Driver & Vehicle Standards Agency

Categorisation of Defects

Helping you stay safe on Britain's roads

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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 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.

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

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.

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 When dealing with vehicles that have been Type Approved, approved to a national scheme or certified to the Certificate of Initial Fitness requirements (PSVs only), examiners need to be careful not to require higher standards of construction, or the fitment of items, than were required/ fitted when the vehicle was manufactured and 'approved'.

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:

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

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

All components on a vehicle must be safely attached while it is in use on the road. However, how safely a component needs to be attached depends on its function.

Areas of the vehicle considered critical in terms of the likelihood of the vehicle to endanger the driver, any passengers and other users of the road, can tolerate fewer fixings that are broken, loose, missing or otherwise ineffective than those in a less critical part of the vehicle.

The proportion will depend on factors such as the design of the component etc, but as a general rule, no more than 20% (1 in 5) of the fixing devices should be loose etc. More than this proportion means that the remaining fixing devices could be overstressed and could therefore fail at any time. Examples of critical systems include (this is not an exhaustive list):

- Steering ❖
- Brakes ❖
- Suspension linkages
- Trailer couplings
- Live (ie moving) transmission components
- Wheels and hubs

❖ Except those components not subject to heavy loads or forces eg. power steering reservoirs or brake relay valves

The proportion suggested above does not apply to:

- components in a critical area or system secured by a single fixing device. If this device is loose, broken etc, the component is to be considered insecure.
- components in a critical area or system where detailed instructions are given in the manual (eg wheel studs/nuts). In such cases, these instructions must be used in preference.

Components that are not part of a critical system, eg some body panels, can tolerate a higher proportion of their fixings either loose, broken etc. Again, the proportion will depend on the design of the component but, as a general rule, no more than 33% (1 in 3) of the fixing devices should be loose, broken, missing or otherwise ineffective.

A component secured by a non standard, temporary means should be judged on its merits.

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.

Variation Notices (PG9A)

22 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)

23 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

24 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 further more 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.

25 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.

26 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.

27 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".

28 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.

29 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

30 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 can complain to 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. Each complaint will be logged, acknowledged and a formal written reply provided.

Complaints can be dealt with most easily at the local DVSA Office level since the vehicle and prohibition notice will normally be readily available.

However, where an operator is dissatisfied with the outcome of their complaint and wishes to escalate their points they should be forwarded to the Customer Complaints Co-ordinator.

Letters should be addressed to:

Customer Complaints Co-ordinator
Driver and Vehicle Standards Agency,
Berkeley House,
Croydon Street,
Bristol BS5 0DA

31 If you continue to be dissatisfied with the treatment of your complaint, you may write to the Chief Executive who may refer your grievance to the independent adjudicator.

32 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 the address above.

Driver & Vehicle Standards Agency

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Contents

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

IM No		Page
1	Registration plate and VIN details ◆	13
3	Seat belts and supplementary restraint systems ◆	14
5	Exhaust emissions ◆	16
6	Road wheels and hubs	18
7	Size and type of tyres ◆	20
8	Condition of tyres	22
9	Side guards, rear under run devices and bumper bars	25
10	Spare wheel and carrier	27
11	Vehicle to trailer couplings	28
12	Trailer parking and emergency brakes and air line connections ◆	31
13	Trailer landing legs	33
14	Spray suppression, wing and wheel arches ◆	34
15	Cab security	36
16	Driver and passenger doors	37
17	Driver's accommodation and steps ◆	41
18	Driver's seat	42
19	Security of body	43
20	Condition of body	47
21	Interior of body ◆	50
22	Drivers mirrors ◆	57
23	Glass and view of the road ◆	59
24	Accessibility features ◆	62
25	Windscreen wipers and washers ◆	68
26	Speedometer/Tachograph ◆	69
27	Audible warning (horn) ◆	70
28	Driving controls	71
30	Steering control	72
33	Speed limiters ◆	74
34	Pressure/vacuum warning and build up	77
36	Hand lever operating mechanical brakes	79
37	Service brake pedal	81
38	Service brake operation	82
39	Hand operated brake control valve	84
41	Condition of chassis	85
42	Electrical wiring and equipment	86
43	Engine and transmission	87
44	Oil and waste leaks	88
45	Fuel tanks and systems	89
46	Exhaust systems	90
48	Suspension	91
53	Axles, stub axles and wheel bearings	97
54	Steering mechanism	98
57	Transmission	102
58	Additional braking devices (including retarders)	103
59	Brake systems and components	104
62	Rear markings and reflectors ◆	113
63	Lamps ◆	114
66	Direction indicators and hazard warning lamps ◆	117
67	Aim of headlamps ◆	118
71	Service brake performance ◆	119
72	Secondary brake performance ◆	121
73	Parking brake performance ◆	122

Contents

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			
A motor vehicle registration plate missing (See Note 1)	Missing where legally required	D	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 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	2 Where the registration plates do not agree with each other or the DVLA record, the VIN should be used to identify the vehicle on the prohibition notice.
Motor vehicle registration plate incorrect (See Note 2)	Registration mark does not relate to the vehicle	D	
Any registration plate insecure	Likely to become detached	I	

Contents

IM 3
Seat belts and supplementary restraint systems

Seat belts (see notes)			
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 obligatory seat belt missing (See Notes 2, 3 and 5)	-	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.
Any obligatory or non obligatory seat belt vandalised/inoperative/defective/insecure/ anchorage or seat mounting weak (See Notes 5, 6 and 7)	Not capable of performing its intended purpose or likely to fail when required (See Note 2)	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.
Supplementary Restraint Systems An SRS MIL illuminated	SRS MIL indicates any kind of failure of the system	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

Contd: see over

IM 3
Seat belts and supplementary restraint systems

- 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

- 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.
6 As a guide, defective includes excessive corrosion, serious deterioration or fracture in load bearing area 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.

IM 5
Exhaust Emissions

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Diesel Smoke Emission			
Exhaust emitting excessive smoke (See Notes 1, 2, 3, 4, 5 and 6)	Sufficient to obscure vision or likely to cause danger to other road users	I	1 Turbocharged engines might emit smoke on free acceleration. This is not necessarily a defect.
	Smoke levels exceed annual test standard by more than 10% or; black haze or darker, or other colour which tends to obscure vision	D	2 This inspection also applies to vehicle auxiliary engines that are in operation when the vehicle is seen.
	Exceeding the annual test limits by 10% or less or continuous haze, any colour	IN	3 The annual test standard applies only to vehicles subject to statutory annual test and, for the purposes of prohibition issue, a margin equivalent to 10% of the limits will be allowed to exclude marginal infringements. Values below include this
Emission Control Equipment			
Emissions Control equipment fitted by the manufacturer	Absent, modified or obviously defective (see note 8)	D	4 The Light Absorption Coefficient Scale used for diesel exhaust smoke, being logarithmic, results in standards for delayed prohibition issue of >3.7m-1 for turbocharged engines, and >3.0m-1 for naturally aspirated engines when the 10% margin is added to the prescribed limits.
Emissions malfunction indicator lamp illuminated	Indicating a fault (see note 9)	D	
Emissions control equipment fitted by the manufacturer defective	Advise early rectification (see note 8)	IN	5 Vehicles fitted with Euro 4 engines first registered from 1 July 2008 have a standard of >1.8m-1 for all engines.
Emissions malfunction indicator lamp illuminated	Advise early rectification (See note 9)	IN	6 Passenger Service Vehicles first used prior to 1 August 1979 or manufactured prior to 1 March 1979 fitted with a compression ignition engine only require a visual test.

IM 5
Exhaust Emissions

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Spark Ignition Engine Emissions Exhaust emitting excessive levels of pollutants (See Notes 2 and 3)	Sufficient to obscure vision or likely to cause danger to other road users	I	7 Hybrid Electrical vehicles (HEV's) do not require a metered smoke check. Vehicles using a supplementary engine may need to be checked for excessive smoke only.
	Emission levels exceed the annual test standard by more than 10%, or tends to obscure vision	D	8 Prohibition action must be supported by positive evidence that the emission system has been affected.
	Exceeding the annual test limits by 10% or less or continuous haze, any colour	IN	9 Where it is not clear the MIL is indicating a fault with the system, inspection notice action should be taken.

Contents

IM 6
Road Wheels and Hubs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Road Wheels and Hubs			
Any wheel(s) missing	-	I	
Wheel fractured or welding breaking away	Failure imminent (See Note 1)	I	
	Otherwise than above	D	
Wheel hub fractured	Failure or detachment imminent	I	
	Otherwise than above	D	
Wheel stud holes elongated/damaged	If visible with wheel nuts in place or detachment likely	I	
	Any stud or hole severely worn/ elongated	D	
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 4)	I	
	More than one spigot wheel nut washer fractured	I	
	Any one stud or nut missing or loose (See Note 4)	D	
	Any one spigot wheel nut washer fractured	D	

1 Fracture at the bridge over the valve is not considered a reason for action.

2 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.

3 A tyre retaining ring butting causing the flange to lift more than 1.5mm is to be regarded as excessively displaced.

4 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

Contents

IM 6
Road Wheels and Hubs

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Road Wheel and Hubs		
Excessive clearance between hub spigot and wheel	A diametric aggregated clearance of more than 3mm between the spigot and the locating surface of the wheel	D
	Otherwise than above	IN
Tyre retaining ring abutting or fractured	Retaining ring is excessively displaced from its seating and total displacement is imminent (See Notes 2 and 3)	I
Wheel seriously distorted	Affecting steering or vehicle stability	I
	Otherwise than above	IN
Half shaft bolts, nuts or studs loose/missing	Loss of drive or detachment likely	I
	Otherwise than above	IN
Incompatible wheel fitted	Fouling other components where failure of the wheel or affected component is likely	I
	Otherwise than above	IN

Contents

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 (ie. 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	
		I	
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	

Contents

IM 7
Size and Type of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

NOTE: 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. ‘Trailer use only’, ‘FRT’, ‘Directional Tyres’

Contents

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 AGRICULTURAL VEHICLES NOT DRIVEN/ DRAWN AT MORE THAN 20MPH
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	1 Some tyres, eg. Radials, with flexible side walls might 'kiss' under load/ In these cases, wall contact is not a reason for rejection.
Tyre has a break in the fabric or deep cut (See Note 3) or damage to the side wall or tread area	Body cords damaged (See Note 5)	I	
	Cut 25mm or longer exposing body cords	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. In the case of capped re-treads care must be taken not to confuse unbounded tread overlapping the tyre wall with tread separation. A bulge in the sidewall area may be up to 5mm proud of the original sidewall. In most cases the tyre will be stamped with 'BSAU 159e' or 'BSAU 159f' in the vicinity of the repair. A repair will feel solid and should not deflect as would a bulge associated with casing separation.
	Body cords exposed (See Note 4)	D	
	Breaker cords damaged in the tread area	D	
	Breaker cords exposed in the tread area	IN	
	Otherwise than above (See Note 3)	IN	
Tyre seriously under inflated	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 body 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 body cords or ply do not breach the legal requirements for tyres.
	Otherwise than above	IN	

IM 8
Condition of Tyres

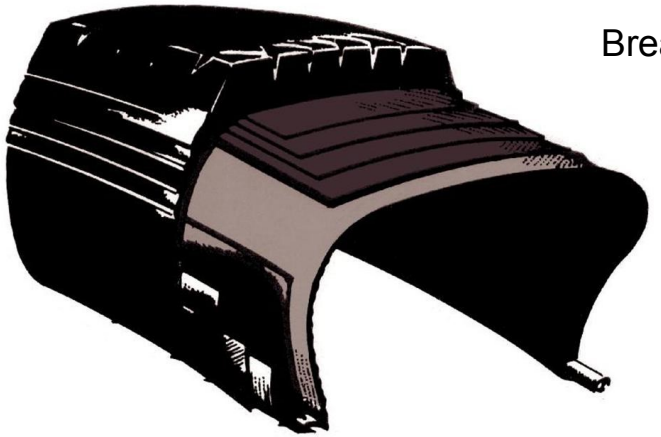
Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyre tread worn beyond legal limit	Depth of tread is not at least 1mm throughout a continuous (excluding tie-bars) circumferential band for at least three quarters of the tread width on -	I	4 '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 by the use of a probe.
	⇒ Any tyre on a steered axle or ⇒ 50% or more of the total number of tyres fitted to non steered axles (See Note 6)		5 Body cords are those extending from bead to bead.
	Otherwise than above	D	Although damage to such cords has a different effect on tyres of radial and cross ply construction, the problems of differentiation are very complex and the stated standards must be applied.
	The base of any groove of the original tread pattern is not clearly visible (See Note 7)	IN	
Tyre fouling	Tyre damaged and/or likely to fail	I	Body cords must not be confused with the breaker cords in the tread area. The consequence of damage to breaker cords is not generally so severe. For this reason, the different action is recommended.
	Otherwise than above	IN	
Re-cut tyre fitted	Fitted to vehicle on which re-cut tyres are not permitted (See Note 8)	IN	6 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.
Spare tyre			
Spare tyre bulging/fabric cut/fabric exposed/tread worn beyond legal limit	-	IN	In the initial full depth stage, the tie-bar might interrupt the continuity of the tread pattern grooves. This is acceptable.

IM 8
Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Typical construction of a radial tyre



The breaker cords are layers of steel cord cut at various angles and placed on top of each other over the ply and under the tread. The purpose of the breaker cords is to keep the tread flat on the road surface, they have no effect on the strength of the tyre

Notes

Steered axle is one used to control the direction of the vehicle by the driver.

7 '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.

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.

8 It is permissible for re-cut tyres to be fitted to;

- Motor vehicles of unladen weight exceeding 3050kgs, or between 2540kgs and 3050kgs if fitted to wheel rims exceeding 405mm in diameter and

- Trailers of unladen weight exceeding 1020kgs (2290kgs total weight for fixed plant carriers)

Contents

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 Note 1)			**Note 1 - 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 1.020kgs 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	
	Otherwise than above	IN	

Contents

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.
- 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 ie: 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.

