MINISTRY OF CLIMATE

REGULATION

Date in digital signature No

Tallinn [Registration number]

Amendments to regulations of the Minister for Economic Affairs and Communications

The Regulation is established on the basis of subsections 73 (11), (12), subsection 74 (10), subsection 83 (5), and subsection 192 (4) of the Traffic Act.

§ 1. Amendment to Regulation No 39 of the Minister of Economic Affairs and Communications of 8 June 2011 'Technical requirements for tractor, non-road mobile machinery, and their trailers, requirements for equipment and conditions and procedure for roadworthiness testing'

Regulation No 39 of the Minister of Economic Affairs and Communications of 8 June 2011 'Technical requirements for tractor, non-road mobile machinery, and their trailers, requirements for equipment and conditions and procedure for roadworthiness testing' is amended as follows:

1) in subsection 5 (6) the first sentence is given the following wording:
'The machinery may be presented for periodic or exceptional inspection to any testing centre authorised to carry out the inspection of the relevant category of machinery. For repetitive inspection, the machine shall be submitted to the testing centre where the repetitive inspection was carried out.';

2) Section 7(4) shall read as follows:
'(4) The period of validity of a certificate of recognition as a vintage vehicle shall be 12 years, to be determined with the accuracy of a month and a year, and a subsequent certificate of recognition as a vintage vehicle shall invalidate a previously issued certificate.';

3) Clause 2 of subsection 8 (1) is repealed;

4) subsections 8 (2) and (3) are repealed;

5) In § 9(2), the words 'recurring and extraordinary' are deleted.

6) Section 12(6) shall read as follows:
"(6) When exchanging the machinery registration certificate, the Transport Administration shall enter on the new registration certificate the last valid records of the inspection of the machine on the previous registration certificate and confirm it with its signature.";

7) Section 13(2) shall read as follows:
'(2) Upon the issue of a certificate of recognition as a vintage vehicle upon the exchange of a registration certificate for machinery, the Transport Administration shall enter a notation on the new registration certificate concerning the inspection of the machinery and confirm it with a signature.';

8) Section 8.1 of Code 402 of Annex 1 to the Regulation shall read as follows:
‘8.1. The ratio of the sum of the braking forces of the wheels of a machine of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b to the load (in newtons) caused by the mass of the vehicle on the road surface when braking with the service brake must be at least 50 percent, or the minimum average deceleration when braking with the service brake must be at least 4.9 meters per second squared, or the machine must meet the requirements of paragraph 8 of this Code when braking.

9) Section 8.1 of Code 402 of Annex 1 to the Regulation shall read as follows:
‘8.1. The ratio of the sum of the braking forces of the wheels of vehicles of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b to the load (in Newtons) caused on the road surface by the mass of the vehicle* shall be at least 50 per cent or the minimum average deceleration for service braking shall be at least 4.9 metres per square metre or the vehicle shall comply with the requirements of paragraph 8 of this code on braking.
* For vehicles with a maximum mass exceeding 3,5 t fitted with air brakes, the maximum permissible mass, and for the remaining vehicles, the actual mass. ’ and Annex 1 are established in a new wording (inserted);

10) Code 402 of Annex 1 to the Regulation is supplemented by points 8.2, 8.3 and 8.4, worded as follows:
‘8.2. The braking performance of a vehicle equipped with air brakes of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b with a maximum mass exceeding 3500 kg shall be calculated using the method of extrapolation of one or two points referred to in ISO standard 21069-1 or an equivalent method.

8.3. In the case of one point extrapolation method, the maximum braking force achievable on each wheel or axle and the corresponding brake cylinder pressure shall be measured before the wheels lock. During each wheel or axle test, at least 30 per cent of the pressure prescribed for the brake cylinder, or 170 kPa if the prescribed pressure in the brake transmission cannot be detected from the vehicle, shall be attained by normal axle load or appropriate vehicle load or load simulation. The starting point for the measurement of the extrapolation of one point shall be 40 kPa.

8.4. In the case of the two-point extrapolation method, the brake force on each wheel or axle shall be measured at the brake cylinder response pressure (30 kPa to 80 kPa, for disc brakes up to 100 kPa) and at the maximum achievable brake force and corresponding brake cylinder pressure before the wheels lock. During each wheel or axle test, at least 30 per cent of the pressure prescribed for the brake cylinder, or 170 kPa if the prescribed pressure in the brake transmission cannot be detected from the vehicle, shall be attained by normal axle load or appropriate vehicle load or load simulation. The difference between the response pressure and the brake cylinder operating pressure measured by the maximum achievable braking force shall be at least 120 kPa.’ and Annex 1 shall be introduced in a new wording (inserted).

§ 2. Amendment of Regulation No. 42 of the Minister for Economic Affairs and Communications of 13 June 2011 on the “Technical requirements for a motor vehicle and its trailer and requirements for equipment”

Regulation No 42 of the Minister of Economic Affairs and Communications of 13 June 2011 on the technical requirements for motor vehicles and their trailers and requirements for equipment shall be amended as follows:

1) Table 2 of code 406 of Annex 1 to the Regulation shall read as follows:

‘Table 2

Category of vehicle	The ratio of the minimum permissible braking force of the wheels to the load caused by the vehicle mass* (the permissible axle load on a semi-trailer) on the road surface (%)	Minimum allowable mean deceleration (m/s^2)	First registration of a vehicle
M_1	50	4.9	Before 29 July 2010
M_1	58	5.7	Since 29 July 2010
M_2 and M_3	48	4.7	Before 01 January 1992
M_2 and M_3 (ABS without brakes)	48	4.7	
M_2 and M_3	50	4.9	Since 01 January 1992
N_1	45	4.4	Before 01 January 1988
N_1	50	4.9	Since 01 January 1988
N_2 and N_3	43	4.2	Before 01 January 1988
N_2 and N_3	45	4.4	From 1 January 1988 to 29 July 2010
N_2 and N_3	50	4.9	Since 29 July 2010
O_3 and O_4	40	3.9	Before 01 January 1988
O_3 and O_4	43	4.2	From 1 January 1988 to 29 July 2010
O_3 and O_4 semi-trailer	45	4.4	Since 29 July 2010
O_3 and O_4 full and centre axle trailer	50	4.9	Since 29 July 2010
L1e	42	4.1	
L2e and L6e	40	3.9	
L3e	50	4.9	
L4e	46	4.5	
L5e and L7e	44	4.3	

* In the case of vehicles (other than trolleybuses) with a maximum mass exceeding 3,5 t fitted with air brakes, the maximum permissible mass, and for the remaining vehicles, the actual mass.' and Annex 1 is established in a new wording (inserted);

2) Code 406 of Annex 1 to the Regulation is supplemented by points (5) to (8), worded as follows:
'5. The braking performance of a vehicle fitted with air brakes having a maximum mass exceeding 3500 kg and first registered as from 1 January 1994 shall be calculated by the method of extrapolation of one or two points referred to in ISO standard 21069-1 or by an equivalent method.

6. In the case of one point extrapolation method, the maximum braking force achievable on each wheel or axle and the corresponding brake cylinder pressure shall be measured before the wheels lock. During each wheel or axle test, at least 30 per cent of the pressure prescribed for the brake cylinder, or 170 kPa if the prescribed pressure in the brake transmission cannot be detected from the vehicle, shall be attained by simulating the normal axle load or appropriate vehicle load or load. The starting point for the measurement of the extrapolation of one point shall be 40 kPa.

7. In the case of the two-point extrapolation method, the brake force on each wheel or axle shall be measured at the brake cylinder response pressure (30 kPa to 80 kPa, for disc brakes up to 100 kPa) and at the maximum achievable brake force and corresponding brake cylinder pressure before the wheels lock. During each wheel or axle test, at least 30 per cent of the pressure prescribed for the brake cylinder, or 170 kPa if the prescribed pressure in the brake transmission cannot be detected from the vehicle, shall be attained by simulating the normal axle load or appropriate vehicle load or load. The difference between the response pressure and the brake cylinder operating pressure measured with the maximum achievable braking force shall be at least 120 kPa.

8. The requirements of paragraphs 5, 6 and 7 shall not be applied in the case of a vehicle fitted with a air brake without a braking system in accordance with E-rule 13 and a trolley." and Annex 1 is established in a new wording (inserted);

3) in point 2 of code 602 of Annex 1 to the Regulation, the text part '27956:2009' is replaced by the number '27956';

4) in point 1 of code 907 of Annex 1 to the Regulation, the text part 'ISO Standard 7010:2011' are replaced by the words 'ISO Standard 7010';

5) Code 403 of Annex 2 to the Regulation is supplemented by point (5) in the following wording:
'5. The braking performance of a vehicle with a maximum mass exceeding 3500 kg fitted with air brakes and first registered as from 1 January 1994, with the exception of a trolleybus and a vehicle fitted with air brakes which do not have a braking system in accordance with E-rule No 13, shall be calculated by the method set out in Annex 1, code 406 paragraphs 5 to 7.' shall be amended to read as follows (inserted).

§ 3. Amendment to Regulation No 49 of the Minister of Economic Affairs and Communications of 3 July 2014 'Requirements and procedures for the accreditation of roadworthiness tests for motor vehicles and their trailers'

Regulation No 49 'Conditions and procedure for the certification of a roadworthiness tester for motor vehicles and trailers' of 3 July 2014 by the Minister of Economic Affairs and Communications is amended as follows:

1) Section 4(10) is repealed;

2) Section 9(3) shall be worded as follows:
‘(3) The inclusion of a large trailer or a special type ADR or special type CEMT attestation category is subject to the existence of a valid truck attestation category on the attestation certificate, except in the case of simultaneous attestation of a large trailer or a special type ADR or special type CEMT attestation category and a truck attestation category.’

