Decree of the Government of the Brussels-Capital Region amending the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories and amending the Royal Decree of 10 October 1974 laying down general regulations on the technical conditions to be met by mopeds and motorcycles and their trailers

Having regard to the Law of 21 June 1985 on the technical conditions to be met by any land transport vehicle, their components and safety accessories, Articles 1 and 2;

Having regard to the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories;

Having regard to the Royal Decree of 10 October 1974 laying down general regulations on the technical conditions to be met by mopeds and motorcycles and their trailers;

Having regard to the "equal opportunities" test of 21/2/2023, as required by the Decree of the Government of the Brussels-Capital Region of 22 November 2018 implementing the Order of 4 October 2018 introducing the equal opportunities test;

Having regard to the opinion of the Administration-Industry Advisory Commission, delivered on xx/xx/xxxx;

Having regard to the Communication to the European Commission, on xx/xx/xxxx, pursuant to Article 5(1) of Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and rules on information society services, and that the status quo period has expired on xx/xx/xxxx; without commenting on the project;

Having regard to Opinion No xx.xxx/x of the Council of State given on xx xx xxxx, pursuant to Article 84(1), subparagraph 1(2), of the Laws on the Council of State, coordinated on 12 January 1973;

Whereas point 8.2.2.3 should only be amended in Annexes 15 and 41 to the Royal Decree of 15 March 1968 laying down a general regulation on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories, while retaining the other points in these Annexes;

On the proposal of the Minister for Road Safety,

Following deliberation,

Decrees:

Chapter 1. Amendment of the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories

Article 1. In Articles 1, § 2, points 20 and 23, 4b, subparagraph 2, point 4, 18, § 3, 19, § 1, subparagraphs 1 and 2, 20, § 1, subparagraphs 1 and 3, and § 2, subparagraph 1, 1st and 2nd sentences, 21, § 3, 23, § 7, 23b, § 2, points 1, 1°d, 1°e and 3°, and § 3, 23d, 23e, § 1, 2°, a), § 4, 2°, 3° and 4°, 23h, § 1 and § 3, subparagraphs 1 and 3, 23i, § 1, § 3, § 4, subparagraphs 1 and 2, § 5 and § 6, and 24, § 1 and § 2, Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories, the words “inspection certificate” are replaced by

the words “technical inspection certificate”.

Article 2. In Article 2, § 2, 7°, of the same Decree, as last amended by the Decree of the Government of the Brussels-Capital Region of 29 November 2018, subparagraph 1 is replaced by the following:

“Vehicles entered into service for more than 30 years and registered under a registration plate referred to in Article 4(2) of the Ministerial Decree of 23 July 2001 on the registration of vehicles, are subject only to Articles 10(4)(1), subparagraph 1, 23, 23a(1), § 2, 4 and 5, 23b to 23g, 23h § 1 and 4, 23i to 26, 42, 45(1), 1° and 3°, 47, § 1(1), subparagraph 1, 54, § 1, 1 and 3°, 70 § 2, 77a, 77b and 80”.

Article 3. In Article 20(4) of the same Decree, the words: “Inspection certificates” are replaced by the words: “technical inspection certificates”.

Article 4. Article 23b, § 1, subparagraph 1, 3°, of the same Decree, is replaced by a new point 3° worded as follows:

“3° (a) cars, mixed cars and minibuses equipped with a coupling device for the traction of a trailer with a maximum authorised mass of more than 750 kg shall be subject to inspection before the first entry into service in Belgium, the re-entry into service in Belgium or as soon as they are fitted, and thereafter during each periodic inspection (use 15);
(b) cars, mixed cars and minibuses equipped with a coupling device for the traction of a trailer with a maximum authorised mass of less than or equal to 750 kg or use the coupling device as a bike carrier or motorcycle carrier, shall be checked before the first entry into service in Belgium, re-entry into service in Belgium or as soon as they are fitted, and thereafter during each periodic inspection (use 16);
(c) commercial vehicles equipped with a coupling device for the traction of a trailer shall be checked before the first entry into service in Belgium, the re-entry into service in Belgium or as soon as they are equipped with it, and then during each periodic inspection.

Article 5. In the same Decree, an Article 77b is inserted, worded as follows:

“ Article 77b. The conversion of a vehicle pursuant to Article 77a shall comply with the following conditions:
(1) the maximum technically permissible mass of the vehicle, the maximum permissible laden mass of the assembly and the maximum permissible loads on each axle shall not be altered;
(2) the distribution of the mass in running order between the axles, after transformation, may not exceed by 10% the distribution between the axles of the base vehicle;
(3) in the absence of cooperation from the manufacturer of the base vehicle, the installer shall demonstrate to the approval authority that he has access to the necessary technical documentation of the base vehicle;
(4) a test report drawn up by a technical service approved by another Member State shall be subject to an administrative check by a technical service approved in Belgium to ensure that all tests have been carried out.”

Article 6. In the same Decree, Annex 15, replaced by the Decree of the Government of the Brussels-Capital Region of 1st September 2022, is replaced by Annex 1 to this Decree.

Article 7. In Part VII of Annex 26 to that Decree, inserted by the Royal Decree of 19 April 2023, the words “Masses and” are added in the row relating to No 44A, 48A, before the word “Dimensions”.

Article 8. In the same Decree, Annex 41, replaced by the Decree of the Government of the Brussels-Capital Region of 1st September 2022, is replaced by Annex 2 to this Decree.

Chapter 2. Amendments to the Royal Decree of 10 October 1974 laying down general regulations on the technical conditions to be met by mopeds and motorcycles and their trailers

Article 9. In Article 2(2)(1), subparagraph 3 is replaced by the following:

“ These are subject only to the provisions of Articles 8a, 8b, 10, 11, § 3 and 13 of this Decree.”

Article 10. In the Royal Decree of 10 October 1974 laying down the general regulations on the technical conditions to be met by mopeds and motorcycles and their trailers, Article 8b is inserted as follows:

“ Article 8b. The conversion of a vehicle pursuant to Article 8a shall comply with the following conditions:
(1) the maximum technically permissible mass of the vehicle, the maximum permissible laden mass of the assembly and the maximum permissible loads on each axle shall not be altered;
(2) the distribution of the mass in running order between the axles, after transformation, may not exceed by 10% the distribution between the axles of the base vehicle;
(3) in the absence of cooperation from the manufacturer of the base vehicle, the installer shall demonstrate to the approval authority that he has access to the necessary technical documentation of the base vehicle;
(4) a test report drawn up by a technical service approved by another Member State shall be subject to an administrative check by a technical service approved in Belgium to ensure that all tests have been carried out.”

Article 11. In Part III of Annex 9 to the same Decree, inserted by the Royal Decree of 19 April 2023, the words “Masses and” are added in the row relating to No C10, before the word “Dimensions”.

Chapter 3. Final provisions

Article 12. Articles 6 and 8 shall enter into force on 1st January 2024.
The Minister for Road safety may set a date of entry into force before or after the date referred to in subparagraph 1.

Article 12. The Minister for Road Safety shall be responsible for the implementation of this Decree.

ANNEXES.

Article N1.

Article N2.

Brussels, xx/xx/xxxx

On behalf of the Government of the Brussels-Capital Region

Minister-President of the Government of the Brussels-Capital Region,

Rudi VERVOORT

The Minister of the Government of the Brussels Capital Region, responsible for Mobility, Public Works and Road Safety,

Elke VAN DEN BRANDT

ANNEX 1

Replacing Annex 15 to the Royal Decree of 15 March 1968 laying down general regulation on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories as last amended by the Decree of the Government of the Brussels-Capital Region of 1 September 2022 amending the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories, and the Decree of the Government of the Brussels-Capital Region of 19 July 2018 on the technical roadside inspection of commercial vehicles registered in Belgium or abroad.

ANNEX 15. SCOPE OF TECHNICAL ROADSIDE INSPECTION

0. CONTROLLED ASPECTS

0) Vehicle identification.
1) Braking equipment
2) Steering
3) Visibility
4) Lighting and electrical circuit elements
5) Axles, wheels, tyres and suspension
6) Chassis and chassis attachments
7) Miscellaneous equipment
8) Nuisances
9) Additional checks for passenger vehicles of categories M 2 and M 3.

1. CONTROL REQUIREMENTS

Where it is indicated that a test method is visual, this means that the inspector must not only examine the points concerned but also, where appropriate, handle the elements, assess noise or use any other appropriate means of inspection without the use of equipment.

Technical roadside inspections may cover the points listed in Table 1, indicating the recommended inspection methods to be used. Nothing in this Annex shall prevent an inspector from using additional equipment such as a vehicle lift or inspection pit, where appropriate.

Inspections shall be carried out using commonly available techniques and equipment and without the use of tools to disassemble or remove a part of the vehicle. The inspection may also be used to verify whether the parts and components of this vehicle meet the safety and environmental requirements that were in force at the time of approval or, as the case may be, compliance.

Where the design of the vehicle does not permit the application of the control methods set out in this Annex, the inspection shall be carried out in accordance with the recommended test methods accepted by the competent authorities.

“Causes of failure” shall not apply where they refer to requirements which were not provided for in the vehicle type-approval legislation in force on the date of first registration or first entry into service, or compliance requirements.

2. TESTING CONTENT AND METHODS, ASSESSMENT OF VEHICLE FAILURES

The text covers those elements that are considered necessary and relevant, taking into account, in particular, the safety of brakes, tyres, wheels, chassis, nuisances and recommended methods listed in the following table.

For each of the systems and components of the vehicle checked, the fault assessment shall be carried out in accordance with the criteria set out in the table, on a case-by-case basis.

Faults not listed in this Annex shall be assessed on the basis of road safety risks.

Heading	Method	Causes of the fault		Assessment of faults		
				Minor	Major	Critical
0. VEHICLE IDENTIFICATION						
0.1. Registration plates (if provided for by the requirements[10])	Visual inspection	(a)	Missing plate(s) or, if incorrectly fixed, the plate(s) may fall.		X	
		(b)	Inscription missing or illegible.		X	
		(c)	Does not match vehicle documents or records.		X	
0.2. Vehicle identification, chassis or serial number	Visual inspection	(a)	Missing or not found.		X	
		(b)	Incomplete, illegible, manifestly falsified or not corresponding to vehicle documents.		X	
		(c)	Vehicle documents illegible or containing material inaccuracies.	X		
1. BRAKING EQUIPMENT						
1.1. Mechanical condition and operation						
1.1.1. Pivot of the pedal or hand lever of the service brake	Visual inspection of the components while operating the braking system. Note: Vehicles equipped with an assisted braking system should be checked with the engine off.	(a)	Pivot too tight.		X	
		(b)	Severe wear or degradation.		X	
1.1.2. Condition and stroke of the brake pedal or hand lever	Visual inspection of the components while operating the braking system. Note: Vehicles equipped with an assisted braking system should be checked with the engine off.	(a)	Movement too large, insufficient movement reserve.		X	
			Braking cannot be fully applied or is blocked.			X
		(b)	Brake release made difficult.	X		
			Reduced functionality.		X	
		(c)	Brake pedal rubber missing, incorrectly fixed or worn.		X	
1.1.3. Vacuum pump or compressor and tanks	Visual inspection of the components at normal working pressure. Verification of the time required for the vacuum or air pressure to reach a safe operating value and the operation of the warning device, the multi-circuit protection valve and the pressure relief valve.	(a)	Insufficient pressure to ensure repeated braking (at least four actuations) after the warning signal is triggered (or when the pressure gauge is in the “danger” zone).		X	
			At least two brake actuations after the warning signal is triggered (or when the pressure gauge is in the “danger” zone).			X
		(b)	The time required to obtain a pressure or vacuum of a safe operating value is too long compared to requirements [10].		X	
		(c)	The multi-circuit protection valve and the discharge valve do not work.		X	
		(d)	Air leakage causing a noticeable drop in pressure or perceptible air leaks.		X	
		(e)	External damage that may impair the proper functioning of the braking system.		X	
			Inadequate emergency brake performance.			X