Contents

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	
	Otherwise than above	IN	
Spare wheel insecure	Detachment imminent and likely to fall from the vehicle	I	
	Otherwise than above	IN	

Contents

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 or cracked pin jaw, hook or ball	Trailer security adversely affected	I	
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	
	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	
	Otherwise than above	D	
Coupling manufacturers plate missing	-	IN	
Trailer incompatible with coupling	-	I	

Contents

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			1 In certain designs the fifth wheel coupling position can be adjusted or is spring loaded on the chassis.
Fifth wheel attachment to chassis insecure	Relative movement between chassis and coupling to the extent that coupling failure or detachment likely.	I	2 A certain amount of movement between tractor unit and trailer is permissible. The acceptable amount varies with the make of vehicle.
	Fifth wheel insecure (See Notes 1 and 2)	D	3 The term 'jaw' includes multi-towing eyes.
	Otherwise than above	IN	4 When the vehicle and trailer are coupled the coupling must be secured by a device that provides a further positive mechanical engagement, eg: 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
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	
	Otherwise than above	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	
	Otherwise than above	D	
Security spring weak or broken	Broken	I	
	Weak	D	
A load bearing part or the coupling cracked	Failure or detachment likely	I	
	Otherwise than above	D	

Contents

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	
	Otherwise than above	IN	
Mounting of draw bar to trailer insecure	Failure or detachment likely	I	
	Otherwise than above	D	
Draw bar eye or ball socket deformed, cracked or excessively worn	Trailer security affected	I	
	Otherwise than above	D	
Locking device missing, inadequate, damaged or ill-fitting	Locking device ineffective	I	
	Otherwise than above	D	
Safety device missing or not operative		I	
King pin attachment excessively worn, cracked or insecure		I	
Worn operating member	Detachment likely	I	
	Otherwise than above	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	

Contents

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
	Otherwise than above	D
Insufficient reserve travel on brake lever (See Note 1)	Brake efficiency impaired	I
	Otherwise than above	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.

Contents

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			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.
Trailer brakes are not applied automatically when red (emergency0 brake line is disconnected. (See Notes 2, 3, 4 and 5).	-	I	
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	
	Otherwise than above	D	
Service brake line operating adaptor providing inadequate lift or not fitted.	Preventing the correct operation of the braking system	I	
	Otherwise than above	D	
Service (Yellow) line on a unit to trailer combination not connected (See Note 7)	-	I	

Contents

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 likely	I	
	Otherwise than above	IN	
Pad, wheel, retaining device or handle insecure	Detachment imminent	I	
	Otherwise than above	IN	

Contents

IM 14
Spray Suppression, Wings and Wheel Arches

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Wings and Wheel Arches (See Note 5)		
Wing insecure (See Note 1)	Detachment likely, or rubbing on a tyre	I
	Otherwise than above	IN
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
	Otherwise than above	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 eg: fire risk, steering affected.	I
	Otherwise than above	IN
Interior wheel arch holed/corroded (See Note 4)	Holed or seriously weakened	I
	Otherwise than above	IN
Obligatory spray suppression equipment insecure/ damaged/missing or incomplete (See Notes 2, 3, 6, 7 and 8	Detachment likely	I
	Missing/incomplete	D
	Otherwise than above	IN

NOTE: THIS IM DOES NOT APPLY TO AGRICULTURAL VEHICLES NOT DRIVEN/ DRAWN AT MORE THAN 20MPH.

1 The term wing includes other similar devices

2 Spray suppression is required for (unless specifically exempt) -

- Goods vehicles exceeding 12 tonnes gross vehicle weight first used from 1 April 1986
- Trailers exceeding 3.5 tonnes vehicle weight, manufactured on or after 1 May 1985
- Trailers exceeding 16 tonnes gross vehicle weight with 2 or more axles

3 The spray suppression requirements do not apply to vehicles incapable of exceeding 30mph.

4 The ‘holed’ aspect only applies to PSV’s and only when it allows the ingress or water or spray from the road wheels.

Contents

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
			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 ie: a vehicle towing a trailer and the wing tops are not fitted due to the trailer being very close to the tyres.

IM 15
Cab Security

Contents

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 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	
	Otherwise than above	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 or wind deflector to cab roof.	Detachment likely	I	
	Otherwise than above	IN	

Contents

IM 16
Driver and Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
PSV Passenger Doors (See Note 1)		
Door missing (See Note 1)	-	I
Door jammed/obstructed/cannot be opened from either the inside or outside.	Jammed, obstructed, cannot be opened 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 film (See Note 5)	D
Door cannot be retained in the closed position	-	I
Door hinges/catches/pillar worn/loose/insecure/ weakened.	Door is very likely to shut or is likely to fly open	I
	Otherwise than above	IN
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
	Otherwise than above	IN
Door holding device missing/ineffective	-	IN

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 travelling empty and where the driver can produce a key to unlock the door
- An obscured door where a further 2 exits are available to passengers

Contents

IM 16
Driver and Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Door check device missing/ineffective	-	IN
Door stiff or fails to operate	Unable to fully open or close	I
	Otherwise than above	IN
Door operation affect 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
Power operated door cannot be opened manually	(See Note 6)	I
Door sensitive edge or other safety device not working	Where required (See Notes 7, 8 and 9)	I
	Otherwise than above	IN
“Door open” warning device inoperative	Where required (See Note 10)	I
	Otherwise than above	IN
Draught excluder insecure	Likely to cause obstruction or injury	I
	Otherwise than above	IN
Door operation severe	Likely to cause injury	I
	Otherwise than above	IN

Notes

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.

6 It is in order to operate an ‘emergency’ control before applying manual pressure to open a power operated door.

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.

8 A safety system for preventing a passenger from being trapped must be provided on all power operated doors without a soft rubber edge.

9 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.

Contents

IM 16
Driver and Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Obligatory markings or fitting missing/damaged/ ineffective.	-	IN	10 Warning devices are only required on; • 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 • 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. • Any external door or hinged exit (including any emergency exit0 which is outside the driver's direct line of sight • 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 • On an emergency door or floor hatch on a Bus Directive or ECE regulation vehicle. This must be an audible device • 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
Any normally fitted exit door handle guard missing	-	IN	
Cab Doors			
Driver's external door jammed/obstructed/will not fasten/difficult to open.	Likely to impede driver in an emergency or to fly open inadvertently (See Notes 11 and 12)	D	
Door hinges, catches or pillars in such a condition that the door is difficult to close or could fly open inadvertently (See Note 13).	Door likely to fly open	I	
	Otherwise than above	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 13)	Driver's door cannot be secured	I	
	Otherwise than above	IN	

Contents

IM 16
Driver and Passenger Doors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

11 Where the driver's door of a PSV doubles as an emergency door (See Note 1)

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

13 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.

14 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.

15 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.

16 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).

Contents

IM 17
Driver's Accommodation and Steps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Driver's Cab/Area and Fittings			
Driver's cab floor insecure/badly weakened	Affects driving control or safety of driver	I	
	Otherwise than above	IN	
Driver's cab step or step ring on a wheel insecure/ badly weakened/damaged/worn	Likely to cause injury to users or become detached	I	
	Otherwise than above	IN	
Step has a jagged edge	Likely to cause injury to a person near the vehicle	I	

Contents

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 loose on its mounting, frame fractured, seriously weakened or otherwise defective.	Seat so loose/weakened/or in such a condition that it could cause the driver to lose control of the vehicle	I	
	Otherwise than above	IN	
Driver's seat adjustment inoperative/badly worn	Seat likely to move inadvertently or cannot be located	I	

Contents

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 Body			
Body components and fixings (eg; twist locks) loose/ fractured/missing.	Insecurity of body components or cross or longitudinal members to the chassis, likely to affect safe carriage of passengers or load.	I	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.
	Fixing insecure or defective but not affecting safe carriage of passenger or load (See Note 1)	IN	
Excessive displacement of the body relative to the chassis.	Likely to lead to loss of control	I	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.
	Otherwise than above (See Note 2)	D	
Security of Containers			3 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.
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	4 These criteria can be extended beyond those fitted to vehicles with cranes to any vehicle equipped with stabilising/support legs.
	A container fastening insecure and likely to detach	I	
	A container fastening missing when the other of a matched pair is present	D	5 This guidance applies where retaining devices were originally fitted. An alternative retaining device is acceptable provided the support leg is adequately secured.
	A container fastening incomplete/seized/ without a secondary locking device/ ineffective	D	
	Otherwise than above	IN	

Contents

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	Type A loads; Metal pipes, sheets or bars, concrete, bricks or stones, vehicles, plant and machinery, reels, steel, wire or paper, kegs and barrels, stacked loaded skips, empty skips stacked >3 high, metal casings, glass, containers/work cabins.
	Container mounting point unlikely to be secured or supported by it.	D	
	Otherwise than above	IN	Type B loads: Timber, IBC's, powder, cages, bagged aggregates, empty skips stacked 3 high, heavy palletised goods.
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	Type C loads: Clothing, wood chip, waste paper, coal bags, bulk material in tipper, packaging material, light palletised goods, single loaded skips, empty skips <3 high.
	Container mounting point unlikely to be secured or supported by it.	D	
	Otherwise than above	IN	Defect category 1: No load securing, >1mtr gap between load and headboard, unstable load affecting stability or likely to topple, severe structural damage to headboards or gaps in headboard that would allow load penetration, loaded over the height of the headboard.
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	Defect category 2: >30cm gap between load and headboard, inadequate load securing leading to likely risk of harm, unsheeted load in bulk tipper or skip, height of load likely to affect vehicle stability.
	Retaining device missing or incapable of operating as designed	D	
	Otherwise than above	IN	

Contents

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 10)			Defect category 3: Lashing on to rope hook, minor damage to headboard not affecting structural integrity, unsuitable load securing, poor condition of securing equipment, unsuitable vehicle for load.
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	I	6. Items falling in to category A1, A2, B1, B2 and C1 consider prohibition. Categories A3, B3,C2 and C3 consider IN or VW.
	More than a 100cm gap between load and headboard (See Note 7)	I	7. Unless other means of preventing forward movement have been used.
	Unstable load affecting vehicle stability or likely to topple from vehicle	I	8. This refers to individual items, such as a bundle of pipes. A single indivisible item may be loaded over the height of the headboard as long as the headboard supports it to the height of the centre of gravity.
	Severe structural damage to headboard or gaps in headboard that would allow load to penetrate	I	9. This is always poor practice but there may be no other suitable attachment points.
	Items loaded over the height of the headboard (See Note 8)	I	10. Curtains that are bulging due to type C loads can be considered as IN provided the curtains as strengthened with additional webbing/straps and there is no immediate risk of danger .
	More than a 30cm gap between load and headboard (See Note 6 and 7)	I	
	Unsheeted load in bulk tipper or skip	I	
	Inadequate load securing leading to likely risk of harm	I	
	Unsuitable stacking of load items likely to lead to risk of harm	I	
	Height of load likely to affect vehicle stability	I	

Contents

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	Less than 30cm gap between load and headboard	IN	
	Lashing on rope hooks (See Note 9)	IN	
	Minor damage to the headboard not affecting the structural integrity	IN	
	Unsuitable load securing	IN	
	Poor condition of securing equipment	IN	
	Unsuitable vehicle for load (See Note 10)	IN	

IM 20
Condition of Body

Contents

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
	Otherwise than above (See Notes 1 and 2)	IN
Any embellishment protruding/damaged/insecure (Specify component)	Likely to become detached and/or cause injury	I
	Otherwise than above	IN
Part of body 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
	Otherwise than above	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
	Otherwise than above	IN
Any flap/door protruding when closed exposing sharp (jagged) edges	Likely to cause injury or damage	I
	Otherwise than above	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 eg. 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 eg. 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 (contd)			
Flap/door check device missing/ineffective	Door opening too far an likely to obscure obligatory lights	D	
	Otherwise than above	IN	
PSV Luggage Compartments			
Water leakage into luggage compartment	Likely to soil or damage passenger's luggage (See Note 4)	D	
	Otherwise than above	IN	
Luggage compartment damaged/dirty	Likely to soil or damage passenger's luggage (See Note 4)	D	
	Otherwise than above	IN	
Luggage compartment floor damaged/deteriorated/ weak	Floor likely to collapse	I	
	Otherwise than above	IN	
Luggage compartment door catch defective/missing/ insecure	Detachment likely or is likely to fly open inadvertently	I	
	Otherwise than above	IN	

Contents

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	
	Otherwise than above	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	
	Otherwise than above	IN	
Luggage compartment door check device missing/ ineffective	Door opening too far and likely to obscure obligatory lights	D	
	Otherwise than above	IN	

Contents

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	
	Otherwise than above	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	
	Otherwise than above	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	
	Otherwise than above	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	
	Otherwise than above	IN	
Step/stair insecure/weakened/damaged/having jagged edges/defective	Likely to cause injury or become detached	I	
	Otherwise than above	IN	

Contents

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
PSV Passenger Entrance		
Entrance floor mat badly worn/of incorrect size	Likely to trip passengers	I
	Otherwise than above	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
	Otherwise than above	IN
PSV Passenger and Crew Seats		
Passenger 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
	Otherwise than above	IN
Seat insecure	Likely to become detached	I
	Otherwise than above	IN
Seat covering slashed/torn	-	IN
Seat frame fractured	Seat failure or displacement likely	I
	Otherwise than above	IN

	Notes
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.

IM 21
Interior of Body

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	IN
PSV Interior Fittings Parcel rack insecure/damaged/holed	Likely to collapse or to permit luggage to fall on to passengers	I
	Otherwise than above	IN
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
	Otherwise than above	IN
Missing Grab strap Roof light insecure/missing	Likely to become displaced and fall on to occupants (See Note 5)	I
	Otherwise than above	IN

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.

