If the lift or ramp is permanently disabled, VTP5 Notifiable Alteration action is required allowing a revised Carrying Capacity Authorisation to be issued.
Roof light insecure/missing.	Likely to become displaced and fall on to occupants (see note 5).	I	
	Advise early rectification.	IN	
			17 Vehicles over 3m high must display a notice in the cab where it is easily visible to the driver and can be understood as indicating a height in relation to the vehicle or any trailer drawn. Further guidance is detailed in DVSA's Enforcement Sanctions Policy document.

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Fire extinguisher missing/empty/defective/wrong type e.g. powder.	(See note 7).	IN	
First aid equipment missing/incomplete.	(See notes 6 and 7).	IN	
Interior body panel damaged/holed/missing/ protruding/insecure (see note 8).	Likely to cause injury to any person.	I	
Legal writing/warning notices missing/illegible.	-	IN	
Passenger communication device missing/ inoperative.	Where the driver is in a separate compartment (see notes 9 and 10).	I	
	Driver is not in a separate compartment.	IN	
Engine cover missing/insecure.	Missing from saloon or driver's compartment.	I	
Engine compartment sound deadening material insecure/oil soaked.	Likely to become displaced or cause a fire hazard.	I	
	Advise early rectification.	IN	
Graffiti/contamination on an internal surface (state location).	Likely to soil clothing.	D	
	Other unauthorised writing or drawing.	IN	
	Advise early rectification.	IN	

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
TV equipment insecure (e.g. TV, video, coffee bar etc...).	Likely to become detached and/or cause injury.	I	
	Advise early rectification.	IN	
Ventilation Equipment Opening windows cannot be opened (see note 12).	50% or more opening windows cannot be opened.	D	
Forced air ventilation equipment missing/ inoperative/ineffective (see note 13).	50% or more forced air ventilation outlets missing/inoperative/ineffective.	D	
	Advise early rectification.	IN	
Canopy ventilator defective.	Canopy insecure and detachment likely.	I	
	Seized open and not protecting the passengers from the elements.	D	
	Seized closed and no alternative ventilation available.	D	
	Advise early rectification.	IN	

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Accessibility Features			
Wheelchair Spaces			
Rearward Facing Wheelchairs (see note 14)			
Stanchion or retractable rail relating to the wheelchair area missing, insecure or damaged.	Likely to detach if used or cause injury to any person.	I	
	Advise early rectification.	IN	
Partition or panel relating to the wheelchair area missing, damaged or insecure.	Panel likely to fall away and/or cause injury to any person.	I	
	Advise early rectification.	IN	
Unrestrained wheelchair padded backrest insecure or damaged.	Insecure and likely to fail when loaded or cause injury to any person.	I	
	Advise early rectification.	IN	
Forward Facing Wheelchairs (see note 15) Occupied wheelchair or user restraint fixings missing/ineffective/deteriorated or insecure (see note 15).	Missing, ineffective, incapable of performing its intended function or likely to detach if loaded.	I	
	Advise early rectification.	IN	

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Floor fixings loose or projecting.	Serious risk of passengers tripping or being injured.	I	
	Advise early rectification	IN	
Wheelchair or user restraint system missing/ damaged or defective.	Incapable of being easily operated in an emergency.	I	
	Advise early rectification.	IN	
Boarding Devices - Lifts and Ramps A lift or ramp severely weakened, with sharp edges or other protrusions.	Likely to fail or cause injury to any person.	I	
	Advise early rectification.	IN	
Lift or ramp cannot be secured in the stowed position.	Posing a risk of injury to any person.	I	
	Advise early rectification (see note 16)	IN	
Powered Lifts and Ramps Defective in operation.	Posing a risk of injury to any person.	I	
	Advise early rectification (see note 16)	IN	
In-cab Height Indicator Height indicator missing, illegible, displaying incorrect height or does not comply with required Regulations (see note 17)	Advise early rectification.	IN	

IM 22
Driver's Mirrors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Mirrors (see note 4, 7 and 8) External mandatory mirror, glass or other external indirect vision device missing.	No adequate view to the rear, side or front as required.	I	1 HGV's first used before 1 April 1985 (PSV 1 April 1983) must have exterior mirror on the offside and one interior mirror, or an exterior mirror on each side. HGV's first used on or after 1 April 1985 (PSV 1 April 1983) must have an exterior mirror on each side. Rigid HGV's first used on or after 1 October 1988 exceeding 12 tonnes DGVW must have an exterior mirror on each side, plus one close proximity mirror on the nearside, plus one wide angle mirror on the nearside. Articulated HGV's first used on or after 1 October 1988 exceeding 12 tonnes DGVW must have an exterior mirror on each side, plus one close proximity mirror on the nearside, plus one wide angle mirror on the nearside. Continued overleaf...
External mandatory mirror, glass or other external indirect vision device insecure/damaged/view obscured (see notes 3, 5 and 6).	If no adequate view to the rear, side or front (as required) (see notes 1 and 5).	I	
	External mirror likely to become detached.	I	
	Advise early rectification.	IN	
Interior rear-view mirror missing/defective/ insecure (see note 3).	Likely to become detached and fall on to driver/occupants.	I	
	Missing or unusable (see note 2).	D	
	Advise early rectification (see note 2).	IN	
A periscope, optical or other indirect vision device for the purpose of viewing the presence of passengers defective.	Likely to become detached and fall on to driver/occupants, or otherwise in such condition as to cause injury.	I	
	Advise early rectification.	IN	

IM 22
Driver's Mirrors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

1 Continued

HGV's first used from 26th January 2007 exceeding 7.5 tonnes DGVW will require an exterior mirror on the offside and nearside plus a close proximity mirror on the passenger side and a wide angle mirror on the offside and nearside, from the 26th January 2008 a front mirror must also be fitted. If either the front mirror or close proximity mirrors cannot be fitted (with the lower edge of the mirror) at least 2 meters or more from the ground (due to low cab height), the vehicle is exempt the requirement for both front and close proximity mirrors.

HGV's first used from 01st January 2000 exceeding 3.5 tonnes DGVW will require an exterior mirror on the offside and nearside, plus a close proximity mirror and a wide-angle mirror on the passenger side. A vehicle within this group not exceeding 7.5 tonnes DGVW where the close proximity mirror cannot be fitted (with the lower edge of the mirror) at least 2 meters or more from the ground are exempt from the requirement for both close proximity and wide-angle mirrors.

There are a minority of vehicles which can achieve the view to the front without a front mirror, if you are in any doubt about the necessity for a front mirror contact TaSS Swansea.

2 A missing or unusable interior mirror must be regarded as a defect only when there are no external rear view mirrors fitted to each side of the vehicle.

3 Mirrors are not required on agricultural vehicles driven at not more than 20 mph or any agricultural vehicle first used before 1 June 1986.

4 An indirect vision device may be accepted in the place of any mirror and the words 'indirect vision device' may replace the word 'mirror' in this section where applicable.

5 Obscured means that the view from the mirror is restricted to such an extent that it does not assist the driver to become aware of traffic. The attached link contains further guidance: www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide

6 Vehicles brought into scope by the London Safe Lorry Scheme Traffic Order GLA 2015 No:11 will be required to be fitted with class V and class VI mirrors where they can practically be fitted.

7 For the purpose of this inspection on a left hand drive vehicle the nearside is at the right and the offside at the left.

8 "Indirect vision device" means devices to observe the traffic area adjacent to the vehicle which cannot be observed by direct vision. These can be mirrors, camera monitors or other devices (but not a periscope) able to present information about indirect field of vision to the driver.

IM 23
Glass and View of the Road

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
View to the front Driver's view to the front or sides impaired having regard to the original design of the vehicle (see notes 1 to 7a).	Any object seriously impairing driver's view through the area swept by the windscreen wipers or view through outer mirrors seriously impaired.	I	See below
	Advise early rectification.	IN	

1 Reversing monitors and navigation screens may be acceptable, provided they do not impair the drivers view to the road and are of manufacturers original equipment.

2 As a general rule nothing should be placed in the swept area of the wipers. Some official stickers and road safety items are permitted provided they do not seriously impair the drivers view of the road. Official stickers are those that have a mandatory requirement to be in the windscreen for enforcement, security or crime prevention. E.g: 'O' licence, police authority vehicle anti-theft scheme stickers, security passes, disabled driver permits/badges etc.

3 Swept area means the area swept by the wipers in their normal operation not including an area covered to reach the 'parked' position or which the manufacturer deems as 'opaque'

4 Acceptable item for PSV's: Accessibility handrails, anti-vandal screens and their poles, ticket machine/fare collection equipment is allowed as long as a person 1.07mtrs (3ft 6ins tall), 300mm wide is not totally concealed in front of the vehicle.

5 Some vehicles have very large screens whose wipers cover an area that serves no particular use. The area above the horizontal line taken from the eye position assessed by the driver seated looking forward in the usual driving position, with the seat in it's highest position can be ignored, other than the area required to view the rear-view mirror where applicable.

6 Features which may intrude into the swept area provided they do not seriously impair the drivers view are: vehicle distance or lane indicator lenses, automatic windscreen wiper detectors, wiper blade cleaning grooves, Fresnel lens, split windscreens, central parking wipers and driver monitoring systems.

7 Features which are not permitted into the swept area and must not seriously impair the drivers view are; no smoking signs, height signs, satnav if not vehicle original equipment, maintenance information stickers, dash mounted tables, laptops, tablets & mobile phones.

7a For the purpose of 'seriously impairing drivers view' the examiner will need to make this assessment from the drivers viewpoint, as if being driven on the road, accounting for the view of the road in relation to traffic, cyclists and pedestrians etc.

Examples used are not a definitive list.

IM 23
Glass and View of the Road

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Windscreen and Windows		
Windscreen cracked/scratched/discoloured.	Driver's view of the road seriously impaired/presents a danger to occupants of the vehicle/detachment likely.	I
	Advise early rectification.	IN
Windscreen not of safety glass.	(See notes 8,9,10 and 11).	I
Driver's side window not of safety glass.	(See notes 8,9, 10 and 11).	D
PSV driver's interior door/screen not of safety glass or of a safety glazing material.	(See notes 9, 11, 12, 13 and 14).	D
PSV window not of safety glass or of a safety glazing material.	(See notes 8,9,10 and 11).	I
PSV window glazing missing/insecure/cracked.	Missing, detachment likely and/or presents a danger.	I
	Advise early rectification.	IN
Relevant vehicle (see note 10) with glass not marked with an acceptable mark.	-	IN
Windscreen and front side windows excessively tinted.	Average light transmission <30%.	I
	Average light transmission >30% <45%.	D
	Average light transmission >45% <65%.	IN

Notes	
8	On vehicles first used before 1 January 1959, if glass is fitted to windscreens and windows facing to the front on the outside of any motor vehicle, except the upper deck of a double decked bus, it must be safety glass.
9	On PSV's first used between 1 January 1959 and 31 May 1978, if glass is fitted to windscreens or any windows on the outside, it must be safety glass
10	Safety glass on vehicles first used before 1 June 1978 need not be marked as such. Where markings have been applied, these can fade with time.
11	On vehicles first used on or after 1 June 1978, windscreens and other windows wholly or partly on either side of the driver's seat must be specified safety glass. All other windows must be specified safety glass or glazing.
12	On PSV's first used on or after 1 April 1959 and before 1 April 1988, transverse windows or transparent partitions not of safety glass or safety glazing must be adequately protected against breakage should a passenger be thrown against them.

IM 23
Glass and View of the Road

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
PSV Windows			13 On PSV's first used on or after 1 April 1988, all transverse windows or transparent partitions must be of safety glass or safety glazing. On PSV's first used before 1 April 1959, transverse windows or transparent partitions not of safety glass or safety glazing must be adequately protected against breakage if they face transverse seats.
Window louvres cracked/broken/insecure.	Detachment likely and/or presents a danger.	I	
	Advise early rectification.	IN	
Weather strip damaged/deteriorated.	-	IN	
Window dirty.	Affecting vision and/or light.	IN	
			14 Safety glazing is permissible for windows forming all or part of a door fitted in the interior of a PSV at the side of the driver's seat so as to form a compartment for the driver.
Driver's seat (additional requirements).	Defective special device such as anti-glare shield and field of vision impaired.	D	
	Field of vision not impaired.	IN	

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
See Note 1, which applies to all sections of IM 24			**NOTE: THIS IM ITEM DOES NOT APPLY TO AGRICULTURAL VEHICLES.**
Wheel Chair Spaces			1. The standards in this section apply only to vehicles issued with an Accessibility Certificate or Special Authorisation. As an alternative to Schedules 1 ,2 and 3 some vehicles with accessibility certificates will be Bus Directive vehicles and will include compliance with Annex VII of the directive. Annex VII means Annex VII to Bus Directive 2001/85/EC and Annex VII vehicle means a Bus Directive vehicle required to comply with Annex VII. ECE Regulation vehicle means a bus which has been built or approved to ECE Regulation 36 (buses with more than 22 passengers), ECE Regulation 52 (buses with not more than 22 passengers), or ECE Regulation 107 (double deck buses). This information is noted on the technical record of the vehicle. For vehicles not issued with such certificates or where it is not known apply the standards in IM21.
Sign or instruction indicating the direction the wheelchair and user should face during travel missing or deteriorated.	Missing or illegible.	IN	
Safety instructions explaining the use of the wheelchair space and restraint systems missing or deteriorated (not Annex VII vehicles).	Missing or illegible.	IN	
Rearward facing Wheelchairs Padded backrest missing, insecure or damaged or other device supplied to support the wheels or the back of the wheelchair missing or damaged (see note 2).	Insecure and likely to fail when loaded; missing and likely to cause injury to any occupant.	I	
	Missing.	D	
	Advise early rectification.	IN	
Partition or panel relating to the wheelchair area missing, damaged or insecure.	Panel likely to fall away and/or cause injury to any person or danger caused by absence.	I	
	Missing.	D	
	Advise early rectification.	IN	

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Forward Facing Wheelchairs (see note 3)			2 On Annex VII vehicles a backrest where fitted need not be padded and as an alternative to a backrest a device which acts as a support for the wheels of the wheelchair may be permitted.
Wheel chair or user restraint fixings missing/ ineffective/deteriorated or insecure.	Ineffective/incapable of performing its intended function or likely to detach if loaded.	I	
	Missing (position unoccupied).	D	3 No wheelchair user restraint for Bus Directive Annex VII vehicles if the passenger seats in the vehicle are not required to be fitted with any form of occupant restraint.
	Advise early rectification.	IN	
Floor fixings loose or projecting.	Serious risk of passengers tripping or being injured.	I	
Wheelchair or user restraint system missing/ damaged or defective.	Ineffective/incapable of performing its intended function or likely to detach if loaded.	I	
	Incapable of being easily operated in an emergency.	I	
	Missing.	D	
	Advise early rectification.	IN	
Safety instructions on the use of wheelchair and/or wheel chair user restraints missing or deteriorated (not annex VII vehicles).	Missing or illegible.	IN	

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Boarding Devices - Ramps and Lifts			
A lift or ramp missing, insecure or severely weakened, with sharp edges or other protrusions.	Likely to fail or cause injury to any person.	I	
	Missing.	D	
	Advise early rectification.	IN	
Lift or ramp cannot be secured in the stowed position.	Posing a risk of injury to any person.	I	
	Advise early rectification.	IN	
Lift surface device for preventing wheelchairs from rolling off defective or missing.	Wheelchair users at risk of injury.	I	
	Not capable of operating as intended.	D	
	Advise early rectification.	IN	
Contrasting band of colour along the edge of a ramp or lift deteriorated (not annex VII lifts).	Missing or visually defective.	D	
	Deteriorated but still visible.	IN	
Powered lifts or ramps Fails to operate by the primary means or operation presents a risk to any person.	Posing a risk of injury to any person.	I	
	Inoperative .	D	

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Secondary means or operation incomplete or defective (see note 4.	Fails to operate at all or missing.	D	4 Examiners should be aware that the secondary means of operation can be achieved by using a portable ramp.
	Advise early rectification.	IN	
Audible warning or operation inoperative (not annex VII vehicles fitted with a lift.	Missing or inaudible.	D	4a Safety devices are required as approved. Refer to vehicle technical record.
	Advise early rectification.	IN	
Lamp and audible warning of operation of an annex VII vehicle powered ramp.	No warning of operation.	I	
	Advise early rectification.	IN	
Portable Ramps and Powered Ramp/Hoist Secondary Operation There is not at least one portable ramp available for use when required (i.e. where there is no manual ramp, powered lift or ramp fitted and working, or no manual secondary means to operate a powered lift/ ramp.	Missing.	D	
A portable ramp with no suitable stowage position.	A hazard likely to cause injury. Advise	I	
	early rectification.	IN	
A portable ramp which cannot be safely fitted for passenger use.	Incapable of being fitted or if fitted not capable of performing its function.	I	
A lift or ramp safety device intended to prevent the vehicle from being driven normally when the lift or ramp is not in its intended position for vehicle travel. (see note 4a).	Device inoperative.	I	

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Viewing Devices (see note 5)		
The driver, whilst seated in the drivers seat, does not have a direct or indirect view of the inside and/or outside of the doors where power operated lifts or ramps are located. (This is not applicable where the operating controls are adjacent to the lift or ramp).	The inside and outside of the door area or the lift or ramp are not visible to the driver from the driver's seat.	I
	Insecurity and likely to cause injury.	I
	Advise early rectification.	IN
Communication Devices (see note 6) Any device intended for wheelchair users inoperative or missing.	Missing or inoperative.	D
Any exterior communication device inoperative or missing.	Missing or inoperative.	D
Entrance and Exit Lighting (see note 7) Lighting specifically intended for wheelchair users to be able to board or alight in safety is missing, inoperative or badly deteriorated.	Illumination of the area so inadequate as to pose a risk to the safety of users.	I
	Other lighting provides sufficient illumination for users.	IN

Notes

5 This is not required where the lift or ramp is in direct field of driver's vision from the driving seat or where the operating control is adjacent to the lift or ramp.

6 Internally this would be at a wheelchair space or externally adjacent to the wheelchair entrance that is outside the direct view of the driver. Where the wheelchair entrance/exit is within direct view of the driver no device is required.

7 Examiners should consider any other artificial and natural lighting.

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steps/Floors/Gangways Slip resistant material deteriorated and no longer effective.	Users likely to lose their footing.	I	
	Advise early rectification.	IN	
Contrasting band of colour along the edge of a step missing or deteriorated (not annex VII or ECE regulation vehicles).	Missing.	D	
	Deteriorated but still visible.	IN	
Folding or extendible step damaged or not functioning correctly.	Step projecting and/or likely to cause injury.	I	
	Cannot be stowed correctly.	IN	
Kneeling Suspension Controls do not stop and reverse lowering process.	-	I	

IM 25
Windscreen Wipers and Washers

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Washers and Wipers Windscreen wiper missing/damaged/inoperative/ blades worn (see note 1).	Any wiper missing, inoperative or damaged such that the driver's view to the front is impaired.	I
	Subject to prevailing weather conditions (i.e. weather fine).	D
	Advise early rectification.	IN
Windscreen washer not fitted/inoperative/system incomplete (see notes 1, 2 and 3).	Vision seriously impaired.	I
	Advise early rectification.	IN

Notes

1 If the windscreen can be opened, or by some other means, an adequate view can be obtained from the driving seat, the vehicle need not be provided with wipers or washers.

2 Washers are not required on PSV's whilst on local service duty.

3 Washers are not required on agricultural motor vehicles first used before 1 June 1986, or those driven at speeds not exceeding 20mph.

IM 26
Speedometer/Tachograph

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Speedometer			1 Vehicles first registered on or after 1 October 1937 must be fitted with a speedometer unless the vehicle is legally limited to a speed not exceeding 25mph or is incapable by reason of its construction of exceeding 25mph.
Missing (if required) or not operational at all or not capable of being illuminated at all (see notes 1, 2 and 3).	-	D	
Not fitted as required or operation impaired or not capable of being sufficiently illuminated (see notes 1, 2 and 3).	Advise early rectification.	IN	2 A tachograph may be fitted in place of a speedometer to a vehicle not within the scope of EC regulations.
Tachograph Where required, a tachograph is not fitted/sealed/ inoperative (see Notes 2, 4 and 5).	Tachograph defects to be dealt with under the Transport Act (GVI70 /TE160).	-	3 Speedometer fitment does not apply to agricultural motor vehicles driven at not more than 20mph or category T tractors which are not driven at more than 40kph. 4 Tachographs are not required on vehicles not capable of exceeding 40kph by virtue of design or the use of a speed limiter. 5 Examiners should be aware that if recording equipment is fitted there are situations where no offence is being committed and therefore no action should be taken. A person is not liable if it can be established that it had not been reasonably practicable for the equipment to be repaired by an approved workshop e.g. it had become defective during the journey. Drivers in these circumstances are required to keep manual records.

IM 27
Audible Warning (Horn)

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Horn			1 This inspection item does not apply to: • An agricultural vehicle driven at not more than 20mph. • Motor vehicles which have a maximum speed not exceeding 20mph. • A category T tractor unless it is being driven at more than 40kph.
Horn insecure.	Detachment imminent.	I	
Horn not working at all, missing or emits a sound likely to be confused with an official siren (note 1).	-	D	
Not working properly.	Defective advise early rectification.	IN	
Control insecure.	Defective advise early rectification.	IN	

IM 28
Driving Controls

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Driving Controls			This section does not apply to the condition of brake controls IM No:36, 37 and 39 apply.
Any driving control missing/incomplete/fractured/ damaged/excessively corroded/impeded in its travel/incorrectly positioned/insecure (Specify component).	Control so defective or impeded in its travel that it fails to fulfil its function.	I	
	Safe operation of vehicle not likely to be affected.	D	
	Advise early rectification.	IN	
Clutch pedal anti-slip pad loose/deteriorated.	If originally fitted.	IN	
Engine stop control inoperative (ignition key or stop control in cab).	-	D	
Advanced Driver-Assistance Systems (ADAS)			
Any component forming part of ADAS missing/ damaged/disconnected/malfunctioning.	Advise early rectification when it is evident that the system is defective.	IN	

IM 28
Driving Controls

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Condition of Driver's Area Driver's area littered with rubbish/ancillary equipment.	Liable to interfere with proper control of the vehicle.	I	
	But not yet likely to affect the control of the vehicle.	IN	

IM 30
Steering Control

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Steering Wheel Excessive 'free' play at steering wheel.	Likely to impair directional control of the vehicle.	I
	No apparent risk of affecting directional control of vehicle (see notes 1, 2 and 3).	D
Steering wheel (hub/rim/spokes) fractured.	Failed or failure imminent or jagged edges likely to cut drivers hand.	I
	But no apparent risk to driver or of steering wheel failure (see notes 4 and 5).	D
Steering wheel (hub/rim/spokes) insecure.	Detached or detachment imminent.	I
	No apparent risk of detachment.	D
Steering wheel loose to column shaft.	-	I
Steering wheel retaining device missing (specify device).	-	I
Unsafe modification to steering wheel.	-	I

Notes

1 The maximum permissible "free" play on a steering wheel is as follows:

If a point on the rim of the steering wheel moves without the road wheels moving for a distance of

- (except on rack and pinion steering) 1/ 5 of diameter of steering wheel, e.g. 76mm on a 380mm diameter wheel
- (on rack and pinion steering) 1/ 30 of diameter, e.g. 13mm on a 380mm diameter wheel. Free play of up to 1/8 of diameter, e.g. 48mm on a 380mm diameter wheel is acceptable where the steering wheel.
  - is placed forward from rack and pinion steering, and
  - has a number of joints to the rack.

2 Power steering must be checked with the engine running. While the power steering pump is working but not providing hydraulic assistance, the steering wheel play is slightly greater than with manual steering systems.