§ 4. Amendment to Regulation No 77 of the Minister of Economic Affairs and Communications of 18 July 2011 ‘Conditions and procedures for roadworthiness testing of motor vehicles and their trailers’

Regulation No 77 ‘Conditions and procedure for the periodic roadworthiness tests of motor vehicles and their trailers’ of 18 July 2011 by the Minister of Economic Affairs and Communications is amended as follows:

1) in § 3(4)[1], the second sentence is worded as follows:
‘In order to obtain a record of the inspection on the registration certificate, you must contact the inspection point where the re-inspection was scheduled, or the service bureau of the Transport Administration.’;

2) the second sentence of Section 11(9) is supplemented after the words ‘year,’ with the words ‘determined with monthly and annual precision’;

3) Annex 2 to this regulation is introduced in new wording (annexed);

4) Annex 4 to this regulation is introduced in new wording (inserted);

§ 5. Entry into force of the Regulation

Clauses 9 and 10 of § 1 and clauses 1, 2 and 5 of § 2 of the Regulation shall enter into force on 1 January 2026.

Minister of Economic Affairs and Communications
Regulation No 77 of 18 July 2011
'Conditions and procedure for the
roadworthiness tests of motor vehicles
and their trailers'
Annex 2
(as amended)

REQUIREMENTS FOR THE INSPECTION POINT AND ITS INVENTORY

1. The inspection point shall have at least the following facilities: an inspection room, a client room with a place where the results of the inspection are to be drawn up, a changing room and a laundry room for employees, and a toilet.

2. The inspection room shall be accessible for drive-through and shall have at least the following dimensions:

2.1. length:
2.1.1. inspection room for vehicles of categories M_1, M_2 (depending on the setup of the testing centre), N_1, N_2 (depending on the setup of the testing centre), O_1, O_2 and L – 14 m; 2.1.2. all M, N, O and L – 22.0 m.

2.2. Width of doorways:
2.2.1. inspection room for vehicles of categories M_1, M_2 (depending on the setup of the testing centre), N_1, N_2 (depending on the setup of the testing centre), O_1, O_2 and L – 2.5 m; 2.2.2. all M, N, O and L – 3.0 m.

2.3. Height of doorways:
2.3.1. inspection room for vehicles of categories M_1, M_2 (depending on the setup of the inspection point), N_1, O_1, O_2 and L – 2.5 m;
2.3.2. inspection room for vehicles of categories M, N, O and L – 4.2 m.

3. An area shall be marked in the inspection room for persons who have submitted the vehicle for inspection in order to enable them to observe the inspection safely. The surfaces of the inspection room which may become soiled, such as the floor and the inspection pit, shall be covered with materials which are easy to clean.

4. The rooms of the testing centre shall conform to the requirements of the Occupational Health and Safety Act and the fire extinguishers to the requirements established by the regulation of the minister responsible for this area on the basis of § 32(4) of the Fire Safety Act. The markings of the location of fire extinguishers shall conform to the requirements established by the regulation of the minister responsible for this area on the basis of § 4(4) of the Occupational Health and Safety Act.

5. The territory of the inspection station must enable all the necessary inspection operations to be carried out. Access to the inspection point shall be ensured and shall not create obstacles for persons arriving or leaving the inspection point.

6. The premises of the inspection point shall provide parking spaces:

6.1. for three motor vehicles arriving to the testing and for one motor vehicle which has passed the testing per each motor vehicle testing line;
6.2. for two motor vehicles arriving to the testing and for one combination of vehicles which has passed the testing per each testing line for trucks, buses (except trolleybuses) or combinations of vehicles.

7. The facilities of the inspection point must enable the inspection operations required by the inspection to be carried out in accordance with the prescribed technology.

8.The following measuring instruments and devices are compulsory:

8.1. inspection pit equipped with a hoist which takes the load off the vehicle's axle, or a vehicle hoist with adequate lifting capacity equipped with the referred hoist;

8.2. play detector (for shaking the wheel or axle of the vehicle):
8.2.1. the play detector used for testing vehicles with a total mass of up to 3.5 tonnes shall be equipped with at least two plates and a power drive. It should be possible to move the plates in opposite directions both length- and crosswise or the plates may have a different movement trajectory if this makes the testing of the vehicle more efficient;
8.2.2. the play detector used for testing vehicles with a total mass of over 3.5 tonnes shall be equipped with at least two plates and a power drive. The plates must move length- and crosswise at least 95 mm at a speed of 5 cm/s to 15 cm/s;
8.2.3. the movement of the plates shall be capable of being controlled from the test site;

8.3. a roller stand for testing the braking forces of vehicle wheels, with axle weight sensors, a processor and a printer, and equipment for testing a four-wheel drive vehicle. The roller bench must be capable of displaying and recording braking force. The roller bench used to test air brakes on vehicles with a maximum mass exceeding 3.5 tonnes (excluding trolleybuses) shall comply with the requirements of Annex A to ISO 21069-1 or equivalent and be capable of displaying and recording the braking force and air pressure in the air brake system. The print-out of the roller bench shall bear the following particulars:
8.3.1. the date and time of the test;
8.3.2. the braking force of the wheels on the same axle (in newtons) and the difference in percentage points (when braking with the service brake);
8.3.3. the braking force of the wheels on the same axle (in newtons) and the difference in percentage points (parking brake);
8.3.4. the ratio of the sum of the wheels' braking forces and the weight on the road surface caused by the vehicle's mass (in percentage points) when the service brake is used;
8.3.5. the ratio of the sum of the wheels' braking forces and the weight on the road surface caused by the vehicle's mass (in percentage points) when the parking brake is used;
8.3.6. axle load (kg), for the inspection of a vehicle with liquid brake;
8.3.7. total vehicle weight (kg) for the inspection of a vehicle with a liquid brake;
8.3.8. the air pressure in the braking system, if the air brakes of the vehicle with a maximum mass exceeding 3,5 tonnes are checked;
8.3.9. vehicle registration number;
8.3.10. the name and address of the inspection point which carried out the test;

8.4. a gas analyser which conforms to the requirements of the Metrology Act and has four components, a processor and a printer. The print-out of the equipment shall bear the following data:
8.4.1. the name and address of the inspection point which carried out the test;
8.4.2. the date and time of the test;
8.4.3. engine temperature (°C);
8.4.4. the rotational speed of the crankshaft (min^{-1});
8.4.5. the volumetric content of carbon monoxide (CO) in exhaust gas (%); 8.4.6. the volumetric content of hydrocarbons (CH) in exhaust gas (ppm);
8.4.7. the volumetric content of carbon dioxide (CO_2) in exhaust gas (%);
8.4.8. the volumetric content of oxygen (O_2) in exhaust gas (%);
8.4.9. the value of air-fuel equivalence ratio (λ);
8.4.10. vehicle registration number;

8.5. an opacimeter (on the principle of radiation absorption) for determining the opacity absorption coefficient in the exhaust gas of diesel engines, together with a processor and a printer. The print-out of the equipment shall bear the following data:
8.5.1. the name and address of the inspection point which carried out the test;
8.5.2. the date and time of the test;
8.5.3. engine temperature (°C);
8.5.4. the rotational speed of the crankshaft (min^{-1});
8.5.5. the time it took for increasing the rotational speed of the crankshaft from idling speed to the highest rotational speed (s);
8.5.6. the radiation absorption coefficient K (m^{-1});
8.5.7. vehicle registration number;

8.6. an instrument for testing the alignment and luminous intensity of headlamps which allows for the testing of the adjustment of headlamps in accordance with Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefore (OJ L 200 07/31/2009, p. 1–24);

8.7. a glass transparency meter (measuring area 100 to 50 %);

8.8. a sound-level meter (measuring area at least 40 to 120 dB);

8.9. a time indicator with a retainer;

8.10. equipment for checking the air brake system, such as pressure gauges, connecting devices and hoses, when the inspection point carries out an inspection of vehicles with an air brake system of categories M_2; N_2; M_3 (excluding trolleybuses); N_3; T1b, T2b, T3b, T4.1b, T4.2b and T4.3b

8.11. a tape measure with a length of at least 10 m;

8.12. a gauge block;

8.13. a hammer;

8.14. a crowbar;

8.15. a portable lamp;

8.16. arvuti, mida on võimalik kasutada Transpordiameti arvutiprogrammidega;

8.17. a megger if the testing centre conducts roadworthiness tests on trolleybuses;

8.18. an on-board diagnostic tester allowing for the printing of or a written reproduction of the printout;

8.19. a gas leak detection instrument in the case of gas-fuelled vehicles, which conforms to the following conditions:
8.19.1. a measurement area of at least 100 to 500 ppm;
8.19.2. a compulsory numerical indicator;
8.19.3. resolving power of at least 1 ppm;
8.19.4. detection of the molecules of the gas used as motor vehicle fuel;

8.20. a brake deceleration meter allowing for the printing of or a written reproduction of the printout, whereas it shall be possible to register or record measurements at least ten times per second with the cyclical measuring instrument.

9. The measuring device referred to in points 8.4, 8.5 and 8.8 is optional if roadworthiness tests are carried out on electrically driven vehicles only.