Contents

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 eg. 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	
PSV Interior Fittings			
Passenger communication device missing/ inoperative	Where the driver is in a separate compartment (See Notes 9 and 10)	I	
	Otherwise than above	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	
	Otherwise than above	IN	
Graffiti/contamination on an internal surface (State location)	Likely to soil clothing	D	
	Other unauthorised writing or drawing	IN	
	Otherwise than above	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 (eg. TV, video, coffee bar etc)	Likely to become detached and/or cause injury	I	11 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.
	Otherwise than above	IN	
Ventilation Equipment Opening windows cannot be opened	50% or more opening windows cannot be opened	D	12 Some forced air ventilation systems will not operate unless the engine is running and the alternator is charging.
Forced air ventilation equipment missing/ inoperative/ineffective (See Note 12)	50% or more forced air ventilation outlets missing/inoperative/ineffective	D	
	Otherwise than above	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	
	Otherwise than above	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			13 Apply the standards in this section for vehicles that have not been issued with an Accessibility Certificate or Disability Discrimination Act special authorisation
Wheelchair Spaces			
Rearward Facing Wheelchairs (See Note 13)			
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	14 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.
	Otherwise than above	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	
	Otherwise than above	IN	
Unrestrained wheelchair padded backrest insecure or damaged	Insecure and likely to fail when loaded or cause injury to any person	I	
	Otherwise than above	IN	
Forward Facing Wheelchairs (See Note 14)			
Occupied wheelchair or user restraint fixings missing/ineffective/deteriorated or insecure (See Note 14)	Missing, ineffective, incapable of performing its intended function or likely to detach if loaded	I	
	Otherwise than above	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	15 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
	Otherwise than above	IN	
Wheelchair or user restraint system missing/ damaged or defective	Incapable of being easily operated in an emergency	I	
	Otherwise than above	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	
	Otherwise than above	IN	
Lift or ramp cannot be secured in the stowed position	Posing a risk of injury to any person	I	
	Otherwise than above (See Note 15)	IN	
Powered Lifts and Ramps Defective in operation	Posing a risk of injury to any person	I	
	Otherwise than above (See Note 15)	IN	

Contents

IM 22
Driver's Mirrors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Mirrors			1 HGV's first used before 1 April 1985 (PSV 1 April 1983) must have either one offside exterior mirror 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 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.
External mandatory mirror and/or glass missing	-	I	
External mandatory mirror and/or glass insecure/ damaged/view obscured (See Notes 3, 5 and 6)	If no adequate view to the rear, side or front (as required) (See Note 1)	I	
	External mirror likely to become detached	I	
	Otherwise than above	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	
	Otherwise than above (See Note 2)	IN	
A periscope defective	Likely to become detached and fall on to driver/occupants, or otherwise in such condition as to cause injury	I	
	Otherwise than above	IN	

IM 22
Driver's Mirrors

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

1 Contd

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

HGV's registered after January 2000 exceeding 3.5 tonnes DGVW used from 31 March 2009 will require an exterior mirror on each side, plus a close proximity mirror and a wide angle mirror on the passenger side. 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) over 2 metres from the ground are exempt the requirement for both close proximity and wide angle mirrors.

2 A missing or unusable interior mirror must be regarded as a defect only when the vehicle has no external rear view mirror on the nearside.

3 Mirrors are not required on agricultural vehicles driven as 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.

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.

Contents

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 impaired having regard to the original design of the vehicle (See Notes 1 to 7)	Any object seriously impairing driver's view through the area swept by the windscreen wipers	I	See below
	Otherwise than above	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. Eg: '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 and area covered to reach the 'parked' position or which the manufacturer deems as 'opaque'

4 Acceptable item for PSV's: DDA hand rails, 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.

7 Features which are not permitted are; no smoking signs, height signs, sat nav if not vehicle original equipment, maintenance information stickers,

Examples used are not a definitive list.

Contents

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
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	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.
	Otherwise than above	IN	
Windscreen not of safety glass	(See Notes 8,9,10 and 11)	I	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
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	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.
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	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.
	Otherwise than above	IN	
Relevant vehicle (See Note 10) with glass not marked with an acceptable mark	-	IN	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.
Windscreen and front side windows excessively tinted	Average light transmission <30%	I	
	Average light transmission >30% <45%	D	
	Average light transmission >45% <65%	IN	

Contents

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. 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.
Window louvres cracked/broken/insecure	Detachment likely and/or presents a danger	I	
	Otherwise than above	IN	
Weather strip damaged/deteriorated	-	IN	
Window dirty	Affecting vision and/or light	IN	

Contents

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
See Note 1 **Wheel Chair Spaces**		
Sign or instruction indicating the direction the wheel chair and user should face during travel missing or deteriorated	Missing or illegible	IN
Safety instructions explaining the use of the wheel chair space and restraint systems missing or deteriorated (not Annex VII vehicles)	Missing or illegible	IN
Rearward facing Wheel Chairs Padded backrest missing, insecure or damaged or other device supplied to support the wheels or the back of the wheel chair 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
	Otherwise than above	IN
Partition or panel relating to the wheel chair 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
	Otherwise than above	IN

Notes

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

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 wheel chair may be permitted.

Contents

IM 24
Accessibility Features

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Forward Facing Wheel Chairs (See Note 3)			3 No wheel chair 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
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	
	Otherwise than above	IN	
Floor fixings loose or projecting	Serious risk of passengers tripping or being injured	I	
Wheel chair 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	
	Otherwise than above	IN	
Safety instructions on the use of wheel chair and/or wheel chair user restraints missing or deteriorated (Not Annex VII vehicles)	Missing or illegible	IN	

Contents

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	
	Otherwise than above	IN	
Lift or ramp cannot be secured in the stowed position	Posing a risk of injury to any person	I	
	Otherwise than above	IN	
Lift surface device for preventing wheel chairs from rolling off defective or missing	Wheel chair users at risk of injury	I	
	Not capable of operating as intended	D	
	Otherwise than above	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 or otherwise than above	D	

Contents

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
Audible warning or operation inoperative (Not Annex VII vehicles fitted with a lift)	Missing or inaudible	D	4 (a) Positively located ramps are attached to the vehicle by secure means to prevent easy detachment eg: locating pins
	Otherwise than above	IN	
Lamp and audible warning or operation of an Annex VII vehicle powered ramp	No warning of operation	I	
	Otherwise than above	IN	
Portable Ramps and Powered Ramp/Hoist Secondary Operation There is not at least one portable ramp available for use when required (ie; 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	I	
	Otherwise than above	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	
Interlock inoperative for positively located portable ramp (See Note 4a)	-	I	

Contents

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
	Otherwise than above	IN
Communication Devices (See Note 6) Any device intended for wheel chair 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 wheel chair space or externally adjacent to the wheel chair entrance that is outside the direct view of the driver. Where the wheel chair entrance/exit is within direct view of the driver no device is required.

7 Examiners should consider any other artificial and natural lighting.

Contents

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	
	Otherwise than above	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	

Contents

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 (ie weather fine)	D
	Otherwise than above	IN
Windscreen washer not fitted/inoperative/system incomplete (See Notes 1, 2 and 3)	Vision seriously impaired	I
	Otherwise than above	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.

Contents

IM 26
Speedometer/Tachograph

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Speedometer Speedometer not fitted/ incomplete/inoperative/dial glass broken/ missing/cannot be illuminated (See Notes 1, 2 and 3)	-	IN	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.
Tachograph Where required, a tachograph is not fitted/sealed/ inoperative (See Notes 2, 3 and 4)	Tachograph defects to be dealt with under the Transport Act (GVI70 /TE160)	-	2 A tachograph may be fitted in place of a speedometer to a vehicle not within the scope of EC regulations. 3 Tachograph/ Speedometer fitment does not apply to Agricultural motor vehicles driven at not more than 20mph. 4 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.

Contents

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 or other motor vehicles which have a maximum speed not exceeding 20mph.
Horn missing/insecure/inoperative (See Note 1)	Detachment imminent	I	
	Otherwise than above	IN	

Contents

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.
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	
	Otherwise than above	IN	
Clutch pedal anti-slip pad loose/deteriorated	If originally fitted	IN	
Engine stop control inoperative	-	IN	
Condition of Driver's Area			
Driver's area littered with rubbish/ancillary equipment	Liable to interfere with proper control of the vehicle	I	
	Otherwise than above	IN	

Contents

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
	Otherwise than above (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
	Otherwise than above (See Notes 4 and 5)	D
Steering wheel (hub/rim/spokes) insecure	Detachment imminent	I
	Otherwise than above	D
Steering wheel loose to column shaft	-	I
Steering wheel retaining device missing (specify device)	-	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.

Contents

IM 30
Steering Control

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Steering Column Excessive lift or side movement of steering column	Abnormal movement indicating failure of component parts	I
	Otherwise than above (See Notes 3 and 6)	D
Steering column coupling excessively deteriorated/ worn/insecure	Failure imminent	I
	Otherwise than above (See Notes 3 and 6)	D
Steering wheel/column adjuster defective	Steering wheel/ column cannot be secured as required	I
	Otherwise than above	IN

Notes

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.

4 Cracks in the plastic covering of a spoke do not necessarily indicate that the spoke is fractured.

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.

6 Some vehicles have flexible top bearings for the steering column, in which case more than average movement is permissible.

Contents

IM 33
Speed Limiters

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
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	1 If applicable to the vehicle type, date of first use and use (international or domestic) - See Table A.
	Speed in excess of 10Kph or more than 5 minutes (See Note 3)	I	2 Between January 2005 and January 2008 the scope of vehicles requiring speed limiters has been extended.
	Evidence of long standing defect, speed in excess of 10 Kph for more than 7 days (See Note 3a)	D	3 Examiners will need to gather sufficient evidence show the speed limiter has not become defective during the current journey, ie: over speeding of more than 10 Kph within any of the previous 7 days
Speed limiter plate missing/defective/showing evidence of disturbance	-	IN	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 tamper proof device 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.
Any interrupter device fitted to the vehicle in contravention of the requirements	-	I	5 When considering prohibition action for non compliance within 10kph of the restricted speed, Examiners must consider the response speeds accepted at annual test - Table A refers. When a check is completed using the TVI programmer/simulator, the annual test fail standard must be met prior to prohibition action being taken (pre-digital tachographs excluding mechanical tachographs).

Contents

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	Annual test response speed at which vehicle will be failed
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 1000	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
1001 >	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	Annual test response speed at which vehicle will be failed
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

Contents

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	Annual test response speed at which vehicle will be failed
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

Contents

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	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.
	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	

Contents

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 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	5 Applies (with the exception of the gauge which is not normally fitted) to continuous flow hydraulic braking systems.
Warning 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.
Warning gauge/flag/light/missing/not functioning/not visible	Where only one such device is fitted (See Notes 6 and 7)	I	
	Otherwise than above	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	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.

Contents

IM 36
Hand Lever Operating Mechanical Brakes

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Controls		
Hand brake lever/control fractured/incomplete/ seized/insecure	Fails to fulfil its function	I
	Failure imminent	I
	Otherwise than above	D
Hand brake lever/control travel impeded/cannot be readily operated	Cannot be operated satisfactorily	I
	Otherwise than above	D
Excessive side play in hand brake lever/ control	Failure imminent or could inadvertently disengage	I
	Otherwise than above	IN
Insufficient reserve travel on hand brake lever/ control (See Note 1)	Brake efficiency impaired	I
	Otherwise than above	D
Hand brake lever/control pawl and/or ratchet worn	Lever cannot be set or could inadvertently disengage	I
	Otherwise than above	IN
Any retaining/locking device missing/insecure or detached (specify component)	Retaining device missing or detached	I
	Retaining device insecure or locking device missing or insecure (See Note 2)	D

Notes

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.

2 A locking device might not be obvious from a visual examination.

Contents

IM 36
Hand Lever Operating Mechanical Brakes

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Electronic parking brake warning light indicates a malfunction Electronic park brake warning light illuminated indicating a fault	Brake efficiency impaired Warning light illuminated indicating a fault	I 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.

Contents

IM 37
Service Brake Pedal

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Controls			1 Not applicable to power operated braking systems provided the foot valve is fully open before the pedal is fully depressed.
Foot brake pedal fractured/incomplete/insecure/ pivot excessively worn	Fails to fulfil its function	I	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.
	Failure imminent	I	
	Otherwise than above	D	
Foot brake pedal travel impeded/cannot be readily operated	Cannot be operated satisfactorily	I	
	Otherwise than above	D	
Insufficient reserve travel on foot brake pedal (See Note 1)	Brake efficiency impaired	I	
	Otherwise than above	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	
	Otherwise than above	IN	

Contents

IM 38
Service Brake Operation

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Controls		
Foot brake pedal “spongy” indicating a fault in the brake system (See Note 1)	Brake efficiency impaired	I
	Otherwise than above	D
Foot brake pedal “creeps” to floor (See Note 1)	-	I
Air/vacuum assistance not working	Brake efficiency impaired	I
	Otherwise than above	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	Notes
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	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 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 before re-testing to allow the system to re-set.
	No available evidence of EBS function (See Notes 4)	I	
	Yellow MIL illuminated (See Note 3b)	D	
Anti-lock Braking Systems (ABS) **(See Notes 2, 3a, 3b, 4 and 6)**	Advise early rectification	IN	
Anti-lock brake warning light sequence inoperative or indicates a fault	ABS Warning light inoperative or indicates a fault and the vehicle/trailer is not equipped with load sensing in addition to ABS	I	5 An EBS pictogram from the system manufacture is a reliable indicator that EBS is fitted.
	ABS warning light inoperative or indicates a fault and the vehicle/trailer is equipped with load sensing in addition to ABS	D	6 A five pin ISO7638 plug on the headboard is reliable evidence that a trailer is not EBS equipped.
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	
	Otherwise than above	D	

Contents

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	
	Otherwise than above	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 with engine running just above idling speed	I	
	Otherwise than above	D	

Contents

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 eg fuel tanks, brake reservoirs etc, see other sections.
Chassis main member/cross member/outrigger 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.
	Otherwise than above	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	
	Otherwise than above	IN	

Contents

IM 42
Electrical Wiring and Equipment

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Battery Condition		
Battery insecure	Likely to fall from vehicle or displacement constitutes a fire risk	I
	Otherwise than above	IN
Battery leaking	Electrolyte entering passenger compartment of a PSV or likely to cause failure of items which could affect vehicle safety	I
	Otherwise than above	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
	Otherwise than above	IN
Switchgear and Wiring (See Notes 3 and 4) Wiring insecure/inadequately insulated/insulation is or will become ineffective due to chafing or heat.	Constitutes a fire risk	I
	Otherwise than above	IN
Lighting switch insecure/malfunctioning	If lights work (See Note 2)	IN
Power train Equipment (HEV of EV only)		
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
	Otherwise than above	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
	Hybrid electrical vehicles (HEV's), Electrical vehicles (EV's) only
3	Care needs to be taken when inspecting high voltage systems. High voltage wiring is colour coded
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

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			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	
	Otherwise than above	IN	

Contents

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.
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes (See Note 1 and 2)	D	2 “Waste” includes effluent from toilets and other ancillary devices, but does not include water from sinks or hand wash basins.
	Otherwise than above	IN	
Oil or waste contaminating ... (specify component/ material) (See Note 2)	Constitutes a health/fire risk	I	
	Otherwise than above	IN	

Contents

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 (Does not apply to Electric Vehicles)		
Fuel tank and/or mountings insecure	Detachment imminent	I
	Significantly insecure	D
	Otherwise than above	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
	Otherwise than above	IN
Fuel leakage from ... (specify source) (see Note 4)	Continuous fuel leak or a leak constituting a hazard to other road users or PSV passengers	I
	Otherwise than above	IN
Fuel pipe damaged/chafed/insecure	Likely to fracture or leak	D
	Otherwise than above	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.

