# Private Hire and Hackney Carriage

Vehicle Licensing Inspection Manual (IM2017v1)

Bolton Council

# Contents

# Introduction

This manual provides a working guide for those involved in the preparation of vehicles for inspection, prior to being issued with a Private Hire or Hackney Carriage licence, during the term of the licence (mid-term compliance/ fitness checks) or having a licence renewed. It will also give the proprietor an insight into the type of examination a vehicle will be subjected to, and the standard the vehicle should be maintained at, either before it can be issued with a licence or during the licence period.

Bolton Council may, from time to time, need to make alterations to this manual to reflect changes in road vehicle regulations or changes to the conditions of fitness. However, it will be the responsibility of each approved testing station to ensure current legal requirements are met. The Council will endeavour to update this manual on a regular basis and any changes will be notified to each test station as well as being published on the Council's website.

Wherever the word 'approved' appears in this manual, it refers to approval having been granted by the Licensing Authority (Bolton Council).

Abbreviations used throughout this manual:

| | |
|---|---|
| C&U | Road Vehicles (Construction and Use) Regulations 1986 |
| CE | Central European Standards |
| CNG | Compressed Natural Gas |
| CoF | Conditions of Fitness (2007) |
| DVLA | Driver and Vehicle Licensing Agency |
| LA | Licensing Authority |
| LPG | Liquid Petroleum Gas |
| PNC | Police National Computer |
| RTA | Road Traffic Act 1988 |
| SGS | Society Generale de Surveillance (Inspection Service Provider) |
| SVPM | Senior Vehicle Policy Manager |
| VEL | Vehicle Excise Licence |
| VIN | Vehicle Identification Number (VIN) |
| VIR | Vehicle Inspection Report |
| DVSA | Driver and Vehicle Services Agency |
| VRC | Vehicle Registration Document/Certificate (V5) or (V5c) |
| VRM | Vehicle Registration Mark (VRM) |

# Introduction

## Reasons for refusal and retest requirements

There are a number of reasons for refusal that are described in this manual. The table below summarises how the test results will be determined and the follow up action that will apply:

| Items highlighted | Pass or Fail | Presented for Re-inspection within 10 working days | Presented for Re-inspection after 10 days | Vehicle Licence Suspension Applies |
|---|---|---|---|---|
| **GREEN** | Pass with advisory | Not applicable | Not applicable | Not applicable |
| **AMBER**<br><br>e.g. Anti slip pad worn | Fail | Partial retest may apply within 10 working days | Full retest will apply if presented after 10 days | No immediate suspension due to nature of defect. Pass certificate issued following retest. |
| **Red**<br><br>e.g. Steering/Brake faults | Fail | Partial retest may apply within 10 working days | Full retest will apply if presented after 10 days | Immediate suspension due to serious defect |

# Test Documentation

**Once the test has been completed you will be issued with the following documentation as appropriate:**

**A. Green - Pass (including pass certificates with examiners advice)**

- Details of the outcome of the Test including any advisory information
- VT20 MOT Pass Certificate

**B. Amber – Fail with no suspension**

- Details of the outcome of the Test including any advisory information and list of defects detailing the failure items and / or advisory information.
- VT20 MOT Pass Certificate and / or advisory notice or VT30 Refusal of an MOT test Certificate (depending on failure items).

**C. Red - Fail with Suspension**

- Details of the outcome of the Test including any advisory information and list of defects detailing the failure items and / or advisory information.
- VT20 MOT Pass Certificate and / or advisory notice or VT30 Refusal of an MOT test Certificate (depending on failure items).
- The approved garage will also supply the following as appropriate:
- Notice of Private Hire/Hackney Carriage vehicle licence suspension authorized by the Council
- Notice to Return Private Hire/Hackney Carriage Licence Plates – within seven days (legal requirement)
- Information on the consequences of using your vehicle while it is suspended.
- Stickers may be applied to your hackney / private hire licence plates

# Information regarding a Retest following a failure.

**Before ten working days** If your vehicle has failed its test on an item that would require a **retest** and all relevant items have been rectified, you will then be required to book a retest at the approved garage. A retest fee may apply.

**After ten working days** (following the day after the initial failure). If your vehicle has not passed the vehicle inspection test, you will be required to book a full vehicle inspection with the approved garage. The full test fee is likely to apply.

**Advisory Items** - are highlighted in **green.** Your vehicle will not be suspended for these highlighted advisory items. It is your responsibility to ensure they are satisfactorily repaired / replaced.

# 12 Month Vehicle Licence and Mid-Year Tests

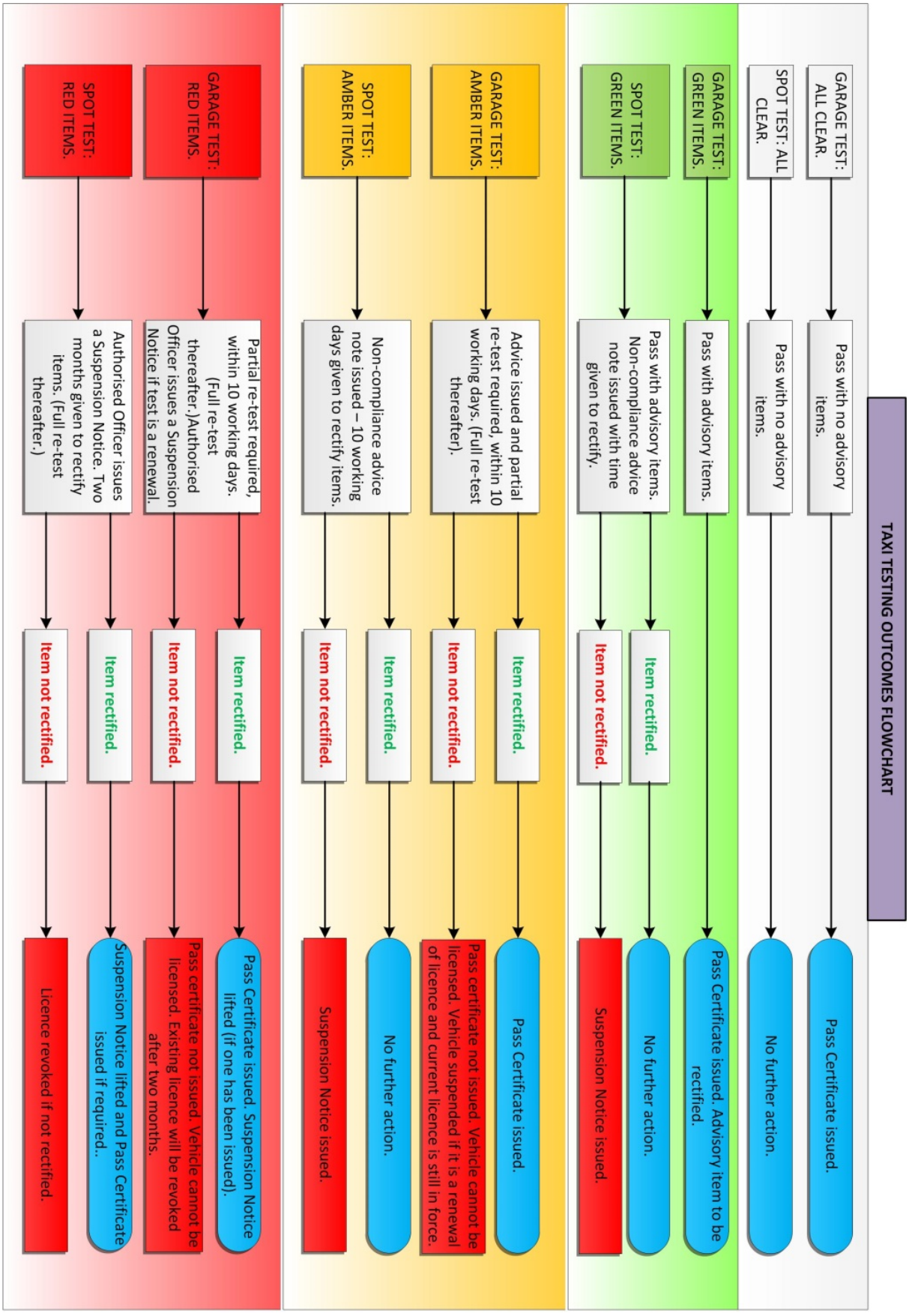
All vehicles are now issued with a 12 month vehicle licence. Following an initial test all vehicles that have passed the Test must book a Mid-Year test at the same garage where the initial test was carried out (which will take place in 6 months' time) and pay a 50% deposit.

A vehicle licence will not be granted if a Mid-Year test has not been booked.

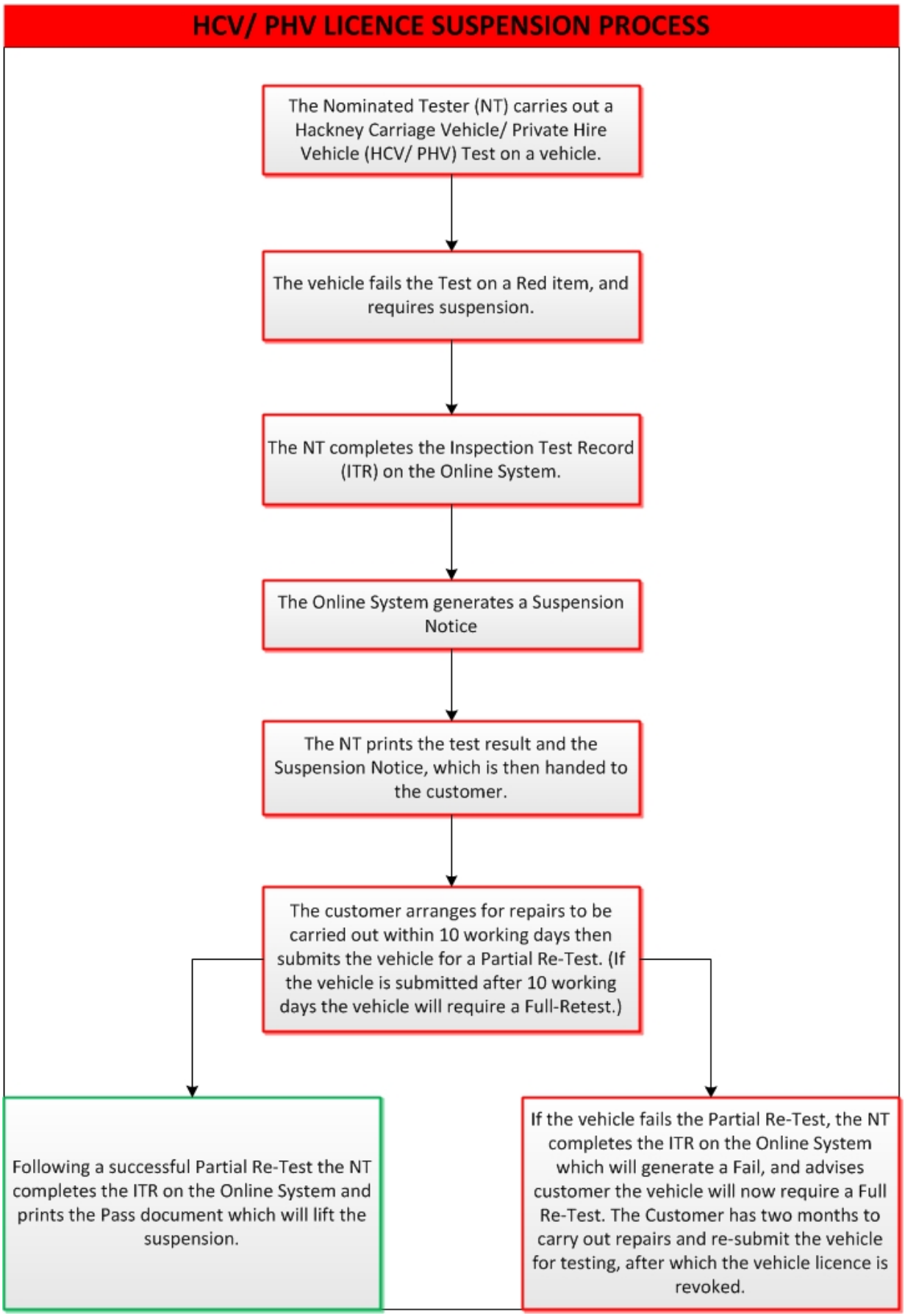
The vehicle must undergo and pass the Mid-Year test. Failure to attend or pass the test will result in the suspension of the vehicle licence.

Failure to attend the pre-booked Mid-Year test will also result in the loss of the 50% deposit. In order to continue to use the vehicle as a Private Hire or Hackney Carriage vehicle you will need to re-book a test and pay in full as soon as possible.

# Taxi Testing Outcomes Flowchart



# HCV/PHV Licence Suspension Flowchart



# Advice to Drivers - Vehicle exhaust emissions

Hackney and Private Hire vehicles can clock up several thousands of miles between their vehicle inspection. A significant number of these miles include local stop/start short journeys. These result in engines repeatedly warming up/cooling down, accelerating/slowing down, running at low revs to comply with legal road speeds, as well as engines ticking over in traffic, etc. Under these driving conditions vehicle emissions can result in carbon soot deposits, which contain harmful pollutants, building up in the exhaust system.

## What are diesel exhaust emissions?

Diesel engine exhaust emissions, commonly known as diesel fumes, are a mixture of gases, vapours, liquids and substances made up of particles. They contain the products of combustion, which include:

| | | |
|---|---|---|
| Carbon (soot) | Nitrogen | Water |
| Carbon monoxide | Aldehydes | Nitrogen dioxide |
| Sulphur dioxide | Polycyclic aromatic hydrocarbons | |

The carbon particle of soot content varies between 60% and 80% depending on the fuel used and the type of engine. Most of the contaminants are absorbed into the soot. Petrol engines produce more carbon monoxide but much less soot than diesels.

## Passing the exhaust emission test first time

To ensure that your vehicle has the best chance of passing the emission test first time, you should:

- Ensure that the engine is in good condition.
- Have your engine serviced at the manufacturer's recommended service intervals.
- Consider giving your vehicle a run on the motorway before the inspection. This should ensure that the engine operates at higher than normal revs (and the catalytic converter if fitted), is hot and working efficiently. This should help to clean out and burn off any accumulated emission deposits within the exhaust system.

# Advice to Drivers: Preparation and maintenance before submitting your vehicle for a test

## Vehicle cleanliness

Ensure that the vehicle is presented in a clean condition both inside and outside.

## Tyres

Check the condition of the tyres including looking for lumps, tears and bulges, check the tread depth, check for signs of damage to the tyre wall, correct pressure.

Check spare tyres for the faults detailed above.

## Livery

Ensure the vehicle complies with the current vehicle livery requirements.

## Lamps

Check that all lights and lamps are in working order, and replace any inoperative bulbs

## Headlamps

Headlamp aim is by far the most common reason for failure at the vehicle inspection test. A significant number of vehicles fail due to the headlamps not being matched; for example, one side aimed either high or low, while the other is okay. Of the vehicles failing the test, a significant number would have passed if the headlamp causing the fail had been set to a position that matched the opposite side. The failure rate could be reduced significantly through improved maintenance/ preparation.

## General checks and tips before the test

- **Is the headlamp free of condensation?** If the beam pattern is blurred and the examiner cannot determine a distinctive cut-off point, this will result in failure. Try leaving the headlamps on for a short time to 'burn off' condensation.
- **Has the headlamp bulb been changed?** Make sure the bulb is correctly aligned with the location lugs in the headlamp unit. After a bulb has been changed it may be necessary to re-aim the headlamp (a different bulb may alter the headlamp aim). It is recommended to always use good-quality bulbs.
- **Is the headlamp and its internal reflector secure?** Tap the headlamp with your hand and assess if the headlamp unit or the internal reflector is insecure.
- **Is the headlamp reflector corroded or deteriorated?** Have a look through the headlamp glass and replace it if corroded or deteriorated.
- **Is the headlamp adjuster free?** A check of the adjusters (and a drop of penetrating oil) while preparing the vehicle for test can make all the difference.

