



Driver & Vehicle
Standards
Agency

Categorisation of vehicle defects



Helping you **stay safe** on **Britain's roads**

◆ = For agricultural vehicles see paragraph 3 of the introduction

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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IM 1

Registration Plate and Vehicle Identification Number

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

IM 3 Seat Belts and Supplementary Restraint Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Seat belts			
Any dangerous defect/damage/feature of a seat belt restraint system.	Likely to inflict injury.	I	<p>NOTE: THIS IM ITEM DOES NOT APPLY TO AGRICULTURAL VEHICLES</p> <p>1 The legal requirements for fitment of seatbelts are too complex to be repeated in this guide. Refer to the relevant Inspection Manual. As general guidance Notes 2 and 3 below have been included.</p> <p>2 Goods vehicles first used on or after 1 October 2001 and that exceed 3500kg design gross weight are required to be fitted with seat belts to the drivers' and front passenger seats.</p> <p>3 Seat belts are required to be fitted to:</p> <ul style="list-style-type: none"> • Driver's and specified front passenger seat on minibuses - ⇒ First used before 1 October 1988 ⇒ With not more than 12 passenger seats <p>Continued overleaf...</p>
Any seat belt, buckle or retractor cut/signs of overstretching/vandalised/damaged/inoperative/defective/insecure or modified and not capable of performing its intended purpose or likely to fail when required (see notes 11 and 12).	Seat belt in use.	I	
	Seat belt not in use.	D	
Seat belt pre-tensioner or load limiter obviously missing or not suitable with the vehicle.	-	D	
Any obligatory seat belt missing (see notes 2, 3 and 5)	Seat in use.	I	
	Seat not in use.	D	
Seat belt of an incorrect type.	-	D	
Seat belt anchorage or seat mounting point	Anchorage likely to detach.	I	
Seat belt anchorage or seat mounting badly deteriorated or insecure (see notes 5, 6 and 7).	Excessively corroded, deteriorated or fractured.	D	

IM 3 Seat Belts and Supplementary Restraint Systems

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
<p>Supplementary Restraint Systems An SRS MIL illuminated.</p> <p>Air bag obviously missing or inoperative (see note 13).</p>	<p>SRS MIL indicates any kind of failure of the system.</p> <p>Obviously missing or inoperative.</p>	<p>D</p> <p>D</p>	<ul style="list-style-type: none"> • All front seat on minibuses first used - <ul style="list-style-type: none"> ⇒ On or after 1 October 1988 ⇒ With up to and including 16 passenger seats ⇒ Not exceeding 3500kg design gross weight • Forward facing exposed seats on coaches and minibuses first used - <ul style="list-style-type: none"> ⇒ On or after 1 October 1988 ⇒ All seats in buses, coaches and minibuses first used from 1 October 2001 which are not authorised to carry standing passengers <p>4 In this item the term “seat belt” includes the belt, its mountings and seat to which it is fitted.</p> <p>5 “Obligatory belt/s” in this item means those belts which are required to be fitted by virtue of the vehicle’s construction. The term “non obligatory belt/s” means any additional belts fitted and includes those required by virtue of the vehicle’s use.</p> <p style="text-align: right;">Continued overleaf...</p>

**IM 5
Exhaust Emissions**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
<p>Diesel Smoke Emission Exhaust emitting excessive smoke (see notes 1, 2, 3 and 4).</p> <p>Manufacturer's exhaust emission data plate</p>	<p>Sufficient to obscure vision or likely to cause danger to other road users.</p> <p>Smoke levels exceed annual test standard.</p> <p>Emitting a continuous haze of any colour.</p> <p>Missing or defaced</p>	<p>I</p> <p>D</p> <p>IN</p> <p>IN</p>	<p>1. Turbocharged engines might emit smoke on free acceleration. This is not necessarily a defect.</p> <p>2. This inspection also applies to vehicle auxiliary engines that are in operation when the vehicle is seen.</p> <p>3. The annual test standard applies only to vehicles subject to statutory annual test.</p> <p>4. Hybrid Electrical vehicles (HEV's) do not require a metered smoke / emissions check. Vehicles using a supplementary engine may need to be checked for excessive smoke only.</p> <p>5. Prohibition action must be supported by positive evidence that the emission system has been affected.</p>
<p>Spark Ignition Engine Emissions Exhaust emitting excessive levels of pollutants (see notes 2, 3 and 4).</p>	<p>Sufficient to obscure vision or likely to cause danger to other road users.</p> <p>Exceed the annual test standard.</p> <p>Within annual test standard but emitting a continuous haze.</p>	<p>I</p> <p>D</p> <p>IN</p>	<p>6. Prohibition action should only be taken where a fault is clearly identified. Where it is not clear the MIL is indicating a fault with the system, inspection notice action should be taken. The reagent tank must be empty to justify prohibition action.</p> <p>7. Refer to manufacturers requirements for correct MIL sequence.</p> <p style="text-align: right;">Continued overleaf...</p>