Table 1. Minimum accuracy requirements for measuring instruments

Measuring instrument	**Maximum permissible measurement bias or accuracy class**
Brake inspection roller stand	For measuring brake force: • ± 100 N, if the measured brake force is ≤ 5 000 N; • ± 2% of the measurement result if the measured braking force is > 5 000 N; The difference between the measurement results for the right and left side brake forces may not exceed 100 N or 2.5 % (choose the highest) For measuring axle load: • ± 30 kg if the measured mass is ≤ 1 000 kg • ± 3 % of the measurement result if the measured mass is > 1 000 kg; For measuring barometric pressure in the braking system (if required): • ± 10 kPa if the measured pressure is below 500 kPa • ± 2 % of the measurement result if the measured pressure is above 500 kPa
Brake deceleration meter	± 3 % of the measurement result or ± 0.1 ^{2} (the higher value is applied)
Exhaust gas analyser	class 0(1) or class I(1)
Opacimeter for measuring the opacity of the exhaust gas of diesel engines	k± 20 % of the measurement result
Glass transparency meter	• In the measuring area (60-100) % ± 5 % of the measurement result • In the measuring area (10-60) % ± 10 % of the measurement result
Length measuring instruments	Tape measure: class III(1) caliper: ± 0.1 mm clock indicator: ± 0.015 mm
Sound-level meter	class II(2)

(1) Metrology Act

(2) In compliance with Standard EVS-EN 61672-1 or equivalent requirements

Minister of Economic Affairs and Communications
Regulation No 77 of 18 July 2011
'Conditions and procedure for checking the compliance of a motor vehicle and its trailer with technical requirements'
Annex 4
(as amended)

List of parts, equipment, assemblies, equipment and defects detected during vehicle inspection and the methodology for checking them

1. The results of the evaluation made during the inspection shall – as far as it is possible to check by visual inspection or measurement without dismantling parts of the vehicle – comply with the requirements laid down for the vehicle and its equipment. Inspection by observation shall also include treatment of the vehicle or part thereof (for example, tapping, shaking, pressing, pulling) or the use of a measure (for example, soap water, wire brush, hevel) if the condition of the vehicle or part thereof cannot be ascertained by observation alone.

When checking a vehicle, account must be taken of the technical requirements in force at the time of registration or first registration of the vehicle in Estonia.

2. In determining the reasons for failure, the following definitions shall apply to the description of the failure or defect:
2.1. *defective* means that a component or system of the vehicle is not performing its intended function;
2.2. *failure* means a part or system of a vehicle, for any reason, is unable to perform its intended function;
2.3. *degraded* means the condition of a part of a vehicle or system has deteriorated but the function prescribed for it has been partially maintained;
2.4. *damaged* means that a part or system of a vehicle is damaged to such an extent (e.g. broken, crumbled, deformed, twisted, fractured, cracked) that the intended function of the part or system of the vehicle has not been maintained or that it prevents the safe operation of the vehicle in traffic;
2.5. *abrasion* means that a part, device or system of a vehicle fails to fulfil its function or if it has exceeded the wear limit prescribed by the manufacturer, or if it affects the performance or condition of other parts of the vehicle which are safety-related, or if it affects the safe operation of the vehicle in traffic;

2.6. *unserviceable* means that a part or system of a vehicle is not capable of fulfilling its intended function and the absence of that function prevents the vehicle from being used safely;

2.7. *unapproved* means bolt, rivet, clamp, weld or other connection of the vehicle's parts and devices that ensures their immobilisation with respect to each other, has deteriorated or the connections have not been stoppered;
2.8. *corroded* means chemical and electrochemical corrosion of the vehicle and its component which has led to a decrease in strength or stiffness of the vehicle part;
2.9. *leakage* means any liquid leaving the system in the form of drops or streams. Wetting of an assembly, equipment or component with working fluid shall not be considered as leakage;
2.10. *seepage* means audible exit of compressed air or gas from the system or audible penetration of air into the vacuum device;
2.11. *does not comply with the requirements* means the vehicle or a part thereof does not comply with the technical requirements in force at the time of first registration or with the requirements specified by the manufacturer. New systems, components or devices developed after the time of first registration shall comply with the relevant subsequent legal provisions when retrofitted;
2.12. *slack* means excessive movement in the attachment due to wear.
3. The list of parts, equipment and devices subject to mandatory inspection and the criteria for determining faults are listed in the table.

Table. List of parts, appliances and equipment to be checked during the inspection and criteria for determining errors

Part, device, assembly or equipment to be inspected	Method of inspection	Reasons for failure to complete the inspection	Category of fault/deficiency		
			VO[1]	OV[2]	EOV[3]
0. VEHICLE IDENTIFICATION AND CORRECTIVE ACTION					
0.1. Registration plates	To be inspected by observation.	1) No registration plate or not fixed. 2) Inscription missing or illegible. 3) Does not correspond to the vehicle's documents or registration data. 4) The registration plate or its placement do not comply with the requirements. 5) Signs displaying or simulating the visible features of the registration plate are installed. 6) The condition of the registration plate has deteriorated (worn, bruised but legible).	 X X	X X X X 	
0.2. Vehicle identification (VIN number / Factory ID / Serial No.)	To be inspected by observation.	1) Missing or impossible to find. 2) Illegible or incomplete. 3) Does not correspond to the vehicle's documents or registration data. 4) The vehicle has several different VINs and is not mentioned in the registration data.		X X X X	
0.3. Compliance with traffic register data	To be inspected by observation and comparison of documents and data in the traffic register.	1) The vehicle does not correspond to the data in the traffic register.		X	
0.4. Corrective action	The deficiency is automatically determined on the basis of the traffic register data.	1) The vehicle has an unimplemented corrective action.		X	
1. BRAKING SYSTEM					
1.1. Mechanical condition and operation					
1.1.1. Movement of the service brake pedal or lever	To be inspected by observation and operation of the braking system. Vehicles with power-assisted braking systems should be checked with the engine	1) The pedal/handle moves hard. 2) The joint is worn or loosened.		X X	

	switched off.				
1.1.2. Condition of the service brake pedal or lever and freewheel of the brake control device	To be inspected by observation and operation of the braking system. Vehicles with power-assisted braking systems should be checked with the engine switched off.	1) Excessive or insufficient gear reserve. 2) The braking device does not release properly. 3) The braking device does not release properly and this has a significant effect on braking. 4) The anti-slip part of the brake pedal is missing, loose or worn smooth.	X	X X X	
1.1.3. Vacuum pump or compressor and tanks	To be inspected by observation at normal operating pressure.	1) Insufficient barometric pressure (e.g. vacuum) to allow the brake to be applied at least four times after the warning device has been actuated or when the meter shows a danger; 2) Insufficient atmospheric pressure (e.g. vacuum) to enable the brake to be applied at least twice after the warning device has been actuated or if the gauge shows an unsafe reading; 3) The time taken to create the air pressure/vacuum required for safe operation does not meet the requirements. 4) The safety valve or pressure relief valve is inoperable. 5) A leak that causes a significant drop in pressure. 6) External damage likely to affect the function of the braking system.		X X X X	X
1.1.4. Underpressure warning signal or gauge	Functional testing	1) The gauge or indicator lamp is defective or inoperable. 2) It is not possible to determine the negative pressure.	X	 X	
1.1.5. Standby brake valve	To be inspected by observation while operating the braking system.	1) The handle is damaged or worn. 2) The handle or tap is unfastened. 3) The connection is loose or leaking. 4) Unsatisfactory performance.		X X X X	
1.1.6. Parking brake, brake lever, brake locking, electromechanical parking brake	To be inspected by observation while operating the braking system.	1) The brake does not lock. 2) The lever joint or locking mechanism is worn. 3) Excessive wear on the lever joint or locking mechanism. 4) Excessive movement of lever indicating incorrect adjustment. 5) Work equipment damaged, unserviceable or missing. 6) Unsatisfactory operation, warning signal indicating malfunction.	X	X X X X X	
1.1.7. Brake valves/valves	To be inspected by	1) Degraded or leaking.		X	

(service brake taps, pressure reducers, regulators)	observation while operating the braking system.	2) Absence or inaccessibility 3) Unconfirmed or incorrectly installed. 4) It's leaking. 5) There's too much oil coming out of the compressor. 6) Damaged	 X 	X X 	 X X
1.1.8. Connections for trailer brakes (electric and pneumatic)	Inspection of connections by observation. Disconnect and reconnect the braking systems of the towing vehicle and trailer if there are deficiencies or defects in the coupling of the trailer brakes.	1) Isolating valve or connection nozzle defective. 2) Isolating valve or connection nozzle damaged. 3) Isolating valve or connection nozzle not in accordance with the requirements, incorrectly installed or not fastened. 4) Isolating valve or connection nozzle not in accordance with the requirements, incorrectly fitted or not fastened, which has a significant impact on braking. 5) It's spraying. 6) The connections are unworkable. 7) The connections are unserviceable and this has a significant impact on braking.	X X 	 X X X X 	 X
1.1.9. Energy reserve pressure tank, compressed air tank	To be inspected by observation.	1) Tank in deteriorated condition or corroded on the surface. 2) Tank damaged, corroded or leaking. 3) Tank unattached or incorrectly installed. 4) The condensate valve is defective. 5) The condensate valve is unserviceable.	X X 	 X X X	
1.1.10. Brake booster, master cylinder	To be inspected by observation while the braking system is operated.	1) Defective or not fixed. 2) Unserviceable or leaking. 3) Brake fluid levels are below the minimum. 4) The brake fluid level is significantly below the minimum. 5) The brake fluid level is no longer visible. 6) Master cylinder reservoir cap missing. 7) The brake fluid level warning lamp is lit (the fluid level is normal) or is defective.	 X X	X X X 	 X X
1.1.11. Rigid brake pipes	To be inspected by observation while the braking system is operated.	1) Imminent risk of failure or breakage. 2) Pipes or joints are leaking. 3) Pipes or connections are leaking. 4) Pipes damaged or corroded.	 	 X X	X X