1.1.4. Pressure gauge or low pressure indicator	Functional control.	Malfunction or defect of the pressure gauge or indicator.		X		
		Low pressure not detectable.			X	
1.1.5. Hand-operated brake control valve	Visual inspection of the components while operating the braking system.	(a)	Cracked, damaged or highly worn valve.		X	
		(b)	Unreliable valve control or a valve defect that compromises safety.		X	
		(c)	Poorly fixed connections or poor sealing in the system.		X	
		(d)	Malfunction.		X	
1.1.6. Parking brake control, control lever, locking device, electronic parking brake	Visual inspection of the components while operating the braking system.	(a)	Insufficient locking.		X	
		(b)	Wear at the lever shaft or ratchet lever mechanism.	X		
			Excessive wear.		X	
		(c)	Movement too long (incorrectly set).		X	
		(d)	Actuator missing, damaged or not working.		X	
		(e)	Malfunction, warning signal indicating a malfunction.		X	
1.1.7. Braking valves (foot-controlled valves, quick exhaust valve, pressure regulators)	Visual inspection of the components while operating the braking system.	(a)	Damaged valve or excessive air leak.		X	
			Reduced functionality.			X
		(b)	Excessive oil losses at compressor level.	X		
		(c)	Unreliability of the valve or improperly mounted valve.		X	
		(d)	Hydraulic fluid leak.		X	
			Reduced functionality.			X
1.1.8. Coupling heads for trailer brakes (electric and pneumatic)	Disconnect and reconnect braking system coupling between towing vehicle and trailer.	(a)	Defective self-closing taps or valves.	X		
			Reduced functionality.		X	
		(b)	Lack of reliability of the incorrectly mounted tap or valve.	X		
			Reduced functionality.		X	
		(c)	Insufficient sealing.		X	
			Reduced functionality.			X
		(d)	Not working properly.		X	
			Operation of the brake affected.			X
1.1.9. Accumulator, pressure tank	Visual inspection.	(a)	Slightly damaged or slightly corroded tank.	X		
			Severely damaged tank. Corrosion or leak.		X	
		(b)	Drain valve not working.		X	
		(c)	Unreliability of the tank or improperly mounted tank.		X	
1.1.10. Assisted braking device, master cylinder (hydraulic	Visual inspection of the components when operating the	(a)	Defective or inoperative assisted braking device.		X	
			Not working.			X

systems)	braking system, if possible.	(b)	Master cylinder defective, but brake still operating.		X	
			Defective or non-sealed master cylinder.			X
		(c)	Insufficient fixing of the master cylinder, but brakes still working.		X	
			Insufficient fixing of the master cylinder.			X
		(d)	Insufficient level of brake fluid under the MIN mark.	X		
			Level of brake fluid largely under the MIN mark.		X	
			No visible brake fluid.			X
		(e)	Missing master cylinder tank cap.	X		
		(f)	Brake fluid warning light on or defective.	X		
		(g)	Malfunction of the warning device in case of insufficient fluid level.	X		
1.1.11.Rigid brake pipes	Visual inspection of the components when operating the braking system, if possible.	(a)	Imminent risk of failure or rupture.			X
		(b)	Leaking pipes or fittings (compressed air braking systems).		X	
			Leaking pipes or fittings (hydraulic brakes).			X
		(c)	Excessive damage or corrosion of pipes.		X	
			Impairing the proper functioning of the brakes by blocking or imminent risk of leaking.			X
		(d)	Incorrectly placed pipes.	X		
			Risk of damage.		X	
1.1.12.Brake hoses	Visual inspection of the components when operating the braking system, if possible.	(a)	Imminent risk of failure or rupture.			X
		(b)	Damage, friction points, hoses twisted or too short.	X		
			Hoses damaged or rubbing against another part.		X	
		(c)	Lack of sealing of hoses or fittings (compressed air braking systems).		X	
			Lack of sealing of hoses or fittings (hydraulic braking systems).			X
		(d)	Excessive swelling of hoses under pressure.		X	
			Tampered cable.			X
		(e)	Porous hoses.		X	
1.1.13.Brake linings or pads	Visual inspection.	(a)	Excessive wear of brake linings or pads (minimum mark reached).		X	
			Excessive wear of brake linings or pads (minimum mark not visible).			X
		(b)	Soiled lining or pad (oil, grease, etc.).		X	
			Reduced braking performance.			X

		(c)	Linings or pads missing or poorly mounted.			X
1.1.14. Brake switches, brake discs	Visual inspection.	(a)	Worn drum or disc.		X	
			Disc or drum excessively scratched, cracked, poorly fixed or broken.			X
		(b)	Drum or disc soiled (oil, grease, etc.).		X	
			Severely reduced braking performance.			X
		(c)	No drum or disc.			X
		(d)	Plate poorly fixed.		X	
1.1.15. Brake cables, wheelhouse	Visual inspection of the components when operating the braking system, if possible.	(a)	Damaged cables, buckling.		X	
			Reduced braking performance.			X
		(b)	Highly advanced wear or corrosion of the component.		X	
			Reduced braking performance.			X
		(c)	Defects in cable or rod joints that may compromise safety.		X	
		(d)	Defective fixing of cables.		X	
		(e)	Obstruction of braking system movement.		X	
		(f)	Abnormal movement of the wheelhouse indicating poor adjustment or excessive wear.		X	
1.1.16. Brake cylinders (including spring brakes and hydraulic cylinders)	Visual inspection of the components when operating the braking system, if possible.	(a)	Cracked or damaged cylinder.		X	
			Reduced braking performance.			X
		(b)	Insufficient sealing of the cylinder.		X	
			Reduced braking performance.			X
		(c)	Malfunction of the cylinder compromising safety or incorrectly mounted actuator.		X	
			Reduced braking performance.			X
		(d)	Excessive corrosion of the cylinder.		X	
			Risk of cracking.			X
		(e)	Insufficient or excessive stroke of the piston or diaphragm mechanism.		X	
			Reduced braking performance (insufficient reserve for movement).			X
		(f)	Damaged dust cap.	X		
			Dust cap missing or excessively damaged.		X	
1.1.17. Brake proportioning valve	Visual inspection of the components when operating the braking system, if possible.	(a)	Defective link.		X	
		(b)	Incorrect link setting.		X	
		(c)	Valve seized up or inoperative (ABS works).		X	
			Valve seized up or inoperative.			X
		(d)	Valve missing (if required).			X
		(e)	Missing nameplate.	X		
		(f)	Data illegible or not compliant with requirements[10].	X		

1.1.18. Adjustable brake levers and indicators	Visual inspection.	(a)	Lever damaged, seized up or showing abnormal movement, excessive wear or poor setting.		X	
		(b)	Defective lever.		X	
		(c)	Incorrect assembly or reassembly.		X	
1.1.19. Systems for endurance braking (for vehicles equipped with this device)	Visual inspection.	(a)	Incorrect installation or defective link.	X		
			Reduced functionality.		X	
		(b)	Obviously defective or missing system.		X	
1.1.20. Automatic operation of trailer brakes	Disconnection of the coupling of the braking system between the towing vehicle and the trailer.	The trailer brake does not automatically apply when the coupling is disconnected.				X
1.1.21. Complete braking system	Visual inspection.	(a)	Other devices (antifreeze pump, air desiccator, etc.) are damaged externally or have excessive corrosion affecting the braking system.		X	
			Reduced braking performance.			X
		(b)	Air or antifreeze leak.	X		
			Reduced system functionality.		X	
		(c)	Defect in any component likely to compromise safety or improperly mounted component.		X	
		(d)	Dangerous modification of an element[12].		X	
			Reduced braking performance.			X
1.1.22. Testing (for vehicles equipped with this device)	Visual inspection.	(a)	Missing.		X	
		(b)	Damaged.	X		
		(c)	Unusable or not sealed.		X	
1.1.23. Inertia brake	Visual inspection and verification of functioning.	Insufficient efficiency.			X	
1.2. Performance and efficiency of the service brake						
1.2.1. Performance	During a test on a brake test bench, actuate the brake pedal gradually up to maximum effort.	(a)	Insufficient braking effort on one or more wheels.		X	
			Non-existent braking effort on one or more wheels.			X
		(b)	The braking effort of the least braked wheel on the axle is less than 70% of the maximum effort of the other wheel. Or, in the case of a road test: excessive drift of the vehicle.		X	
			The braking effort of the least braked wheel on the axle shall be less than 50% of the maximum effort of the other wheel in the case of steering axles.			X
		(c)	Lack of progressivity of braking (grabbing).		X	
		(d)	Response time too long on one of the wheels.		X	
		(e)	Excessive fluctuation of braking force during each complete wheel turn.		X	
1.2.2. Efficiency	Test on a brake test bench or, if this is	Does not give at least the following minimum values:				

	impossible for technical reasons, road test using a recorder decelerometer to establish the braking coefficient in relation to the maximum permissible or, for semi-trailers, in relation to the sum of the authorised axle loads. Vehicles or trailers with a maximum permissible mass exceeding 3.5 tonnes shall be checked in accordance with the standards specified in ISO 21069 or according to equivalent methods. Road tests shall be carried out in dry weather on a straight and flat road.	1. Vehicles registered for the first time after 1st January 2012: - category M 1: 58% - category M 2 and M 3: 50% - category N 1: 50% - categories N 2 and N 3: 50% - category O, O 3 and O 4: - for semi-trailers: 45%[1] - for flatbed semi-trailers: 50%		X	
		2. Vehicles registered for the first time before 1st January 2012: - category M 1, M 2 and M 3: 50%[2] - category N 1: 45% - categories N 2 and N 3: 43%[3] - category O, O 3 and O 4: 40%[4]		X	
		Less than 50% of the above values are reached.			X
1.3. Emergency braking performance and efficiency (if met by separate system)					
1.3.1.Performance	If the emergency brake is separate from the service brake, use the method specified in 1.2.1.	(a) Insufficient braking effort on one or more wheels.		X	
		Non-existent braking effort on one or more wheels.			X
		(b) The braking effort of one wheel is less than 70% of the maximum effort of another wheel on the same axle. Or, in the case of a road test: excessive drift of the vehicle.		X	
		The braking effort of the least braked wheel on the axle shall be less than 50% of the maximum effort of the other wheel in the case of steering axles.			X
		(c) Lack of progressivity of braking (grabbing).		X	
1.3.2.Efficiency	If the emergency brake is separate from the service brake, use the method specified in 1.2.2.	The braking force shall be less than 50% [5] of the required service brake capacity as defined in point 1.2.2 in relation to the maximum authorised mass.		X	
		Results less than 50% of the braking effort values indicated in relation to the mass of the vehicle during the test.			X
1.4. Parking brake performance and efficiency					
1.4.1.Performance	Apply the brake during a test on a brake test bench.	Ineffective brake on one side or, in the case of a road test, excessive offset of the vehicle.		X	
		Results less than 50% of the braking effort values as defined in point 1.4.2 indicated in relation to the vehicle mass during testing			X
1.4.2.Efficiency	Test on a brake test bench. If this is not possible, road test using an indicator decelerometer or recorder or with the	Does not provide for all vehicles a braking coefficient of at least 16% in relation to the maximum authorised mass or, for motor vehicles, of at least 12% of the maximum authorised mass of the entire vehicle, whichever is the higher.		X	

	vehicle running on a slope of known gradient.	Results less than 50% of the above braking coefficient values obtained in relation to the mass of the vehicle during the test.				X
1.5.Performance of endurance braking system	Visual inspection and, when possible, a test to determine whether the system is working.	(a)	No gradual variation (not applicable to exhaust braking systems)		X	
		(b)	The system does not work.		X	
1.6.Anti-lock system (ABS)	Visual inspection and check of the warning device and/or using the vehicle's electronic interface.	(a)	Malfunction of the warning device.		X	
		(b)	The warning device indicates a malfunction of the system.		X	
		(c)	Wheel speed sensor missing or damaged.		X	
		(d)	Damaged cable.		X	
		(e)	Other missing or damaged components.		X	
		(f)	The system reports a failure via the vehicle's electronic interface.		X	
1.7.Electronic braking system (EBS)	Visual inspection and check of the warning device and/or using the vehicle's electronic interface.	(a)	Malfunction of the warning device.		X	
		(b)	The warning device indicates a malfunction of the system.		X	
		(c)	The system reports a failure via the vehicle's electronic interface.		X	
		(d)	Connection between the towing vehicle and the trailer incompatible or missing.			X
1.8. Brake fluid	Visual inspection.	Contaminated or sedimented brake fluid.			X	
		Imminent risk of failure.				X
2. STEERING						
2.1. Mechanical condition						
2.1.1.State of steering	Visual inspection of steering operation during steering wheel rotation.	(a)	Hard driving.		X	
		(b)	Twisted sector shaft or worn grooves.		X	
			Reduced functionality.			X
		(c)	Excessive wear of the sector shaft.		X	
			Reduced functionality.			X
		(d)	Excessive movement of the sector shaft.		X	
			Reduced functionality.			X
		(e)	Lack of sealing.		X	
			Formation of drops.			X
2.1.2.Mounting the steering box	Visual inspection of the mounting of the steering box to the chassis while the steering wheel rotates clockwise and then in reverse direction.	(a)	Incorrect steering box mounting.		X	
			Dangerously loose fasteners or play in relation to the visible chassis/bodywork.			X
		(b)	Ovalisation of the fixing holes in the chassis.		X	
			Severely affected fasteners.			X
		(c)	Missing or cracked fastening bolts.		X	