IM 7
Size and Type of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

IM 7 Size and Type of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Notes

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

- 1 It is appreciated that during roadside inspection examiners might not have access to tyre tables, and in some instances the size or ply rating might not be readily available.
- 2 It cannot be assumed that, because either tyre of a twin wheel is not in contact with the ground when the vehicle is stationary on a level surface, there is a difference in nominal size.
- 2a During vehicle examinations prohibition action should only be taken if the tyre load index is below that appropriate for the vehicle and if the tyre is obviously over loaded.
- 2b The obvious overload could be established by weighbridge figures or if the tyre is showing signs of deterioration due to the overload for example, excessive overheating or damaged structure.
- 3 This does not apply to vehicles with twin or extra wide tyres on the rear axle, or to tyres manufactured for (and fitted to) engineering plant. It also does not apply to vehicles with a maximum speed not exceeding 30 mph.
- 4 Applies only for 2 or more steerable axles.
- 5 Applies only for 2 or more driven non steerable axles.
- 6 E.g. "FRT" which indicate that the tyre is not suitable for use on a driven or front steered axle, "Trailer use only", "Directional tyres" and asymmetrical tyres.

IM 8 Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
<p>Tyres</p> <p>Tyre walls in contact.</p> <p>Tyre bulging or tread lifting.</p> <p>Tyre has a break in the fabric or deep cut or damage to the side wall or tread area.</p> <p>Tyre seriously under inflated. (See notes 1, 9, 10 and 11)</p>	<p>Caused by under inflation or incorrect wheel fitting (see note 1).</p> <p>Caused by separation or partial failure of its structure (see note 2).</p> <p>Any cord exposed (see note 4).</p> <p>Deep cut or damage more than 25mm or 10% of section width, whichever is the greater, and cords/ply can be felt, but not seen by the use of a probe (see note 3).</p> <p>Minor cut or damage (see note 3).</p> <p>Likely to affect steering or overload the other tyre on a twin fitment.</p> <p>In the case of a single tyre fitment on a non steered axle.</p> <p>Unlikely to affect steering or overload other tyres.</p>	<p>IN</p> <p>I</p> <p>I</p> <p>D</p> <p>IN</p> <p>I</p> <p>I</p> <p>IN</p>	<p>NOTE: THIS IM ITEM DOES NOT APPLY TO:</p> <ul style="list-style-type: none"> • An agricultural motor vehicle, not being a category T tractor, that is not driven at more than 20mph; • An agricultural trailer; • An agricultural trailed appliance; • A category T tractor that is not driven at more than 40kph. <p>1 Some tyres, e.g. Radials, with flexible side walls might 'kiss' under load/ In these cases, wall contact is not a reason for rejection.</p> <p>2 Bulging includes any lifting of the tread rubber and must not be confused with undulations which might be present due to manufacturing imperfections. A bulge in the sidewall area may be manufacturer's repair and be up to 5mm proud of the original sidewall. A repair will feel solid and should not deflect as would a bulge associated with casing separation.</p> <p>3 Cuts which are deep enough to reach the cords or ply but are less than 25mm or 10% of the section width, whichever is the greater, and have not damaged or exposed the cords or ply do not breach the legal requirements for tyres.</p>