		5) Affects the functioning of brakes due to blocking or imminent risk of leaking. 6) The pipes are incorrectly installed. 7) Pipes or pipe fittings are incorrectly installed and may be damaged.	 X	 X	X
1.1.12. Flexible brake hoses	To be inspected by observation while the braking system is operated.	1) Imminent risk of failure or breakage. 2) Twisted or too short. 3) Damaged, friable or porous. 4) Hoses or connections leaking. 5) Hoses or connections are leaking. 6) Expand under pressure.	 X	 X X X	X X
1.1.13. Brake linings and brake pads	To be inspected by observation.	1) Worn. 2) Soiled (oil, etc.). 3) Incorrectly installed or missing.		X X	 X
1.1.14. Brake drums, brake discs	To be inspected by observation.	1) Worn or deteriorated. 2) Unconfirmed or damaged. 3) Soiled (oil, etc.). 4) None. 5) Brake protection plate/shield not attached.		X X X	 X X
1.1.15. Brake cables, rods, levers	To be inspected by observation while the braking system is operated.	1) In deteriorated condition. 2) Damaged or corroded. 3) Significantly damaged or corroded. 4) Not fixed. 5) Improperly mounted or adjusted or knotted. 6) The cable guide is in degraded condition or the system fails.	X	 X X X X	 X
1.1.16. Industrial cylinders (including spring or hydraulic cylinders) and brake caliper	To be inspected by observation while the braking system is operated.	1) Damaged or corroded or spraying. 2) Significantly damaged or corroded. 3) It's leaking. 4) Unconfirmed or incorrectly installed. 5) Unmounted or incorrectly installed and this has a significant impact on braking. 6) Insufficient or excessive freewheel of the pressure piston or membrane. 7) Dust protection is in deteriorated condition. 8) Dust protection is missing or damaged.	 X	X X X X	 X X X
1.1.17. Braking force regulator	To be inspected by observation while the braking system is operated.	1) Unconfirmed or damaged. 2) Incorrectly installed or adjusted. 3) Unserviceable (ABS in working order).		X X X	

		4) Unserviceable or absent. 5) Data label missing, data illegible or not in accordance with the requirements.	X		X
1.1.18. Brake pedal	To be inspected by observation.	1) Worn or damaged. 2) The compensator is unserviceable. 3) Incorrectly installed, regulated or replaced.		X X X	
1.1.19. Retardation system	To be inspected by observation.	1) Not fixed. 2) Unconfirmed and has a significant impact on braking. 3) The system is obviously defective or missing.	X	 X X	
1.1.20. Automatic operation of trailer brakes	Apply the trailer brakes by actuating the trailer brake valve. If the trailer brake valve is missing or the brakes are not actuated, disconnect the coupling between the braking systems of the towing vehicle and the trailer, unless the couplings cannot be disconnected.	1) The trailer brake does not apply automatically when the connection is disconnected.			X
1.1.21. Complete braking system	To be inspected by observation.	1) Other system devices (such as antifreeze, dehumidifier, etc.) are externally damaged or corroded. 2) Other equipment in the system (e.g. freezing hood, air dryer, etc.) is significantly damaged or corroded externally and this has a significant impact on braking. 3) Spraying or anti-freezing agent leakage. 4) Spraying or anti-freezing agent leakage and this has a significant impact on braking. 5) Any component is not fixed or is incorrectly fitted. 6) Any component has been improperly repaired or modified. 7) Inappropriate repair or modification of any component which has a significant impact on braking.		X X X X X	 X X X
1.1.22. Check valves	To be inspected by observation.	1) No connections. 2) Connections are damaged. 3) Connectors are unusable or	X	X	

		spraying.		X	
1.1.23. Overrun brake	To be inspected by observation while the braking system is operated.	1) Damaged or unserviceable.		X	
1.2. Service brake performance and efficiency					
1.2.1. Operation	Measurement shall be carried out on a static brake testing machine or, if this is not possible, during road testing.	1) Insufficient braking force on one or more wheels. 2) A brake on one or more wheels is inoperable. 3) The braking force of one wheel differs by more than 30 % from the maximum measured braking force of the other wheel on the same axle. In the road test, the vehicle deviates excessively from a straight line. 4) The braking force of any wheel on the steered axle differs by more than 50 % from the maximum measured braking force of another wheel on the same axle. 5) No gradual variation in brake effort (blocking). 6) The brake on some wheels operates too early or too late. 7) Excessive fluctuation of brake force during full wheel revolutions.		X X X X X	 X X
1.2.2. Efficiency	Measurement shall be carried out on a device for static brake testing or, if it cannot be used for technical reasons, during a road test using a brake deceleration meter. Road tests should, if possible, be carried out under dry weather conditions on a flat and straight road.	1) The braking performance is lower than required. 2) Braking performance is half the required. 3) It is not possible to measure the service braking performance (brake left on, etc.).		X X	 X
1.3. Secondary (emergency) brake performance and efficiency (if a separate system)					
1.3.1. Operation	Where the braking system is separated from the service brake system, the method referred to in point 1.2.1 shall be used.	1) Insufficient braking force on one or more wheels. 2) A brake on one or more wheels is inoperable. 3) No gradual variation in brake effort (blocking).		X X	 X
1.3.2. Efficiency	Where the braking system is separated from the service	1) A braking performance of less than 50 % of the minimum service braking performance required		X	

	brake system, the method referred to in point 1.2.2 shall be used.	2) Less than 50 % of the values referred to in point 1.			X
1.4. Parking brake performance and efficiency					
1.4.1. Operation	Measurement shall be carried out on a device for static brake testing or, if it is not possible to use it for technical reasons, a road test shall be carried out using a brake deceleration meter. Road tests should, if possible, be carried out under dry weather conditions on a flat and straight road.	1) On one side, the brake is inoperable or, in the case of a road test, the vehicle deviates excessively from a straight line. 2) The brake on several wheels is inoperative or the brake performance is less than 50 per cent of the minimum parking brake performance required.		X	 X
1.4.2. Efficiency	Measurement shall be carried out on a device for static brake testing or, if it cannot be used for technical reasons, during a road test using a brake deceleration meter. If, due to the technical characteristics of the vehicle, the effectiveness of the parking brake cannot be measured on a static brake testing device or during a road test with a braking deceleration meter, the application of the parking brake shall be inspected.	1) Braking performance is inadequate. 2) The braking performance is less than 50 per cent of the minimum parking brake performance required. 3) It is not possible to measure the effectiveness of the parking brake (brake left on, etc.).		X X	 X
1.5. Performance of the retardation system	To be inspected by observation and, where possible, by testing the functioning of the system.	1) There is no gradual variation of the braking force (not applicable to the engine brake). 2) Unserviceable.		X X	
1.6. Anti-lock braking system (ABS)	To be inspected by observation and malfunction	1) The malfunction Indicator shall not ignite. 2) The system malfunction		X X	

	indicator inspection.	indicator shall indicate any system malfunction. 3) Wheel speed sensors missing or damaged. 4) Wiring damaged. 5) Other parts missing or damaged.		 X X X	
1.7. Electromechanical braking system (EBS)	Checked by observation and indicator light check.	1) The malfunction Indicator shall not ignite. 2) The system malfunction indicator shall indicate any system malfunction. 3) The connection cable between the towing vehicle and the trailer is incompatible or missing.		X X X	
1.8. Brake fluid	To be inspected by observation.	1) Brake fluid contaminated or sedimented. 2) Imminent risk of failure.		X	 X
2. CONTROL DEVICE					
2.1. Mechanical condition					
2.1.1. Condition of the steering system (steering box, steering gear, steering rod)	Inspection of the vehicle by observation on a duct or hoist. The wheels of the vehicle are in the air or on rotating platforms, the steering wheel is fully rotated. Verification of the operation of the steering mechanism by observation.	1) The transmission does not work smoothly. 2) Damaged or worn. 3) Significantly damaged or worn and the vehicle cannot be driven safely. 4) It's leaking. 5) Inappropriate repair or modification. 6) Due to inappropriate repair or modification, it is not possible to drive the vehicle safely.		X X X X	 X X
2.1.2. Attachment of steering mechanism (steering box, steering gear, steering rod)	Inspection of the vehicle by observation on a duct or hoist. With the vehicle on its wheels on the ground, the steering wheel/handlebar is turned clockwise and counterclockwise.	1) Not fixed. 2) Unfastened and over 50% of fastenings loose. 3) Anchorages damaged. 4) Casing damaged.		X X X	 X
2.1.3. Condition of the steering lever	Inspection of the vehicle by observation on a duct or hoist. With the vehicle on its wheels on the ground, the	1) The joint is worn. 2) The joint is worn out and may become unserviceable. 3) Damaged or unconfirmed. 4) Significantly damaged (fractured, deformed, etc.) and the vehicle cannot be safely driven.		X X 	 X X

	steering wheel is shaken clockwise and counterclockwise. Examination of the possible wear and fractures of the steering lever components and their safety by observation.	5) Inappropriate repair or modification. 6) Due to inappropriate repair or modification, it is not possible to drive the vehicle safely. 7) Dust protection is in deteriorated condition. 8) Dust protection damaged or missing.	 X	 X X	 X
2.1.4. Operation of the steering lever	Inspection of the vehicle by observation on a duct or hoist. With the vehicle on its wheels on the ground and the engine (power steering) running, a full turn is made with the steering wheel. Checking the movement of the linkage by observation.	1) The steering lever contacts the body. 2) Turning limiters not adjusted or missing.		X X	
2.1.5. Power steering	The steering mechanism shall be inspected for the presence of leaks and the level of hydraulic fluid in the tank (if visible). With the vehicle on its wheels on the ground and the engine running, the operation of the power-assisted steering system is inspected.	1) It's leaking. 2) There is insufficient working fluid. 3) The working fluid is less than 50% of the minimum level. 4) Unserviceable. 5) Unfit for work and unable to drive the vehicle safely. 6) Hoses or pipes or their connections are damaged. 7) The power steering strap is slack, worn or broken.	 X 	X X X X X	 X
2.2. Steering wheel, steering column and handlebar					
2.2.1. Steering wheel/handlebar condition	On a vehicle with wheels resting on the ground, the steering wheel is shaken from side to side at right angles to the steering column and light pressure is applied.	1) Clearance between steering wheel and steering column. 2) Not fixed. 3) Risk of detachment. 4) Damaged. 5) The adjustment mechanism is inoperable. 6) Inappropriate repair or modification or replacement.		X X X X X	 X
2.2.2. Steering column/steering head and	Inspection of the vehicle by	1) Bearings or bushes worn. 2) Not fixed.		X X	