Contents

IM 46
Exhaust Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Exhaust Systems (See Note 2)		
Exhaust system incomplete/insecure/leaking	Fumes likely to enter vehicle interior, detachment imminent or likely to create a fire hazard (See Note 1)	I
	Significant deterioration	D
Leak from exhaust system likely to cause damage to brake or fuel lines	Brake or fuel pipe likely to fail	I
Exhaust silencer holed or missing	Does not reduce as far as is reasonable the noise 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
	Otherwise than above	IN

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. This does not apply to Electric Vehicles

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 tyres 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.
	Otherwise than above	D	
Sub-frame insecure to chassis or body, fractured or otherwise defective	Detachment or failure imminent	I	
	Otherwise than above	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	
	Otherwise than above	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
	Otherwise than above	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
	Otherwise than above (See Note 5)	D
Radius arm or linkage bracket insecure or otherwise defective	Detachment or failure imminent	I
	Otherwise than above	D
Radius arm or linkage bracket fractured/displaced/ distorted	Fracture, displacement or distortion adversely affecting directional control	I
	Otherwise than above	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.

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	
	Otherwise than above	IN	
A suspension unit incorrectly fitted	Directional or braking control affected or likely to be affected	I	
	Otherwise than above	IN	
A suspension component displaced/insecure	Control of vehicle affected, likely to be affected, failure of the suspension imminent or component likely to become detached	I	
	Otherwise than above	IN	
Leaf Suspension			
Spring leaf fractured/defective	Main leaf fractured or more than half of the intermediate leaves broken	I	
	Insecure spring leaf, likely to fall away from vehicle	I	
	Otherwise than as above	D	
Spring clips loose/missing/broken	-	IN	
Spring centre bolt broken/missing	-	I	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Coil Suspension Coil Spring fractured	Detachment imminent/safe control of vehicle likely to be affected	D	6 The term “Bonded Suspension” does not include bump stops.
	Otherwise than above		
Torsion Bar Suspension Torsion bar fractured/distorted	Fractured, displacement or distortion adversely affecting directional control	D	6 (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.
	Otherwise than above		
Bonded Suspension Bonded suspension unit failed/deteriorated (See Note 6)	Failed or seriously deteriorated		
	Otherwise than as above	D	6 (b) Superficial damage should be ignored. ‘Damage’ means the cord structure is damaged.
Air or Fluid Suspension Suspension unit leaking or deflated. (Specify Component)	Adversely affecting system or vehicle control	I	
	Otherwise than above	D	
Air/fluid suspension unit or fluid accumulator fouling or otherwise defective (See Note 6b)	Damage obvious and failure imminent	I	
	Otherwise than as above	IN	
Levelling valve inoperative/excessively worn/ damaged/missing/leaking/not performing its function	Adversely affecting vehicle stability/ control	I	
	Otherwise than above	D	

IM 48
Suspension

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	IN
Air suspension pedestal excessively corroded/ damaged distorted or incomplete	Failure imminent	I
	Otherwise than above	D
Check strap defective	Missing or failure likely (See Note 6a)	D
	Otherwise than above	IN
Anti-roll bars Anti-roll bar, pivot, linkage or mounting missing/ insecure/fractured/malfunctioning	Missing, detachment imminent or likely to affect steering	I
	Otherwise than above	IN
An anti-roll bar missing	If fitted as standard (See Note 7)	I

Notes	
7	Action here only if the stability of the vehicle is adversely affected.
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.
9	Only where originally required/fitted.

Contents

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 (See Note 8)	Missing, detachment imminent or likely to affect steering (See Note 9)	I	
	Significant movement	D	
	Advise early rectification	IN	
Shock absorber leaking	-	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	
	Otherwise than above	IN	

Contents

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
	Otherwise than above	IN
Excessive free play in wheel bearings	Likely to collapse	I
	Play in excess of vehicle manufacturer's recommendations	IN
Excessive lift in stub axle or at swivel joint	Evidence of collapse of bearings or loss of shims	I
	Otherwise than above (See Note 1)	D
King pin loose in axle beam or swivel joint excessively worn or insecure	Pin displaced or displacement likely	I
	Otherwise than above	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	-	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.

Contents

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
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 or twisted	Shaft cracked or visibly twisted	I
Excessive lift/end float/wear on sector shaft, bushes or splines	-	D
Excessive wear in steering rack	-	D
Steering box/rack/gear fractured/insecure/damaged	Any restriction/failure or detachment imminent	I
	Otherwise than above	D
Rack gaiter split/damaged/displaced or missing (See Note 2)	-	D
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

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.

Contents

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Steering ball pin grooved	Diameter substantially reduced	I	6
	Otherwise than above	IN	
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	
	Excessive abnormal movement	D	
	Otherwise than above	IN	
Steering relay arm pivot excessively worn	Failure imminent	I	
	Otherwise than above	D	
Steering linkage misaligned	Steering function impaired	I	
	Otherwise than above	IN	
Steering Linkage Steering relay arm pivot housing/bracket fractured/ insecure	Failure or detachment imminent	I	
	Otherwise than above	D	
Steering arm insecure	Detachment imminent	I	
	Otherwise than above	D	

Contents

IM 54
Steering Mechanism

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Steering component fractured/ deformed or otherwise defective (Specify component)	Failure imminent	I
	Otherwise than above	D
Steering component fouling, or road wheels/tyres restricted in travel (Specify component)	Steering function impaired	I
	Otherwise than above	D
Steering retaining/locking device missing/insecure	Retaining device missing or ineffective	I
	Retaining device insecure or any locking device missing or insecure	D
Lock stop or other steering component missing/ insecure	Likely to become detached	I
	Otherwise than above	IN
Power Steering (See Note 4) Pump insecure or it's drive system missing or defective	Failure or detachment imminent	I
	Otherwise than above	D
Power steering malfunctioning/inoperative or otherwise defective	Disconnected, inoperative or failure imminent (See Note 5)	I
	Otherwise than above	D
Power steering ram, anchor bracket or pump mounting fractured/insecure or otherwise defective.	Failure or detachment imminent	I
	Otherwise than above	D

Notes

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

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

Contents

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	If steering function impaired	I	
	Otherwise than above	IN	
Power steering pipes fouling (Specify component being fouled)	Pipes damaged and likely to fail	I	
	Otherwise than above	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 risk of fire	I	
	Fluid leakage in excess of 75mm diameter patch in 5 minutes	D	
	Otherwise than above	IN	
Power steering ram joint excessively worn/spring weak/spring broken	If joint in danger of separation, or detachment of ram imminent	I	
	Otherwise than above	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 joint is only justified when radial movement indicates that needle roller bearings are missing from one or more cups.
	Other significant damage	D	
	Otherwise than above	IN	
Universal joint excessively worn/flange cracked or insecure on the propeller shaft (See Note 1)	Failure or detachment likely	I	
	Significantly defective	D	
	Otherwise than above	IN	
Propeller shaft flange bolts loose/missing	Shaft likely to become detached	I	
	Other significant insecurity	D	
	Otherwise than above	IN	
Propeller shaft carrier bearing badly worn/damaged/ mounting loose	Failed or failure imminent	I	
	Other significant defect	D	
	Otherwise than above	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	
	Otherwise than above	IN	

Contents

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 insecure	Likely to become detached	I
Heat shield missing/defective where required	-	D
Retarder contaminated with oil/with inadequate clearance from other components	Constitutes a fire hazard	I
Oil leakage from retarder	Continuous leak	I
	Leakage in excess of 75mm diameter patch in 5 minutes	D
	Otherwise than above	IN
Retarder wiring chafed/insecure	Fire hazard	I
	Otherwise than above	IN

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.

Contents

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 excessively worn/ corroded/ fractured/reduced in diameter/number of strands reduced (Specify component)	Failed or likely to fail	I
	Serious reduction of strength/excessively worn or displaced	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 loose	Brake efficiency impaired or detachment imminent	I
	Otherwise than above	IN
Abnormal movement of levers indicating maladjustment (See Notes 3 and 4)	Brake efficiency impaired	I
	Otherwise than above	D
Automatic brake slack adjuster and/or component missing/disconnected/insecure or inoperative (See notes 2, 3, 4 and 5)	Brake efficiency impaired	I
	Otherwise than above	D
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
	Otherwise than above	IN

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.

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	Notes
Brake Actuators			
Air/vacuum actuator missing/insecure/damaged/ fractured/excessively corroded/incorrectly fitted	Missing/Inoperative or about to fail	I	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.
	Otherwise than above	D	
Loss of air/vacuum	Pressure/vacuum cannot be sustained with the engine running just above idling speed and brakes applied	I	6 When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, eg. brake test results or, in the case of adjustment, clearly no reserve travel.
	Otherwise than above	D	
Brake Travel Indicators			
Brake piston/diaphragm travel indicator missing/ inoperative	(See Note 8)	IN	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.
Brake adjustment indicator shows that brake adjustment is necessary	Brake efficiency impaired (See Note 9)	I	
	Otherwise than above	IN	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.
Servos			
Brake servo insecure	Detached or detachment imminent	I	
	Otherwise than above	D	9 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.
Brake servo damaged/incorrectly fitted/fractured/ excessively corroded	Failed or failure imminent	I	
	Otherwise than above	D	
Excessive travel of brake servo	Brake efficiency impaired	I	10 Surface cracks on brake discs and drums are a normal feature that should be ignored.
	Otherwise than above (See Note 8)	IN	

Contents

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Servo losing vacuum	Vacuum cannot be sustained with engine running above idling speed and brakes applied	I	11 This would normally be a lining less than 1.5mm (1/16”) thick at any point.
	Otherwise than above	D	
Brake Discs and Drums			
Brake disc missing/loose/fractured/excessively worn/friction surface excessively corroded/pitted/ deteriorated (See Note 10)	Brake efficiency impaired (See Note 9)	I	
	Failed or failure imminent	I	
	A fracture extending through the surface into the ventilation cavity of a disc	D	
	Otherwise than above	IN	
Brake drum fractured/missing/excessively worn (See Note 10)	Missing or failure imminent	I	
	Drum fractured through	I	
	Otherwise than above	IN	
Brake friction lining/pad missing/excessively worn/ insecure/friction pad or lining not contacting drum or disc	Missing/detached not contacting and/or braking efficiency impaired	I	
	Linings worn to excess (See Note 11)	D	
	Otherwise than above	IN	

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Severely contaminated pad/lining material	Braking efficiency impaired (See Note 9)	I	12 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.
	Where contamination is clearly evident and likely to affect performance but brake test equipment is not available to confirm	D	
	Otherwise than above	IN	13 A five pin ISO7638 plug on the 'headboard' is reliable evidence that a trailer is not EBS equipped.
Anti-lock Braking Systems (ABS) Any component forming part of an anti-lock braking system missing/damaged/disconnected (See Note 12, 16 and 21)	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	14 A EBS pictogram from the system manufacture is a reliable indicator that EBS is 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	15 Acceptable evidence will normally be the noise made by electro pneumatic valves as the system goes through its self-check cycle.
	Disconnected or damaged, likely to be affecting the correct function	D	16 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).
	Otherwise than above	IN	
ISO7638 cable missing (See Note 16)	-	D	17 Minor valves might not be supported.
			18 Damp patches around valves are not to be considered as necessarily indicating a defect.

Contents

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 14)** 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 15)	I	19 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.
	Otherwise than above but evidence of operation	D	20 This inspection applies to all types of load sensing valves.
ISO7638 cable missing (See Note 16)	No evidence of operation (See Note 15)	I	21 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;
	Otherwise than above	D	a Public Works Vehicles, examples are mobile libraries and door to door domestic refuse collection vehicles.
Air Systems Air compressor drive belt(s) missing/badly deteriorated/loose	Air build-up seriously affected or failure imminent	I	NOTE: “Domestic refuse” vehicles used for the collection of industrial waste for which a charge is made are not exempt.
	Otherwise than above	D	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.
Brake Caliper Caliper Insecure	Detached or detachment imminent	I	
	Otherwise than above	D	
Air/Vacuum Reservoir Brake air/vacuum reservoir damaged/excessively corroded/insecure	Detachment or failure imminent	I	
	Otherwise than above	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 Valves			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).
Brake valve inoperative (specify component)	-	I	
Brake valve insecure (specify component) (See Note 17)	Detached or detachment imminent and or likely to cause leakage at connections	I	
	Insecurity due to weakness or failure of supporting structure	D	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.
Brake valve damaged/ fractured/excessively corroded (Specify component)	Fractured or damaged to an extent that renders the valve inoperative or failure imminent	I	
	Otherwise than above	IN	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
Brake valve leaking	Leakage such that pressure or vacuum cannot be sustained with engine running just above idle speed	I	
	Other significant leak	D	
	Otherwise than above	IN	
Load sensing valve missing/seized/bypassed, linkage defective/ disconnected or out of adjustment (See Notes 19 and 20)	Clearly not able to function as intended (See Note 19)	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.
	Otherwise than above	IN	

Contents

IM 59
Brake Systems and Components

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Excessive oil/contaminant discharge from brake valves	(See Note 18)	D	22 Hydraulic brake master and wheel 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.
Load sensing valve plate	Load sensing valve plate missing/ illegible (See Note 24)	IN	
Brake Pipes and Hoses			
Brake pipe excessively chafed/damaged/kinked	Failed or failure imminent	I	23 "Fully floating" cylinders must not be confused with insecure cylinders.
	Risk of further damage	D	
	Advise early rectification	IN	24 Missing or illegible LSV plate only applies to the following vehicles:
Brake pipe corroded	Failed or failure imminent	I	PSVs first used after 29/10/2011.
	Deeply pitted, weakened	D	Trucks first used after 29/10/2014.
			Trailers first used after 29/10/2013.
Brake pipe inadequately clipped/supported/repaired	Failed or failure imminent	I	
	Significantly insecure	D	
	Otherwise than above	IN	
Brake pipe fouling (Specify component fouled)	Failed or failure imminent	I	
	Risk of further damage	D	
	Advise early rectification	IN	

Contents

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 damager	D	
	Advise early rectification	IN	
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 idle speed	I	
	Otherwise than above	D	
Hydraulic Systems Brake master cylinder/reservoir/wheel cylinder/ caliper insecure	Detached or detachment imminent	I	
	Otherwise than above	D	
Brake master cylinder/wheel cylinder/caliper damaged/disconnected/missing/incorrectly fitted/ fractured	Failed or failure imminent	I	
	Otherwise than above	D	
Brake fluid leaking from (Specify source)	Obvious leak leading to brake failure or presenting a risk of fire (See Note 23)	I	
	Otherwise than above	IN	

Contents

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 low level warning lamp indicates a fault/ absence of or low fluid level in hydraulic brake fluid reservoir	Reservoir empty	I	
	Fluid level clearly below the minimum level indication	D	
	Otherwise than above	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	
	Otherwise than above (See Note 24)	D	
A hydraulic cylinder leaking	Brake pedal creeps to floor or obvious leak (See Note 23)	I	

Contents

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, partially or completely missing, incorrectly located or not clearly visible from the rear	Detachment imminent	I
	Otherwise than above	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	-	IN
Obligatory Reflectors (See Note 1)		
Obligatory reflector missing/deteriorated/incorrectly fitted/obscured/insecure	Detachment imminent	I
	Otherwise than above	IN
HGV side reflector missing, deteriorated or of incorrect colour	(See Notes 2 and 3)	IN
HGV side reflector incorrectly fitted or not plainly visible from the side	(See Note 2)	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 2011and 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 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
All Lamps		
A lamp or lens insecure or damaged	Likely to cause injury or detachment imminent	I
	Otherwise than above	IN
Obligatory Front Position Lamps (See Note 1)		
Obligatory front position lamp insecure	Lamp so insecure that detachment is imminent	I
	Otherwise than above	IN
Obligatory front position lamp inoperative/missing/ dim/obscured/affected by the operation of another lamp/lens broken or missing	(See Note 2)	IN
Obligatory front position lamp has intermittent operation, flickers when tapped or does not face to front.	-	IN
Obligatory Headlamps (See Note 3)		
Obligatory dipped headlamp inoperative/missing/ obscured/dim/flickers when tapped by hand (See Notes 1 to 6)	When use of headlamps is compulsory	I
	When use of headlamps is not compulsory	IN
Obligatory headlamp insecure or lens broken or missing	Detachment imminent	I
	Otherwise than above	IN

Notes

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.

