Issued:	Date of entry into force:	In force:
	01/02/2027	Until further notice

Legal basis:
§§ 152, 154, and 160 of the Vehicles Act (82/2021)

Penalties for non-compliance with the regulation are laid down in:

Implementing EU legislation:
Directive 2014/45/EU of the European Parliament and of the Council on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC.

Commission Delegated Directive (EU) 2021/1717 amending Directive 2014/45/EU of the European Parliament and of the Council as regards the updating of certain vehicle category designations and the addition of eCall to the list of test items, methods, reasons for failure and assessment of deficiencies in Annex I and Annex III to that Directive

Amendment information:
Annuls the Regulation of 13 December 2019 on the periodic roadworthiness test assessment criteria for vehicles (TRAFICOM/423528/03.04.03.00/2019)

Periodic roadworthiness test assessment criteria for vehicles

1 Scope

By way of this Regulation and pursuant to the Vehicles Act (82/2021), the Finnish Transport and Communications Agency lays down more detailed provisions on the objects to be inspected and the inspection procedures to be followed during the periodic roadworthiness testing of vehicles, the classification of faults and defects observed during the testing, and the contents of the inspection certificate. In addition, separate regulations governing the inspection of the air-pressure brakes of heavy vehicles during periodic roadworthiness testing shall also be in force.

This Regulation applies to vehicles which are subject to periodic roadworthiness tests under the Vehicles Act.

The Regulation also applies to:

1) registration inspections, as laid down in § 142(2) and § 164 of the Vehicles Act;

2) modification inspections, as laid down in § 164 of the Vehicles Act;

3) a coupling inspection, as laid down in § 164 of the Vehicles Act; and

4) supervisory inspections as laid down in § 200 of the Vehicles Act.

2 Definitions

In this Regulation, the definitions given in § 2 of the Vehicles Act shall apply.

3 Objects of inspection, inspection procedures, and the classification of faults and defects

The periodic roadworthiness test must take into account the exceptions to the requirements laid down in or required by EU legislation or under the Vehicles Act that have been applied or granted to the vehicle when the vehicle is approved for use.

3.1 Control points

The periodic roadworthiness test of the vehicle shall include the inspection of the applicable objects of inspection (A1-E10) included in the table of Annex 1 to this Regulation. Optional equipment, parts or systems in the vehicle shall be inspected in accordance with the Annex, unless the object of inspection is specifically restricted to mandatory equipment, parts or systems.

3.2 Inspection methods

In the inspection of a vehicle, the inspection procedures described for each object of inspection in Annex 1 must be applied as a minimum.

The inspection shall be carried out using the techniques and equipment currently available, without the use of tools to dismantle or remove any part of the vehicle.

In the Annex to the regulation, a visual inspection means, in addition to visual inspection, testing by hand or by using small hand tools, assessment made on the basis of sound, and other inspection procedures not involving the use of testing equipment.

Vehicles shall be inspected in accordance with the specific instructions of the vehicle manufacturer submitted to the Finnish Transport and Communications Agency concerning the requirements for non-standard inspection procedures and the characteristics of the inspection equipment due to the construction or characteristics of the vehicle.

3.3 Classification of faults and defects

In accordance with § 154(1) of the Vehicles Act, faults and defects found during an inspection shall be classified as minor faults and defects, as serious faults and defects, or as dangerous faults and defects in accordance with the table in the Annex to this Regulation (Annex 1). In Annex 1, the faults and defects observed during inspection are classified in accordance with what is laid down in, or by virtue of, the Vehicles Act regarding the impact of the fault or defect on the decision regarding the periodic roadworthiness test.

The following definitions shall apply in the table in the Annex:

1) *a fault or defect giving rise to a request to repair* is a minor fault or defect within the meaning of § 154(1)(1) of the Vehicles Act, on the basis of which the vehicle is to be approved in the periodic roadworthiness test pursuant to § 155 of the Vehicles Act;

2) *a fault or defect leading to rejection* a fault or defect leading to rejection is a major fault or defect within the meaning of § 154(1)(2) of the Vehicles Act, or several faults or defects belonging to the same group within the meaning of § 154(2), that can be classified as a major fault on the basis of their combined impact, and on the basis of which the vehicle fails the periodic roadworthiness test by virtue of § 155 of the Vehicles Act;

3) *a fault or defect resulting in a driving ban* is a dangerous fault or defect within the meaning of § 154(1)(3) of the Vehicles Act, or several faults or defects belonging to the same group within the meaning of § 154(2), which, on the basis of their combined effect, may be classified as dangerous, and on the basis of which, in addition to the vehicle being rejected in the inspection, a driving ban must be imposed on the vehicle on the basis of § 157(1) of the Vehicles Act;

4) *a suspension* is the suspension of a periodic roadworthiness test provided for in § 156 of the Vehicles Act. The faults leading to a suspension shall be assessed and entered on the inspection certificate as faults that cause the vehicle to fail the inspection.

Minor faults or defects detected in four or more inspection objects shall be classified as a serious fault or defect, and the vehicle shall be rejected in the periodic roadworthiness test or the periodic roadworthiness test shall be suspended under the conditions laid down in § 156 of the Vehicles Act.

In the Annex table, a single corrosive damage with a small area means a corroded hole the size of which does not exceed that of a tyre lever tip.

If some fault or defect is observed in the vehicle that is not mentioned in the Annex to the Regulation, the fault or defect shall be classified in a way which most closely corresponds to it and which is mentioned in the Annex.

In the Annex table, where more than one assessment option is given for a given fault or defect, the primary assessment of that fault or defect is entered in bold text.

The assessment of defects must comply with the requirements in force at the time of the initial registration or first commissioning of the vehicle or subsequently, and it must also adhere to the instructions of the vehicle or component manufacturer, where such deviate from the assessment in accordance with this Regulation.

3.4 Inspection of exhaust gas emissions

In a periodic roadworthiness test, the exhaust gas emissions of cars (vehicles in categories M and N), light quadricycles (vehicles in category L6e), tractors (vehicles in category T), and heavy quadricycles (vehicles in category L7e) are examined.

However, the exhaust emissions check shall not be carried out on vehicles using a two-stroke or rotary internal combustion engine or on vehicles using motor kerosene or hydrogen as fuel.

3.4.1 Inspection of exhaust gas emissions for vehicles with positive-ignition engines

The exhaust gas emissions of a vehicle equipped with a positive-ignition engine commissioned on 1 January 1978 or later and not type-approved in accordance with the EC Directive 98/69/EC[1] (EURO 3 and 4) are examined by measuring the CO, HC, O_2, and CO_2 contents and the corresponding engine rotational speed at engine idle. In the case of a car fitted with a three-way catalyst, an accelerated rotational speed and the corresponding CO, HC, O_2, and CO_2 contents and the lambda value must also be measured. Emissions that, on the basis of the emissions measurement, exceed the values set out in Table 1 shall be classified as faults and defects in accordance with section C 15 of the table in Annex 1.

If it has been over 10 years since commissioning the vehicle at the time of inspection, exhaust gas emissions shall be examined by measuring at elevated rotation speed by checking the functioning of the MI light, by reading the OBD system's fault memory, and by checking that all the operational readiness test components have been carried out:

1) for vehicles of category M with a total mass not exceeding 2,500 kg and for vehicles of category N_1 with a reference mass not exceeding 1,305 kg that were commissioned on 1 January 2001 or later, or commissioned on 1 January 2004 or later in the case of vehicles using LPG and natural gas;

[1] Directive 98/69/EC of the European Parliament and of the Council relating to measures to be taken against air pollution by emissions from motor vehicles and amending Council Directive 70/220/EEC.

2) for vehicles of category M with a total mass exceeding 2,500 kg and for vehicles of category N1 with a reference mass exceeding 1,305 kg that were commissioned on 1 January 2002 or later, or commissioned on 1 January 2007 or later in the case of vehicles using LPG and natural gas.

If it has not been possible to carry out all test components, substitute tests shall be performed by reading the lambda integrator value fluctuation, the foremost lambda sensor's signal fluctuation, or the foremost lambda sensor's lambda value fluctuation. If none of the above-mentioned control parameters can be read from the car's system, the lambda value shall be measured by an exhaust gas analyser at engine idle. Emissions that, on the basis of the emissions measurement, exceed the values set out in Table 1 shall be classified as faults and defects in accordance with section C 15 of the table in Annex 1. Serious faults (rejection faults) include malfunctions of the MI light, a malfunction indicated by the MI light, or one of the following fault codes in fault memory: P0001-P0499 or P0650. Other faults defined as serious (rejection faults) include lambda adjustment not working, or a lambda value at engine idle measured from exhaust gas emissions as a substitute test falling outside the range 0.97 – 1.03.

The exhaust emissions of a vehicle of category M or N equipped with an positive-ignition engine and with a commissioning date not more than ten years before the date of the inspection shall be checked by the correct operation of the MI light and by reading the malfunction memory of the vehicle's OBD system and by checking that all the operational readiness test components have been carried out. If it has not been possible to carry out all test components, substitute tests shall be performed by reading the lambda integrator value fluctuation, the foremost lambda sensor's signal fluctuation, or the foremost lambda sensor's lambda value fluctuation. Serious faults (rejection faults) include malfunctions of the MI light, a malfunction indicated by the MI light, or one of the following fault codes in fault memory: P0001-P0499 or P0650, or the lambda adjustment not working.

No OBD system examination shall be performed on:

1) vehicles in category M_1 with maximum mass exceeding 2,500 kg, and vehicles in category N_1, subcategories II and III, that were first commissioned during the period 1.1.2001–31.12.2001;

2) vehicles accepted in Finland by a decision on the basis of which the vehicle's emissions are approved as being in compliance with the requirements in force on 31 December 2000 or requirements other than those in force in Europe on 1 January 2001 or later, and connection to the OBD system of the vehicle is not possible;

3) vehicles with two-stroke engines or rotary internal combustion engines, or vehicles using motor kerosene as fuel;

4) vehicles of category T, M_2, M_3, N_2, N_3, L6e, and L7e.

The exhaust gas emissions of vehicles referred to in sections 1-2 and 4 above shall be examined by measuring the CO, HC, O_2, and CO_2 contents at engine idle and the corresponding engine rotational speed. In the case of a car fitted with a three-way catalyst, an accelerated rotational speed and the corresponding CO,

HC, O_2, and CO_2 contents and the lambda value must also be measured. Emissions that, on the basis of the emissions measurement, exceed the values set out in Table 1 shall be classified as faults and defects in accordance with section C 15 of the table in Annex 1. The limit values to be used are those values in rows I-IV of Table 1 that are applicable on the basis of the vehicle's commissioning date or engine type (in the case of a vehicle fitted with a three-way catalyst).