levers/bars to be attached to the steering column	observation on a duct or hoist. On a vehicle supported on wheels, the steering wheel is pushed and pulled up and down relative to the steering column, the steering wheel/handlebar is pushed in different directions at right angles to the steering column.	3) Inappropriate repair or modification. 4) The steering wheel has been damaged.		X X	
2.3. Steering wheel free gear	Inspection of the vehicle by observation on a duct or hoist. On a vehicle supported on wheels, the steering wheel is turned slightly clockwise and counterclockwise without the wheels moving, with the wheels in the straight-ahead position and, on vehicles with power steering, the engine running. Freewheeling is inspected by observation.	1) Excessive freewheeling of the steering wheel. 2) Excessive freewheeling of the steering wheel and inability to drive the vehicle safely.		X	 X
2.4. Trailer front axle rotation	To be inspected by observation.	1) Damaged. 2) Severely damaged (e.g. cracked). 3) Excessive slack. 4) Excessive slack which makes it impossible to drive the vehicle safely and directly. 5) Not fixed. 6) Over 50% of the mounts are loose.		X X X X	 X X X
2.5. Electronic power steering (EPS)	The indicator light is inspected by observation.	1) The EPS indicator light indicates a system malfunction. 2) The indicator light is defective.		X X	
3. VISIBILITY					
3.1. Visual field	Verification by observation of the field of vision from the driving	1) Obstacles in the driver’s field of vision that significantly affect forward and side visibility. 2) Direct obstruction in the driver's	X	 X	

	position.	field of vision or the exterior rear-view mirrors not visible. 3) The sun visor is in deteriorated condition. 4) Sun visor damaged or missing.	 X 	 X	
3.2. State of the glass	To be inspected by observation and, if necessary, by means of a glass transparency meter.	1) In a fractured or shattered or deteriorated condition. 2) Damage that makes it difficult to observe traffic or rear-view mirrors is not visible. 3) Visibility through the windscreen wiper field is very poor. 4) The transparency of the windows forward of the driver's seat backrest does not meet the requirements. 5) The glass does not meet the requirements.	X 	 X X X	 X
3.3. Rear-view mirrors or devices	To be inspected by observation.	1) None. 2) The installation does not meet the requirements. 3) In deteriorated condition. 4) Damaged or unserviceable. 5) Not fixed. 6) Does not meet the requirements.	 X 	X X X X X	
3.4. Windshield wipers	To be inspected by observation and in operation.	1) In deteriorated condition. 2) Worn. 3) Unserviceable or absent.	X 	 X X	
3.5. Windshield washers	To be inspected by test switching.	1) Washer fluid is missing. 2) Incorrectly regulated water jet. 3) Unserviceable.	X X 	 X	
3.6. Windscreen warmer	To be inspected by test switching.	1) Does not blow heat onto the windshield.	X		
3.7. Window glass hoists	To be inspected in operation or by sample switching.	1) It is not possible to open or close the driver’s window with a hoist.		X	
4. LIGHTS, REFLECTORS AND ELECTRICAL EQUIPMENT					
4.1. Dipped-beam and full-beam headlights					
4.1.1. Condition and operation	To be inspected by observation and sample switching.	1) On a low beam light with an LED light source, up to 1/3 of the light sources are defective or missing. 2) The light source of the dipped beam light is defective or missing (in the case of LED light sources, more than 1/3 of the light sources are defective or missing). 3) The light source of the high beam light is defective or missing (in the case of LED light sources, up to 1/3 of the light sources are defective), but the minimum required number of high beam	X X	 X 	

		lights is in working order. 4) The light source of the high beam light is defective or missing (in the case of LED light sources, more than 1/3 of light sources are defective). 5) The condition of the light has deteriorated. 6) Light damaged. 7) Light unattached.	 X	 X X X	
4.1.2. Adjustment of dipped beam lights	To be inspected with a headlight adjustment checking device.	1) 'Unregulated' means the angle of incidence of the beam above the angle of incidence specified by the manufacturer. 2) 'Unregulated' means the incidence angle of a beam below the angle of incidence specified by the manufacturer. 3) The light source is incorrectly installed in the light. 4) The projection of the light beam is of the wrong shape.	X	 X X X	
4.1.3. Switching	To be inspected by observation, by sample switching.	1) Switching does not meet the requirements. 2) The number of lights which can be switched on simultaneously exceeds the permitted number. 3) The sum of the luminous intensity control values of the high beam headlights which can be switched on simultaneously exceeds 100. 4) The lights do not turn on or off at the same time. 5) Switch failure.	 X	X X X X	
4.1.4. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements. 2) The number of lights does not meet the requirements. 3) The positioning of the light does not meet the requirements. 4) The colour of the light beam is incorrect. 5) Any object reduces the luminous intensity of the light.		X X X X X	
4.1.5. Alignment devices for dipped beam headlamps	To be inspected by observation, by sample switching.	1) Unserviceable or absent. 2) The beam adjustment of a light with a gas discharge lamp with a luminous flux of more than 2000 lm is not automatic.		X X	
4.1.6. Light lens cleaner	To be inspected by observation, by sample switching.	1) Unserviceable or absent. 2) The lens cleaner for a light with a gas discharge lamp with a luminous flux of over 2000 lm is inoperable or missing.	X	 X	

4.2. Sidelights and daytime running lights					
4.2.1. Condition and operation	To be inspected by observation, by sample switching.	1) Defective or missing light source for daytime running light (maximum 1/3 of light sources defective in the case of a light composed of several daytime running light sources).	X		
		2) Defective or missing light source of a daytime running light (a light consisting of a single daytime running light source or a light consisting of several daytime running light sources has more than 1/3 defective light sources).		X	
		3) Defective or missing light source for sidelight (in the case of a light comprising more than one sidelight, more than one third of the light sources are defective).	X		
		4) On a vehicle with up to 2 sidelights, all front or rear sidelight sources are defective or missing.		X	
		5) On vehicles with more than 2 sidelights, the front or rear sidelight sources on one side are defective or missing.		X	
		6) On a vehicle with mandatory sidelights, all the light sources of the sidelight on one side are defective or missing.		X	
		7) The condition of the light has deteriorated.	X		
		8) Light damaged.		X	
		9) Light unattached.	X		
		10) The light may fall off.		X	
4.2.2. Switching	To be inspected by observation, by sample switching.	1) Switching does not meet the requirements.		X	
		2) Switch failure.		X	
4.2.3. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements.		X	
		2) The number of lights does not meet the requirements.		X	
		3) The positioning of the light does not meet the requirements.		X	
		4) The colour of the light beam is incorrect.		X	
		5) Something reduces the luminous intensity of the light.		X	
4.3. Brake lights					
4.3.1. Condition and operation	To be inspected by observation, by sample switching.	1) Defective or missing light source (in the case of a light comprising several brake light sources, not more than 1/3 of the light sources are defective).	X		
		2) Defective or missing light		X	

		source (a light consisting of a single brake light source or a light consisting of multiple brake light sources has more than 1/3 defective light sources). 3) None of the brake lights are on. 4) The condition of the light has deteriorated. 5) Light damaged. 6) Light unattached. 7) The light may fall off.	 X X	 X X	 X
4.3.2. Switching	To be inspected by observation, by sample switching.	1) Switching does not meet the requirements. 2) Switch failure.		X X	
4.3.3. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements. 2) The number of lights does not meet the requirements. 3) The positioning of the light does not meet the requirements. 4) The colour of the light beam is incorrect. 5) The luminous intensity of the light does not meet the requirements. 6) The luminous intensity of the light has decreased significantly.	 X 	X X X X X	
4.4. Directional warning lights and hazard warning lights					
4.4.1. Condition and operation	To be inspected by observation, by sample switching.	1) Defective or missing light source (in the case of a light consisting of several light sources for a directional warning light, not more than 1/3 of the light sources are defective). 2) Defective or missing light source (in the case of a light consisting of a single light source for a directional warning light or consisting of several light sources for a directional warning light, more than 1/3 of the light sources are defective). 3) The condition of the light has deteriorated. 4) Light damaged. 5) Light unattached. 6) The light may fall off.	X X X	 X X X	
4.4.2. Switching	To be inspected by observation, by sample switching.	1) Switching does not meet the requirements. 2) Switch failure.		X X	
4.4.3. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements. 2) The number of lights does not meet the requirements. 3) The positioning of the light does		X X X	

		not meet the requirements. 4) The colour of the light is incorrect. 5) Something reduces the luminous intensity of the light.		X X	
4.4.4. Flashing frequency	To be inspected by observation, by sample switching.	1) The flashing frequency does not meet the requirements.	X		
4.5. Front and rear fog lights					
4.5.1. Condition and operation	To be inspected by observation, by sample switching.	1) Defective or missing light source (in the case of a light consisting of several light sources for the fog light, not more than 1/3 of the light sources are defective). 2) Defective or missing light source (the light consists of a single fog light source or more than 1/3 of light sources defective in a light composed of several fog light sources). 3) The condition of the light has deteriorated. 4) Light damaged. 5) Light unattached. 6) The light may fall off.	X X X	 X X X	
4.5.2. Front fog light adjustment	To be inspected with a headlight adjustment checking device.	1) Unregulated means the beam points too low. 2) Unregulated means the beam points up. 3) The light source is incorrectly installed in the light. 4) The projection of the light beam is of the wrong shape.	X	 X X X	
4.5.3. Switching	To be inspected by observation, by sample switching.	1) Switching does not meet the requirements. 2) Switch failure.		X X	
4.5.4. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements. 2) The number of lights does not meet the requirements. 3) The positioning of the light does not meet the requirements. 4) The colour of the light beam is incorrect. 5) Something reduces the luminous intensity of the light.		X X X X X	
4.6. Reversing lights					
4.6.1. Condition and operation	To be inspected by observation, by sample switching.	1) Defective or missing light source (the light consists of several light sources for the reversing light; in the case of LED light sources, not more than 1/3 of the light sources are defective). 2) Defective or missing light source (the light consists of a	X	 X	