IM 63
Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	IN
In any grouped obligatory headlamp system (ie. 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
	Otherwise than above	IN
Obligatory End-Outline Marker Lamps (See Notes 1, 7 and 8)		
Obligatory marker lamp missing/insecure/obscured/ inoperative/incorrectly positioned	Detachment imminent	I
	Otherwise than above	IN
Obligatory Rear Position Lamps (See Note 8)		
Obligatory rear lamp insecure	Lamp so insecure that detachment is imminent	I
	Otherwise than above	IN
Obligatory rear lamp inoperative/missing/dim/ obscured/affected by the operation of another lamp/ lens broken or missing	Likely to prevent width and presence of the vehicle being indicated adequately during compulsory use (See Note 9)	I
	Otherwise than above	IN
Obligatory rear lamp has intermittent operation, flickers when tapped or does not face the rear, lens broken or missing	-	IN

Notes	
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.
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.
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.
9	This action is appropriate only between sunset and sunrise or in conditions of seriously reduced visibility.
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.
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
Rear Fog Lamps (See Note 8)		
Rear fog lamps insecure	Detachment imminent	I
	Otherwise than above	IN
Rear fog lamp missing/obscured/inoperative/ incorrectly positioned	(See Notes 10 and 11)	IN
Rear fog lamp emits light of a colour other than red or comes on with brake light	-	IN
Stop Lamps (See Note 12)		
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
	Stop lamp(s) remain on when all brakes are released (See Note 14)	I
	Otherwise than above (See Note 13)	IN
Stop lamp insecure	Detachment imminent	I
	Otherwise than above	IN
Reversing Lamps		
Reversing lamp insecure	Detachment imminent	I
	Otherwise than above	IN
Reversing lamp indicator inoperative	-	IN
Rear Registration Plate Lamps		
Missing or not in good working order	-	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.

Contents

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 Note 1 to 4)		
Direction indicator insecure	Detachment imminent	I
	Otherwise than above	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	I
	Otherwise than above	IN
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		
Hazard warning lamp inoperative/not functioning correctly	(See Note 3)	

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.

Contents

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
	Otherwise than above (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
	Otherwise than above (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.

Contents

IM 71
Service Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action
Service Brake Operation and Performance (See Note 5)		
Service brake does not operate on every road wheel where originally designed to do so (See Note 6)	-	I
Service brake efficiency low (See Notes 1, 2 and 4)	Performance does not meet prescribed C&U requirements (specify)	I
	A malfunction indicated by abnormally low effort (specify) in excess of the annual test imbalance criteria (See Note 3)	D
	Overall performance below normal expectation	IN
Service brake unbalanced, evidence of oval brake drum or distorted disc (See Note 3)	Marked deviation from straight path when brakes applied	I
	Otherwise than above	IN
Service brake binding excessively (See Note 3)	Severely overheated and either failure or fire likely	I
	Otherwise than above	IN

Notes

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.

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).

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.

IM 71
Service Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
			3 Where vehicles are tested on a roller brake tester for imbalance/ovality/bind the appropriate Inspection Manual criteria must be used. 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. 5 When measuring brake performance, percentage efficiencies and type of equipment should be recorded. 6 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.

Contents

IM 72
Secondary Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Seconday Brake Operation and Performance (See Note 2) Secondary brake efficiency low (See Notes 1, 3 and 4)	Performance does not meet prescribed C&U requirements (specify)	I	See below
	Little or no braking effort at any wheel equipped with a brake operated by the secondary brake system	D	
	Overall performance below normal expectation	IN	

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.

Where the secondary brake can be represented by each constituent part of a split or dual brake system, the performance can be difficult to ascertain.

In such circumstances, if the parking brake can produce the secondary brake performance, the Regulations can be regarded as satisfied.

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.

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.

Contents

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	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.
	Little or no braking effort on a road wheel equipped with a brake operated by the parking brake system	D	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).
	Overall performance below normal expectation	IN	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.

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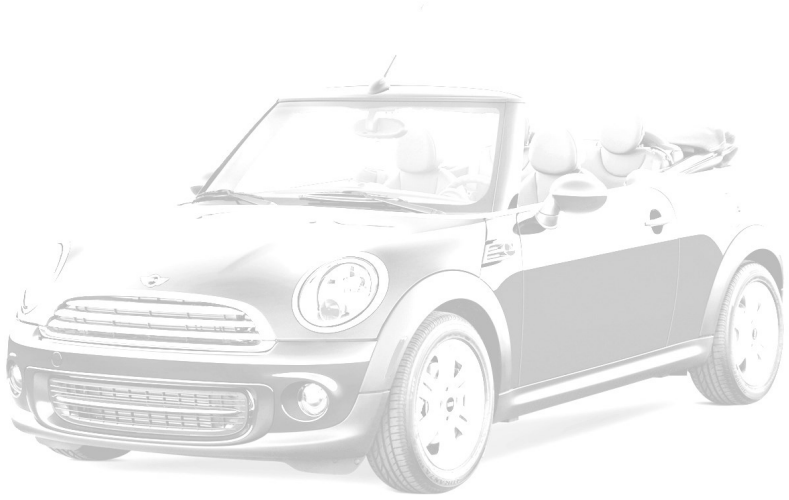
Part 2: Passenger Cars, Private Buses and Light Goods Vehicles



Contents

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

Sect 1: Engine & Associated Equipment — Page

Engine Security 125
Oil Leaks 125
Fuel Tank and System 125
Exhaust System 126
Exhaust Emission 126
Emissions Control Equipment 127
Speed Limiter 128

Sect 2: Transmission

Drive/propeller shafts 129

Sect 3: Running Gear

Road Wheels and Hubs 130
Spare Wheel 131
Tyres 131
Axles, Stub Axles and Wheel Bearings 134

Sect 4: Suspension

Springs 135
Anchor/Shackle Pins 136
Spring Brackets 136
Torsion Bars 137
Bonded units 137
Air Suspension 137
Suspensions Arms/Linkages/Sub-frames 137
Shock Absorbers 138
Anti-roll Bars 138
Displacers 138
General 138

Sect 5: Brakes — Page

Controls 139
Warning Systems 140
Air/Vacuum Advance 141
Actuators 142
Servos 142
Brake Travel/Adjustment/Indicators 143
Brake Valves 143
Air/Vacuum Reservoir 144
Hydraulic Systems 144
Mechanical Components 145
ABS Components 147
Brake Pipes and Hoses 147
Additional Braking Devices/Retarders/ Exhaust Brakes 148
Service Brake Operation and Performance 149
Parking Brake Operations and Performance 150
General 150

Sect 6: Steering

Steering Wheel and Column 151
Steering Box/Rack and Pinion 152
Steering Linkage 153
Power Steering 154
King Pins 156

Sect 7: Chassis

Chassis and Attachments 157
Coupling on Vehicle 157
Coupling on Trailer 158
Security of Load 160

Sect 8: Vehicle interior — Page

Driving Controls 162
Driver's Area and Fittings 162
Passenger Seats 163
Seat Belts & Supplementary Restraint System 164

Sect 9: Bodywork

Body Panelling 165
Bumpers 165
Wings and Wheel Arches 165
Registration Plates and VIN Details 166
Windscreen and Windows 167
Washers and Wipers 167
Doors 168
Bonnet 168

Sect 10: Electrical Equipment

Battery 169
Switchgear and Wiring 169

Sect 11: Lamps and Reflectors

Front Position Lamps 170
Rear Position Lamps 170
Rear Fog Lamps 171
Reflectors 171
Direction Indicators 171
Hazard Warning Lamps 172
Headlamps 172
Stop Lamps 173
Reversing Lamps 173
Rear Registration Plate lamps 173

Contents

Section 1
Engine and Associated Equipment

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

Description of Defect	Severity of Defect	Action
Engine Security		
Engine mounting fractured, deteriorated or insecure	Engine detachment imminent	I
	Otherwise than above	IN
Oil Leaks		
Oil leak from engine/ assemblies	Continuous flow	I
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes (See Note 1)	D
	Otherwise than above	IN
Fuel Tank and System		
Fuel tank or other system components insecure	Detachment imminent	I
	Significantly insecure	D
	Otherwise than above	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 5)	I
	Otherwise than above	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 2, 3 and 4)	I
	Otherwise than above	IN
Fuel pipe damaged/chafed/insecure	Likely to fracture or leak	I
	Otherwise than above	IN

Notes

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

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

3 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.

4 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.

5 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.

Section 1
Engine and Associated Equipment

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

Description of Defect	Severity of Defect	Action
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
Exhaust Emission		
Exhaust emitting excessive smoke (see Notes 6 and 7)	Sufficient to obscure vision or likely to cause danger to other road users	I
	Smoke levels exceed annual test standard by more than 10%, or continuous haze which tends to obscure vision	D
	Exceeding the annual test limits by 10% or less or continuous haze, any colour	IN
Exhaust emitting excessive levels of pollutants (see Notes 6 and 7)	Sufficient to obscure vision or likely to cause danger to other road users	IN
	Emission levels exceed the annual test standard by more than 10%, or tends to obscure vision	D
	Exceeding the annual test limits by 10% or less or continuous haze, any colour	IN
	Continuous emission of dense blue or clearly visible black smoke at idle	D

Notes

6 **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.

7 **Diesel Engines:** A visual assessment of exhaust smoke can be made on all vehicles. As with vehicles with petrol engines, a 10% margin will also be allowed above the statutory limits. The Light Absorption Coefficient Scale used for diesel exhaust smoke, being logarithmic, results in the standards for delayed prohibition of >3.7m-1 for turbocharged, and >3.0m-1 for naturally aspirated engines.

Contents

Section 1
Engine and Associated Equipment

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

Description of Defect	Severity of Defect	Action	Notes
Emission Control Equipment			8 Prohibition action must be supported by positive evidence that the emission system has been affected.
Emissions Control equipment fitted by the manufacturer	Absent, modified or obviously defective (see note 8)	D	
Emissions malfunction indicator lamp illuminated	Indicating a fault (see note 9)	D	9 Where it is not clear the MIL is indicating a fault with the system, inspection notice action should be taken.
Emissions control equipment fitted by the manufacturer defective	Advise early rectification (see note 8)	IN	
Emissions malfunction indicator lamp illuminated	Advise early rectification (See note 9)	IN	

Contents

Section 1
Engine and Associated Equipment

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

Description of Defect	Severity of Defect	Action	Notes
Speed Limiter (see Note 10)			
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 10)	I	
	Evidence of long standing defect, speed in excess of 10 Kph for more than 7 days (See Note 11)	D	
Speed limiter plate missing/defective	-	IN	
Speed limiter tamperproof device missing/defective/ showing evidence of disturbance	-	D	
Any interrupter device fitted to the vehicle in contravention of the requirements	-	I	

10 ***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, ie: over speeding for more than 10 Kph within any of the previous 7 days.

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

Section 2
Transmission

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	1 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.
	Other significant damage	D	
	Otherwise than above	IN	
Universal joint excessively worn, flange cracked or insecure on the drive/propeller shaft (See Note 1)	Failure or detachment likely	I	
	Significantly defective	D	
	Otherwise than above	IN	
Drive/propeller shaft flange bolts loose/missing	Shaft likely to become detached	I	
	Other significant insecurity	D	
	Otherwise than above	IN	
Drive/propeller shaft carrier bearing badly worn, damaged or mounting insecure	Failed or failure imminent	I	
	Other significant defect	D	
	Otherwise than above	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	
	Otherwise than above	IN	

Section 3
Running Gear

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

Description of Defect	Severity of Defect	Action
Road Wheels and Hubs (See Note 2a) Missing wheel(s)	-	I
Wheel fractured or welding breaking away	Failure imminent (see Note 1)	I
	Otherwise than above	D
Wheel hub fractured	Failure or detachment imminent	I
	Otherwise than above	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
	Otherwise than above	D
Tyre retaining ring abutting/fractured (see Note 2)	The ring is visibly displaced from its seating and total displacement is imminent	I
Wheel seriously distorted	Affecting steering or vehicle stability	I
	Otherwise than above	IN

Notes

1 Fracture at the bridge over the valve is not considered a reason for action.

2 On certain wheels, abutting with slight displacement is acceptable.

2 (a) For spigot mounted wheels see IM6 Part I.

Section 3
Running Gear

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

Description of Defect	Severity of Defect	Action
Wheel embellisher protruding or insecure	Sharp edges/points exposed, likely to cause injury or detachment imminent	I
	Otherwise than above	IN
Road Wheels and Hubs		
Half shaft bolt/nuts/studs loose or missing	Loss of drive likely	I
	Otherwise than above	IN
Incompatible wheel fitted	Fouling other components where failure of the wheel or affected component is likely	I
	Otherwise than above	IN
Spare Wheel		
Spare wheel fractured/badly distorted/stud holes elongated	-	IN
Tyres		
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
	No obvious overload (See note 4a & 4b)	IN
Tyres of different types/nominal sizes/aspect ratio fitted on the same axle	Tyres of different type (ie cross ply or radial) fitted	I
	One tyre is of a different nominal size or aspect ratio from those on the same axle (See Notes 3 and 4)	D

Notes

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%.

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 incorrectly fitted.