IM 30
Steering Control

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering Column Excessive lift or side movement of steering column.	Abnormal movement indicating failure of component parts.	I	3 In some types of steering, e.g. those with universal joints or flexible couplings, there might be a certain amount of movement present that is not due to wear.
	Abnormal movement (see notes 3 and 6).	D	4 Cracks in the plastic covering of a spoke do not necessarily indicate that the spoke is fractured.
Steering column coupling excessively deteriorated/ worn/insecure.	Failure imminent.	I	5 Jagged edges on the rim of a steering wheel (e.g. due to cracks in plastic covering) are a reason for action ONLY if they are likely to cut the driver's hand.
	Early failure unlikely (see notes 3 and 6).	D	6 Some vehicles have flexible top bearings for the steering column, in which case more than average movement is permissible.
Steering wheel/column adjuster defective.	Steering wheel/ column cannot be secured as required.	I	7 It is acceptable for a steering lock (anti-theft device) to be missing or not working as long as the vehicle has an engine immobiliser, or a permanently installed immobilisation device which acts on either the steering, brakes or the transmission.
	Advise early rectification.	IN	8 Some electronic steering locks, generally on vehicles with keyless ignition systems, will only activate when the drivers door is opened or closed.
Unsafe modification to steering column.	-	I	
Steering Lock (anti-theft device) See notes 7 & 8	Defective and inadvertently affects safe operation of steering.	I	
	Defective - unlikely to affect safe operation of steering.	D	
	Not functioning to prevent vehicle being driven.	IN	

IM 33
Speed Limiters

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
THIS IM ITEM DOES NOT APPLY TO AGRICULTURAL VEHICLES.			1 If applicable to the vehicle type, date of first use and use (international or domestic) - See Table A.
Speed Limiters Speed limiter not restricting the vehicle to its legal maximum (see notes 1, 2 3, 3a, 4, 5 and table A).	Evidence of intent to circumvent the speed restrictions.	I	2 Between January 2005 and January 2008 the scope of vehicles requiring speed limiters has been extended.
	Speed in excess of 10Kph for more than 5 minutes (see note 3).	I	3 Examiners will need to gather sufficient evidence to show the speed limiter has not become defective during the current journey, i.e. over speeding of more than 10 Kph within any of the previous 7 days.
	Evidence of long standing defect, speed in excess of 10 Kph for more than 7 days (see note 3a).	D	3 (a) Prohibition action should not be taken if the driver can produce evidence of speed limiter repair from the last recorded over speed.
Speed limiter plate missing/defective/showing evidence of disturbance.	-	D	4 Some speed limiters do not require the fitting of external tamperproof devices. Action must only be taken where there is clear evidence that a device has been disturbed/removed or is defective.
Speed limiter tamper proof device missing/defective/ showing evidence of disturbance.	-	D	5 When considering prohibition action for non compliance within 10kph of the restricted speed, examiners must consider the trace speeds in Table A. The trace speed in table A must be met prior to prohibition action being taken. (pre-digital tachographs excluding mechanical tachographs).
Any interrupter device fitted to the vehicle in contravention of the requirements.	-	I	
Size of tyres not compatible with calibration parameters.	Where information is available.	D	

IM 33
Speed limiters - Table A

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

This applies to all vehicles required to be fitted with a speed limiter
Passenger vehicles with more than 8 passenger seats (Bus)

Vehicle Size (Gross Design Weight)	C&U reg 36A paragraph	First registered	Use	**Diesel / LPG / Natural Gas** Date Stabilised speed not to exceed	Summary	**Petrol** Date Stabilised speed not to exceed	Trace speed not to be exceeded.
not exceeding 5000	2B & 7	1 January 2005 and after	All	existing requirement 100 kph	As of 1st January 2008, all vehicles with diesel/LPG or natural gas engines require a speed limiter set at 100kph or not to exceed 100kph depending on age.	existing requirement 100 kph	102 kph or more
	2C & 7	1 October 2001 to 31 December 2004 (Euro III or later engine)	All	existing requirement 100 kph		Not Required	102 kph or more (diesel/LPG/ CNG only)
5001 to 7500	2A & 7	1 January 2005 and after	All	existing requirement 100 kph		existing requirement 100 kph	102 kph or more
	2C & 7	1 October 2001 to 31 December 2004 (Euro III or later engine)	All	existing requirement 100 kph		Not Required	102 kph or more
7501 to 10000	2 & 7	1 January 2005 and after	All	existing requirement 100 kph		existing requirement 100 kph	102 kph or more
	2 & 7	1 October 2001 to 31 December 2004	All	existing requirement 100 kph		existing requirement 100 kph	102 kph or more
	2 & 7A	1 January 1988 to 30 September 2001	All	existing requirement 100 kph		existing requirement set speed of 100 kph	107 kph or more
100001 >	2 & 7	1 January 2005 and after	All	existing requirement 100 kph		existing requirement 100 kph	102 kph or more
	2 & 7A	1 January 1988 to 31 December 2004	All	existing requirement 100 kph		existing requirement set speed of 100 kph	107 kph or more

Passenger vehicles with more than 16 passenger seats (Coach)

Vehicle Size (Gross Design Weight)	C&U reg 36A paragraph	First registered	Use	**Diesel / LPG / Natural Gas** Date Stabilised speed not to exceed	Summary	**Petrol** Date Stabilised speed not to exceed	Trace speed not to be exceeded.
7501 >	1 & 6	1 April 1974 to 31 December 1987	All	existing requirement set speed at 100 kph	All require speed limiter set at 112 kph	existing requirement set speed at 112 kph	118 kph or more

IM 33
Speed limiters - Table A

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

This applies to all vehicles required to be fitted with a speed limiter
Goods

Vehicle Size (Gross Design Weight)	C&U reg 36A paragraph	First registered	Use	**Diesel / LPG / Natural Gas** Date Stabilised speed not to exceed	Summary	**Petrol** Date Stabilised speed not to exceed	Trace speed not to be exceeded.
3501 to 7500	1A & 9	1 January 2005 and after	All	existing requirement 90 kph	As of 1 January 2008, all vehicles with diesel/LPG or natural gas engines requires a speed limiter set at 90kph or not to exceed 90kph depending on age. Except 7501 - 12000 kgs vehicles registered between 1 August 1992 and 30 September 2001 which are set to 96.5kph	existing requirement 90 kph	92 kph or more
	1B & 9	1 October 2001 to 31 December 2004 (Euro III or later engine)	All	existing requirement 90 kph		Not Required	92 kph or more (diesel/LPG/CNG only)
7501 to 12000	1A & 9	1 January 2005 and after	All	existing requirement 90 kph		existing requirement 90 kph	92 kph or more
	1B & 8	1 October 2001 to 31 December 2004 (Euro III or later engine)	All	existing requirement 90 kph		existing requirement 90 kph	92 kph or more
	1 & 8	1 August 1992 to 30 September 2001	All	existing requirement 90 kph		existing requirement 90 kph	102 kph or more
12001 >	2 & 9	1 January 2005 and after	All	existing requirement 90 kph		existing requirement 90 kph	92 kph or more
	2 & 9	1 October 2001 to 31 December 2004 (Euro III or later engine)	All	existing requirement 90 kph		existing requirement 90 kph	92 kph or more
	2 & 9	1 January 1998 to 30 September 2001	All	existing requirement 90 kph		existing requirement 90 kph	92 kph or more

IM 34
Pressure/Vacuum Warning and Build Up

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Air/Vacuum Build Up Air/Vacuum build up slow.	Excessively slow, If the warning device fails to cease operating or gauge does not reach 3.1kg/sq. cm (45psi/3bar/310kPa) within 9 minutes for vehicle/trailer/semi trailer combinations (6 minutes for rigid vehicles and uncoupled tractor units) or 25cm to 30cm vacuum in 2 minutes (see notes 1, 2 and 3).	I	1 If the pressure gauge has no warning mark, take the 3.1kg/ sq. cm (45 psi/3bar/310kPa) mark as the warning mark. 2 If the vacuum gauge has no warning mark, take the 25 to 30cm Hg mark as the warning mark. 3 These times are examples only and might vary with vehicle type. 4 These defects apply only to continuous flow hydraulic braking systems.
	Slow, If the warning device fails to cease operating or gauge does not reach 3.1kg/sq. cm (45psi/3bar/310kPa) within 6 minutes for vehicle/trailer/semi trailer combinations (3 minutes for rigid vehicles and uncoupled tractor units) or 25cm to 30cm vacuum in 1 minute (see notes 1, 2 and 3).	D	
Hydraulic Build Up Hydraulic pressure build up slow.	If warning device fails to cease operating within 6 minutes (see note 4).	I	
	If warning device fails to cease operating within 4 minutes (see note 4).	D	

IM 34
Pressure/Vacuum Warning and Build Up

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Air/Vacuum Assistance		
Insufficient reserve of air/vacuum.	Insufficient pressure or vacuum to give assistance for **two** or more applications of the brakes after the warning device has operated (see notes 1 and 2).	I
	Insufficient pressure or vacuum to give assistance for **four** or more applications of the brakes after the warning device has operated (see notes 1 and 2).	D
Warning Systems		
Warning gauge/flag/light/missing/not functioning/not visible.	Where only one such device is fitted (See notes 6 and 7).	I
	Other device available to the driver.	IN
Warning gauge not illuminated.	Function not readily visible during the hours of darkness (see notes 6 and 7).	IN
Warning buzzer inoperative.	(See notes 5, 6 and 7).	IN

Notes	
5	Applies (with the exception of the gauge which is not normally fitted) to continuous flow hydraulic braking systems.
6	This inspection applies to all vehicles, except those with an unladen weight of less than 3050kg where the vacuum reservoir is coupled direct to the engine induction manifold. These vehicles do not require a pressure/vacuum warning device. Certain type approved vehicles (e.g. Mercedes Benz 515, 609, 612, 614 and 709, Iveco Daily) have been manufactured without a warning device. The absence of such a device in these cases is not a defect.
7	Vehicles used from 1 April 1983 can be fitted with either a visual warning device or an audible warning device. If both are fitted only one need work. Vehicles first used before 1 April 1983 must be fitted with a visual warning device. If an audible warning device is also fitted this is considered to be an addition to the mandatory requirement.

IM 36
Hand Lever Operating Mechanical and Electronic Parking Brakes

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Controls			
Hand brake lever/control fractured/incomplete/ seized/insecure.	Fails to fulfil its function.	I	1 This means that, when the brake is fully applied, there is not sufficient further movement of the lever because it is at the end of its working travel on the ratchet.
	Failure imminent.	I	
	Immediate failure unlikely or pivot too tight.	D	
Hand brake lever/control travel impeded/cannot be readily operated.	Cannot be operated satisfactorily.	I	
	And cannot be operated with complete freedom.	D	
Excessive side play in hand brake lever/ control.	Failure imminent or could inadvertently disengage.	I	
	Excessive wear or play.	D	
Insufficient reserve travel on hand brake lever/ control (see note 1).	Brake efficiency impaired.	I	
	Brake efficiency not impaired.	D	
Hand brake lever/control pawl and/or ratchet worn.	Lever cannot be set or could inadvertently disengage.	I	
	But no apparent risk of early failure.	IN	

IM 36
Hand Lever Operating Mechanical and Electronic Parking Brakes

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Any retaining/locking device missing/insecure or detached (specify component).	Retaining device missing or detached.	I	2 A locking device might not be obvious from a visual examination.
	Retaining device insecure or locking device missing or insecure (see note 2).	D	3 An electronic parking brake (EPB) although applied electronically, must be maintained in operation by direct mechanical means. This mechanism may be within the brake calliper or within the motor/gear assembly so cannot be readily seen.
Excessive movement of lever.	Indicating incorrect adjustment.	D	
Brake control not releasing correctly.	Advise early rectification.	IN	
Electronic parking brake warning light indicates a malfunction Electronic park brake warning light illuminated indicating a fault (see note 3).	Brake efficiency impaired.	I	
	Warning light illuminated indicating a fault.	D	

IM 37
Service Brake Pedal

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Controls		
Foot brake pedal fractured/incomplete/insecure/ pivot excessively worn.	Fails to fulfil its function.	I
	Failure imminent.	I
	Excessive wear or play.	D
Foot brake pedal travel impeded/cannot be readily operated.	Cannot be operated satisfactorily.	I
	Pivot too tight.	D
Insufficient reserve travel on foot brake pedal (see note 1).	Brake efficiency impaired.	I
	Brake efficiency not yet impaired.	D
Foot brake pedal anti-slip provision missing/loose/ deteriorated/worn smooth (see note 2).	Pad about to become detached or level of grip offered affected.	D
	Grip offered unaffected.	IN
Foot brake pedal not releasing correctly.	Functionality affected.	D
	Functionality not affected.	IN
Foot brake pedal capable of applying each side of the vehicle's brakes independently.	And the assembly is unlocked.	I

Notes

1 Not applicable to power operated braking systems provided the foot valve is fully open before the pedal is fully depressed.

2 The provision of a pedal rubber which is itself of an anti-slip material is not to be regarded as defective if its design pattern is worn smooth.

IM 38
Service Brake Operation

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Complete braking system		
Leakage of air or antifreeze.	Braking performance affected.	I
	Minor leak (e.g. from air antifreeze system).	IN
Controls		
Foot brake pedal “spongy” indicating a fault in the brake system (see note 1).	Brake efficiency impaired.	I
	No indication of brake efficiency being impaired.	D
Foot brake pedal “creeps” to floor (see note 1).	-	I
Air/vacuum assistance not working.	Brake efficiency impaired.	I
	But no apparent risk of braking efficiency being impaired.	D
Leaks		
Indication of leakage in full air/vacuum/continuous flow hydraulic brake systems.	Leakage such that pressure or vacuum cannot be sustained with engine running just above idling speed.	I
	Hose, pipe or connection leaking causing noticeable drop in pressure or audible leak (air brake systems).	D

Notes

1 These defects might not apply to vehicles equipped with full air/vacuum or continuous flow hydraulic braking systems.

2 Regulations require that an anti-lock warning light is fitted, it may be fitted on the drawing vehicle in the case of a semi-trailer. All EBS equipped vehicles only need to cycle any system modulators at least once on energising (ignition on) to signal correct ABS operation.

3 (a) The anti-lock light operating sequences are complex. If Examiners are in doubt about the existence of a defect and the sequence plate is missing, then providing the warning light is operating, the issue of an Inspection Notice is the appropriate course of action.

(b) Where a vehicle displays a yellow ABS MIL lamp and there is evidence the ABS system operated correctly at the beginning of the current journey (24 hour period), **or** a journey directly to a place where the ABS is to undergo repair, the issue of an inspection notice would be the appropriate course of action.

IM 38
Service Brake Operation

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Electronic Braking Systems (EBS) (see notes 2, 3a, 3b, 4 and 5). EBS/ABS warning inoperative or indicates the existence of a fault.	MIL inoperative or any red MIL illuminated	I
	No available evidence of EBS function (see note 4).	I
	Yellow MIL illuminated (see note 3b).	D
Anti-lock Braking Systems (ABS) (see notes 2, 3a, 3b, 4 and 6). Anti-lock brake warning light sequence inoperative or indicates a fault.	Advise early rectification.	IN
	ABS Warning light inoperative or indicates a fault and the vehicle/trailer is not equipped with load sensing in addition to ABS.	I
	ABS warning light inoperative or indicates a fault and the vehicle/trailer is equipped with load sensing in addition to ABS.	D
Electronic Stability Control (ESC) Any component forming part of an ESC system missing/damaged/disconnected/malfunctioning.	Such that the ESC system is rendered inoperative and no evidence of operation.	D
ESC warning light inoperative or indicates the existence of a fault. (See note 7).	ESC MIL inoperative or indicates the existence of a fault.	D

Notes

4 All ABS and EBS equipped vehicles and trailers approved to UN or EU requirements must display a warning light to indicate to the driver the existence of a fault in the system. This light or generic vehicle systems light is required to illuminate when the system is energised and will extinguish on satisfactory completion of the static test. Some illuminate very briefly and may be missed, particularly in bright lighting conditions. It may be necessary to wait as much as 30 seconds, or it may be necessary to move the vehicle before re-testing to allow the system to re-set.

5 An EBS pictogram from the system manufacture is a reliable indicator that EBS is fitted.

6 A five pin ISO7638 plug on the headboard is reliable evidence that a trailer is not EBS equipped.

7 ESC MIL must be a separate lamp. One lamp covers a combination. ESC MIL maybe illuminated if the driver has manually switched off the system, this will not result in prohibition action.

IM 39
Hand Operated Brake Control Valve

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Controls Brake hand valve fractured/damaged/insecure/lever loose.	If not functional.	I	
	But no apparent risk of early failure.	D	
Brake hand control valve cannot be moved over its original full travel or cannot be retained in the on or off positions.	-	I	
Parking brake hand valve lever cannot be set.	-	I	
Indication of leakage in full air/vacuum/continuous flow hydraulic brake systems.	Leakage such that pressure or vacuum cannot be sustained (engine fast idling).	I	
	Pressure or vacuum can be sustained (engine fast idling).	D	

IM 41
Condition of Chassis

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Chassis and Attachments			1 For components normally fixed to the chassis e.g. fuel tanks, brake reservoirs etc… see other sections.
Chassis main member/cross member/outrigger/ strengthening plate/fastening severely corroded/ seriously deformed/fractured/ insecure/missing/ welding breaking away.	Likely to affect control of the vehicle, safe carriage of load or detachment of component imminent (see notes 1 and 2).	I	2 This item includes the condition of any flitch plates that are fitted.
	Insufficient strength of parts.	I	
	Excessive corrosion which affects the rigidity of the assembly.	D	
	Slight fracture, deformation or insecurity of any side or cross-member or strengthening plate/fastening.	D	
	Advise early rectification.	IN	
Integral bodied vehicle panels forming part of the overall strength of the vehicle of unsuitable type with inappropriate fixings/insecure.	Likely to affect control of the vehicle, safe carriage of load or detachment of component imminent.	I	
	Advise early rectification.	IN	

IM 42
Electrical Wiring and Equipment

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Battery Condition (see note 4)		
Battery insecure.	Likely to fall from vehicle or displacement constitutes a fire risk.	I
	Advise early rectification.	IN
Battery leaking.	Electrolyte entering passenger compartment of a PSV or likely to cause failure of items which could affect vehicle safety.	I
	Electrolyte leaking.	D
	Advise early rectification.	IN
Battery container not vented.	(See note 1).	D
Battery cell closure insecure/missing.	Electrolyte entering passenger compartment of a PSV or likely to cause failure of items which could affect vehicle safety.	I
	Fumes entering passenger compartment.	I
	Advise early rectification.	IN

Notes

1 PSV's only.

2 Action to be taken if lights don't work properly is shown in IM's 63 and 66.

3 Care needs to be taken when inspecting high voltage systems. High voltage wiring is colour coded orange.

4 Where it is not possible to inspect batteries for condition and leaks every effort should be made to inspect the area where batteries are installed to confirm there are no signs of leaks.

5 Hybrid electrical vehicles (HEVs), Electrical vehicles (EVs) only.

IM 42
Electrical Wiring and Equipment

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Switchgear and Wiring (see note 3)			
Wiring deteriorated/insecure/inadequately insulated/ insulation is or will become ineffective due to chafing or heat.	Constitutes a fire risk.	I	
	Extremely deteriorated (relevant parts for braking, steering) steering or braking likely to be affected.	I	
	Fixings loose, touching sharp edges, connectors likely to be disconnected.	D	
	Heavily deteriorated/likely to short circuit.	D	
	Advise early rectification.	IN	
Lighting switch insecure/malfunctioning.	Switch does not operate correctly and function impaired.	D	
	Rear position lamps and side marker lamps can be switched off when headlamps are on.	D	
	If lights work (see note 2).	IN	
Power train Equipment (see note 5)			
Check all power train equipment for security and risk of fire or injury.	Likely to fall from vehicle or presenting a risk of fire or injury.	I	
	Advise early rectification.	IN	

IM 43
Engine and Transmission

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Engine/Transmission Security (see note 1)			1 Powertrain units used on Hybrid Electrical Vehicles (HEV) and Electrical Vehicles (EV) should be treated as an engine or transmission.
Engine or transmission mounting/sub frame fractured/deteriorated/insecure.	Engine/transmission detachment imminent.	I	
	No longer capable of performing its function of location and support.	D	
	Early detachment unlikely, attention required.	IN	

IM 44
Oil and Waste Leaks

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Oil and Waste Leaks Oil/Waste leaking onto road surface (specify location on vehicle).	Continuous flow or constitutes a health/ fire risk.	I	1 When considering several leaks, due regard must be given to the cumulative effect, which could justify prohibition action. 2 “Waste” includes effluent from toilets and other ancillary devices but does not include water from sinks or hand wash basins.
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes (see note 1 and 2).	D	
	Dripping, less than 75mm patch in 5 minutes.	IN	
Oil or waste contaminating ... (specify component/ material) (see note 2).	Constitutes a health/fire risk.	I	
	Advise early rectification.	IN	

IM 45
Fuel Tanks and Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Fuel Tanks and Systems Including heating and cooling fuel tank and systems		
Fuel tank and/or mountings insecure.	Detachment imminent.	I
	Creating a particular risk of fire.	I
	Significantly insecure.	D
	Early detachment unlikely.	IN
Fuel tank filler cap and/or sealing arrangement missing/defective (see note 1, 2 and 3).	Such as to permit fuel spillage and cause a hazard to the vehicle and/or other road users.	I
	Defective requires rectification.	D
Fuel leakage from ... (specify source) (see note 4).	Continuous fuel leak or a leak constituting a hazard to other road users or PSV passengers or likely to create a fire hazard.	I
	Defective requires rectification.	D
Fuel pipe damaged/chafed/insecure.	Creating a particular risk of fire.	I
	Likely to fracture or leak.	D
	Leakage unlikely.	IN

Notes

1 A missing or ineffective fuel cap and or sealing arrangement is considered sufficient evidence to ‘permit’ fuel spillage and will justify prohibition action.

2 Fabricated and “Emergency” caps are acceptable providing they make a positive seal. Use of rags, plastic bags etc… in place of a fuel cap must be regarded as a defect.

3 Before justifying prohibition action care should be taken to ensure there are no other sealing mechanisms in the filler neck or tank, which prevents the spillage of fuel.

4 A fuel leak caused by a defect, contaminating the road surface will be considered a hazard to other road users and will justify prohibition action.

IM 45
Fuel Tanks and Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Fire risk due to fuel tank or exhaust not properly shielded or engine compartment condition.	-	I	
LPG/CNG/LNG or hydrogen system defective.	Any part of the system clearly defective constituting a clear risk to road safety.	I	

IM 46
Exhaust Systems and Nuisance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Exhaust Systems (see note 2 and 3)		
Exhaust system incomplete/insecure/leaking.	Fumes likely to enter vehicle interior and danger to health of occupants or detachment imminent or likely to create a fire hazard (see note 1).	I
	Significant deterioration or no immediate danger to health of occupants.	D
	Unlikely to cause danger or be a fire risk.	IN
Leak from exhaust system likely to cause damage to brake or fuel lines.	Brake or fuel pipe likely to fail.	I
Exhaust silencer holed, missing or modified.	Does not reduce the noise emitted to a reasonable level.	D
Exhaust system contaminated by grease or oil etc. Grease shields inadequate/missing/insecure.	Constitutes a fire risk or shield likely to detach.	I
	Advise early rectification.	IN
Noise suppression system defective Any part of the noise suppression system insecure, damaged, incorrectly fitted, missing or obviously modified in a way that adversely affects the noise levels.	Insecure and detachment imminent.	I
	Loose early detachment not likely, missing, incorrectly fitted, damaged or obviously modified in a way that adversely affects noise levels.	D

Notes

1 When considering a fire hazard, the nature of the load carried could make more lenient action appropriate.

2 The term ‘exhaust system’ in this context includes the exhaust arrangements of combustion heaters, particulate traps and catalysts.

3 Inspection Notice action should be taken in the case of a tail pipe missing, corroded or holed and unlikely to detach, does not cause a fire hazard or danger by allowing fumes to enter the passenger or driver compartment.

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Suspension Location A suspension anchor bracket insecure/fractured or otherwise defective.	Detachment or failure imminent.	I	**NOTE: AGRICULTURAL VEHICLES** • **Driven at not more than 20 Mph, and** • **Weighing no more than 4070Kg unladen weight** **ARE NOT REQUIRED TO HAVE A SUSPENSION SYSTEM.**
	Fractured or relative movement between bracket and chassis.	D	
	Any one nut, bolt or rivet missing/ insecure (see note 1).	IN	
A suspension shackle bracket insecure/fractured or otherwise defective.	Detachment or failure imminent.	I	1 When some types of suspension attachment bracket are fitted, there could be more holes in the bracket than holes in the chassis. This would not be a reason for action.
	Slight movement between bracket and chassis or any one nut, bolt or rivet missing/ insecure (see note 1).	IN	
Suspension holding down bolts/nuts insecure/ missing. Saddle fractured.	Axle moving relative to suspension unit (see note 3).	I	2 When rubber suspension retainers are fitted and/ or bonded composite bushes and/ or mountings, these must be in such a condition as to adequately locate the suspension unit.
	No movement of axle evident.	D	
Sub-frame insecure to chassis or body, fractured or otherwise defective.	Detachment or failure imminent.	I	
	Immediate detachment or failure unlikely.	D	3 Examiners will need to take into account the method of axle location and whether the movement affects the directional control of the vehicle.
A suspension anchor/shackle pin missing/sheared (see note 4).	-	I	
A suspension anchor/shackle pin and or bush excessively worn (see notes 4 and 4a).	Diametric clearance in excess of one third diameter of pin.	I	4 Also applicable to the pins and bushes locating independent suspension arms/ balance beam and linkage pivots.
	Clearly worn in excess of the annual test standard.	D	
	Within annual test standard.	IN	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
A suspension retaining rubber missing/deteriorated (see note 2).	Suspension unit detachment imminent.	I
	Excessive relative movement between suspension unit and bracket.	D
A suspension anchor/ shackle pin insecure in its bracket (see note 4).	Pin displaced.	I
	Significantly insecure.	D
	Advise early rectification.	IN
A suspension anchor/shackle pin locking device missing/ ineffective/insecurely fitted (see note 4).	Missing or ineffective.	I
	Insecurely fitted.	D
A suspension slipper bracket excessively worn/ fractured/ not securely fixed or rebound pin missing.	Spring displaced from slipper bracket.	I
	No evidence spring displacement (see note 5).	D
Radius arm or linkage bracket insecure or otherwise defective.	Detachment or failure imminent.	I
	But no apparent risk of failure or detachment imminent.	D
Radius arm or linkage bracket fractured/displaced/ distorted.	Fracture, displacement or distortion adversely affecting directional control.	I
	No evidence of directional control being affected.	D

Notes

4 (a) The maximum permissible wear in a pin and/or bush is 2mm for a 12mm diameter pin and 1/ 8th of the diameter for larger assemblies. If the degree of wear cannot be confirmed by measurement, advisory action on an Inspection Notice will be appropriate.

5 Delayed action only where a slipper is worn to the extent that it could, at the time of the inspection, clearly affect the movement or correct location of the road spring or has allowed the spring leaf to damage the chassis.

6 The term “Bonded Suspension” does not include bump stops.

(a) Some manufacturers of HGVs with air suspension have elected to fit heavy duty shock absorbers which also fulfil the purpose of check straps. Some of these vehicles will have the brackets and mounting points for check straps. Action only if there is evidence of check straps having been fitted and are missing.

(b) Superficial damage should be ignored. ‘Damage’ means the cord structure is damaged.

Continued overleaf...