- **Is the vehicle fitted with headlamps that dip to the right?** Vehicles with UK registration plates should have headlamps that dip to the left to comply with the Road Vehicle Lighting Regulations. However, headlamps that dip to the right are acceptable at test provided beam converters are fitted. Owners normally take vehicles away to have the correct headlamps fitted.

- **General checks before the headlamp aim is checked -** Ensure that the tyre pressures are correct, the suspension is correctly adjusted/ settled/inflated, and always check the headlamp aim in the condition the vehicle will be presented for test.

- **Does the in-cab headlamp adjustment device work?** This device may be used to enable the headlamp alignment criteria to be met; however, both headlamps must comply with the device set in one position.

## Pre-Test Checklist for Vehicle Owners

The checklist on the following page has been included to aid vehicle owners to prepare their vehicles prior to submission for a Test. This page can be printed/copied for future use.

| PRE-INSPECTION CHECKLIST | | |
|---|---|---|
| **ITEM:** | **Satisfactory Y/N** | **Comment** |
| Lights functioning | | |
| Body work damage / corrosion | | |
| Tyres (including spare) | | |
| Livery | | |
| Fare Card current and displayed | | |
| Driver badge current and displayed | | |
| Clean condition outside | | |
| Clean condition inside and damage inside | | |
| Steering | | |
| Warning lights | | |
| Condition of all seatbelts | | |
| Equipment secure | | |
| Fire extinguisher serviceable and in date | | |
| Spare bulbs available | | |
| Tyre gauge available | | |

# Insurance Category 'C' and 'D' Vehicles

## Category C Vehicles

From the 1st of June 2015 Category C vehicles are no longer permitted to be licensed. Category C vehicles which were licensed before this date can continue to be licensed provided they have a signed and dated certificate (dated before the 1st of June 2015) stating the vehicle has passed an independent examination of the repairs to confirm its roadworthiness to the satisfaction of the Licensing Authority. However, if the licence lapses the vehicle will no longer be allowed to be licensed.

Licensed vehicles which become a Category C vehicle after the 1st of June 2015 will have their licence revoked and will no longer be allowed to be used as Private Hire or Hackney Carriage vehicle.

## Category D Vehicles

All Category D vehicles which are intended to be used as a Private Hire or Hackney Carriage vehicle must have a signed and dated certificate stating the vehicle has passed an independent examination of the repairs to confirm its roadworthiness to the satisfaction of the Licensing Authority.

Such examination must have been carried out by an experienced vehicle examiner who is qualified to assess accident damage and provide an engineers report by being a member of one of the following bodies (or equivalent alternative) :

- Associate of the Institute of Automotive Engineers Assessors (IAEA)
- The Institute of Motor Industry (IMI)
- Society of Expert Witnesses (SEW)
- Federation Internationale des Experts en Automobiles (FIEA)
- Thatcham Vehicle Research
- Glass's Information Services

# Specialist Vehicle Inspections – Pre-licensing

## Licensing a specialist or modified vehicle

Prior to the licensing application, the Licensing Authority can be asked to approve certain designs of vehicles, modifications to the design of an existing vehicle, or to approve a new type of fixture or fitting to the interior or exterior of a vehicle.

The vehicle to be inspected may or may not be licensed, and therefore may not be known to the Licensing Authority. The vehicle owner will be invited to contact the Licensing Team to arrange an appointment for one of the following types of inspection:

- Alternative fuel types (LPG/CNG, fuel cells, electric etc) [two appointment slots are required]
- The vehicle must be entered on the database held at www.drivelpg.co.uk/ to confirm that LPG conversions have been carried by an approved agent.
- New fixture or fitting
- New in-cab surveillance system
- Modification of/new major components (alternative engine/transmission)
- Seat configuration
- Or any other modification or variation to the original manufacturers specification

## Garage Test

The vehicle proprietor will need to present a nominated garage with written confirmation from the Licensing Authority specifying the item or items to be examined.

Vehicle examiner will then inspect the item(s) specified and provide an assessment report directly to the Licensing Authority.

## Limousines

Modified stretched vehicles/ limousines may not be licensed by Bolton Council unless it meets Department of Transport guidance and AGMA policy.

**It is essential that proprietors contact the Licensing Team for advice before buying or testing any modified stretched vehicles or limousines.**

# Specialist Vehicle Inspections – Post-licensing

During the life of a licence, a licensed vehicle may be requested to undergo a further inspection, following a modification to a major component or as a result of a spot check. The vehicle owner will be instructed to contact a garage nominated by the Licensing Authority to inspect a vehicle for one of the following reasons:

- Change/modification of major components (alternative transmission/engine, etc)
- Alternative fuel types (use of LPG/CNG, fuel cells, etc)
- Complaints received by the Licensing Authority
- Any modification or variation to the original manufacturer specification if deemed appropriate by the licencing authority

**Examination Requirements**

The vehicle proprietor will need to arrange an appointment at the Licensing Authority's nominated garage.

At the time of the appointment it is important that the proprietor provides the nominated garage with a copy of the Licensing Authority's written instructions.

The vehicle examiner will inspect the items in accordance with the written instructions and report their findings to the proprietor and directly to the Licensing Authority.

# Section A

A1 – Service brake performance of footbrake

## Method of testing

**Roller brake test inspection – position the vehicle so that the wheels of each axle can in turn be placed on the brake test machine rollers.**

**Examination – front wheels:**

1. Drive straight onto the rollers, with the front wheels central to the rollers. With one set of rollers revolving at a time, depress the footbrake pedal until maximum effort is achieved, or until the wheel locks and slips on the rollers.
2. Start both sets of rollers and note whether a significant brake effort is recorded from any wheel without a brake being applied. Gradually apply the footbrake and watch how the braking effort for each wheel increases.
3. From the previous test you will know at which point wheel slip occurs; aim to stop just short.
4. Hold steady pedal pressure and check the dial for brake force fluctuations.
5. Gradually release the footbrake and observe how the braking effort at each wheel reduces.
6. Note the out-of-balance in braking effort at each side of the vehicle.
7. Ensure that there are no unapproved modifications, alterations or parts fitted to the braking system.

| Item | | Reason For Refusal |
|---|---|---|
| Service Brake Performance of Footbrake | 1 | A low braking effort is recorded from any wheel little or no braking effort is recorded from any wheel |
| | 2 | Minimum brake effort:<br>Vehicles registered on or after 1st September 2010 – 58%<br>Vehicles registered before 1st September 2010 – 50% |
| | 3 | A significant braking effort is recorded on a road wheel, even though the brake is not applied |
| | 4 | The brake efforts at the road wheels do not increase at the same rate when the footbrake is applied |
| | 5 | Evidence of the recorded brake efforts fluctuating as the brake pressure is applied |
| | 6 | Evidence of grabbing or judder as the brake is applied |
| | 7 | The brake efforts at the road wheels do not reduce at the same rate when the footbrake is released |
| | 8 | Out of balance across an axle greater than 30% |
| | 9 | There is an unapproved modification, alteration or part fitted to the braking system |

# Section A

A2 – Performance of parking brake

## Method of testing

**Performance parking brake inspection – position the vehicle so that the wheels of each axle can in turn be placed on the brake test machine rollers.**

**Examination – rear wheels:**

1. With the vehicle square to the rollers, start one set of rollers revolving at a time. Apply the parking brake until maximum effort is achieved, or until the wheel locks and slips on the rollers or until the parking brake is fully applied, whichever comes first.
2. Record the reading at which the maximum braking effort is achieved or when lock-up occurs.
3. Release the parking brake.

| Item | | Reason For Refusal |
|---|---|---|
| Performance of Parking Brake | 1 | A low braking effort is recorded from the parking brake on any wheel little or no braking effort is recorded from the brake on any wheel |
| | 2 | The calculated parking brake efficiency is less than 25% for vehicles fitted with single line brakes or is less than 16% for vehicles fitted with a dual braking system |

# Section A

A3 – Condition of mechanical brake components

## Method of testing

**Visual inspection – position the vehicle on an appropriate hoist so that the underside of the vehicle can be inspected.**

**Examination – underside of vehicle:**

1. Examine the mechanical components of the brake mechanism, which can be seen without any dismantling.

| Item | | Reason For Refusal |
|---|---|---|
| Condition of Mechanical Brake Components | 1 | Brake rods reduced in diameter by more than one-third of the original diameter |
| | 2 | Cables knotted or incorrectly routed, heavily corroded, or wires broken to such an extent that their strength is reduced significantly, which will impair safety |
| | 3 | A significant braking effort is recorded on a road wheel, even though the brake is not applied |
| | 4 | The absence or insecurity of any locking or retaining device |
| | 5 | Brake pad or brake lining less than 1/16" (1.5mm) thick at any point |
| | 6 | A disc or drum insecure, cracked, excessively worn, scored or pitted |
| | 7 | Any restriction to the free movement of the system (seized pivot, fulcrum etc.) |
| | 8 | Any abnormal movements of levers, compensators, clevis pins, pivots, eyes or yokes or absence of anti-rattle washers |
| | 9 | A brake back plate, wheel cylinder, caliper or adjuster securing bolt loose or missing |
| | 10 | Return spring missing or broken or bleed nipple broken |
| | 11 | A brake disc or drum contaminated by brake fluid, oil or grease |
| | 12 | A brake cable rod or clevis joint insecure |
| | 13 | A brake system component is insecure, excessively weakened by corrosion, damaged to the extent that its function is impaired or retaining or locking device missing or insecure |

# Section A

A4 – Condition of brake pipes and hoses

## Method of testing

**Visual inspection – position the vehicle so that the underbonnet and underside of the vehicle can be examined.**

**Examination – underbonnet and underside of the vehicle:**

1. Examine the condition and security of brake pipes, couplings and flexible hoses.
2. Check whether there are any leaks in the system, especially when the brakes are applied.

| Item | | Reason For Refusal |
|---|---|---|
| Condition of Brake Pipes and Hoses | 1 | Pipes incorrectly routed, chafed, corroded and damaged |
| | 2 | Pipes or hoses inadequately clipped or supported |
| | 3 | Pipes or hoses so positioned to be liable to be fouled by moving parts or exposed to excessive heat |
| | 4 | Pipes or hoses kinked |
| | 5 | Any stretched or twisted hoses |
| | 6 | Inadequate free movement of any hoses resulting in fouling on any part of the vehicle |
| | 7 | Chafing or deterioration of hoses |
| | 8 | Any distortion of a flexible hose |
| | 9 | Inadequate repair or unsuitable joints |
| | 10 | Brake house ferrules excessively corroded |
| | 11 | Flexible hose bulging |
| | 12 | Any leaks in the system |

# Section A

A5 – Condition of servos, exhausters and hydraulic components

## Method of testing

**Visual inspection – position the vehicle so that the underbonnet and underside of the vehicle can be examined.**

**Examination – underbonnet and underside of the vehicle:**

1. Examine the condition and security of the servo, exhauster, vacuum pipes, couplings and flexible hoses.
2. Examine the condition and security of wheel cylinders, calipers, limiter valves, master cylinders and fluid reservoirs.
3. Check that the reservoir cap is fitted and that the fluid low warning device operates correctly.
4. Ensure that the brake fluid has not been contaminated.

| Item | | Reason For Refusal |
|---|---|---|
| Condition of Servos, Exhausters and Hydraulic Components | 1 | Servo or exhauster is not secure, fails to function correctly or is leaking |
| | 2 | Servo missing where fitted as standard or servo unit bypassed |
| | 3 | Adjuster indicator rod shows brake adjustment is necessary |
| | 4 | Vacuum pipe, coupling or hose that is damaged, kinked, collapsed or has deteriorated |
| | 5 | Servo exhauster that is damaged/excessively corroded |
| | 6 | Exhauster drive belt that is unserviceable/slack |
| | 7 | Deliberate modification, inadequate repair or corrosion within 30cm of servo/brake master cylinder mounting |
| | 8 | A wheel cylinder, caliper, limiter valve, master cylinder or reservoir that is insecure or leaking |
| | 9 | Inadequate repair or unsuitable joints |
| | 10 | Master cylinder and/or reservoir damaged or severely corroded |
| | 11 | Low fluid level warning device inoperative and or illuminated |
| | 12 | Fluid below minimum level where indicated |
| | 13 | Brake fluid contaminated |
| | 14 | A load sensing valve or its operating linkage seized or inoperative, defective or function impaired or incorrectly adjusted |
| | 15 | A brake actuator dust cover missing, insecure or damaged |

# Section A

A6 – Service brake operation

## Method of testing

**Inspection – from within the driver's compartment with the engine switched off.**

**Examination of the service brake:**

1. Check the condition of the anti-slip provisions of the pedal pad and whether the pad is secure to the pedal.
2. Check the condition of the pedal mounting and pivot bush/bearing.
3. Ensure that the pedal is not fouling any part of the vehicle, including other fixtures/ fittings.
4. Depress the pedal to assess the amount of travel and whether there is any sponginess.
5. Assess the effectiveness of the servo by depressing the pedal several times. Check that the vacuum audible or visual warning device operates correctly. While maintaining pressure on the pedal, restart the engine and note whether the pedal can be felt to dip.

| Item | | Reason For Refusal |
|---|---|---|
| Service Brake Operation | 1 | Anti-slip pad is missing, insecure or worn smooth (fail without suspension) |
| | 2 | Pedal insecure, damaged or corroded, or there is excessive wear/side movement at the pedal pivot brush/bearing |
| | 3 | Pedal action restricted by fouling other parts of the vehicle or fixture/fitting |
| | 4 | Insufficient reserve travel between the pedal and floor, or the pedal creeps down and/or there is evidence of sponginess in the system |
| | 5 | No dip can be felt when the engine is started |
| | 6 | The vacuum audible/visual warning device is not working correctly |
| | 7 | Insufficient vacuum reserve after the warning device has been activated |
| | 8 | Service brake control inappropriately repaired or modified |

# Section A

A7 – Handbrake operation

## Method of testing

**Inspection – from within the driver's compartment with the engine switched off.**

**Examination of the handbrake:**

1. Note the position of the handbrake and its condition.
2. With the handbrake in the off position:
   a. note the amount of side play in the lever pivot
   b. check the security and condition of the lever and pawl mechanism.
3. Apply the handbrake and check the effective operation of the pawl mechanism.
4. With the handbrake fully applied, check the effectiveness of the pawl ratchet.
5. Check that the lever is not at the end of its working travel.
6. Check for excessive corrosion, damage or insecurity.

| Item | | Reason For Refusal |
|---|---|---|
| Handbrake Operation | 1 | The handbrake lever is so positioned that it cannot be operated satisfactorily or is damaged or insecure |
| | 2 | Excessive wear or side play at the handbrake mounting/pivot or pawl |
| | 3 | Deliberate modification, inadequate repair or corrosion within 30cm of handbrake lever mounting point |
| | 4 | The lever or pawl mechanism and its associated mountings are insecure/corroded or a retaining/locking device is insecure or missing |
| | 5 | The pawl/ratchet is ineffective, damaged or broken |
| | 6 | The handbrake lever has reached the end of its working travel |
| | 7 | The lever is impeded in its travel |

**Note:** Further inspections of the handbrake mounting/area around the mounting may need to be undertaken while the vehicle is raised on the inspection hoist.