Section 3
Running Gear

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

Description of Defect	Severity of Defect	Action
Radial ply tyres fitted to front axle and cross ply or bias belted to rear axle or bias belted to front axle and cross ply to rear axle	(See Note 6)	I
A tyre not fitted in accordance with the manufacturers instructions	(See Note 7)	IN
Tyre walls in contact	Caused by under inflation or incorrect wheel fitting	IN
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 (See Notes 9a and 9b)	Body cords damaged	I
	Cut 25mm or longer exposing body cords	D
	Breaker cords damaged in the tread area	D
	Breaker cords exposed in the tread area	IN
	Otherwise than above (See Note 10)	IN
Tyre seriously under inflated or incorrectly seated on the wheel rim	Likely to affect steering or, if laden, overload the other tyre on a twin fitment	I
	Otherwise than above	IN

Notes

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 The body cords are those extending from bead to bead.

Although damage to such cords has a different effect on tyres of radial and cross ply construction, the problems of differentiation are very complex and the stated standards must be applied.

Body cords must not be confused with the breaker cords in the tread area. The consequence of damage to breaker cords is not generally so severe. For this reason the different action is recommended.

See 10a over

Section 3
Running Gear

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

Description of Defect	Severity of Defect	Action
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 on • Any tyre on a steered axle or • 50% or more of the total number of tyres fitted to non-steered axles	I
	Otherwise than above	D
	The base of any groove of the original tread pattern is not clearly visible (see Note 12)	IN
Tyre fouling	Tyre damaged and/or likely to fail	I
	Steering affected	I
	Advise early rectification	IN
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)	IN
Spare Tyre Spare tyre bulging/fabric cut/fabric exposed/tread worn below the legal limit	-	IN

Notes

10 (a) Cuts which are deep enough to reach the body 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 body cords or ply do not breach the legal requirements or tyres.

10 (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.

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.

12 "Original tread pattern" means

a. in the case of a retreaded tyre, the tread pattern immediately after the tyre was retreaded

b. in the case of a wholly re-cut tyre, the manufacturer's re-cut tread pattern.

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.

d. in the case of any other tyre, the tread pattern when the tyre was new.

Section 3
Running Gear

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

Description of Defect	Severity of Defect	Action	Notes
Axles, Stub Axles and Wheel Bearings Excessive lift in stub axles or swivel joints	Evidence of collapse of bearings/ joints or loss of shims	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. 13 As a general guide, the lift in a stub axle would normally be considered excessive if greater than 1.6mm.
	Otherwise than above (See Note 13)	D	
Axle or Stub axle fractured or distorted	Fractured	I	
	Otherwise than above	D	
Excessive free play or roughness in wheel bearings (See also ‘King Pins’, Section 6)	Likely to collapse	I	
	Otherwise than above	IN	

Section 4
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	
	Otherwise than above	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	
	Otherwise than above	IN	
Spring leaves displaced/distorted/damaged/repaired by wielding	Control of vehicle likely to be affected or failure of the spring imminent	I	
	Otherwise than above	IN	
Spring centre bolt broken or missing	-	I	
Spring clips loose, missing or broken	-	IN	
Spring holding down bolts loose or missing	Axle moving relative to spring	I	
	Otherwise than above	D	
Coil spring incorrectly located, spring fractured or mounting loose	Detachment imminent/safe control of vehicle likely to be affected	I	
	Otherwise than above	D	

Section 4
Suspension

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

Description of Defect	Severity of Defect	Action
Anchor/Shackle Pins		
A suspension anchor/shackle pin missing/sheared	(See Note 1)	I
Anchor/shackle pin and/or bush excessively worn	Diametric clearance in excess of one third of pin diameter	I
	Significantly worn	D
	Otherwise than above (See Note 1)	IN
A suspension anchor/ shackle pin insecure in its bracket	Pin displaced	I
	Significantly loose	D
	Otherwise than above (See Note 1)	IN
A suspension anchor/shackle pin locking device missing/ineffective/insecurely fitted	Missing or ineffective	I
	Insecurely fitted (See Note 1)	D
Spring Brackets		
Spring slipper bracket excessively worn/fractured/ not securely fixed/rebound pin missing	Spring displaced from slipper bracket	I
	Otherwise than above (See Note 3)	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 2)	IN

Notes

1 This inspection is also applicable to the pins and bushes locating independent suspension arms and balance beam and linkage pivots.

2 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.

3 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.

Section 4
Suspension

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

Description of Defect	Severity of Defect	Action	Notes
Spring bracket or mounting loose/fractured/seriously weakened by damage or corrosion	Detachment imminent	I	
	Otherwise than above (See Note 2)	D	
Torsion Bars			
Torsion bar fractured/distorted	Fracture, displacement or distortion adversely affecting directional control	I	
	Otherwise than above	D	
Torsion bar anchorage loose	Detachment imminent or affecting vehicle control or axle location	I	
	Otherwise than above	D	
Bonded Units			
A bonded attachment insecure/fractured/seriously weakened due to damage/corrosion or failure of bonding element	Failure imminent	I	
	Otherwise than above	D	
Air Suspension			
An air suspension unit or pipes displaced/damaged/ fouling other components/seriously deteriorated/ leaking air	Failure imminent	I	
	Otherwise than above	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	
	Otherwise than above	D	

Section 4
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	
	Otherwise than above	D	
Shock Absorbers Shock absorber missing/loose/fractured/ malfunctioning	Detachment imminent or likely to affect steering	I	
	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	
Anti-roll bar/stabiliser insecure	Detachment imminent	I	
	Otherwise than above	IN	
Suspension Displacers Any hydro-pneumatic suspension displacer unit, pipes or hoses leaking	Excessive leakage indicating failure, or failure imminent	I	
	Otherwise than above	D	
Displacers, pipes or mountings weakened by corrosion	Failure imminent	I	
	Otherwise than above	D	
General Fracture, serious distortion or excessive corrosion in a load bearing member within 30cm of any suspension component mounting	Failure or detachment imminent	I	
	Otherwise than above	D	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action	Notes
Controls			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.
Hand brake lever/foot brake pedal fractured/ incomplete/ seized/insecure	Fails to fulfil its function or failure imminent	I	2 Defect might not apply to vehicles equipped with full air/ vacuum or continuous flow hydraulic braking systems.
	Otherwise than above	D	
Hand brake lever/foot brake pedal travel impeded/ cannot be readily operated	Cannot be operated satisfactorily	I	For power assisted systems the engine might need to be running to do these checks.
	Otherwise than above	D	
Excessive side play in hand brake lever	Failure imminent or could inadvertently disengage	I	
	Otherwise than above	IN	
Insufficient reserve travel on hand brake lever/foot brake pedal	Brake efficiency impaired	I	
	Otherwise than above	D	
Hand brake lever pawl and/ or ratchet worn	Lever cannot be set or could inadvertently disengage	I	
	Otherwise than above	IN	
Foot brake pedal anti-slip provision/missing/loose/ deteriorated/worn smooth (See Note 1)	Pad about to become detached or level of grip offered affected	D	
	Otherwise than above	IN	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	D
Controls		
Brake hand valve fractured/damaged/insecure	If not functional	I
	Otherwise than above	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
Warning Systems		
Warning gauge/flag/light missing/not functioning/not visible	Where only one such device is fitted	I
	Otherwise than above (See Notes 3, 4 and 5)	IN
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
Anti lock brake or electronic stability control warning light missing, inoperative or indicates existence of a fault	-	D

Notes

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.

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.

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.

Section 5
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	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.
Electronic park brake warning light illuminated indicating a fault	Warning light illuminated indicating a fault	D	
Air/Vacuum Assistance Air/vacuum assistance not working. Compressor or vacuum pump insecure or drive system missing or defective	-	I	
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)	IN	
Loss of air/vacuum	Pressure/ vacuum cannot be sustained with engine running just above idling speed with or without brakes applied	I	
	Otherwise than above	D	
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	
	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 5
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	
	Otherwise than above	D	
Excess travel of brake actuator	Brake efficiency impaired	I	
	Excess amount of travel	D	
	Otherwise than above	IN	
Servos			
Brake servo insecure	Detached or detachment imminent	I	
	Otherwise than above	D	
Brake servo damaged/incorrectly fitted/fractured/ excessively corroded	Failed or failure imminent	I	
	Otherwise than above	D	
Excessive travel of brake servo	Brake efficiency impaired	I	
	Otherwise than above		
Servo losing vacuum	Vacuum cannot be sustained with engine running above idling speed and brake applied	I	
	Otherwise than above	D	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action
Inlet manifold vacuum servo assistance inoperative/ vacuum pipe defective	Brake efficiency impaired	I
	Otherwise than above (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
	Otherwise than above	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
	Otherwise than above	IN
Brake valve leaking	Leakage such that pressure or vacuum cannot be sustained with engine running just above idling speed	I
	Otherwise than above	D

Notes

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 5
Brakes

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

Description of Defect	Severity of Defect	Action	Notes
Load sensing valve seized, linkage defective, missing or out of adjustment	Clearly not able to function as intended (See Note 10)	I	11 Defects apply to continuous flow hydraulic braking systems.
	Otherwise than above	IN	12 Fully floating cylinders must not be confused with insecure cylinders.
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	
	Otherwise than above	D	
Hydraulic Systems			
Brake master cylinder/reservoir/wheel cylinder/ caliper insecure	Detached or detachment imminent	I	
	Otherwise than above	D	
Brake master cylinder/wheel cylinder/caliper damaged/incorrectly fitted/fractured/severely corroded/reservoir cap missing	Failed or failure imminent	I	
	Otherwise than above	D	
Brake fluid leaking from ... (specify source)	Obvious leak leading to brake failure or presenting risk of fire	I	
	Otherwise than above	IN	
Warning/light missing/not functioning. Brake warning buzzer inoperative (See Note 11)	If only means of warning	I	
	Otherwise than above	IN	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action	Notes
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	
	Otherwise than above	D	
Brake fluid low level warning lamp indicates a fault/ absence of or low fluid level in hydraulic brake fluid reservoir	Reservoir empty	I	
	Fluid level clearly below the minimum level indication	D	
	Otherwise than above	IN	
Mechanical Components Any brake component excessively worn/corroded/ fractured/reduced in diameter/number of strands reduced (specify component)	Failed or failure imminent	I	
	Serious reduction of strength/excessively worn or displaced	D	
	Otherwise than above	IN	
Any retaining/locking device missing/loose (specify component)	Retaining device missing or detached	I	
	Retaining device insecure or locking device missing or insecure	D	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action	Notes
Brake lining/pad missing/excessively worn/insecure	Missing, detached or braking efficiency impaired	I	13 When immediate action is taken this must be reinforced with evidence that the efficiency is impaired, ie. brake test result or, in the case of adjustment, clearly no reserve travel. 13 (a) Surface cracks on brake discs and drums are a normal feature which should be ignored. 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.
	Linings worn to excess	D	
	Brake wear warning device activated	IN	
	Otherwise than above	IN	
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	
	Otherwise than above	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	
	Otherwise than above	IN	
Brake drum fractured/ excessively worn (See Note 13a)	Failed or failure imminent	I	
	Drum fractured through	D	
	Otherwise than above	IN	

Section 5
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	
	Otherwise than above	D	
Brake backplate/disc loose	Brake efficiency impaired	I	
	Otherwise than above	D	
Abnormal movement of levers indicating maladjustment (See Note 14)	Brake efficiency impaired	I	
	Otherwise than above	D	
ABS Components Any component forming part of an antilock braking system missing/damaged/ disconnected/ malfunctioning	Such that the ABS system is rendered inoperative or spurious signals are given	D	
	Otherwise than above	IN	
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	
	Otherwise than above	IN	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action	Notes
Brake pipe inadequately clipped/supported	Failed or failure imminent	I	15 Where legally required to be fitted (see vehicle technical record if appropriate).
	Significantly insecure	D	
	Otherwise than above	IN	
Brake pipe fouling (specify component fouled)	Failed or failure imminent	I	
	Risk of further damage	D	
Brake Pipes and Hoses			
Brake hose chafed/deteriorated/stretched/bulging/ kinked/twisted/fouling/exposed to excessive heat	Failed or failure imminent	I	
	Risk of further damage	D	
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	
	Otherwise than above	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	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action	Notes
Wiring chafed/insecure/poor condition	Fire hazard	I	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.
	Otherwise than above	IN	
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	17 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.
	A malfunction indicated by abnormally low effort in excess of the annual test imbalance criteria (See Note 17)	D	
	Performance below normal expectation (See Note 16)	IN	
Service brake unbalanced	Marked deviation from straight path when brakes applied	I	
	Otherwise than above	IN	
Service brake binding excessively	Severely overheated and either failure or fire likely	I	
	Otherwise than above	IN	
Service brake ‘grabbing’ or ‘juddering’	Such as to affect directional control	I	
	Otherwise than above	IN	

Section 5
Brakes

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

Description of Defect	Severity of Defect	Action
Parking Brake Operation and Performance Parking brake does not operate on at least two road wheels (See Note 18)	-	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 19)	D
	Performance below normal expectation (See Note 19)	IN
Parking brake binding excessively	Severely overheated and either failure or fire likely	I
	Otherwise than above	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
	Otherwise than above	IN

Notes	
18	On a three-wheeled vehicle, the parking brake needs to operate on only one wheel.
19	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.

Section 6
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
	Otherwise than above (See Notes 1 and 2)	D
Steering wheel hub, rim or spokes insecure	Detachment imminent	I
	Otherwise than above	D
Steering wheel hub, rim or spokes fractured	Failed or failure imminent or jagged edges likely to cut driver's hand	I
	Otherwise than above (See Note 3)	D
Steering wheel loose to column shaft	-	I
Steering wheel retaining device missing (specify device)	-	I
Steering Wheel and Column		
Excessive lift or movement of steering column	Abnormal movement indicating failure of component parts	I
	Otherwise than above (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, eg 76mm on a 380mm diameter wheel.
- (on rack and pinion steering) 1/ 30 of diameter, eg 13mm on a 380mm diameter wheel. Free play of up to 1/8 of diameter, eg 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 (eg due to cracks in plastic covering) are a reason for action only if they are likely to cut the driver's hand.

Section 6
Steering

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

Description of Defect	Severity of Defect	Action
Steering column flexible coupling or universal joint deteriorated/worn/insecure	Failure imminent	I
	Otherwise than above (See Notes 4 and 5)	D
Steering wheel column adjuster defective	Steering wheel column cannot be secured as required	I
Steering Box/Rack & Pinion (See Note 6)		
Steering stiff	Restricting operation	I
Steering box/rack noisy/knocking	Obvious roughness	D
	Otherwise than above	IN
Steering box sector shaft twisted	Shaft visibly twisted	I
Excessive lift/end float on sector shaft, bushes or splines	-	D
Excessive lift in steering rack	-	D
Steering gear housing fractured/insecure/damaged	Any restriction, failure or detachment imminent	I
	Otherwise than above	D
Steering rack gaiter missing/split/damaged or displaced	-	D

Notes

4 Some vehicles have flexible top bearings for the steering column, in which case more than average movement is permissible.