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Suspension Units and Location A suspension unit weak/insecure.	Bodywork fouling (or likely to foul road wheels if vehicle were laden) or seriously affecting the vehicle's stability/ control or detachment imminent.	I	7 Action here only if the stability of the vehicle is adversely affected.
	Advise early rectification.	IN	8 The significance of defective shock absorbers will vary according to the suspension type. Prohibition action will be appropriate only when it is clear that the handling of the vehicle will be severely affected. e.g. in the case of multi-leaf steel springs the effect of a missing shock absorber will be less significant than with other road spring types.
A suspension unit incorrectly fitted.	Directional or braking control affected or likely to be affected.	I	
	Advise early rectification.	IN	
A suspension component displaced/insecure/ otherwise defective.	Control of vehicle affected, likely to be affected, failure of the suspension imminent or component likely to become detached.	I	9 Only where originally required/fitted. 10 A fractured and/or repaired air bag pedestal if performing satisfactorily and not damaging the air bag is not a deficiency.
	Advise early rectification.	IN	11 Suspension system deflated or significantly above normal ride height
Leaf Suspension Spring leaf fractured/defective/missing/damaged.	Main leaf fractured/missing or more than half of the intermediate leaves broken.	I	
	Insecure spring leaf, likely to fall away from vehicle.	I	
	Insufficient clearance to other vehicle parts; spring system inoperative.	I	
	Intermediate leaf missing or damaged.	D	
	Defective requires rectification.	D	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Spring clips loose/missing/broken.	-	IN	
Spring centre bolt broken/missing.	-	I	
Coil Spring Suspension Coil Spring fractured/damaged or missing.	Detachment imminent/missing/ damaged safe control of vehicle likely to be affected.	I	
	Safe control of vehicle unlikely to be affected.	D	
Torsion Bar Suspension Torsion bar fractured/distorted/damaged/ displaced.	Fractured/damaged, displacement or distortion adversely affecting directional control.	I	
	Defective requires rectification.	D	
Bonded Suspension Bonded suspension unit failed/deteriorated/ damaged (see note 6).	Failed or seriously deteriorated.	I	
	Defective requires rectification.	D	
Air or Fluid Suspension Suspension unit damaged/leaking or deflated (specify component).	Damage obvious and failure imminent	I	
	But no apparent adverse affect on vehicle control.	D	
Complete suspension system malfunction (See note 11).	Adversely affecting stability/control or likely to cause a danger	I	
	Appears unlikely to affect stability/ control or unlikely to cause a danger	D	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Air/fluid suspension unit or fluid accumulator fouling or otherwise defective (see note 6b).	Damage obvious and failure imminent.	I	
	But early failure appears unlikely.	IN	
Levelling valve inoperative/excessively worn/ damaged/missing/leaking/not performing its function.	Adversely affecting vehicle stability/ control.	I	
	But appears unlikely to affect vehicle stability/control.	D	
Air suspension, any component damaged, modified or deteriorated in a way that adversely affects the functioning of the system.	Functioning of system seriously affected.	I	
	Functioning of system not seriously affected.	D	
Load levelling valve linkage detached or failure imminent.	Adversely affecting stability/control.	I	
Linkage defective or deteriorated.	Stability/control unaffected.	IN	
Suspension piping insecure/chafing/corroded/ excessively damaged.	Damage obvious and failure imminent.	I	
	Advise early rectification.	IN	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Air suspension pedestal excessively corroded/ damaged distorted or incomplete (see note 10).	Failure imminent.	I	
	Obviously defective but immediate failure unlikely.	D	
Check strap defective.	Missing or failure likely (see note 6a)	D	
	Defective advise early rectification.	IN	
All suspension types Unsafe modification.	-	I	
Anti-roll bars Anti-roll bar, pivot, linkage or mounting missing/ insecure/fractured/malfunctioning.	Missing, insecure, fractured, malfunctioning detachment imminent or likely to affect steering.	I	
	Worn but unlikely to affect the steering.	IN	
An anti-roll bar missing.	If fitted as standard (see note 7).	I	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Shock Absorbers A shock absorber, pivot, linkage or mounting missing/insecure/fractured/malfunctioning/damaged (see note 8).	Missing, detachment imminent and likely to affect steering (see note 9).	I	
	Missing but not likely to affect steering.	D	
	Significant movement.	D	
Shock absorber leaking.	Showing signs of severe leakage or malfunction.	D	
	Advise early rectification.	IN	
Suspension Bushes Suspension bush worn/deteriorated.	To the extent that it is likely to affect steering or detachment is likely.	I	
	Worn to excess.	D	
	Advise early rectification.	IN	
Suspension Joints Excessive wear in suspension ball joint.	Detachment or failure imminent.	I	
	No apparent danger of detachment or failure.	D	
	Advise early rectification.	IN	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Suspension joint dust covers			
Dust cover.	Missing or severely deteriorated so as to no longer prevent the ingress of dirt.	D	
	Deteriorated.	IN	

IM 53
Axles, Stub Axles and Wheel Bearings

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Stub Axles and Wheel Bearings (See Note 2)		
Excessive wear of king pins and/or bushes or swivel joints.	Likely to affect steering or fail prematurely.	I
	Defective requires rectification.	D
Excessive free play in wheel bearings.	Likely to collapse.	I
	Play in excess of vehicle manufacturer's recommendations.	D
Wheel bearing too tight, jammed.	Danger of overheating or collapse.	I
	No evidence of overheating.	D
Excessive lift in stub axle or at swivel joint.	Evidence of collapse of bearings or loss of shims.	I
	Defective requires rectification (note 1).	D
King pin loose in axle beam or swivel joint excessively worn or insecure.	Pin displaced or displacement likely.	I
	Defective requires rectification.	D
King pin or swivel joint retaining device missing/ insecure.	Retaining device missing or detached.	I
	Retaining device insecure.	D
Axle or stub axle cracked/deformed.	-	I
Unsafe modification to axle or stub axle.	-	I

Notes	
1	As a general guide, the lift in a stub axle would normally be considered excessive if greater than 1.6mm.
2	During roadside checks, it is not normally possible to raise the wheels of a vehicle off the ground.

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Unsafe modification to any steering component (see note 4).	-	I
Steering Box/Rack		
Steering stiff or rough in operation (see note 1).	Restricting operation.	I
	Obvious roughness.	D
Steering box noisy/knocking.	-	IN
Steering box sector shaft cracked, twisted or worn.	Shaft cracked, visibly twisted or worn to extent that functionality is affected.	I
	Functionality not affected.	D
Excessive lift/end float/wear/movement on sector shaft, bushes or splines.	Affecting functionality.	I
	Functionality not affected.	D
Excessive wear in steering rack.	-	D
Steering box/rack/gear fractured/insecure/damaged.	Any restriction/failure or detachment imminent.	I
	No apparent restriction or risk of early failure/detachment.	D
Steering gear leaking.	Leaking forming drops or continuous drip	I
	Defective requires rectification.	D
Rack gaiter split/damaged/displaced or missing (see note 2).	-	D

Notes

1 During roadside checks, it is not normally possible to raise the wheels off the ground.

2 This item applies only to vehicles fitted with gaiters as original equipment.

3 Some steering joints are spring loaded. The designed amount of movement must not be confused with abnormal movement.

4 Includes a steering component repaired by welding or showing signs of excessive heat having been applied and which obviously affects the steering control.

5 Power steering components must be checked with the engine running. Inspection will include power steering drive mechanisms.

6 If power steering equipment is optional and has been removed with no adverse effect on the steering, no action must be taken.

7 Checks are confined to transparent reservoirs or where an indicator is fitted; reservoir caps should not be removed.

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering Linkage			
Steering drop arm insecure.	If movement is such that failure is likely.	I	
	Excessive abnormal movement.	D	
Steering ball pin insecure.	Any insecurity.	I	
Steering ball pin grooved.	Diameter substantially reduced.	I	
	Defective requires rectification.	D	
Track rod/drag link insecure.	Excessive movement between mating parts.	I	
	Slight movement.	D	
Excessive movement in steering joint (see note 3).	If joint in danger of separation.	I	
	No apparent danger of joint separation.	D	
Slight movement in steering joint.	Advise early rectification.	IN	
Steering ball joint dust cover.	Missing or severely deteriorated so as to no longer prevent the ingress of dirt.	D	
	Deteriorated or damaged.	IN	

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering relay arm pivot excessively worn.	Failure imminent.	I	
	No apparent risk of imminent failure.	D	
Steering linkage misaligned.	Steering function impaired.	I	
	Steering function not impaired.	D	
Steering relay arm pivot housing/bracket fractured/ insecure.	Failure or detachment imminent.	I	
	No apparent risk of imminent failure or detachment.	D	
Steering arm insecure.	Detachment imminent.	I	
	No apparent risk of imminent detachment	D	
Steering component fractured/ deformed or otherwise defective (specify component).	Failure imminent.	I	
	No apparent risk of early failure.	D	
Steering component fouling, or road wheels/tyres restricted in travel (specify component).	Steering function impaired.	I	
	No evidence of steering function being impaired.	D	
Steering retaining/locking device missing/insecure.	Retaining device missing or ineffective.	I	
	Retaining device insecure or any locking device missing or insecure.	D	

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Lock stop or other steering component missing/ insecure.	Likely to become detached.	I	
	Defective requires rectification.	D	
Power Steering (see note 5)			
Pump insecure or it's drive system missing or defective.	Failure or detachment imminent.	I	
	No apparent risk of early failure or detachment.	D	
Power steering malfunctioning/inoperative or otherwise defective.	Disconnected, inoperative or failure imminent (see note 6).	I	
	Defective or malfunctioning with no immediate adverse effects.	D	
Power steering ram, anchor bracket or pump mounting fractured/insecure or otherwise defective.	Failure or detachment imminent.	I	
	No apparent risk of early failure or early detachment.	D	
Insufficient power steering fluid (see note 7).	No fluid visible.	I	
	Below minimum mark.	D	

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Power steering ram fluid pipes damaged or excessively corroded.	If steering function impaired or failure imminent.	I	
	Defective requires rectification.	D	
Power steering pipes fouling (Specify component being fouled).	Pipes damaged and likely to fail.	I	
	Advise early rectification.	IN	
Fluid/air leakage from power steering (specify component).	Fluid/air leaking continuously, failure of power steering imminent.	I	
	Contamination of materials so as to constitute a risk of fire.	I	
	Positive fluid leak.	D	
	Damp or oil misting.	IN	
Power steering ram joint excessively worn/spring weak/spring broken.	If joint in danger of separation, or detachment of ram imminent.	I	
	No apparent risk of joint separation or detachment of ram.	D	

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Electronic Power Steering (EPS)			
Malfunctioning/disconnected/inoperative.	Malfunctioning, disconnected, power assistance not working or failure imminent (see note 5).	I	
	Malfunction indicator lamp (MIL) indicates any kind of system failure.	D	

IM 57
Transmission

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Propeller Shafts & Drive Shafts Propeller shaft damaged.	Bent, fouling or fractured and failure imminent.	I	1 Prohibition action for excessive wear of universal joints is only justified when radial movement indicates that needle roller bearings are missing from one or more cups.
	Other significant damage.	D	
	Early failure unlikely.	IN	
Universal joint or transmission chains/belts excessively worn/flange cracked or insecure on the propeller shaft (see note 1).	Failure or detachment likely.	I	
	Significantly defective.	D	
	Advise early rectification.	IN	
Deteriorated flexible coupling.	Detachment imminent.	I	
	Significantly defective but detachment not likely.	D	
Propeller shaft flange bolts loose/missing.	Shaft likely to become detached.	I	
	Other significant insecurity.	D	
	Advise early rectification.	IN	
Unsafe modification.	-	I	

IM 57
Transmission

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Propeller shaft carrier bearing badly worn/damaged/ mounting loose.	Failed or failure imminent.	I	
	Significantly defective.	D	
	Attention required.	IN	
Dust cover deteriorated, missing or fractured.	Missing or severely deteriorated so as to no longer prevent the ingress of dirt.	D	
	Deteriorated.	IN	
Front Wheel Drive Shafts CV joint and or shaft coupling excessively worn. CV gaiter split, missing or insecure.	Bearings collapsed or excessively worn, splines excessively worn or coupling/joint seriously deteriorated and failure imminent.	I	
	Significantly deteriorated component.	D	
	Advise early rectification.	IN	

IM 58
Additional Braking Devices (including retarders)

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Additional Braking Devices (including retarders)		
Device not working (see note 1).	-	D
	Advise early rectification.	IN
Device missing.	Where legally required.	D
	Advise early rectification.	IN
Retarder, connectors or mountings insecure.	Likely to become detached.	I
	Functionality of device affected.	D
	Connectors or mountings insecure.	IN
Heat shield missing/defective where required.	-	D
Retarder contaminated with oil/with inadequate clearance from other components.	Constitutes a fire hazard.	I

Notes

1 Where an exhaust brake operating cylinder and lever are completely removed, the housing containing the butterfly may be retained with the butterfly fixed in the open position.

2 Hybrid Electric Vehicles (HEVs) and Electric Vehicles (EVs) where the electric motor(s) acts as a regenerative brake to comply with the additional braking requirements the unit(s) should be inspected as if it was an additional braking device. This will be marked on the technical record.

IM 58
Additional Braking Devices (including retarders)

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Oil leakage from retarder.	Continuous leak.	I	
	Leakage in excess of 75mm diameter patch in 5 minutes.	D	
	Advise early rectification.	IN	
Retarder wiring chafed/insecure.	Fire hazard.	I	
	Advise early rectification.	IN	

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Mechanical Components Any brake component or device excessively worn/ insecure/corroded/fractured/reduced in diameter/ number of strands reduced/damaged/knotted/ displaced/defective/seized (specify component).	Affecting brake performance.	I
	Serious reduction of strength/excessively worn or displaced or insecure or damaged or not functioning as intended or movement restricted.	D
Any retaining/ locking device missing/insecure (specify component).	Retaining device missing or detached.	I
	Retaining device insecure or locking device missing or insecure (see note 1).	D
Brake backplate/dust cover insecure.	Brake efficiency impaired or detachment imminent.	I
	Defective requires rectification.	D
Abnormal movement of levers indicating maladjustment (see notes 3 and 4).	Brake efficiency impaired.	I
	No apparent loss of brake efficiency.	D
Automatic brake slack adjuster and/or component missing/disconnected/insecure/damaged/defective/ incorrectly installed or replaced (see notes 2, 3, 4 and 5).	Brake efficiency impaired.	I
	No apparent loss of brake efficiency.	D

Notes

1 A locking device:
- Might not be obvious from a visual examination
- Might not be mandatory

2 Automatic slack adjusters must be fitted to HGV and PSV motor vehicles first used from 1 April 1995 and trailers manufactured from 1 April 1995.

Automatic brake slack adjusters do not need to be fitted to trailers licensed in Ireland before 1 June 2011.

3 As a guide when automatic slack adjusters are fitted the total travel should not exceed 2/3rd of the total actuator travel. Movement obviously in excess of this, particularly if unequal across an axle, can be taken as evidence that the adjuster is inoperative. This guidance does not apply to arrangements, particularly disc brakes, where the adjustment may take place within the caliper or elsewhere and 'Automatic Slack Adjusters' are not fitted.

4 All automatic slack adjusters must return fully on release of the brakes. If they do not, they will not be sensing the correct state of adjustment and therefore be incapable as operating as intended.

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Actuator/Brake Cylinder Travel Excess or restricted travel of brake actuator or cylinder.	Brake efficiency impaired (see note 6).	I
	Excess amount of travel (see note 7).	D
	Advise early rectification.	IN
Brake Actuators Air/vacuum actuator missing/insecure/damaged/ fractured/excessively corroded/incorrectly fitted.	Missing/Inoperative/insecure/cracked or failure imminent and affecting brake performance.	I
	Actuator excessively corroded.	D
	No apparent risk of failure.	D
Dust cover missing, deteriorated or damaged.	Where fitted as standard.	IN
Loss of air/vacuum.	Pressure/vacuum cannot be sustained with the engine running just above idling speed with brakes either applied or not applied.	I
	Pressure/vacuum can be sustained with engine on “fast Idling” with brakes either applied or not applied.	D

Notes

5 Particular attention should be paid to the control arm and anchor bracket if so equipped. These will fracture and/or detach if not correctly fitted.

6 When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, e.g. brake test results or, in the case of adjustment, clearly no reserve travel.

7 Excess travel means when there is too little reserve travel left in the actuator which clearly demonstrates that the point at which adjustment was necessary has been exceeded.

8 Brake actuators or servos in which the travel cannot be visually assessed are often fitted with a device that indicates the extent of travel of the piston or diaphragm.

9 Surface cracks on brake discs and drums are a normal feature that should be ignored.

Continued overleaf...

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Brake Travel Indicators		
Brake piston/diaphragm travel indicator missing/ inoperative.	(See note 8).	IN
Brake adjustment indicator shows that brake adjustment is necessary.	Brake efficiency impaired (see note 9).	I
	Advise early rectification.	IN
Servos		
Brake servo insecure.	Detached or detachment imminent.	I
	No apparent risk of detachment.	D
Brake servo damaged/incorrectly fitted/fractured/ excessively corroded.	Failed or failure imminent.	I
	No apparent risk of failure.	D
Excessive travel of brake servo.	Brake efficiency impaired.	I
	No apparent evidence of brake efficiency being impaired (see note 8).	IN

Notes

10 Brake friction material lining/pad worn to excess is less than 1.5mm thick at any point, a visual assessment is acceptable providing the friction material can be seen. Prohibition action should only be taken where the lining or pad friction material thickness can be positively confirmed.

11 Some Public Service Vehicles are manufactured without ABS but may have ABS valves fitted as standard. If no action is taken under IM 38 then the fitment of these components is not to be considered a defect.

12 A five pin ISO7638 plug on the 'headboard' is reliable evidence that a trailer is not EBS equipped.

13 A EBS pictogram from the system manufacturer is a reliable indicator that EBS is fitted.

14 Acceptable evidence will normally be the noise made by electro pneumatic valves as the system goes through its self-check cycle.

Continued overleaf...

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Servo losing vacuum.	Vacuum cannot be sustained with engine running above idling speed and brakes applied.	I
	Vacuum can be sustained with engine running above idling speed and brakes applied.	D
Brake Discs and Drums		
Brake disc missing/loose/fractured/excessively worn/friction surface excessively corroded/ pitted/deteriorated/scored (see note 9).	Brake efficiency impaired (see note 6).	I
	Missing, failed or failure imminent.	I
	A fracture extending through the surface into the ventilation cavity of a disc.	D
	Defective requires rectification.	D
	Advise early rectification.	IN
Brake drum fractured/missing/excessively worn/insecure/scored (see note 9).	Missing or failure imminent.	I
	Drum fractured through.	I
	Defective requires rectification.	D
Brake lining or pad or friction material missing or insecure or excessively worn (See note 10)	Missing/detached/detachment imminent or metal to metal contact	I
	Friction material lining/pad worn to excess / less than 1.5mm	D
	Advise early rectification.	IN

Notes

15 Vehicles towing trailers, where both are equipped with ISO7638 connectors, must have these connected with an appropriate cable regardless of any alternative method available on the vehicle to provide power. (This came into effect from 2 May 2002).

16 Minor valves might not be supported.

17 Damp patches around valves are not to be considered as necessarily indicating a defect.

18 Faults, particularly those concerning the free movement of valves, are often difficult to positively detect. If examiners are in doubt about the existence of a defect the IN option must be used.

19 This inspection applies to all types of load sensing valves.

20 Goods vehicles first used after 1 April 1983 require either a Load Sensing Valve (LSV) or Anti-Lock Braking (ABS) to comply with EEC Braking Directives. There are exemptions;

a Public Works Vehicles, examples are mobile libraries and door to door domestic refuse collection vehicles.

Continued overleaf...

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake friction material lining or pad not contacting the drum or disc (See note 6)	and braking efficiency impaired	I	NOTE: "Domestic refuse" vehicles used for the collection of industrial waste for which a charge is made are not exempt. b Vehicles with high unladen weights (where the ratio between laden and unladen weight is small) may meet the requirements without a load sensing valve.
Severely contaminated brake drum/disc or pad/ lining material.	Braking efficiency impaired (see note 6).	I	c Trailers with a Gross Vehicle Weight exceeding 3500kg, manufactured on or after 1 October 1982 are required to be fitted with either a Load Sensing Valve (LSV) or Anti-lock Braking (ABS) or an Electronic Braking System (EBS).
	Where contamination is clearly evident and likely to affect performance but brake test equipment is not available to confirm.	D	
	Advise early rectification.	IN	d Drawbar trailers with a Gross Vehicle Weight exceeding 10000kg and semi trailers with a total axle summation exceeding 10000kg manufactured on or after 1 October 1991 must be fitted with either ABS or EBS.
Anti-lock Braking Systems (ABS) Any component forming part of an anti-lock braking system missing/damaged/disconnected (see note 11, 15 and 20).	Such that the ABS system is rendered inoperative and the vehicle/trailer is not equipped with a load sensing valve in addition to ABS.	I	e Any trailer with a Gross Vehicle Weight exceeding 3500kg manufactured after 1 January 1968 with an EEC two line or two plus three line trailer braking system, must be fitted with either an LSV, ABS or EBS. In any of the above cases more than one system may be fitted .
	Such that the ABS system is rendered inoperative and the vehicle/trailer is equipped with a load sensing valve in addition to ABS.	D	
	Disconnected or damaged, likely to be affecting the correct function.	D	Continued overleaf...

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Electronic Braking Systems (EBS) (see note 13) Any component forming part of an electronic braking system missing/damaged/disconnected.	Such that the EBS system is rendered inoperative and no evidence of operation (see note 14).	I	NOTE: A trailer manufactured after 1 January 1968 and before 1 October 1991 may be exempt the fitment of a Load Sensing Valve where the unladen weight Is 60% or greater than the Gross Vehicle Weight.
	Evidence of operation.	D	21 Hydraulic brake master and wheel cylinders may show dampness around the vent and dust covers due to the brake fluid acting as a seal lubricant. Care must be taken to ensure that any dampness is not confused with seal failure which would result in a positive leak.
ISO7638 cable missing (see note 15).	No evidence of operation (see note 14).	I	
	Evidence of operation.	D	
Air Systems Air compressor drive belt(s) missing/badly deteriorated/loose.	Air build-up seriously affected or failure imminent.	I	22 “Fully floating” cylinders must not be confused with insecure cylinders. 23 Missing or illegible LSV plate only applies to the following vehicles:
	No apparent risk of early failure.	D	PSVs first used after 29/10/2011. Trucks first used after 29/10/2014. Trailers first used after 29/10/2013.
Brake Caliper Caliper Insecure or missing.	Missing, detached or detachment imminent.	I	24 Activation of the drain device is not required.
	No apparent risk of failure.	D	25 Brake fluid level and contamination checks are confined to transparent reservoirs or where an indicator is fitted; reservoir caps should not be removed.

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Air/Vacuum Reservoir Brake air/vacuum reservoir damaged/excessively corroded/insecure/leaking.	Detachment or failure imminent.	I	
	Heavily damaged, corroded or leaking.	D	
	Insecure or inadequately mounted.	D	
	Drain device clearly inoperative (see note 24).	D	
	Slightly damaged or corroded.	IN	

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake Valves			
Brake valve inoperative (specify component)	-	I	
Brake valve insecure (specify component) (see note 16).	Detached or detachment imminent and or likely to cause leakage at connections.	I	
	Insecurity due to weakness or failure of supporting structure.	D	
Brake valve damaged/ fractured/excessively corroded (specify component).	Fractured or damaged to an extent that renders the valve inoperative or failure imminent.	I	
	No apparent risk of early failure.	D	
Brake valve leaking.	Leakage such that pressure or vacuum cannot be sustained with engine running just above idle speed.	I	
	Other significant leak.	D	
	Advise early rectification.	IN	
Load sensing valve missing/seized/bypassed, linkage defective/ disconnected / Incorrectly adjusted (see notes 18 and 19).	Clearly not able to function as intended.	I	
	Seized or inoperative but ABS functioning.	D	
	Operation unaffected.	D	

Continued overleaf...

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Load sensing valve data plate.	Load sensing valve data plate missing/illegible (see note 23).	IN	
Excessive oil/contaminant discharge from brake valves.	(see note 17).	D	
Brake Pipes and Hoses			
Brake pipe excessively chafed/damaged/kinked.	Failed or failure imminent.	I	
	Risk of further damage.	D	
	Advise early rectification.	IN	
Brake pipe corroded.	Failed or failure imminent.	I	
	Deeply pitted, weakened.	D	
Brake pipe inadequately clipped/supported/repaired.	Failed or failure imminent.	I	
	Significantly insecure.	D	
	Advise early rectification.	IN	
Brake pipe fouling (specify component fouled).	Failed or failure imminent.	I	
	Risk of further damage.	D	
	Advise early rectification.	IN	

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake hose chafed/deteriorated/stretched/bulging/ kinked/twisted/fouling/exposed to excessive heat.	Failed or failure imminent.	I	
	Risk of further damage.	D	
	Advise early rectification.	IN	
Brake pipe/hose/coupling/connection leaking (specify component).	Any positive hydraulic leak.	I	
	Porous brake hose.	D	
	Leakage such that pressure or vacuum cannot be sustained with engine running just above idle speed.	I	
	Pressure or vacuum can be sustained with engine on fast idle.	D	
Hydraulic Systems Brake master cylinder/reservoir/wheel cylinder/ caliper insecure.	Detached or detachment imminent (see note 22).	I	
	No apparent risk of detachment.	D	
Brake master cylinder/wheel cylinder/caliper damaged/disconnected/missing/incorrectly fitted/ fractured.	Failed or failure imminent.	I	
	No apparent risk of failure.	D	
Brake master cylinder reservoir cap missing.	-	D	
Brake fluid contaminated (see note 25).	Obviously contaminated and brake function affected.	I	
	Obviously contaminated.	D	

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake fluid leaking from (specify source).	Obvious leak leading to brake failure or presenting a risk of fire.	I	
	Defective requires rectification.	D	
Brake fluid low level warning lamp indicates a fault/ absence of or low fluid level in hydraulic brake fluid reservoir (see note 25).	Reservoir empty.	I	
	Fluid level significantly below the minimum level indication.	D	
	Brake fluid warning light illuminated or defective.	IN	
	Incorrect functioning of brake fluid level warning device.	IN	
	No apparent risk of failure of brakes.	IN	
Hydraulic Brake Cylinders A hydraulic cylinder mounting insecure/cracked/ fractured/damaged or a stop pin or locking device missing or insecure.	Detached or detachment/ failure imminent.	I	
	No apparent risk of detachment or failure.	D	
A hydraulic cylinder leaking.	Brake pedal creeps to floor or obvious leak (see note 22).	I	
Dust cover	Missing/not preventing ingress of dirt.	D	
	Damaged/deteriorated.	IN	
All Brake systems Unsafe modification to any brake component.	-	I	

IM 62
Rear Markings, Conspicuity Markings and Reflectors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Rear Markings Insecure, defective, damaged, partially or completely missing, incorrectly located or not clearly visible from the rear.	Detachment imminent.	I
	Missing and / or likely to prevent width or presence of the vehicle being indicated adequately.	D
	Defective, damaged or insecure, advise early rectification.	IN
Incorrect rear marking fitted.	-	IN
Conspicuity Markings (see notes 4 and 5) Partially or completely missing, incorrectly located, not clearly visible from the rear, incorrect width or colour.	Missing and / or likely to prevent width or presence of the vehicle being indicated adequately.	D
	Defective, damaged or insecure, advise early rectification.	IN

Notes

1 No reflectors are required to be fitted to vehicles not fitted with front or rear position lamps. No side reflectors are required on buses.