# Section A

A8 – Anti-lock braking system (ABS) and Electronic Stability Control System (ESC)

## Method of testing

**Inspection – from within the driver's compartment.**

**Examination of the anti-lock braking system:**

1. Check that a warning lamp is fitted and that:
   a. the lamp illuminates
   b. the correct sequence of operation is evident
   c. it does not indicate a fault.
2. Check that all ABS / ESC components are:
   a. fitted
   b. in good working order
   c. secure.
3. Check that any associated wiring is:
   a. in good condition
   b. correctly routed and supported
   c. not chafing any other part of the vehicle.

| Item | | Reason For Refusal |
|---|---|---|
| **Anti-Lock Braking System (ABS) / Electronic Stability System** | 1 | The warning lamp:<br>a. is missing<br>b. does not illuminate<br>c. does not follow the correct sequence of operation<br>d. indicates an ABS / ESC fault |
| | 2 | A component inappropriately repaired or modified |
| | 3 | Associated wiring incorrectly routed, inadequately supported or damaged |
| | 4 | An ESC system switch insecure or faulty |

# Section B

B1 – Steering linkages

## Method of testing

**Inspection 1 – with the road wheels on the ground and the steering wheel rotated clockwise and anti-clockwise against road resistance, examine the steering mechanism and linkages.**

**Examination:**

1. Check the steering joints for wear.
2. Check for evidence of a fracture to any of the steering components, fixings or mountings.
3. Check security, condition and alignment of all steering components, fixings or mountings.
4. Ensure that all locking or retaining devices are present.

**Inspection 2 – with the road wheels off the ground and the suspension in normal laden position, rotate the steering through its full working range.**

**Examination:**

1. Check to see if road wheels, tyres or steering components foul any part of the vehicle.
2. Check the security and effectiveness of steering lock stops.
3. Check for evidence of welded repairs or excessive heat having been applied to the steering linkages, components, fixtures or fittings.
4. Using the slip plates, assess the alignment of the front road wheels.

| Item | | Reason For Refusal |
|---|---|---|
| Steering Linkages | 1 | Relative movement exists between the steering box/idler sector shaft and the steering box arm |
| | 2 | A track rod end, drag link end or steering damper is loose or misaligned |
| | 3 | A perished, split or displaced ball joint gaiter |
| | 4 | Excessive wear at a steering joint |
| | 5 | A fixing or mounting not fully secure to the chassis |
| | 6 | Relative movement between a steering arm and its fixing/mounting point |
| | 7 | A steering component cracked, damaged or deformed |
| | 8 | An approved locking or retaining device missing |
| | 9 | A road wheel, tyre or steering linkage component fouls part of the vehicle |
| | 10 | A steering lock fails to prevent overlock, or is incorrectly adjusted, loose, damaged or insecure |
| | 11 | Evidence that a steering component has been structurally repaired, or shows excessive heat has been applied |
| | 12 | The steering geometry is obviously incorrectly aligned |
| | 13 | Excess movement in steering rack and worn tie rods |

# Section B

## B2 – Steering controls: steering wheel

### Method of testing

**Inspection – from inside the driver's compartment.**

**Examination:**

1. Ensure that the steering wheel is on the offside of the vehicle (unless the Licensing Authority has pre-approved the vehicle, and confirmation has been provided).
2. Check the steering wheel alignment is in the straight-ahead position.
3. Rock the steering from side to side and apply a slight upward and downward pressure to the rim of the wheel.
4. Note the condition of the steering wheel, spokes and rim, and check for relative movement between the steering column and the steering wheel.
5. With the road wheels in the straight-ahead position, lightly turn the steering wheel to left and right as far as possible without moving the road wheels, and note the amount of free play at the steering wheel.

| Item | | Reason For Refusal |
|---|---|---|
| Steering Controls: Steering Wheel | 1 | The steering wheel is fitted to the nearside of the vehicle (unless the Licensing Authority has pre-approved the vehicle and confirmation has been provided). |
| | 2 | The steering wheel is misaligned or not fully secured to the steering column |
| | 3 | The steering wheel to steering column securing device is not fitted |
| | 4 | The steering wheel rim, hub, or spoke(s) is fractured |
| | 5 | The steering wheel rim is cracked or damaged |
| | 6 | The steering wheel is of a type not recommended by the manufacturer |
| | 7 | Excessive radial movement at the steering wheel rim *<br><br>***Note on radial movement – not to exceed:**<br>Where the vehicle is fitted with a steering box $20^{o}$ on 15 inch (380mm) diameter wheel = 75mm on rim. Where the vehicle is fitted with a steering rack $5^{o}$ on 15 inch (380mm) diameter wheel = 13mm on rim |

# Section B

B3 – Steering controls: steering column

## Method of testing

**Inspection – conducted from within the engine compartment and within the driver's cabin.**

**Examination:**

1. Attempt to lift the steering wheel in line with the steering column.
2. Push the steering wheel away and pull back towards the driver's seat.
3. Examine the universal coupling for security, deterioration and ensure that no part of the column/universal coupling or clamping bolt fouls any other part of the vehicle.

| Item | | Reason For Refusal |
|---|---|---|
| Steering Controls: Steering Column | 1 | Excessive movement of the centre of the steering wheel in line with the steering column |
| | 2 | Excessive movement at the top of the steering column |
| | 3 | A coupling that is insecure, worn or corroded |
| | 4 | A coupling clamp bolt is loose or missing |

**Note:** Reasons for refusal 1 and 2 above – MOT method for assessing wear will be adopted.

# Section B

B4 – Steering controls: steering mechanism

## Method of testing

### Inspection 1 – inspection conducted with the vehicle raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position.

**Examination:**

1. With the road wheel off the ground and the steering rotated from lock to lock, check the steering for smoothness of operation.

### Inspection 2 – inspection conducted with the vehicle raised on a hoist with the road wheels on the ground and the steering rotated clockwise and anti-clockwise by the slip plates against the road resistance.

**Examination:**

1. Examine the steering box and idler box for wear, security and for fractures.
2. Check the sector shaft and bushes for excessive wear.
3. Check the steering and idler boxes for oil leaks.
4. Check presence and condition of steering joint gaiters.
5. Examine the condition of the vehicle structure, paneling and chassis around the steering box/idler mountings for excessive corrosion or fractures.

| Item | | Reason For Refusal |
|---|---|---|
| Steering Controls: Steering Mechanisms | 1 | Roughness, knocking or undue stiffness in the operation of the steering |
| | 2 | The steering sector shaft is cracked or twisted |
| | 3 | The sector shaft splines are worn |
| | 4 | Excessive free play within the steering box mechanism |
| | 5 | Excessive lift and/or end float of the steering box or idler sector shaft |
| | 6 | Oil leaking from the steering box or idler |
| | 7 | Steering box or idler housing fractured |
| | 8 | Steering box or idler not securely mounted |
| | 9 | Steering joint gaiter split, damaged or displaced |
| | 10 | Excessive corrosion, distortion, fracture or inadequate repair within 30cm of a steering box/idler bracket/load-bearing mounting area |

# Section B

B5 – Steering controls: power steering

## Method of testing

**Inspection – conducted with the engine running and the road wheels on the ground. Rock the steering clockwise and anti-clockwise against the road resistance.**

**Examination:**

1. Check that the system is operating.
2. Check for leaks from the system.
3. Ensure that pipes, hoses and couplings are of the correct type, secure and free from chafing.
4. With the engine off, check the security of the power steering pump and condition of the drive belt.

| Item | | Reason For Refusal |
|---|---|---|
| Steering Controls: Power | 1 | Power steering malfunctioning or inoperative |
| | 2 | Excessive fluid leak from power steering units |
| | 3 | Power steering pipe, hose or coupling not secure and/or chafing against another part of the vehicle |
| | 4 | Fluid leaking from power steering hose/pipe |
| | 5 | Inappropriate fluid pipes or unapproved equipment fitted |
| | 6 | Power steering pump insecure or drive belt damaged |
| | 7 | Unapproved modifications to the power steering system |
| | 8 | Steering rack boot insecure or torn |
| | 9 | Power steering fluid lever below the minimum indication (where this is shown) |
| | 10 | Steering components fouling or significantly misaligned |
| | 11 | An electronic power steering malfunction indicator lamp indicates a failure in the system |

# Section B

B6 – Stub axles, king pin assemblies and wheel bearings

## Method of testing

**Inspection – conducted with the vehicle raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position.**

**Examination:**

1. Check for lift/movement at the king pin assemblies.
2. Note the amount of movement at the king pin assemblies.
3. Check for the smooth action of the swivel joints and the security of any mounting of steering/suspension arms to the stub axle.
4. Examine the visible parts of the stub axles for cracks and to ensure all approved locking devices are correctly fitted.
5. Examine lower trunnion fulcrum joints for wear and to ensure locking devices are fitted and secure.
6. Examine upper trunnion pin and bushes for wear and to ensure locking devices are fitted and secure.
7. Examine the amount of lift/wear in ball joints/suspension arms.
8. Spin each front wheel to check for harshness, free running and condition of the hub bearings.

| Item | | Reason For Refusal |
|---|---|---|
| Stub Axles: King Pin Assemblies And Wheel Bearings | 1 | Excessive wear in king pin/brushes |
| | 2 | Lift between stub axles and king pin assemblies |
| | 3 | King pin insecure or locking device not fitted/insecure |
| | 4 | Excessive wear/movement in lower trunnion joint |
| | 5 | Fulcrum pin/end cap insecure or retaining locking device loose, missing or insecure |
| | 6 | Upper trunnion pin loose, worn or insecure |
| | 7 | Upper trunnion bushes worn or deteriorated |
| | 8 | Roughness or tightness in either or both front hub bearings |
| | 9 | Cracked or damaged stub axle or swivel hub assembly |
| | 10 | Excessive wear in any front suspension arm, bearing or bush |

**Note:** MOT method for assessing wear will be adopted.

# Section C

C1 – Tyres

## Method of testing

**Inspection – conducted with the vehicle raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position.**

**Examination:**

1. Check that all the tyres are of an approved type and ensure that one tyre is not of a different type of structure from another tyre on the same axle.
2. Examine each tyre, including the spare, for cuts, bulges, exposure of cords or tread separation.
3. Ensure that each tyre is correctly mounted on the wheel rim, that valve stems are correctly aligned and that valve caps are fitted.
4. Check to see if there are any nails, stones etc embedded in the tread.
5. Check that each tyre is correctly inflated to manufacturer's specification.
6. Check the condition of the tread pattern over the whole of the breadth and circumference of the tyre.
7. Measure the tread depth.
8. Check to see if any part of a tyre fouls any other part of the vehicle.

| Item | | Reason For Refusal |
|---|---|---|
| Tyres | 1 | Unapproved tyre fitted |
| | 2 | Tyre structure of different types on same axle |
| | 3 | Incorrectly mixed cross-ply, radial-ply or bias-belted tyres |
| | 4 | A tyre having:<br>a. a cut 12mm long or more, or deep enough to reach the cords<br>b. a lump, tear or bulge, or tread lifting, or if any ply or cord is exposed |
| | 5 | Tread pattern worn unevenly |
| | 6 | A seriously damaged, deteriorated or misaligned valve stem |
| | 7 | Tyre is not inflated to the manufacturer's specification |
| | 8 | Tread pattern is not at least 1.6mm in depth throughout the complete circumference and breadth of the tyre |
| | 9 | Tyre fouling any part of the vehicle |
| | 10 | A tyre marked 'NHS', 'NOT FOR HIGHWAY USE' or similar |
| | 11 | An asymmetric with sidewall marked 'OUTER' fitted with the marking to the inner side of the wheel |
| | 12 | A tyre pressure monitoring system:<br>(a) obviously inoperative<br>(b) warning lamp indicates a system malfunction |

# Section C

C2 – Road wheels

## Method of testing

**Inspection – conducted with the vehicle raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position.**

**Examination:**

1. Examine each wheel for cracks, general condition, damage or distortion (run out).
2. Examine each wheel for damage or distortion to the bead rim.
3. Examine the security of the road wheels ensuring that all retaining nuts are fitted (cannot be checked if wheel trims are fitted).
4. Examine the condition of the wheel-fixing studs and nut recesses.
5. Check that the spare wheel is secure or, where externally mounted, the spare wheel and carrier.
6. Where vehicles are manufactured without a spare tyre, check for appropriate alternative – run-flat tyres or self-healing foam.

| Item | | Reason For Refusal |
|---|---|---|
| Road Wheels | 1 | A road wheel cracked, damaged or distorted, run-out apparent |
| | 2 | A rim bead so damaged or distorted that it affects the fitment of the tyre |
| | 3 | A wheel-retaining nut loose, missing or insecure (where applicable) |
| | 4 | Wheel-mounting studs damaged, worn or stud holes enlarged |
| | 5 | Spare wheel missing or insecure (where applicable) |
| | 6 | Spare wheel carrier insecure (where applicable) |
| | 7 | Where spare wheel not fitted, the alternatives of having run-flat tyres or self-healing tyre foam are missing or defective |

# Section C

C3 – Rear hub bearings

## Method of testing

**Inspection – conducted with the vehicle raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position.**

**Examination:**

1. Rotate the rear wheels to check for smooth running of the wheel bearings.
2. Assess each bearing for excessive free movement/security of bearing housing.
3. Assess the bearing end float.

| Item | | Reason For Refusal |
|---|---|---|
| Rear Hub Bearings | 1 | Wheel bearing rough or noisy in operation |
| | 2 | Evidence of excessive free movement/wear |
| | 3 | Excessive end float |
| | 4 | Bearing housing not fully secure |

**Note:** MOT method for assessing wear will be adopted.

# Section D

D1 – Condition of chassis

## Method of testing

**Inspection – conducted with the vehicle raised on a suitable hoist.**

**Examination:**

1. Examine main chassis members and cross members for deformation, cracks, fractures and corrosion.
2. Examine welds, securing bolts and rivets for soundness and security.
3. Ensure that suspension bearing cross members are fully secure to the main chassis.
4. Check to ensure the structure of the chassis is sound and that there is no damage, corrosion or evidence of any fractures within the prescribed areas.
5. Check for repairs carried out to the chassis/cross members.

| Item | | Reason For Refusal |
|---|---|---|
| Condition of Chassis | 1 | A fracture, corrosion or evidence of cracking to any of the main chassis members or cross members |
| | 2 | Deformation of any main chassis or member or cross member |
| | 3 | Main suspension cross member not fully secure |
| | 4 | Evidence of corrosion, cracking or fracture within a prescribed area * |
| | 5 | Any repair to the chassis or cross member that has not been certificated or approved |
| | 6 | Insecurity of fixings, mountings |

* Only chassis weld repairs carried out by the vehicle manufacturer and certified to meet BS 5135: 1984 are permitted.