			Severely affected fasteners.			X
		(d)	Cracked steering box.		X	
			Stability or mounting of the affected box.			X
2.1.3. State of steering linkage	Visual inspection of steering elements while the steering wheel is rotated clockwise and then reversed in order to detect wear, cracks and assess safety.	(a)	Play between parts that should be fixed.		X	
			Excessive play or risk of separation.			X
		(b)	Excessive wear of joints.		X	
			Very serious risk of detachment.			X
		(c)	Cracking or deformation of an element.		X	
			Functionality affected.			X
		(d)	Lack of locking devices.		X	
		(e)	Element misalignment (e.g. steering tie bar or steering link).		X	
		(f)	Modification posing a risk [12].		X	
			Functionality affected.			X
		(g)	Damaged or deteriorated dust cap.	X		
			Dust cap missing or severely damaged.		X	
2.1.4. Functioning of steering linkage	Visual inspection of steering elements during the clockwise rotation of the steering wheel, and then in reverse, the wheels resting on the ground and the engine running (power steering), in order to detect wear, cracks and assess safety.	(a)	Friction of a moving part of the wheelhouse against a fixed part of the chassis.		X	
		(b)	Inoperative or missing stops.		X	
2.1.5. Power steering	Check the sealing of the steering system and the level of hydraulic fluid (if visible). With the wheels on the ground and the engine running, check the operation of the power steering.	(a)	Fluid leakage.		X	
		(b)	Insufficient level of liquid (under the MIN mark).		X	
			Inadequate tank.			X
		(c)	Inoperative mechanism.		X	
			Steering affected.			X
		(d)	Cracked or unreliable mechanism.		X	
			Steering affected.			X
		(e)	Element distorted or rubbing against another part.		X	
			Steering affected.			X
		(f)	Modification posing a risk [12].		X	
			Steering affected.			X
		(g)	Excessive damage or corrosion of cables or hoses.		X	

			Steering affected.			X
2.2. Steering wheel, column and handlebar						
2.2.1.State of steering wheel	With the wheels on the ground, alternately push and pull the steering wheel in the axis of the column and push the steering wheel in different directions perpendicular to the column. Visual inspection of the play, condition of flexible fittings or universal joints.	(a)	The relative movement between the steering wheel and the column indicates a poor attachment.		X	
			Very serious risk of detachment.			X
		(b)	Lack of restraint device on the steering wheel hub.		X	
			Very serious risk of detachment.			X
		(c)	Cracking or incorrect attachment of steering wheel hub, ring or spokes.		X	
			Very serious risk of detachment.			X
		(d)	Modification posing a risk [12].		X	
2.2.2.Column/ nose-wheel steering bar and steering dampers	Alternatively push and pull the steering wheel in the axis of the column and push the steering wheel in different directions perpendicular to the column. Visual inspection of the play, condition of flexible fittings or universal joints.	(a)	Excessive downwards or upwards movement of the centre of the steering wheel.		X	
		(b)	Excessive movement of the top of the column relative to the axis of the column.		X	
		(c)	Deteriorated flexible coupling.		X	
		(d)	Incorrect fastening.		X	
			Very serious risk of detachment.			X
		(e)	Modification posing a risk [12].			X
2.3.Play in the steering equipment	Since the engine is running for power steering vehicles and the wheels are straight, slightly turn the steering wheel clockwise and in reverse as far as possible without moving the wheels. Visual inspection of free movement.	Excessive play in the direction (e.g. movement of a point on the ring exceeding one fifth of the diameter of the steering wheel) or not complying with requirements[10].			X	
		Steering safety compromised.				X
2.4. Parallelism (X)[11]	Visual inspection.	Parallelism that does not comply with the data or requirements of the car manufacturer.		X		
		Driving in a straight line affected; altered directional stability.			X	
2.5.Turntable of the steering axle of the trailer	Visual inspection or use of a specially designed play detector.	(a)	Slightly damaged element.		X	
			Highly damaged or cracked element.			X
		(b)	Excessive play.		X	
			Driving in a straight line affected; altered directional stability.			X
		(c)	Incorrect fastening.		X	
			Severely affected fasteners.			X
2.6.Electronic power steering (EPS)	Visual inspection and check for consistency between the	(a)	The EPS malfunction indicator indicates a system failure.		X	
		(b)	Inconsistency between the steering wheel angle and the wheel angle.		X	

	steering wheel angle and the wheel angle when stopping and		Steering affected.			X
		(c)	The system reports a failure via the vehicle's electronic interface.		X	
3. VISIBILITY						
3.1. Field of vision	Visual inspection from the driver's seat.	Obstruction in the driver's field of vision affecting the frontal or lateral view (outside the windscreen wiper sweeping area).		X		
		Discomfort in the sweeping area of windshield wipers or non-visible exterior mirrors.			X	
3.2. Condition of glazing	Visual inspection.	(a)	Transparent window or panel (if permitted) cracked or discoloured (outside the windscreen wiper sweeping area).	X		
			Discomfort in the sweeping area of windshield wipers or non-visible exterior mirrors.		X	
		(b)	Glass or transparent panel (including reflective or tinted films) not complying with the requirements [10] (outside the wiper sweeping area of the windshield).	X		
			Discomfort in the sweeping area of windshield wipers or non-visible exterior mirrors.		X	
		(c)	Transparent glass or panel in an unacceptable condition.		X	
			Visibility affected in the sweeping area of windscreen wipers.			X
3.3.Rear-view mirrors or devices	Visual inspection.	(a)	Mirror or device missing or fixed in a manner that does not comply with the requirements[10] (at least two rear-view devices available).	X		
			Less than two rear-view devices available.		X	
		(b)	Mirror or device slightly damaged or incorrectly fixed.	X		
			Inoperative mirror or device, severely damaged, incorrectly fixed.		X	
		(c)	Required field of vision not covered.		X	
3.4. Windscreen wiper	Visual inspection and verification of functioning.	(a)	Windscreen wiper inoperative or missing.		X	
		(b)	Defective windscreen wiper blade.	X		
			Windscreen wiper blade missing or obviously defective.		X	
3.5.Windscreen washer	Visual inspection and verification of functioning.	Malfunction of the windscreen washer (insufficient windscreen washer liquid but functional pump or misaligned jets).		X		
		Ineffective windscreen washer.			X	
3.6.Demisting system (X)[11]	Visual inspection and verification of functioning.	System ineffective or obviously defective.		X		
4. LIGHTS, REFLECTIVE DEVICES AND ELECTRICAL EQUIPMENT						
4.1. Headlights						
4.1.1.Status and functioning	Visual inspection and verification of functioning.	(a)	Defective or missing lamp/light source (multiple light sources/lamps; in the case of LED, up to 1/3 not functioning).	X		

			Single lamp/light source; if LED, greatly reduced visibility.		X	
		(b)	Slightly defective projection system (reflector and glass).	X		
			Projection system (reflector and glass) severely defective or missing.		X	
		(c)	Incorrect fixing of the light.		X	
4.1.2. Orientation	Visual inspection and verification of functioning.	(a)	Manifestly incorrect adjustment of headlights.		X	
		(b)	Incorrect mounting of the light source.			
4.1.3. Switching	Visual inspection and verification of functioning.	(a)	The switch does not operate in accordance with requirements[10] (number of lamps illuminated at the same time).	X		
			Exceeding the maximum permitted luminous intensity in front.		X	
		(b)	Operation of the control device disrupted.		X	
4.1.4. Conformity with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X	
		(b)	Presence of products on the glass or light source that clearly reduces the light intensity or alters the colour emitted.		X	
		(c)	Incompatible light source and lamp.		X	
4.1.5. Span adjusting devices (if required)	Visual inspection and verification of operation, if possible, or with the	(a)	Ineffective device.		X	
		(b)	The manual device may not be operated from the driver's seat.		X	
	electronics of the vehicle.	(c)	The system reports a failure via the vehicle's electronic interface.		X	
4.1.6. Headlamp cleaning device (if required)	Visual inspection and verification of operation, if possible.	Ineffective device.		X		
		If gas discharge lamps.			X	
4.2. Front and rear position lamps, marker lamps, end-outline marker lamps and daylight signal lights						
4.2.1. Status and functioning	Visual inspection and verification of functioning.	(a)	Defective light source.		X	
		(b)	Defective lens.		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.2.2. Switching	Visual inspection and verification of functioning.	(a)	The switch does not operate in accordance with requirements[10].		X	
			Rear and side position lamps may be switched off when the main lamps are switched on.		X	
		(b)	Operation of the control device disrupted.		X	
4.2.3. Conformity with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].	X		
			Red light at the front or white light at the rear; significantly reduced luminous intensity.		X	
		(b)	Presence of products on the glass or light source that clearly reduces the light intensity or alters the colour emitted.	X		
			Red light at the front or white light at the rear; significantly reduced luminous intensity.		X	

4.3. Stop lamps						
4.3.1.Status and functioning	Visual inspection and verification of functioning.	(a)	Defective light source (multiple light sources: in the case of LED, up to 1/3 not functioning).	X		
			Single light source; in the case of LED, up to 2/3 functioning.		X	
			None of the light sources work.			X
		(b)	Slightly defective lens (no effect on the light emitted).	X		
			Badly defective lens (light emitted affected).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.3.2. Switching	Visual inspection and verification of functioning.	(a)	The switch does not operate in accordance with requirements[10].	X		
			Delayed operation.		X	
			Totally ineffective.			X
		(b)	Operation of the control device disrupted.		X	
		(c)	The system reports a failure via the vehicle's electronic interface.		X	
		(d)	The functions of the emergency brake light are out of order or do not work properly.		X	
4.3.3.Conformity with requirements[10]	Visual inspection and verification of functioning.	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X		
		White light on the rear; significantly reduced luminous intensity.			X	
4.4. Direction indicator and distress signal lamps						
4.4.1.Status and functioning	Visual inspection and verification of functioning.	(a)	Defective light source (multiple light sources; in the case of LED, up to 1/3 not functioning).	X		
			Single light source; in the case of LED, up to 2/3 functioning.		X	
		(b)	Slightly defective lens (no effect on the light emitted).	X		
			Badly defective lens (light emitted affected).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.4.2. Switching	Visual inspection and verification of functioning.	The switch does not operate in accordance with requirements[10].		X		
		Totally ineffective.			X	
4.4.3.Conformity with requirements [10]	Visual inspection and verification of functioning.	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].			X	
4.4.4.Frequency of flashing	Visual inspection and verification of functioning.	The flashing speed does not comply with requirements[10] (more than 25% difference).		X		
4.5. Front and rear fog lamps						

4.5.1.Status and functioning	Visual inspection and verification of functioning.	(a)	Defective light source (multiple light sources; in the case of LED, up to 1/3 not functioning).	X		
			Single light source; in the case of LED, up to 2/3 functioning.		X	
		(b)	Slightly defective lens (no effect on the light emitted).	X		
			Badly defective lens (light emitted affected).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling or dazzle.		X	
4.5.2 Setting (X)[11]	Visual inspection and verification of functioning.	Incorrect horizontal orientation of a front fog lamp when the light beam has a cut-off line (cut-off line too low).		X		
		Cut-off line above that of low-beam headlamps.			X	
4.5.3.Commutation	Visual inspection and verification of functioning.	The switch does not operate in accordance with requirements[10].		X		
		Inoperative.			X	
4.5.4.Compliance with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X	
		(b)	The switch does not operate in accordance with requirements[10].	X		
4.6. Reversing lamp						
4.6.1.Status and operation	Visual inspection and verification of functioning.	(a)	Defective light source.	X		
		(b)	Defective lens.	X		
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.6.2.Compliance with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X	
		(b)	The system does not operate according to requirements[10].		X	
4.6.3. Switching	Visual inspection and verification of functioning.	The switch does not operate in accordance with requirements[10].		X		
		The reversing lamp may be switched on without the reverse being activated.			X	
4.7. Rear number plate lighting device						
4.7.1.Status and operation	Visual inspection and verification of functioning.	(a)	The light emits direct or white light to the rear.	X		
		(b)	Defective light source (multiple light source).	X		
			Defective light source (single light source).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.7.2.Compliance with requirements[10]	Visual inspection and verification of functioning.	The system does not operate according to requirements[10].		X		
4.8. Reflectors, visibility marking (reflective) and rear reflective plates						
4.8.1.Status	Visual inspection.	(a)	Defective or damaged reflector.	X		
			Reflector affected.		X	