2 Side reflectors are required on:-

- Motor vehicles first used before 1 April 1986 and longer than 8 metres overall.
- Motor vehicles first used from 1 April 1986 and longer than 6 metres overall.
- Trailers longer than 5 metres overall, excluding any drawbar.

3 HGV side reflectors must be amber, unless they are within 1 metre of the rear of the vehicle, in which case they can be red.

4 Conspicuity markings are required on Goods Vehicles exceeding 7500kg GVW first used on or after 10 July 2011 and trailers exceeding 3500kg GVW manufactured on or after 10 July 2011, and over 2.1 m wide and 6m long.

5 Conspicuity markings may be fitted in place of, or as well as, rear marker boards.

IM 62
Rear Markings, Conspicuity Markings and Reflectors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Reflectors (see note 1) Obligatory reflector missing/deteriorated/incorrectly fitted/obscured/insecure/defective/damaged.	Detachment imminent.	I	
	All missing or reflecting red colour to the front or white colour to the rear.	I	
	likely to prevent width or presence of the vehicle being indicated adequately.	D	
	Advise early rectification.	IN	
HGV side reflector missing.	(See notes 2 and 3).	IN	
HGV side reflector incorrectly fitted or not plainly visible from the side.	Device, reflected colour or position does not meet the annual test requirements shown in HGV Inspection Manual (see note 2).	IN	

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
All Lamps A lamp or lens insecure or damaged.	Likely to cause injury or detachment imminent.	I	1 No lamps are required to be fitted to vehicles only used on roads between sunrise and sunset. Trailers manufactured before 1 October 1985 are not required to be fitted with front position lamps while being drawn by a passenger vehicle. 2 When visibility is seriously reduced (to less than 100 metres), the use of dipped headlamps and side lamps is required by Regulation. 3 For agricultural vehicles see paragraph 3 of the introduction. 4 Where a headlamp is defective consideration must be given to the capability of other headlamps fitted. 5 The use of dipped-beam headlamps is compulsory during the hours of darkness i.e. the time between half an hour after sunset and half an hour before sunrise, except on a restricted road. A restricted road is a road with a 30mph speed limit and street lamps placed no more than 200 yards apart. Continued overleaf...
	Early detachment unlikely.	IN	
Obligatory lamp shows red light to the front or white light to the rear.	-	D	

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Headlamps (see note 3) Obligatory dipped headlamp inoperative/missing/ obscured/dim/defective (see notes 1, 2, 3, 4, 5, 6, 22, 23, 24 and 25).	When use of headlamps is compulsory (single light or light sources or in the case of LED less than 50% functioning)	I	6 Prohibition action should be taken when a vehicle is encountered in the hours of darkness and where it can reasonably be assumed that vehicle is likely to be used where compulsory use of dipped headlamps is required.
	When use of headlamps is not compulsory or multiple light or light sources or in the case of LED, 50% or more functioning.	IN	7 End marker lamps are required on vehicles first used on or after 1 April 1991 that have an overall width greater than 2100mm and a maximum speed exceeding 25mph.
Obligatory headlamp insecure or lens broken or missing.	Detachment imminent.	I	8 No lamps are required to be fitted to vehicles only used on roads between sunrise and sunset. Motor vehicles first used before 1 April 1986 are not required to be fitted with any rear lamps while drawing a trailer fitted with lamps.
	Heavily defective or missing projection system (reflector and lens).	D	
	Slightly defective projection system (reflector and lens).	IN	9 This action is appropriate only between sunset and sunrise or in conditions of seriously reduced visibility.
	Insecure, early detachment unlikely.	IN	
The dipped beam and/or main beam emitted from a matched pair of obligatory headlamps cannot be switched on or off together.	Likely to cause dazzle when headlamp use is compulsory.	I	10 Rear fog lamps are required on vehicles first used on or after 1 April 1980 (or 1 April 1986 in the case of agricultural vehicles or works trucks) with an overall width greater than 1300mm and a maximum speed exceeding 25mph.
	Advise early rectification.	IN	
Main beam tell-tale (Vehicles first used on or after 01 April 1986).	Inoperative.	D	11 Where one rear fog lamp is fitted, it must be positioned on the centre-line or offside of the vehicle.

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
In any grouped obligatory headlamp system (i.e. more than one matched pair) they cannot either be dipped in unison or when one matched pair is dipped the other pairs are extinguished.	Likely to cause dazzle when headlamp use is compulsory.	I
	Advise early rectification.	IN
Emitted colour, position, or marking.	Does not meet requirements of the annual test as shown in the HGV/PSV Inspection Manual.	D
Products on lens or light source which obviously reduce light brightness or change emitted colour.	-	D
Obligatory headlamp light source and lamp not compatible.	- (See note 15)	D
Headlamp cleaning device inoperative (where mandatory) (see note 16).	In the case of gas-discharging lamps.	D
	Device inoperative for other types of headlamp.	IN
Obligatory front and rear position lamps, side marker lamps, end outline marker lamps and daytime running lamps (see notes 1, 2, 7, 8, 20, 21, 22, 23, 24 & 25)		
Obligatory rear position lamp inoperative/missing/ dim/obscured/affected by the operation of another lamp/lens broken or missing.	Prevents width or presence of the vehicle being indicated adequately during compulsory use (see notes 6 and 9).	I
	Advise early rectification.	IN

Notes

12 Stop lamps are not required on vehicles not fitted with front or rear position lamps or to vehicles with a maximum speed not exceeding 25mph or to agricultural vehicles first used before 1 April 1986 or to any other vehicle first used before 1January 1936.

13 Vehicles first used on or after 1 January 1936 and before 1 January 1971 need only one stop lamp. This lamp must be fitted on the centreline or offside of the vehicle.

14 On vehicles with an air brake system, care must be taken to ensure the brake lights are not on due to low air pressure.

15 Where a HID (High Intensity Discharge) conversion is fitted in a halogen headlamp without washer and self levelling. Positive confirmation of non compliance required.

16 Vehicles equipped with HID headlamps require a headlamp cleaning device if first registered from 01 September 2009 and output is over 2000 lumens.

Continued overleaf...

IM 63
Lamps

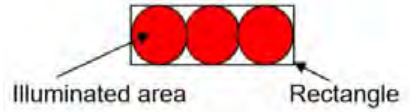
Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Obligatory front position lamp/side marker lamp/end outline marker lamp or light source missing, inoperative or defective.	Likely to prevent width or presence of the vehicle being indicated adequately during compulsory use (see note 9).	D	17 Reversing lamps are obligatory on vehicles registered from 01 September 2009.
	Advise early rectification.	IN	18 Inspection of front fog lamps only applies to vehicles first registered from 01 March 2018 where they have them fitted.
			19 Prohibition action for fog light operational defects should only be taken during times of adverse weather conditions where visibility is seriously reduced.
Obligatory lamp with defective/missing lens.	Likely to prevent width or presence of the vehicle being indicated adequately during compulsory use (see note 9).	D	20 Inspection of Daytime Running Lamps applies to any vehicle first registered from 01 March 2018. May not operate until speed exceeds 10km/h or 100m has been travelled.
	Advise early rectification.	IN	
Obligatory lamp Emitted colour, position, or marking.	Does not meet requirements of the annual test as shown in the HGV/PSV Inspection Manual.	IN	21 Side Marker lamps are required on HGV vehicles first used from 01 April 1991 and trailers manufactured from 01 October 1990. Side Marker lamps are not required to be fitted to PSVs.
Obligatory lamp with products on lens or light source.	Which reduce light brightness or change emitted colour.	IN	
Front or rear position lamp has intermittent operation.	-	IN	22 A light source means a bulb, an LED or any other means of emitting light.
Front position lamp does not face to the front or affected by operation of another lamp.	-	IN	23 If more than 1 bulb or LED is fitted in the lamp, at least 50% must work.
Rear position lamp does not face to the rear.	-	IN	
Obligatory day time running lamp (See notes 20, 22 & 23)	Defective light source Advise early rectification	D IN	

Continued overleaf...

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Front and Rear Fog Lamps (see note 8 and 18)			24 If two or more lamps are fitted and the aggregated illuminated area occupies 60% or more of the area of smallest rectangle circumscribing the illuminated area this should be treated as one lamp For example, please see picture below, if multiple lamps are fitted (3 brake lights in this example), a rectangle is pictured around the illuminated area of all adjacent lamps, where the illuminated surface occupies 60% or more of the area within the rectangle, these lamps will be treated as one lamp.  In this example if two out of three lamps are inoperative this is less than 50% and would be a prohibition. 
Any fog lamp insecure.	Detachment imminent.	I	
	Advise early rectification.	IN	
Obligatory fog lamp missing/obscured/inoperative.	(See notes 10, 11 and 19).	D	
Rear fog lamp emits light of a colour other than red or comes on with brake light.	-	IN	
Any fog light defective light source (see note 19 and 22).	Single light source or in the case of LED less than 50% functioning.	D	
	Multiple light source or in the case of LED 50% or more functioning.	IN	
Defective/missing lens (see note 19).	Likely to prevent presence of the vehicle being indicated adequately.	D	
	Advise early rectification.	IN	
Front fog light very serious risk of dazzling oncoming traffic (see note 19).	-	D	
Rear fog light tell-tale (see note 19).	Inoperative.	D	25 Obscuration of lamps, provided at least 50% of the lamp is visible this is not a deficiency.
Fog light system does not operate in accordance with the HGV/PSV Inspection Manual.	-	IN	

Continued overleaf...

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Stop Lamps **(see notes 12,13,22, 23,24,25&26)** Stop lamp inoperative/obscured/missing/ dim/otherwise defective in operation.	No stop lamp shows a steady red light to the rear when the brake is applied.	I	26 High level stop lamps fitted above 2100mm should be disregarded unless the obligatory lamps of a recovery vehicle are being obscured by a vehicle being towed.
	Stop lamp(s) remain on when all brakes are released (see note 14).	I	
	Stop lamps on a towing vehicle, which is coupled to a trailer, inoperative or defective in operation (trailer stop lamps visible and show a steady red light to the rear).	IN	
	Advise early rectification (see note 13).	IN	
Defective light source.	Single light source or in the case of LED less than 50% functioning.	D	
	Multiple light sources or in the case of LED 50% or more functioning.	IN	
Heavily defective lens.	Insufficient illumination to indicate to other road users that the vehicle is braking.	D	
Emitted colour, position or marking.	Does not meet requirements of the annual test as shown in the HGV/PSV Inspection Manual.	IN	

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Reversing Lamps			
Reversing lamp insecure.	Detachment imminent.	I	
	Early detachment unlikely.	IN	
Emitted colour, position or marking (see note 17).	Does not meet requirements of the annual test as shown in the HGV/PSV Inspection Manual.	D	
Reversing lamp or light source/lens defective (see notes 17 and 22).	-	IN	
Reversing lamp switching.	Reversing lamp can be switched on with gear not in reverse position.	D	
	Reversing lamp remains lit after reverse gear is disengaged	D	
	Switch does not operate as intended.	IN	
Reversing lamp indicator inoperative.	-	IN	

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Rear Registration Plate Lamps Missing or inoperative (during the hours of darkness only).	No registration plate lamps operating.	D	
	At least one lamp or light source still operating (see note 22).	IN	
Rear registration plate lamp on towing vehicle coupled to a trailer	Inoperative or defective in operation	IN	
Registration plate lamp throwing direct or white light to the rear.	-	IN	
System does not operate as intended.	-	IN	

IM 66
Direction Indicators and Hazard Warning Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

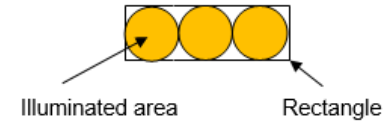
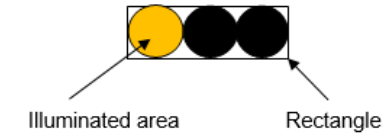
Description of Defect	Severity of Defect	Action
Direction Indicators (see notes 1 to 10) Direction indicator insecure.	Detachment imminent.	I
	Early detachment unlikely.	IN
Direction indicator missing/inoperative/not functioning correctly/damaged/obscured/lens broken or missing.	Indicator cannot be used to clearly show the driver's intention (see notes 3 and 5).	I
	Advise early rectification.	IN
Indicator lamps on a towing vehicle, which is coupled to a trailer	Inoperative or defective in operation (trailer indicators visible and operating correctly)	IN
Defective light source.	In the case of LED less than 50% functioning.	D
	Multiple light source or in the case of LED 50% or more functioning.	IN
Defective lens.	Heavily defective emitted light affected.	D
	Slightly defective no influence on emitted light.	IN
Indicator switch.	Inoperative.	I
Lamp, emitted colour, position or marking not in accordance with the requirements of HGV/PSV Inspection Manual.	-	D

	Notes
1	Direction indicators are not required to be fitted to vehicles that are not fitted with front or rear position lamps.
2	A side repeater lamp is classed as a direction indicator lamp.
3	Vehicles first used before 1 April 1986 are not required to have hazard warning lamps or side repeater indicators.
4	The criteria must be the inability of the driver to signal the intention to change direction to any road user in regard to their position on the road. It is unlikely that hand signals will be acceptable for most vehicles covered by this Part of the guide.
5	For vehicle and trailer combinations providing the towing vehicle front indicators, side repeaters and trailer rear indicators are functioning correctly, this is deemed appropriate for drivers to clearly show their intention to turn or change direction. An inspection notice should be issued if the indicators are inoperative on the rear of the towing vehicle, when coupled to a trailer.
6	A light source means a bulb, an LED or any other means of emitting light.

continued overleaf...

IM 66
Direction Indicators and Hazard Warning Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Rate of flashing does not meet that quoted in HGV/PSV Inspection Manual.	-	IN	7 If more than one bulb or LED is fitted in the lamp at least 50% must work.
Indicator warning lamp inoperative/not fitted.	If the warning lamp is inoperative or not fitted and the driver cannot see that each indicator is functioning and there is no audible tell-tale device.	IN	8 If two or more lamps are fitted and the aggregated illuminated area occupies 60% or more of the area of smallest rectangle circumscribing the illuminated area this should be treated as one lamp For example, please see picture below, if multiple lamps are fitted (3 indicator lights in this example), a rectangle is pictured around the illuminated area of all adjacent lamps, where the illuminated surface occupies 60% or more of the area within the rectangle, these lamps will be treated as one lamp.  In this example if two out of three lamps are inoperative this is less than 50% and would be a prohibition. 
Hazard Warning Lamps required on motor vehicles first used from 01 April 1986 (see note 3)			
Hazard warning lamps inoperative.	No Operation at all.	D	
Not functioning correctly.	-	IN	

Continued overleaf...

IM 66
Direction Indicators and Hazard Warning Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
			9 Obscuration of lamps, provided at least 50% of the lamp is visible this is not a deficiency. 10 High level indicator lamps fitted above 2300mm should be disregarded unless the obligatory lamps of a recovery vehicle are being obscured by a vehicle being towed.

IM 67
Aim of Headlamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Aim of Headlamps (see note 3)		
Headlamp aim too high or too far to the right.	Likely to cause dazzle when use of dipped headlamps is compulsory.	I
	When use of dipped headlamps is not compulsory (see notes 1 and 2).	IN
Headlamp aim too low or too far to the left.	Likely to prevent the driver from being able to drive safely when use of dipped headlamps is compulsory.	I
	Ambient lighting satisfactory (see notes 1 and 2).	IN

Notes

1 An immediate prohibition will normally only be appropriate for such a defect in conditions of seriously reduced visibility or at night.

2 If the degree of misalignment of the headlamp aim does not warrant an immediate prohibition, but an instrumented check shows that the headlamp aim falls outside the statutory test limits, an Inspection Notice should be issued.

3 For agricultural vehicles see paragraph 3 of the introduction.

IM 71
Service Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Service Brake Operation and Performance (see note 4)			1 When testing brakes, examiners should have no difficulty in establishing the performance of the service brake and, where the secondary brake is also the parking brake, the assessment of their performance should create no problems.
Service brake does not operate on every road wheel where originally designed to do so (see note 5).	No braking effort on one or more road wheels.	I	
Service brake efficiency low (see notes 1, 2 and 3)	Performance does not meet prescribed C&U requirements (specify).	I	2 Particularly when using a roller brake tester to determine brake performance, examiners should, where possible, take into account the maximum design weight of the vehicle (or calculated laden weight in the case of a PSV).
	Overall performance below normal expectation.	IN	
No gradual variation in brake effort (grabbing).	Effort is not in relation to pedal pressure.	D	This will usually only be possible if the vehicle is at or near to maximum weight and the examiner is sure that all brake modulating valves (e.g. load sensing valves) are delivering maximum pressure.
Abnormal lag in brake operation of any wheel.	Indicated by an abnormal time lag before an increased reading is obtained on RBT.	D	In the case of a vehicle at a lower weight, the examiner might only be able to judge brake performance against presented weight where this is known.
			For more detailed guidance on the roller brake test process refer to the appropriate Inspection Manual.
			Continued overleaf...

IM 71
Service Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Service brake unbalanced, evidence of oval brake drum/distorted disc.	In the case of testing on the road, the vehicle deviates excessively from a straight line.	I	3 There is no performance laid down for agricultural motor vehicles driven at not more than 20mph if first used before 1 June 1986 or agricultural trailers manufactured before 1 December 1985. After these dates, they are required to achieve 25% of the total designed maximum axle weights.
Service brake unbalanced.	On a steered axle braking effort from any wheel is less than 50% of the maximum effort recorded from the other wheel on the same axle.	I	
	Braking effort from any wheel is less than 70% of the effort of the other wheel on the same axle.	D	4 When measuring brake performance, percentage efficiencies and type of equipment should be recorded.
Excessive fluctuation of brake force during each complete wheel revolution.	A fluctuation in excess of 70%, between highest and lowest indicated readings.	D	5 Some vehicles, perhaps the most common being rear steer tractor units, are designed so that the second steer brakes do not operate until the drive axle is heavily loaded (e.g. between 60% and the maximum permitted weight at which point the axle is deployed and air is fed to the actuators). These axles will normally be “supplementary axles” with single wheels positioned immediately in front of, or behind drive axles. However, other configurations may be encountered.
Service brake binding excessively.	Severely overheated and either failure or fire likely.	I	
	No apparent risk of early failure.	IN	
Overrun brake defective.	Brake not working and operation or efficiency is obviously affected. (see note 6)	I	
	Overrun brake defective - operation affected.	D	6 When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, e.g. static performance test or in the case of adjustment, clearly no reserve travel.

IM 72
Secondary Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Secondary Brake Operation and Performance **If met by separate system (see note 2)**			See notes on page 151.
Secondary brake inefficient.	Performance does not meet prescribed C&U requirements (specify).	I	
Inadequate braking effort on one or more wheels.	No braking effort at any wheel equipped with a brake operated by the secondary brake system.	I	
	Little braking effort at any wheel equipped with a brake operated by the secondary brake system.	D	
Brake unbalanced.	On a steered axle braking effort from any wheel is less than 50% of the maximum effort recorded from the other wheel on the same axle.	I	
	Braking effort from any wheel is less than 70% of the effort of the other wheel on the same axle.	D	
No gradual variation in brake effort (grabbing).	-	D	

IM 72
Secondary Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

1 When testing brakes, examiners should have no difficulty in establishing the performance of the service brake and, where the secondary brake is also the parking brake, the assessment of their performance should create no problems.

In such circumstances, if the parking brake can produce the secondary brake performance, the regulations can be regarded as satisfactory, as an alternative where the secondary brake performance is represented by each constituent part of a split or dual brake, the system performance can be considered as met.

Where this is not possible, the examiner can only use discretion, having regard to the general condition of the brakes and the service brake performance.

2 When measuring brake performance, percentage efficiencies and type of equipment should be recorded.

3 Particularly when using a roller brake tester to determine brake performance, examiners must, where possible, take into account the maximum design weight of the vehicle (or calculated laden weight in the case of a PSV).

This will usually only be possible if the vehicle is at or near to maximum weight and the examiner is sure that all brake modulating valves (eg load sensing valves) are delivering maximum pressure.

In the case of a vehicle at a lower weight, the examiner might only be able to judge brake performance against presented weight, where this is known.

For more detailed guidance on the roller brake test process refer to the appropriate Inspection Manual.

4 There is no performance laid down for agricultural motor vehicles driven at not more than 20mph if first used before 1 June 1986 or agricultural trailers manufactured before 1 December 1985. After these dates, they are required to achieve 25% of the total designed maximum axle weights.

IM 73
Parking Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Parking Brake Performance (see note 5) Parking brake inefficient (see notes 1, 2, 3 and 4).	Does not meet prescribed C&U requirements (specify).	I	See notes on page 153.
	Little or no braking effort on a road wheel equipped with a brake operated by the parking brake system.	D	
	Overall performance below normal expectation.	IN	

IM 73
Parking Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes

1 Particularly when using a roller brake tester to determine brake performance, examiners must, where possible, take into account the maximum design weight of the vehicle (or calculated laden weight in the case of a PSV).

This will usually only be possible if the vehicle is at or near to maximum weight. In the case of a vehicle at a lower weight, the examiner might only be able to judge brake performance against presented weight, where this is known.

For more detailed guidance on the roller brake test process refer to the appropriate Inspection Manual.

2 For the purpose of this test, the vehicle can be brought to rest prior to applying the parking brake (gradient and static test only).

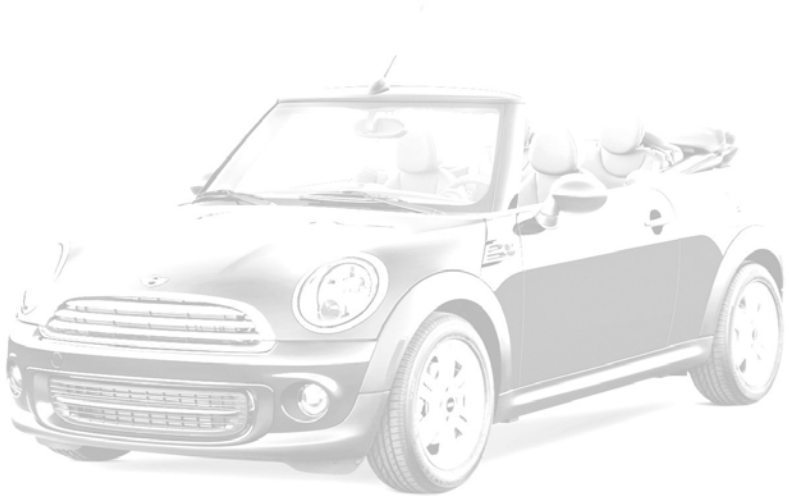
3 If the minimum efficiency prescribed in C&U is met, but performance is less than would be expected, an Inspection Notice must be issued if action has not been taken under any other heading.

4 There is no specified performance for parking brakes on agricultural vehicles driven at not more than 20 mph and first used before 1 January 1968.

5 When measuring brake performance, percentage efficiencies and type of equipment should be recorded.

Driver & Vehicle Standards Agency

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles



Contents

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Section 0
Identification of the vehicle

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Registration Plates and VIN Details Vehicle registration plate missing (See notes 1, 2 & 5).	Missing where legally required.	D
Vehicle registration plate broken/incomplete/dirty/ deteriorated/faded/obscured or with any feature that has the effect of changing the appearance or legibility of any of the characters, so that the true identity of the vehicle is less easily established.	Likely to be misread.	D
Vehicle registration plate incorrect (see note 3).	Registration mark does not relate to the vehicle.	D
Any registration plate insecure.	Likely to become detached.	I
A vehicle identification number missing, not found, incomplete, illegible or obviously falsified (see note 4).	Missing or not found.	D
	Incomplete, illegible or obviously falsified.	D

Notes

1. Unregistered vehicles need not be fitted with registration plates, for trailer registration plates refer to the enforcement sanctions policy.
2. A three wheeled vehicle which has a motorcycle derived front end, does not require a front registration plate.
3. Where the registration plates do not agree with each other or the DVLA record or registration document in the case of a non-UK Operator, the VIN should be used to identify the vehicle on the prohibition notice.
4. A vehicle identification number (VIN or chassis number) is required on: Kit cars and amateur built vehicles first used on or after 01/09/2001, and on all other vehicles first used on or after 01/08/1980.
5. A registration plate located behind a windscreen is not acceptable and is considered to be missing.