IM 8 Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Single fitment or steered axle tyre seriously under-inflated, where pressure is measured. (See notes 1, 9, 10 and 11)	Pressure 50% or less of recommended pressure.	I	4 'Exposed' for this purpose means the cord is visible as seen by the naked eye or can be made visible by the use of a probe.
	Pressure 50% or less of other tyre on same axle.	I	5 Tie-bars are short projections formed into the base of the tread pattern grooves to brace or stiffen the adjacent ribs or blocks in the initial full depth state of the tread pattern. In the later stages of tread wear the tie-bars might interrupt the continuity of the tread pattern grooves. This is acceptable.
Temporary tyre repair (See Note 12)	Tyre with external plug (string Repair) or tyre sealant applied	IN	
Tyre missing when known to be standard fitment (See note 13)	Which is likely to cause danger	I	
Tyre manufacture date code on vehicle front steered axle/any minibus axle with single wheel fitment (See notes 8a - 8g)	In excess of 10 years of age	I	6 Original tread pattern' means-
Tyre manufacture date code, not front steered axle (or any axle on a minibus single wheel fitment) See Notes 8a - 8g	In excess of 10 years of age	IN	a In the case of a re-treaded tyre, the tread pattern immediately after the tyre was re-treaded.
Tyre manufacture date code on vehicle front steered axle/any minibus axle with single wheel fitment (See notes 8a - 8g)	Not legible or not displayed, with clear evidence of tyre deterioration	I	b In the case of a wholly re-cut tyre, the manufacturers re-cut tread pattern.
	Not legible or not displayed, with no clear evidence of tyre deterioration	D	c In the case of a partially re-cut tyre, on the part that has been re-cut, the manufacturers re-cut tread pattern, and on the other part, the tread pattern of the tyre when the tyre was new.
Tyre manufacture date code, not front steered axle (or any axle on a minibus single wheel fitment) See notes 8a - 8g)	Not legible or not displayed	IN	
Tyre manufacture date code not visible	On twin wheel fitment	IN	d In the case of any other tyre, the tread pattern of the tyre when the tyre was new.

IM 8
Condition of Tyres

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Tyre tread worn beyond legal limit.	Depth of tread on any tyre is not at least 1mm throughout a continuous circumferential band for at least three quarters of the tread width (excluding tie-bars See note 5).	I	<p>Note: grooves which wear out before the main grooves and other minor features such as sipes, small lateral extensions to the circumferential grooves and minor lateral grooving on the shoulders are to be disregarded when considering whether the 'original tread pattern' is visible.</p> <p>7 It is permissible for re-grooved tyres to be fitted to;</p>
	Tyre tread depth worn advise early rectification. The base of any groove of the original tread pattern is not clearly visible (see note 6).	IN	
Tyre fouling.	Tyre damaged and/or likely to fail.	I	<ul style="list-style-type: none"> • Motor vehicles of unladen weight exceeding 3050kgs, or between 2540kgs and 3050kgs if fitted to wheel rims exceeding 405mm in diameter and; • Trailers of unladen weight exceeding 1020kgs (2290kgs total weight for fixed plant carriers).
	Rubbing against other components (name component—tyre not likely to fail or steering not impaired).	D	
	Rubbing against other components (flexible anti spray device).	IN	
Re-grooved tyres not in accordance with requirements.	Fitted to vehicle on which re-grooved tyres are not permitted (see note 7).	D	<p>8 a The check for the display of tyre age code markings applies to all motorised vehicles and trailers except for category T tractors, or goods vehicles below 3501kg DGWV</p> <p>b The requirements for tyre age and tyre age markings will not apply to motor vehicles and trailers with a first use date or manufacture date of 40 years and over and used for non-commercial purposes</p>
Spare tyre			
Spare tyre bulging/fabric cut/fabric exposed/tread worn beyond legal limit.	-	IN	Continued overleaf...



**IM 63
Lamps**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
<p>In any grouped obligatory headlamp system (i.e. more than one matched pair) they cannot either be dipped in unison or when one matched pair is dipped the other pairs are extinguished.</p>	<p>Likely to cause dazzle when headlamp use is compulsory.</p>	<p>I</p>	<p>12 Stop lamps are not required on vehicles not fitted with front or rear position lamps or to vehicles with a maximum speed not exceeding 25mph or to agricultural vehicles first used before 1 April 1986 or to any other vehicle first used before 1 January 1936.</p>
<p>Emitted colour, position, or marking.</p>	<p>Advise early rectification.</p> <p>Does not meet requirements of the annual test as shown in the HGV/PSV Inspection Manual.</p>	<p>IN</p> <p>D</p>	<p>13 Vehicles first used on or after 1 January 1936 and before 1 January 1971 need only one stop lamp. This lamp must be fitted on the centreline or offside of the vehicle.</p>
<p>Products on lens or light source which obviously reduce light brightness or change emitted colour.</p>	<p>-</p>	<p>D</p>	<p>14 On vehicles with an air brake system, care must be taken to ensure the brake lights are not on due to low air pressure.</p>
<p>Obligatory headlamp light source and lamp not compatible.</p>	<p>-(See note 15)</p>	<p>D</p>	<p>15 Where a HID (High Intensity Discharge) conversion is fitted in a halogen headlamp without washer and self levelling. Positive confirmation of non compliance required.</p>
<p>Headlamp cleaning device inoperative (where mandatory) (see note 16).</p>	<p>In the case of gas-discharging lamps.</p>	<p>D</p>	<p>16 Vehicles equipped with HID headlamps require a headlamp cleaning device if first registered from 01 September 2009 and output is over 2000 lumens.</p>
<p>Obligatory front and rear position lamps, side marker lamps, end outline marker lamps and daytime running lamps (see notes 1, 2, 7, 8, 20, 21, 22, 23, 24 & 25)</p>	<p>Device inoperative for other types of headlamp.</p>	<p>IN</p>	<p>Continued overleaf...</p>
<p>Obligatory rear position lamp inoperative/missing/dim/obscured/affected by the operation of another lamp/lens broken or missing.</p>	<p>Prevents width or presence of the vehicle being indicated adequately during compulsory use (see notes 6 and 9).</p>	<p>I</p>	
	<p>Advise early rectification.</p>	<p>IN</p>	