		(b)	Incorrect fixing of the reflector.	X		
			Risk of falling.		X	
4.8.2.Compliance with requirements[10]	Visual inspection.	Device, emitted colour, position or intensity not compliant with requirements[10].			X	
		Missing or reflects red forwards or white backwards.				X
4.9. Mandatory warning lights for the lighting system						
4.9.1.Status and operation	Visual inspection and verification of functioning	Ineffective device.		X		
		Does not work for high-beam headlamps or rear fog lamps.			X	
4.9.2.Conformity with requirements[10]	Visual inspection and verification of functioning	Non-compliant with requirements[10].		X		
4.10.Electric connections between towing vehicle and trailer or semi-trailer	Visual inspection: if possible, examine the electrical continuity of the connection.	(a)	Incorrect attachment of fixed components.	X		
			Loose lamp holder.		X	
		(b)	Damaged or deteriorated insulation.	X		
			Risk of short circuit.		X	
		(c)	Malfunction of the electrical connections of the trailer or towing vehicle.		X	
			The trailer stop lights do not work at all.			X
4.11. Electrical wiring	Visual inspection, including inside the engine compartment (if applicable).	(a)	Incorrect fixing of the cables.	X		
			Poorly fixed attachments, contact with sharp edges, probability of disconnection.		X	
			Cables at risk of touching hot parts, rotating parts or the ground, connections (required for braking, steering) disconnected.			X
		(b)	Slightly deteriorated cables.	X		
			Severely deteriorated cables.		X	
			Extremely damaged cables (required for braking, steering).			X
		(c)	Damaged or deteriorated insulation.	X		
			Risk of short circuit.		X	
			Imminent risk of fire, spark formation.			X
4.12. Non-mandatory lamps and reflectors (X)[11]	Visual inspection and verification of functioning.	(a)	Lamp or reflector not compliant with requirements[10].	X		
			Red transmitter/reflector lamp at the front or white at the rear.		X	
		(b)	The operation of the lamp does not comply with requirements[10].	X		
			The number of lamps operating simultaneously exceeds the permitted luminous intensity; red transmitter light on the front or white on the back.		X	
		(c)	Incorrect fixing of the lamp or reflector.	X		
			Very high risk of falling.		X	
4.13. Accumulator(s)	Visual inspection.	(a)	Incorrect fastening.	X		
			Poor fastening; risk of short circuit.		X	

		(b)	Lack of sealing.	X		
			Loss of hazardous substances.		X	
		(c)	Faulty circuit breaker (if required).		X	
		(d)	Defective fuses (if required).		X	
		(e)	Inadequate ventilation (if required).		X	
5. AXLES, WHEELS, TYRES, SUSPENSION						
5.1. Axles						
5.1.1.Axles	Visual inspection with the use of a play detector, if available.	(a)	Cracked or deformed axle.			X
		(b)	Poor attachment to the vehicle.		X	
			Affected stability, affected operation: excessive play in relation to attachments.			X
		(c)	Modification posing a risk [12].		X	
			Affected stability, affected operation, insufficient distance from other parts of the vehicle, insufficient ground clearance.			X
5.1.2.Steering knuckles	Visual inspection with the use of a play detector, if available. Apply a vertical or lateral force to each wheel and record the amount of movement between the axle beam and the steering knuckle.	(a)	Fractured axle spindle.			X
		(b)	Excessive wear of the pivot and/or rings.		X	
			Risk of play; altered directional stability.			X
		(c)	Excessive movement between spindle and beam.		X	
			Risk of play; altered directional stability.			X
		(d)	Play of the spindle within the axle.		X	
			Risk of play; altered directional stability.			X
5.1.3.Bearings of wheels	Visual inspection with use of a play detector, if available. Apply a vertical or lateral force to each wheel and record the amount of ascending movement between the axle beam and the steering	(a)	Excessive play in a wheel bearing.		X	
			Altered directional stability; risk of destruction.			X
		(b)	Wheel bearing too tight, blocked.		X	
			Risk of overheating; risk of destruction.			X
5.2. Wheels and tyres						
5.2.1. Wheel hub	Visual inspection.	(a)	Missing or loose wheel nuts or studs.		X	
			Missing or incorrect fastening that seriously affects road safety.			X
		(b)	Worn or damaged hub.		X	
			Hub so worn or damaged that the wheels are no longer secured.			X
5.2.2. Wheels	Visual inspection on both sides of each wheel, the vehicle being placed above a pit or on a vehicle lift.	(a)	Cracks or welding defect.			X
		(b)	Incorrect placement of tyre retaining rings.		X	
			Risk of detachment.			X
		(c)	Severely deformed or worn wheel.		X	
			Attachment to the hub no longer ensured; attachment of the tyre no longer ensured.			X
		(d)	Size, technical design, compatibility or type of wheel not complying with requirements[10] and affecting road safety.		X	

5.2.3. Tyres	Visual inspection of the whole tyre by making the vehicle alternatively move forward and backward.	(a)	The size, load capacity, approval mark or category of the tyre speed index do not comply with requirements[10] and adversely affect road safety.		X	
			Load capacity or category of speed index insufficient for actual use, the tyre touches a fixed part of the vehicle, which compromises driving safety.			X
		(b)	Tyres of different size on the same axle or on twin wheels.		X	
		(c)	Tyres of different structure (radial/diagonal) mounted on the same axle.		X	
		(d)	Pneumatically damaged or cut.		X	
			Visible or damaged cord.			X
		(e)	The tread pattern depth wear indicator becomes visible.		X	
			The tread pattern depth does not comply with requirements[10].			X
		(f)	The tyre rubs against other elements (flexible spray-suppression devices).	X		
			Friction of the tyre against other components (driving safety not compromised).		X	
		(g)	Re-grooved tyres not compliant with requirements[10].		X	
			Protective layer of the cord affected.			X
		(h)	The tyre pressure control system works poorly or the tyre is clearly under-inflated.	X		
			Obviously ineffective.		X	
5.3. Suspension						
5.3.1.Springs and stabilisers	Visual inspection with the use of a play detector, if available.	(a)	Poor attachment of springs to the chassis or axle.		X	
			Visible play, fasteners very poorly attached.			X
		(b)	A spring element is damaged or split.		X	
			Main spring (leaf) or extra springs very severely affected.			X
		(c)	Spring missing.		X	
			Main spring (leaf) or extra springs very severely affected.			X
		(d)	Modification posing a risk [12].		X	
			Insufficient distance from other parts of the vehicle; ineffective springs.			X
5.3.2. Shock absorbers	Visual inspection.	(a)	Poor attachment of shock absorbers to the chassis or axle.	X		
			Incorrectly fixed shock absorber.		X	
		(b)	Shock absorber damaged or showing signs of leakage or serious malfunction.		X	
		(c)	Shock absorber missing.		X	
	Use of specific	(a)	Significant difference between right and left.		X	

5.3.2.1 Damping performance test (X)[11]	equipment and comparison of differences between right and left.	(b)	The minimum values indicated are not reached.		X	
5.3.3. Support tubes, struts, triangles and links	Visual inspection with the use of a play detector, if available.	(a)	Incorrect attachment of a component to the chassis or axle.		X	
			Risk of play; altered directional stability.			X
		(b)	Component damaged or with excessive corrosion.		X	
			Stability of the affected or cracked element.			X
		(c)	Modification posing a risk [12].		X	
			Insufficient distance from other parts of the vehicle; ineffective device.			X
5.3.4. Suspension joints	Visual inspection with the use of a play detector, if available.	(a)	Excessive wear of the spindle pivot and/or rings or at the suspension joints.		X	
			Risk of play; altered directional stability.			X
		(b)	Dust-protection cover severely deteriorated.	X		
			Dust-protection cover missing or broken.		X	
5.3.5. Pneumatic suspension	Visual inspection.	(a)	Unusable system.			X
		(b)	An element is damaged, modified or deteriorated in such a way as to impair the operation of the system.		X	
			Functionality of the system severely affected.			X
		(c)	Audible leak in the system.		X	
		(d)	Modification posing a risk.		X	
6. CHASSIS AND ACCESSORIES OF THE CHASSIS						
6.1. Chassis or frame and accessories						
6.1.1. General condition	Visual inspection.	(a)	Slight cracking or deformation of a side member or cross girder.		X	
			Significant cracking or deformation of a side member or a cross girder.			X
		(b)	Incorrect fixing of reinforcing plates or clamps.		X	
			Play in the majority of fasteners; insufficient resistance of parts.			X
		(c)	Excessive corrosion affecting the rigidity of the assembly		X	
			Insufficient resistance of parts.			X
6.1.2. Silencer exhaust pipes	Visual inspection. and	(a)	Poor attachment or lack of sealing of the exhaust system.		X	
		(b)	Penetration of fumes into the cabin or into the vehicle's compartment.		X	
			Risk to passenger health.			X
6.1.3. Tank and fuel lines (including the tank heating system and fuel lines)	Visual inspection, use of leak detection devices in the case of LPG/CNG/LNG systems.	(a)	Incorrect attachment of the tank or fuel lines, posing a particular risk of fire.			X
		(b)	Fuel leak or missing or inoperative filler cap.		X	
			Fire hazard; excessive loss of hazardous substances.			X

		(c)	Abraded pipes.	X		
			Damaged lines.		X	
		(d)	Malfunction of the fuel shut-off valve (if required).		X	
		(e)	Fire risk related to — a fuel leak, — a poor protection of the fuel tank or exhaust system,			X
		(f)	LPG/CNG/LNG or hydrogen system not meeting requirements, part of a defective system[10].			X
6.1.4. Bumpers, side guards and anti-underrun bumpers	Visual inspection.	(a)	Poor attachment or damage likely to cause injury in the event of contact.		X	
			Likely falling out of parts; operation severely affected.			X
		(b)	Device obviously non-compliant with requirements[10].		X	
6.1.5. Support of spare wheel (if applicable)	Visual inspection.	(a)	Support in unacceptable condition.	X		
		(b)	Cracked or incorrectly fixed support.		X	
		(c)	Spare wheel incorrectly attached to the support.		X	
			Very high risk of falling.			X
6.1.6. Mechanical coupling and towing device	Visual inspection of wear and proper operation, paying particular attention to possible safety devices and/or using a measuring instrument.	(a)	Damaged, defective or cracked element (if not used).		X	
			Damaged, defective or cracked element (if used).			X
		(b)	Excessive wear of an element.		X	
			Wear limit exceeded.			X
		(c)	Incorrect fastening.		X	
			Poorly attached fastening with a very high risk of falling.			X
		(d)	Lack or malfunction of a safety device.		X	
		(e)	Inoperative coupling indicator.		X	
		(f)	Obstruction, when not in use, of the licence plate or a lamp.	X		
			Unreadable licence plate (when not in use).		X	
		(g)	Modification posing a risk[12] (auxiliary parts).		X	
			Modification posing a risk[12] (main parts).			X
		(h)	Coupling too weak, incompatible, or coupling device that does not comply with the requirements.			X
6.1.7. Transmission	Visual inspection.	(a)	Loose or missing fastening bolts		X	
			Loose or missing fastening bolts to the point that this constitutes a serious threat to road safety.			X

		(b)	Excessive wear of transmission shaft bearings.		X	
			Very high risk of play or cracking.			X
		(c)	Excessive wear of universal joints or transmission chains/belts.		X	
			Very high risk of play or cracking.			X
		(d)	Deteriorated flexible couplings.		X	
			Very high risk of play or cracking.			X
		(e)	Damaged or deformed transmission shaft.		X	
		(f)	Cracked or poorly fixed bearing cage.		X	
			Very high risk of play or cracking.			X
		(g)	Dust-protection cover severely deteriorated.	X		
			Dust-protection cover missing or broken.		X	
		(h)	Illegal modification of the transmission.		X	
6.1.8.Engine supports	Visual inspection.	Damaged fasteners, obviously severely damaged.			X	
		Loose or cracked fasteners.				X
6.1.9.Engine performance (X)[11]	Visual inspection and/or using the electronic interface.	(a)	Modified control unit affecting safety and/or environment.		X	
		(b)	Modification of the engine affecting safety and/or the environment.			X
6.2. Cabin and body						
6.2.1. State	Visual inspection.	(a)	Incorrectly fixed or damaged panel or element that could cause injury.		X	
			Risk of falling.			X
		(b)	Wrongly fixed mast.		X	
			Altered stability.			X
		(c)	Engine or exhaust fumes inlet.		X	
			Risk to passenger health.			X
		(d)	Modification posing a risk [12].		X	
			Insufficient distance from rotating or moving parts or road.			X
6.2.2. Fixing	Visual inspection, the vehicle being placed above a pit or on a vehicle lift.	(a)	Chassis or cab incorrectly fixed.		X	
			Altered stability.			X
		(b)	Bodywork/cabin obviously poorly centred on the chassis.		X	
		(c)	Incorrect or missing fixing of the bodywork or cabin to the chassis or cross girders and if symmetrical.		X	
			Incorrect or missing fixing of the bodywork or cabin to the chassis or cross members to the point of constituting a very serious threat to road safety.			X
		(d)	Excessive corrosion at fixing points on integral bodies.		X	
			Altered stability.			X
6.2.3. Door and door handles	Visual inspection.	(a)	A door not opening or closing properly.		X	