5 In certain types of steering eg: those fitted with universal joints or flexible couplings, there could be a certain amount of movement present that is not due to wear.

6 If the vehicle is fitted with power steering the engine must be running when the steering is operated.

Section 6
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	7 Some steering joints are spring loaded. The designed amount of movement must not be confused with abnormal movement.
	Excessive abnormal movement	D	
Steering ball pin insecure	Detachment imminent	I	
	Otherwise than above	D	
Steering ball pin grooved	Diameter substantially reduced	I	
	Otherwise than above	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	
	Excessive abnormal movement (See Note 7)	D	
	Otherwise than above	IN	
Steering relay arm pivot excessively worn	Failure imminent	I	
	Otherwise than above	D	

Section 6
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	8 If power steering is optional and removal has no adverse effect on the steering, no action should be taken.
	Otherwise than above	D	
Steering arm loose	Detachment imminent	I	
	Otherwise than above	D	
Steering Linkage			
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	I	
	Otherwise than above	D	
Steering component fouling, or road wheels or tyres fouling/ restricted in travel (specify component)	Steering function impaired	I	
	Otherwise than above	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	
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	
	Otherwise than above	D	

Section 6
Steering

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

Description of Defect	Severity of Defect	Action	Notes
Power steering, ram anchor bracket or pump mounting fractured/insecure or otherwise defective	Failure or detachment imminent	I	
	Otherwise than above	D	
Power steering ram fluid pipes damaged	Steering function impaired	I	
	Otherwise than above	IN	
Power steering pipes fouling (specify part of vehicle being fouled)	Pipes damaged and likely to fail	I	
	Otherwise than above	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	
	Otherwise than above	IN	
Power steering ram joint excessively worn/spring very weak/spring broken	Joint in danger of separation, or detachment of ram imminent	I	
	Otherwise than above	D	

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	9 It is not practicable to lay down precise limits, but the following is a guide to determine acceptable wear at king pins. 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. For 355mm wheels this must not exceed 6mm. The maximum permissible movement for wheels of other diameters must be in proportion to this.
	Otherwise than above (See Note 9)	D	
King pin loose in axle beam or swivel joint worn/ insecure	Pin displaced or displacement or failure likely	I	
	Otherwise than above	D	
King pin or swivel joint retaining device missing/ insecure	Retaining device missing or detached	I	
	Retaining device insecure	D	

Section 7
Chassis

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
	Otherwise than above (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
	Otherwise than above	IN
Spare wheel carrier or wheel insecure (See Note 3)	Detachment imminent and likely to fall from vehicle	I
Trailer Coupling (See Note 4)	Otherwise than above	IN
Coupling on Vehicle		
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
	Otherwise than above	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

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 I of this document.

Section 7
Chassis

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

Description of Defect	Severity of Defect	Action	Notes
Ball excessively worn	Worn to such an extent that the safe coupling of the trailer is unlikely to be achieved	I	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.
	Otherwise than above	D	
Safety locking device missing/not operating	(See Note 5)	D	
Excessive wear in or insecurity of any member or securing device	Failure or detachment imminent (Trailer attached)	I	
	Otherwise than above	D	
Security spring weak or broken	Broken and trailer attached	I	
	Weak or otherwise than above	IN	
A load bearing part of coupling cracked	Failure or detachment likely (Trailer attached)	I	
	Otherwise than above	D	
Coupling on Trailer Draw bar cracked or deformed	Seriously cracked or fractured	I	
	So seriously deformed that use would cause danger	I	
	Otherwise than above	IN	

Section 7
Chassis

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

Description of Defect	Severity of Defect	Action	Notes
Mounting or draw bar to trailer insecure	Failure or detachment imminent	I	6 Applies to trailers exceeding 750kg total design axle weight, manufactured on or after 1 April 1995 and all trailers manufactured on or after 1 January 1997.
	Otherwise than above	D	
Draw bar eye or ball socket deformed, cracked or excessively worn	Trailer security affected	I	
	Otherwise than above	D	
Locking device missing, inadequate, damaged or ill-fitting	Locking device ineffective	I	
	Otherwise than above	D	
King pin attachment excessively worn, cracked or insecure	-	I	
Worn operating member	Detachment imminent	I	
	Otherwise than above	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 Note 6)	D	

Description of Defect	Severity of Defect	Action	Notes
Security of Load (See Notes 7 to 11) 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	I	Type A loads: Metal pipes, sheets or bars, concrete, bricks or stones, vehicles, plant & machinery, reels, steel, wire or paper, kegs & barrels, stacked loaded skips, empty skips stacked > 3 high, metal casings, glass, containers/work cabins. Type B loads: Timber, IBC's, powder, cages, bagged aggregates, empty skips stacked 3 high, heavy palletised goods. Type C loads: Clothing, wood chip, waste paper, coal bags, bulk material in tipper, packaging material, light palletised goods, single load skips, empty skips <3 high. Defect Category 1: No load securing, >1m gap between load & headboard, unstable load affecting stability or likely to topple, severe structural damage to headboards or gaps in headboard that would allow load penetration, loaded over the height of the headboard. Defect Category 2: > 30cm gap between load and headboard, inadequate load securing leading to likely risk of harm, unsheeted load in bulk tipper or skip, height of load likely to affect vehicle stability.
	More than a 100 cm gap between load and headboard (see note 8)	I	
	Unstable load affecting vehicle stability or likely to topple from vehicle	I	
	Severe structural damage to headboard or gaps in headboard that would allow load to penetrate	I	
	Items loaded over the height of the headboard (see note 9)	I	
	More than a 30 cm gap between load and headboard (see note 7 and 8)	I	
	Unsheeted load in bulk tipper or skip	I	
	Inadequate load securing leading to likely risk of harm	I	
	Unsuitable stacking of load items likely to lead to risk of harm	I	
	Height of load likely to affect vehicle stability	I	

Description of Defect	Severity of Defect	Action	Notes
Insecure load	Less than 30 cm gap between load and headboard	IN	Defect Category 3: Lashing onto rope hook, minor damage to headboard not affecting structural integrity, unsuitable load securing, poor condition of securing equipment, unsuitable vehicle for load. 7 Items falling into the category A1,A2, B1, B2 & C1 then consider prohibition. Categories A3, B3 C2 & C3 then consider IN or VW. 8 Unless other means of preventing forward movement have been used. 9 This refers to individual items, such as a bundle of pipes. A single indivisible item may be loaded over the height of the headboard as long as the headboard supports it to the height of the centre of gravity. 10 This is always poor practice but there may be no other suitable attachment points. 11 Curtains that are bulging due to Type C loads can be considered as IN provided the curtains are strengthened with additional webbing /straps and there is no immediate risk of danger.
	Lashings on rope hooks (see note 10)	IN	
	Minor damage to the headboard not affecting the structural integrity	IN	
	Unsuitable load securing	IN	
	Poor condition of securing equipment	IN	
	Unsuitable vehicle for load (see note 11)	IN	

Contents

Section 8
Vehicle Interior

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 fulfil its function	I	
	Otherwise than above	IN	
Clutch pedal anti-slip pad loose/deteriorated	If originally fitted	IN	
Driver's Area and Fittings			
Floor around driver insecure/badly weakened	Affects driving control or safety of driver	I	
	Otherwise than above	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	
	Otherwise than above	IN	
Driver's seat adjustment inoperative/badly worn	Seat likely to move inadvertently or cannot be located	I	
	Seat cannot be adjusted	IN	
Component/fitting in driver's area damaged	Damaged or installed in such a way as likely to cause injury	I	
	Otherwise than above	IN	

Section 8
Vehicle Interior

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

Description of Defect	Severity of Defect	Action	Notes
Driver's Area and Fittings Obligatory rear view mirror and/or glass missing/ insecure/damaged	If view to the rear is inadequate	I	1 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.
	External mirror likely to become detached	I	
	Otherwise than above	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	
	Otherwise than above	IN	
Speedometer not fitted/incomplete/cannot be illuminated/inoperative/cannot be readily seen by driver	(See Note 1)	IN	
Horn missing/insecure/inoperative	Detachment imminent	I	
	Otherwise than above	IN	
Driver's area littered with rubbish/ancillary equipment	Liable to interfere with proper control of the vehicle	I	
	Otherwise than above	IN	
Passenger Seats Passenger seat insecure	Likely to become displaced	I	
	Otherwise than above	IN	

Section 8
Vehicle Interior

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

Description of Defect	Severity of Defect	Action	Notes
Passenger Seats			
Passenger seat frame fractured or seat damaged	Likely to cause injury	I	2 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.
	Likely to tear clothing	D	
	Otherwise than above	IN	
Seat Belts and Supplementary Restraint Systems			
Any obligatory seat belt not fitted where legally required or wrong type of belt fitted (See Note 2)	-	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 damaged or deteriorated. A seat belt stalk deteriorated.	A cut or serious deterioration in any part of the seat belt webbing or a seat belt stalk	D	
Any obligatory or non-obligatory seat belt webbing damaged or deteriorated. A seat belt stalk deteriorated.	Mechanism does not secure or release the belt as intended when the webbing is pulled, webbing does not retract	D	
Any obligatory or non-obligatory seat belt locking mechanism or retraction mechanism faulty	-	D	
Excessive corrosion, serious distortion or a fracture in any load bearing part of the vehicle structure within 30cm of a seat belt anchorage.		D	
Supplementary Restraint Systems			
An SRS MIL illuminated	SRS MIL indicates any kind of failure of the system	D	

Section 9
Bodywork

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

Description of Defect	Severity of Defect	Action	Notes
Body Panelling			
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	
	Otherwise than above	IN	
Interior side panel/damaged/missing/protruding/ insecure	Likely to cause injury	I	
	Otherwise than above	IN	
Any embellishment protruding/damaged/insecure (specify component)	Likely to become detached or to cause injury	I	
	Otherwise than above	IN	
Bumpers			
Bumper insecure or damaged	Detachment likely either partially or completely or having projections or jagged edges likely to cause injury	I	
	Otherwise than above	IN	
Wings and Wheel Arches			
Wing missing	Presenting a risk of injury	I	
	Otherwise than above	IN	
Wing insecure	Detachment likely or rubbing on a tyre	I	
	Otherwise than above	IN	

Section 9
Bodywork

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

Description of Defect	Severity of Defect	Action
Wing badly holed/corroded/damaged	Holed/corroded/damaged such that edges are likely to cause injury	I
	Otherwise than above	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
	Otherwise than above	IN
Registration Plates and VIN Details		
Vehicle registration plate missing (See notes 1 & 2)	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 not displayed/legible	-	IN

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 does not agree with the DVLA record the VIN should be used to identify the vehicle on the prohibition notice

Section 9
Bodywork

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

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	IN
Windscreen not of safety glass	(See Notes 4, 5 and 6)	I
Window not of safety glass	(See Notes 4, 5 and 6)	D
Window glazing insecure/cracked	Missing, detachment likely and/or presents a risk of injury	I
	Otherwise than above	IN
Windscreen and/or front side windows excessively tinted	Average light transmission <30% Average light transmission >30%, <45% Average light transmission >45%, <65%	I D IN
Washers and Wipers (See Note 7)		
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)	I
	Otherwise than above	IN
Windscreen washer not fitted/inoperative/system incomplete/inadequate	Vision seriously impaired	I
	Otherwise than above	IN

Notes

4 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.

5 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.

6 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.

7 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.

Section 9
Bodywork

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 from inside or outside	Jammed, obstructed or deliberately secured so that it cannot be opened from inside or outside (See Note 8)	I	8 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.
Door, boot lid, tailgate, loading door, tailboard, dropside 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	9 Most bonnets are fitted with two securing methods and due regard must be taken of the effectiveness of both where fitted.
	Otherwise than above	IN	
Door stiff to operate	Unable to fully open or close	I	
	Otherwise than above	IN	
Sliding door jammed/cannot be secured in the open or closed positions/cannot be opened and closed without excessive effort (See Note 8)	Jammed or cannot be secured	I	
	Otherwise than above	IN	
Bonnet			
Bonnet catches missing/ damaged/defective (See Note 9)	Bonnet could inadvertently open obscuring driver's view	I	
	Otherwise than above	IN	

Contents

Section 10
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	1
	Otherwise than above	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	
	Otherwise than above	IN	
Switchgear and Wiring			
Wiring insecure/inadequately insulated/insulation is or will become ineffective due to chafing or heat	Constitutes a fire risk	I	
	Otherwise than above	IN	
Lighting switch insecure/malfunctioning	-	IN	

Contents

Section 11
Lamps and Reflectors

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

Description of Defect	Severity of Defect	Action	Notes
All lamps			
A lamp lens insecure or damaged	Likely to cause injury or detachment imminent	I	1 No lamps or reflectors are required to be fitted to vehicles only used on roads between sunrise and sunset.
Obligatory Front Position Lamps (See Note 1)			
Obligatory front position lamp insecure	Lamp so insecure that detachment is imminent	I	2 This action is appropriate only between sunset and sunrise or in conditions of seriously reduced visibility.
	Advise early rectification	IN	
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, flickers when tapped, is affected by the operation of another lamp, does not face the front or is incorrectly positioned	-	IN	
Obligatory Rear Position Lamps (See Note 1)			
Obligatory rear lamp insecure	Likely to cause injury or detachment imminent	I	
	Otherwise than above	IN	
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	
	Otherwise than above	IN	

Section 11
Lamps and Reflectors

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

Description of Defect	Severity of Defect	Action
Obligatory rear lamp has intermittent operation, flickers when tapped, is affected by the operation of another lamp, does not face the rear or is incorrectly positioned	-	IN
Obligatory Rear Fog Lamps (See Note 1)		
Obligatory rear fog lamp insecure	Detachment imminent	I
	Otherwise than above	IN
Obligatory rear fog lamp inoperative/missing/flickers when tapped/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
	Otherwise than above	IN
Direction indicator inoperative/missing/not functioning correctly/damaged/obscured/wrong colour/adversely affected by the operation of another lamp	Indicator cannot be used to clearly show the driver's intention (See Note 5, 6 & 7)	I
	Otherwise than above	IN

Notes

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.

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.