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Complete braking system			1 The provision of a pedal rubber which is itself of an anti-slip material is not to be regarded as defective if its design pattern is worn smooth.
Unsafe modification.	To any braking system component (specify component).	I	
A brake system component damaged or corroded.	Adversely affecting brake performance.	I	2 Defect might not apply to vehicles equipped with full air/ vacuum or continuous flow hydraulic braking systems.
	Affecting the braking system.	D	For power assisted systems the engine might need to be running to do these checks.
Controls			3 If a vehicle has a reservoir that is integral with the servo unit and has no other reservoir and no warning device is fitted, this is not automatically a reason for action since some systems need not have a warning device.
Hand brake lever/foot brake pedal fractured/ incomplete/ seized/insecure.	Fails to fulfil its function or failure imminent.	I	
	Able to function as intended or failure does not appear imminent.	D	
	Pivot too tight.	D	4 Vehicles used from 1 April 1983 can be fitted with either a visual warning device or an audible device. If both are fitted only one need work. Vehicles first used before 1 April 1983 must be fitted with a visual warning device. If an audible warning device is also fitted this is considered to be an addition to the mandatory requirement.
Hand brake lever/foot brake pedal travel impeded/ cannot be readily operated.	Cannot be operated satisfactorily.	I	
	Impeded but can be operated satisfactorily.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Excessive side play in hand brake lever.	Failure imminent or could inadvertently disengage.	I
	Advise early rectification.	IN
Insufficient reserve travel on hand brake lever/foot brake pedal.	Brake efficiency impaired.	I
	Braking efficiency appears unaffected.	D
Hand brake lever pawl and/ or ratchet worn.	Lever cannot be set or could inadvertently disengage.	I
	Advise early rectification.	IN
Foot brake pedal anti-slip provision/missing/loose/ deteriorated/worn smooth (see note 1).	Anti-slip provision missing or about to become detached or level of grip offered affected.	D
	Advise early rectification.	IN
Foot brake pedal “creeps” to floor (see note 2).	-	I
Foot brake pedal excessively “spongy” indicating a fault in the system (see note 2).	Brake efficiency impaired.	I
	Braking efficiency appears unaffected.	D

Notes

5 Items under Warning Systems apply to all vehicles registered on or after 1 October 1937, except vehicles under 3,050kg unladen and;

- fitted with a vacuum reservoir coupled direct to the induction manifold of the engine or
- a reservoir in a servo unit.

6 If the vacuum gauge has no warning mark, take the 25 to 30cm mark as the warning mark. Some vehicles do not have gauges or warning devices.

7 Only applicable to vehicles equipped with a brake servo-system powered from the engine inlet manifold.

8 Brake actuators or servos in which the travel cannot be visually assessed are often fitted with a device that indicates the extent of travel of the piston or diaphragm.

9 Minor valves may not be supported.

10 Faults, particularly those concerning the free movement of valves, are often difficult to positively detect. If examiners are in any doubt about the existence of a defect the IN option must be used.

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake hand valve fractured/damaged/insecure.	If not functional.	I	11 Defects apply to continuous flow hydraulic braking systems.
	But its function is not immediately impaired.	D	12 Fully floating cylinders must not be confused with insecure cylinders.
Brake hand control valve cannot be moved over its original full travel or cannot be retained in the on or off positions.	-	I	13 When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, i.e. brake test result or, in the case of adjustment, clearly no reserve travel.
Parking brake hand valve lever cannot be set.	-	I	(a) Surface cracks on brake discs and drums are a normal feature which should be ignored.
Warning Systems Warning gauge/flag/light missing/not functioning/not visible.	Where only one such device is fitted.	I	
	But another such device performs this function (see notes 3, 4 and 5).	IN	14 Excess travel means when there is no reserve travel left or the amount of movement clearly demonstrates that the point at which adjustment was necessary has been exceeded.
Warning gauge not illuminated.	Function not readily visible during the hours of darkness (see notes 3, 4 and 5).	IN	
Warning buzzer inoperative.	(see notes 3, 4 and 5).	IN	15 Where legally required to be fitted (see vehicle technical record if appropriate).
			16 Examiners must, where possible, take into account the design or kerb weight of the vehicle as appropriate. Where vehicles are tested on a roller brake tester, the appropriate Inspection Manual criteria must be used.

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Electronic parking brake warning light indicates a malfunction.	Brake efficiency impaired.	I	17 On a three-wheeled vehicle, the parking brake needs to operate on only one wheel.
Electronic park brake warning light illuminated indicating a fault.	Warning light illuminated indicating a fault.	D	18 Action under this section is confined to cases where the minimum efficiency prescribed in C&U is met but abnormally low effort is identified indicating a serious brake malfunction.
Air/Vacuum Assistance Air/vacuum assistance not working. Compressor or vacuum pump insecure or drive system missing or defective.	-	I	19 Brake fluid level and contamination checks are confined to transparent reservoirs or where an indicator is fitted. Reservoir caps should not be removed.
Insufficient reserve of air/vacuum.	Insufficient pressure or vacuum to give assistance for two or more applications of the brakes after the warning device has operated (see note 6).	I	20 Activation of the drain device is not required.
	Insufficient pressure or vacuum to give assistance for four or more applications of the brakes after the warning device has operated (see note 6).	D	21 Brake friction material lining/pad worn to excess is less than 1.5mm thick at any point, a visual assessment is acceptable providing the friction material can be seen. Prohibition action should only be taken where the lining or pad friction material thickness can be positively confirmed.
Loss of air/vacuum.	Pressure/ vacuum cannot be sustained with engine running just above idling speed with or without brakes applied.	I	
	Pressure/ vacuum can be sustained with engine running just above idling speed with or without brakes applied.	D	22 ESC MIL must be a separate lamp. One lamp covers a combination. ESC MIL maybe illuminated if the driver has manually swithched off the system, this will not result in prohibition action.

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Air/ vacuum build up slow.	Warning device fails to cease operating or gauge does not reach 3.1kg/ sq. cm (45 psi/ 3 bar/ 310 kPa) within 6 minutes or 25 to 30cm vacuum in 2 minutes.	I	23 When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, e.g. static performance test or in the case of adjustment, clearly no reserve travel.
	Warning device fails to cease operating or gauge does not reach 3.1kg/ sq. cm (45 psi/ 3 bar/ 310 kPa) within 3 minutes or 25 to 30cm vacuum in 1 minute (see note 6).	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Actuators			
Air/vacuum actuator insecure/damaged/fractured/ excessively corroded/incorrectly fitted.	Failed or failure imminent.	I	
	Early failure unlikely.	D	
Excess travel of brake actuator.	Brake efficiency impaired.	I	
	Excess amount of travel.	D	
	Advise early rectification.	IN	
Servos			
Brake servo insecure.	Detached or detachment imminent.	I	
	Immediate detachment unlikely.	D	
Brake servo damaged/incorrectly fitted/fractured/ excessively corroded/defective or ineffective.	Failed or failure imminent.	I	
	Immediate failure unlikely.	D	
Excessive travel of brake servo.	Brake efficiency impaired.	I	
	Excessive.	D	
Servo losing vacuum.	Vacuum cannot be sustained with engine running above idling speed and brake applied.	I	
	Vacuum can be sustained with engine running above idling speed and brake applied.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Inlet manifold vacuum servo assistance inoperative/ vacuum pipe defective.	Brake efficiency impaired.	I	
	Braking efficiency appears unimpaired (see note 7).	D	
Brake Travel/Adjustment Indicators Brake piston/ diaphragm travel indicator missing/ inoperative.	(see note 8).	IN	
Brake adjustment indicator shows that brake adjustment is necessary.	Brake efficiency impaired.	I	
	Defective requires rectification.	D	
Brake Valves Brake valve inoperative (specify component).	-	I	
Brake valve insecure (specify component).	Detached or detachment imminent and/ or likely to cause leakage at connection.	I	
	Insecurity due to weakness or failure of supporting structure (see note 9).	D	
Brake valve damaged/fractured/excessively corroded (specify component).	To an extent that renders the valve inoperative or failure imminent.	I	
	Advise early rectification.	IN	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake valve leaking.	Leakage such that pressure or vacuum cannot be sustained with engine running just above idling speed.	I	
	Leakage such that pressure or vacuum can be sustained with engine running just above idling speed.	D	
Load sensing valve seized, linkage defective, missing or out of adjustment.	Seized or inoperative and ABS not fitted or inoperative.	I	
	Missing where fitted as standard.	I	
	Seized or inoperative and ABS functioning.	D	
	Linkage defective or incorrectly adjusted.	D	
	Valve defective / LSV data plate missing or illegible (where required).	IN	
Excessive oil/ contaminant discharge from brake valves.	-	D	
Air/Vacuum Reservoir Brake air/vacuum reservoir damaged/excessively corroded/insecure.	About to become detached or failure imminent.	I	
	Immediate detachment or failure unlikely.	D	
Drain device inoperative (see note 20).	-	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Hydraulic Systems Brake master cylinder/reservoir/wheel cylinder/ caliper insecure.	Detached or detachment imminent.	I	
	Immediate detachment unlikely.	D	
Brake master cylinder/wheel cylinder/caliper damaged/incorrectly fitted/fractured/severely corroded/reservoir cap missing.	Failed or failure imminent.	I	
	Immediate failure unlikely.	D	
	Reservoir cap missing.	D	
Brake fluid leaking from ... (specify source).	Obvious leak leading to brake failure or presenting risk of fire.	I	
	Early brake failure unlikely or no obvious fire risk.	IN	
Warning/light missing/not functioning. Brake warning buzzer inoperative (see note 11).	If only means of warning.	I	
	Other method of warning available advise rectification.	IN	
Hydraulic pressure build-up slow (see note 11).	Warning device fails to cease operating within 6 minutes.	I	
	Warning device fails to cease operating within 4 minutes.	D	
Hydraulic cylinder mounting insecure (see notes 9, 10 and 12).	Detached or detachment imminent.	I	
	Immediate detachment unlikely.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake fluid low level warning lamp indicates a fault/ absence of or low fluid level in hydraulic brake fluid reservoir (see note 19).	No brake fluid visible.	I	
	Fluid level significantly below the minimum level indication.	D	
	Fluid level below minimum mark.	IN	
	Fluid warning lamp illuminated or defective.	IN	
	Incorrect functioning of brake fluid level warning device.	IN	
Brake fluid contaminated (see note 19).	Obviously contaminated and brake function affected.	I	
	Obviously contaminated.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Mechanical Components Any brake component excessively worn/ corroded/fractured/reduced in diameter/number of strands reduced (specify component). Any retaining/locking device missing/loose (specify component).	Failed or failure imminent. Serious reduction of strength/ excessively worn or displaced. Advise early rectification.	I D IN	
Any retaining/locking device missing/loose (specify component).	Retaining device missing or detached. Retaining device insecure or locking device missing or insecure.	I D	
Brake lining/pad/friction material missing/ excessively worn/insecure.	Missing, detached/detachment imminent / metal to metal contact or braking efficiency impaired. worn to excess less than 1.5mm (see note 21). Brake wear warning device activated. Worn advise early rectification.	I D IN IN	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake friction material lining or pad not contacting the drum or disc (See note 13)	And braking efficiency impaired.	I	
Severely contaminated pad/lining material.	Braking efficiency impaired (see note 13).	I	
	Where contamination is clearly evident and likely to affect performance but brake test equipment not available to confirm.	D	
	Brake efficiency unaffected.	IN	
Brake disc fractured/excessively worn/pitted/insert insecure (see note 13a).	Failed or failure imminent.	I	
	A fracture extending through the surface into the ventilation cavity.	D	
	Advise early rectification.	IN	
Brake drum fractured/ excessively worn (see note 13a).	Failed or failure imminent.	I	
	Drum fractured through.	D	
	Advise early rectification.	IN	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Any component seized/restricted/fouling/excessive travel (specify component).	Brake efficiency impaired.	I	
	But unlikely to affect braking efficiency.	D	
Brake backplate/disc loose.	Brake efficiency impaired.	I	
	Brake efficiency not impaired.	D	
Abnormal movement of levers indicating maladjustment (see note 14).	Brake efficiency impaired.	I	
	Brake efficiency not impaired.	D	
Anti-lock Braking Components (ABS) Any component forming part of an anti-lock braking system missing/damaged/ disconnected/ malfunctioning.	Such that the ABS system is rendered inoperative or spurious signals are given and the vehicle is not equipped with load sensing.	I	
	Such that the ABS system is likely to become inoperative or spurious signals are likely to be given and the vehicle is equipped with load sensing.	D	
Anti-lock Braking Systems (ABS) Anti-lock brake warning light sequence inoperative or indicates a fault.	ABS Warning light inoperative or indicates a fault and the vehicle is not equipped with load sensing in addition to ABS.	I	
	ABS warning light inoperative or indicates a fault and the vehicle is equipped with load sensing in addition to ABS.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Electronic Stability Control (ESC) Any component forming part of an ESC system missing/damaged/disconnected/malfunctioning.	Such that the ESC system is rendered inoperative and no evidence of operation.	D	
Warning light inoperative or indicates the existence of a fault. (See note 22).	ESC MIL inoperative or indicates the existence of a fault.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake Pipes and Hoses			
Brake pipe excessively chafed/damaged or kinked.	Failed or failure imminent.	I	
	Risk of further damage.	D	
	Advise early rectification.	IN	
Brake pipe corroded.	Failed or failure imminent.	I	
	Deeply pitted and weakened.	D	
	Advise early rectification.	IN	
Brake pipe inadequately clipped/supported.	Failed or failure imminent.	I	
	Significantly insecure.	D	
	Advise early rectification.	IN	
Brake pipe fouling (specify component fouled).	Failed or failure imminent.	I	
	Risk of further damage.	D	
Brake hose chafed/deteriorated/stretched/bulging/ kinked/twisted/fouling/exposed to excessive heat or porous.	Failed or failure imminent.	I	
	Risk of further damage.	D	

Continued overleaf...

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Brake pipe/hose/coupling/connection leaking (specify component).	Any positive hydraulic leak.	I	
	Leakage such that pressure or vacuum cannot be sustained with engine running just above idling speed.	I	
	Pressure or vacuum can be sustained with engine running just above idling speed.	D	
Additional Braking Devices/Retarders/Exhaust Brakes			
Not working/missing.	(See note 15).	D	
A device or component insecure/damaged/ contaminated/leaking gas or oil.	Likely to become detached, fire hazard or continuous oil leak.	I	
	Oil leakage in excess of 75mm diameter patch in 5 minutes.	D	
Wiring chafed/insecure/poor condition.	Fire hazard.	I	
	No apparent fire risk / advise early rectification.	IN	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Service Brake Operation and Performance Service brake does not operate on every road wheel.	-	I	
Service brake efficiency low.	Performance does not meet prescribed C&U requirements (specify).	I	
	Performance below normal expectation (see note 16).	IN	
Service brake unbalanced.	In the case of testing on the road, marked deviation from straight path when brakes applied.	I	
	On a steered axle braking effort from any wheel is less than 50% of the maximum effort recorded from the other wheel on the same axle.	I	
	Braking effort from any wheel is less than 70% of the effort of the other wheel on the same axle.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Service brake binding excessively.	Severely overheated and either failure or fire likely.	I	
	Failure unlikely / no obvious risk of fire.	IN	
	Advise early rectification.	IN	
Service brake ‘grabbing’ or ‘juddering’.	Such as to affect directional control.	I	
	No obvious affect to directional control.	IN	
	Advise early rectification.	IN	
Overrun brake defective.	Brake not working and operation or efficiency is obviously affected. (see note 23).	I	
	Overrun brake defective - operation affected.	D	

Section 1
Brakes

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Parking Brake Operation and Performance Parking brake does not operate on at least two road wheels (see note 17).	-	I	
Parking brake inefficient.	Does not meet prescribed C&U requirements (specify).	I	
	Little or no braking effort on a road wheel on which the brake is designed to operate (see note 18).	D	
	Performance below normal expectation (see note 18).	IN	
Parking brake binding excessively.	Severely overheated and either failure or fire likely.	I	
	No apparent risk of fire or failure.	IN	
General Fracture, serious distortion or excessive corrosion in main chassis, cross member or load bearing panel within 30cm of a brake control mounting.	Failure or detachment imminent.	I	
	No apparent risk of failure or detachment.	D	
	Advise early rectification.	IN	

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Steering Wheel and Column		
Excessive 'free' play at steering wheel.	Likely to impair directional control of the vehicle.	I
	No evidence of directional control of vehicle being affected (see notes 1 and 2).	D
Steering wheel hub, rim or spokes insecure.	Detachment imminent.	I
	No apparent risk of detachment.	D
Steering wheel hub, rim or spokes fractured.	Failed or failure imminent or jagged edges likely to cut driver's hand.	I
	No apparent risk of failure or injury to driver (see note 3).	D
Steering wheel loose to column shaft.	-	I
Steering wheel retaining device missing (specify device).	-	I
Excessive lift or movement of steering column.	Abnormal movement indicating failure of component parts.	I
	No indication of failure in component parts (see notes 4 and 5).	D

Notes

1 The maximum permissible 'free' play on a steering wheel is as follows:

If a point on the rim of the steering wheel moves without the road wheels moving for a distance of

- (except on rack and pinion steering) 1/ 5 of diameter of steering wheel, e.g. 76mm on a 380mm diameter wheel.
- (on rack and pinion steering) 1/ 30 of diameter e.g.13mm on a 380mm diameter wheel. Free play of up to 1/8 of diameter, e.g. 48mm on a 380mm diameter wheel is acceptable where the steering wheel
  - ⇒ is placed forward from rack and pinion steering, and
  - ⇒ has a number of joints to the rack.

2 Power steering must be checked with steering pump working but not providing hydraulic assistance, the steering wheel play is slightly greater than with manual steering systems.

3 Cracks in the plastic covering of a spoke do not necessarily indicate that the spoke is fractured. Jagged edges on the rim of a steering wheel (e.g. due to cracks in plastic covering) are a reason for action only if they are likely to cut the driver's hand.

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering column flexible coupling or universal joint deteriorated/worn/insecure.	Failure imminent.	I	4 Some vehicles have flexible top bearings for the steering column, in which case more than average movement is permissible.
	No apparent risk of imminent failure. (See Notes 4 and 5)	D	5 In certain types of steering e.g.: those fitted with universal joints or flexible couplings, there could be a certain amount of movement present that is not due to wear.
Steering wheel column adjuster defective.	Steering wheel column cannot be secured as required.	I	6 If the vehicle is fitted with power steering the engine must be running when the steering is operated.
			7 Some steering joints are spring loaded. The designed amount of movement must not be confused with abnormal movement.
Steering Box/Rack & Pinion (See Note 6)			8 If power steering is optional and removal has no adverse effect on the steering, no action should be taken.
Steering stiff.	Restricting operation.	I	
Steering box/rack noisy/knocking.	Obvious roughness.	D	
	With no apparent roughness in operation.	IN	Notes continued overleaf...
Continued overleaf...			

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering box sector shaft twisted or worn.	To the extent that functionality is affected.	I	9 It is not practicable to lay down precise limits, but the following is a guide to determine acceptable wear at king pins.
	Shaft visibly twisted or excessively worn.	D	With the wheel braked and off the ground, note the total measured movement at the outer wall of the tyre when the wheel is rocked.
Excessive lift/end float on sector shaft, bushes or splines.	-	D	For 355mm wheels this must not exceed 6mm.
Excessive lift in steering rack.	-	D	The maximum permissible movement for wheels of other diameters must be in proportion to this.
Steering gear housing fractured/insecure/damaged.	Any restriction, failure or detachment imminent.	I	10 Power steering fluid level checks are confined to transparent reservoirs or where an indicator is fitted. Reservoir caps should not be removed.
	No apparent restriction or risk of failure/ detachment.	D	
Steering rack gaiter missing/split/damaged or displaced.	-	D	

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering Linkage			
Steering drop arm loose.	If movement is such that failure is likely.	I	
	Excessive abnormal movement.	D	
Steering ball pin insecure.	Detachment imminent.	I	
	No apparent risk of detachment.	D	
Steering ball pin grooved.	Diameter substantially reduced.	I	
	Advise early rectification.	IN	
Track rod/drag link loose/misaligned.	Excessive movement between mating parts (see note 7).	I	
	Slight movement (see note 7).	D	
	Misaligned only.	IN	
Excessive movement in steering joint.	If joint in danger of separation.	I	
	No apparent danger of joint separation (see note 7).	D	
	Advise early rectification.	IN	
Steering relay arm pivot excessively worn.	Failure imminent.	I	
	No apparent risk of failure.	D	

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering relay arm pivot housing/bracket fractured/ insecure.	Failure or detachment imminent.	I	
	No apparent risk of imminent failure or detachment.	D	
Steering arm loose.	Detachment imminent.	I	
	Otherwise than above.	D	
Steering component fractured/deformed/insecure/ excessively corroded/repaired by welding/fracture, serious distortion or excessive corrosion in a load bearing member within 30cm of mounting (specify component).	Failure or detachment imminent / function affected.	I	
	But no apparent risk of imminent failure or detachment.	D	
Steering component fouling, or road wheels or tyres fouling/ restricted in travel (specify component).	Steering function impaired.	I	
	Steering function not impaired.	D	
Steering retaining/locking device missing/insecure (specify component).	Retaining device missing or ineffective.	I	
	Retaining device insecure or any locking device missing or insecure.	D	
Ball joint dust cover missing/damaged/deteriorated.	Missing or severely deteriorated so as to no longer prevent the ingress of dirt.	D	
	Deteriorated or damaged.	IN	

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Power Steering Power steering inoperative (malfunctioning or otherwise defective).	Disconnected, inoperative or failure imminent (see note 8).	I	
Pump insecure or it's drive system missing or defective.	Failure or detachment imminent.	I	
	No apparent risk of failure or detachment	D	
Power steering, ram anchor bracket or pump mounting fractured/insecure or otherwise defective.	Failure or detachment imminent.	I	
	No apparent risk of failure or detachment	D	
Power steering ram fluid pipes damaged.	Pipes damaged and likely to fail.	I	
	Advise early rectification.	IN	
Power steering pipes fouling (specify part of vehicle being fouled).	Steering function impaired.	I	
	No apparent risk of steering function being impaired.	IN	
Excessive fluid/air leakage from power steering (specify component).	Fluid/air leaking continuously, failure of power steering imminent.	I	
	Contamination of materials so as to constitute a fire risk.	I	
	Fluid leak in excess of 75mm diameter patch in 5 minutes.	D	
	Advise early rectification	IN	

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Power steering ram joint excessively worn/spring very weak/spring broken.	Joint in danger of separation, or detachment of ram imminent.	I	
	No apparent risk of joint separation or of ram becoming detached.	D	
Insufficient power steering fluid (see note 10).	No fluid visible.	D	
	Below minimum mark.	IN	
Electronic Power Steering (EPS)			
EPS malfunctioning or inoperative (see note 8).	Power assistance inoperative.	D	
	Malfunction indicator lamp (MIL) indicates a system malfunction.	D	
EPS systems with angle of steering wheel and road wheels inconsistent.	To the extent that steering is adversely affected.	I	
	Inconsistent.	D	
All Steering types			
Steering component with an unsafe modification.	(specify component)	I	

Section 2
Steering

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
King Pins Excessive wear of king pin and/or bushes or swivel joint or MacPherson strut assembly.	Likely to affect steering or fail prematurely.	I	
	No apparent risk of affecting steering or premature failure (see note 9).	D	
King pin loose in axle beam or swivel joint worn/ insecure.	Pin displaced or displacement or failure likely.	I	
	No apparent risk of king pin/joint displacement or failure.	D	
King pin or swivel joint retaining device missing/ insecure.	Retaining device missing or detached.	I	
	Retaining device insecure.	D	

Section 3
Visibility

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Windscreen and Windows Windscreen or window cracked/scratched/damaged/ discoloured/obscured or vision obstructed/insecure.	Driver's view of the road seriously impaired/presents a danger to occupants of the vehicle/detachment likely.	I	1 In the case of goods vehicles first used on or after 1 January 1959, the glass of windscreens and all windows in front of and on either side of the driver's seat must be of safety glass.
	Advise early rectification.	IN	2 In the case of passenger or dual purpose vehicles first used on or after 1 January 1959, if glass is fitted to the windscreen or any outside windows it must be safety glass.
Windscreen not of safety glass.	(see notes 1, 2 and 3).	I	3 In the case of vehicles first used on or after 1 June 1978, windscreens and windows wholly or partly on either side of the driver's seat must be of specified safety glass. All other windows must be specified safety glass or safety glazing.
Window not of safety glass.	(see notes 1, 2 and 3).	D	4 If the windscreen can be opened or by some other means an adequate view can be obtained from the driving seat, the vehicle need not be provided with wipers or washers.
Window glazing insecure/cracked.	Missing, detachment likely and/or presents a risk of injury.	I	
	Advise early rectification.	IN	
Windscreen and/or front side windows excessively tinted.	Average light transmission <30%	I	
	Average light transmission >30%, <45%	D	
	Average light transmission >45%, <65%	IN	

Section 3
Visibility

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Washers and Wipers (see note 4)			
Windscreen wiper missing/inoperative/blades worn/ does not operate over an adequate area.	Any wiper missing or inoperative such as to impair driver's view.	I	
	Subject to prevailing weather conditions (i.e. weather fine).	D	
	Advise early rectification.	IN	
Windscreen washer not fitted/inoperative/system incomplete/inadequate.	Vision seriously impaired.	I	
	Advise early rectification.	IN	

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
All lamps		
A lamp lens insecure or damaged.	Likely to cause injury or detachment imminent.	I
A mandatory lamp showing red light to the front or white to the rear or has heavily reduced light intensity.	-	D
A mandatory lamp with products on the lens or light source.	Heavily reduces light intensity.	D
	Obviously reduces light intensity or changes emitted colour.	IN
A mandatory lamp emitted colour, position or intensity not in accordance with the requirements.	-	IN

Notes

1. No lamps or reflectors are required to be fitted to vehicles only used on roads between sunrise and sunset.
2. This action is appropriate only between sunset and sunrise or in conditions of seriously reduced visibility.
3. Rear fog lamps are required by vehicles first used on or after 1 April 1980 which have a width greater than 1300mm and a maximum speed exceeding 25mph.
4. Where only one rear fog lamp is fitted it must be positioned on the centreline or offside of the vehicle.
5. The criteria must be the inability of the driver to signal the intention to change direction to any road user in regard to their position on the road. Hand signals will only be considered for private cars and certain pickup trucks depending on load. The driver must be conversant with the arm signals rule in the highway code.
6. Vehicles first used before 1 April 1986 are not required to have hazard warning lamps or side repeater indicators.
7. A side repeater lamp is classed as a direction indicator lamp.

Continued overleaf...