		(b)	A door likely to open unexpectedly or does not remain closed (sliding doors).		X	
			A door likely to open unexpectedly or does not remain closed (hinged doors).			X
		(c)	Damaged door, hinges, locks or handles.	X		
			Missing or poorly fixed door, hinges, locks or strikers.		X	
6.2.4. Floor	Visual inspection, the vehicle being placed above a pit or on a vehicle lift.	(a)	Poorly fixed or severely damaged floor.		X	
		(b)	Insufficient stability.			X
6.2.5.Driver's seat	Visual inspection.	(a)	Defective seat structure.		X	
			Poorly fixed seat.			X
		(b)	Malfunction of the adjustment mechanism.		X	
			Non fixed seat or backrest impossible to fix.			X
6.2.6. Other seats	Visual inspection.	(a)	Defective or incorrectly secured seats (auxiliary parts).	X		
			Defective or incorrectly secured seats (main parts).		X	
		(b)	Seats fitted in a manner that does not comply with the requirements[10].	X		
			Number of authorised seats exceeded; provision not compliant with type-approval.		X	
6.2.7.Drive controls	Visual inspection and verification of functioning.	A control required for safe driving of the vehicle is not working properly.			X	
		Security compromised.				X
6.2.8.Foot boards to access the cabin	Visual inspection.	(a)	Poorly fixed foot board or foot board ring.	X		
			Insufficient stability.		X	
		(b)	Foot board or foot board ring in a condition likely to injure users.		X	
6.2.9.Other equipment and interior and exterior fittings	Visual inspection.	(a)	Defective attachment of an accessory or equipment.		X	
		(b)	Accessory or equipment not complying with requirements[10].	X		
			Patches likely to cause injury; security compromised.		X	
		(c)	Non-sealed hydraulic equipment.	X		
			Excessive loss of hazardous substances.		X	
6.2.10. Mudguards (fenders), spray suppression devices	Visual inspection. fs	(a)	Missing, poorly fixed or severely rusty.	X		
			Risk of injury; risk of falling.		X	
		(b)	Insufficient distance from tyre/wheel (spray suppression device).	X		
			Insufficient distance to tyre/wheel (fenders).		X	
		(c)	Non-compliant with requirements[10].	X		
			Treads insufficiently covered.		X	

7. OTHER EQUIPMENT						
7.1. Seat belts, buckles and restraint systems						
7.1.1. Safety of assembly of seat belts and their loops	Visual inspection.	(a)	Seriously deteriorated anchor point.		X	
			Reduced stability.			X
		(b)	Loose anchorage.		X	
7.1.2. Status of seat belts and their clips	Visual inspection and verification of functioning.	(a)	Mandatory seat belt missing or not mounted.		X	
		(b)	Damaged seat belt.	X		
			Cuts or signs of overstretching.		X	
		(c)	Seat belt not compliant with requirements[10].		X	
		(d)	Seat belt buckle damaged or not working properly.		X	
		(e)	Seat belt retractor damaged or not working properly.		X	
7.1.3. Damaged seat belt load-limiter	Visual inspection and/or using the electronic interface.	(a)	Load limiter obviously missing or not suitable for the vehicle.		X	
		(b)	The system reports a failure via the vehicle's electronic interface.		X	
7.1.4. Seat belt pre-tensioners	Visual inspection and/or using the electronic interface.	(a)	Pre-tensioners obviously missing or not suitable for the vehicle.		X	
		(b)	The system reports a failure via the vehicle's electronic interface.		X	
7.1.5. Airbag	Visual inspection and/or using the electronic interface.	(a)	Airbags obviously missing or not suitable for the vehicle.		X	
		(b)	Obviously inoperative airbag.		X	
		(c)	The system reports a failure via the vehicle's electronic interface.		X	
7.1.6. Supplemental Restraint System (SRS)	Visual inspection of the malfunction indicator and/or using the electronic interface.	(a)	The SRS malfunction indicator indicates a system failure.		X	
		(b)	The system reports a failure via the vehicle's electronic interface.		X	
7.2. Extinguisher (X)[11]	Visual inspection.	(a)	Missing.		X	
		(b)	Non-compliant with requirements[10].	X		
			If required (e.g. taxis, buses, coaches, etc.).		X	
7.3. Latches and anti-theft device	Visual inspection and verification of functioning.	(a)	Anti-theft device not working.	X		
		(b)	Defective.		X	
			The device locks or gets stuck unexpectedly.			X
7.4. Warning triangle (if required) (X)[11]	Visual inspection.	(a)	Missing or incomplete.	X		
		(b)	Non-compliant with requirements[10].	X		
7.5. First-aid kit (if required) (X)[11]	Visual inspection.	Missing, incomplete or non-compliant with requirements[10].		X		
7.6. Wheel chocks (wedges) (if required) (X)[11]	Visual inspection.	Missing or not in good condition, insufficient stability or dimensions.			X	
7.7. Horn		(a)	Does not work properly.	X		
			Totally ineffective.		X	

	Visual inspection and verification of functioning.	(b)	Poorly fixed control.	X		
		(c)	Non-compliant with requirements[10].	X		
			Risk that the sound emitted will be confused with the sound of the official sirens.		X	
7.8. Tachometer	Visual inspection or verification of operation during a road test, or by electronic means.	(a)	Non-compliant with requirements[10].	X		
			Missing (if required).		X	
		(b)	Impaired functioning.	X		
			Totally ineffective.		X	
		(c)	Insufficient lighting.	X		
			Not at all illuminated.		X	
7.9.Tachograph (if mounted/required)	Visual inspection.	(a)	Non-compliant with requirements[10].		X	
		(b)	Ineffective device.		X	
		(c)	Defective or missing seals.		X	
		(d)	Missing, illegible or outdated installation plate.		X	
		(e)	Obvious alteration or manipulation.		X	
		(f)	Tyre size not compatible with calibration parameters.		X	
7.10.Speed limiter (if mounted/required)	Visual inspection and verification of operation if the equipment permits.	(a)	Non-compliant with requirements[10].		X	
		(b)	Obviously inoperative device.		X	
		(c)	Incorrect set speed (if checked).		X	
		(d)	Defective seals.		X	
		(e)	Missing or illegible plate.		X	
		(f)	Tyre size not compatible with calibration parameters.		X	
7.11.Odometer (if available) (X)[11]	Visual inspection and/or using the electronic interface.	(a)	Obvious manipulation (fraud) to reduce or give a misleading representation of the number of km travelled by the vehicle.		X	
		(b)	Obviously ineffective.		X	
7.12.Electronic stability control (ESC) if mounted/required (X)[11]	Visual inspection and/or using the electronic interface.	(a)	Wheel speed sensor missing or damaged.		X	
		(b)	Damaged cable.		X	
		(c)	Other missing or damaged components.		X	
		(d)	Switch damaged or not working properly.		X	
		(e)	The ESC malfunction indicator indicates a system failure.		X	
		(f)	The system reports a failure via the vehicle's electronic interface.		X	
7.13 eCall (if fitted, in accordance with EU legislation on vehicle type-approval)						
7.13.1. Mounting and configuration	Complete visual inspection, when the technical characteristics of the vehicle so permit and when the necessary data is made available, using an electronic interface	(a)	System or any missing component.		X	
		(b)	Incorrect software version.	X		
		(c)	Incorrect system encoding.	X		

7.13.2. State	Visual control completed, when the technical characteristics so permit and when the necessary data is made available, using an electronic interface.	(a)	Damaged system or components.	X		
		(b)	The eCall system's malfunction indicator reports a system error	X		
		(c)	eCall system electronic control unit error	X		
		(d)	Failure of the mobile network communication device.	X		
		(e)	GPS signal failure.	X		
		(f)	Audio components not connected.	X		
		(g)	Power source not connected or insufficient load.	X		
		(h)	It reports a failure via the electronic interface of the vehicle.	X		
7.13.3. Performance	Visual control completed when the technical characteristics of the vehicle so permit and when the necessary data is made available, by the use of an electronic interface.	(a)	Minimum data set (MSD) incorrect.	X		
		(b)	Malfunction of audio components.	X		
8. DISTURBANCES						
8.1. Noise						
8.1.1Noise suppression system	Subjective assessment (unless the inspector considers that the noise level is within the limits, in which case a sound meter can be used to measure the noise emitted by a parked vehicle).	(a)	Noise levels exceeding the allowable limits set out in the requirements[10].		X	
		(b)	Loose, damaged, incorrectly mounted, missing or clearly altered element of the noise suppression system, in such a way that it adversely affects the noise level.		X	
			Very high risk of falling.			X
8.2. Exhaust emissions						
8.2.1. Emissions from positive-ignition engines						
8.2.1.1.Equipment for reducing exhaust emissions	Visual inspection.	(a)	The emission abatement equipment installed by the manufacturer is absent or obviously defective.		X	
		(b)	Leaks likely to affect emission measurements.		X	
8.2.1.2.Gas emissions	—Vehicles up to emission classes Euro 5 and Euro V[6]: Measurement using an exhaust gas analyser according to requirements[1]or read from the On Board Diagnostics (OBD) system. Exhaust control is the method by default for evaluation of exhaust emissions. Based	(a)	The gaseous emissions exceed the specific levels indicated by the manufacturer.		X	
		(b)	if this information is not available, the CO emissions exceed: (i) for vehicles not equipped with an advanced emission reduction system, — 4.5%, or — 3.5%, according to the date of first registration or entry into service specified in the requirements[10];		X	

			(ii) for vehicles equipped with an advanced emission reduction system, — engine running in idle: 0.5%, — accelerated idling engine: 0.3%, or — engine running in idle: 0.3%[6], — accelerated idling engine: 0.2%, according to the date of first registration or entry into service specified in the requirements[10].			
		(c)	Lambda coefficient outside the range 1 ± 0.03 or not conforming to the manufacturer's specifications		X	
		(d)	The OBD record indicates a significant malfunction.		X	
	on an assessment of equivalence, and taking into account the applicable legislation in the matter of type-approval, the Member States may allow the use of the OBD in accordance with the manufacturer's recommendations and other criteria. —Vehicles from emission classes Euro 6 and Euro VI[6]: Measurement using an exhaust gas analyser according to requirements[10] or	(e)	Remote sensing measurement indicating a significant lack of conformity.		X	
8.2.2. Emissions from compression-ignition engines						
8.2.2.1.Equipment for reducing exhaust emissions	Visual inspection.	(a)	Emission control equipment not installed by the manufacturer or manifestly defective.		X	
		(b)	Leaks likely to affect emission measurements.		X	
8.2.2.2.Opacity These provisions are not applicable to vehicles registered or put into circulation before 1st January 1980.	—Vehicles up to emission classes Euro 5 and Euro V[6]: Measurement of opacity of fumes in free acceleration (motor disconnected, from idle speed to cut-off speed), neutral speeds and clutch pedal depressed or reading from on-	(a)	Vehicles registered or put into service for the first time after the date indicated in the requirements[10]. The opacity exceeds the level recorded on the data plate placed on the vehicle by the manufacturer.		X	

	2.Requirements regarding conditioning: (i)the engine shall be warm: in other words, the temperature of motor oil measured by a probe in the gauge tube must at least be equal to 80°C or correspond to normal operating temperature if lower, or the engine block temperature, measured according to the level of the infrared radiation, must achieve equivalent value. If, due to vehicle configuration, it is not possible to carry out these measurements, the normal temperature of engine operation can be established otherwise, by example based on the operation of the cooling fan; (ii)the exhaust system shall be purged by three unladen acceleration strokes or by equivalent means.					
		(b)	When the information is missing, or requirements10 do not allow the use of reference values, — for naturally aspirated engines: 2.5 m^{-1}, — for turbocharged engines: 3.0 m^{-1}, or, for vehicles specified in [1] or registered or put into service for the first time after the date indicated in requirements[10]: 1.5 m^{-1} [9] or 0.7 m^{-1} [8]		X	

	Test procedure: 1.The engine and, if applicable, the turbocompressor shall idle before launch of each cycle of free acceleration. For heavy-duty engines, this means waiting at least ten seconds after releasing the throttle. 2 At the start of each free acceleration cycle, the throttle pedal must be depressed quickly and gradually (in less than a second), but not abruptly, to obtain maximum flow from the injection pump. 3.During each free acceleration cycle, the engine must reach the cut-off speed or, for cars with automatic transmission, the speed specified by the manufacturer or, if this is not known, two thirds of the cut-off speed before the throttle is released. This can be checked, for example, by monitoring the engine speed or by allowing sufficient time to elapse between depressing the throttle and releasing it, i.e. at least 2 seconds for category M_2 vehicles, M_3, N_2 or N_3. 4.Vehicles shall only be refused if the arithmetic mean of the observed values in at least the last three free acceleration cycles exceeds				X	

	the limit value. This mean can be calculated by ignoring the observed values that deviate strongly from the measured mean, or be obtained by another mode of statistical calculation which takes into account the dispersion of values measured. The Member States may limit the number of test cycles to perform. 5.To avoid unnecessary testing, Member States may refuse vehicles for which values observed in less than three cycles of free acceleration or after purge cycles are clearly above limits. In order to avoid unnecessary testing, Member States can accept vehicles for which the values measured after less than three cycles of free acceleration or after purge cycles are significantly below the limits. Measurements can also be made using remote sensing devices and confirmed by standard test methods.					