		single reversing light source; in the case of a LED light source, more than 1/3 of light sources are defective). 3) The condition of the light has deteriorated. 4) Light damaged. 5) Light unattached. 6) The light may fall off.	 X X	 X X	
4.6.2. Switches	To be inspected by observation, by sample switching.	1) Switching does not meet the requirements. 2) A reversing light may be switched on when the reverse gear is not switched on.	X	 X	
4.6.3. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements. 2) The number of lights does not meet the requirements. 3) The positioning of the light does not meet the requirements. 4) The colour of the light beam is incorrect. 5) Something reduces the luminous intensity of the light.		X X X X X	
4.7. Rear license plate light					
4.7.1. Condition and operation	To be inspected by observation, by sample switching.	1) Lamp casts direct light to the back. 2) The registration plate is partly unilluminated. 3) The registration plate is not completely illuminated. 4) The condition of the light has deteriorated. 5) Light damaged. 6) Light unattached. 7) The light may fall off.	 X X X	X X X X	
4.7.2. Compliance with the requirements	To be inspected by observation, by sample switching.	1) The light does not meet the requirements. 2) The number of lights does not meet the requirements. 3) The positioning of the light does not meet the requirements. 4) The colour of the light beam is incorrect. 5) Something reduces the luminous intensity of the light.		X X X X X	
4.8. Reflectors, high-visibility markings (reflective) and identification marks					
4.8.1. Condition	To be inspected by observation.	1) In deteriorated condition. 2) Damaged or missing. 3) Not fixed. 4) The risk of falling off.	X X 	 X X	
4.8.2. Compliance with the requirements	To be inspected by observation.	1) The placement does not meet the requirements. 2) Does not meet the requirements. 3) Reflects red in the front or white	X X 	 X	

		in the rear.			
4.9. Mandatory indicator lights for lighting equipment					
4.9.1. Condition and operation	To be inspected by observation, by sample switching.	1) The indicator light is inoperative or missing. 2) The high beam or rear fog light indicator lamp is inoperative or missing.	X	 X	
4.9.2. Compliance with the requirements	To be inspected by observation, by sample switching.	1) Does not meet the requirements.	X		
4.10. Coupling cables for towing vehicles and trailers	To be inspected by observation.	1) The socket attachment has deteriorated. 2) Socket unattached. 3) Insulation in deteriorated condition. 4) Risk of short circuit. 5) The connections are unworkable. 6) The connections are incompatible. 7) None of the trailer's brake lights are on.	X X	 X X X X	 X
4.11. Electrical wiring	To be inspected by observation.	1) The wiring system or its attachment is in deteriorated condition or is not properly protected. 2) Wiring damaged, unattached, likely to loosen or touches sharp edges, or there is a risk of short circuit. 3) Wiring significantly damaged, may come into contact with hot or rotating parts, or with the ground, connections loose (respective parts of the braking or steering system), or there is an obvious risk of fire or sparking.	X	 X	 X
4.12. Other lighting and light-signalling equipment	To be inspected by observation, by sample switching.	1) Does not meet the requirements. 2) Reflects red light in the front or white light in the rear. 3) Unserviceable. 4) The installation does not meet the requirements. 5) Not fixed. 6) The risk of falling off. 7) The emergency vehicle's flashing light or signal light or identification marks are used.	 X X 	X X X X X	
4.13. Battery	To be inspected by observation.	1) The mount has deteriorated. 2) Not fixed. 3) Hazardous substances are leaking from the battery. 4) Defective battery switch. 5) The fuses are defective.	X	 X X X X	

		6) Inappropriate ventilation.		X	
5. CHASSIS AND SUSPENSION					
5.1. Axles					
5.1.1. Axles	Vehicle inspection by observation and with a play detector on a channel or lift, using a lever if necessary.	1) Axle damaged. 2) The axle is not fixed. 3) Excessive movement relative to the frame or bodywork. 4) Inappropriate repair or modification. 5) Due to inappropriate repair or modification, the stability of the vehicle has deteriorated or the axle is too close to other parts of the vehicle or to the ground.		X X X	X X X
5.1.2. Wheel bearing housing	Vehicle inspection by observation and with a play detector on a channel or a lift. A vertical or lateral force is applied to all wheels and the range of movement between the axle beam and the knuckle is inspected.	1) Wheel bearing housing damaged. 2) The pivot axle bolt or ball joint or bushings are worn. 3) The pivot axle bolt or ball joint is worn and may come loose, affecting the vehicle's directional stability. 4) Not fixed. 5) Unattached and may come loose.		 X X 	X X X
5.1.3. Wheel bearings	Inspection of the vehicle by observation on a duct or hoist. Use a play detector or raise the wheel from the ground. The wheel placed on the play detector or lifted off the ground is shaken or lateral forces are applied to the wheel and the extent to which the wheel is moving relative to the spindle is inspected.	1) Clearance in wheel bearings. 2) Risk of breakage of the wheel bearing. 3) Wheel bearings too tight. 4) Wheel bearings jammed.		X X 	 X X
5.2. Rims and tires					
5.2.1. Wheel hub	To be inspected by observation.	1) Wheel nuts or bolts are missing or unfastened. 2) More than 25% of wheel nuts or bolts are missing or unfastened. 3) Hub is worn or damaged. 4) Hub damaged in such a way that the wheel cannot be safely		X X	 X X

		fastened.			
5.2.2. Rims	Inspection of the vehicle by observation on a duct or hoist. Inspection of all rims by observation on both sides.	1) The rim is worn (mounting bolt hole or hub hole).		X	
		2) The rim is worn and this affects the tire's stability on the rim or hub.			X
		3) The tire’s locking ring is unfastened.		X	
		4) The tire's locking ring may fall off.			X
		5) Rim damaged.			X
		6) Rim size or type not in accordance with the requirements and affecting road safety.		X	
		7) No wheel fixing bolt or nut covers.		X	
		8) Fixing bolts or nuts not conforming to the type shall be used to fasten the rim.		X	
5.2.3. Tires	Check the whole tire by observation, either by rotating the wheel raised from the ground together, or by driving the vehicle forward and backwards, by checking the tire abrasion indicator or, where appropriate, using a measuring instrument.	1) Tire dimensions, positioning, load capacity, approval mark or speed category not in accordance with the requirements and affecting road safety.		X	
		2) The tire comes into contact with fixed parts of the vehicle, which impairs safe driving.			X
		3) Tires for wheels or twin wheels on the same axle are of different dimensions.		X	
		4) Tires on the same axle have different construction designs (e.g. radial/diagonal tires).		X	
		5) Any damage to the tire.		X	
		6) Bead visible or broken.			X
		7) The remaining tread depth of the tire does not meet the requirements.		X	
		8) Less than 80% of the required remaining tread depth.			X
		9) The tire comes into contact with other fixed parts of the vehicle, does not affect safe driving.		X	
		10) The tire does not meet the requirements.		X	
		11) The protective layer of the bead is damaged.			X
		12) There is a malfunction in the tire pressure monitoring system.	X		
		13) The tire pressure monitoring system is unserviceable.		X	
5.3. Suspension					
5.3.1. Springs and stabilizer	Vehicle inspection by observation on a channel or lift	1) The spring attachment has deteriorated.		X	
		2) The spring is unattached.			X

	and with a play detector.	3) The coil spring or additional spring leaf is damaged. 4) The spring leaf is damaged. 5) There is no coil spring or supplementary spring sheet. 6) The main leaf of the spring is missing. 7) Inappropriate repair or modification. 8) There are slacks on the bushing or ball joint of the stabilizer. 9) Stabilizer damaged, unattached or missing.	 X 	X X X X	 X X
5.3.2. Shock absorbers	Inspection of the vehicle by observation on a duct or hoist.	1) Shock absorber attachment deteriorated. 2) Shock absorber unattached or missing. 3) Oil has leaked from the shock absorber or it is unserviceable. 4) The shock absorbing buffers are damaged, loose or missing.	X X	 X X 	
5.3.3. Torsion spring, radius arms, wishbones and suspension arms	Vehicle inspection by observation on a channel or lift and with a play detector.	1) The mount has deteriorated. 2) Unconfirmed or missing. 3) Damaged or corroded. 4) Unserviceable. 5) Inappropriate repair or modification. 6) Moves against other parts of the vehicle.	 	X X X 	 X X X
5.3.4. Suspension joints	Vehicle inspection by observation on a channel or lift and with a play detector.	1) The condition of the bushing has deteriorated. 2) The bush is missing or worn. 3) There is play in the ball joint. 4) The ball joint may be detached. 5) The state of dust protection has deteriorated. 6) Dust protection damaged or missing.	X X 	 X X X	 X
5.3.5. Air suspension	To be checked by observation, listening and, if necessary, soapy water.	1) The system is inoperable. 2) Any component is damaged. 3) Inappropriate repair or modification. 4) It's spraying.	 	 X X	X X
6. FRAME, BODY AND PARTS TO BE ATTACHED TO IT					
6.1. Frame, body and parts to be attached to it					
6.1.1. General condition	Inspection of the vehicle by observation on a duct or hoist.	1) The load-bearing element of the structure is damaged. 2) The load-bearing element of the structure is damaged and there is an obvious risk of breakage. 3) The fixing points on the frame or body are damaged. 4) The fixing points on the frame or body are loose or unattached.	 	X X 	 X X