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Front Position Lamps (see note 1)			
Obligatory front position lamp insecure.	Lamp so insecure that detachment is imminent.	I	8 Where a headlamp is defective consideration must be given to the capability of other headlamps fitted.
	Advise early rectification.	IN	9 An immediate prohibition will normally only be appropriate for such a defect in conditions of seriously reduced visibility or at night.
Obligatory front position lamp inoperative/missing/ dim/obscured/shows light of wrong colour otherwise not in good working order.	-	IN	
Obligatory front position lamp has intermittent operation, is affected by the operation of another lamp, does not face the front or is incorrectly positioned.	-	IN	10 If the degree of misalignment of the headlamp aim does not warrant an immediate prohibition, but an instrumented check shows that the headlamp aim falls outside the statutory test limits, the driver should be informed.
Obligatory Rear Position Lamps (see note 1)			
Obligatory rear lamp insecure.	Likely to cause injury or detachment imminent.	I	11 When visibility is seriously reduced (to less than 100 metres) the use of dipped headlamps is required by regulation.
	Insecure.	IN	12 The use of dipped-beam headlamps is compulsory during the hours of darkness i.e. the time between half an hour after sunset and half an hour before sunrise, except on a road which is a restricted road. A restricted road is a road with a 30mph speed limit and street lamps placed no more than 200 yards apart.
Obligatory rear lamp inoperative/missing/dim/ obscured/shows light of wrong colour/otherwise not in good working order.	Likely to prevent width and presence of vehicle being indicated adequately during compulsory use (see note 2).	I	
	Likely to prevent width and presence of vehicle being indicated adequately.	IN	
Obligatory rear lamp has intermittent operation, is affected by the operation of another lamp, does not face the rear or is incorrectly positioned.	-	IN	

Continued overleaf...

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Rear Fog Lamps (see note 1)			
Obligatory rear fog lamp insecure.	Detachment imminent.	I	
	Insecure advise early rectification.	IN	
Obligatory rear fog lamp inoperative/missing/ obscured/ incorrectly positioned/emits light of a colour other than red/comes on with brake light.	(see notes 3 and 4).	IN	
Obligatory Reflectors (see note 1)			
Obligatory reflector missing/deteriorated/incorrectly fitted/obscured/insecure.	Detachment imminent.	I	
	Otherwise than above.	IN	
Direction Indicators (see note 1)			
Direction indicator insecure.	Detachment imminent.	I	
	Advise early rectification.	IN	
Direction indicator inoperative/missing/not functioning correctly/damaged/obscured/wrong colour/adversely affected by the operation of another lamp. (See notes 17, 18 & 19)	Indicator cannot be used to clearly show the driver's intention (see note 5, 6 & 7).	I	
	Multiple light source lamp more than 50% inoperative (see note 15).	D	
	Multiple light source lamp up to 50% inoperative (see note 15).	IN	

Continued overleaf...

13 Prohibition action should be taken when a vehicle is encountered in the hours of darkness and where it can reasonably be assumed that vehicle is likely to be used where compulsory use of dipped headlamps is required.

14 Vehicles first used before 1 January 1971 need only one stop lamp. This lamp must be fitted on the centre-line or offside of the vehicle.

15 A "light source" means a bulb, an LED or any other means of emitting light.

16 End outline marker lamps are required on vehicles first used on or after 01 April 1991 that are wider than 2.1m (not class 3 vehicles).

17 If more than 1 bulb or LED is fitted in the lamp at least 50% must work.

18 Obscuration of lamps, provided at least 50% of a lamp is visible this is not a deficiency.

Continued overleaf...

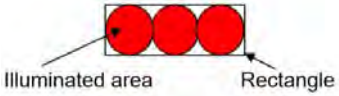
Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Direction indicator warning lamp inoperative/not fitted.	If the warning lamp is inoperative or not fitted and the driver cannot see that each indicator is functioning and there is no audible tell-tale device.	IN
Hazard Warning Lamps (see note 1) Hazard warning lamp inoperative/not functioning correctly.	(see note 6)	IN
Obligatory Headlamps (see note 1,17,18 &19) Obligatory dipped headlamp inoperative/dim/ missing/obscured/not in good working order.	When use of headlamps is compulsory (see notes 8, 9, 10, 11 & 13).	I
	When use of headlamps is not compulsory (see note 11).	IN
	Advise early rectification	IN
Multiple light source obligatory headlamp with defective light source (see note 1 & 15).	More than 50% inoperative and use of headlamps is compulsory (see notes 8, 11, 12 & 13).	D
	When use of headlamps not compulsory/ up to 50% inoperative (see notes 8, 11 & 12).	IN
Obligatory headlamp insecure or lens broken/ missing.	Detachment imminent.	I
	Advise early rectification.	IN

Notes

19 If two or more lamps are fitted and the aggregated illuminated area occupies 60% or more of the area of smallest rectangle circumscribing the illuminated area this should be treated as one lamp For example, please see picture below, if multiple lamps are fitted (3 brake lights in this example), a rectangle is pictured around the illuminated area of all adjacent lamps, where the illuminated surface occupies 60% or more of the area within the rectangle, these lamps will be treated as one lamp.



In this example if two out of three lamps are inoperative this is less than 50% and would be a prohibition.

20 Examiners must take care when inspecting high voltage systems. High voltage wiring is colour coded orange.

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Headlamp aim too high or too far to the right.	Likely to cause dazzle when use of dipped headlamps is compulsory.	I	
	Advise early rectification. (see notes 9 and 10).	IN	
Headlamp aim too low or too far to the left.	Likely to prevent the driver from being able to drive safely when use of dipped headlamps is compulsory.	I	
	Advise early rectification. (see notes 9 and 10).	IN	
The dipped beam and/or main beam emitted from a matched pair of obligatory headlamps cannot be switched on or off together or are not of the same colour.	Likely to cause dazzle when headlamp use is compulsory.	I	
	Advise early rectification.	IN	
In any grouped obligatory headlamp system (i.e. more than one matched pair) they cannot either be dipped in unison or when one matched pair is dipped the other pair(s) are extinguished.	Likely to cause dazzle when headlamp use is compulsory.	I	
	Advise early rectification.	IN	
Headlamp light source and lamp not compatible (see notes 1 and 15).	-	D	
Headlamp cleaning device inoperative (where mandatory).	In the case of gas-discharging or LED lamps.	D	
	Device inoperative for other types of headlamp.	IN	

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Stop Lamps (see notes 1, 17, 18 & 19)			
Stop lamp inoperative/obscured/missing/dim/ otherwise defective in operation.	No stop lamps show a steady red light to the rear when the brake is applied.	I	
	Stop lamp(s) remain on when all brakes are released.	I	
	Stop lamp missing or inoperative (see notes 14 and 15).	D	
	Multiple light source lamp with more than 50% of sources are inoperative (see notes 14 and 15).	D	
	Multiple light source lamp with up to 50% inoperative (see note 15).	IN	
Stop lamps insecure.	Detachment imminent.	I	
	Advise early rectification.	IN	
Reversing Lamps (see note 1)			
Reversing lamp insecure/otherwise defective.	Detachment imminent.	I	
	Defective advise early rectification.	IN	
Reversing lamp indicator inoperative.	-	IN	

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Rear Registration Plate Lamps Missing or inoperative. (during the hours of darkness only).	No registration plate lamps operating.	D	
	Flickers when tapped.	IN	
	At least one lamp or light source still operating (see note 15).	IN	
Rear registration plate lamp on towing vehicle coupled to a trailer.	Inoperative or defective in operation.	IN	

Section 4
Lamps, reflectors and electrical equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Battery			
Battery insecure.	Likely to fall from vehicle or displacement constitutes risk of fire.	I	
	Advise early rectification.	IN	
Battery leaking or cell closures loose/missing.	Electrolyte likely to cause imminent failure of items which could affect vehicle safety or entering passenger compartment.	I	
	Advise early rectification.	IN	
Switchgear and Wiring			
Wiring insecure/inadequately insulated/insulation is or will become ineffective due to chafing or heat (see note 20).	Constitutes a fire risk.	I	
	Advise early rectification.	IN	
Lighting switch insecure/malfunctioning.	-	IN	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Road Wheels and Hubs (see note 2)		
Missing wheel(s).	-	I
Wheel fractured or with a welding defect.	Fractured.	I
	With a welding defect.	I
Wheel hub fractured, worn or damaged (see note 2).	Failure or detachment imminent.	I
	Immediate failure or detachment unlikely.	D
Wheel stud holes elongated/damaged.	If visible with wheel nuts in place or detachment likely.	I
	Any stud hole severely worn/ elongated.	D
Wheel stud or nut missing/loose/fractured/ not clamping or fully locating in taper.	More than one wheel nut/ stud is missing, loose, fractured or obviously not clamping or locating in road wheel taper.	I
	One of total for that wheel.	D
Foreign object trapped between twin wheel fitment. (See note 19)	Likely to detach and cause damage or injury.	I
	Advise early rectification.	IN

Notes	
1	On certain wheels, abutting with slight displacement is acceptable.
2	For spigot mounted wheels see IM6 part 1.
3	Manufacturer supplied ‘temporary use’ spares (‘Space-Savers’) are acceptable.
4	Private buses/restricted speed vehicles are permitted ‘J’ or ‘K’ rated tyres provided they are of suitable capacity following deduction of any load penalty.
4a	During vehicle examinations prohibition action should only be taken if the tyre load Index is below that appropriate for the vehicle and if the tyre is obviously over loaded.
4b	The obvious overload could be established by weighbridge figures or if the tyre is showing signs of deterioration due to the overload, for example, excessive over heating or damaged structure.
5	It cannot be assumed that, because either tyre on a twin wheel is not in contact with the ground when the vehicle is stationary on a level surface, there is a difference in nominal size. Unless marked otherwise, “standard” car tyres have a nominal aspect ratio of 82%. These can be safely mixed with tyres with an aspect ratio of 80%.

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Tyre retaining ring abutting/fractured or not properly fitted (see note 1).	The ring is visibly displaced from its seating and total displacement is imminent.	I
	Not properly fitted.	D
Wheel seriously distorted or worn.	Affecting steering or vehicle stability.	I
	Wheel or tyre likely to become detached.	I
	Badly distorted or worn.	D
Wheel embellisher protruding or insecure.	Sharp edges/points exposed, likely to cause injury or detachment imminent.	I
	Advise early rectification.	IN
Half shaft bolt/nuts/studs loose or missing.	Loss of drive likely.	I
	Immediate loss of drive unlikely / advise early rectification.	IN
Incompatible wheel fitted.	Fouling other components where failure of the wheel/affected component is likely. or affecting road safety.	I
	But early failure or risk to safety unlikely.	IN

Notes

6 This does not apply to vehicles with twin or extra wide tyres on the rear axle, or to tyres manufactured for (and fitted to) engineering plant. It also does not apply to vehicles with a maximum speed not exceeding 30mph.

7 For example tyres with a directional tread pattern or asymmetrical tyre incorrectly fitted.

8 Re-cut tyres are permitted on;

- motor vehicles of unladen weight exceeding 3050kg, between 2540kg and 3050kg if fitted to wheel rims exceeding 405mm (16”) diameter, and
- trailers of unladen weight exceeding 1020kg (2290kg total weight for fixed plant carriers).

9 Bulging includes any lifting of the tread rubber and must not be confused with undulations which could be present due to manufacturing imperfections.

10 (a) Cuts which are deep enough to reach the cords or ply but are less than 25mm or 10% of the section width, whichever is the greater, and have not damaged or exposed the cords or ply do not breach the legal requirements or tyres.

(b) “Exposed” for this purpose means the cords are visible as seen by the naked eye or in the case of a cut more than 25mm or 10% of the section width, can be made visible with the use of a probe.

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Spare Wheel			11 For tyre tread requirements for vehicles with more than 8 passenger seats and goods vehicles exceeding 3500kg GDW consult Part 1 of this document.
Spare wheel fractured/badly distorted/stud holes elongated.	-	IN	12 “Original tread pattern” means
Tyres			a. in the case of a re-treaded tyre, the tread pattern immediately after the tyre was re-treaded.
The nominal size, ply rating or load index/speed rating of any tyre is below that appropriate for the vehicle. A tyre marked with a speed rating letter within the range A to K (see notes 3 and 4).	Tyre obviously overloaded (see note 4a & 4b).	I	b. in the case of a wholly re-cut tyre, the manufacturer’s re-cut tread pattern.
	No obvious overload (see note 4a & 4b).	IN	c. in the case of a partially re-cut tyre, on the part that has been re-cut, the manufacturer’s re-cut tread pattern, and on the other part, the tread pattern when the tyre was new.
Tyres of different types/nominal sizes/aspect ratio fitted on the same axle.	Tyres of different type (i.e. cross ply or radial) fitted.	I	d. in the case of any other tyre, the tread pattern when the tyre was new.
	One tyre is of a different nominal size or aspect ratio from those on the same axle (see notes 3 and 4).	D	e. Grooves which wear out before the main grooves and other minor features such as sipes, small lateral extensions to the circumferential grooves and minor lateral grooving on the shoulders are to be disregarded when considering whether the “original tread pattern” is visible.
Continued overleaf...			13 As a general guide, the lift in a stub axle would normally be considered excessive if greater than 1.6mm.

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
A tyre not fitted in accordance with the manufacturers instructions.	(see note 7).	IN	14 This inspection is also applicable to the pins and bushes locating independent suspension arms and balance beam and linkage pivots.
Tyre walls in contact.	Caused by under inflation or incorrect wheel fitting.	IN	15 When some types of spring attachment bracket or suspension bracket are fitted there could be more holes in the bracket than holes in the chassis. This would not be a reason for action.
Tyre bulging.	Caused by separation or partial failure of its structure (see note 9).	I	
Tyre has a break in the fabric or deep cut	And cord/cords exposed (see notes 10a and 10b).	I	16 Delayed action only where a slipper is worn to the extent that it could, at the time of the inspection, clearly affect the movement or correct location of the road spring or has allowed the spring leaf to damage the chassis.
	Deep cut or damage more than 25mm or 10% of section width, whichever is the greater, and cords/ply can be felt, but not seen by the use of a probe (see note 10a).	D	17a The check for the display of tyre age code markings applies to buses, coaches and minibuses. The check of tyre age applies only to front steered axle(s) and minibus single wheel fitment.
	Minor cut or damage (see note 10a).	IN	
Tyre seriously under inflated or incorrectly seated on the wheel rim. (See notes 20, 21 & 22)	Likely to affect steering or, if laden, overload the other tyre on a twin fitment.	I	17b The requirements for tyre age and tyre age markings will not apply to motor vehicles and trailers with a first use or manufacture date of forty years and over and used for non-commercial purposes
	Measured pressure is 50% or less of recommended pressure or pressure of the other tyre on same axle.	I	
	Early failure unlikely.	IN	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyre tread worn beyond legal limit (see note 11).	Depth of tread is not at least 1.6mm throughout a continuous band (excluding tie-bars) situated in the central three quarters of the breadth of tread, around the entire circumference.	I	17c The tyre date code is only required to be marked on one sidewall, therefore it may not be possible to see the age markings of some twin wheel fitments, this is acceptable.
	The base of any groove of the original tread pattern is not clearly visible (see note 12).	IN	17d All tyres must be marked with a date code, this is represented by a four-digit code normally at the end of the DOT marking (tyres with a three-digit code will be in excess of 10 years old) On recapped tyres the retread date must be used.
Tyre fouling.	Tyre damaged and/or likely to fail.	I	17e For the purpose of aged tyres, the front steered axle will be deemed forward of the chassis midpoint and directly controlled by the steering system.
	Steering affected.	I	
	Advise early rectification.	IN	17f Clear evidence tyre deterioration maybe cracking, splitting or perishing etc
Re-cut tyre fitted to a vehicle which should not have a re-cut tyre.	Fitted to a vehicle on which re-cut tyres are not permitted (see note 8).	D	18 To avoid confusion between wheel bearing free play and king pin wear, applying the brake will eliminate wheel bearing free play
Tyre manufacturer date code in excess of 10 years of age	on any vehicle front steered axle, or any axle on a minibus with a single wheel fitment (See notes 17a - 17f)	I	
	on any axle other than vehicle front steered or minibus single wheel fitment (See notes 17a - 17f)	IN	19 For this defect the wording "twin wheel fitment" also includes objects trapped between the tyres.

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyre manufacture date code not legible/ displayed on any vehicle front steered axle or minibus single wheel fitment	with clear evidence of deterioration (See note 17a -17f)	I	20 Examiners have the option to take a tyre pressure measurement on steered and single wheel fitments where visual checks indicate serious under-inflation of a pneumatic tyre.
	with no clear evidence of deterioration (See note 17a -17f)	D	
Tyre manufacture date code not legible/ displayed other than a front steered axle or minibus single wheel fitment	(See note 17a -17f)	IN	21 The recommended tyre pressures should be used as a reference where possible.
Tyre manufacture date code not visible on twin wheel fitment	(See note 17a -17f)	IN	22 Where no recommended tyre pressure value is available or if there is doubt over marked tyre pressures on the vehicle, proceed to check the pressure across the same axle to make a comparison check.
			23 The significance of defective shock absorbers will vary according to the suspension type. Prohibition action will be appropriate only when it is clear that the handling of the vehicle will be severely affected. e.g. in the case of multi-leaf steel springs the effect of a missing shock absorber will be less significant than with other road spring types.
Spare Tyre			
Spare tyre bulging/fabric cut/fabric exposed/ tread worn below the legal limit.	-	IN	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Axles, Stub Axles and Wheel Bearings			24 Only where originally required/fitted.
Excessive lift in stub axles or swivel joints.	Evidence of collapse of bearings/ joints or loss of shims.	I	
	But immediate failure unlikely. (see note 13).	D	
Axle or Stub axle fractured or distorted.	Fractured.	I	
	Distorted	D	
Axle insecure.	Stability or functionality affected.	I	
	Insecure or fixing bolts loose.	D	
Excessive free play or roughness in wheel bearings (see note 18).	Likely to collapse or impair directional control.	I	
	Excessive free play or roughness.	D	
	But early failure unlikely.	IN	
Axle with an unsafe modification.	-	I	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Springs			
Spring leaf fractured.	Main leaf fractured or more than half of the intermediate leaves broken.	I	
	Up to half the number of intermediate leaves fractured.	D	
Spring weak.	Bodywork fouling or is likely to foul road wheels if vehicle were laden or seriously affecting vehicle's stability and/or control.	I	
	No evidence of body fouling road wheels or early failure of spring unlikely.	IN	
Spring leaves displaced/distorted/damaged/repaired by wielding.	Control of vehicle likely to be affected or failure of the spring imminent.	I	
	Early spring failure or loss of control of vehicle unlikely.	IN	
Spring centre bolt broken or missing.	-	I	
Spring missing.	And directional control affected.	I	
	Unlikely to affect directional control.	D	
Spring clips loose, missing or broken.	-	IN	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Spring holding down bolts loose or missing.	Axle moving relative to spring.	I	
	No relative movement between axle and spring.	D	
Coil spring incorrectly located, spring fractured or mounting loose.	Detachment imminent/safe control of vehicle likely to be affected.	I	
	Safe control of the vehicle not likely to be affected.	D	
Anchor/Shackle Pins			
A suspension anchor/shackle pin missing/sheared.	(see note 14).	I	
Anchor/shackle pin and/or bush excessively worn.	Diametric clearance in excess of one third of pin diameter.	I	
	Significantly worn.	D	
	Early failure unlikely. (see note 14).	IN	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
A suspension anchor/ shackle pin insecure in its bracket.	Pin displaced.	I	
	Significantly loose.	D	
	Early displacement of pin unlikely. (see note 14).	IN	
A suspension anchor/shackle pin locking device missing/ineffective/insecurely fitted.	Missing or ineffective.	I	
	Insecurely fitted (see note 14).	D	
Spring Brackets			
Spring slipper bracket excessively worn/fractured/ not securely fixed/rebound pin missing.	Spring displaced from slipper bracket.	I	
	Advise early rectification (see note 16).	D	
Spring anchor bracket insecure/fractured or otherwise defective.	Detachment or failure imminent.	I	
	Fractured or relative movement between bracket and chassis.	D	
	Any one nut, bolt or rivet missing/ insecure (see note 15).	IN	
Spring bracket or mounting loose/fractured/seriously weakened by damage or corrosion.	Detachment imminent.	I	
	Immediate detachment unlikely. (see note 15).	D	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Torsion Bars			
Torsion bar fractured/distorted.	Fracture, displacement or distortion adversely affecting directional control.	I	
	which has no immediate effect on the control of vehicle.	D	
Torsion bar anchorage loose.	Detachment imminent or affecting vehicle control or axle location.	I	
	Immediate detachment unlikely / not immediately affecting control of vehicle or axle location.	D	
Bonded Units			
A bonded attachment insecure/fractured/seriously weakened due to damage/corrosion or failure of bonding element.	Failure imminent.	I	
	Immediate failure unlikely.	D	
Air Suspension			
An air suspension unit or pipes displaced/damaged/ fouling other components/seriously deteriorated/ leaking air.	Failure imminent.	I	
	Immediate failure unlikely.	D	
Suspension Arms/Linkages/Sub-frames			
An arm, linkage or sub frame fractured/displaced/ insecure/distorted/seriously weakened by corrosion damage or wear/is adjustable and has a loose adjustment or its locking device is insecure or missing.	Fracture, displacement or distortion adversely affecting directional control or failure imminent.	I	
	Immediate failure unlikely / unlikely to affect control of vehicle immediately.	D	

Continued overleaf...

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Radius arm insecure.	Detachment imminent or likely to affect steering.	I	
	Immediate detachment unlikely.	D	
Shock Absorbers Shock absorber missing/loose/fractured/ malfunctioning. (See note 23)	Missing, detachment imminent or likely to affect steering. (See note 24)	I	
	Missing but not likely to affect steering. (See note 24)	D	
	Significant movement.	D	
	Advise early rectification.	IN	
Shock absorber leaking.	-	IN	
Anti-roll Bars Anti-roll bar/stabiliser missing.	Missing (if a standard fitting).	I	
	Missing (not standard equipment).	IN	
Anti-roll bar/stabiliser insecure.	Detachment imminent.	I	
	No apparent danger of detachment / advise early rectification / mountings worn but not affecting vehicle handling.	IN	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Suspension Joints Excessive wear in suspension ball joint.	Detachment or failure imminent.	I	
	No apparent danger of detachment or failure.	D	
	Advise early rectification.	IN	
Suspension Joint Dust Covers Dust cover.	Missing or severely deteriorated so as to no longer prevent the ingress of dirt.	D	
	Deteriorated.	IN	
Suspension Displacers Any hydro-pneumatic suspension displacer unit, pipes or hoses leaking.	Excessive leakage indicating failure, or failure imminent.	I	
	Early failure unlikely.	D	
Displacers, pipes or mountings weakened by corrosion.	Failure imminent.	I	
	No obvious signs of failure imminent.	D	

Section 5
Axles, wheels, tyres and suspension

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
General			
Fracture, serious distortion or excessive corrosion in a load bearing member within 30cm of any suspension component mounting.	Failure or detachment imminent.	I	
	Immediate failure or detachment unlikely.	D	
Suspension component with unsafe modification (specify component).	-	I	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Chassis and Attachments		
Chassis main member/body structure/ cross member/outrigger severely corroded/seriously deformed/fractured/displaced/insecure/missing.	Likely to affect control of the vehicle, safe carriage of load or detachment of component imminent.	I
	Advise early rectification. (see notes 1 and 2)	IN
Excessive corrosion, cracks or damage of a load bearing member within 30cm of a body mounting.	Detachment imminent.	I
	Advise early rectification.	IN
Spare wheel carrier fractured/ insecure or wheel insecure (see note 3).	Detachment imminent and likely to fall from vehicle.	I
	Carrier fractured or insecure.	D
	Wheel insecure in carrier.	D
	Advise early rectification.	IN

Notes	
1	For components normally fixed to the chassis e.g. fuel tanks, brake reservoirs etc. see other sections.
2	This item includes the condition of any flitch plates that are fitted.
3	Only applicable to vehicles with separate carriers or wheels mounted on the underbody.
4	For information regarding fifth wheel defects refer to Part 1 of this document.
5	Some couplings do not require a safety locking device. Action must only be taken where there is clear evidence that a device is, or has been, fitted.
6	Applies to trailers exceeding 750kg total design axle(s) weight, manufactured on or after 1 April 1995 and all trailers manufactured on or after 1 January 1997.
7	Trailers with a maximum design total axle(s) weight exceeding 750kg and up to 1500kg must be fitted with either a 'breakaway device' or 'secondary coupling'.
8	Trailers with a maximum design total axle(s) weight exceeding 1500kg and up to 3500kg must be fitted with a 'breakaway device'.