8.2.2.3. Particles These provisions apply to diesel vehicles of categories M1 and N1 from the Euro 5a emission classes and to diesel vehicles of categories M3, M2, N2 and N3 from the Euro VI emission classes.	Measurement of the volumetric concentration of particles in the exhaust gas using a particle counter. The measurement is performed at the outlet of the exhaust hose, engine at idle speed, neutral speed and clutch pedal not depressed. Requirements for conditioning: the engine oil temperature measured by a probe in the gauge tube shall be at least 50°C or correspond to the temperature of normal operation if lower, or the temperature of the engine-block, measured from the level of the infrared radiation, must reach a value at least equivalent. If, because of the configuration of the vehicle, it is not possible to carry out to these measurements, the normal temperature of engine operation can be established otherwise, for example based on the cooling fan operation;	(a)	Particulate emissions range from 250,000 to 1,000,000 particles/cm³.	X		
		(b)	Particulate emissions are greater than 1,000,000 particles/cm³.		X	
8.3. Suppression of electromagnetic interference						
Radio interference (X)[11]		One of the applicable requirements is not met.		X		
8.4. Other environmental issues						
8.4.1. Losses of liquids		Any excessive leakage of liquids other than water which is likely to harm the environment or pose a risk to the safety of other road users.			X	

		Continuous formation of droplets constituting a very serious risk.				X
9. ADDITIONAL CONTROLS FOR PASSENGER VEHICLES OF THE M2 AND M3 CATEGORIES						
9.1. Doors						
9.1.1.Entry or exit gates	Visual inspection and verification of functioning.	(a)	Defective operation.		X	
		(b)	Poor condition.	X		
			Risk of injury.		X	
		(c)	Defective emergency control.		X	
		(d)	Defective remote control of doors or warning devices.		X	
		(e)	Non-compliant with requirements[10].	X		
			Insufficient door width.		X	
9.1.2. Emergency exits	Visual inspection and verification of functioning (if required).	(a)	Defective operation.		X	
		(b)	Unreadable emergency exit signs.	X		
			Missing emergency exit signs.		X	
		(c)	Missing glass-breaking hammer.	X		
		(d)	Non-compliant with requirements[10].	X	X	
			Insufficient door width.		X	
9.2.System of demisting and defrosting (X)[11]	Visual inspection and verification of functioning.	(a)	Malfunction.	X		
			Affects driving safety.		X	
		(b)	Emission of toxic or exhaust gases into the driver's cabin or passenger compartment.		X	
			Risk to passenger health.			X
		(c)	Defective defrosting (if required).		X	
9.3.System of ventilation and heating (X)[11]	Visual inspection and verification of functioning.	(a)	Defective operation.	X		
			Risk to passenger health.		X	
		(b)	Emission of toxic or exhaust gases into the driver's cabin or passenger compartment.		X	
			Risk to passenger health.			X
9.4. Seats						
9.4.1 Passenger seats (including seats for accompanying personnel and child restraint systems, where applicable)	Visual inspection.	(a)	Folding seats (if allowed) do not operate automatically.	X		
		(b)	Obstructed emergency exit.		X	
9.4.2.Driver's seat (additional requirements)	Visual inspection.	(a)	Defective special devices, such as a sun visor.	X		
			Reduced field of vision.		X	
		(b)	Driver protection poorly fixed.	X		
			Risk of injury.		X	
9.5.Interior lighting and route markers (X)[11]	Visual inspection and verification of functioning.	Defective devices.		X		
		Totally ineffective.			X	
	Visual inspection.	(a)	Poorly fixed floor.		X	

9.6. Corridors, areas for standing passengers			Altered stability.			X
		(b)	Defective handrails or handles.	X		
			Poorly fixed or unusable.		X	
		(c)	Non-compliant with requirements[10].			
			Insufficient width or excessive height.			
9.7.Stairs and steps	Visual inspection and verification of functioning (if required).	(a)	Poor condition.	X		
			Damaged.		X	
			Altered stability.			X
		(b)	Retractable steps not working properly.		X	
9.8.Passenger communication system (X)[11]	Conformity with requirements[1].	(a)	Faulty system.	X		
		(b)	Totally ineffective.		X	
9.9. Notices (X)[11]	Visual inspection.	(a)	Missing, erroneous or illegible notices.	X		
			Erroneous information.		X	
9.10. Requirements for the transport of children (X)[11]						
9.10.1. Doors	Visual inspection.	Protection of doors not complying with the requirements[10] concerning this form of transport.			X	
9.10.2.Signalling equipment and special equipment	Visual inspection.	Signalling equipment and special equipment missing.		X		
9.11. Requirements for the transport of persons with reduced mobility (X)[11]						
9.11.1.Doors, ramps and lifts	Visual inspection and verification of functioning.	(a)	Defective operation.	X		
			Security compromised.		X	
		(b)	Poor condition.	X		
			Altered stability; risk of injury.		X	
		(c)	Defective control(s).	X		
			Security compromised.		X	
		(d)	Faulty warning device(s).	X		
			Totally inoperative.		X	
		(e)	Non-compliant with requirements[10].		X	
9.11.2.Wheelchair restraint system	Visual inspection and verification of functioning, if required.	(a)	Defective operation.	X		
			Security compromised.		X	
		(b)	Poor condition.	X		
			Altered stability; risk of injury.		X	
		(c)	Defective control(s).	X		
			Security compromised.		X	
		(d)	Non-compliant with requirements[10].		X	
9.11.3.Signalling and special equipment	Visual inspection.	Signalling equipment and special equipment missing.			X	
9.12. Other special equipment (X)[11]						
9.12.1 Facilities for the preparation of food	Visual inspection	(a)	Installation not compliant with requirements[10].		X	
		(b)	Damaged installation to the extent that its use is dangerous.		X	

[1] 43% for semi-trailers type-approved before 1st January 2012.

[2] 48% for vehicles not equipped with ABS or not type-approved before 1st October 1991.

[3] 45% for vehicles registered after 1988 or from the date specified in the requirements, whichever is later.

[4] 43% for trailers and semi-trailers registered after 1988 or from the date specified in the requirements, whichever is later.

[5] Example: 2.5 m/s^2 for vehicles of categories N 1, N 2 and N 3 first registered before 1st January 2012.

[6] Type-approved in accordance with Directive 70/220/EEC, Regulation (EC) No 715/2007, Annex I, Table 1 (Euro 5), Directive 88/77/EEC and Directive 2005/55/EC.

[7] Type-approved in accordance with Regulation (EC) No 715/2007, Annex I, Table 2 (Euro 6), and Regulation (EC) No 595/2009 (Euro VI).

[8] Type-approved in accordance with Regulation (EC) No 715/2007, Annex I, Table 2 (Euro 6), and Regulation (EC) No 595/2009 (Euro VI).

[9] Type-approved in accordance with the limits set out in row B of point 5.3.1.4 of Annex I to Directive 70/220/EEC; in row B1, B2 or C of point 6.2.1 of Annex I to Directive 88/77/EEC, or registered or put into circulation for the first time after 1st July 2008.

[10] The requirements shall be set out in the type-approval requirements at the date of type-approval, of first registration or of entry into service, as well as in the compliance obligations or national legislation of the country of registration. These causes of failure apply only when compliance with the requirements has been monitored.

[11] The sign (X) refers to elements related to the condition of the vehicle and its ability to use the road network but which are not considered essential in the context of a technical inspection.

[12] A "modification posing a risk" is a modification which adversely affects the road safety of the vehicle or has a disproportionate adverse effect on the environment.

Having regard to the Decree of the Government of the Brussels-Capital Region of the XX/XX/XXXX amending the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories, and the Decree of the Government of the Brussels-Capital Region of 19 July 2018 on the technical roadside inspection of commercial vehicles registered in Belgium or abroad

Brussels, XX/XX/XXXX,

For the Government of the Brussels-Capital Region,

R. VERVOORT

Minister-President of the Government of the Brussels-Capital Region

E. VAN DEN BRANDT

Minister of the Government of the Brussels-Capital Region in charge of Mobility, Public Works and Road Safety

ANNEX 2

Replacing Annex 41 to the Royal Decree of 15 March 1968 laying down general regulation on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories as last amended by the Decree of the Government of the Brussels-Capital Region of 1 September 2022 amending the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories, and the Decree of the Government of the Brussels-Capital Region of 19 July 2018 on the technical roadside inspection of commercial vehicles registered in Belgium or abroad.

ANNEX 41. NON-PERIODIC INSPECTION REFERRED TO IN ARTICLE 23 *E*, PARAGRAPH 1, (3)

A. GENERAL

This Annex discusses the vehicle systems and components that are to be checked, as well as the recommended test methods and criteria on the basis of which it is appropriate to determine whether the condition of the vehicle is acceptable.

The inspection shall cover at least the points listed in point C below concerning the equipment of the vehicle tested. The inspection may also be used to verify whether the parts and components of this vehicle meet the safety and environmental requirements that were in force at the time of approval or, as the case may be, compliance.

Where the design of the vehicle does not permit the application of the control methods set out in this Annex, the inspection shall be carried out in accordance with the recommended test methods accepted by the approval authority. The approval authority shall be satisfied that the safety and environmental instructions are complied with.

All points listed shall be considered mandatory during a periodic vehicle inspection, except those marked with a cross. The sign (X) refers to elements related to the condition of the vehicle and its ability to use the road network but which are not considered essential in the context of a technical inspection.

“Causes of failure” shall not apply where they refer to requirements which were not provided for in the vehicle type-approval legislation in force on the date of first registration or first entry into service, or compliance requirements.

Where it is indicated that a test method is visual, this means that the inspector must not only examine the points concerned but also, where appropriate, handle the elements, assess noise or use any other appropriate means of inspection without the use of equipment.

B. SCOPE OF INSPECTION

The inspection shall cover at least the following points:

0. Vehicle identification;
1. Braking equipment;
2. Steering;

3. Visibility;
4. Lighting and electrical circuit elements;
5. Axles, wheels, pneumatics and suspension;
6. Chassis and chassis accessories;
7. Miscellaneous equipment;
8. Nuisances;
9. Additional checks for passenger vehicles of categories M2 and M3.

C. INSPECTION CONTENT AND METHODS, ASSESSMENT OF VEHICLE FAILURES

The inspection shall cover at least the following points and apply the minimum standards and methods indicated in the following table.

For each of the vehicle systems and components subject to technical inspection, the failure assessment shall be carried out in accordance with the criteria set out in the table on a case-by-case basis.

Faults not listed in this Annex shall be assessed on the basis of road safety risks.

The points discussed during the inspections and the minimum standards and methods that are applied are listed below. “Reasons for refusal” are examples of failures that are applied.

Heading	Method	Causes of the fault		Assessment of faults		
				Minor	Major	Critical
0. VEHICLE IDENTIFICATION						
0.1. Registration plates (if provided for by the requirements[10])	Visual inspection	(a)	Missing plate(s) or, if incorrectly fixed, the plate(s) may fall.		X	
		(b)	Inscription missing or illegible.		X	
		(c)	Does not match vehicle documents or records.		X	
0.2. Vehicle identification, chassis or serial number	Visual inspection	(a)	Missing or not found.		X	
		(b)	Incomplete, illegible, manifestly falsified or not corresponding to vehicle documents.		X	
		(c)	Vehicle documents illegible or containing material inaccuracies.	X		
1. BRAKING EQUIPMENT						
1.1. Mechanical condition and operation						
1.1.1. Service brake pedal or hand lever pivot	Visual inspection of the components while operating the braking system. Note: Vehicles equipped with an assisted braking system should be checked with the engine off.	(a)	Pivot too tight.		X	
		(b)	Severe wear or degradation.		X	
1.1.2. Condition and stroke of the brake pedal or hand lever	Visual inspection of the components while operating the braking system. Note: Vehicles equipped with an assisted braking system should be checked with the engine off.	(a)	Movement too large, insufficient movement reserve.		X	
			Braking cannot be fully applied or is blocked.			X
		(b)	Brake release made difficult.	X		
			Reduced functionality.		X	
		(c)	Brake pedal rubber missing, incorrectly fixed or worn.		X	
1.1.3. Vacuum pump or compressor and tanks	Visual inspection of the components at normal working pressure. Verification of the time required for the vacuum or air pressure to reach a safe operating value and the operation of the warning device, the multi-circuit protection valve and the pressure relief valve.	(a)	Insufficient pressure to ensure repeated braking (at least four actuations) after the warning signal is triggered (or when the pressure gauge is in the “danger” zone).		X	
			At least two brake actuations after the warning signal is triggered (or when the pressure gauge is in the “danger” zone).			X
		(b)	The time required to obtain a pressure or vacuum of a safe operating value is too long compared to requirements [10].		X	
		(c)	The multi-circuit protection valve and the discharge valve do not work.		X	
		(d)	Air leakage causing a noticeable drop in pressure or perceptible air leaks.		X	
		(e)	External damage that may impair the proper functioning of the braking system.		X	