		5) The load-bearing element of the structure is corroded. 6) The load-bearing element of the structure is corroded and there is an obvious risk of breakage. 7) Inappropriate repair or modification.		X X	 X
6.1.2. Exhaust pipes and silencers	Inspection of the vehicle by observation on a duct or hoist.	1) Exhaust system components fixing has deteriorated. 2) Exhaust system components are not fixed. 3) The exhaust system is spraying. 4) Exhaust gases penetrate the cab or the passenger compartment and constitute a risk to the health of the passengers. 5) Inappropriate repair or modification.	X	 X X X	 X
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Inspection of the vehicle by observation on a duct or hoist. In order to check the LPG, CNG and LNG systems, a leak detection device is used in addition to observation.	1) Attachment of the tank or pipes deteriorated. 2) Risk of the tank or pipes becoming detached from the fixings, which may create a potential fire hazard. 3) Fuel leakage, filler cap is missing or leaking. 4) Fire hazard: fuel leakage or misshielded fuel tank. 5) Fuel pipes or hoses are in deteriorated condition. 6) Fuel pipes or hoses damaged. 7) The LPG, CNG, LNG or hydrogen system does not meet the requirements. 8) The fuel tank or its placement does not comply with the requirements. 9) LPG, CNG or LNG leakage of more than 200 ppm	 X 	X X X X	 X X X X
6.1.4. Bumpers, underrun protection devices, frontal protection systems	To be inspected by observation.	1) Damaged. 2) The mount has deteriorated. 3) Not fixed and may fall off. 4) Does not meet the requirements. 5) The placement does not meet the requirements.	 X 	X X X X	
6.1.5. Replacement wheel carrier	To be inspected by observation.	1) The condition has deteriorated. 2) Damaged or unconfirmed. 3) A spare wheel not securely fixed in carrier 4) Risk of falling off the spare wheel or carrier.	X	 X X 	 X
6.1.6. Coupling devices and towing equipment	Visual inspection for possible wear and proper operation, with	1) The coupling device damaged. 2) Coupling device damaged (car train). 3) The coupling device is worn.		X X	 X

	particular attention to any safety devices installed and/or use of the meter.	4) The coupling device is worn and the play between the coupling devices of the towing vehicle and trailer exceeds the limit value.			X
		5) The mount has deteriorated.		X	
		6) The fixing point is damaged.		X	
		7) Not fixed.			X
		8) Any safety device is missing or unserviceable.		X	
		9) Inappropriate repair or modification.		X	
6.1.7. Power transmission	Vehicle inspection by observation on a channel or lift and by operation.	1) The mount has deteriorated.		X	
		2) Not fixed.			X
		3) The cruise control or cardan joint is worn.		X	
		4) Risk of breakage or disengagement of the cruise control or cardan joint.			X
		5) Elastic joints are damaged.		X	
		6) Elastic joints are significantly damaged and can fall off.			X
		7) Drive shaft damaged.		X	
		8) Bearing bracket is damaged or unserviceable.		X	
		9) Risk of breakage or falling off of the bearing bracket.			X
		10) Dust protection is in deteriorated condition.	X		
		11) Dust protection damaged or missing.		X	
		12) Inappropriate repair or modification.		X	
		13) Clutch not working or gears not switching.		X	
		14) The chain or strap is not tightened.	X		
		15) The chain or strap is worn.		X	
		16) The gear and pulley are worn or damaged.		X	
6.1.8. Engine mountings	To be inspected by observation.	1) The mounting is in deteriorated condition.	X		
		2) The mounting is damaged.		X	
		3) Inappropriate repair or modification.		X	
		4) Mountings have come loose or cracked.			X
6.1.9. Engine	To be inspected by observation.	1) Inappropriate modification of the engine, power supply system or power source.		X	
		2) The engine is overheating.		X	
		3) The engine’s not working.		X	
6.1.10. Charging an electric vehicle	To be inspected by observation.	1) The charging plug is in deteriorated condition.	X		
		2) The charging plug is damaged in such a way that it may pose a		X	

		health risk.			
6.2. Cabin, body and superstructure					
6.2.1. Condition	To be inspected by observation.	1) A sharp, protruding or intersecting part with which contact may cause injury.		X	
		2) Risk of falling off the cover panel or detail.			X
		3) As a result of the damage, the stability of the whole structure has deteriorated.			X
		4) Exhaust gases or engine smoke will enter the cabin or passenger compartment.		X	
		5) Exhaust gases or engine smoke entering the cab or passenger compartment pose a risk to the health of passengers.			X
		6) Inappropriate repair or modification.		X	
		7) A risk to the health of passengers or road users has arisen as a result of inappropriate repair or modification.			X
		8) The color scheme and special features of an emergency vehicle are used, although there is no authorisation for this.		X	
		9) The color scheme or special features of the emergency vehicle do not meet the requirements.		X	
6.2.2. Installation	Inspection of the vehicle by observation on a duct or hoist.	1) The mount has deteriorated.		X	
		2) Not fixed.			X
		3) The body or cab is visibly skewed on the frame.		X	
		4) The mounting points are corroded or damaged.		X	
		5) The mounting points are corroded or damaged in such a way that the stability of the whole vehicle is impaired.			X
		6) Inappropriate repair or modification.		X	
6.2.3. Doors (including hatches)	To be inspected by observation.	1) A door won't open or close properly.		X	
		2) A door may open by itself or may not remain closed (sliding door).		X	
		3) The door may open spontaneously or may not remain closed (swing door).			X
		4) The door, door hinge, windlock or door post is in a deteriorated state.	X		
		5) A door, door hinge, windlock or door post is damaged, not fixed or		X	

		missing. 6) The hatch does not close properly.			X
6.2.4. Passenger and cargo compartments	To be inspected by observation.	1) In a severely deteriorated condition. 2) It is not safe for passengers to stay in the vehicle or to transport the cargo safely. 3) There are no load fastening points in the cargo area. 4) The load fastening points or their layout do not comply with the requirements. 5) There is no partition between the cargo and passenger compartments.		X X X X	
6.2.5. Driver’s seat	To be inspected by observation.	1) The structure of the seat is damaged. 2) Not fixed. 3) The seat cannot be adjusted. 4) The seat or backrest is not fixable. 5) The seat does not meet the requirements. 6) Fastening damaged or corroded.		X X X X	X X
6.2.6. Other seats	To be inspected by observation.	1) The structure of the seat is damaged. 2) Not fixed. 3) The seat or backrest is not adjustable. 4) The seat does not meet the requirements. 5) Fastening damaged or corroded. 6) More seats have been installed in the vehicle than permitted.		X X X X X	X X
6.2.7. Other control devices (e.g. accelerator pedal)	To be inspected by observation and in operation.	1) The pedal or roller does not move freely or remains on. 2) The pedal or roller does not move freely or remains on and the vehicle is not safe to drive. 3) The gears shift with difficulty. 4) The gear switches off spontaneously while driving.		X X X	X
6.2.8. Cabin steps	To be inspected by observation.	1) The mount of the step or platform has been degraded. 2) If the step or platform is not fixed, the rider may injure themselves while using it.	X	 X	
6.2.9. Other internal and external devices or equipment of the vehicle (hoist, crane, etc.)	To be inspected by observation.	1) Not fixed. 2) Does not meet the requirements. 3) The installation does not meet the requirements. 4) It's leaking. 5) The device is not audited or inspected as required.	 X	X X X X	

6.2.10. Mudguards (mud wings, mud mats, mud protection equipment)	To be inspected by observation.	1) The mudguard is in a deteriorated condition. 2) Mudguard damaged or corroded. 3) The mount has deteriorated. 4) Not fixed. 5) Part of the mudguard system is missing. 6) Does not meet the requirements. 7) The placement does not meet the requirements.	X X X X X	 X X X	
6.2.11. Support leg and fork	To be inspected by observation.	1) Missing or not attached. 2) Damaged or corroded. 3) Does not meet the requirements. 4) Risk of falling off when the vehicle is in motion.		X X X 	 X
6.2.12. Handholds and footrests	To be inspected by observation.	1) Missing or not fixed. 2) Damaged or corroded. 3) Does not meet the requirements.		X X X	
7. OTHER EQUIPMENT					
7.1. Safety belts/belt buckles and restraint systems					
7.1.1. Safety of safety belts and their buckles	To be inspected by observation.	1) The mounting point is in degraded condition. 2) The mounting point has become unusable. 3) Not fixed.		X X	 X
7.1.2. Condition	To be inspected by observation.	1) There is no safety belt. 2) Belt in deteriorated condition. 3) Safety belt damaged. 4) The seat belt does not meet the requirements. 5) Seat belt buckle or lock damaged or inoperable. 6) Belt retractor damaged or inoperable.	 X 	X X X X X	
7.1.3. Seat belt tension adjuster	To be inspected by observation.	1) Seat belt tension adjuster obviously missing or not suitable for use in the relevant vehicle.		X	
7.1.4. Safety belt pre-tensioners	To be inspected by observation.	1) Pre-tensioner obviously missing or unsuitable for use in the relevant vehicle.		X	
7.1.5. Airbag	To be inspected by observation.	1) Airbag clearly missing. 2) The airbag appears to be inoperable.		X X	
7.1.6. SRS systems	To be inspected by observation.	1) There is an error in the SRS system. 2) The SRS failure indicator does not ignite.		X X	
7.2. Fire extinguisher	To be inspected by observation.	1) Missing, non-compliant or has not been mandatorily inspected. 2) Missing, non-compliant or has not been mandatorily inspected when required in a public transport vehicle (e.g. taxi, bus, coach, etc.).	X 	 X 	