Taulukko 1 Inspection of exhaust gas emissions for vehicles with positive-ignition engines

Vehicle commissioning date or engine type			at engine idle		at a rotational speed of at least 2,000 rpm		
		OBD function	CO [%]	HC [ppm]	CO [%]	HC [ppm]	lambda
I	Before 1.1.1978	-	-	-	-	-	-
II	Before 1.10.1986	-	4.5	1,000	-	-	-
III	On or after 1.10.1986 and vehicle categories T, L6e, and L7e	-	3.5	600	-	-	-
IV	Fitted with a three-way catalyst	-	0.5	100	0.3	100	1±0.03
V	For vehicles of category M with a total mass not exceeding 2,500 kg and for vehicles of category N_1 with a reference mass not exceeding 1,305 kg that were commissioned on 1 January 2001 or later (or commissioned on 1 January 2004 or later in the case of vehicles using LPG and natural gas), and where it has been over 10 years since commissioning the vehicle at the time of inspection. For vehicles of category M with a gross vehicle mass exceeding 2,500 kg and vehicles of category N_1 with a reference mass exceeding 1,305 kg and that were commissioned on or after 1 January 2002 (or commissioned on or after 1 January 2007 in the case of vehicles using LPG and natural gas), and where it has been over 10 years since commissioning the vehicle at the time of inspection.	inspection	-	-	0.2	100	1±0.03
VI	Up to 10 years from the date of	inspection	-	-	-	-	-

	commissioning (categories M and N)						

3.4.2 Inspection of exhaust gas emissions of vehicles with diesel engines

The exhaust emissions of vehicles commissioned on or after 1 January 1980 but before 1 September 2016 shall be checked by opacity measurement.

In addition to the opacity measurement, the normal operation of the MI indicator shall be visually checked for a vehicle of a category other than T or L which was commissioned on or after 1 January 2007 (Euro 4/IV[2] and Euro 5/V[3]) but before 1 September 2016. Emissions that, on the basis of the emissions measurement, exceed the values set out in Table 2 shall be classified as faults and defects in accordance with section C 15 of the table in Annex 1. Incorrect functioning of the MI lamp or a fault indicated by the MI lamp in vehicles for which the functioning of the tell-tale is checked is defined as a serious (rejection) fault.

For vehicles other than vehicles of category T or L commissioned on or after 1 September 2016 (Euro 6/VI[4]), the exhaust emissions shall be checked by reading the OBD fault codes. Serious faults (rejection faults) include the incorrect functioning of the MI light, a fault indicated by the MI light or a fault code in the fault memory.

The exhaust gas emissions of vehicles of category T or L shall be assessed according to the limit values in Table 2 for a naturally aspirated engine or a supercharged engine.

3.4.2.1 Opacity measurement

In the preliminary preparations for opacity measurement, it must be checked that:

a) the engine has the correct amount of oil and coolant;

b) engine maintenance and belt changes have been carried out properly;

c) the sound of the engine is normal and the exhaust gases of the vehicle are not out of the ordinary in colour or quantity according to a visual inspection;

d) all engine components, such as the recirculation system and air purifier, are visually in place and intact;

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[2] Type-approved to category EURO 4 according to Directive 70/220/EEC as amended by Directive 98/69/EC or to category EURO IV under Directive 1999/96/EC of the European Parliament and of the Council amending Directive 88/77/EEC.

[3] Type-approved in accordance with Directive 70/220/EEC, Table 1 in Annex I of Regulation No 715/2007, or Directive 88/77/EEC and Directive 2005/55/EC.

[4] Type-approved in accordance with Table 2 in Annex I of Regulation (EC) No 715/2007 or Regulation (EC) No 595/2009

e) the engine's minimum and maximum rotational speed are within the limits stated by the manufacturer, the inspection must be carried out with the opacity measurement device's rotational speed sensor connected;

f) the manufacturer's instructions for measurement have been followed.

The engine to be checked shall be at normal operating temperature. This shall be established by:

a) checking the engine coolant temperature with the vehicle's own thermometer;

b) b) by checking the temperature of the lubricating oil, which must be at least 80°C or, if it is lower than this, the oil temperature corresponding to the engine's normal operating temperature; or

c) trying the coolant hose temperature.

If the structure of the vehicle is such that the temperature cannot be measured as described above, the temperature may be determined, for example, by the operation of the engine cooling fan.

The exhaust system shall be purged by at least three free engine acceleration cycles, and at the same time it shall be ensured that the maximum rotational speed is correctly limited. The purging cycles can be included in the actual measurement. The engine's exhaust ducts or pipes must not have any leaks that affect the opacity measurement. The component parts of the exhaust gas purging system shall be visually inspected before the measurement. The engine and, where applicable, the turbocharger shall be idle before each free acceleration. Following the release of the accelerator pedal, there must be a pause of at least 10 seconds before the next acceleration. Each free acceleration of the engine shall be carried out by pressing the accelerator pedal to the floor quickly and continuously, but always within one second. Upon free acceleration, the engine must reach the normal injection cut-off rotation speed or another rotational speed stated by the manufacturer for testing purposes.

In the opacity measurement of vehicles with automatic transmission, any special instructions that are issued by the manufacturer must be taken into account. If the specific measurement rotation speed value of the vehicle with automatic transmission is not available, the engine shall reach at least 2/3 of the normal injection cut-off rotation speed.

3.4.2.2 Exhaust emission assessment

In an opacity measurement carried out in accordance with section 3.4.2.1 above, the arithmetic mean of three successive free accelerations in excess of the limit values set out in Table 2 shall be classified as faults and defects in accordance with section C 15 of the table in Annex 1. The results of the three consecutive measurements used to calculate the mean shall not deviate from the mean by more than 0.5 m^{-1}. One test includes, in addition to the three purging cycles, a maximum of six actual measurement cycles (free accelerations). The values obtained during the purging cycles may also be used for the calculation of the mean value.

The inspection of the exhaust emission gases of the vehicle inspected shall be approved without continuing the inspection if, in a properly prepared and performed emissions test or during engine purging in the appropriate manner, the following measurement is made while accelerating to the injection cut-off rotational speed or to a corresponding rotational speed that is used as the measurement guideline value:

a) for a naturally aspirated engine a K-value that does not exceed 1.5 m^{-1};

b) for a supercharged engine no more than 2.0 m^{-1};

c) for engines of emission category EURO 4/IV, no more than 1.0 m^{-1};

d) for engines of emission classes EURO 5/V and 6/VI below the K-value specified by the manufacturer or, if not indicated, no more than 0.5 m^{-1}.

If the above measurement result is not reached, the exhaust emissions shall be assessed in accordance with the limit values in Table 2 or the limit value indicated on the manufacturer's plate, whichever is higher. Emissions that, on the basis of the emissions measurement, exceed the values set out in Table 2 shall be classified as faults and defects in accordance with section C 15 of the table in Annex 1.

Taulukko 2 Inspecting diesel engine exhaust emissions

Vehicle commissioning date or engine type	OBD function	Opacity measurement K-value
a) before 1 January 1980	-	-
b) b) For a vehicle which was put into service before 1990 and which has not been type-approved in accordance with Directive 72/306/EEC or UNECE Regulation No 24, alternative limit value to be applied instead of the limit values specified in paragraphs c or d	-	7.0 Bosch units
c) A naturally aspirated engine and all vehicles of category T with a naturally aspirated engine	-	2.5
d) A supercharged engine and all vehicles of category T with a supercharged engine	-	3.0
e) Euro 4/IV and commissioned before 01/09/2007 For I vehicles[7] from commissioning date of 1 January 2006	-	1.5
f) Euro 4/IV and commissioning date on or after 01/09/2007	Normal functioning of the tell-tale	1.5
g) Euro 5/V For I vehicles[5] from commissioning date of 1 September 2010	Normal functioning of the tell-tale	1.5
h) Euro 6/VI and commissioned before 01/09/2016 For I vehicles[7] from commissioning date of 1 January	Normal functioning of the tell-tale	0.7

5
Vehicle imported from a third country and approved for use in Finland in accordance with the emission requirements of the country of origin.

2015		
i) Euro 6/VI or more recent emission requirement with date of introduction on or after 1 September 2016	Inspection	-

4 Inspection certificate

The inspection certificate referred to in § 160 of the Vehicles Act shall contain at least the following information and the corresponding harmonised codes (sections 1 to 10) or letters (sections A to D):

1. vehicle identification number (VIN or chassis number);
2. vehicle registration plate number and country symbol of the state of registration;
3. place and date of the inspection;
4. odometer reading at the time of the inspection, if available;
5. vehicle category, if available;
6. the identified defects and their classification;
7. the result of the inspection;
8. the date of the next inspection or the expiry date of the inspection certificate, if this information is not provided otherwise;
9. name of inspection facility and signature or identification of the inspector;
10. other information:
    A. the deadline by which minor faults and defects must be repaired following a passed inspection;
    B. the legal and regulatory provisions applied;
    C. an indication of whether the vehicle has been decommissioned;
    D. instructions on how a demand for rectification of the inspection decision can be made.

Liite 1 Assessment Criteria

A Vehicle identification						
Regulatory Act	**Directive 2014/45/EU inspection item**	**To be inspected**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
A1 serial number;	0.2	The accuracy and legibility of the shear.	The punched vehicle identification number shall be checked by comparing it to the data in the Information System on Vehicle Traffic and the manufacturer's plate.	Missing or not found. Incomplete. Not clearly legible. Does not match register data.	Suspension	Suspension
A1.1 Manufacturer's plate	0.2	Existence, legibility and correctness.	The entered data shall be checked by comparison to the data in the Information System on Vehicle Traffic.	Missing. Not clearly legible. Does not match the data in the Information System on Vehicle Traffic. Not in accordance with regulations.	Fail	Fail
A2 Register entries	0.2	Colour, technical specifications, special conditions, conditions of authorised use	Accuracy to be checked by comparison to data in the Information System on Vehicle Traffic.	Technical specifications or special terms and conditions are incorrect or defective. Cannot be inspected. The conditions for a taxi plate are not met (since 1 July 2027)[6]. Colour has changed (M_1, N_1).	Suspension Correction to vehicle registration data	Suspension
A2.1 Vehicle markings	0.2	Use, group or type identification markings, e.g. use subject to licence etc.	Establish existence and compare to data in the Information System on Vehicle Traffic.	Missing, incorrect, unnecessary. Illegible. Incorrect location.	Request to repair	Request to repair
A3 Documents	0.2	Exemptions, recalls, taxes and insurance premiums.	Establish existence, correctness and payment of fees.	Traffic insurance not paid. Vehicle tax not paid.	Suspension	Suspension

[6] The requirement to use a taxi sign must be met by 30 June 2027 at the latest, in accordance with the transitional provisions of the Act amending the Vehicle Act (XX/2026) concerning taxi signs. which is why taxi signs and the conditions for their use will be inspected from 1 July 2027 onwards in accordance with Section 153a of the Vehicle Act (82/2021).