			Inadequate emergency brake performance.			X
1.1.4. Pressure gauge or low pressure indicator	Functional control.	Malfunction or defect of the pressure gauge or indicator.		X		
		Low pressure not detectable.			X	
1.1.5. Hand brake valve	Visual inspection of the components while operating the braking system.	(a)	Cracked, damaged or highly worn valve.		X	
		(b)	Unreliable valve control or a valve defect that compromises safety.		X	
		(c)	Poorly fixed connections or poor sealing in the system.		X	
		(d)	Malfunction.		X	
1.1.6. Parking brake control, control lever, locking device, electronic parking brake	Visual inspection of the components while operating the braking system.	(a)	Insufficient locking.		X	
		(b)	Wear at the lever shaft or ratchet lever mechanism.	X		
			Excessive wear.		X	
		(c)	Movement too long (incorrectly set).		X	
		(d)	Actuator missing, damaged or not working.		X	
		(e)	Malfunction, warning signal indicating a malfunction.		X	
1.1.7. Braking valves (foot-controlled valves, quick-release valve, pressure regulators)	Visual inspection of the components while operating the braking system.	(a)	Damaged valve or excessive air leak.		X	
			Reduced functionality.			X
		(b)	Excessive oil losses at compressor level.	X		
		(c)	Unreliability of the valve or improperly mounted valve.		X	
		(d)	Hydraulic fluid leak.		X	
			Reduced functionality.			X
1.1.8. Coupling heads for brakes of trailer (electric and pneumatic)	Disconnect and reconnect the coupling of the braking system between the vehicle tractor and the trailer.	(a)	Defective self-closing taps or valves.	X		
			Reduced functionality.		X	
		(b)	Lack of reliability of the incorrectly mounted tap or valve.	X		
			Reduced functionality.		X	
		(c)	Insufficient sealing.		X	
			Reduced functionality.			X
		(d)	Not working properly.		X	
			Operation of the brake affected.			X
1.1.9. Accumulator, pressure tank	Visual inspection.	(a)	Slightly damaged or slightly corroded tank.	X		
			Severely damaged tank. Corrosion or leak.		X	
		(b)	Drain valve not working.		X	
		(c)	Unreliability of the tank or improperly mounted tank.		X	
1.1.10. Assisted braking device, master cylinder (hydraulic	Visual inspection of the components when operating the	(a)	Defective or inoperative assisted braking device.		X	
			Not working.			X

systems)	braking system, if possible.	(b)	Master cylinder defective, but brake still operating.		X	
			Defective or non-sealed master cylinder.			X
		(c)	Insufficient fixing of the master cylinder, but brakes still working.		X	
			Insufficient fixing of the master cylinder.			X
		(d)	Insufficient level of brake fluid under the MIN mark.	X		
			Level of brake fluid largely under the MIN mark.		X	
			No visible brake fluid.			X
		(e)	Missing master cylinder tank cap.	X		
		(f)	Brake fluid warning light on or defective.	X		
		(g)	Malfunction of the warning device in case of insufficient fluid level.	X		
1.1.11. Rigid brake pipes	Visual inspection of the components when operating the braking system, if possible.	(a)	Imminent risk of failure or rupture.			X
		(b)	Leaking pipes or fittings (compressed air braking systems).		X	
			Leaking pipes or fittings (hydraulic brakes).			X
		(c)	Excessive damage or corrosion of pipes.		X	
			Impairing the proper functioning of the brakes by blocking or imminent risk of leaking.			X
		(d)	Incorrectly placed pipes.	X		
			Risk of damage.		X	
1.1.12. Brake hoses	Visual inspection of the components when operating the braking system, if possible.	(a)	Imminent risk of failure or rupture.			X
		(b)	Damage, friction points, hoses twisted or too short.	X		
			Hoses damaged or rubbing against another part.		X	
		(c)	Lack of sealing of hoses or fittings (compressed air braking systems).		X	
			Lack of sealing of hoses or fittings (hydraulic braking systems).			X
		(d)	Excessive swelling of hoses under pressure.		X	
			Tampered cable.			X
		(e)	Porous hoses.		X	
01/01/2013. Brake linings or pads	Visual inspection.	(a)	Excessive wear of brake linings or pads (minimum mark reached).		X	
			Excessive wear of brake linings or pads (minimum mark not visible).			X
		(b)	Soiled lining or pad (oil, grease, etc.).		X	

			Reduced braking performance.			X
		(c)	Linings or pads missing or poorly mounted.			X
01/01/2014. Brake drums, brake discs	Visual inspection.	(a)	Worn drum or disc.		X	
			Disc or drum excessively scratched, cracked, poorly fixed or broken.			X
		(b)	Drum or disc soiled (oil, grease, etc.).		X	
			Severely reduced braking performance.			X
		(c)	No drum or disc.			X
		(d)	Plate poorly fixed.		X	
01/01/2015. Brake cables, steering linkage	Visual inspection of the components when operating the braking system, if possible.	(a)	Damaged cables, buckling.		X	
			Reduced braking performance.			X
		(b)	Highly advanced wear or corrosion of the component.		X	
			Reduced braking performance.			X
		(c)	Defects in cable or rod joints that may compromise safety.		X	
		(d)	Defective fixing of cables.		X	
		(e)	Obstruction of braking system movement.		X	
		(f)	Abnormal movement of the wheelhouse indicating poor adjustment or excessive wear.		X	
01/01/2016. Brake cylinders (including spring brakes and hydraulic cylinders)	Visual inspection of the components when operating the braking system, if possible.	(a)	Cracked or damaged cylinder.		X	
			Reduced braking performance.			X
		(b)	Insufficient sealing of the cylinder.		X	
			Reduced braking performance.			X
		(c)	Malfunction of the cylinder compromising safety or incorrectly mounted actuator.		X	
			Reduced braking performance.			X
		(d)	Excessive corrosion of the cylinder.		X	
			Risk of cracking.			X
		(e)	Insufficient or excessive stroke of piston or diaphragm mechanism.		X	
			Reduced braking performance (insufficient reserve for movement).			X
		(f)	Damaged dust cap.	X		
			Dust cap missing or excessively damaged.		X	
01/01/2017. Brake proportioning valve	Visual inspection of the components when operating the braking system, if possible.	(a)	Defective link.		X	
		(b)	Incorrect link setting.		X	
		(c)	Valve seized up or inoperative (ABS works).		X	
			Valve seized up or inoperative.			X
		(d)	Valve missing (if required).			X
		(e)	Missing nameplate.	X		
		(f)	Data illegible or not compliant with requirements [10].	X		

01/01/2018. Adjustable brake levers and indicators	Visual inspection.	(a)	Lever damaged, seized up or showing abnormal movement, excessive wear or poor setting.		X	
		(b)	Defective lever.		X	
		(c)	Incorrect assembly or reassembly.		X	
01/01/2019. Systems for endurance braking (for vehicles equipped with this device)	Visual inspection.	(a)	Incorrect installation or defective link.	X		
			Reduced functionality.		X	
		(b)	Obviously defective or missing system.		X	
01/01/2020. Automatic operation of trailer brakes	Disconnection of the coupling of the braking system between the towing vehicle and the trailer.	The trailer brake does not automatically apply when the coupling is disconnected.				X
01/01/2021. Complete braking system	Visual inspection.	(a)	Other devices (antifreeze pump, air desiccator, etc.) are damaged externally or have excessive corrosion affecting the braking system.		X	
			Reduced braking performance.			X
		(b)	Air or antifreeze leak.	X		
			Reduced system functionality.		X	
		(c)	Defect in any component likely to compromise safety or improperly mounted component.		X	
		(d)	Dangerous modification of an element[12].		X	
			Reduced braking performance.			X
01/01/2022. Testing (for vehicles equipped with this device)	Visual inspection.	(a)	Missing.		X	
		(b)	Damaged.	X		
		(c)	Unusable or not sealed.		X	
01/01/2023. Inertia brake	Visual inspection and verification of functioning.	Insufficient efficiency.			X	
1.2. Performance and efficiency of the service brake						
1.2.1. Performance	During a test on a brake test bench, actuate the brake pedal progressively up to maximum effort.	(a)	Insufficient braking effort on one or more wheels.		X	
			Non-existent braking effort on one or more wheels.			X
		(b)	The braking effort of the least braked wheel on the axle is less than 70% of the maximum effort of the other wheel. Or, in the case of a road test: excessive drift of the vehicle.		X	
			The braking effort of the least braked wheel on the axle shall be less than 50% of the maximum effort of the other wheel in the case of steering axles.			X
		(c)	Lack of progressivity of braking (grabbing).		X	
		(d)	Response time too long on one of the wheels.		X	
		(e)	Excessive fluctuation of braking force during each complete wheel turn.		X	

1.2.2. Efficiency	Test on a brake test bench or, if this is impossible for technical reasons, road test using a recorder decelerometer to establish the braking coefficient in relation to the maximum permissible or, for semi-trailers, in relation to the sum of the authorised axle loads. Vehicles or trailers with a maximum permissible mass exceeding 3.5 tonnes shall be checked in accordance with the standards specified in ISO 21069 or according to equivalent methods. Road tests shall be carried out in dry weather on a straight and flat road.	Does not give at least the following minimum values:			
		1. Vehicles first registered after 1st January 2012: - category M 1: 58% - category M 2 and M 3: 50% - category N 1: 50% - categories N 2 and N 3: 50% - category O, O 3 and O 4: - for semi-trailers: 45%[1] - for flatbed semi-trailers: 50%[1]		X	
		2. Vehicles first registered before 1st January 2012: - category M 1, M 2 and M 3: 50%[2] - category N 1: 45% - categories N 2 and N 3: 43%[3] - category O, O 3 and O 4: 40%[4]		X	
		Less than 50% of the above values are reached.			X
1.3. Emergency braking performance and efficiency (if met by separate system)					
1.3.1. Performance	If the emergency brake is separate from the service brake, use the method specified in 1.2.1.	(a) Insufficient braking effort on one or more wheels.		X	
		(a) Non-existent braking effort on one or more wheels.			X
		(b) The braking effort of one wheel is less than 70% of the maximum effort of another wheel on the same axle. Or, in the case of a road test: excessive drift of the vehicle.		X	
		(b) The braking effort of the least braked wheel on the axle shall be less than 50% of the maximum effort of the other wheel in the case of steering axles.			X
		(c) Lack of progressivity of braking (grabbing).		X	
1.3.2. Efficiency	If the emergency brake is separate from the service brake, use the method specified in 1.2.2.	The braking force shall be less than 50% [5] of the required service brake capacity as defined in point 1.2.2 in relation to the maximum authorised mass.		X	
		Results less than 50% of the braking effort values indicated in relation to the mass of the vehicle during the test.			X
1.4. Parking brake performance and efficiency					
1.4.1. Performance	Apply the brake during a test on a brake test bench.	Ineffective brake on one side or, in the case of a road test, excessive offset of the vehicle.		X	
		Results less than 50% of the braking effort values as defined in point 1.4.2 indicated in relation to the vehicle mass during testing			X

1.4.2. Efficiency	Test on a brake test bench. If this is not possible, road test using an indicator decelerometer or recorder or with the vehicle running on a slope of known gradient.	Does not provide for all vehicles a braking coefficient of at least 16% in relation to the maximum authorised mass or, for motor vehicles, of at least 12% of the maximum authorised mass of the entire vehicle, whichever is the higher.				X	
		Results less than 50% of the above braking coefficient values obtained in relation to the mass of the vehicle during the test.					X
1.5. Performance of the endurance braking system	Visual inspection and, when possible, a test to determine whether the system is working.	(a)	No gradual variation (not applicable to exhaust braking systems)			X	
		(b)	The system does not work.			X	
1.6. Anti-lock braking system (ABS)	Visual inspection and check of the warning device and/or using the vehicle's electronic interface.	(a)	Malfunction of the warning device.			X	
		(b)	The warning device indicates a malfunction of the system.			X	
		(c)	Wheel speed sensor missing or damaged.			X	
		(d)	Damaged cable.			X	
		(e)	Other missing or damaged components.			X	
		(f)	The system reports a failure via the vehicle's electronic interface.			X	
1.7. Electronic braking system (EBS)	Visual inspection and check of the warning device and/or using the vehicle's electronic interface.	(a)	Malfunction of the warning device.			X	
		(b)	The warning device indicates a malfunction of the system.			X	
		(c)	The system reports a failure via the vehicle's electronic interface.			X	
		(d)	Connection between the towing vehicle and the trailer incompatible or missing.				X
1.8. Brake fluid	Visual inspection.	Contaminated or sedimented brake fluid.				X	
		Imminent risk of failure.					X
2. STEERING							
2.1. Mechanical condition							
2.1.1. Condition of steering	Visual inspection of steering operation during steering wheel rotation.	(a)	Hard driving.			X	
		(b)	Twisted sector shaft or worn grooves.			X	
			Reduced functionality.				X
		(c)	Excessive wear of the sector shaft.			X	
			Reduced functionality.				X
		(d)	Excessive movement of the sector shaft.			X	
			Reduced functionality.				X
		(e)	Lack of sealing.			X	
			Formation of drops.				X
		(a)	Incorrect steering box mounting.			X	