7.3. Locks and immobiliser	To be inspected by observation and in operation.	1) In the case of a vehicle without an immobiliser, it is possible to remove the ignition key in multiple locked positions. 2) The immobiliser (ignition lock, steering lock, gear lever) is defective. 3) Unintentional locking or disabling of the immobiliser.	X	X	X
7.4. Advance warning triangle	To be inspected by observation.	1) Missing or not in accordance with the requirements.	X		
7.5. First-aid equipment	To be inspected by observation.	1) None.	X		
7.6. Wheel chocks	To be inspected by observation.	1) Missing or in the wrong dimensions.	X		
7.7. Audible warning device	Visual and operational inspection.	1) Malfunctions. 2) Unserviceable. 3) It's complicated to turn on the signal. 4) The volume does not meet the requirements. 5) The sound has alternating tone.	X X X	 X X	
7.8. Speedometer	To be inspected by observation.	1) Not properly installed. 2) None. 3) There has been a degradation in performance. 4) Unserviceable. 5) The meter cannot be sufficiently illuminated. 6) Not illuminated.	X X X	 X X X	
7.9. Tachograph	To be inspected by observation and in operation.	1) Not properly installed. 2) Unserviceable. 3) Seals damaged or missing. 4) Installation plate is missing, illegible or out of date. 5) Obvious infringement or manipulation. 6) The tire dimensions or the registration number do not correspond to the control parameters of the tachograph. 7) The printer is unserviceable or out of paper.		X X X X X X X	
7.10. Speed limitation device	To be inspected by observation and in operation.	1) The speed limiter is missing or not working. 2) The set speed is incorrect. 3) Seals damaged or missing. 4) The mounting plate is missing or illegible. 5) The dimensions of the tires do not correspond to the set parameters.		X X X X X	
7.11. Odometer	To be inspected by observation.	1) Unserviceable.	X		

7.12. Electronic Stability Control (ESC)	To be inspected by observation.	1) Wheel speed sensors missing or damaged. 2) Wiring damaged. 3) Other parts missing or damaged. 4) The switch is damaged or inoperable. 5) The system malfunction indicator shall indicate any system malfunction.		X X X X X	
7.13. eCall (if fitted, in accordance with EU type approval legislation)					
7.13.1. Installation and configuration	Visual inspection by use of an electronic interface, if applicable, if possible due technical characteristics of the vehicle, and if the necessary details are available.	1) The system or some components are missing. 2) The software version is incorrect. 3) The system coding is incorrect.	 X X	X	
7.13.2. Condition	Visual inspection by use of an electronic interface, if applicable, if possible due technical characteristics of the vehicle, and if the necessary details are available.	1. System or components damaged. 2. The eCall system malfunction indicator indicates a failure in the system. 3. Failure of the electronic control unit of the eCall system. 4. Mobile device failure. 5. GPS signal failure. 6. The audio components are not connected. 7. Power supply is not connected or adequately charged. 8. The system indicates a failure via the electronic vehicle interface.	X X X X X X X X		
7.13.3. Operation	Visual inspection by use of an electronic interface, if applicable, if possible due technical characteristics of the vehicle, and if the necessary details are available.	1. Minimum information (MSD) is incorrect. 2. Audio components do not function properly.	X X		
8. POLLUTION					
8.1. Noise					
8.1.1. Noise suppression system	Subjective assessment (unless the inspector	1) The stationary noise level exceeds the manufacturer's permitted level.		X	

	considers that the noise level may exceed the limit values, in which case a stationary noise test shall be carried out using a noise meter).	2) Any part unconfirmed. 3) Any part damaged. 4) Incorrectly installed. 5) Any part is missing. 6) Inappropriate modification or repair. 7) Any part could fall off.		X X X X X	 X
8.2. Exhaust emissions					
8.2.1. Otto engine emissions					
8.2.1.1. Waste gas toxicological abatement equipment	To be inspected by observation. For vehicles of the Euro 6 and Euro VI emission classes, the fault codes shall also be read using the EOBD on-board diagnostic tester. If the vehicle is not ready for an OBD inspection or the inspection cannot be performed, the status of the malfunction indicator shall be checked.	1) The exhaust gas toxicity reduction devices installed by the manufacturer are apparently missing or defective. 2) Spraying affecting exhaust gas measurement and measurement cannot be therefore performed. 3) Malfunction indicator not functioning correctly. 4) The OBD tester identified a fault code within the range P0001 to P0499, or a fault code P0650.		X X X X	
8.2.1.2. Exhaust emissions	Exhaust emissions measurement with an exhaust emissions analyser. Visible smoke inspection by observation. Measurement is not performed on two-stroke engines and L-category vehicles.	1) Exhaust emissions exceed the limit values set out in the requirements. 2) Visible smoke (other than water vapor) is emitted when the engine is running in continuous operation. 3) The engine is not operating within the manufacturer's specified idle speed range. 4) Measurement cannot be performed.		X X X X	
8.2.2. Diesel engine emissions					
8.2.2.1. Waste gas toxicological abatement equipment	To be inspected by observation. For vehicles of emission classes Euro 6 and Euro VI, the fault codes shall also be read by the EOBD on-board diagnostic tester. If the vehicle is not ready for an OBD inspection or the	1) The exhaust gas toxicity reduction devices installed by the manufacturer are apparently missing or defective. 2) Spraying affecting exhaust emissions measurement and measurement cannot be therefore performed. 3) Malfunction indicator not functioning correctly. 4) Insufficient quantity of reagent. 5) The OBD tester identified a fault code within the range P0001		X X X X X	

	inspection cannot be performed, the status of the malfunction indicator shall be checked.	to P0499, or a fault code P0650.			
8.2.2.2. Opacity	Measurement of the smoke level of exhaust emissions with an opacimeter. Visible smoke and soot particles inspection with observation. The measurement shall not be carried out on L-category vehicles.	1) Opacity exceeds the limit values set by the requirements. 2) Visible smoke (other than water vapor) is emitted when the engine is running in continuous operation. 3) The engine speed limiter is inoperative. 4) Emissions from a Euro 6 or Euro VI vehicle contain visible soot particles. 5) Measurement cannot be performed.		X X X X X	
8.3. Reduction of electromagnetic interference					
8.3.1. Radio interference	Inspection by observation.	1) The functioning of the radio receiver is disrupted.	X		
8.4. Other shortcomings related to the environment					
8.4.1. Fluid leaks	Inspection by observation.	1) Any leakage of liquids other than water which may pose a risk to other road users or to the environment.		X	
9. ADDITIONALLY CHECKED COMPONENTS ON VEHICLES OF CATEGORIES M_2 and M_3 USED FOR THE CARRIAGE OF PASSENGERS					
9.1. Exit routes					
9.1.1. Entrances and exits	Inspection with observation and operation.	1) Failure in operation. 2) Deteriorated condition. 3) May cause injury to the passenger. 4) The devices for opening and closing exits (e.g. doors) are defective. 5) The exit does not meet the requirements. 6) The exit is not broad enough.	 X X	X X X X	
9.1.2. Emergency exits	Inspection by observation and in operation (if applicable).	1) Failure in operation. 2) Signs indicating an emergency exit are illegible. 3) There are no emergency exit signs. 4) The device for opening an emergency exit is missing or defective. 5) The exit does not meet the requirements. 6) Not wide enough or blocked.	 X	X X X X X	
9.2. Demisting and defrosting system	Inspection with observation and	1) Malfunctions. 2) Unserviceable.	X	 X	

	operation.	3) Release of toxic gases or exhaust emissions into the driver's cab or passenger compartment. 4) Release of toxic gases or exhaust emissions into driver's or passenger compartment and risk to the health of passengers.		X	X
9.3. Ventilation and heating system	Inspection with observation and operation.	1) Malfunctions. 2) Unserviceable. 3) Release of toxic gases or exhaust emissions into the driver's cab or passenger compartment. 4) Release of toxic gases or exhaust emissions into driver's or passenger compartment and risk to the health of passengers.	X	X X	X
9.4. Seating					
9.4.1. Passenger seats (including seats for accompanying passengers)	Inspection by observation.	1) The folding seat does not return automatically. 2) The folding seat does not return automatically and blocks the emergency exit.	X	X	
9.4.2. Additional requirements for the driver's seat	Inspection by observation.	1) The fastening of the driver's cab bulkhead has deteriorated or does not meet the requirements. 2) Driver's cab bulkhead not fixed or does not meet the requirements and may cause injuries.	X	X	
9.5. Interior lighting equipment	Inspection with observation and operation.	1) Defective or non-compliant. 2) Unserviceable.	X	X	
9.6. Passageways and standing areas	Inspection by observation.	1) The floor is insecure. 2) Handrails/handholds are in deteriorated condition. 3) Handrails/handholds damaged or missing. 4) The positioning of the handrails/handholds does not comply with the requirements. 5) Passageways are not wide enough.	X X	X X X	
9.7. Stairs and ramps	Inspection by observation.	1) In deteriorated condition. 2) Damaged and endangering the safety of passengers. 3) Retractable steps do not work correctly. 4) Does not meet the requirements. 5) Unlit, too narrow or too high.	X X	X X X	
9.8. Passenger communication system	Inspection with observation and operation.	1) There's an error in the system. 2) Unserviceable.	X	X	
9.9 Written information (records)	Inspection by observation.	1) The necessary information is missing, misleading or illegible. 2) Does not meet the requirements. 3) Incorrect information.	X X	X	

[1] VO means minor fault or deficiency
[2] OV means significant malfunction or deficiency
[3] EOV means hazardous fault or deficiency