		Other accounts that may be needed by the inspector, e.g. cabin		No valid traffic insurance for the vehicle.		
				Special exemption out of date or missing. Recall incomplete. Other necessary information incomplete or unclear. Document not identified.	Fail	Fail
A4 Registration plate	0.1	Condition of number plate and legibility without risk of error.	Check correctness, condition, location and mounting.	ID does not belong to vehicle. Plate illegible or missing. The plate is covered by a fixed component or equipment of the vehicle (e.g. towing hook or other structure or equipment that makes it difficult to read). Markings immediately in front of plate. Incorrect location. Mounting defective. Damaged. Not in accordance with regulations.	Fail Request to repair	Fail Request to repair

B Brakes						
Regulatory Act	**Directive 2014/45/EU inspection item**	**To be inspected**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
B1 Service brake	1.1.1	Pedal bearings	By braking	Too stiff, too loose, mounting is defective.	Fail	
	1.1.2	Pedal clearance (loading margin) and condition	During test drive and by dynamometer.	Loading margin of fluid or mechanical braking system pedals insufficient. Brake pedal/brake lever not returned correctly. Brake pedal/brake lever damaged. Pedal anti-slip coating or roughening defective.	Fail Request to repair	
	1.1.2	Dual control pedal as referred to in section 40 of the Driving Licence Act (386/2011)	During test drive and by dynamometer.	Structure, function or location contrary to regulations. Mounting defective (Impedes the normal function of the pedal). Direction of force incorrect. Insufficient power. Pedal clearance and location of cables incorrect.	Fail	
	1.1.3	Air compressor faults and capacity	Separate capacity check if there is reason to suspect that capacity is insufficient.	At maximum engine speed, the air compressor is unable to develop 65% of its calculated pressure into the system in three minutes. With a trailer coupled, the time is six minutes. Excessive oil leakage from compressor into system.	Fail	
		Functioning of vacuum system and brake servo unit	If necessary, by testing power separately in connection with dynamometer test.	Vacuum leak, inefficiencies.	Fail	
	1.1.4	Functioning of warning devices and pressure gauges	In connection with examination of compressor.	Warning devices and pressure gauges not working or malfunctioning.	Fail	

	1.1.5	Hand-operated trailer brake control valve	Performance inspection, e.g. in connection with fitting run or ALB test.	Control cracked, damaged or excessively worn. Malfunctioning of control valve. Handle locked. Working pressure other than 0% to 75% of tank pressure. Valve catch control and valve unit loose. System couplings are unattached or leaking.	**Fail**/Req. to repair	**Fail**/Req. to repair
	1.1.7	Brake valves (pedal valve, displacement valve, quick release valves, manual control valve for trailer brakes, control valves, filters, etc.)	By testing and visually.	Fluid leakage. Air leak. Valve loose or mounting damaged. Malfunctioning. Valve that is part of the system is missing or removed.	Immobilisation **Fail**/ Immobilisation	Immobilisation **Fail**/ Immobilisation
		Air dryer	Establishing existence and performance.	Missing. Not functional.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
		Hand-operated brake control (front brake power splitter)	By testing	Operating pressure range other than 50-100% of braking pressure.	**Fail**/ Immobilisation	
		Trailer control valve protection function	Open the control pressure line and press the brake pedal. Check functioning of protection valve.	Protection valve does not work. Protection valve missing. Mounting defective.	Fail **Fail**/Req. to repair	
		Air pressure operated auxiliary devices and their connection and the functioning of valves protecting the brake system (e.g. 4-circuit protection valve): functioning, inspection and	It is established that the pressure in the service braking system is sufficient when the auxiliary system has been depressurised with the engine stopped. (Check for particular reason, e.g. accessories are installed afterwards)	Protection valve for auxiliary devices malfunctioning. Protection valve missing. Poor mounting of governors and couplers.	Fail Fail **Fail**/Req. to repair	**Fail**/Req. to repair Fail **Fail**/Req. to repair

		connection.				
	1.1.8	Air pressure coupling between towing vehicle and trailer.	Visually, testing and listening._	Coupler faulty or leaking. Incorrect location. Mounting defective or leaking. Coupling incorrect. Not in accordance with regulations.	**Fail**/Req. to repair	**Fail**/Req. to repair
	1.1.9	Compressed air accumulator tanks: damage and mounting.	Visually, testing and listening.	Container not in accordance with regulations. High risk of falling off. Tank damaged. Mounting defective.	Fail **Fail**/Req. to repair Request to repair	Fail **Fail**/Req. to repair Request to repair
	1.1.10	Brake fluid tank and anti-freeze tank, and amount of fluid.	Visually	The container of the anti-freeze device is missing or damaged. Brake fluid below minimum amount. Tank cap missing. Warning light on. Anti-freeze device tank empty.	Fail **Fail**/Req. to repair Request to repair	**Fail** **Fail**/Req. to repair
	1.1.10	Braking system	Perform pressure test	Master cylinder leak (hydraulic brake system). Master cylinder leak.	Immobilisation Fail	
	1.1.11 1.1.12	Lines and hoses	Pressing the pedal with a force of 1000N. In connection with brake measurement and if necessary when car is on hoist, there must be pressure in the system. With compressed air brakes, listen for leak sounds and monitor pressure changes. Visually and manually by trying, bending, pressing.	Fluid leak from brake pipes. Brake pipeline air leak when braking. Brake hose cord damage and cracks (inner cord visible). More than 1/3 of the pipe's wall thickness corroded. Hose or pipe has excessive extension. Risk of joint failure. Poor mounting. Hose twisted and risk of abrasion or cord damage. Air leak detected both at standstill and when braking.	Immobilisation **Fail**/ Immobilisation **Fail**/Req. to repair	**Immobilisation** **Fail**/ Immobilisation **Fail**/Req. to repair

	1.1.13	Mounting and wear of brake blocks and shoes and of friction lining Condition of brake cylinders, brake actuation levers and brake anchor plates	By testing and visually.	Missing or other obvious hazard. Defective mounting, too worn (for brake blocks less than 2 mm of friction surface remaining or below the minimum thickness specified by the manufacturer. Axial clearances of brake levers not exceeding 3 mm, separations between the spreading shafts in the direction perpendicular to the spreading shaft of not more than 3 mm and in the direction of the shaft of not more than 2 mm), absence of back-up and obvious risk of rupture and detachment. Oil etc. on friction linings. Brake plate for disc brakes corroded through by more than 1/3, risk of falling off or missing. Drum brake plate corroded through or missing.	Immobilisation Fail **Req. to repair**./ Fail **Fail**/ Immobilisation	Immobilisation Fail **Req. to repair**./ Fail **Fail**/ Immobilisation
	1.1.14	Condition of brake discs	Visually and if necessary by measurement (Maximum error margin of 1 mm allowed in measurement)	Over 1/3 of friction surface rusted or corroded / side. Thickness below minimum value stated by manufacturer. Damaged (heavy vehicle brake disc cracks that extend beyond the midway point of the friction surface are also interpreted as damage) Mounting defective.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
	1.1.14	Brake drum condition	Visually	Damaged.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
	1.1.17	Load-sensing brake valve (ALB): existence, functioning and condition. Corresponding function in	Visually, by feeling or by observing the movement when depressing the brake. In case of compressed air brakes also by measurement. By braking during test drive.	Valve does not work. Valve that is part of the system is missing. Mounting or adjustment incorrect. The rear axle locks too easily.	Fail	Fail

		electric brakes to be observed.		Damaged. Linkage loose or detached. Adjustment value plate missing or damaged (heavy vehicles).		
	1.1.18	Wheel cylinder travel, automatic adjuster performance.	Visually and, if necessary, by measurement and testing.	Compressed air system wheel cylinder travel less than 1/3. Automatic adjuster converted to manual operation. Automatic adjuster does not work.	**Fail**/Req. to repair	**Fail**/Req. to repair
	1.2.1	Measurement of rolling resistance and braking effort for each axle.	On the brake dynamometer, check rolling resistance and wheel specific brake forces with the engine running. If necessary, by testing by hand with the axle relieved. (The test method shall not be applied to axles equipped with continuous four-wheel drive or a differential lock.). Large drag of light equipment if it is not possible to rotate the tyre with one hand. Compare both sides. Test to see if rims get warm during normal driving. Brakes must be depressed slowly and evenly.	Braking effort difference on steered forward axle wheels over 50 % of greatest braking effort. High rolling resistance. The brake is dragging. The difference in braking forces on the wheels of the same axle by more than 30 % of the maximum braking force. Braking effort variation in same wheel over 30 % (near locking limit). Braking effort does not change evenly in proportion to pedal operating force or travel. Abnormal delay in functioning of wheel brake.	Immobilisation Fail	Immobilisation Fail
			If front wheels do not lock at the highest permitted pedal force (M_1 and N_1 500 N, others 700 N), the magnitude of the total braking effort must be determined Note! Max. braking force test does not need to exceed 12 kN/wheel.	Minimum brake effort required for vehicle is not attained. Brake circuit deactivated.	Fail **Fail**/ Immobilisation	Fail Immobilisation
	1.2.2.	Effectiveness of the brakes	Test with a brake dynamometer or, if one cannot be used for	Less than 50 % of the minimum level values referred to below reached.	Immobilisation	Immobilisation