**IM 63
Lamps**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

Continued overleaf...

**IM 63
Lamps**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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



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



Continued overleaf...

**IM 63
Lamps**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

**IM 63
Lamps**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

**IM 63
Lamps**

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

IM 66

Direction Indicators and Hazard Warning Lamps

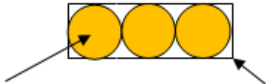
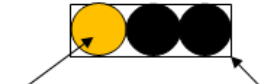
Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
Direction Indicators (see notes 1 to 10) Direction indicator insecure.	Detachment imminent.	I	1 Direction indicators are not required to be fitted to vehicles that are not fitted with front or rear position lamps.
	Early detachment unlikely.	IN	
Direction indicator missing/inoperative/not functioning correctly/damaged/obscured/lens broken or missing.	Indicator cannot be used to clearly show the driver's intention (see notes 3 and 5).	I	2 A side repeater lamp is classed as a direction indicator lamp.
	Advise early rectification.	IN	3 Vehicles first used before 1 April 1986 are not required to have hazard warning lamps or side repeater indicators.
Indicator lamps on a towing vehicle, which is coupled to a trailer	Inoperative or defective in operation (trailer indicators visible and operating correctly)	IN	4 The criteria must be the inability of the driver to signal the intention to change direction to any road user in regard to their position on the road. It is unlikely that hand signals will be acceptable for most vehicles covered by this Part of the guide.
Defective light source.	In the case of LED less than 50% functioning.	D	5 For vehicle and trailer combinations providing the towing vehicle front indicators, side repeaters and trailer rear indicators are functioning correctly, this is deemed appropriate for drivers to clearly show their intention to turn or change direction. An inspection notice should be issued if the indicators are inoperative on the rear of the towing vehicle, when coupled to a trailer.
	Multiple light source or in the case of LED 50% or more functioning.	IN	
Defective lens.	Heavily defective emitted light affected.	D	
	Slightly defective no influence on emitted light.	IN	
Indicator switch.	Inoperative.	I	
Lamp, emitted colour, position or marking not in accordance with the requirements of HGV/PSV Inspection Manual.	-	D	6 A light source means a bulb, an LED or any other means of emitting light.

continued overleaf...

IM 66
Direction Indicators and Hazard Warning Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

IM 66
Direction Indicators and Hazard Warning Lamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

IM 67
Aim of Headlamps

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

Description of Defect	Severity of Defect	Action	Notes
<p>Aim of Headlamps (see note 3) Headlamp aim too high or too far to the right.</p>	<p>Likely to cause dazzle when use of dipped headlamps is compulsory.</p> <p>When use of dipped headlamps is not compulsory (see notes 1 and 2).</p>	<p>I</p> <p>IN</p>	<p>1 An immediate prohibition will normally only be appropriate for such a defect in conditions of seriously reduced visibility or at night.</p> <p>2 If the degree of misalignment of the headlamp aim does not warrant an immediate prohibition, but an instrumented check shows that the headlamp aim falls outside the statutory test limits, an Inspection Notice should be issued.</p>
<p>Headlamp aim too low or too far to the left.</p>	<p>Likely to prevent the driver from being able to drive safely when use of dipped headlamps is compulsory.</p> <p>Ambient lighting satisfactory (see notes 1 and 2).</p>	<p>I</p> <p>IN</p>	<p>3 For agricultural vehicles see paragraph 3 of the introduction.</p>

IM 71
Service Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

IM 71
Service Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

IM 73
Parking Brake Performance

Part 1: Public Service, Heavy Goods and Agricultural Vehicles

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