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Trailer Coupling (See Note 4) **Coupling on Vehicle**			9 Trailers with a maximum design total axle(s) weight up to 750kg which are unbraked must be fitted with a 'secondary coupling', where brakes are fitted a 'breakaway device' or 'secondary coupling' must be fitted.
Unsafe modification.	To any coupling component (specify component).	I	
Deformed or cracked pin, jaw, hook or ball.	Trailer security adversely affected.	I	
Mounting of jaw, hook or ball to chassis insecure.	Failure or detachment imminent.	I	
Locking device missing, inadequate, damaged or ill-fitting.	Locking device ineffective.	I	
	No apparent risk that device is ineffective.	D	
Worn pin, jaw, hook or ball.	Thickness of metal at any point reduced to 2/3 or less of its original thickness and trailer attached.	I	
	No trailer attached.	D	
Ball excessively worn.	Worn to such an extent that the safe coupling of the trailer is unlikely to be achieved.	I	
	Defective requires rectification.	D	
Safety locking device missing/not operating.	(see note 5)	D	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Excessive wear in or insecurity of any member or securing device.	Failure or detachment imminent (trailer attached).	I	
	Failure or detachment imminent (no trailer attached).	D	
Security spring weak or broken.	Broken and trailer attached.	I	
	Weak / advise early rectification.	IN	
A load bearing part of coupling cracked.	Failure or detachment likely (trailer attached).	I	
	Defective requires rectification.	D	
Coupling on Trailer Unsafe modification.	To any coupling component (specify component).	I	
Draw bar cracked or deformed.	Seriously cracked or fractured.	I	
	So seriously deformed that use would cause danger.	I	
	Advise early rectification.	IN	
Mounting of draw bar to trailer insecure.	Failure or detachment imminent.	I	
	Defective requires rectification.	D	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Draw bar eye or ball socket deformed, cracked or excessively worn.	Trailer security affected.	I	
	No apparent risk of trailer security being affected.	D	
Locking device missing, inadequate, damaged or ill-fitting.	Locking device ineffective.	I	
	Inadequate/damaged/ill-fitting requires rectification.	D	
King pin attachment excessively worn, cracked or insecure.	-	I	
Worn operating member.	Detachment imminent.	I	
	No apparent risk of imminent detachment.	IN	
	Advise early rectification.	IN	
Worn draw bar attachment pins and brackets.	The thickness of metal at any point reduced to 2/3 or less of its original thickness.	I	
	Significant reduction in thickness.	D	
‘Breakaway’ cable/chain missing/damaged/ defective.	(see notes 6- 9)	D	
‘Secondary coupling’ cable/chain missing/ damaged/ defective.	(see notes 6- 9)	D	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 10 to 22)			
Insecure load that shows evidence of movement or is likely to move and presents an immediate danger or is likely to cause danger of injury.	No load securing (see note 20).	I	10 Unless other suitable means of preventing movement have been used.
	Load securing is grossly inadequate either because of its condition, securing method or lack of lashings.	I	11 A single indivisible item may be loaded over the height of the headboard if the headboard supports it to the height of the centre of gravity.
	More than a 30 cm gap between load and headboard (see note 10).	I	
	Unstable load affecting vehicle stability or likely to topple from vehicle.	I	12 This is poor practice but there may be no other suitable attachment points.
	Bulkhead damaged or not completely protecting the passenger compartment from forward movement of the load (see note 10).	I	13 Curtains that are bulging due to wood-chip loads can be considered as IN provided they are carried in a chip liner.
	Items loaded over the height of the headboard (see notes 10, 11).	I	14 Unless a rigid cover or a rated sheet completely covers and secures the load without any gaps.
	Unsheeted load in bulk tipper, skip or sided flatbed body.	I	15 Any winch cable should be attached but is not classed as securing. Damaged vehicles can be secured by lashing over the vehicle.
	Load in a tipper above the height of the fixed sides (see note 14).	I	16 Unless secured on a commercial transporter vehicle.
	Continued overleaf...		Continued overleaf...

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 10 to 22)	Height of load likely to affect vehicle stability.	I	16a Where drivers face an immediate danger or risk of serious personal injury they should secure the vehicle as best they can and move at low speed to the nearest place of safety where the load can be secured.
	Items loaded at an angle over the headboard without a minimum of two loop (choke) securing lashings (see note 18).	I	17 Two lashings or a suitable restraint system must be used to prevent the external frame being damaged.
	No tailboard to prevent the rearward movement of the load on sided flatbed vehicle or trailer (see note 10, 20).	I	18 Unless individually clamped to the headboard.
	Less than two lashings on a filled IBC (see note 17).	I	19 The load must be stable on the vehicle bed and secured to an approved standard.
	Loose unrestrained items that could penetrate the passenger compartment.	I	20 Walking pace door-to-door coal delivery is exempted from the requirement to secure the load.
	Insecure skip.	I	21 Skips must not be stacked so high that the centre line of the top skip is above the height of the lifting arms when stowed.
	Stacked loaded skips (see note 19).	I	22 For example, polystyrene packaging, empty cardboard boxes or loose clothing.
	Stacked empty skips not nested and secured by lashings (see notes 19, 21).	I	
	Continued overleaf...		

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Security of Load (see notes 10 to 22)	Vehicles not secured by lashings on all wheels (see notes 15, 16 and 16a).	I	
	Loose items on a flatbed (see note 20).	I	
	Loose tyres carried in a curtainsider (see note 10).	I	
	Insecure load carried on roof rack/rail.	I	
	Load carried directly on roof.	I	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Insecure load.	Lashings on rope hooks (see note 12).	IN	
	Minor damage to the headboard not affecting the structural integrity.	IN	
	Unsuitable vehicle for load. (see note 13).	IN	
	Poor condition of securing equipment but not affecting its function.	IN	
	Very light items adequately contained by curtains. (see note 22).	IN	
	Load appears safe but not secured in accordance with published guidance.	IN	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Engine Security			23 A missing or ineffective fuel cap and or sealing arrangement is considered sufficient evidence to 'permit' fuel spillage and will justify prohibition action.
Engine mounting fractured, deteriorated or insecure.	Engine detachment imminent.	I	
	Advise early rectification.	IN	
Fuel Tank and System			24 Fabricated and "Emergency" caps are acceptable providing they make a positive seal. Use of rags, plastic bags etc. in place of a fuel cap must be regarded as a defect.
Fuel tank or other system components insecure.	Detachment imminent.	I	
	Significantly insecure.	D	25 Before justifying prohibition action care should be taken to ensure there are no other sealing mechanisms in the filler neck or tank, which prevents the spillage of fuel.
	Advise early rectification.	IN	
Fuel leakage from (specify source).	Continuous fuel leak or a leak constituting a fire risk or a hazard to other road users (see note 26).	I	26 A fuel leak caused by a defect, contaminating the road surface will be considered a hazard to other road users and will justify prohibition action.
	No immediate risk of fire or hazard to others / Advise early rectification.	IN	
Fuel tank filler cap and/or sealing arrangement missing/defective.	Such as to permit fuel spillage and cause a hazard to the vehicle and/ or other road users (see notes 23, 24 & 25).	I	27 Prohibition action for excessive wear of universal joint is only justified when radial movement indicates that needle roller bearings are missing from one or more cups.
	Likely to allow spillage.	IN	28 Vehicles first registered on or after 1 October 1937 are required to be fitted with a speedometer unless the vehicle is legally limited to a speed not exceeding 25mph or is one which is incapable by reason of its construction of exceeding 25mph.
Fuel pipe damaged/chafed/insecure.	Likely to fracture or leak.	I	
	Advise early rectification.	IN	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Exhaust System			
Exhaust system incomplete/insecure/leaking.	Fumes likely to enter vehicle interior or detachment imminent.	I	
	Significant deterioration.	D	
Exhaust silencer holed, missing or modified.	Does not reduce the noise emitted to a reasonable level.	D	
			29 This applies to the driver's and front passenger doors on a car or any door on a bus, but if the door opposite to the driving side of a goods vehicle is rendered inoperative deliberately, it must be considered to be an integral part of the cab.
			30 Most bonnets are fitted with two securing methods and due regard must be taken of the effectiveness of both where fitted.

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Drive/Propeller Shafts Drive/propeller shaft damaged.	Bent, fouling or fractured and failure imminent.	I	
	Other significant damage.	D	
	Early Failure unlikely.	IN	
Universal joint/transmission chain/transmission belt/ flexible coupling excessively worn, flange cracked or insecure on the drive/propeller shaft (see note 27).	Failure or detachment likely.	I	
	Significantly defective.	D	
	Advise early rectification.	IN	
Drive/propeller shaft flange bolts loose/missing.	Shaft likely to become detached.	I	
	Causing significant insecurity.	D	
	Advise early rectification.	IN	
Drive/propeller shaft carrier bearing or bearing housing badly worn, damaged or mounting insecure.	Failed or failure imminent.	I	
	Other significant defect.	D	
	Advise early rectification.	IN	
Front Wheel Drive Shafts Only CV joint or shaft coupling excessively worn. CV gaiter split, missing or insecure.	Bearings collapsed or excessively worn, splines excessively worn or coupling/joint seriously deteriorated and failure imminent.	I	
	Significantly deteriorated component.	D	
	Advise early rectification.	IN	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Driving Controls Driving control missing/incomplete/fractured/ damaged/excessively corroded/impeded in its travel/ incorrectly positioned/insecure (specify component).	Control so defective or impeded in its travel that it fails to fulfill its function.	I	
	Advise early rectification.	IN	
Clutch pedal anti-slip pad loose/deteriorated.	If originally fitted.	IN	
Advanced Driver-Assistance Systems (ADAS) Any component forming part of ADAS missing/ damaged/disconnected/malfunctioning.	Advise early rectification when it is evident that the system is defective.	IN	
Driver's Area and Fittings Floor around driver insecure/badly weakened.	Affects driving control or safety of driver.	I	
	Advise early rectification.	IN	
Driver's seat loose on its mounting or frame fractured or seriously weakened.	Seat so loose or weakened that it could cause the driver to lose control of the vehicle.	I	
	Advise early rectification.	IN	
Driver's seat adjustment inoperative/badly worn.	Seat likely to move inadvertently or cannot be located.	I	
	Seat cannot be adjusted.	IN	

Continued overleaf....

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Component/fitting in driver's area damaged.	Damaged or installed in such a way as likely to cause injury.	I	
	Advise early rectification.	IN	
Obligatory rear view mirror(s), glass or indirect vision device missing/insecure/damaged.	No adequate view to rear or side.	I	
	External mirror or indirect vision device likely to become detached.	I	
	Advise early rectification.	IN	
Driver's view to the front impaired having regard to the original design of the vehicle.	Any object seriously impairing driver's view throughout the area swept by the windscreen wipers.	I	
	Advise early rectification.	IN	
Speedometer not fitted/incomplete/cannot be illuminated/inoperative/cannot be readily seen by driver.	(see note 28)	IN	
Horn missing/insecure/inoperative.	Detachment imminent.	I	
	Advise early rectification.	IN	

Continued overleaf....

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Driver's area littered with rubbish/ancillary equipment.	Liable to interfere with proper control of the vehicle.	I	
	Advise early rectification.	IN	
Passenger Seats Passenger seat insecure.	Likely to become displaced.	I	
	Advise early rectification.	IN	
Passenger seat frame fractured or seat damaged.	Likely to cause injury.	I	
	Likely to tear clothing.	D	
	Advise early rectification.	IN	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Body Paneling			
Exterior body panel damaged/missing/protruding/ insecure/corroded.	Likely to become detached or to cause injury or permit the load to be shed or leaked.	I	
	Advise early rectification.	IN	
Interior side panel/damaged/missing/protruding/ insecure.	Likely to cause injury	I	
	Advise early rectification.	IN	
Any embellishment protruding/damaged/insecure (specify component).	Likely to become detached or to cause injury	I	
	Advise early rectification.	IN	
Unsafe modification to body work. (specify component).	-	I	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Passenger compartment			
Passenger compartment in a condition which allows entry of engine or exhaust fumes.	Causing danger to health of persons on board.	I	
	No immediate danger to health of persons on board.	D	
Body or cab			
Body or cab insecure.	Affecting control of vehicle.	I	
	Unlikely to affect control of vehicle.	D	
Floor of cab and passenger/load carrying area			
Cab or passenger/load carrying compartment floor deteriorated or insecure.	Likely to cause injury or loss of control or loss of load.	I	
	Excessively deteriorated or insecure.	D	
Bumpers			
Bumper insecure or damaged.	Detachment likely either partially or completely or having projections or jagged edges likely to cause injury.	I	
	Advise early rectification.	IN	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Wings and Wheel Arches			
Wing missing.	Presenting a risk of injury.	I	
	Advise early rectification.	IN	
Wing insecure.	Detachment likely or rubbing on a tyre.	I	
	Advise early rectification.	IN	
Wing badly holed/corroded/damaged.	Holed/corroded/damaged such that edges are likely to cause injury.	I	
	Advise early rectification.	IN	
Insufficient clearance between wing and tyre.	Wing rubbing or likely to rub on tyre, particularly when laden, and thereby cause damage to the tyre or a danger of injury e.g. fire risk, steering affected etc.	I	
	Advise early rectification.	IN	

Section 6
Body, structure and attachments

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Doors Door jammed/obstructed/cannot be opened.	Jammed, obstructed or deliberately secured so that it cannot be opened (see note 29).	I	
Door, boot lid, tailgate, loading door, tailboard, drop side cannot be retained in the closed position.	-	I	
Door hinges/catches/pillars worn/loose/insecure/ weakened.	Door cannot be latched securely in the closed position or could fly open inadvertently.	I	
	Advise early rectification.	IN	
Door stiff to operate.	Unable to fully open or close.	I	
	Advise early rectification.	IN	
Sliding door jammed/cannot be secured in the open or closed positions/cannot be opened and closed without excessive effort (see note 29).	Jammed or cannot be secured.	I	
	Advise early rectification.	IN	
Bonnet Bonnet catches missing/ damaged/defective (see note 30).	Bonnet could inadvertently open obscuring driver's view.	I	
	Advise early rectification.	IN	

Section 7
Other equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Seat Belts and Supplementary Restraint Systems Any obligatory seat belt not fitted where legally required. (see note 1).	Seat in use.	I
	Seat not in use.	D
Seat belt of an incorrect type.	-	D
Any obligatory or non-obligatory seat belt not securely fixed to the seat or to the structure of the vehicle.	-	D
Any obligatory or non-obligatory seat belt webbing or stalk significantly stretched, weakened, damaged or deteriorated (see note 5).	Significantly stretched or weakened and likely to fail when required (if the belt is in use).	I
	A cut or serious deterioration in any part of the seat belt webbing or a seat belt stalk.	D
	Webbing or stalk significantly stretched or weakened (belt not in use).	D
Any obligatory or non-obligatory seat belt locking mechanism or retraction mechanism faulty.	Likely to fail when required (belt in use).	I
	Mechanism does not secure or release the belt as intended when the webbing is pulled, webbing does not retract.	D

Continued overleaf...

Notes

1 The legal requirements for the fitment of seat belts are complex and are not included in this Guide. For further details please refer to the appropriate Inspection Manual for the class of vehicle being examined.

2 ***If applicable to vehicle type and when first used.**
Examiners will need to gather sufficient evidence to show the speed limiter has not become defective during the current journey, i.e. over speeding for more than 10kph within any of the previous 7 days.

3 Prohibition action should not be taken if the driver can produce evidence of speed limiter repair from the last recorded over speed.

4 Some speed limiters do not require the fitting of external tamper-proof devices. Action must only be taken where there is clear evidence that a device has been disturbed/removed or is defective.

5 As a guide, cuts or damage on either edge of the webbing in excess of 2mm or in excess of 4mm away from the webbing edges, are likely to significantly reduce the webbing strength.

Section 7
Other equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Any obligatory or non-obligatory seat belt with load limiter obviously missing or folded webbing type deployed.	Obviously missing and original equipment.	D	6 Advice should be given when a seat belt buckle has been modified to prevent it from being opened by a vulnerable person, if the seat belt requires additional tools/keys to enable it to be opened.
	Folded webbing type limiter deployed.	D	
Any seat belt, buckle or retractor modified and not capable of performing its intended purpose or likely to fail when required. (see note 6)	Seat belt in use.	I	
	Seat belt not in use.	D	
Excessive corrosion, serious distortion or a fracture in any load bearing part of the vehicle structure within 30cm of a seat belt anchorage.	Anchorage likely to detach in a collision.	I	
	Within 30cm of seatbelt anchorage.	D	
Supplementary Restraint Systems An SRS MIL illuminated.	SRS MIL indicates any kind of failure of the system.	D	
Air Bags Air bag inoperative or obviously missing.	Obviously missing when fitted as original equipment.	D	
	Obviously inoperative.	D	
Locks and Anti-theft Device Steering lock defective or missing.	Inadvertently engaging.	I	
	Defective.	IN	
	Does not prevent vehicle from being driven.	IN	

Section 7
Other equipment

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Speed Limiter (see note 2) Speed limiter not restricting the vehicle to its legal maximum.	Evidence of intent to circumvent the speed restrictions.	I	
	Speed in excess of 10 Kph for more than 5 minutes (see note 2).	I	
	Evidence of long standing defect, speed in excess of 10 Kph for more than 7 days (see note 3).	D	
Speed limiter plate missing/defective.	-	IN	
Speed limiter tamperproof device missing/defective/ showing evidence of disturbance. (see note 4.)	-	D	
Any interrupter device fitted to the vehicle in contravention of the requirements.	-	I	

Section 8
Nuisance

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action
Exhaust Emission Diesel engine exhaust emitting excessive smoke (see notes 1 and 2).	Sufficient to obscure vision or likely to cause danger to other road users.	I
	Smoke levels exceed annual test standard.	D
	Emits continuous haze of any colour.	IN
Spark ignition exhaust emitting excessive levels of pollutants (see notes 1 and 2).	Sufficient to obscure vision or likely to cause danger to other road users.	I
	Emission levels exceed the annual test standard.	D
	Continuous emission of dense blue or clearly visible black smoke at idle.	D
	Within annual test limits but emits continuous haze of any colour.	IN

Notes

1 **Petrol Engines:** A visual assessment of exhaust smoke can be made on all vehicles. The prescribed limits for the various exhaust emission components, requiring an exhaust gas analyser to measure, are to be applied to vehicles first used on or after 1 August 1975.

2 **Diesel Engines:** A visual assessment of exhaust smoke can be made on all vehicles.

3 Prohibition action must be supported by positive evidence that the emission system has been affected.

4 Prohibition action should only be taken where a fault is clearly identified. Where it is not clear the MIL is indicating a fault with the system, inspection notice action should be taken. The reagent tank must be empty to justify prohibition action.

5 When considering several leaks, due regard must be given to the cumulative effect which could justify prohibition action.

6 A leak of fluid such as engine coolant, screen wash or fluid required for Selective Catalyst Reduction are not reasons to take PG9 or Inspection Notice action.

Continued overleaf...

Section 8
Nuisance

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Emission Control Equipment			7 Applies only to fluids not covered elsewhere in this manual.
Emissions Control equipment fitted by the manufacturer.	Absent, modified, obviously defective or component leaking such that it would affect emission measurement (see note 3).	D	8 The inspection of the engine MIL applies to diesel fuelled vehicles with 4 or more wheels first used on or after 01 July 2008
Engine malfunction indicator lamp illuminated or not following correct sequence.	Indicating a fault or insufficient reagent (see note 4, 8, 9 & 10).	D	9 The inspection of the engine MIL applies to spark ignition engines fitted to; petrol vehicles with 4 or more wheels, not more than 8 passenger seats in addition to the driver's seat and first used on or after 01 July 2003; petrol vehicles with 4 or more wheels, more than 8 passenger seats in addition to the driver's seat and first used on or after 01 July 2008; gas and bi-fuelled with 4 or more wheels, not more than 8 passenger seats in addition to the driver's seat and first used on or after 01 July 2008.
	Advise early rectification.	IN	
Fluid Leaks (See notes 5, 6 and 7)			
Fluid leak from (Specify component)	Continuous flow	I	
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes.	D	10 Kit cars, amateur built vehicles and American pickups are not required to be fitted with an engine MIL.
	Dripping giving rise to a patch less than 75mm diameter in 5 minutes.	IN	

Section 9
Supplementary Tests for Buses and Coaches (M2 & M3 Vehicles)

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Entrance and Exit Doors			
Entrance / exit door deteriorated, defective, control inoperative or warning device inoperative.	Deteriorated and likely to cause injury.	I	
	Defective in operation.	D	
	Emergency / remote control inoperative.	D	
	Warning device inoperative.	D	
	Deteriorated.	IN	
Emergency Exits			
Emergency exit missing where one is required / defective / access blocked or obstructed / emergency exit sign missing.	Missing / defective / access blocked or obstructed / emergency exit sign missing.	D	
Break glass hammer missing.	-	D	
Emergency exit sign illegible .	-	IN	
Passenger Grab Handles			
Grab handle insecure / unusable or defective.	Likely to detach and/or cause injury.	I	
	Insecure or unusable.	D	
	Defective.	IN	

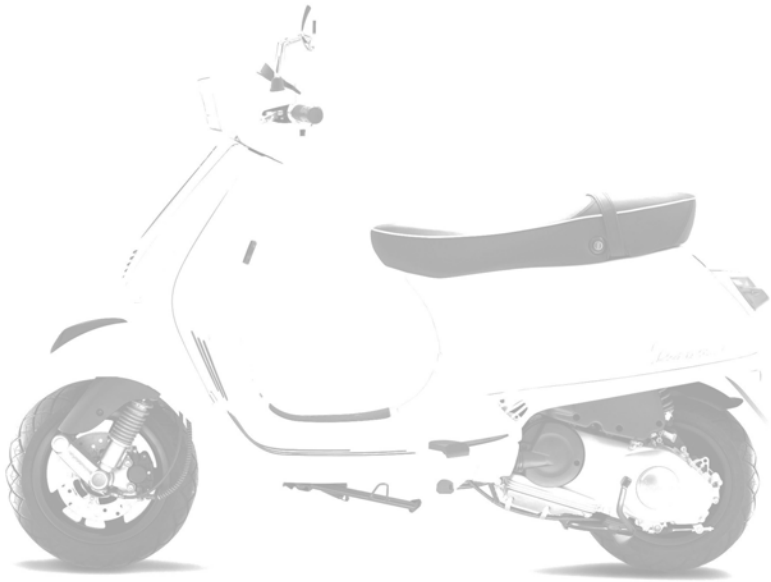
Section 9
Supplementary Tests for Buses and Coaches (M2 & M3 Vehicles)

Part 2: Passenger Cars, Private Buses and Light Goods Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steps and Stairs			
Steps and stairs deteriorated or damaged.	Deteriorated or damaged and causing a trip hazard.	I	
	Significantly deteriorated or damaged.	D	
	Minor deterioration or damage.	IN	
A retractable step not operating correctly.	-	D	

Driver & Vehicle Standards Agency

Part 3: Motorcycles



Contents

Part 3: Motorcycles

Section 0
Identification of the vehicle

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Registration and VIN Plate Details Registration mark letters or numbers incorrectly formed.	Likely to be misread.	D
A rear registration plate missing (see notes 1 & 2).	Missing when legally required.	D
A Rear registration plate broken/incomplete/faded/ dirty/deteriorated/obscured or with any feature that has the effect of changing the appearance or legibility of any of the characters, so that the true identity of the vehicle is less easily established.	Likely to be misread.	D
Registration plate incorrect (see note 3).	Registration mark does not relate to the vehicle.	D
A registration plate insecure.	Likely to become detached.	I
A vehicle identification number missing, not found, incomplete, illegible or obviously falsified (see note 4).	Missing or not found.	D
	Incomplete, illegible or obviously falsified.	D

Notes

1 Unregistered vehicles need not be fitted with registration plates

2 A three-wheeled vehicle, which has a motorcycle derived front end does not require a front number plate

3 Where the registration plate does not relate to the DVLA record or the registration document in the case of a non-UK motorcycle, the VIN should be used to identify the vehicle on the prohibition notice.

4 All motorcycles first used on or after 01/08/1999 must have a VIN or frame number.

Section 1
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Systems The machine does not have the appropriate braking system or systems.	(see notes 1,2 and 3)	I
Performance Any brake does not operate when the relevant lever/ pedal is fully applied.	-	I
Brake efficiency low (specify).	Performance does not meet prescribed C&U requirements (see note 4).	I
	Performance below normal expectation.	IN
Brake binding.	Severely overheated and failure or fire likely.	I
	Failure unlikely or no visible fire risk.	D
Brake grabbing or juddering or fluctuating.	Such as to affect control of machine.	I
	Control of the machine unaffected.	IN
Controls Brake lever/pedal or mounting is loose, cracked or the securing bolts are loose or missing.	Failure or detachment of the lever/pedal likely.	I
Brake lever/pedal pivots too tight or worn to excess/ inoperative or so damaged, positioned, bent or shortened that the brake cannot be readily applied/ inadequate reserve travel/cannot be applied and released smoothly.	Brake efficiency impaired or control cannot be satisfactorily applied.	I
	Braking application or efficiency unaffected.	D

	Notes
1	Motorcycles first registered before 1 January 1927 must have a braking system that works on at least one wheel.
2	Motorcycles registered on or after 1 January 1927, must have an efficient braking system with two means of operation or two braking systems with separate means of operation.
3	Some motorcycles have both braking systems operated from the handlebars.
4	Where machines are tested on approved MOT equipment the appropriate Inspection Manual criteria must be used.
5	When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, i.e. brake test result.
6	Some machines are fitted with fully floating discs which are designed to have sideways movement on the bobbins.
7	Brake fluid level and contamination checks are confined to transparent reservoirs or where an indicator is fitted. Reservoir caps should not be removed.

Continued overleaf...