			technical reasons, perform a road test using a deceleration recording instrument to establish the braking ratio which relates to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axle loads. If necessary, with the axle system relieved and using the customer or another inspector to depress the brake while rotating the tyre.	Does not reach the following minimum level (1): 1. Vehicles first registered on 1 January 2012 or later: — Category M_1: 58 % — Classes M2 and M3: 50 % — Category N1: 50 % — Categories N2 and N3: 50 % — Categories O_3 and O_4: semi-trailers: 45 % (2) trailers: 50 % 2. Vehicles first registered before 1 January 2012: — — Categories M_1, M_2 and M_3: 50 % (3) — Category N1: 45 % — Categories N2 and N3: 43 % (4) — Categories O_3 and O_4: 40 % (5) 3. Other categories L-categories (both brakes together): — Category L1e: 42 % — Categories L2e and L6e: 40% — Category L3e: 50 % — Category L4e: 46 % — — Categories L5e and L7e: 44 % L-categories (rear brakes): 25 % of the total vehicle mass unless the total deceleration is reached. (1) The categories of vehicles not covered by this provision are mentioned only indicatively. (2) (2) 43 % for semi-trailers registered before 1 January 2012. (3) (3) 48 % for vehicles without anti-lock braking systems or type-approved before 1 October 1991. (4) (4) 45 % for vehicles registered after 1988 or after the date specified in the requirements, whichever is the later. (5) (5) 43 % for trailers and	Fail	Fail

				semi-trailers registered after 1988 or after the date specified in the requirements, whichever is the later.		
		Overrun brake travel, reverse lock functioning, mechanical brake compensator functioning and existence. The existence and condition of the safety cable.	A brake dynamometer is used to examine the distribution of braking forces using the parking brake. The functioning of the brakes while reversing is checked in connection with the dynamometer measurement. If testing the brakes with a dynamometer does not work due to the structure of the vehicle, the brakes shall be tested by applying the parking brake in stages while the car is towing.	Push arm travel less than 1/4. Reverse lock does not work or is missing. Equipment to enable reversing does not work. Overrun brake linkage compensator missing or does not work properly. The safety cable is missing or damaged Wheel does not lock (not mandatory in dynamometer inspection if adequate braking force is achieved). Push arm stuck.		**Fail**/Req. to repair Fail
		Shock absorber in coupling head equipped with an overrun brake.	By brake dynamometer and in connection with test drive.	Shock absorber damaged or ineffective.		**Fail**/Req. to repair
	1.2.1	Engagement and release delay.	In connection with brake measurement	Braking pressure does not increase to 75 % of maximum pressure within the stipulated time. Delay times exceeded. The release delay is the time between when the foot starts to release the floored	**Fail**/ Immobilisation	**Fail**/ Immobilisation

				brake pedal and when the braking pressure has fallen to 10 % of the maximum pressure.		
	1.3.1	Secondary or emergency brake performance and efficiency (if separate from the service brake system)	Test with a brake tester or, if one cannot be used for technical reasons, perform a road test using a deceleration recording instrument to establish the braking ratio which relates to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axle loads	No braking effort on one or more wheels, and less than 50% of the braking effort value leading to rejection as specified below is reached in the testing No braking effort on one or more wheels, and less than 50% of the braking effort value referred to in the section B1 Effectiveness of the brakes is reached in the testing in relation to the mass of the vehicle. Power does not change in a constant manner.	Immobilisation Fail	
		Existence of security brake cable and overload protection. Emergency brake functioning.	Visually Compressed air hoses by removal	Cable or overload protection missing. The brakes do not engage.		**Fail**/Req. to repair Fail
	1.6	Anti-lock braking system	On the basis of indicator lamp, by tester or in test drive.	Tell-tale does not work. System not working (light remains on). System missing. Wheel speed sensor missing or damaged. Wiring damaged.	Fail	Fail
		Electronically controlled brake function detector	On the basis of tell-tale or by tester	Tell-tale does not work. System not working (light remains on).	Fail	Fail
		ESC Electronic Stability Control system (as part of braking system)	On the basis of tell-tale or by tester	Tell-tale does not work.	Fail	Fail

				System not working (light remains on). Mandatory system missing.		
		AEBS advance emergency braking system	On the basis of tell-tale or by tester	Tell-tale does not work. System not working (light remains on). Mandatory system missing.	Fail	Fail
	1.8	Brake fluid	Visual inspection. If necessary, tank cap can be opened. Assess the transparency of the liquid, not on the basis of colour alone.	Brake fluid contaminated or sedimented.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
B2 Parking brake	1.4.	Functioning of parking brake system	By dynamometer, or testing of functioning of trailer parking brake by towing vehicle if dynamometer testing is not possible Test to see if rims get warm during normal driving.	Required braking effort not attained. Trailer brakes do not grip adequately (wheels do not lock when being drawn by towing vehicle with the parking brake engaged). High rolling resistance. The brake is dragging. Trailer valve not working/stuck (heavy equipment).	Fail	Fail
		Determination of braking effort at maximum allowed control force (allowed control force: hand operation 400 N & foot operation 500 N for M_1 and N_1; others 600 N & 700 N)	Examination by dynamometer, operate parking brake until locking point, with reversing lock depressed	Total braking force less than 8% of the total mass of the car, unless the wheels lock. In case of a vehicle combination, the braking force of the towing vehicle less than 6% of the total mass of the combination, unless the wheels lock. Total braking force less than 16 % of the total mass of the car, unless the wheels lock. In case of a vehicle combination, the braking force of the towing vehicle less than 12 % of the total mass of the combination, unless the wheels lock. Difference in braking forces	Immobilisation Fail	Immobilisation Fail

				on the wheels of the same axle more than 70%, for compressed air brakes more than 50% (Note: braking forces need not reach the lock limit simultaneously).		
		Tell-tale	In connection with test	Not functional.	Request to repair	
		Ratchet bolt	Lock parking brake in desired position.	Not functioning properly. Ratchet bolt missing.	Fail	Fail
		Parking brake lever travel	In connection with measurement of braking effort	Travel over 3/4 of total travel, braking force reached.	Request to repair	
		Locking, damage and wear of brake cables, levers and rods.	Visually	Cable/ lever/ rod loose/ broken/ damaged. Risk of failure, excessive wear or incorrect installation.	Fail **Fail**/Req. to repair	Fail **Fail**/Req. to repair
		Electrically operated parking brake	On the basis of tell-tale, on the dynamometer and, if applicable, the manufacturer's instructions	Tell-tale does not work. The system isn't working.	Fail	
B3 **Other brake**	1.5.	Endurance braking system or exhaust gas brake	By braking test	Mandatory equipment is missing. Power does not change in a constant manner. The deceleration device isn't working.	**Fail** **Fail**/Req. to repair	
		Poor mounting and damage of electric brake contact box	Visually	Mounting defective or contact box damaged.	Request to repair	
		Electric brake wires short-circuit hazard; mounting and other possible damage	Visually	Wires poorly secured, or position is prone to short-circuit.	**Fail**/Req. to repair	**Fail**/Req. to repair

C C Lights and Fittings						
Regulatory Act	**Directive 2014/45/EU inspection item**	**To be inspected**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
C1 Retro-reflectors	4.8.	Existence, condition, symmetry, compliance	Visually	Mandatory reflectors are missing. Damaged Reflector missing. Incorrect colour or number. Structure, function or location contrary to regulations. Reflector not a type approved for purpose. Mounting defective.	Fail Request to repair	Fail Request to repair
C1.1 Retro-reflecting markings	4.8	Compliance with regulations		Not in accordance with regulations. Missing.	Request to repair Fail	Request to repair Fail
C2 Rear lights	4.	Existence, condition, compliance, symmetry, function and connection	Visually By comparing lamps with each other.	Lamp missing. Lamps do not work. Structure, function or location contrary to regulations. Damaged Faded, luminosity insufficient. Incorrect colour or number. Mounting defective. Other lamp does not work or functions weakly (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Water inside the lamp.	Fail Request to repair	Fail Request to repair
C3 Brake lights	4.3.	Existence, condition,	Visually By establishing moment	Lamp missing. Lamps not working (incl.	Fail	Fail

		compliance with regulations, function and connection	of light-up By comparing lamps with each other.	additional/middle brake lamp, if any). Structure, function or location contrary to regulations. Damaged Light source faulty (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Faded. Luminosity insufficient. Incorrect colour or number. Mounting defective. Weak operation of lamp. Light-up delayed. Water inside the lamp.	Request to repair	Request to repair
C3.1 Centre brake light	4.3.	Existence, condition, compliance with regulations, function and connection	Visually	Mandatory lamp missing. (1.10.2000, M_1, 10.7.2011 N1). Damaged Incorrect installation of middle brake lamp. Middle brake lamp does not work (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Mounting defective. Under-activation. Structure, function or location contrary to regulations. Incorrect colour or number. Water inside the lamp.	Fail Request to repair	Request to repair

C4 **Turn signal**	4.4.	Existence, condition, compliance with regulations, function and connection. Side direction indicator lamps categories M and N as of 1 January 1985, unless visibility angle of own lamps sufficient Functioning of the side direction indicator hazard warning signal circuit. (Categories M and N as of 1 January 1989)	Visually By comparing lamps with each other.	Lamps on same side do not work (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Mandatory lamp missing. Damaged Faded, luminosity insufficient. Light source faulty (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Mounting defective. Tell-tale does not work. Direction indicator will not stay on. Flashing frequency other than 90±30 1/min. Structure, function or location contrary to regulations. Incorrect colour or number. Hazard warning light circuit does not work. Water inside the lamp.	Fail Request to repair	Fail Request to repair
C5 **Rear registration plate lamp**	4.7.	Existence, condition, compliance with regulations, function and connection	Visually By comparing lamps with each other.	Lamp missing. Not functional. Damaged Colour incorrect. Luminosity insufficient. Mounting defective. Structure, function or location contrary to regulations.	Fail Request to repair	Fail Request to repair
C6 **Identification lights** -taxi, police, special transport, tractor, etc.	4.	Existence, condition, compliance with regulations, function and connection	Visually	Identification lamp required by the provisions is missing or out of order. Structure, function or location contrary to regulations. Incorrect colour or	Request to repair	Request to repair

				number. Mounting defective.		
C7 **- headlights**	4.	Existence, condition, compliance with regulations, function and connection.	Visually By comparing lamps with each other.	Lamp missing. Lamp not functional (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Damaged. Faded, luminosity insufficient. Mounting defective. Structure, function or location contrary to regulations. Incorrect colour or number. Water inside the lamp.	Fail Request to repair	Fail Request to repair
C8 **Dipped-beam headlamps**	4.1.	Existence, condition, compliance with regulations, function and connection	By tester and/or visually. By comparing lamps with each other. With a direction measuring device on a stand and, if necessary, with an appropriate device for measuring luminosity.	Dipped-beam headlamp does not work or their luminosity is insufficient (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Dipped-beam lamp missing. Dipped-beam headlamp and front lamp on same side do not work. An unapproved or unsuitable bulb installed in the lamp. Intended for use in wrong-side traffic. Other dipped-beam headlamp does not work (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Damaged. Light pattern unclear or incorrect. Mounting defective.	Fail Request to repair	