Section 11
Lamps and Reflectors

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)		
Obligatory dipped headlamp inoperative/dim/ missing/obscured/not in good working order/flickers when tapped	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
Obligatory headlamp insecure or lens broken/ missing	Detachment imminent	I
	Otherwise than above	IN
Headlamp aim too high or too far to the right	Likely to cause dazzle when use of dipped headlamps is compulsory	I
	Otherwise than above (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
	Otherwise than above (See Notes 9 and 10)	IN

Notes

8 Where a headlamp is defective consideration must be given to the capability of other headlamps fitted.

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

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.

11 When visibility is seriously reduced (to less than 100 metres) the use of dipped headlamps is required by regulation.

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.

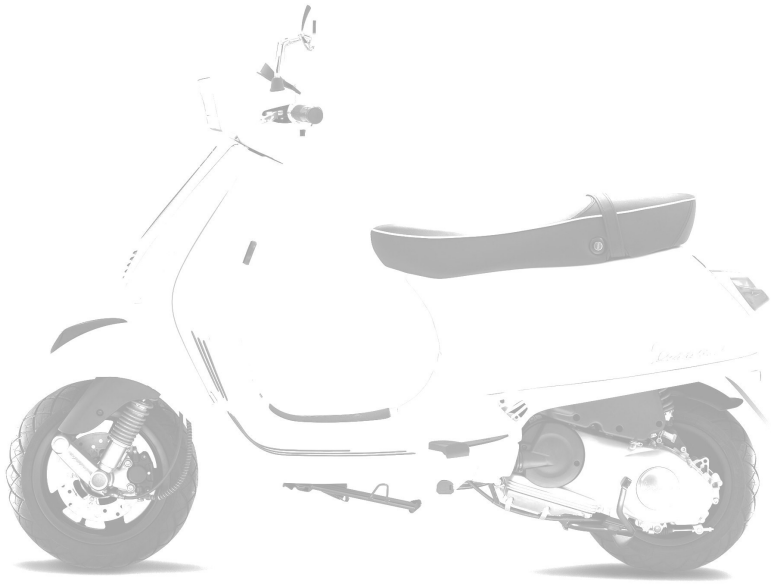
Section 11
Lamps and Reflectors

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

Description of Defect	Severity of Defect	Action	Notes
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	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.
	Otherwise than above	IN	
In any grouped obligatory headlamp system (ie 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	
	Otherwise than above	IN	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.
Stop Lamps (See Note 1)			
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	
	Otherwise than above (See Note 14)	IN	
Stop lamps insecure	Detachment imminent	I	
	Otherwise than above	IN	
Reversing Lamps (See Note 1)			
Reversing lamp insecure/otherwise defective	Detachment imminent	I	
	Otherwise than above	IN	
Reversing lamp indicator inoperative	-	IN	
Rear Registration Plate Lamps			
Not fitted/not working/flickers when tapped	-	IN	

Driver & Vehicle Standards Agency

Part 3: Motorcycles



Contents

Part 3: Motorcycles

Sect 1: Engine & Associated Equipment — **Page**

Engine and Transmission Security 176
Transmission 176
Oil Leaks 177
Exhaust Emission 177
Fuel Tank and System 177
Exhaust System 178

Sect 2: Road Wheels and Tyres

Wheels 179
Tyres 180

Sect 3: Suspension

Front Suspension 182
Rear Suspension 182
General 183

Sect 4: Brakes

Systems 184
Performance 184
Controls 184
Hydraulic Systems 185
Mechanical Components 186

Sect 5: Steering — **Page**

Handlebars 188
Steering Mechanism 188

Sect 6: Lamps and Reflectors

Front Position Lamps 189
Rear Position Lamps 189
Reflectors 190
Direction Indicators 190
Headlamps 190
Stop Lamps 191

Sect 7: Frame and Miscellaneous Parts

Frame 192
Fairing 192
Accessories 192
Seat/Footrests 192
Registration Plate Details 192
Sidecar 193

Sect 8: Electrical Equipment

Battery 194
Switchgear and Wiring 194
Horn 194

Contents

Section 1
Engine and Associated Equipment

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
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	1 Some machines have engines that are rubber mounted and which permit some movement at the mounting point.
	Otherwise than above	IN	
Transmission Chain excessively loose/worn/misaligned	Failure/detachment imminent or likely to jam the rear wheel	I	
	Otherwise than above	D	
Chain sprocket excessively worn/securing bolts missing/loose	Failure/detachment imminent or likely to jam the rear wheel	I	
	Otherwise than above	D	
Chain guard insecure	Failure/detachment imminent or likely to jam the rear wheel	I	
	Otherwise than above	D	
Drive shaft or shaft casing insecure/drive shaft excessively worn	Failure/detachment imminent or likely to jam the rear wheel	I	
	Otherwise than above	D	

Section 1
Engine and Associated Equipment

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	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.
	Dripping giving rise to a patch in excess of 75mm diameter in 5 minutes	D	
	Otherwise than above	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	3 Some two stroke engines produce smoke due to their design.
	Continuous haze which tends to obscure vision	D	4 Most fuel tanks are secured by flexible rubber mountings. Movement might not necessarily be an indication of insecurity.
	Continuous haze, any colour	IN	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.
Fuel Tank and System			
Fuel tank insecure (See Note 4)	Detachment imminent	I	
	Otherwise than above	D	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.
Fuel leakage	Continuous leak or leak constituting a fire risk or loss of vehicle control	I	
	Otherwise than above	D	
Fuel filler cap missing/defective	Such as to permit fuel spillage (See Notes 5 and 6)	I	
	Otherwise than above	IN	

Contents

Section 1
Engine and Associated Equipment

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	7 A silencer marked “Not for road use”, “Track use only” or similar words are unsuitable.
	Otherwise than above	IN	
Exhaust System (See note 7) Exhaust system incomplete/insecure/excessively deteriorated/unsuitable type	Detachment imminent		
	Otherwise than above		
Silencer insecure	Detachment imminent		
	Otherwise than above		
Excessive engine exhaust noise	Does not reduce the noise emitted to a reasonable level		

Section 2
Road Wheels and Tyres

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Wheels Wheel fractured or damaged	Failure likely	I	1 Generally wheels distorted within the following limits can be regarded as acceptable
	Otherwise than above	D	
Loose or missing rivets or bolts in built up wheels	Failure likely	I	Lateral (run-out or buckling): A) For a steel rim 4mm B) For an aluminium alloy rim (Cast or fabricated) 2mm
	Otherwise than above	D	
Wheel distorted/damaged 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)	I	Eccentricity For all types of rim 3mm
	Otherwise than above	D	
Excessive tightness, free play or roughness in a wheel bearing	Imminent failure likely	I	
	Otherwise than above	D	
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	
	Otherwise than above	IN	
Road wheel fouling	Failure of the wheel or affected component likely	I	
	Otherwise than above	D	

Section 2
Road Wheels and Tyres

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
Road wheel spindle securing nut(s) or locking device missing or loose	Wheel detachment likely or wheel insecure	I
	Otherwise than above	D
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
	Otherwise than above	IN
Tyre has a break in the fabric or deep cut (see Note 4 and 5)	Body structural cords damaged	I
	Cut 25mm or longer exposing body cords	D
Tyre bulging (See Note 6)	Caused by separation or partial failure of the structure	I
Ply or cord structure exposed	Due to wear on the tread area	I
	Otherwise than above	D
Tyre seriously under inflated	Likely to affect the handling	I
	Otherwise than above	IN

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

Section 2
Road Wheels and Tyres

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	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 (See Note 7)	I	4 'Exposed' for this purpose means the cords are visible as seen by the naked eye or in the a case of a cut more than 25mm or 10% of the section width, can be made visible with the use of probe. 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
Tyre fouling against another part of the motorcycle or sidecar	Tyre damaged and/or likely to fail	I	
	Otherwise than above	IN	

Section 3
Suspension

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	D
Road spring broken	-	I
Damper inoperative or inadequate (See Notes 2 and 3)	Machine likely to be unstable during braking or when otherwise ridden	I
Fluid leaking from a damper	-	IN
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
	Otherwise than above	D
Road spring broken	-	I
Damper inoperative or inadequate	Machine likely to be unstable during braking or when otherwise ridden	I
Fluid leaking from a damper	-	IN

Notes

1 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.

2 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.

3 Some smaller machines are not fitted with dampers on the front suspension

Section 3
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	
	Otherwise than above	IN	

Section 4
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
	Otherwise than above	D
Brake grabbing or juddering or fluctuating	Such as to affect control of machine	I
	Otherwise than above	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 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
	Otherwise than above	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.

Section 4
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		
	Otherwise than above		
Brake master cylinder or caliper damaged/ incorrectly fitted/fractured/severely corroded/ reservoir cap missing	Failed or failure imminent		
	Otherwise than above		
Brake hose/pipe damaged/chafed/insecure/fouling/ trapped/twisted/kinked	Failed or failure imminent		
	Otherwise than above		
Brake fluid level low	Absence of fluid in reservoir		
	Fluid level clearly below the minimum level indication		
	Otherwise than above		
Brake fluid leak (specify source)	Obvious leak leading to brake failure or presenting risk of fire		
Hydraulic cylinder leaking or sponginess indicating air in system	Brake lever or pedal creeps to the stop, or obvious leak		
	Otherwise than above		

Section 4
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	
	Otherwise than above	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	
	Otherwise than above	IN	
Any retaining/locking device missing/loose (specify component)	Retaining device missing/loose	I	
	Retaining device insecure or locking device missing or insecure	D	
Brake friction lining or pad missing/excessively worn/loose	Missing, detached or braking efficiency impaired (See note 5)	I	
	Linings worn to excess	D	
	Otherwise than above	IN	

Section 4
Brakes

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
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	
	Otherwise than above	D	
Abnormal movement of lever or pedal indicating maladjustment	Likely to affect brake performance/failed or failure imminent (See Note 5)	I	
	Otherwise than above	D	
Any component seized/restricted/fouling (specify component)	Likely to affect brake performance	I	
	Otherwise than above	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	
	Otherwise than above	IN	

Section 5
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.
	Otherwise than above	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	
	Otherwise than above	D	
Loose handgrips	Affecting control of the machine or detachment likely	I	
Steering Mechanism Steering rough, notchy or stiff	Likely to affect directional control of the machine	I	
	Obvious roughness	D	
	Otherwise than above	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	
	Otherwise than above	D	

Contents

Section 6
Lamps and Reflectors

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action	Notes
Obligatory Front Position Lamps (See Note 1)			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.
Obligatory front position lamp insecure	Detachment imminent	I	
	Otherwise than above	IN	
Obligatory front position lamp inoperative/missing/ dim/obscured/not in good working order (See Note 1)	-	IN	
Obligatory front position lamp has intermittent operation, flickers when tapped or 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	
	Otherwise than above	IN	
Obligatory rear lamp inoperative/missing/dim/ obscured/not in good working order	Likely to prevent the presence of the vehicle being indicated adequately during compulsory use	I	
	Otherwise than above	IN	
Obligatory rear lamp has intermittent operation, flickers when tapped or does not face the rear, is affected by the operation of another lamp	-	IN	

Section 6
Lamps and Reflectors

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	IN
Direction indicator inoperative/dim/missing/ obscured/flickers when tapped	Indicator cannot be used to clearly show the driver's intention (See Note 2)	I
	Otherwise than above	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
Obligatory Headlamps (See Note 1)		
Obligatory dipped headlamp inoperative/missing/ obscured	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
	Otherwise than above	IN
Headlamp aim too high or too far to the right	Likely to cause dazzle when use of dipped headlamps is compulsory	I
	Otherwise than above (See Notes 4 & 5)	IN

Notes

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.

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.

Contents

Section 6
Lamps and Reflectors

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
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
	Otherwise than above	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
	Otherwise than above	IN
Stop Lamps (See Note 1) 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
	Otherwise than above	IN
Stop lamp insecure	Detachment imminent	I
	Otherwise than above	IN

Notes

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.

7 On motorcycles first used on or after 1 April 1986 the stop lamp must operate by the application of each system.

Contents

Section 7
Frame and Miscellaneous Parts

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	
	Otherwise than above	D	
Fairing Fairing or other bodywork item (eg mudguard) insecure	Detachment or interference with directional control likely	I	
	Otherwise than above	IN	
Accessories Mirror or stands etc insecure/ fractured or damaged	Detachment likely or likely to impede the rotation of a wheel	I	
	Otherwise than above	IN	
Seat/Footrests Seat/footrest insecure/fractured or damaged	Detachment likely or liable to interfere with proper control of the machine	I	
	Otherwise than above	IN	
Registration Plate Details Registration mark letters or numbers incorrectly formed	Likely to be misread	D	

Contents

Section 7
Frame and Miscellaneous Parts

Part 3: Motorcycles

Description of Defect	Severity of Defect	Action
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	Registration mark does not relate to the vehicle	D
A registration plate insecure	Likely to become detached	I
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	I
	Otherwise than above	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 the VIN should be used to identify the vehicle on the Prohibition Notice

Contents

Section 8
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	
	Otherwise than above	IN	
Battery leaking	Electrolyte likely to cause failure of items which could affect vehicle safety	I	
	Otherwise than above	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	
	Otherwise than above	IN	
Horn Horn missing/ insecure/ inoperative	Detachment imminent	I	
	Otherwise than above	IN	

Appendix A Revision Record

Section	Page	Section Title	Description of Change	Revision Number
Introduction	5	N/A	Include new Notices Endorsed marking Criteria	1
Part 1	16	Exhaust Emissions	IM5 - Added, Emissions control equipment fitted by the manufacturer and new notes section	2
Part 1	16	Exhaust Emissions	IM5 -Added, Emissions Malfunction Indicator Lamp Illuminated and new notes section	3
Part 1	16	Exhaust Emissions	IM5 - Added, Emissions control equipment fitted by the manufacturer defective and new notes section	4
Part 1	16	Exhaust Emissions	IM5 - Added, Emissions Malfunction Indicator Lamp Illuminated and new notes section	5
Part 1	20	Size and Type of Tyres	Added, The nominal size, ply rating, load index, speed rating of any is below that appropriate for the vehicle and new notes section	6
Part 2, Section 1	127	Engine and associated equipment	Added, Emissions control equipment fitted by the manufacturer and new notes section	7
Part 2, Section 1	127	Engine and associated equipment	Added, Emissions Malfunction Indicator Lamp Illuminated and new notes section	8
Part 2, Section 1	127	Engine and associated equipment	Added, Emissions control equipment fitted by the manufacturer defective and new notes section	9
Part 2, Section 1	127	Engine and associated equipment	Added, Emissions Malfunction Indicator Lamp Illuminated and new notes section	10
Part 2, Section 3	129	Running Gear	Added, 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)	11
Part 2, section 11	170	Lamps and reflectors	Added, A lamp lens insecure or damaged	12