**Note:** With reference to reason for refusal no. 4, MOT manual refers to 'any deliberate modification, corrosion, damage, cracks or inadequate repair of a load-bearing body or chassis member which seriously affects its strength within 30cm of the body mounting'. Only chassis weld repairs carried out by the vehicle manufacturer and certified to meet BS 5135: 1984 are permitted. 23

# Section D

D2 – Underpanels, sills and body mountings

## Method of testing

### Inspection – conducted with the vehicle raised on a suitable hoist

**Examination:**

1. Examine, for corrosion, cracks and to assess security, the:
   a. driver's floor pan and seat-mounting panel
   b. luggage compartment floor panel
   c. centre partition box member
   d. rear body mounting cross member
   e. rear passenger seat panel
   f. boot floor panel.
2. Examine the condition of the body support members, mountings and packing.
3. Passenger compartment floorboard retainers.
4. Examine the condition of the passenger step guides (where applicable):
   a. repairs are accepted to sills and panels if plated and welded
   b. repairs to the driver's seat mounting panel are not permitted.

| Item | | Reason For Refusal |
|---|---|---|
| Underpanels, Sills and Body mountings | 1 | Any floor pan, mounting panel, box member, cross member or seat panel that is corroded, cracked or insecure |
| | 2 | Broken, loose or missing body mounting, bolt or packing |
| | 3 | Passenger compartment floorboards are insecure or sealing strips are displaced or missing |
| | 4 | Sill panel corroded and holed |
| | 5 | Securing bolts missing or loose |
| | 6 | Panel not treated to give adequate protection from the elements |
| | 7 | Passenger step guides broken or damaged |

# Section D

D3 – Exhaust system

## Method of testing

**Inspection – conducted with the vehicle raised on a suitable hoist.**

**Examination:**

1. Examine the system for condition: security and leaks.
2. Assess the effectiveness of silencers.
3. Check that the system does not foul any part of the vehicle.
4. Check that the type of system is compatible to the type of engine fitted.
5. Check that any modified exhaust system meets current Euro 3 requirements and that the appropriate certificate has been presented.

| Item | | Reason For Refusal |
|---|---|---|
| Exhaust System | 1 | Exhaust manifold flange loose, broken and/or fixing nuts missing |
| | 2 | System is not fully secured to the vehicle or an exhaust mount is missing |
| | 3 | Silencer in a poor condition |
| | 4 | System leaking or positioned so that fumes may enter the driver or passenger compartment |
| | 5 | System holed, damaged or corroded |
| | 6 | Evidence of the exhaust system fouling another part of the vehicle |
| | 7 | Undue noise, resonance or vibration |
| | 8 | Unapproved or incompatible exhaust system fitted |
| | 9 | Modified exhaust system does not meet Euro 3 emission standards or appropriate certification has not been presented |
| | 10 | A catalytic converter or Particulate filter missing where one was fitted as standard |

# Section D

D4 – Engine underparts

## Method of testing

### Inspection – conducted with the vehicle raised on a suitable hoist.

**Note:** Some mountings/bearers may need to be examined from within the engine bay.

**Examination:**

1. Examine the condition and security of engine mountings and associated bearer brackets for security, any fracture damage or corrosion.
2. Check for oil leaks.
3. Check for coolant leaks.
4. Ensure that any alternative engine/associated components that have been fitted comply with the vehicle manufacturer's guidelines.

| Item | | Reason For Refusal |
|---|---|---|
| Engine Underparts | 1 | Engine mountings and/or bearer brackets perished, incomplete, insecure, oil-saturated, misaligned or fractured |
| | 2 | Oil leaking from any part of the engine *† |
| | 3 | Coolant leaking from the engine, radiator or hoses |
| | 4 | Alternative engine and/or associated components fail to comply with the vehicle manufacturer's guidelines |
| | 5 | Excessive engine noise, resonance, vibration or engine misfires |

***** Oil must not leak at a rate that will leave oil on the roadway.
**†** Oil must not leak from the vehicle when in motion at a rate that deposits a coating on the underside of the vehicle, braking or exhaust system.

# Section D

D5 – Clutch, gearbox and automatic transmission underparts

## Method of testing

**Inspection – conducted with the vehicle raised on a suitable hoist.**

**Examination:**

1. Examine the condition and security of gearbox/automatic transmission mountings and associated bearer brackets.
2. Check gearbox/automatic transmission, oil cooler and associated pipes and filter for oil or fluid leaks.
3. Check that all pipes and hoses are of an approved type and correctly routed and secured.
4. Check condition of automatic transmission inhibitor switch and control linkage.
5. Where appropriate, check the condition of the clutch slave cylinder, hoses and pipes.
6. Check the security of the gearbox/automatic transmission to the engine.
7. Ensure that any alternative gearbox/automatic transmission or components that have been fitted, comply with all relevant guidelines and that the appropriate certification has been presented.
8. Check the condition of the anti-slip provisions of the pedal pad and whether the pad is secure to the pedal.

| Item | | Reason For Refusal |
|---|---|---|
| Clutch, Gearbox and Automatic Transmission Underparts | 1 | Gearbox/automatic transmission flexible mounting perished, oil-saturated, incomplete, insecure or collapsed |
| | 2 | Insecure, deteriorated or fractured mounting brackets |
| | 3 | Fixing/coupling/mounting bolts loose or missing |
| | 4 | Oil leaking from gearbox/automatic transmission, oil cooler and/or associated pipes, hoses or couplings*† |
| | 5 | Pipes or hoses incorrectly routed, chafing, twisted or insecure |
| | 6 | Inhibitor switch or control linkage defective, loose or faulty |
| | 7 | Associated mechanical connections loose or insecure |
| | 8 | Bell housing cracked, bolts loose or missing |
| | 9 | Alternative gearbox/automatic transmission and/or associated components fail to satisfy the vehicle manufacturer's guidelines. |
| | 10 | Anti-slip pad is missing, insecure or worn smooth |

***** Oil/fluid must not leak at a rate that will leave oil on the roadway.
**†** Oil/fluid must not leak from the vehicle when in motion at a rate that deposits a coating on the underside of the vehicle, braking or exhaust system.

# Section D

D6 – Rear axle

## Method of testing

**Inspection – conducted with the vehicle raised on a suitable hoist.**

**Examination:**

1. Examine axle casing for cracks or defective welds.
2. Examine rear axle assembly for oil leaks, security and condition.
3. Check pinion flange for condition and security.
4. Check axle breather condition and security.

| Item | | Reason For Refusal |
|---|---|---|
| Rear Axle | 1 | Axle casing cracked |
| | 2 | Defective or cracked casing wheels |
| | 3 | Cracked, fractured or insecure spring saddle |
| | 4 | Oil leaking from axle casing/bearing seals *† |
| | 5 | Assembly misaligned, 'U' bolts broken or of an incorrect type |
| | 6 | Saddle packing not fitted (where applicable) |
| | 7 | Axle breather missing or ineffective through congealed dirt |

***** Oil/fluid must not leak at a rate that will leave oil on the roadway.
**†** Oil/fluid must not leak from the vehicle when in motion at a rate that deposits a coating on the underside of the vehicle, braking or exhaust system.

# Section D

D7 – Prop shaft/drive shafts

## Method of testing

**Inspection – conducted with the vehicle raised on a suitable hoist.**

**Examination:**

1. Examine universal couplings for:
   a. alignment of yokes
   b. wear in needle roller bearings
   c. loose bearing cups in yoke eyes
   d. condition and security of circlips
   e. security of coupling flange bolt.
2. Check sliding joint for wear.
3. Check the condition of the centre bearing/carrier (where applicable).
4. Ensure there is sufficient clearance between the gearbox end casing dust shield and the face of the prop shaft.
5. Where an alternative engine and or gearbox/automatic transmission has been fitted, ensure that the prop shaft is compatible and complies with the vehicle manufacturer's guidelines.
6. Inspect condition of drive shafts/constant velocity joints and boots.

| Item | | Reason For Refusal |
|---|---|---|
| Prop Shaft/Drive Shafts | 1 | Universal coupling yokes misaligned |
| | 2 | Needle roller bearings rusted or worn |
| | 3 | Bearing cups loose in yoke eyes |
| | 4 | Bearing cup retaining circlips missing, broken or incorrectly located |
| | 5 | Coupling flange bolts missing, loose or not locked in an approved manner or bolt holes are worn |
| | 6 | Sliding joints/splines excessively worn |
| | 7 | Centre prop shaft carrier bracket insecure, mounting rubber deteriorated or centre bearing worn/noisy |
| | 8 | Locking grub screw loose or missing |
| | 9 | Incorrect type of prop shaft fitted |
| | 10 | Constant velocity joint worn |
| | 11 | CV boot torn, leaking or insecure |
| | 12 | A belt drive shaft support bearing |
| | 13 | A drive shaft bent or damaged |
| | 14 | A drive shaft severely cracked or breaking up, softened by oil contamination, insecure or fouling any other part of the vehicle |

# Section D

D8 – Fuel tank and pipelines

## Method of testing

**Inspection – conducted with the vehicle raise on a suitable hoist (one item as part of 'floor/walk round').**

**Examination:**

1. Examine the fuel tank for security of mounting and leaks.
2. Ensure that an approved type of fuel cap and cap seal have been fitted and that the fuel filler hose is correctly fitted, in good condition and free from leaks.
3. Where applicable, check the condition and the security of the breather hose.
4. Check fuel feed and return pipes:
   a. for leaks
   b. for correct routing
   c. for security
   d. to ensure that pipes and hoses are free from kinks, dents and chafing.
5. Check the condition of the wiring to the fuel gauge tank unit.
6. Check for any accumulation of spilt fuel.
7. Where the vehicle is fitted with a petrol engine, check for the presence and security of a carburettor drip tray and drain tube.
8. Where applicable, check the exhaust heat shield.
9. Check accessibility and operation of the emergency fuel shut-off device *.
   Check that the emergency fuel cut-off instructions are correctly placed and legible.

| Item | | Reason For Refusal |
|---|---|---|
| Fuel Tank and Pipelines | 1 | Fuel tank insecure or leaking |
| | 2 | Fuel tank mounting or supports insecure |
| | 3 | Unapproved fuel filler cap or cap seal is missing |
| | 4 | Filler hose loose or fractured, perished or leaking |
| | 5 | Breather hose missing or incorrectly fitted |
| | 6 | Fuel leaking from pipeline, hoses or coupling |
| | 7 | Fuel pipe not securely fitted, dented, incorrectly routed or fouled by any moving part |
| | 8 | Fuel gauge tank unit wiring in poor condition or not adequately protected |
| | 9 | Any accumulation of split fuel |
| | 10 | Carburetor drip tray/drain pipe not fitted |
| | 11 | Exhaust heat shield not fitted or in a poor condition |
| | 12 | Emergency fuel cut-off device inaccessible or is leaking |
| | 13 | Fuel cut-off device instructions illegible |

* Petrol and/or LPG vehicles must have both petrol and gas taps or switches externally fitted.

# Section D

D9 – Front suspension

## Method of testing

### Inspection 1 – conducted with the vehicle positioned on the suspension performance tester, raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position.

**Examination:**

1. Check that the correct type of shock absorbers and arms have been fitted.
2. Check shock absorbers for:
   a. leaks
   b. end float
   c. security of arms on cross shafts
   d. security of mounting
   e. presence and condition of buffers.
3. Check coil springs for breaks/cracks.
4. Check coil spring pans for distortion, cracks and security.
5. Check lower suspension wishbone arms for security, distortion wear in any bush eye and condition of bushes.
6. Check the security and condition of any anti-roll bar where applicable.
7. Check the security and condition of all suspension linkages.
8. Check the security and wear at upper and lower suspension arms/wishbones, trailing arms, radius arms, tie-rods, Panhard rods, torque reaction arms, anti-roll bars and linkages.

### Inspection 2 – position the front wheels on the suspension performance tester.

**Examination:**

1. Use the suspension performance tester to evaluate the suspension performance

**See page 43 for table.**

# Section D

D9 – Front suspension

| Item | | Reason For Refusal |
|---|---|---|
| Front Suspension | 1 | Front suspension deflection rates show that there is an imbalance of more than 29% between L/H and R/H suspensions |
| | 2 | Shock absorber leaking |
| | 3 | Shock absorber cross shaft end float |
| | 4 | Suspension arms loose on cross shaft |
| | 5 | Shock absorber(s) not fully secure |
| | 6 | Rubber buffers broken or missing |
| | 7 | Coil spring broken or weak |
| | 8 | Coil spring pan distorted, insecure or fractured |
| | 9 | Lower wishbone arm insecure |
| | 10 | Lower suspension wishbone fulcrum shaft insecure |
| | 11 | Anti-roll bar not fitted, mountings and/or linkages not fitted, worn or insecure |
| | 12 | Cracked, fractured or distorted suspension arm |
| | 13 | Undue or excessive free movement or wearing in any pin, bush or ball joint that is outside manufacturer's tolerances |
| | 14 | Excessive corrosion, distortion, fracture or inadequate repair in any load-bearing structure within 30cm of a suspension component mounting point |
| | 15 | Top wishbone bushes worn |
| | 16 | A suspension component with an inappropriate repair, or a modification which has seriously weakened the component |
| | 17 | Excessive play in a MacPherson strut sliding bush or gland |
| | 18 | Excessive movement in a MacPherson strut upper support bearing assembly |

# Section D

D10 – Rear suspension

## Method of testing

**Inspection 1 – conducted with the vehicle positioned on the suspension performance tester, raised on a hoist with the road wheels off the ground and the suspension supported in the normal laden position**

**Examination:**

1. Check the condition and security of:
   a. rear road spring mounting brackets
   b. rear shock absorbers and mountings.
2. Check the condition of multi-leaf road springs where appropriate.
3. Examine any single leaf composite road spring for:
   a. longitudinal and transverse cracks
   b. impact damage
   c. condition of eye ends.
4. Check the condition of spring anchor brackets, shackles, shackle pins and bushes.
5. Check the condition of the bump/rebound rubbers.
6. Where applicable, check that any rear coil springs are correctly located and that the springs are not damaged or cracked.
7. Check suspension arms/linkages for cracks, fractures, distortion, corrosion and wear.
8. Ensure rear suspension arms/linkages are fully secure.
9. Check that the carriage entry step height does not exceed 38cm.

**Inspection 2 – position the rear wheels on the suspension performance tester.**
**Examination:**

1. Use the suspension performance tester to evaluate the suspension performance.

**See page 45 for table**

# Section D

D10 – Rear suspension

| Item | | Reason For Refusal |
|---|---|---|
| Rear Suspension | 1 | Rear suspension deflection rates show that there is an imbalance of more than 29% between L/H and R/H suspensions |
| | 2 | Rear road spring mounting brackets worn or insecure |
| | 3 | Anti-roll bar broken, distorted or detached |
| | 4 | Anti-roll bar mounting and or linkages worn or insecure |
| | 5 | Rear shock absorber not secure to chassis, or incorrect type of shock absorber fitted |
| | 6 | Rear shock absorber arm loose to shaft, end float or lift |
| | 7 | Evidence of fluid leakage |
| | 8 | Incorrect type of road spring fitted |
| | 9 | Rear road spring leaf broken or leaves worn, misaligned or weak * |
| | 10 | Rubber buffers and rebound clips loose, broken or missing |
| | 11 | 'U' bolts or centre bolt loose or broken |
| | 12 | Main leaf eye broken or worn * |
| | 13 | Composite spring leaf cracked or damaged * |
| | 14 | Loose or badly corroded eye ends * |
| | 15 | Any shackle pin or brush worn or loose in the anchor bracket, shackle or spring eye; absence or incorrect fitment of shackle pin locking device |
| | 16 | Absence or incorrect fitment of shackle pin locking device |
| | 17 | Fractured or cracked rear coil spring * |
| | 18 | Coil spring incorrectly located |
| | 19 | Coil spring mounting cracked or insecure * |
| | 20 | Suspension arm/linkage:<br>a. cracked, insecure or fractured<br>b. severely distorted<br>c. weakened by corrosion or wear<br>d. missing or insecure locking device |
| | 21 | Anti-roll bar not fitted or insecure |
| | 22 | Excessive corrosion, distortion, fracture or inadequate repair in any load-bearing structure within 30cm of a suspension component mounting point |
| | 23 | Rear entry step height exceeds 38cm |

* Localised surface damage extending more than 25% of the spring width or more than 2mm in depth.

# Section E

E1 – Engine compartment

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check that the bonnet can be released and that the primary and secondary/safety catches are fitted and operate correctly; check security of fixings/hinges.
2. Where applicable, ensure that bonnet prop is fitted and is in a serviceable condition.
3. Check that brake/clutch fluid and power steering reservoir levels are correct and that appropriate caps are fitted to the respective reservoirs.
4. Check for fluid/oil/fuel leaks.
5. Check the security of the battery, including any associated cables/wiring.
6. Check security and condition of wiring/fuse boxes.
7. Check that fuel cut-off devices are correctly fitted, operating correctly and that the appropriate signs/operating instructions are attached.
8. Check the condition of the inner wing/bulkhead panels.
9. Ensure that a horn is fitted securely.

| Item | | Reason For Refusal |
|---|---|---|
| Engine Compartment | 1 | Bonnet cannot be opened * |
| | 2 | Primary or secondary safety catch not fitted or is defective |
| | 3 | Bonnet hinges/fixings missing, damaged or worn to excess |
| | 4 | Bonnet prop not fitted or is unserviceable |
| | 5 | Clutch, brake or PAS fluid levels low |
| | 6 | Inappropriate cap fitted to brake, clutch or PAS reservoir |
| | 7 | Evidence of fluid, oil or fuel leaks |
| | 8 | Battery or wiring/cables insecure |
| | 9 | Wiring damaged, chafed or insecure |
| | 10 | Fuse box damaged or insecure |
| | 11 | Fuel cut-off device missing, inoperative or an appropriate sign or notice is missing |
| | 12 | Inner wing or bulkhead panels corroded, cracked or damaged |
| | 13 | Horn not fitted or is insecure |

* VOSA guidelines state that being unable to open a bonnet is a reason for refusing to carry out an MOT.