				Alignment is incorrect. Lights different colours. Reflecting surface or lens faulty. Lamp luminosity insufficient. Water inside the lamp. Doubled dipped beams, if not authorised on the basis of that year's model. Power of light source incorrect. Structure, function or location contrary to regulations. Incorrect colour or number. Vehicle reports a fault (adaptive lighting system)		
C8.1 Dipped-beam headlamp height adjustment device		Existence, function Please note! The suspension structure may exempt a vehicle from the obligation to install. Mandatory categories M and N, original commissioning 01/07/1995	By testing	Mandatory system or part thereof missing. Mandatory system or part thereof does not work, and initial adjustment is incorrect. Automatic system failure (gas-discharge lights and lamps using other technologies (e.g. LEDs) with a power of more than 2,000 lumens after 1 October 2000). Mandatory system or part thereof does not work, and initial adjustment is correct. Voluntary system does not work, and initial adjustment is incorrect.	Fail Request to repair	
C8.2 C8.2 Washers (gas-discharge lights and lamps using other		Existence, function	By testing	Missing. Not functional. Damaged.	Fail Request to repair	

technologies (e.g. LEDs) with a power of more than 2,000 lumens)						
C9 main-beam headlamps;	4.1.	Existence, condition, compliance with regulations, function and connection	By test and visually By comparing lamps with each other.	Lamps missing. Lamps do not work. Lamp not functional (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Damaged Mounting defective. Tell-tale for main-beam headlamps not working. Alignment is incorrect. Reference figure (comparison value) exceeded. Luminosity insufficient. Lights different colours. Reflecting surface or lens faulty. Power of light source incorrect. Structure, function or location contrary to regulations. Incorrect colour or number. Water inside the lamp.	Fail Request to repair	
C9.1 Additional main-beam headlamps		Existence, condition, compliance with regulations, function and connection	By test and/or visually	Does not work (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Damaged Mounting defective. Alignment is incorrect. Lights different colours. Reflecting surface or lens faulty. Power of light source incorrect. Reference figure is exceeded Structure, function or location contrary to regulations.	Request to repair	

				Incorrect colour or number. Water inside the lamp.		
C10 **Led luminaires** C10.1 Reversing lamps C10.2 Rear fog lights C10.3 Front fog lights C10.4 Warning/alarm lamp C10.5 Clearance lamp C10.6 Side light C10.7 Work lamp C10.8 Snow plough lights C10.9 Daytime running lights C10.10 C10.10 Lamp function detectors C10.11 C10.11 Cornering lamp C10.12 C10.12 Exterior courtesy lamp C10.13 C10.13 Manoeuvring lamp		Existence, condition, compliance with regulations, function and connection	By test and/or visually	Mandatory lamp missing. Lamp not functional (an LED lamp is regarded as non-functional if over 1/3 of the LEDs do not work). Damaged. Function detector does not work. Mounting defective. Electrical connections between the towing vehicle and the trailer (malfunctions of trailer lights). Lamp is not type-approved for purpose. Fog lamps' alignment too high. Structure, function or location contrary to regulations. Incorrect colour or number. Vehicle has additional, non-mandatory and non-permitted lamps. Water inside the lamp.	Fail Request to repair	Fail Request to repair

C11 Advance warning triangle A trailer with a total mass exceeding 500 kg shall also have a warning triangle (excluding trailer of category O_1 or other towed device with a gross mass of no more than 750 kg)	7.4.	Existence, condition, compliance with regulations	Visually	Missing. Damaged or wrong type.	Request to repair	Request to repair
C12 **C12 Safety belts and their tensioners**	7.1.	Existence, condition, compliance, operation and operating conditions and connection of the tensioner	By testing, on the basis of indicator lamp function, visually, from documents.	Drum lock does not work. Lock does not work. Lock damaged so that function is unreliable. Missing. Tensioner tripped. Belt damaged. Installation contrary to regulations. Not an approved type. Retractor does not work. On the basis of indicator lamp, system is not operational.	Fail	
C12.1 Safety-belt anchorages	7.1.	Condition and compliance with regulations	Visually, by testing or from documents.	Structure, function or location contrary to regulations. Explanation for non-compliance missing or inadequate. Damaged.	Fail	
C12.2 C12.2 Wheelchair anchorage points and belts	9.11.2	Existence and condition	Visual examination and testing of function,	Missing. Defective operation Damaged.	Fail	
C12.3 airbags;	7.1.	Existence and operating conditions	On the basis of indicator lamp function, visually, from documents	On the basis of indicator lamp, system is not operational. Tell-tale does not work. Removed. Damaged. Certificate missing or defective.	Fail	
C12.4	7.1.	Existence	On the basis of indicator	On the basis of indicator	Fail	

C12.4 Safety systems (e.g. LDWS lane departure warning system, shift indicator)		and operating conditions	lamp function, visually, from documents	lamp, system is not operational. Tell-tale does not work. Damaged. Certificate missing or defective. Mandatory system missing. Gearshift indicator does not work.	Request to repair	
C12.5 eCall system	7.13, 7.13.1, 7.13.2, 7.13.3	Existence (mandatory system for new category M1 and N1 vehicles as of 31 March 2018) and operating conditions	Visual inspection and inspection using an electronic interface, where the technical characteristics of the vehicle allow it and when the necessary information is available.	Mandatory system missing. Damaged. The vehicle reports a fault. Contrary to regulations.	Fail Request to repair	
C13 tachograph; (Tachograph shall be inspected if a tachograph is installed and no exemption from the inspection obligation is recorded in the register.).	7.9.	Existence, function, sealing and compliance with regulations	Visually and on the installation plate	Not working, mandatory equipment missing or non-compliant. Calibration interval exceeded. Wrong type (Analogue/Digital or smart tachograph). No sealing. The tyres do not match the mounting plate. Equipment tampered with. Installation plate missing or illegible.	Fail	
C13.1 Nopeusmittari	7.8.	Existence and function	During test drive	Does not work or missing. Lighting does not work. Lighting defective.	Fail Request to repair	

C13.2 Speed limitation device	7.10.	Existence	Visually and by testing or from certificate.	Does not work, missing or set point contrary to regulations. The tyres on the driving axle do not conform to those recorded in the certificate of inspection of the functioning of the speed limitation device or in the register. Installation plate or sticker missing.	Fail Request to repair	
C14 **C14 Other devices and equipment**		Condition and mounting of other device or equipment	Visually	Mounting defective. Endangers road safety. Causes unnecessary environmental nuisance. Not in accordance with regulations.	**Req. to repair**/Fail	**Req. to repair**/Fail
C14.1 Taximeter		Inspection of the certificate of installation and of the sealing or taximeter installation or inspection certificate and the correctness of the tyre size	Visually	Mandatory equipment is missing. Sealing or setting receipt missing. Certificate missing or defective. 'The normal rolling circumference of the tyre does not correspond to the tyre marked on the installation or inspection certificate'. Not in accordance with regulations.	Fail	
C14.2 C14.2 Battery mounting and electrical system (low voltage battery)	4.13. 4.11.	Attachment, protection and compliance	Visually and by testing. If necessary, from documents	Damaged or loose. Defective. Not in accordance with regulations. Certificate missing or defective	**Req. to repair**/Fail	**Req. to repair**/Fail
C14.3 C14.3 Fire extinguisher (bus, VAK/ADR vehicle)	7.2.	Existence, inspection entries, condition and compliance with regulations. Location and	Visually	Missing or defective. The inspection is not valid. Extinguisher not suitable for vehicle or use. Defective.	Fail Request to repair	Fail Request to repair

		mounting Guiding sign		Incorrect.		
C14.4 First aid kit (on the bus)	7.5.	Condition and sealing of first aid kit Number of Guiding sign	Visually	Contrary to regulations. No sealing. Incorrect. Defective or missing.	Request to repair	
C14.5 Speed limit plate		Existence, compliance with regulations and location	Visually	Missing. Incorrect location. Incorrect. Contrary to regulations.	Request to repair	
C14.6 C14.6 Wheelchair lift and access ramp		Existence (if mandatory), mounting, condition and operation	Visually and by testing.	Endangers road safety. Contrary to regulations. Mandatory equipment is missing. Causing danger. Damaged. Mounting defective. Defective operation.	Fail **Req. to repair**/Fail	
C15 Environmental hazards, exhaust emissions	8.	For positive-ignition engine, measure CO, HC, O2, CO2 and lambda values and k value for diesel engine.	By exhaust analyser for positive-ignition engines or from certificates. (see section C15 OBD and section 3.4, Inspection of exhaust gas emissions)	CO content over 6 %. For period 1 January 1978 – 30 September 1986: CO>4.5% or HC>1,000 ppm 01/10/1986− CO>3.5% or HC>600 ppm	Immobilisation Fail	

				Low-emission vehicle or vehicle with a three-way catalyst. Engine idle CO>0.5% or HC>100 ppm. Values measured at revolutions (min. 2,000 rpm) for CO>0.2 or HC>100 ppm or lambda not between 0.97 and 1.03. For vehicles of category M with a total mass not exceeding 2,500 kg and for vehicles of category N_1 with a reference mass not exceeding 1,305 kg that were commissioned on 1 January 2001 or later (or commissioned on 1 January 2004 or later in the case of vehicles using LPG and natural gas), and where it has been over 10 years since commissioning the vehicle at the time of inspection. For vehicles of category M with a gross vehicle mass exceeding 2,500 kg and vehicles of category N_1 with a reference mass exceeding 1,305 kg and that were commissioned on or after 1 January 2002 (or commissioned on or after 1 January 2007 in the case of vehicles using LPG and natural gas), and where it has been over 10 years since commissioning the vehicle at the time of inspection. (see section 3.4.1): OBD function examination (see sections C15.1 and 3.4) Values measured at		

				revolutions (min. 2,000 rpm) for CO>0.2 or HC>100 ppm or lambda not between 0.97 and 1.03. Residual oxygen content over 5 %, if the system does not have an air pump. An idle speed exceeding 1,000 1/min or higher as declared by the manufacturer.		
			With an opacity meter for a diesel engine, or from certificates. (see section C15 OBD and section 3.4, Inspection of exhaust gas emissions)	If k-value exceeds 4.0. K-value without supercharger over 2.5 or with supercharger over 3.0. (commissioned on or after 1.1.1980). As an alternative to limit value for an engine without or with supercharger, for a vehicle that was commissioned before 1989 and that has not been type-approved in accordance with Directive 72/306/EEC or UNECE Regulation No 24, emission value exceeding 7.0 Bosch units. K value over 1.5 (heavy euro 4 and 5 engines and light euro 4 engines and commissioned after 01.07.2008 see Regulation 2003/987). K-Value over 0.7 (According to Table 2 in Annex I to Regulation (EC) No 715/2007 (Euro 6 emission limits). Type-approved in accordance with Regulation (EC) No 595/2009 (Euro VI).) Limit value for the specific car model that is higher than the general limit value is exceeded.	Immobilisation Fail	