Section 1
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Hydraulic Systems Brake master cylinder/reservoir or caliper insecure.	Detached or detachment imminent.	I	8 Brake friction material lining/pad worn to excess is less than 1.0mm thick at any point, a visual assessment is acceptable providing the friction material can be seen. Prohibition action should only be taken where the lining or pad friction material thickness can be positively confirmed.
	No visible signs of detachment is imminent.	D	
Brake master cylinder or caliper damaged/ incorrectly fitted/fractured/severely corroded/ reservoir cap missing.	Failed or failure imminent.	I	
	Immediate failure unlikely.	D	
Brake master cylinder defective or leaking.	Leaking.	I	
	Defective but brake still operating.	D	
Brake calliper or cylinder leaking/excessive travel/no reserve travel.	Braking performance affected.	I	
	No reserve travel and brake performance affected.	I	
	Braking performance not affected.	D	
	Excessive travel.	D	
Servo defective/ineffective or inoperative.	Inoperative.	I	
	Defective or ineffective.	D	
Brake hose/pipe damaged/chafed/insecure/fouling/ trapped/twisted/kinked/corroded.	Failed or failure imminent.	I	
	No Risk of failure evident.	D	

Section 1
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Brake hose bulging or porous.	Bulging under pressure.	D	
	Porous.	D	
Brake fluid level low (see note 7).	Absence of fluid in reservoir.	I	
	Fluid level clearly below the minimum level indication.	D	
	Obvious but does not appear excessive or dangerous.	IN	
Brake fluid contaminated (see note 7).	Obviously contaminated and brake function affected.	I	
	Obviously contaminated	D	
Hydraulic cylinder leaking or sponginess indicating air in system.	Brake lever or pedal creeps to the stop, or obvious leak.	I	
	Brake lever or pedal creeps but does not reach the stop.	D	
Brake fluid leak (specify source).	Any positive hydraulic leak.	I	
	Obvious but does not appear excessive or dangerous.	IN	

Section 1
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Mechanical Components Severely contaminated pad/lining material.	Where contamination is clearly evident and likely to affect performance but brake test equipment not available to confirm (see note 5).	D	
Any brake components excessively worn/corroded/ fractured/cracked/loose (specify component).	Failed or failure imminent.	I	
	Serious reduction in strength.	D	
	Obvious but does not appear excessive or dangerous.	IN	
Any brake cable or rod reduced in diameter/ excessively corroded/frayed or knotted; a significantly damaged outer casing.	Failed or failure imminent.	I	
	Serious reduction in strength.	D	
	Obvious but does not appear excessive or dangerous.	IN	
Any retaining/locking device missing/loose (specify component).	Retaining device missing/loose.	I	
	Retaining device insecure or locking device missing or insecure.	D	

Section 1
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Brake friction material, lining or pad missing/ excessively worn/loose/incorrectly mounted/ insecure.	Missing, worn below 1.0mm, detached/ detachment imminent, incorrectly mounted, metal to metal contact or braking efficiency impaired (see notes 5 and 8).	I	
	Linings worn to excess, minimum mark reached but not exceeded.	D	
	Defective but does not appear excessive or dangerous.	IN	
Brake friction material not contacting drum or disc	and braking efficiency impaired (Note 5)	I	
Brake drum/disc/backplate/insert loose/fractured/ excessively scored/pitted/worn or distorted.	Likely to affect brake performance/failed or failure imminent (see note 6).	I	
	Unlikely to affect brake performance.	D	
Brake drum or disc missing.	-	I	
Abnormal movement of lever or pedal indicating maladjustment.	Likely to affect brake performance/failed or failure imminent (see note 5).	I	
	Unlikely to affect brake performance.	D	

Section 1
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Any component seized/restricted/fouling (specify component).	Likely to affect brake performance.	I	
	Unlikely to affect brake performance.	D	
Any component forming part of an anti-lock braking system missing/damaged/disconnected.	Such that the ABS system is rendered inoperative or spurious signals are given.	D	
	Advise early rectification.	IN	
Complete Braking System Braking system component with an unsafe modification (specify component).	-	I	

Section 2
Steering

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Handlebars Handlebar clamps are not tight or securing bolts are loose or missing. Excessively deteriorated handlebar flexible mounting.	Handlebars likely to move in their mounting such that directional control could be adversely affected (see note 1).	I	1 Handlebars on some machines are rubber mounted. Some movement might be detected when firm pressure is applied to handlebars secured in this way.
	No evidence of directional control being adversely affected.	D	
Handlebar or fork yoke is deformed, fractured, cracked or excessively corroded.	Failure of the handlebar or yoke likely.	I	
The movement of the handlebars or yoke is seriously restricted or impeded in its movement by any other part of the motorcycle.	Likely to affect directional control.	I	
	Unlikely to affect directional control.	D	
Loose handgrips.	Affecting control of the machine or detachment likely.	I	

Section 2
Steering

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Steering Mechanism			
Steering rough, notchy or stiff.	Likely to affect directional control of the machine.	I	
	Unlikely to affect directional control.	D	
	Does not appear excessive or dangerous.	IN	
Excessive free play in steering head bearings.	Likely to affect directional control of the machine.	I	
Steering damper ineffective or defective.	Restricts or impedes the operation of the steering or is likely to affect directional control of the machine.	I	
	Does not restrict or impeded operation of steering.	D	

Section 2
Steering

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Steering linkage Condition A steering linkage component with relative movement between components which should be fixed.	Excessive movement between components or detachment likely.	I	
	Relative movement between components.	D	
Steering linkage component fractured or deformed.	To the extent that steering is affected.	I	
	Fractured or deformed.	D	
Steering linkage locking device missing or ineffective (specify device).	-	D	
Steering linkage or component with an unsafe modification (specify component).	-	I	
Steering ball joint worn.	Serious risk of detachment.	I	
	Excessive wear or free play.	D	
Steering ball joint dust cover missing/damaged/ deteriorated.	Missing or no longer prevents the ingress of dirt.	D	
	Damaged or deteriorated.	IN	

Section 3
Not in use

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Not in use			

Section 4
Lamps, Reflectors and Electrical Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Obligatory Front Position Lamps (see note 1) Obligatory front position lamp insecure.	Detachment imminent.	I
	Unlikely to become detached.	IN
Obligatory front position lamp inoperative/missing/ dim/obscured/not in good working order (see notes 1 and 8).	-	IN
Obligatory front position lamp has intermittent operation, does not face the front, is affected by the operation of another lamp.	-	IN
Obligatory Rear Position Lamps (see note 1) Obligatory rear lamp insecure.	Lamp so insecure that detachment is imminent.	I
	Detachment unlikely.	IN
Obligatory rear lamp inoperative/missing/dim/ obscured/not in good working order. (see notes 1 and 8).	Likely to prevent the presence of the vehicle being indicated adequately during compulsory use.	I
	Can be switched off when headlamps are on.	D
	Advise early rectification.	IN

Continued overleaf...

Notes	
1	No lamps or reflectors are required to be fitted to vehicles only used on roads between sunrise and sunset. A front position lamp is not required on a solo motorcycle fitted with a headlamp. Direction indicators are not required on motorcycles which cannot exceed 25mph. When visibility is seriously reduced (to less than 100 metres), the use of dipped headlamps and side lamps is required by Regulation.
2	The criteria must be the inability of the driver to signal intention to change direction. If arm signals or remaining indicator lamps fulfil this purpose the Inspection Notice action only will be appropriate.
3	Where a defective headlamp is part of a grouped system, consideration must be given to the capability of other headlamps in that group.
4	An immediate prohibition will normally only be appropriate for such a defect in conditions of seriously reduced visibility or at night.

Section 4
Lamps, Reflectors and Electrical Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Obligatory rear lamp has intermittent operation, does not face the rear, is affected by the operation of another lamp.	-	IN	5 If the degree of misalignment of the headlamp aim does not warrant an immediate prohibition, but an instrumented check shows that the headlamp aim falls outside the statutory test limits, an inspection notice should be issued.
All Lamps A lamp, emitted colour/position or intensity not in accordance with requirements (specify).	Showing red light to the front / white light to the rear or with heavily reduced light intensity.	D	6 Some motorcycles are not required to be fitted with stop lamps. These are as follows: a cannot exceed 25mph (see distinguishing plate on machines used on or after 1 August 1997). b was first used before 1 January 1936 or c was first used before 1 April 1986 which has an engine capacity of less than 50cc.
	Colour/position/intensity not in accordance with the requirements.	IN	7 On motorcycles first used on or after 1 April 1986 the stop lamp must operate by the application of each system. 8 A light source means a bulb, an LED or any other means of emitting light.

Section 4
Lamps, Reflectors and Electrical Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Reflectors (see note 1) Obligatory reflector missing/deteriorated/incorrectly fitted/obscured/insecure.	Detachment imminent.	I	
	Defective or damaged by more 50% of reflecting surface / missing / reflecting white to the rear.	D	
	Insecure / incorrectly fitted / obscured / deteriorated or damaged by up to 50% of reflecting surface.	IN	
Direction Indicators (see notes 1 and 8) Direction indicator insecure.	Detachment imminent.	I	
	Detachment not imminent.	IN	
Direction indicator inoperative/dim/missing/ obscured/more than 50% of light sources inoperative.	Indicator cannot be used to clearly show the driver's intention (see note 2)	I	
	More than 50% of light sources inoperative.	D	
	Advise early rectification.	IN	
Direction indicator warning light inoperative/not fitted.	The warning light is inoperative or not fitted and the rider cannot see that each indicator is functioning.	IN	

Section 4
Lamps, Reflectors and Electrical Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Headlamps (see notes 1 and 8) Obligatory dipped headlamp inoperative/missing/ obscured/more than 50% of light sources inoperative.	When use of headlamps is compulsory.	I	
	When use of headlamps is not compulsory (see note 3).	IN	
Headlamps (see note 1) Headlamp insecure/or lens broken/missing.	Detachment imminent.	I	
	Insecure but imminent detachment unlikely.	IN	
Headlamp aim too high or too far to the right.	Likely to cause dazzle when use of dipped headlamps is compulsory.	I	
	Use of dipped headlamps not compulsory (see notes 4 & 5).	IN	
Headlamp aim too low or too far to the left.	Likely to prevent the rider from being able to ride safely when use of dipped headlamps is compulsory.	I	
	Use of headlamp not compulsory.	IN	
The dipped beam and/ or main beam emitted from a matched pair of obligatory headlamps cannot be switched on or off together.	Likely to cause dazzle when headlamp use is compulsory.	I	
	Advise early rectification.	IN	

Section 4
Lamps, Reflectors and Electrical Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Stop Lamps (see notes 1 and 8) Stop lamp inoperative/obscured/missing/dim/ otherwise defective in operation.	Where required, no stop lamp shows a steady red light when the brake is applied (see notes 6 and 7).	I	
	Stop lamp(s) remain on when all brakes are released.	I	
	More than 50% of light sources inoperative.	D	
	Up to 50% of light sources inoperative / Advise early rectification.	IN	
Stop lamp insecure.	Detachment imminent.	I	
	Advise early rectification.	IN	

Section 4
Lamps, Reflectors and Electrical Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Battery Battery insecure.	Detachment likely or displacement constitutes risk of fire.	I	
	Advise early rectification.	IN	
Battery leaking.	Electrolyte likely to cause failure of items which could affect vehicle safety.	I	
	Advise early rectification.	IN	
Switchgear and Wiring Switchgear insecure/malfunctioning.	-	IN	
Wiring/insecure/inadequately insulated/or will become ineffective due to chafing or heat.	Constitutes a fire risk.	I	
	Advise early rectification.	IN	

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Wheels Wheel fractured or with a welding defect.	-	I	1 Generally wheels distorted within the following limits can be regarded as acceptable. Lateral (run-out or buckling): A) For a steel rim 4mm B) For an aluminium alloy rim (Cast or fabricated) 2mm Eccentricity For all types of rim 3mm
Loose or missing rivets or bolts in built up wheels.	Failure likely or control of machine adversely affected. Failure unlikely.	I D	
Wheel distorted/damaged/corroded or spokes missing or loose. An aluminium wheel which has been repaired.	Tyre fouling other parts of the machine/ directional control affected or failure likely (see note 1). Failure unlikely / directional control unaffected.	I D	Continued overleaf...
Excessive tightness, free play or roughness in a wheel bearing.	Imminent failure likely. Excessive free play impairing directional control. Bearing is likely to overheat. Imminent failure not likely.	I I I D	

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Wheel misaligned or toe out, excessive toe-in or vertical misalignment of a sidecar wheel.	Likely to seriously affect the handling or steering of the machine.	I
	No serious affect to steering or handling of machine.	IN
Road wheel fouling.	Failure of the wheel or affected component likely.	I
	Failure of the wheel or affected component unlikely.	D
Road wheel or road wheel spindle securing nut(s) /bolts/studs or locking device missing or loose.	Wheel detachment likely or wheel insecure.	I
	Wheel nut/stud/bolt missing (single fitment).	I
	More than 1 wheel nut/stud/bolt missing (multiple fitment).	I
	No obvious signs of wheel insecurity.	D
Wheel hub excessively worn or damaged.	Wheel security adversely affected.	I
	Excessively worn or damaged.	D

Notes

2 Examples of unsuitable tyres:

a sidecar tyres or car tyres on a solo machine (sidecar outfits might be fitted with ‘solo’ type tyres on any wheel);

b motocross or similar tyres, i.e. tyres where the space between tread blocks is substantially greater than the size of the blocks themselves, which do not have MST (multiservice tyre) without an ‘E’ in a circle or an ‘e’ in a rectangle moulded into or onto the tyre wall;

c tyres designated by their manufacturer as unsuitable for road use e.g. racing tyres or those marked ‘NHS’ or NOT FOR HIGHWAY USE on the side wall;

d a tyre specifically designed for front wheel use fitted to the rear wheel;

e a radial ply tyre fitted to the front and a cross-ply or bias belted tyre fitted to the rear wheel;

f a bias-belted tyre fitted to the front with a cross-ply tyre fitted to the rear wheel.

3 Uniquely, this does not apply to Metzeler 100/ 80 - 17 tyres fitted to the rear wheels of Aprillia AF50 motor cycles.

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Tyres		
Unsuitable tyre fitted (see note 2).	Likely to render the machine dangerously unstable.	I
Tyre fitted with 'Direction markers' in the wrong direction (see note 3).	-	D
Tyre not correctly seated on the wheel rim or valve stem misaligned, insecure or damaged.	Tyre likely to fail or suddenly deflate.	I
	Tyre not likely to fail or suddenly deflate.	IN
Tyre has a break in the fabric or deep cut .	Any cord exposed (see note 4)	I
	Deep cut or damage more than 25mm or 10% of section width, which ever is the greater, and cords/ply can be felt, but not seen by the use of a probe (see note 4).	D
	Minor cut or damage (see note 4).	IN
Tyre bulging (see note 5).	Caused by separation or partial failure of the structure.	I
Ply or cord exposed.	Due to wear on the tread area.	I
Tyre seriously under inflated.	Likely to affect the handling.	I
	Unlikely to affect the handling.	IN

Notes	
4	'Exposed' for this purpose means the cords are visible as seen by the naked eye or can be made visible with the use of probe. Cuts which are deep enough to reach the cords or ply but are less than 25mm or 10% of the section width, whichever is the greater, and have not damaged or exposed the cords or ply do not breach the legal requirements or tyres.
5	Bulging includes any lifting of the tread rubber and must not be confused with undulations.
6	Clearly the degree of non-compliance, road and weather conditions are factors that will have to be taken into account, if an exemption is to be issued.
7	If the motorcycle has an engine capacity of less than 50cc, the tread of the tyre can be less than 1mm if the tread pattern can be clearly seen over the whole tread area.
8	Tyre aged more than ten years old, must be recorded as an inspection notice item in addition to any other defect and associated action for the same tyre.

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Tyre tread worn beyond the legal limit or a tyre with a re-cut tread. (see note 9).	Tyre tread worn beyond the legal limit.	I	9 The original tread pattern does not have a tread depth of at least 1mm (excluding any tie-bar or tread wear indicator) throughout a continuous circumferential band of the tread of at least ¾ of the breadth of the tread and visible tread pattern on the remainder.
	Tyre has re-cut tread pattern.	I	
	Tyre tread worn close to legal limit.	IN	
Tyre fouling against another part of the motorcycle or sidecar.	Tyre damaged and/or likely to fail.	I	
	No visible tyre damage and unlikely to fail.	IN	
Tyre aged more than 10 years old (see note 8).	-	IN	

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Front Suspension Part of the front suspension loose/cracked/distorted/ misaligned/corroded/excessively worn/excessive free play/excessive stiffness in movement.	Failure of the component imminent and/ or likely to render the machine unstable (see note 1).	I	10 Some fork arrangements rely on the bracing incorporated in the mudguard fixings to maintain their alignment. A mudguard insecurely fixed to the forks could therefore adversely affect the handling of the machine.
	Failure not imminent or unlikely to render the machine unstable.	D	
Road spring broken.	-	I	11 Some high performance machines are fitted with anti-dive front forks which lock when the brake is applied. In these cases the front wheel will need to be placed against a solid object when checking the damping.
			12 Some smaller machines are not fitted with dampers on the front suspension.
Damper inoperative/inadequate/missing/insecure (see notes 2 and 3).	Machine likely to be unstable during braking or when otherwise ridden.	I	
	Missing or likely to become detached.	I	
	Insecure.	D	
Fluid leaking from a damper.	Severe fluid leak.	D	
	Fluid leak.	IN	

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Rear Suspension Suspension component which is loose/cracked/ distorted/misaligned/corroded/excessively worn/ excessive free play/excessive stiffness in movement.	Failure of the component imminent and/ or likely to render the machine unstable.	I	
	But failure of component not likely.	D	
Road spring broken.	-	I	
Damper inoperative or inadequate.	Machine likely to be unstable during braking or when otherwise ridden.	I	
	Missing or likely to become detached.	I	
	Insecure.	D	
Fluid leaking from a damper.	Severe leak.	D	
	-	IN	

Section 5
Wheels, Tyres and Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
General Suspension so modified as to render the machine unsafe.	Handling likely to be affected and machine unstable.	I	
Fouling of fixed and moving parts which restricts the movement of the suspension.	Handling likely to be affected.	I	
	Handling of the machine unlikely to be affected.	IN	

Section 6
Structure and Attachments

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Engine and Transmission Security		
Engine/gearbox mounting or frame around the mounting area fractured/deteriorated/corroded/loose (see note 1).	Engine/gearbox detachment imminent or control of the machine likely to be affected.	I
	Engine/gearbox detachment not imminent or control of the machine not likely to be affected.	IN
Transmission		
Chain or belt excessively loose/worn/misaligned.	Failure/detachment imminent or likely to jam the rear wheel.	I
	Failure/detachment not imminent or unlikely to jam rear wheel.	D
	Early failure unlikely	IN
Chain/belt sprocket or pulley excessively worn/ securing bolts missing/loose.	Failure/detachment imminent or likely to jam the rear wheel.	I
	Failure/detachment not imminent or unlikely to jam rear wheel.	D
	Early Failure unlikely.	IN
Chain horseshoe locking device incorrectly fitted or insecure.	Likely to become detached.	I
	Fitted incorrectly.	D

Notes	
1	Some machines have engines that are rubber mounted and which permit some movement at the mounting point.
2	When considering several leaks, due regard must be given to the cumulative effect which could justify prohibition action. Also, some machines have total loss engine lubrication systems or direct engine oil to the drive chain. These are acceptable.
3	Some two stroke engines produce smoke due to their design.
4	Most fuel tanks are secured by flexible rubber mountings. Movement might not necessarily be an indication of insecurity.
5	If any fuel leak or spillage is likely to constitute a fire risk or present a hazard to other road users, an immediate prohibition must be issued.
6	Temporary caps that do not prevent spillage or the use of rags etc., in place of a fuel cap must be regarded as a defect.
7	A silencer marked “Not for road use”, “Track use only” or similar words are unsuitable.

Section 6
Structure and Attachments

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Chain guard insecure.	Failure/detachment imminent or likely to jam the rear wheel.	I	
	Failure/detachment not imminent or not likely to jam the rear wheel.	D	
Drive shaft or shaft casing insecure/drive shaft excessively worn.	Failure/detachment imminent or likely to jam the rear wheel.	I	
	Failure/detachment not imminent or not likely to jam the rear wheel.	D	
Clutch and throttle controls Throttle control defective.	Safe operation of motorcycle affected.	I	
	Not functioning correctly.	D	
Clutch lever bent, shortened or incorrectly positioned.	Such that it cannot be readily operated.	D	

Section 6
Structure and Attachments

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Oil Leaks			
Oil leak from engine/gearbox/drive shaft casing (see note 2).	Continuous flow or contaminating a tyre.	I	
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes.	D	
	But not excessive.	IN	
Exhaust Emission (see note 3)			
Engine emitting excessive exhaust smoke.	Sufficient to obscure vision or likely to cause danger to other road users.	I	
	Continuous haze which tends to obscure vision.	D	
	Continuous haze, any colour.	IN	
Fuel Tank and System			
Fuel tank insecure (see note 4).	Detachment imminent or risk of fire.	I	
	Detachment not imminent.	D	
Fuel leakage.	Continuous leak or leak constituting a fire risk or loss of vehicle control.	I	
	Not continuous, not a fire risk , unlikely to affect control of vehicle.	D	
Fuel filler cap missing or defective.	Such as to permit fuel spillage (see notes 5 and 6).	I	
Continued overleaf...	No risk of spillage or hazard to vehicle/ other road users.	IN	

Section 6
Structure and Attachments

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Fuel line damaged/chafed/insecure.	Likely to fracture or leak (see note 5).	D	
	No risk of fracture or leak.	IN	
Exhaust System (see note 7) Exhaust system incomplete/insecure/excessively deteriorated/unsuitable type.	Detachment imminent.	I	
	Detachment not imminent.	D	
	Unsuitable type.	D	
	Early failure unlikely.	IN	
Silencer insecure.	Detachment imminent.	I	
	Detachment not imminent.	D	
	Early failure unlikely.	IN	

Section 6
Structure and Attachments

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Frame Part of the frame or structure loose/cracked/ distorted/misaligned/corroded or fractured.	Failure imminent and/or likely to make the machine unstable.	I	
	Failure not imminent and/or not likely to make the machine unstable.	D	
Fairing Fairing or other bodywork item (e.g. mudguard) insecure.	Detachment or interference with directional control likely.	I	
	Advise early rectification.	IN	
Accessories Mirror or stands etc. insecure/ fractured or damaged.	Detachment likely or likely to impede the rotation of a wheel.	I	
	Advise early rectification.	IN	
Seat/Footrests Seat/footrest missing/insecure/fractured or damaged.	Rider's seat missing.	I	
	Detachment likely or liable to interfere with proper control of the machine.	I	
	Advise early rectification.	IN	

Section 6
Structure and Attachments

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Sidecar Sidecar to motorcycle mountings or mounting areas corroded/fractured/insecure or in the case of 'leaning' sidecars, wear/free play in or otherwise defective attachment of pivot joint.	Detachment likely or component failure imminent which is likely to adversely affect the stability of the combination. Detachment unlikely / stability of combination unaffected.	I D	

Section 7
Audible Warning

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Horn Horn missing/ insecure/ inoperative.	Detachment imminent.	I	
	Inoperative or missing.	D	
	Sound likely to be confused with an emergency vehicle siren.	D	
	Insecure or defective.	IN	

Section 8
Exhaust Noise

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Exhaust Noise			
Excessive engine exhaust noise.	Does not reduce the noise emitted to a reasonable level.	D	
	Becoming a nuisance.	IN	

Appendix A Revision Record

	Section	Page	Section Title	Description of Change	Action	Revision Date
1	Policy on the Issue of Prohibitions	6	Standards for Prohibition Issue	**Updated** - 16. Examiners cannot require higher standards of vehicle construction, nor the fitment of items that were not required when the vehicle was manufactured and 'last approved'. It may be necessary to confirm the vehicle approval route to satisfy this requirement, e.g., Individual Vehicle Approval (IVA)), or whether it is operating under a Vehicle Special Order (VSO) or Special Type General Order (STGO) or whether the vehicle is registered as a road-going prototype.	N/A	December 2024
2	Registration Plate and Vehicle Identification Number	14	Registration Plates and VIN Details	**Updated** - Note 2. Where the registration plates do not agree with each other or the DVLA record or registration document in the case of a non-UK Operator, the VIN should be used to identify the vehicle on the prohibition notice.	N/A	December 2024
3	Seat Belts and Supplementary Restraint Systems	16	Supplementary Restraint Systems	**Updated –** Air bag obviously missing, inoperative or not suitable (see note 13).	N/A	December 2024
4	Seat Belts and Supplementary Restraint Systems	17	Supplementary Restraint Systems	**Added –** Note 13. Missing must only be used where it is obvious that the vehicle had an air bag fitted and it is now missing.	N/A	December 2024
5	Trailer Parking and Emergency Brakes and Air Line Connections	37	Air Line Connections	**Added –** Note: Examiners must take care when inspecting high voltage systems. High voltage wiring is colour coded orange.	N/A	December 2024
6	Security of Body, Containers and Crane Support Legs	51	Security of Load	**Updated –** Load items or stacks of items weighing over 400kg carried inside a Euroliner or tilt (see note 6).	N/A	December 2024
7	Security of Body, Containers and Crane Support Legs	51	Security of Load	**Updated –** Load items or stacks of items weighing over 400kg secured with roof mounted buckle straps inside a non-XL rated curtain-sider.	N/A	December 2024
8	Security of Body, Containers and Crane Support Legs	51	Security of Load	**Updated –** Load items or stacks of items weighing over 400kg secured with nets inside a non-XL rated curtain-sider.	N/A	December 2024
9	Security of Body, Containers and Crane Support Legs	51	Security of Load	**Updated** - Note 9. There must be a physical barrier to movement in addition to lashings.	N/A	December 2024
10	Security of Body, Containers and Crane Support Legs	52	Security of Load	**Updated –** Load items weighing over 400kg on the upper deck of a double-deck trailer.	N/A	December 2024
11	Security of Body, Containers and Crane Support Legs	54	Security of Load	**Added** - Less than three lashings on light plant equipment and machinery (see notes 9, 13).	N/A	December 2024
12	Security of Body, Containers and Crane Support Legs	54	Security of Load	**Updated** - Less than four lashings and a barrier to movement on wheeled heavy plant equipment (see notes 9 and 13).	N/A	December 2024
13	Part 2 - Section 0 Identification of Vehicle	156	Registration Plates and VIN Details	**Updated** - Note 3. Where the registration plates do not agree with each other or the DVLA record or registration document in the case of a non-UK Operator, the VIN should be used to identify the vehicle on the prohibition notice.	N/A	December 2024
14	Part 2 - Section 4 Lamps, Reflectors and Electrical Equipment	189	Switchgear and Wiring	**Added –** Note 20. Examiners must take care when inspecting high voltage systems. High voltage wiring is colour coded orange.	N/A	December 2024
15	Part 2 - Section 4 Lamps, Reflectors and Electrical Equipment	193	Switchgear and Wiring	**Updated** - Wiring insecure/inadequately insulated/insulation is or will become ineffective due to chafing or heat (see note 20).	N/A	December 2024
16	Part 3 - Section 0 Identification of Vehicle	235	Registration Plates and VIN Details	**Updated** - Note 3.Where the registration plate does not relate to the DVLA record or the registration document in the case of a non-UK motorcycle, the VIN should be used to identify the vehicle on the Prohibition Notice.	N/A	December 2024