# Section F

F1 – Obligatory front and rear side lamps and obligatory fog lamp

## Method of testing

**Inspection – conducted with the vehicle standing on a level surface, with the front and rear obligatory (sidelights) switched on.**

**Examination:**

1. Check front:
   a. side and headlamp units for condition and security
   b. both sidelights show a diffused light of equal intensity.
2. Check rear:
   a. both lamps are illuminated and show a red diffused light of equal brilliance
   b. lamp lenses for condition, security and protection from the elements
   c. index plate lamp(s) is/are illuminated, efficient, in good condition, secure and do not show a direct white light at the rear
   d. ensure that the lamps do not flicker when tapped lightly by hand.
3. With the headlamps illuminated in the dipped mode and the rear fog lamps(s) switched on, check that:
   a. the fog lamp shows a clear red light and the warning/'tell-tale' on the switch or instrument panel is illuminated
   b. the lamp(s) is/are correctly and securely mounted
   c. lamp lenses are approval-marked
   d. the lamps cannot be illuminated by an application of the footbrake
   e. the lamps do not flicker when tapped lightly by hand.

**See page 48 for table.**

# Section F

F1 – Obligatory front and rear side lamps and obligatory fog lamp

| Item | | Reason For Refusal |
|---|---|---|
| Obligatory Front and Rear Side Lamps and Obligatory Fog Lamp | 1 | Front side/headlamp unit deteriorated or insecure |
| | 2 | Either/both front side lamps inoperative – fail to show a white diffuser light |
| | 3 | Either or both headlamps fail to illuminate in the dim-dipped mode where applicable |
| | 4 | Either or both rear lamps inoperative – fail to show a red diffused light of equal intensity |
| | 5 | Rear lamp lens/lenses do not carry the appropriate approval mark, faded, discoloured, cracked, broken, insecure or missing |
| | 6 | Rear index plate lamp shows a direct white light at the rear or lamp(s) inoperative or ineffective or lens missing or lens/lenses do not carry the appropriate approval mark |
| | 7 | A lamp flickers when tapped lightly by hand |
| | 8 | Rear fog lamp missing or flickers when tapped lightly by hand |
| | 9 | Rear fog lamp is inoperative or operates other than with the headlamps in the dipped mode |
| | 10 | Rear fog lamp fails to emit a diffused red light and/or warning/tell-tale lamp is inoperative |
| | 11 | Rear fog lamp(s) not mounted securely |
| | 12 | Rear fog lamp lens/lenses do not carry the appropriate approval mark |
| | 13 | A rear fog lamp is illuminated by application of the footbrake |
| | 14 | The operation of an obligatory lamp is affected by the operation of another lamp |
| | 15 | Rear number (index) plate lamp does not illuminate simultaneously with the position lamps |

# Section F

F2 – Obligatory and additional stop lamps

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface, with the ignition switched on and the footbrake applied

**Examination:**

1. Ensure obligatory stop lamps are fitted.
2. Check the functioning of the stop lamps.
3. Check the function of the stop lamps and rear lamps with the obligatory lamps (side lamps)illuminated.
4. Check that the lamps do not flicker when tapped lightly by hand.

| Item | | Reason For Refusal |
|---|---|---|
| Obligatory And Additional Stop Lamps | 1 | An obligatory stop lamp is not fitted |
| | 2 | One or both of the obligatory stop lamps:<br>a. does not illuminate when the footbrake is applied<br>b. is incomplete/not in good working order/damaged or deteriorated<br>c. light does not remain steady when the footbrake is applied or remains illuminated after the footbrake has been released |
| | 3 | Obligatory stop lamps fail to show a diffused red light of equal intensity |
| | 4 | Stop lamps become inoperative when side lights switched on |
| | 5 | Rear side/tail/number plate lamp fails when the footbrake is applied |
| | 6 | A brake lamp flickers when tapped lightly by hand |
| | 7 | Stop lamp not facing rearwards |
| | 8 | Additional stop lamp not working |
| | 9 | Less than 50% of light sources illuminating |
| | 10 | Obscured so that less than 50% of lamp illuminating surface is visible from rear |
| | 11 | Not visible from a reasonable distance due to excessive damage, deterioration, or having products on the lens or light source |

# Section F

F3 – Obligatory and additional red reflectors

## Method of testing

**Inspection – conducted with the vehicle standing on a level surface.**

**Examination:**

1. Examine the condition of obligatory red reflectors incorporated in the lamp cluster.
2. Examine the condition and fixing of any additional approved red reflectors.

| Item | | Reason For Refusal |
|---|---|---|
| Obligatory And Additional Red Reflectors | 1 | Reflector missing, broken, cracked, faded or not approval-marked |
| | 2 | A pair of reflectors that are not approval-marked, fitted in an unapproved position, broken or cracked |
| | 3 | Reflective tape affixed to the rear of the vehicle/bumper |
| | 4 | Obscured so that less than 50% of reflecting surface is visible from the rear |

# Section F

F4 – Obligatory headlamps

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination**

1. Switch on headlamps to main beam and check that the main beam indicator lamp is illuminated.*
2. Operate the dip switch and check that the headlamps both dip to the nearside.
3. Check by switching from main beam to dipped beam that respective filaments are illuminated.
4. Where applicable, check that dim-dipped headlamps operate correctly.
5. Check that the headlamps when illuminated show a white diffused light of equal brilliance and that the lamps do not flicker when tapped lightly by hand.
6. Check headlamps
   a. for condition
   b. for security
   c. for correct mounting
   d. are a matched pair (not the same beam pattern, differently assembled, different output [wattage], etc.)
   e. are approval-marked.
7. Check condition and security of headlamp rims and bezels.
8. Check headlamp aim on main or dipped beam using correctly calibrated beamsetter.

| Item | | Reason For Refusal |
|---|---|---|
| Obligatory Headlamps | 1 | Headlamps fail to operate correctly, switch faulty or lamps fail to illuminate immediately when switched on* |
| | 2 | Light output is well below that required to illuminate the road |
| | 3 | Headlamps fail to operate in the dim-dipped mode (where applicable) |
| | 4 | Headlamp lens is cracked or broken |
| | 5 | Headlamp assembly is insecure |
| | 6 | Headlamp incorrectly located in housing |
| | 7 | Headlamps are not a matched pair |
| | 8 | Headlamp sealing rings deteriorated or missing |
| | 9 | A headlamp lens is not approval-marked |
| | 10 | Any rim or bezel missing or damaged |
| | 11 | Headlamps not aligned, or aim is incorrectly set |
| | 12 | Headlamp levelling or cleaning device inoperative or otherwise obviously defective |

*Headlamps must emit a predominantly white light.

# Section F

F5 – Obligatory headlamps: headlamp aim

## Method of testing

**Inspection – the vehicle and the beamsetter should be located on the special headlamp aim checking area within the test premises/lane.**

**Examination:**
Align the headlamp beamsetter in from each headlamp in turn, and with the headlamp emitting the dipped beam or the main beam as appropriate (see note below), determine the gradient percentage of the highest intensity of the beam relative to the plane on which the vehicle is standing.

**Note:** Headlamps fall into three categories as follows:

I. European-type headlight – checked on dipped beam (see graphic on page 44)
II. British/American-type headlamp – checked on dipped beam (see graphic on page 45)
III. British/American-type headlamp – checked on main beam (see graphic on page 46).

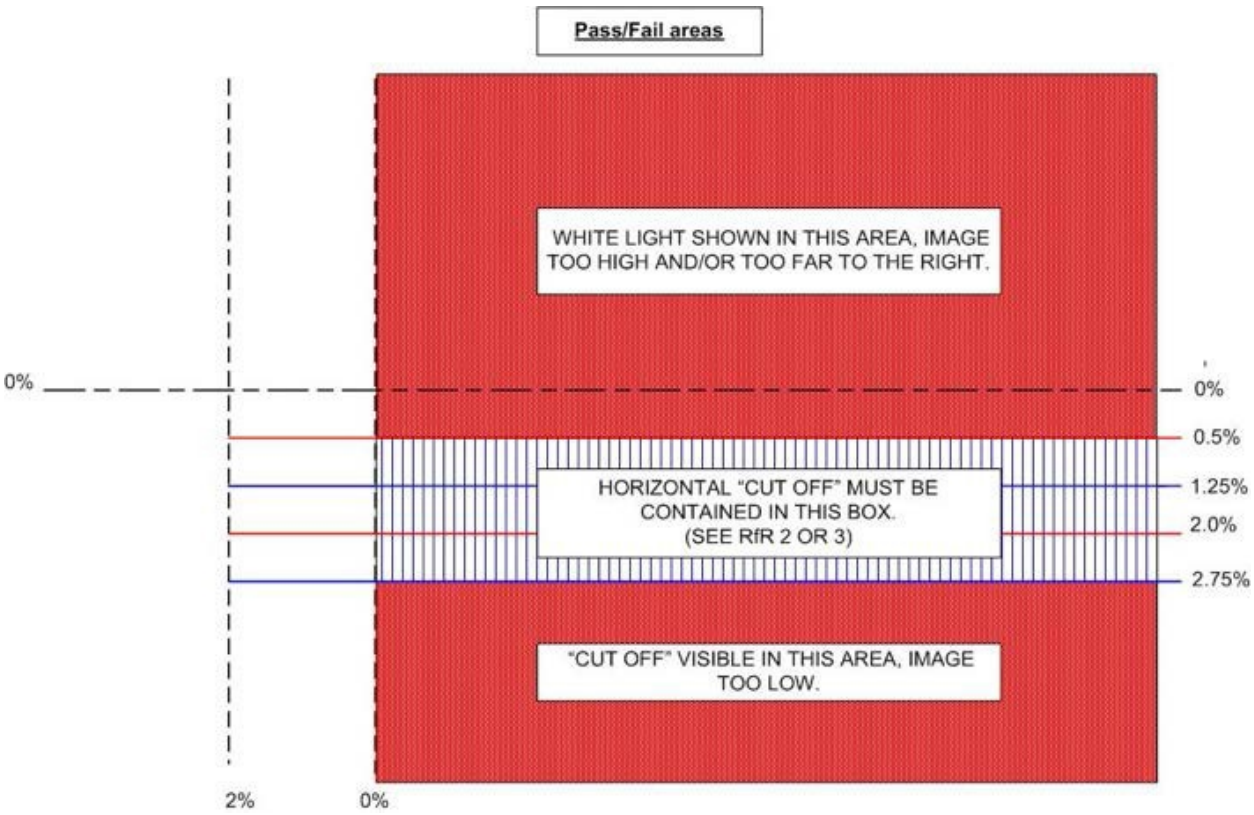
| Item | | Reason For Refusal |
|---|---|---|
| European- Type (Checked On Dipped Beam) | 1 | For headlamps whose centre is not more than 850mm above the ground and the horizontal cut-off line does not lie between the 0.5% and 2.75% horizontal line |
| | 2 | For headlamps whose centre is more than 850mm above the ground and the horizontal cut-off line does not lie between the 1.25% and 2.75% horizontal line |
| | 3 | The beam image 'kick up' is not visible |
| | 4 | White light shows in the zone formed by the 0% vertical and 0.5% horizontal lines |
| British/American -Type (checked on Dipped Beam | 1 | The upper edge of the hot spot does not lie between the 0% and 2.75% horizontal lines |
| | 2 | The right-hand edge of the hot spot does not lie between the 0% and 2% vertical lines |
| British/American-Type (Checked On Main Beam) | 1 | For headlamps whose centre is not more than 850mm above the ground and the hot spot centre does not lie between the 0% and 2% vertical line |
| | 2 | For headlamps whose centre is more than 850mm above the ground and the hot spot centre does not lie between the 0% and 2.75% horizontal lines |
| | 3 | The centre of the hot spot does not lie between the 0% and 2% vertical lines |
| | 4 | When dipped, the brightest part of the image does not move downwards |
| | 5 | Headlight beam diffused or no pattern |

# Section F

## F6 – European-type headlamp

**Inspection – checked on dipped beam.**

The lens will be an asymmetric dipped beam pattern with a distinctive horizontal cut-off on the right and a visible wedge of light above the horizontal (the 'Kick up') towards the left. The lens may carry a European approval mark.




Check on dipped beam and determine that:

a) The junction of the 15° cut-off and horizontal cut-off lies between the 0% and 2% vertical lines

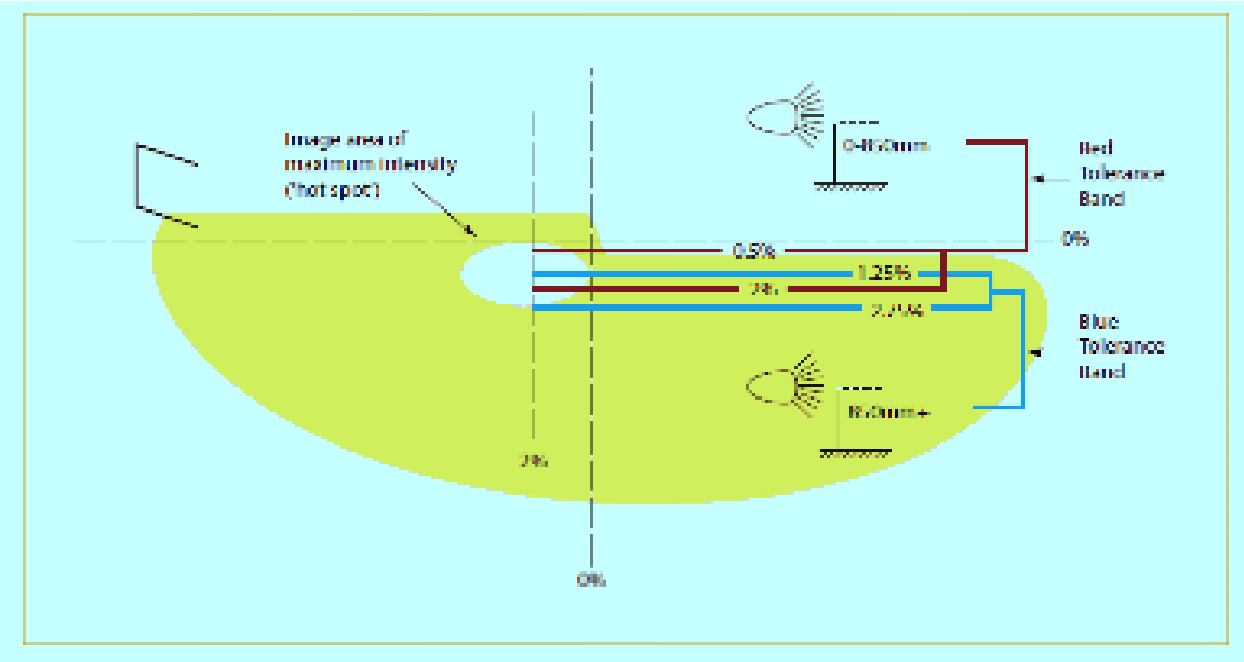
b) The position of the horizontal cut-off line must lie between:

the 0.5% and 2.0% boundary lines – shown on the screen in red – for headlamps whose centre is not more than 850mm above the ground
1.25% and 2.75% boundary lines – shown on the screen in blue – for headlamps whose centre is more than 850mm above the ground.