C15.1 OBD system		Existence and function of mandatory system	By tell-tale and tester or by certificates. (see section 3.4. Inspection of exhaust emissions)	Missing. Reports a fault. Tell-tale does not work. The system isn't working. Test components not carried out, and lambda control does not work.	Fail	
C15.2 C15.2 Engine and auxiliary equipment		Compliance with data in register. Engine mounting. Existence and compliance of fuel supply, aspiration and exhaust gas purification system components. Environmental nuisances caused by engine. For evaluation of exhaust pipes, see section D2 Exhaust pipes	Visually, by test equipment and documents	Contrary to regulations. System missing a component. Continuous and copious opacity. Mounting defective.	Fail **Req. to repair** / Fail	
C15.3 Noise	8.1.1	Compliance with regulations	By listening, if necessary by meter or from documents Visually	Excessively high noise level. Certificate missing or defective. Device installed in order to attain a noise level that is compliant with regulations has been removed or modified.	**Req. to repair** / Fail	

C15.4 C15.4 Oil and liquid leakages	8.4.1	Examine leakage points (environmental damage)	Visually	Fluid leak, fire hazard. Fluid leakage with continuous drop formation Fluid leakage with drop formation.	Immobilisation Fail Request to repair	Immobilisation Fail Request to repair
C15.5 C15.5 Radio interference and electromagnetic compatibility	8.3	Compliance with regulations	From documents	Certificate missing or defective.	**Fail**/Req. to repair	

D D Chassis and steering						
Regulatory Act	**Directive 2014/45/EU inspection item**	**To be inspected**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
D1 **- rear axles**	5.1.	Axle mounting, rust damage, tilt stabiliser attachment, possible clearances, support arm, joint, bearing, shoulder shaft, support rod mountings and rear hub bearing clearances, damage, structural changes.	Visually, by wheel play detector, freehand, using a lever bar. Where applicable, axles lightened When checking wheel bearings, rotate the tyre and feel the spring at the same time (Light vehicles) Trailer also to be tested by towing with towing vehicle	Loose, damaged or partially detached attachment of axles or axle beams at support points (Disconnection of vulcanisation of axle bearings more than 1/3 revolutions or clearance/missing position in the driving position interpreted as damage). Position incorrect or damaged. Rusted or broken axle, support arm, their attachment point in the axle system or spring support point.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
				Play due to wear in radius rod pivots. Rear axle pivot jammed. Wheel bearing damaged. Tilt stabiliser that forms part of the structure is missing. Excessive play in wheel bearings. Wheel bearing too tight. Tilt stabiliser loose		
				Tilt stabiliser mounting defective or loose (Tilt stabiliser mounting clearance greater than 1	**Req. to repair** / Fail	**Req. to repair**/ Fail

				mm, or a clearance of more than 2 mm in the hull fittings of heavy-duty vehicles.). Joint's protective rubber damaged, or joint mounting security defective		
D2 **Exhaust pipe**	6.1.2.	Attachment, tightness, placement, alignment, silencing performance and regulatory compliance. Assessment of silencing effectiveness, see Section C15.3, noise For evaluation of exhaust gas cleaning equipment, see section 15.2 Engine and auxiliary equipment	Visually. By listening to the sound and on the basis of exhaust gas measurement.	Required catalyst missing. Silencer or catalyst non-compliant.	Fail	
				Clear leak in pipes. Reliable measurement of emissions cannot be carried out. Mounting of exhaust pipes defective (danger of falling off). Mounting of exhaust pipes defective. Positioning dangerously close to fuel tank or	**Req. to repair**/ Fail	

				pipeline (unprotected). Ends under body structure in such a way that there is obvious risk of fire. Minor leak (oxygen content below 5% in emissions measurement of positive-ignition engines). Exhaust pipe incorrectly aligned.	 Request to repair	
D3 Suspension	5.3.	Flexibility, condition of springs and symmetry of the same suspension Condition of leaf spring bushes, U bolts, support sliding surfaces and swivel pins. Condition of air suspension beams, symmetry and condition of suspension points. Condition of hydropneumatic suspension components. Rebound rubbers.	Visually and by feeling spring with hand, or by bending or feeling with bar. By wheel play detector. Where applicable, axles lightened	Spring main leaf snapped. Swivel pin damaged or has play. Coil spring, tension spring or leaf spring broken. Spring mounting defective. Spring position incorrect. Leaf spring head bushes loose. Spring unsuitable for structure. Flexibility insufficient. Road clearance insufficient. Air bellows damaged. Hydropneumatic suspension component damaged or fluid leakage Perch bolt snapped. Air suspension leakage or improper operation. Level control valve does not work Suspension pivot has play. Leaf spring worn by over 1/3 of original thickness. Structure contrary to regulations. A change requiring a modification inspection.	Immobilisation **Immobilisation**/Fail Fail	Immobilisation **Immobilisation** /Fail Fail

		Condition of perch bolt. Structural changes.		Leaf clamps missing. Rebound rubber missing.	Request to repair	Request to repair
D4 **Swing damping**	5.3.	Damper mounting, leaks, damping capacity	By damper testing and/or manually, by rocking the car Visually By testing During test drive By wheel play detector	Damping efficiency insufficient. Unsuitable to the structure. One damper noticeably weaker than the other on the same axle. Play due to wear of damper acting as wheel suspension. Damper seized. Damper damaged or missing. Structure contrary to regulations. Mounting defective. The damper leaks (does not apply to minor dripping).	Fail **Fail**/Req. to repair	Fail **Fail**/Req. to repair
D5 **Subbase**	6.	Condition of axle system mounting points, frame, flooring and bottom plate structure, chassis bearing structures, mounting points for body and (sub)frame, subframe and wheel area structures.	Visually and with the help of tyre lever or rust pick. Tap chassis systematically with tyre lever and press suspect spots on the basis of sound and elasticity. If necessary, by measurement or separate measurement certificate.	Measurement certificate missing or defective. **Integral body:** Rust damage in axle system mounting points. Rust damage at subframe mounting points. Rust damage or deformation that reduces the original strength (more than 50 mm or more than 50% of the original diameter deformation in enclosure structures or bellows). More extensive rust damage in box structures, or rust damage in shock strut casings. Small isolated area of rust damage.	Fail **Fail**/ Immobilisation Fail Request to repair	Fail

				Separate chassis: Areas of rust damage in chassis. Areas of rust damage at body fixing points. Areas of rust damage or deformations that weaken original strength. Fractures in frame. Cross-beams missing or mounting defective. More extensive rust damage in box structures. Small isolated area of rust damage.	**Fail**/ Immobilisation Fail Request to repair	**Fail**/ Immobilisation Fail Request to repair
				Base plate structure: Areas of rust damage in base plate. Areas of rust damage at body fixing points. Areas of rust damage or deformations that weaken original strength. Small isolated area of rust damage.	**Fail**/ Immobilisation Fail Request to repair	
				Subframes: Areas of rust damage or deformations that weaken original strength. Damaged, mounting defective.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
D5.1 Fuel tank and pipes (see Section G7 regarding LPG/CNG/LNG and hydrogen system)	6.1.3.	Condition, mounting, capacity and other compliance with regulations.	Visually By measurement and calculation By testing	Location or structure is a fire hazard. Contrary to regulations. Leaks. Damaged. Mounting defective.	Fail **Fail**/Req. to repair **Req. to repair**/Fail	

D6 **Tyres and rims**	5.2.	Tread adequacy, cord integrity, load capacity, tyre markings and other compliance with regulations.	Visually and, if necessary, by measuring tread depth. Further information on STRO norm.	Tread central groove depth less than 1.6 mm. Cord damage or obvious risk of breakage on the 1st axis of heavy equipment (e.g. deep puncture damage or fractures that release water between the cords)	Immobilisation	Immobilisation
				Tissue damage or obvious risk of breakage in tyres other than those on the first axle of heavy vehicles.	**Fail**/ Immobilisation	**Fail**/ Immobilisation
				Snow tyres with a tread central groove depth less than 3.0 mm (in November, December, January, February and March). Snow tyres for heavy vehicles with a tread central groove depth less than 5.0 mm on non-steering drive axles (November, December, January, February and March). Tyre contrary to regulations. Tyre load capacity insufficient. Studding contrary to regulations. Studding difference too great. Mixed tyres or both studded and non-studded tyres on vehicle. Tyres with different characteristics on the same axle.	Fail	Fail
				Tyre pressure clearly too low. Incorrect direction of rotation. Balancing deficient/incorrect.	Request to repair	Request to repair