# Section F

## F7 – British/American-type headlamp (dipped beam)

**Inspection – checked on dipped beam.**
The lens is usually circular and of a sealed beam construction. It may be marked with an 'E' or a '2' and may also have an arrow. On dipped beam it will produce a pattern similar to the figure below:



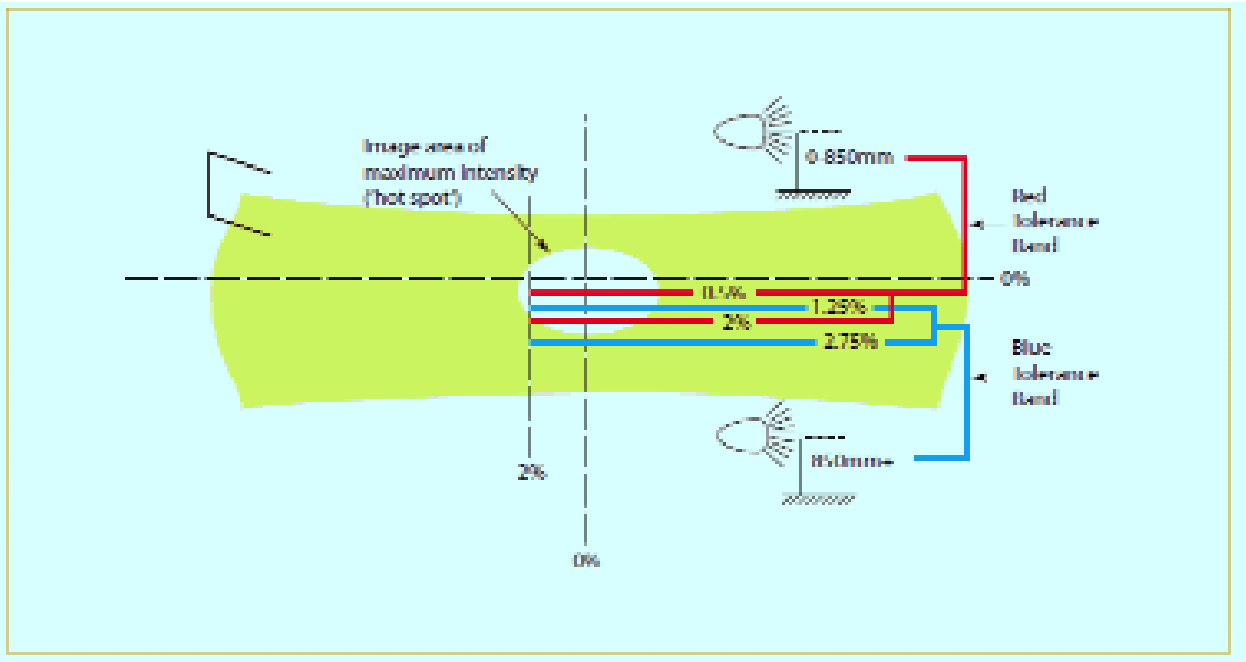

Check on dipped beam and determine that:

a) the upper edge of the hot spot lies between the 0% and 2.75% horizontal lines shown on the screen
b) the right-hand edge of the hot spot lies between the 0% and 2% vertical line.

# Section F

## F8 – British/American-type headlamp (main beam)

**Inspection – checked on main beam.**
The lens of this type of headlamp is circular and likely to be of the sealed beam construction. It may be marked with a '1' and an arrow. It will not have a 'C' above either an 'E' or 'e'. The dipped beam pattern will not match either of the figures shown on the previous pages but the main beam will be similar to the figure below:




Check on main beam and determine that:

a) the centre of the hot spot lies between the 0% and 2% vertical lines
b) for headlamps whose centres are not more than 850mm above the ground, the hot spot centre lies between the 0% and 2% horizontal lines
c) for headlamps whose centres are more than 850mm above the ground, the hot spot centre lies between the 0% and 2.75% horizontal lines.

# Section F

F9 – Direction indicators and hazard warning lights

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. With the ignition switched on and the direction indicators operated in turn, check that all obligatory lamps are fitted, and that the pulse rate of the indicators and repeater lamps is between 60 and 120 times per minute.
2. Check that the indicators operate correctly.
3. Ensure that the indicator warning/tell-tale lamp operates correctly.
4. Check all lenses for colour, condition, security, protection from the elements and approval marks.
5. Turn on the hazard warning device and ensure that all indicators flash in phase and that the tell-tale lamp is operating correctly (ensure that hazard lamps operate with ignition switched on and off).

| Item | | Reason For Refusal |
|---|---|---|
| Direction Indicators and Hazard Warning Lights | 1 | An obligatory direction indicator or repeater lamp not fitted |
| | 2 | Indicator or repeater lamp inoperative or has a pulse rate less than 60 times per minute or more than 120 times per minute |
| | 3 | Direction indicator lamp, repeater lamp or indicator switch defective |
| | 4 | Direction indicator or hazard warning/tell-tale lamp inoperative |
| | 5 | An indicator lens has faded, is missing, insecure, cracked, broken, not adequately sealed from the elements or not approval-marked |
| | 6 | Hazard warning device or switch fails to operate correctly |
| | 7 | Inoperative or less than 50% of light sources illuminating |
| | 8 | Obscured so that less than 50% of the lamp surface is visible from the front or rear as appropriate |
| | 9 | Not visible from a reasonable distance due to excessive damage, deterioration, or having products on the lens or light source |
| | 10 | Shows light of an incorrect colour |

# Section F

F10 – Additional lamps

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check the operation, security, effectiveness and condition of:
   a. reversing lamps (where fitted)
   b. front fog lamps
   c. long-range driving lamps.

| Item | | Reason For Refusal |
|---|---|---|
| Additional Lamps | 1 | Reversing lamp or lamps fail to operate correctly, is/are insecure or fail(s) to switch off when neutral or a forward gear is selected |
| | 2 | Front fog lamp or lamps fail to operate correctly |
| | 3 | Long-range driving lamps fail to operate correctly |

# Section G

G1 – Driver's controls/fire extinguisher

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check the condition and security of the driver's seat.
2. Check the condition and security of the driver's seat belt.
3. Check the operation of:
   a. the horn
   b. instrument lamps
   c. main beam warning light
   d. fog lamp warning/tell-tale
   e. screen washers and wipers
   f. the automatic transmission inhibitor switch and reverse lock
   g. any external mirror adjustment.

4. Check the condition and security of the internally mounted rear-view mirror.
5. Check the condition and security of the partition, partition glass and any opening/ sliding section of the partition glass and/ or fixtures.
6. Ensure that any fire extinguisher is in a serviceable condition and marked with VRM

| Item | | Reason For Refusal |
|---|---|---|
| Driver's Controls/Fire Extinguisher | 1 | Driver's seat fore and aft adjustment mechanism not functioning as intended. A seat back cannot be secured in the upright position |
| | 2 | Driver's seat is insecure |
| | 3 | Excessive corrosion, distortion, fracture or inadequate repair in any load-bearing structure within 30cm of a seat mounting point |
| | 4 | Excessive corrosion, distortion, fracture or inadequate repair in any load-bearing structure within 30cm of a seat belt mounting point |
| | 5 | Driver's seat belt damaged, frayed, insecure or does not lock into the static stalk |
| | 6 | Horn, instrument lamps, main beam warning lamp, fog lamp tell-tale, screen washers, screen wipers, automatic transmission inhibitor or reverse lock fail to operate correctly. Warning light displayed on the dashboard. External door mirror adjustment defective/inoperative |
| | 7 | Internal rear-view mirror not fitted or insecure |
| | 8 | Partitions - metal, Perspex, glass, and/or fixtures are damaged, insecure or considered to present a risk to vehicle users. Sliding or opening section of the partition glass fails to open/close correctly or is insecure or damaged |
| | 9 | Fire extinguisher unserviceable |
| | 10 | A supplementary restraint system (SRS) malfunction indicator lamp indicating a system malfunction |
| | 11 | Speedometer not working and or illuminated |
| | 12 | Any factory fitted item such as reversing lights and rear wipers etc. are faulty |

# Section H

H1 – Condition of bodywork

## Method of testing

**Inspection – conducted with the vehicle standing on a level surface**

**Examination:**

1. Examine main body shell and all body panels for corrosion, cracks, damage, distortion and security.
2. Check where applicable the condition and security of any body mouldings.
3. Check where applicable the condition and security of any mudflaps/splash guards.

**Note:** Body mouldings are the external trims/finishing strips fitted to the exterior of the body panels.

| Item | | Reason For Refusal |
|---|---|---|
| Condition of Bodywork | 1 | Door-hinge pillar, centre pillar, entrance step or body panel excessively corroded, cracked, distorted, damaged, incorrectly fitted or misaligned that it detracts from the overall appearance of the vehicle |
| | 2 | ADVISORY ITEM A single dent of more than 50mm circle or 60 x 40mm ellipse, or more than 3 dents of not more than 20mm in any one panel or 10 dents per vehicle*† |
| | 3 | Unapproved panel fitted |
| | 4 | Sharp edges caused by damage are dangerous to pedestrians and/or other road users |
| | 5 | A body moulding damaged, misaligned, insecure, missing or of an unapproved type |
| | 6 | Mudflaps not a matched pair, torn, insecure or of an unapproved type (reflectors affixed) |
| | 7 | Splash guard missing, corroded or insecure |
| | 8 | Outer sill holed, corroded, cracked, distorted, damaged |
| | 9 | Inner sole holed, corroded, cracked, distorted, damaged |
| | 10 | Nearside rear step holed, corroded, cracked, distorted, damaged |
| | 11 | Offside rear step holed, corroded, cracked, distorted, damaged |
| | 12 | Nearside rear inner wheel arch holed, corroded, cracked, distorted, damaged |
| | 13 | Offside rear inner wheel arch holed, corroded, cracked distorted, damaged |
| | 14 | Nearside front inner wheel arch holed, corroded, cracked, distorted, damaged |
| | 15 | Offside front inner wheel arch holed, corroded, cracked, distorted, damaged |

* As long as the damage does not detract from the overall appearance of the vehicle.
† If not satisfactorily repaired by the next test the vehicle will fail.

**Note:** Where the failure is for items 7 and 8, leave trim off for retest.

**Note:** Where the failure is for items 1-14 (excluding item 5), do not apply under seal prior to the retest.

# Section H

H2 – Condition of paintwork

## Method of testing

### Inspection– conducted with the vehicle standing on a level surface

**Examination:**

1. Examine the body paintwork for cleanliness, finish and lustre.
2. Where applicable, examine any approved vinyl roof covering for cleanliness, condition and security.
3. Where applicable, check the condition of trims and operators logo's.

| Item | | Reason For Refusal |
|---|---|---|
| Condition of Paintwork | 1 | Vehicle is so dirty that the overall condition of the paintwork cannot be assessed |
| | 2 | ADVISORY ITEM More than 10 stone chips visible on the vehicle *† |
| | 3 | ADVISORY ITEM More than 3 stone chips on any panel *† |
| | 4 | Paintwork so deteriorated, damaged, rust-blistered or stone-chipped that it detracts from the overall appearance of the vehicle |
| | 5 | Dents, rust spots, flaking paint exceeding 50mm circle or 60mm x 40mm ellipse (nominal). |
| | 6 | Poorly renovated paintwork |
| | 7 | Vinyl roof covering in a poor condition, torn, insecure or poorly renovated |
| | 8 | Roof covering in an unapproved material |
| | 9 | Trims incomplete, not matching, becoming detached or affixed other than in an approved manner |
| | 10 | Operator logo doesn't comply with current requirements. |

* As long as the damage does not detract from the overall appearance of the vehicle.
† If not satisfactorily repaired by the next test the vehicle will fail.

# Section H

H3 – Door locks, hinges, handles and trim panels

## Method of testing

### Inspection 1 – conducted with the vehicle standing on a level surface with each door in the open position

**Examination:**

1. Examine the door hinges and check strap for condition and security.
2. Check that doors open within the prescribed limits.
3. Examine the interior door release and pull handles for condition and security.
4. Examine the door-locking mechanism and striker plate for condition and security.
5. Check the operation of carriage door warning/courtesy lamps and, where applicable, warning buzzers. Where applicable, check the operation of front-door courtesy lamps.
6. Examine the condition and security of interior door trim panels.
7. Examine the condition and security of doorframe draught excluders.

**Inspection 2 – with doors in the closed position**

**Examination:**

1. Check the outer handles for condition and security.
2. Check the operation of the mechanism.
3. Check that the door is held securely on the main catch and that the door can be held securely on the second/safety catch.
4. Check that the door opens and closes properly.
5. Where applicable, check the operation of any central locking system.

**See page 62 for table.**

# Section H

H3 – Door locks, hinges, handles and trim panels

| Item | | Reason For Refusal |
|---|---|---|
| Door Locks, Hinges, Handles and Trim Panels | 1 | Door hinge or hinges worn, partially seized or insecure, or the door drops when opened |
| | 2 | Door check strap is worn, ineffective, insecure or missing |
| | 3 | A rear door that fails to open to a minimum of 75cm or fouls the leading edge of the rear wing |
| | 4 | A nearside rear door of an approved wheelchair conversation fails to open to a minimum of 90° (Hackney Carriage Only) |
| | 5 | Either rear door of a new (post-1993) vehicle that fails to open to a minimum of 90° (Hackney Carriage Only) |
| | 6 | Door or doors cannot be secured in the close positon; door hinges 'sprung' or defective, door lock misaligned with the striker plate |
| | 7 | A front door check strap that allows the door to foul the wing panel |
| | 8 | Interior door release handle or door-pull handle missing, insecure or fails to operate correctly |
| | 9 | Handle guard missing, broken, insecure or decal is missing |
| | 10 | Any door warning/courtesy lamp or buzzer inoperative or central locking system inoperative or defective |
| | 11 | Door trim panel damaged, dirty, stained or discoloured, or draught excluder missing, insecure or ineffective |
| | 12 | Door lock mechanism, remote control mechanism and/or striker plate worn or insecure. Mounting screw missing or loose. Guide block rubber missing |
| | 13 | Outer door release handle insecure, damaged or ineffective |
| | 14 | Door loose or fails to hold on main catch through wear or maladjustment, or fails to hold on the secondary/safety catch |
| | 15 | Any door which cannot be opened from both inside and outside the vehicle using the relevant control in each case |

# Section H

H4 – Bonnet, boot lid and boot compartment

**Method of testing**

**Inspection – conducted with the vehicle standing on a level surface**

**Examination:**

1. Check that the bonnet and boot lid can be properly secured in the closed position and that the catch is correctly adjusted.
2. Check the condition of hinges and support straps.
3. Check there is provision for the mounting of the licence plate in the approved position (please refer to livery specification at Section H9).
4. Check the condition and security of the weather strip.
5. Check the condition of the boot floor.
6. Check the security of the spare wheel, tools and wheelchair ramps.
7. Ensure that wheelchair ramps are marked with vehicle registration number or VIN
8. Where applicable, ensure that the passenger step fits in guide rails.
9. Check the condition of the fuel tank filler where applicable.
10. Check the condition and security of any ancillary wiring.
11. Examine the bonnet and boot paintwork for cleanliness, finish and lustre.

| Item | | Reason For Refusal |
|---|---|---|
| Bonnet, Boot Lid and Boot Compartment | 1 | Bonnet and/or boot lid cannot be opened or secured in the closed position |
| | 2 | Bonnet and/or boot lid hinges badly worn/ineffective |
| | 3 | Bonnet and/or boot lid support strap or straps missing, broken or ineffective |
| | 4 | Inadequate provision made for mounting the licence plate |
| | 5 | Weather strip missing, damaged or ineffective |
| | 6 | Boot floor corroded/cracked. Banking plates or grommets missing |
| | 7 | Spare wheels, tools or wheelchair ramps not fully secured |
| | 8 | Wheelchair ramps not marked with vehicle registration number or VIN |
| | 9 | Passenger step cannot be fitted into guide rails |
| | 10 | Fuel tank filler damaged, leaking or insecure |
| | 11 | Ancillary wiring insecure and/or damaged |
| | 12 | Paintwork so deteriorated, damaged, rust-blistered or stone-chipped that it detracts from the overall appearance of the vehicle |

# Section H

H5 – Window glass

## Method of testing

### Inspection 1 – conducted with the vehicle standing on a level surface

**Examination:**

1. Check that all windows:
   a. carry the appropriate approval mark
   b. are clean, free from chips, scratches and score marks
   c. have the correct type of security etching where applicable.
   d. are free from tinted film (Hackney Carriage Vehicle approved advertisement membrane is permitted).
2. Check glazing rubber for security of glass and evidence of water leaks.
3. Where applicable check the condition of quarter-light windows.
4. Check the operation of window-opening mechanisms/devices and window locks (where applicable).
5. Check the condition of warning decals (where applicable).
6. Check the condition and security of window channels and finishers/trims.

| Item | | Reason For Refusal |
|---|---|---|
| Window Glass | 1 | Window glass or glasses not marked with appropriate approval marks |
| | 2 | Light transmittance through:<br>a. front-window glass is less than 75%<br>b. side-door glass is less than 70%<br>c. remaining glass (except rear window) is less than 70% |
| | 3 | Window glass or glasses not clean, or chipped, scratched or scored<br>a. Zone A – damage not contained within a 10mm circle<br>b. swept area – damage outside Zone A but within the sweep area of the wiper(s), which cannot be contained within a 40mm circle |
| | 4 | Security etching unapproved |
| | 5 | Glazing rubber or rubbers damaged, leaking water into passenger's/driver's cabin or not holding the glass securely |
| | 6 | Quarter-light windows, where fitted, insecure, damaged or fail to operate correctly |
| | 7 | Window-open mechanism or device is defective or inoperative |
| | 8 | Warning decals in a poor condition or missing (where applicable) |
| | 9 | Window channel or finisher/trim is missing, insecure or damaged |
| | 10 | Tinted film which does not form part of a Hackney Carriage Vehicle approved advertisement membrane |

# Section H

H6 – Advertisements – Hackney Carriage Only

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check the condition and security of exterior body and door-panel advertisements.
2. Check the condition and security of any interior, bulkhead or tip-seat advertisements as applicable.
3. Ensure that any whole body, door or internal advert is approved by the Licensing Authority

| Item | | Reason For Refusal |
|---|---|---|
| Advertisements | 1 | External body or door-panel advert is insecure or in a poor condition |
| | 2 | Interior, bulkhead or tip-seat advertisement is insecure or in a poor condition |
| | 3 | Any external advertisement or internal advertisement is unapproved or not on an approved surface |
| | 4 | Advert on the rear window cannot be seen through from the inside of the vehicle |

Advertisements that are carried on the rear window of hackney carriage vehicles must be on a one way membrane. 'Solid' lettering or imaging which restricts the view from the inside of the vehicle is not permitted.

# Section H

H7 – Badges, motifs and decals

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check vehicle for condition of badges, motifs and decals as applicable.

| Item | | Reason For Refusal |
|---|---|---|
| Hackney Carriage & Private Hire Vehicles | 1 | Decal damaged, obscured, defaced |
| | 2 | Decals that do not meet the current requirements |
| | 3 | Decals the height of which has been cut down and/or there is less than a 2" border at each side of the name |
| | 4 | Use of unauthorised decals, tape or stickers |
| | 5 | Decals missing |

**Note**: vehicles which are currently licensed must be submitted for test fully liveried and will be tested for compliance against the current vehicle identification standards for Hackney Carriages and Private Hire Vehicles as outlined in Section H9.

**Note:** Where a reference is made to decals, these are commonly known as stickers.

# Section H

H8 – Bumpers and over-riders

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Examine front and rear bumper bars, over-riders, mounting brackets and valances (where applicable) for condition, security and alignment.

| Item | | Reason For Refusal |
|---|---|---|
| Bumpers and Over-Riders | 1 | Mounting bracket(s) insecure on chassis, bumper bar insecure on mounting brackets or over-rider(s) insecure to bumper |
| | 2 | Bumper bar and/or over-riders not a matched pair |
| | 3 | Bumper bar(s) or over-rider(s) in a poor condition or damaged |
| | 4 | Valance panel damaged, rusted or insecure |

# Section H

H9 – Registration index, licence livery index plates and stickers

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check both index plates:
   a. display the correct vehicle registration number
   b. comply with relevant legislation/regulations
   c. are of an approved type and are marked with the appropriate BSAU number
   d. for condition and security.

| Item | | Reason For Refusal |
|---|---|---|
| Registration Plate | 1 | Incorrect index plates fitted |
| | 2 | Index plates do not comply with Road Vehicle Regulations |
| | 3 | Unapproved type of plate(s) fitted |
| | 4 | Index plate insecure, damaged or dirty and obscured |
| | 5 | Reflective surface deteriorated or discoloured |
| Licence Plate/ Stickers (licensed vehicles only) | 6 | Licence plate / sticker(s) missing |
| | 7 | Licence plate / sticker(s) illegible/damaged |
| | 8 | Licence plate / sticker(s) insecure |
| | 9 | Licence plate / sticker(s) not displayed correctly |
| VIN | 10 | A (VIN) number not permanently displayed, incomplete or not legible |
| | 11 | More than one different (VIN) number displayed |

**Livery Requirements for Licensed Vehicles**

Vehicles that have already been licensed must be submitted for test fully liveried and will be tested for compliance against the following requirements:

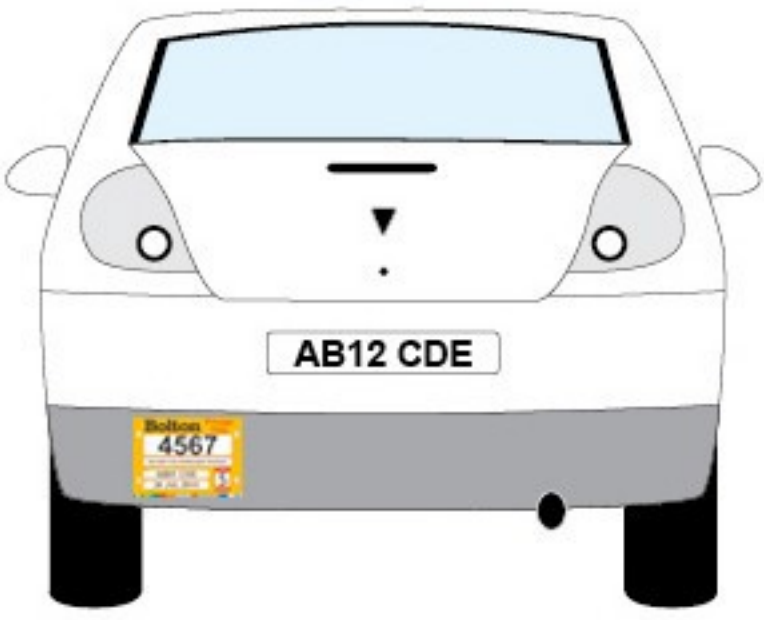
### Private Hire Vehicles

All private hire vehicles are required to display

- A large rear plate
- A small front plate
- Rear door signs
- Internal vehicle and driver identification

These identification elements must be displayed on and in the vehicle as follows:

**Large Rear Plate**





This plate must be displayed on the rear bumper or rear panel of the vehicle on the nearside (rear bumper position shown above).

## Small front Plate



This plate must be displayed on the front bumper or grille on the nearside of the vehicle (front bumper position shown above).

### Fixing Requirements for Front and Rear Plates

The platforms must be securely fixed to the vehicle in a vertical plain so that the information can be easily seen using the platforms which are available from the approved garages.

The platforms must be securely fixed to the bodywork. 'Hook & loop' tape, cable ties, wire etc or fabricated brackets should not be used to fix the platform to the bumper. Plates should not be fixed on or inside the front or rear windscreen.

Cable ties or wire may be acceptable when fixing the platform to the grill provided that the platform is secure.

## Private Hire door signs



The private hire door signs must be fixed just below the window on each rear door (as shown above).

Private hire door signs must not be fixed to window glass, rear wings or on the lower part of the door.

Private hire door signs should not be 'cut down' and must be permanently fixed to the vehicle – they must not be on magnetic mounts or any other removable medium.

Speak to your approved garage about how best to fit the platforms and signs to your vehicle if you are in any doubt.

**Internal vehicle and driver identification**

The double pouch (which is available from the approved garages) should be fixed portrait style in the top left hand corner of the front windscreen in order that the information on the identification can be easily read by a passenger. Please ensure it does not encroach on the window wiper sweep area.

The licence numbers must always show in the interior of the vehicle.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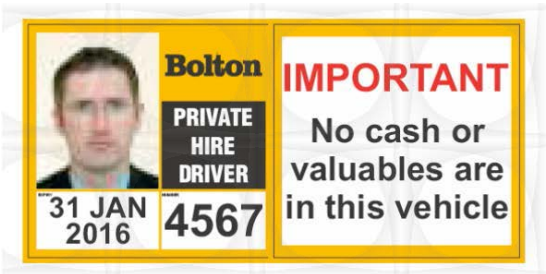
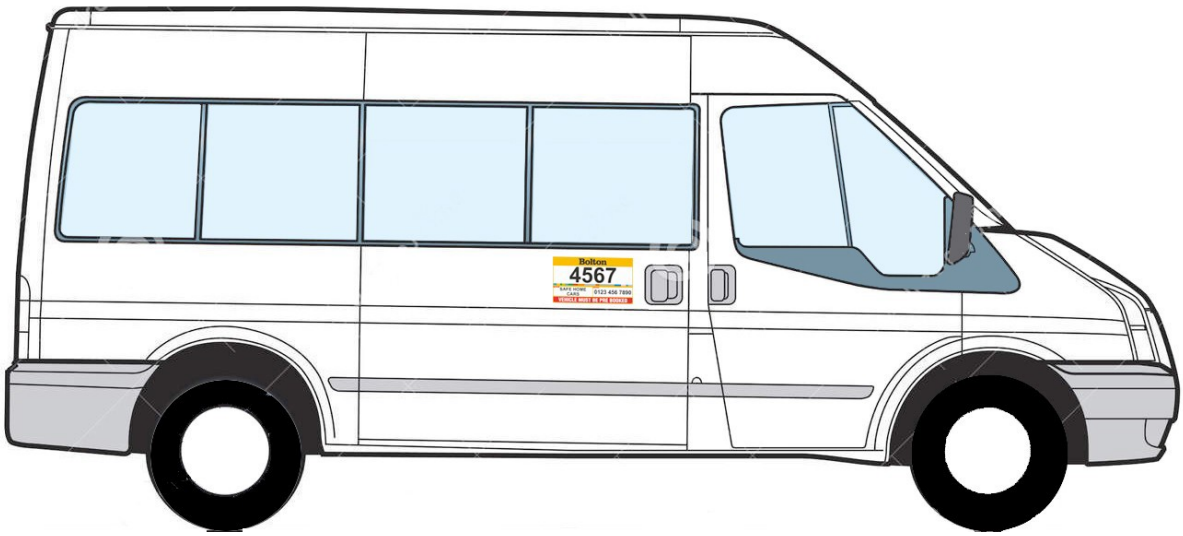


## Minibuses

The requirements are the same other than for door signs. These should be displayed on the two nearside passenger door panel nearest to the driver.




## Hackney Carriages

### Rear plate

Licensed hackney carriages are required to display a single licence plate on the rear of the vehicle.

This rear plate must be fixed securely to the vehicle in a vertical plane so that the information can be easily seen using the platforms which are available from the approved garages.

### Internal vehicle and driver identification

All hackney carriages must have the double pouch displayed on the internal safety screen. The licence numbers must always be on show in the interior of the vehicle where the passenger can clearly see them.

## Plate and Sticker Exemptions

Plates and signs need not be displayed on a licensed vehicle if the vehicle is carrying written permission by the Council that the plate need not be carried.

# Section H

H10 – External mirrors and indirect vision devices

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check all external mirrors and indirect vision devices for condition, security and approved marks.

| Item | | Reason For Refusal |
|---|---|---|
| External Mirrors | 1 | Mirror and indirect vision devices cracked, broken or reflective surface deteriorated so that the view to the rear is seriously impaired |
| | 2 | Obligatory mirror or mirrors not fitted |
| | 3 | Mirror/indirect vision device insecure on its mounting or fails to remain in set position |
| | 4 | Mirror/indirect vision device not visible from driver's seat |
| | 5 | Mirror/indirect vision device incapable of being adjusted to be clearly visible from the driver's seat |
| | 6 | Mirror/indirect vision device does not provide a view to the rear of the vehicle |
| | 7 | Unapproved mirror fitted (not 'E' marked or not approved by the manufacturer) |
| | 8 | Where applicable, mirror arm reinforcing plate inadequate or not fitted |

# Section I

I1 – Passenger seat belts

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check where applicable that the seat belts are fitted and that they are approval-marked and approved for use.
2. Pull each seat belt's webbing against its anchorages and check that they are properly and securely fixed to the vehicle structure.
3. As far as is practicable without dismantling, check the condition of the vehicle structure in the vicinity of the seat belt anchorage points.
4. Pull each seat belt fully from the retracting unit and, where applicable, expose the centre lap belt. Examine the webbing for signs of deterioration.
5. Check that the seat belt fully recoils into the seat belt body (where applicable).
6. Check the effectiveness of each seat belt buckle. Ensure that the seat belts cannot be pulled apart from the buckle when fastened and that the release mechanism works correctly.
7. Assess the effectiveness of the reel locking mechanism.

| Item | | Reason For Refusal |
|---|---|---|
| Passenger Seat Belts | 1 | Seat belt missing or unapproved seat belt fitted (not marked as being approved by EU Legislation/BSI) |
| | 2 | Any seat belt anchorage that is incorrectly or insecurely fixed to the vehicle |
| | 3 | Excessive corrosion, distortion or fracture in any of the vehicle's load-bearing structure within 30cm of a seat belt anchorage point |
| | 4 | Any seat belt webbing that is cut, frayed, deteriorated or dirty |
| | 5 | Seat belts fail to recoil freely |
| | 6 | A buckle locking or release mechanism fails to operate correctly |
| | 7 | Reel locking mechanism fails to operate correctly |

# Section I

I2 – Headlining

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Visual examination of the carriage headlining.

| Item | | Reason For Refusal |
|---|---|---|
| Headlining | 1 | Headlining dirty, stained, torn, sagging, detached at edge, or poorly repaired |
| | 2 | Unapproved headlining material fitted or headlining painted |

# Section I

I3 – Interior fittings

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check as applicable:
   a. all passenger grab handles for condition and security
   b. colour contrasting covering for vehicle approved on or after January 2004, where appropriate (Hackney Carriage vehicle only).
   c. the condition of the fare table and cover (if appropriate).
   d. the position for mounting the internal cab licence plate, appropriate signage (Hackney Carriage vehicle only).
   e. the condition of the rear parcel shelf
   f. the condition of kick panels and tread plates
   g. floorboards and floor coverings
   h. armrests and trim panels
   i. ashtrays
   j. sound system.
2. Check the security, accessibility and operation of carriage lamps and switches.
3. Check the security, accessibility and operation of carriage heater and switch.
4. Check the security and condition of any bulkhead/tip-seat adverts (Hackney Carriage vehicle only).
5. Check condition and cleanliness of carriage interior and fittings.

| Item | | Reason For Refusal |
|---|---|---|
| Interior Fittings | 1 | Grab handle missing, insecure or broken |
| | 2 | Incorrectly colour coded (where applicable) |
| | 3 | Fare table out of date, defaced or of incorrect size |
| | 4 | Fare table cover missing, broken, insecure or stained (Hackney carriage only) |
| | 5 | appropriate signage is missing |
| | 6 | Rear parcel shelf insecure, buckled, dirty or stained |
| | 7 | Kick panel or tread plate missing, insecure or deteriorated |
| | 8 | Floorboards insecure or incorrectly located |
| | 9 | Unapproved floor covering, or floor covering not secured or crudely renovated |
| | 10 | Armrest or trim panel insecure, split or poorly renovated |
| | 11 | Carriage heater defective, leaking or noisy in operation |
| | 12 | Carriage heater switch defective |
| | 13 | Advert(s) insecure, broken, stained, defaced or unapproved |
| | 14 | Carriage and/or fittings unclean or interior has been poorly renovated |
| | 15 | Rear seat base insecure |