		Rims and mounting on hub. The condition of the rim. Other compliance with regulations	Visually and by shaking.	Fracture in rim. Rim bent. Mounting on hub defective or unsuitable. Not in accordance with regulations. Rim structure modified.	**Fail**/ Immobilisation **Fail**/Req. to repair	**Fail**/ Immobilisation **Fail**/Req. to repair
		Compatibility of tyre and rim.	Visually and, if necessary, by comparing to STRO norm.	Incompatible.	Fail	Fail
D7 Spray-suppression systems		Guards and flaps: protective characteristics, mounting and existence.	Visually and, if necessary, by measurement.	Wheel guards missing. Mounting defective. Wheel guards with tears, holes or sharp edges. Wheel guards too narrow.	Fail **Req. to repair**/ Fail	Fail **Req. to repair**./ Fail
				Wheel guards missing (not categories M_1, N_1, N_2 (under 7.5 t), O_1, O_2 or G). Spray-suppression device is missing or damaged (if a mandatory fitting).	Request to repair	Request to repair
D8 - front axles	5.1.	Attachment and condition of front wheel support points, axle beams, support arms, support rods, joints, bearings, shoulder axles, shoulders and tilt stabiliser, as well as structural changes.	Visually, by shaking machine and shaking by hand, and using pliers and/or suitable instruments. Also, front axle relieved. When examining wheel bearings, spin tyre while feeling spring (light vehicle) Spin manually or by turning with a bending iron.	Clearance due to abrasion in the ball joint Ball joint mounting: loose, defective or damaged. Radius arm damage. Play due to wear in swivel pin. Play due to wear in radius arm and reaction bar pivot. Rust damage to the support arms. Radius arm deformation. Loose, damaged or partially detached attachment of axles or axle beams (Disconnection of shaft bearing vulcanisation more than 1/3 revolutions or	**Fail**/ Immobilisation	**Fail**/ Immobilisation

				clearance/missing position in the driving position interpreted as damage Tilt stabiliser loose Axle beam rust damage. Tilt stabiliser that forms part of the structure is missing. Excessive play in wheel bearings. Wheel bearing too tight. Wheel bearing damaged. Inappropriate repairs. Tilt stabiliser mounting defective or loose (Tilt stabiliser mounting clearance greater than 1 mm, or a clearance of more than 2 mm in the hull fittings of heavy-duty vehicles.). Ball joint rubber guard damaged. Ball joint mounting security lacking, e.g.closure pin (locknut replaced by ordinary nut, etc.)	Fail / Req. to repair **Req. to repair/** Fail Request to repair	Fail / Req. to repair **Req. to repair/** Fail Request to repair
		Wheel and axle position angles.	Visually, or, where appropriate, a measurement certificate.	Axle system visibly shifted from its place.	**Fail/** Immobilisation	**Fail/** Immobilisation
D9 Steering equipment	2.	Examine functioning, condition and mounting of steering system components. Free turning of wheels. Power steering	Visually, by shaking machine and shaking by hand, and using pliers and/or suitable instruments with the front axle relieved, turning the wheels by hand. If necessary, by turning the steering wheel left and right. By test drive.	Defective cardan joint of the steering shaft. Steered axle's pivot faulty. Play due to wear in steering gear. Roughness in operation of steering gear. Play due to wear in steering linkage joints. Power steering isn't working.	**Fail/** Immobilisation	**Fail/** Immobilisation

		function. Functioning of tell-tale that shows the status of locking of steered axle.		Steering component repaired by welding. Steering gear mounting defective. Play due to wear of steering connector arm pivot (steering relay unit). Rod, lever or arm damage. Insufficient attachment of the rod, lever or arm. Wheels catch on the vehicle's bodywork. Turning stops missing. The steering shock absorber is not working. Steering wheel damaged. Structure or fitting not in accordance with regulations. Damaged protective rubber of joints or rack and pinion. Power steering leaks (also see Section C15.4). Security for attachment of steering linkage joints is missing e.g. locking pin, (the lock nut replaced by a normal nut, etc.)	**Fail**/Req. to repair Request to repair	**Fail**/Req. to repair Request to repair
		Functioning of electric power steering.	Establish by functioning of tell-tale and test drive.	Functioning of tell-tale shows a fault. Tell-tale does not work.	Fail	
D9.1 Turning ring		Attachment and bearing	Using instruments that are suitable for the purpose. With wheel play detector, visually. If necessary, by testing with towing vehicle.	Play due to wear of turntable. Turntable mounting defective. Rough operation of turntable pivot.		**Fail**/ Immobilisation
D10 Bodywork	6.2.	Examination of body condition, mounting, dimensioning and	Visually and by pressing, tapping and twisting with a rust pick or tyre lever. By measurement. More information in	Dimensions of body contrary to regulations. Rust damage or deformations weakening strength in body's bearing parts.	Fail	

		fittings.	Traficom guideline for inspection of rust damage in roadworthiness test	The attachment of the body to the frame is defective. Glass roof so damaged that it endangers road safety. Installation of body parts wrong, e.g. bumper fastening irons protrude sharply. Sharp protruding part or damage to body. Structural modification contrary to regulations. Glass roof cracked from edge to edge.	 **Fail**/Req. to repair Request to repair	
				Integral body or base plate structure: Rust damage in body casing structures. Small isolated area of rust damage in floor pan.	 Fail Request to repair	
				Separate chassis: Rust damage in body casing structures. Small, isolated area of rust damage in body.	 Fail Request to repair	
				Doors and bonnets: Extensive rust damage. Hinges and locks damaged. Minor rust damage. Front and/or rear cover locking defective.	Fail **Req. to repair**/Fail Request to repair	Fail **Req. to repair**/Fail Request to repair
				Other rust damage: Mounting point of the upper end of the spring supports. Spare wheel carrier, if risk of wheel falling. Seat mounting points. Safety belt mounting points. Casing structures. Roof pillars.	**Fail**/ Immobilisation Fail	**Fail**/ Immobilisation Fail

				Luggage boot rust or other damage, if danger of luggage items falling off. Mudguard edge, if box structure. Mudguard if rusted through or sharp edges present. Extensive rust damage to the edge of the mudguard. Inner mudguard rust damage. Bumpers, running boards, sand plates. Small isolated area of rust damage at mudguard edge. Towing devices	**Req. to repair**/Fail	**Req. to repair**/Fail
		Condition, attachment and compliance of side and underrun protective equipment.	Visually, by measurement and from documents.	Missing or defective. Damaged. Not in accordance with regulations. Mounting defective.	Fail **Fail**/Req. to repair	Fail **Fail**/Req. to repair
D10.1 Cargo basket		Compliance with regulations of bodywork mounting, mounting points, front end and markings. Condition of bodywork sides and doors, and their locking and hinges. The condition of	Visually, by measurement and from documents.	Mounting/locking of interchangeable cargo container faulty/defective (container in place). Mounting/locking of interchangeable cargo container faulty/defective (container not in place on vehicle). Document missing or defective. The attachment points are missing. Auxiliary body or cargo container damaged.	Immobilisation Fail	Immobilisation Fail

		tarpaulins and their locking devices, including the control of hydraulic, electrical or pneumatic locks, if any, and the condition of the actuators. Auxiliary body and its attachment Mounting/ locking of interchangeable cargo container.		Cargo container mounting point damaged. Contrary to regulations. Mandatory plate or marking missing or not legible Mandatory front end or cabin guard missing. Auxiliary body unsuitable or mounting defective. The floor of the cargo container is weak. Sharp protruding part or damage to body. Slight damage to cargo container sides, doors or tarpaulins. Mounting defective. Tarpaulin locking devices damaged/faulty.	**Fail**/Req. to repair	**Fail**/Req. to repair
D11 Coupling devices	6.1.6.	Condition, mounting, markings and compliance of coupling devices. Remote indication device: functioning and, if mandatory on 1 June 2016, existence	Visually, using a lever bar, by measurement and by testing. Vehicles forming part of a combination must be decoupled from one another for the examination. Axle clearance test.	Not in accordance with regulations. Broken, torn or deformed. Other damage or rust damage. Mounting defective. Clearance due to wear on the coupling device or its mounting. Drawbar bearing damaged Incorrect location. Locking systems faulty. Incorrect repair of the device or component. Tension links are missing. Towing coupling's towing stress shear pin is missing. Towing coupling's coupling pin worn.	**Fail**/ Immobilisation	**Fail**/ Immobilisation

				Towing coupling's coupling pin bush worn. Towing coupling's servo functioning defective. Functioning of towing coupling's servo safety catch is defective. Towing coupling's rubber springs worn Drawbar ring / ring fitting worn. Drawbar damaged. Drawbar is not of an approved type. Mounting of anchor tie beam defective. Anchor tie beam damaged Semi-trailer towing pin (king pin) excessively worn Fifth wheel lock jaw worn. Fifth wheel cushion ring worn. Towing coupling's clearance insufficient. Fifth wheel locking mechanism: defective functioning / worn. Remote indication device faulty/missing. Protective rubber/dust cover damaged or missing. Mandatory plate missing or not legible	Fail	Fail

D11.1 **D11.1 Electrical connections and connectors for trailer coupling devices**	4.10.	Condition, mounting and compliance with regulations	Electrical connections (incl. control equipment electrical connections) in connection with testing of lights, if necessary with testing device. The electrical connections of vehicles forming part of a vehicle combination shall be disconnected during the inspection.	Not in accordance with regulations. Control equipment connections/wiring damaged. Functioning of trailer lights incorrect or defective due to the coupling or connection. Incorrect location. Electrical connection lid damaged or missing.	Fail Request to repair	Fail Request to repair

E test drive.						
Regulatory Act	**Directive 2014/45/EU inspection item**	**Inspection**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
E1 **Control devices**		Positioning, condition, operation, visibility and safety of control devices.	Visually and by testing during test drive and during inspection of lights.	Location and/or structure of control devices changed to the detriment of safe operation of vehicle. Too worn or faulty. Mounting defective. Does not match data entered in register. Non-functionality of indicator lights or inaccuracy of the symbol. Functioning defective or incorrect.	Fail **Req. to repair**/Fail	
E2 **E2 Mirrors (and other indirect viewing devices)**	3.3.	Location and condition as well as approval marks of mirrors (and other indirect viewing devices)	Visually, by trying out	All rear-view mirrors or other indirect vision devices are missing. Mounting defective. Incorrect location. Missing. Damaged. Not in accordance with regulations.	Fail Request to repair	
E3 **Cabin interior**	9.1. 6.2.	Interior safety, fire safety, seats, seat cover markings, head rests, emergency exits, rollbar.	Visually, by measurement and from documents.	Seat mounting not in accordance with regulations. Non-compliant seat or seat covers. Mandatory headrests missing/damaged. Mandatory rollbar missing or damaged. Structure changed to the detriment of safe operation of vehicle. Emergency exits missing or defective (vehicles of category M2 and M3). Incorrect seat placement. Backrest locking mechanism does not work. Dangerous sharp parts.	Fail	