# Section I

I4 – Passenger seats

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface

**Examination:**

1. Check the condition and security of all passenger-seat cushions.
2. Check that head restraints have been fitted to all forward-facing and rear-facing passenger seats (where applicable) *[1].
3. Check the condition and security of head restraints.
4. Check that sight patches are fitted to all passenger seats (where applicable) *[2].
5. Check the condition of any sight patches.
6. Check the condition and operation of tip-seats.
7. Check that any alternative seating material satisfies British Standards.
8. Check the operation of the passenger swivel seat (where applicable).

| Item | | Reason For Refusal |
|---|---|---|
| Passenger Seats | 1 | Passenger seat cushion(s) insecure, not fitted, unapproved, damaged, holed, split, crudely repaired or stained |
| | 2 | Head restraints not fitted |
| | 3 | Head restraints damaged, crudely repaired or insecure |
| | 4 | Sight patches not fitted |
| | 5 | Sight patches dirty, stained, damaged or crudely repaired |
| | 6 | Tip-seat fails to rise automatically |
| | 7 | Tip-seat insecure, damaged or crudely repaired |
| | 8 | Alternative seating material does not satisfy the relevant British Standards |
| | 9 | Passenger swivel seat fails to pivot, operate or lock correctly |
| | 10 | Removal of middle seat required |
| | 11 | Vehicle interior is so dirty that it detracts from the overall appearance of the vehicle |
| | 12 | Driver and passenger seat insecure before and after adjustment and can not be secured in upright position |

**Note:** *[1] Relates to all new models, i.e. Models not currently approved for licensing (existing models from January 2004)

**Note:** *[2] Sight patches should be fitted to all vehicles approved for licensing on or after January 2004.

# Section I

I5 – Automatic door locking system (ADLS) (Hackney Carriage Only)

## Method of testing

**Inspection – the functioning of the ADLS can be observed when the vehicle is driven in or out of the inspection area, or when the vehicle is raised in a 'wheel free' position.**

**Examination:**

1. Check the operation of the ADLS (where applicable).
2. Check that the ADLS works within prescribed tolerances.
3. With the vehicle stationary, the ignition switched on and the foot applied, check that the ADLS has engaged.
4. Apply the handbrake, release the foot brake and ensure that the ADLS has released.
5. Check the operation of the driver's tell-tale/warning lamp and, where applicable, the operation of the passenger compartment ADLS warning lamp(s).
6. Check that the appropriate warning notices are fitted.
7. Check the condition of the ADLS warning notices.
8. Check the condition and security of the control box and ensure any associated wiring is safe and secure.

| Item | | Reason For Refusal |
|---|---|---|
| Automatic Door Locking System | 1 | ADLS not fitted (hackney carriage only) |
| | 2 | ADLS fails to operate within prescribed tolerances |
| | 3 | ADLS fails to engage |
| | 4 | ADLS fails to release |
| | 5 | Driver/passenger tell-tale/warning lamp or lamps fail to operate |
| | 6 | Warning notice or notices not fitted |
| | 7 | Warning notice or notices are damaged or defaced |
| | 8 | Control box insecure, damaged or associated wiring is insecure or unsafe |

**Note:** With the ignition switched on, the ADLS should engage when the vehicle has been moved forward more than 31cm and before a distance of 46cm has been covered.
After the vehicle has stopped moving, ensure that there is a two-second delay before the ADLS releases. Rear doors should be capable of being opened from the outside irrespective of whether the ADLS is engaged.

**Note:** All hackney carriages manufactured on or after 1 March 1983 are fitted with ADLS.

**Note:** ADLS to be inspected only where fitted in a private hire vehicle.

# Section I

I6 – Taximeter, printer and associated fittings (Hackney Carriage Only)

## Method of testing

### Inspection 1 – conducted with the vehicle standing on a levels surface

**Examination:**

1. Ensure that meter is sealed with an approved seal.
2. Check with the meter set in the test mode that all the fare and extra digits illuminate and are complete.
3. With the taximeter set in the 'for hire' mode, ensure that the appropriate section of the independently mounted lamp box is illuminated and that the roof-mounted lamp box is illuminated and the word 'taxi' is clearly legible – see note 4.
4. With the taximeter set in the 'hired' mode, ensure that the appropriate section of the independently mounted lamp box is illuminated and that the roof-mounted taxi lamp has extinguished.
5. Check that the LED is displaying the correct time.
6. Check that the figures on the LED are complete and legible.
7. Examine the taximeter drive line and ensure, where applicable, that the taximeter transducer and/or splitter box is/are sealed with the appropriate BSI seal.
8. Ensure that any transducer or splitter box is correctly and securely fitted.
9. Check that the fare card is in date, not damaged, displayed appropriately and includes the Hackney Carriage Vehicle licence number.

### Inspection 2 – with the vehicle raised on an appropriate hoist.

### Examination:

1. Ensure that any flexible drive cable, electronic pulse cable or any other associated wiring is correctly installed, undamaged and does not foul any other part of the vehicle.

| Item | | Reason For Refusal |
|---|---|---|
| Taximeter, Printer and Associated Fittings | 1 | Taximeter does not bear current seals or is insecurely fitted |
| | 2 | Taximeter tariff programme incorrect or out of date |
| | 3 | Meter fails to operate in test mode, or digits incomplete or fail to illuminate |
| | 4 | Meter fails to engage in the 'for hire' mode, or the 'for hire' panel of the lamp box fails to illuminate or is faded |
| | 5 | Roof sign fails to illuminate or the word 'taxi' is illegible/faded |
| | 6 | The LED is not displaying the correct time |
| | 7 | Figures on the LED are incomplete or illegible |
| | 8 | Fare card not displayed or damaged |

# Section J

J1 – Emissions

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination:**

1. Where vehicle is over ten years old, check an emissions kit is fitted.
2. Check for any replacement engine in the vehicle.
3. Ensure that exhaust emissions are within prescribed smoke limits.
4. Ensure that the exhaust does not emit excessive dense smoke.

| Item | | Reason For Refusal |
|---|---|---|
| Emissions | 1 | Exhaust emissions are outside prescribed limits |
| | 2 | Engine emits excessive dense smoke and/or fumes |
| | 3 | Unable to complete emissions test |

**Note:** Exhaust emission requirements are relative to the age of the vehicle. Exhaust emissions must comply at time of test.

**Notes: Pre-Euro or Euro 1 Emissions Standard –**
LTI – any vehicle first registered prior to 16 September 1998 (*up to chassis no. 102767)

**Euro 2 Emissions Standard –**
LTI – any vehicle registered between 16 September 1998 and 1 February 2002
(* between chassis nos. 102767 and 15000)

* relevant vehicle manufacturers have supplied the data relating to the vehicle registration dates and chassis numbers.

Passenger cars and light commercial vehicles - first used on or after 1 July 2008 must have a maximum smoke value of 1.5m -1 for both turbocharged and naturally aspirated engines.

Test: The engine will be accelerated up to governed speed and smoke density measured.

Engines that emit very little smoke and achieve a meter reading of 1.5m–1 or less will pass the test after the first acceleration. However, if the test is not passed on the first acceleration, a further two accelerations will be carried out. The average of the three acceleration readings will be calculated and if the reading is at or below 2.5m–1 for non-turbocharged engines or 3.0m–1 for turbocharged engines, the vehicle will pass this element of the test.

If the average is higher, a further acceleration will be carried out, and the average of the last three readings will be calculated. This will continue to a maximum of six accelerations. If the average of the fourth, fifth and sixth accelerations is higher than the appropriate level, the vehicle will not pass the test.

# Section K

K1 – Fixtures and fittings

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination:**

1. The following items, if present, constitute an 'additional equipment' fixture:
   a. data dispatch system
   b. satellite navigation equipment
   c. two-way radio
   d. hands-free mobile phone equipment
   e. additional lighting
   f. sound systems
   g. alternative seating/carpeting
   h. satellite navigation equipment is of an approved type.
   i. any non-standard interior fixture or fitting

**Examination:**

1. Ensure that any dispatch/satellite navigation equipment is a BS type approved and is secure and safe, and that visible wiring is permanent and does not present a hazard to the driver, passenger or other road users.
2. Ensure that any two-way radio equipment is secure, wiring is permanent and does not present a hazard to the driver, passenger or other road users.
3. Ensure that any hands-free mobile phone equipment is secure and safe and that any visible wiring is permanent and does not present a hazard to the driver, passenger or other road users.
4. Ensure that any additional lighting equipment is secure and safe and any visible wiring is permanent and does not present a hazard to the driver, passenger or other road users.

| Item | | Reason For Refusal |
|---|---|---|
| Fixtures and Fittings | 1 | Data dispatch or satellite navigation is of an unapproved type or is insecure or unsafe or in driver's view of the road |
| | 2 | Safe two-way radio equipment is insecure or unsafe |
| | 3 | Hands-free mobile phone equipment is insecure or unsafe |
| | 4 | Additional lighting is insecure or unsafe |
| | 5 | Alarm system/equipment is insecure or unsafe |
| | 6 | Sound system is insecure or unsafe |
| | 7 | Alternative seating/carpeting is insecure or presents a passenger hazard |
| | 8 | Non-standard interior fixture or fitting is unsafe or insecure |

# Section K

K2 – Fixtures and fittings: intercom systems

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination (where fitted):**

1. Check that the intercom is BS type approved.
2. Ensure that the intercom can be switched on and off from passenger compartment.
3. Ensure that the operational warning lamp is functioning correctly.
4. Ensure that a clearly worded notice, indicating that the driver can overhear any conversations when the light is illuminated, is affixed close to the warning lamp.

| Item | | Reason For Refusal |
|---|---|---|
| Intercom Systems | 1 | Passenger intercom switch not fitted or inoperative |
| | 2 | Warning lamp missing or inoperative |
| | 3 | Warning notice missing or defaced |

# Section K

K3 – Fixtures and fittings: surveillance systems (if fitted)

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination (where fitted):**

1. Check that the equipment has been installed correctly.
2. Ensure that the installation does not obscure or interfere with the operation of another piece of standard/mandatory equipment or other piece of equipment. All wiring must be adequately fused, secure and correctly routed.
3. Cameras located in the passenger area must be specific for purpose.
4. Ensure mandatory signage is displayed in a prominent position.

| Item | | Reason For Refusal |
|---|---|---|
| Surveillance Systems | 1 | Appropriate certification not submitted |
| | 2 | Equipment installed by unapproved agent |
| | 3 | Equipment has not been installed correctly |
| | 4 | Equipment obscures or interferes with the operation of another piece of equipment |
| | 5 | Wiring insecure, incorrectly routed, or inadequate fuses have been fitted |
| | 6 | Camera located in a manner that would allow misuse of its specific purpose |

# Section K

K4 – Fixtures and fittings: towbars (where fitted)

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination (where fitted):**

1. Check that the equipment has been installed correctly.
2. Ensure that the installation does not obscure or interfere with the operation of another piece of standard/mandatory equipment or other piece of equipment.
3. All wiring must be adequately fused, secure and correctly routed.

| Item | | Reason For Refusal |
|---|---|---|
| Tow bars | 1 | Equipment has not been installed correctly |
| | 2 | Equipment obscures or interferes with the operation of another piece of equipment |
| | 3 | Wiring insecure, incorrectly routed, or inadequate fuses have been fitted |
| | 4 | A tow bar component insecure, fractured or excessively: worn, corroded or damaged |
| | 5 | A tow bar assembly in appropriately repaired or modified such that it is likely to adversely affect the roadworthiness of the vehicle |
| | 6 | A trailer 13 pin euro-socket not operating the trailer lamp as intended |

# Section L

L1 – Wheelchair facilities

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination:**

1. Check the operation and condition of the wheelchair restraints and any fitted wheelchair tracking.
2. Check the disabled person's seat belt and wheelchair strapping.
3. Where a moveable centre partition/conversion has been installed, check that:
   a. the conversion has been approved
   b. the type approval certificate has been correctly endorsed
   c. all pivoted sections operate correctly and are free from undue wear
   d. the pivoting section retaining locks and floor locating bolts operate freely and hold
   e. the partition is secure in both normal and forward positions.
4. Ensure that any floor covering does not impede free access and positioning of wheelchairs.

| Item | | Reason For Refusal |
|---|---|---|
| Wheelchair Facilities | 1 | Wheelchair restraint(s) and any fitted tracking missing, insecure, frayed or the electrical or mechanical locking device is ineffective |
| | 2 | Disabled person's seat belt or wheelchair strapping is missing, damaged or unserviceable |
| | 3 | Unapproved conversion fitted:<br>a. type approval certificate not correctly endorsed<br>b. moveable section(s) of the bulkhead do not pivot freely, rattle, or are insecure<br>c. Bulkhead retaining locks and/or floor-retaining bolts are ineffective, missing or seized |
| | 4 | Floor covering restricting free movement of wheelchairs |
| | 5 | Seat belts not displayed correctly for test |

**Note: Vehicles fitted with a wheelchair lift**
Any equipment fitted to the vehicle for the purpose of lifting a wheelchair into the vehicles must have been tested in accordance with the requirements of the Lifting Operations and Lifting Equipment Regulations 1998 http://www.legislation.gov.uk/uksi/1998/2307/contents/made

# Section L

L2 – Ramps

## Method of testing

**Inspection – conducted with the vehicle standing on a level surface.**

**Examination:**

1. Check that the manufacturers approved ramps are securely installed in the boot.
2. Examine the ramps for damage, sharp edges or corners and ease of operation.
3. Check as applicable the non-slip provision and locating dowel pins.
4. Ensure that the ramps are permanently marked with the VRM or VIN.

| Item | | Reason For Refusal |
|---|---|---|
| Ramps | 1 | Unapproved ramps installed, retaining devices missing or ineffective, or ramps missing |
| | 2 | Ramps damaged, seized or unserviceable |
| | 3 | Non-slip provision worn, missing or ineffective or locating dowel pins damaged, loose or missing |
| | 4 | Ramps not permanently marked with the vehicle VRM or VIN |

# Section L

L3 – Integral Ramp

## Method of testing

### Inspection – conducted with the vehicle standing on a level surface.

**Examination:**

1. Check that the appropriate approved intermediate step is securely installed in the boot and that it has been permanently marked with VRM or VIN.
2. Check that ramp release tool/door stay (orange key) is present.
3. Examine the ramp sections for damage, sharp edges or corners.
4. Examine security and free operation of hinges.
5. Check extension step guides for position and damage.
6. Check as applicable the non-slip provision.

| Item | | Reason For Refusal |
|---|---|---|
| Integral Ramp | 1 | Unapproved intermediate step installed, ramp tool (orange key) or intermediate step missing |
| | 2 | Ramp sections damaged or unserviceable |
| | 3 | Ramp insecure or hinges seized |
| | 4 | Step guides missing, loose, damaged or misaligned |
| | 5 | Non-slip provision worn, missing or ineffective or locating dowel pins damaged, loose or missing |
| | 6 | Intermediate step not permanently marked with the vehicle VMR or VIN |

# Section L

L4 – Euro 3 emission

## Method of testing

### Inspection – with the vehicle raised on a suitable hoist

**Examination:**

1. Check that an emissions reduction system has been adequately installed.
2. Ensure that any conversion or alternative fuel system has been fitted by an approved agent. This can be confirmed by checking www.drivelpg.co.uk/

| Item | | Reason For Refusal |
|---|---|---|
| Alternative Fuel Vehicles | 1 | Unapproved emission reduction system or unapproved fuel conversion fitting |
| | 2 | An emission reduction system or alternative fuel conversion does not meet Euro 3 emission standards |
| | 3 | Unapproved system installed or the installation has been carried out by an unapproved agent |