				Access to rear seats blocked. Seat attachment defective Markings or hammers intended for breaking windows are missing (vehicles of categories M2 and M3). Seat adjustment not working.	**Request to repair/**Fail Request to repair	
E4 Windscreen	3.2.	Compliance with regulations, condition, tinting and approval marks.	Visually Approval marks By reference glass or by transparency meter.	Damaged so seriously that there is a significant risk to road safety. Missing or mounting defective. Tinting too strong, transparency less than 70%. Film, sticker or article affixed to windscreen (not including parking discs or stickers required by authorities). Crack or fracture in the driver's field of vision in the windscreen wiper wiping area where there is a view of the road. In an adhesion windscreen, crack from edge to edge. Scratching, abrasion or worn. Article restricting field of vision. Approval marking missing or contrary to regulations.	**Fail**/ Immobilisation **Fail**/Req. to repair **Req. to repair**/Fail	
E5 Windscreen equipment	3.4. and 3.5.	Compliance, condition, operation of wipers, washer device and defrosting	Visually and by testing.	Does not work at all, or missing. Insufficient power. Wiper blades poor. No liquid sprayed on the	Fail Request to repair	

		device.		windshield. Windscreen wipers' second speed does not work. Windscreen wipers' wiping area too small. Malfunctioning.		
E6 **Other windows**		Compliance, condition, material, tinting and approval markings and operation of lifting mechanism, if one is fitted.	Visually Approval marks By reference glass or by transparency meter.	Missing or mounting defective. Front side window transparency less than 70% or has a film or coating. Transparency of rear window below 70 %, and vehicle does not have an external right-hand mirror that meets requirements. Reflecting or mirroring film. Approval marks missing or contrary to regulations. Window cannot be opened or does not stay closed	**Fail**/Req. to repair Request to repair	
E7 **Audible warning devices**	7.7.	Existence, condition, compliance with regulations, function and connection.	By testing and by listening or measuring.	Missing. Variation in sound level is contrary to regulations. Sound level is too weak or too strong. Horn not working.	Fail Request to repair	
E8 **Power transmission**	6.1.7.	Inspection of the attachment, condition and operation of the transmission equipment, including the four-wheel drive system. Traction control system.	During the test drive and the chassis inspection. By testing, through the tell-tale function and by visual examination.	Mounting of transmission or driving gear defective. Clutch slips or shakes strongly. Gear does not stay engaged. Failures of transmission and/or clutch.	**Fail**/ Immobilisation	

				Universal joint and/or pivot worn or damaged. Drag links worn. Engine of an automatic-transmission car starts with gear engaged. Traction control system out of order on the basis of tell-tale. The four-wheel drive system is not working. Reverse gear latch not working. Automatic transmission's selected gear indicator is missing, does not work or works incorrectly. Drag link's protective rubber detached or damaged. Clutch pedal sliding barrier or roughening defective.	Request to repair	
E9 **Manoeuvrability**		Steering feel, pulling to one side, and recovery.	By test drive	Steering has rough operation, is stiff or does not recover. Steering pulls to one side. Steering feel not normal.	**Fail**/ Immobilisation **Fail**/Req. to repair	
E10 **E10 Locking device / anti-theft device**	7.3.	Examination of functioning of steering lock or transmission lock, and existence of immobiliser. Examination for compliance with regulations.	Visually and by testing	Possibility of engaging the locking device when the engine is running. Not in accordance with regulations. Missing. Lock device switches on when current is connected. Locking device / anti-theft device does not work. Removal of key possible in more than one position of locking device.	**Immobilisation** Fail Request to repair	

F F Additional inspections on electric and hybrid vehicles						
Regulatory Act	**Directive 2014/45/EU inspection item**	**Inspection**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
F1 **F1 Electronic hazard marking of high voltage components of electric vehicle and hybrid vehicle**		Existence of an electronic hazard label	Visually	Missing or not found Incomplete or unreadable Contrary to regulations.	Fail	
F2 **F2 Electric regenerative braking system**			Visual inspection	Components missing, damaged or corroded Warning device is malfunctioning Warning device indicates a malfunction of the system	Fail	
F3 **F3 Low voltage wiring (≤ 60 V DC or ≤ 30 V AC)**			Visual inspection over a pit or hoist, including inside the engine compartment (if necessary)	Wiring touches ground or parts that heat up or rotate. Braking or steering component connectors loose/damaged Immediate fire hazard, formation of sparks Mounting defective. Mounting defective or wiring damaged in a manner constituting a short circuit hazard Wiring damaged	Immobilisation Fail Request to repair	
F4 **Electric power train:** F4 Electrical powertrain (refers to an electric circuit containing the traction motor(s) and which may include an REESS, an electrical power conversion			Visual inspection over a pit or hoist, including inside the engine compartment (if necessary)	Contrary to regulations.	Fail	

system, converters, their associated wiring harnesses and connectors, and the coupling system for charging the REESS.)						
F5 Rechargeable Energy Storage System (REESS) e.g. traction battery				Imminent risk of falling, fire, short circuit or wedging Damaged or corroded components with imminent risk of falling, short circuit or wedging Leakage Shields not in place or damaged and there is an imminent risk of falling, short circuit or wedging. Damaged or impaired electrical insulation with immediate risk of falling, short circuit or wedging Mounting defective, damaged or moved. Damaged or corroded components Shields not in place or damaged Electrical insulation damaged or impaired	Immobilisation Fail	
F6 REESS management system, F6 REESS management system, if exists / required, e.g. remaining range, charge status indicator, battery thermal control.				Imminent risk of falling, short circuit or wedging Warning device indicates a critical system failure Contrary to regulations. Components missing or damaged Warning device malfunction Warning device indicates a malfunction of the system Failure of the REESS ventilation/cooling system, e.g. clogging of ventilation holes, ducts, hoses or fluid	Immobilisation Fail	

				leakage		
F7 **the electronic converters;** F7 Electronic converters, motor and shift control and wiring harness and connectors			Visual inspection over a pit or hoist, including inside the engine compartment (if necessary)	Defective attachment and imminent risk of falling, short circuit or wedging Damaged or corroded components and imminent risk of falling, short circuit or wedging Shields are not in place or damaged in such a way that there is an immediate risk of falling, short circuit or wedging Damaged or impaired electrical insulation which may give rise to an immediate risk of falling, short circuit or wedging Contrary to regulations. Mounting defective. Damaged or corroded components Shields are not in place or damaged Damaged or impaired electrical insulation	Immobilisation Fail	
F8 **Drive motor(s)**			Visual inspection with the vehicle over a pit or on a hoist, including inside the engine compartment, if necessary	Mounting defective and immediate risk of falling, short circuit or wedging Damaged or corroded components and imminent risk of falling, short circuit or wedging Shields not in place or damaged and imminent risk of falling, short circuit or wedging Damaged or impaired electrical insulation and imminent risk of falling, short circuit or wedging Not compliant with requirements Mounting defective. Damaged or corroded components	Immobilisation Fail	

				Shields are not in place or damaged Damaged or impaired electrical insulation		
F9 **Auxiliary power units** , e.g. heating, thawing			Visual inspection with the vehicle over a pit or on a hoist, including inside the engine compartment, if necessary	Mounting defective and imminent risk of short circuit or wedging Damaged or corroded components and imminent risk of falling, short circuit or wedging Shields not in place or damaged and there is an imminent risk of falling, short circuit or wedging. Damaged or impaired electrical insulation and imminent risk of falling, short circuit or wedging Service disconnector damaged (live parts visible) Mounting defective. Damaged or corroded components Shields not in place or damaged Electrical insulation damaged or impaired	Immobilisation Fail	
F10 **Active driving State indicator and associated information signal** if the driver leaves the vehicle in active driving capability mode, if any/required			Visual inspection and operation to the extent possible	Indicator/information signal not installed according to standard requirements Indicator/information signal not working correctly	Fail	
F11 **Driving direction indicator** if applicable/required			Visual inspection and on the basis of function	Indicator not installed according to requirements Incorrect indicator operation	Fail	
F12 **REESS external charging system** if applicable/require						

d						
F12.1 Charging cable (charging cable permanently installed in the vehicle) F12.1 Charging cable(s), if installed / required and if possible			Visual inspection, if possible	Damaged or corroded components and imminent risk of falling, short circuit or wedging Damaged or impaired electrical insulation and imminent risk of falling, short circuit or wedging Not compliant with requirements Damaged or corroded components Electrical insulation damaged or impaired	Immobilisation Fail	

G Additional inspections of gas-powered vehicles

G Additional inspections for gas vehicles (Additional inspection objects for motor vehicles using compressed natural gas (CNG), liquefied petroleum gas and / or liquefied natural gas (LNG))

Regulatory Act	**Directive 2014/45/EU inspection item**	**Inspection**	**Test procedure**	**Faults and defects to be identified**	**Fault rating/action**	
					Motorised vehicle	**Trailer**
G1 **G1 legal requirements for gas installations**		Requirements of UNECE Regulations 67, 110, 115 or 143	Visual inspection and inspection of appropriate documents	Not in accordance with regulations.	Fail	
G2 **G2 Fuel exchange system for used fuel type**			Visual inspection and running the vehicle on both fuels, if possible, while measuring exhaust emissions. If it is not possible to select the fuel to be used, it should be ensured that the vehicle runs on gas by measuring the CO2 value using the exhaust gas analyser.	Faulty or not possible to run on gas Lack of a clear indication that could mislead the driver about the fuel used	Fail	
G3 **Ventilation casing**			Visual inspection over a pit or	Imminent risk of coming loose, gas leakage or fire	Immobilisation	

, including its ventilation pipes			on a hoist	Components missing, damaged, corroded or non-compliant and immediate risk of coming loose, gas leakage or fire. Clogged ventilation pipes Mounting defective. Components missing, damaged, corroded or not compliant	Fail	
G4 **G4 Tank level gauge (LPG only)**			Visual inspection	80 % limit on the capacity of the tank is not legible	Fail	
G5 **Other parts of the gas filling system:** valves, pipes, nozzles, filler cap, gas tanks			Visual inspection and leak detection of the vehicle over a pit or on a hoist, including inside the engine compartment, where appropriate, passenger and luggage compartments.	Imminent danger of coming loose, gas leakage or fire Components missing, damaged, corroded or non-compliant and immediate risk of coming loose, gas leakage or fire. Exhaust valve outlets are blocked Mounting defective. Components missing, damaged, corroded or not compliant Lack of pipe shielding	Immobilisation Fail	
G6 **Electronic DNI**			Visual inspection	Warning device is malfunctioning Warning device indicates a malfunction of the system	Immobilisation	
G7 **gas leaks.**			Inspection of the vehicle over a pit or on a hoist, including inside the engine compartment, passenger and	Gas presence due to leakage	Immobilisation	

			luggage compartments if necessary. Use of a leak detector with the engine running with gas and off.			
G8 Marking			Visual inspection	Markings and type plate or component markings not in conformity	Fail	