2.1.2. Mounting the steering box	Visual inspection of the mounting of the steering box to the chassis while the steering wheel rotates clockwise and then in reverse direction.		Dangerously loose fasteners or play in relation to the visible chassis/bodywork.			X
		(b)	Ovalisation of the fixing holes in the chassis.		X	
			Severely affected fasteners.			X
		(c)	Missing or cracked fastening bolts.		X	
			Severely affected fasteners.			X
		(d)	Cracked steering box.		X	
			Stability or mounting of the affected box.			X
2.1.3. Status of the steering linkage	Visual inspection of steering elements while the steering wheel is rotated clockwise and then reversed in order to detect wear, cracks and assess safety.	(a)	Play between parts that should be fixed.		X	
			Excessive play or risk of separation.			X
		(b)	Excessive wear of joints.		X	
			Very serious risk of detachment.			X
		(c)	Cracking or deformation of an element.		X	
			Functionality affected.			X
		(d)	Lack of locking devices.		X	
		(e)	Element misalignment (e.g. steering tie bar or steering link).		X	
		(f)	Modification posing a risk [12].		X	
			Functionality affected.			X
		(g)	Damaged or deteriorated dust cap.	X		
			Dust cap missing or severely damaged.		X	
2.1.4. Operation of the steering linkage	Visual inspection of steering elements during the clockwise rotation of the steering wheel, and then in reverse, the wheels resting on the ground and the engine running (power steering), in order to detect wear, cracks and assess safety.	(a)	Friction of a moving part of the wheelhouse against a fixed part of the chassis.		X	
		(b)	Inoperative or missing stops.		X	
2.1.5. Power steering	Check the sealing of the steering system and the level of hydraulic fluid (if visible). With the wheels on the ground and the engine running, check the operation of the power steering.	(a)	Fluid leakage.		X	
		(b)	Insufficient level of liquid (under the MIN mark).		X	
			Inadequate tank.			X
		(c)	Inoperative mechanism.		X	
			Steering affected.			X
		(d)	Cracked or unreliable mechanism.		X	
			Steering affected.			X
		(e)	Element distorted or rubbing against another part.		X	

			Steering affected.			X
		(f)	Modification posing a risk [12].		X	
			Steering affected.			X
		(g)	Excessive damage or corrosion of cables or hoses.		X	
			Steering affected.			X
2.2. Steering wheel, column and handlebar						
2.2.1. State of steering wheel	With the wheels on the ground, alternately push and pull the steering wheel in the axis of the column and push the steering wheel in different directions perpendicular to the column. Visual inspection of the play, condition of flexible fittings or universal joints.	(a)	The relative movement between the steering wheel and the column indicates a poor attachment.		X	
			Very serious risk of detachment.			X
		(b)	Lack of restraint device on the steering wheel hub.		X	
			Very serious risk of detachment.			X
		(c)	Cracking or incorrect attachment of steering wheel hub, ring or spokes.		X	
			Very serious risk of detachment.			X
		(d)	Modification posing a risk [12].		X	
2.2.2. Column/ nose-wheel steering bar and steering dampers	Alternatively push and pull the steering wheel in the axis of the column and push the steering wheel in different directions perpendicular to the column. Visual inspection of the play, condition of flexible fittings or universal joints.	(a)	Excessive downwards or upwards movement of the centre of the steering wheel.		X	
		(b)	Excessive movement of the top of the column relative to the axis of the column.		X	
		(c)	Deteriorated flexible coupling.		X	
		(d)	Incorrect fastening.		X	
			Very serious risk of detachment.			X
		(e)	Modification posing a risk [12].			X
2.3. Play in the steering equipment	Since the engine is running for power steering vehicles and the wheels are straight, slightly turn the steering wheel clockwise and in reverse as far as possible without moving the wheels. Visual inspection of free movement.	Excessive play in the direction (e.g. movement of a point on the ring exceeding one fifth of the diameter of the steering wheel) or not complying with requirements[10].			X	
		Steering safety compromised.				X
2.4. Parallelism (X)[11]	Control of the parallelism of the steering wheels using appropriate equipment.	Parallelism that does not comply with the data or requirements of the car manufacturer.		X		
		Driving in a straight line affected; altered directional stability.			X	
2.5. Turntable of the steering axle of the trailer	Visual inspection or use of a specially designed play detector.	(a)	Slightly damaged element.		X	
			Highly damaged or cracked element.			X
		(b)	Excessive play.		X	
			Driving in a straight line affected; altered directional stability.			X
		(c)	Incorrect fastening.		X	
			Severely affected fasteners.			X

2.6. Electronic Power Steering (EPS)	Visual inspection and check for consistency between the steering wheel angle and the wheel angle when stopping and starting the engine, and/or when using the electronic vehicle interface	(a)	The EPS malfunction indicator indicates a system failure.		X	
		(b)	Inconsistency between the steering wheel angle and the wheel angle.		X	
			Steering affected.			X
		(c)	The system reports a failure via the vehicle's electronic interface.		X	
3. VISIBILITY						
3.1. Field of vision	Visual inspection from the driver's seat.	Obstruction in the driver's field of vision affecting the frontal or lateral view (outside the windscreen wiper sweeping area).		X		
		Discomfort in the sweeping area of windshield wipers or non-visible exterior mirrors.			X	
3.2. Condition of glazing	Visual inspection.	(a)	Transparent window or panel (if permitted) cracked or discoloured (outside the windscreen wiper sweeping area).	X		
			Discomfort in the sweeping area of windshield wipers or non-visible exterior mirrors.		X	
		(b)	Glass or transparent panel (including reflective or tinted films) not complying with the requirements [1] (outside the wiper sweeping area of the windshield).	X		
			Discomfort in the sweeping area of windshield wipers or non-visible exterior mirrors.		X	
		(c)	Transparent glass or panel in an unacceptable condition.		X	
			Visibility affected in the sweeping area of windscreen wipers.			X
3.3. Rear-view mirrors or devices	Visual inspection.	(a)	Mirror or device missing or fixed in a manner that does not comply with the requirements[10] (at least two rear-view devices available).	X		
			Less than two rear-view devices available.		X	
		(b)	Mirror or device slightly damaged or incorrectly fixed.	X		
			Inoperative mirror or device, severely damaged, incorrectly fixed.		X	
		(c)	Required field of vision not covered.		X	
3.4. Windscreen wiper	Visual inspection and verification of functioning.	(a)	Windscreen wiper inoperative or missing.		X	
		(b)	Defective windscreen wiper blade.	X		
			Windscreen wiper blade missing or obviously defective.		X	
3.5. Windscreen washer	Visual inspection and verification of functioning.	Malfunction of the windscreen washer (insufficient windscreen washer liquid but functional pump or misaligned jets).		X		
		Ineffective windscreen washer.			X	
3.6. Demisting system (X)[11]	Visual inspection and verification of functioning.	System ineffective or obviously defective.		X		
4. LIGHTS, REFLECTIVE DEVICES AND ELECTRICAL EQUIPMENT						
4.1. Headlights						

4.1.1. Condition and operation	Visual inspection and verification of functioning.	(a)	Defective or missing lamp/light source (multiple light sources/lamps; in the case of LED, up to 1/3 not functioning).	X		
			Single lamp/light source; if LED, greatly reduced visibility.		X	
		(b)	Slightly defective projection system (reflector and glass).	X		
			Projection system (reflector and glass) severely defective or missing.		X	
		(c)	Incorrect fixing of the light.		X	
4.1.2. Orientation	Visual inspection and verification of functioning.	(a)	Manifestly incorrect adjustment of headlights.		X	
		(b)	Incorrect mounting of the light source.			
4.1.3. Switching	Visual inspection and verification of functioning.	(a)	The switch does not operate in accordance with requirements[10] (number of lamps illuminated at the same time).	X		
			Exceeding the maximum permitted luminous intensity in front.		X	
		(b)	Operation of the control device disrupted.		X	
4.1.4. Compliance with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X	
		(b)	Presence of products on the glass or light source that clearly reduces the light intensity or alters the colour emitted.		X	
		(c)	Incompatible light source and lamp.		X	
4.1.5. Span adjusting devices (if required)	Visual inspection and verification of operation, if possible, or with the help of	(a)	Ineffective device.		X	
		(b)	The manual device may not be operated from the driver's seat.		X	
	electronics of the vehicle.	(c)	The system reports a failure via the vehicle's electronic interface.		X	
4.1.6. Headlamp cleaning device (if required)	Visual inspection and verification of operation, if possible.	Ineffective device.		X		
		If gas discharge lamps.			X	
4.2. Front and rear position lamps, marker lamps, end-outline marker lamps and daylight signal lights						
4.2.1. Condition and operation	Visual inspection and verification of functioning.	(a)	Defective light source.		X	
		(b)	Defective lens.		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.2.2. Switching	Visual inspection and verification of functioning.	(a)	The switch does not operate in accordance with requirements[10].		X	
			Rear and side position lamps may be switched off when the main lamps are switched on.		X	
		(b)	Operation of the control device disrupted.		X	
4.2.3. Compliance with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].	X		
			Red light at the front or white light at the rear; significantly reduced luminous intensity.		X	

		(b)	Presence of products on the glass or light source that clearly reduces the light intensity or alters the colour emitted.	X		
			Red light at the front or white light at the rear; significantly reduced luminous intensity.		X	
4.3. Stop lamps						
4.3.1. Condition and operation	Visual inspection and verification of functioning.	(a)	Defective light source (multiple light sources: in the case of LED, up to 1/3 not functioning).	X		
			Single light source; in the case of LED, up to 2/3 functioning.		X	
			None of the light sources work.			X
		(b)	Slightly defective lens (no effect on the light emitted).	X		
			Badly defective lens (light emitted affected).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.3.2. Switching	Visual inspection and verification of functioning.	(a)	The switch does not operate in accordance with requirements[10].	X		
			Delayed operation.		X	
			Totally ineffective.			X
		(b)	Operation of the control device disrupted.		X	
		(c)	The system reports a failure via the vehicle's electronic interface.			
		(d)	The functions of the emergency brake light are out of order or do not work properly.		X	
4.3.3. Compliance with requirements[10]	Visual inspection and verification of functioning.	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X		
		White light on the rear; significantly reduced luminous intensity.			X	
4.4. Direction indicator and distress signal lamps						
4.4.1.Status and functioning	Visual inspection and verification of functioning.	(a)	Defective light source (multiple light sources; in the case of LED, up to 1/3 not functioning).	X		
			Single light source; in the case of LED, up to 2/3 functioning.		X	
		(b)	Slightly defective lens (no effect on the light emitted).	X		
			Badly defective lens (light emitted affected).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.4.2. Switching	Visual inspection and verification of functioning.	The switch does not operate in accordance with requirements[10].		X		
		Totally ineffective.			X	
4.4.3. Compliance with requirements[10]	Visual inspection and verification of functioning.	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].			X	

4.4.4. Flashing frequency	Visual inspection and verification of functioning.	The flashing speed does not comply with requirements[10] (more than 25% difference).		X		
4.5. Front and rear fog lamps						
4.5.1. Condition and operation	Visual inspection and verification of functioning.	(a)	Defective light source (multiple light sources; in the case of LED, up to 1/3 not functioning).	X		
			Single light source; in the case of LED, up to 2/3 functioning.		X	
		(b)	Slightly defective lens (no effect on the light emitted).	X		
			Badly defective lens (light emitted affected).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling or dazzle.		X	
4.5.2 Setting (X)[11]	Visual inspection and verification of functioning.	Incorrect horizontal orientation of a front fog lamp when the light beam has a cut-off line (cut-off line too low).		X		
		Cut-off line above that of low-beam headlamps.			X	
4.5.3. Switching	Visual inspection and verification of functioning.	The switch does not operate in accordance with requirements[10].		X		
		Inoperative.			X	
4.5.4. Compliance with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X	
		(b)	The switch does not operate in accordance with requirements[10].	X		
4.6. Reversing lamp						
4.6.1. Condition and operation	Visual inspection and verification of functioning.	(a)	Defective light source.	X		
		(b)	Defective lens.	X		
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.6.2. Compliance with requirements[10]	Visual inspection and verification of functioning.	(a)	Lamp, colour emitted, position, intensity or marking not compliant with requirements[10].		X	
		(b)	The system does not operate according to requirements[10].		X	
4.6.3. Switching	Visual inspection and verification of functioning.	The switch does not operate in accordance with requirements[10].		X		
		The reversing lamp may be switched on without the reverse being activated.			X	
4.7. Rear number plate lighting device						
4.7.1. Condition and operation	Visual inspection and verification of functioning.	(a)	The light emits direct or white light to the rear.	X		
		(b)	Defective light source (multiple light source).	X		
			Defective light source (single light source).		X	
		(c)	Incorrect fixing of the light.	X		
			Very high risk of falling.		X	
4.7.2. Compliance with requirements[10]	Visual inspection and verification of functioning.	The system does not operate according to requirements[10].		X		
4.8. Reflectors, visibility marking (reflective) and rear reflective plates						

4.8.1. State	Visual inspection.	(a)	Defective or damaged reflector.	X		
			Reflector affected.		X	
		(b)	Incorrect fixing of the reflector.	X		
			Risk of falling.		X	
4.8.2. Compliance with requirements[10]	Visual inspection.	Device, emitted colour, position or intensity not compliant with requirements[10].			X	
		Missing or reflects red forwards or white backwards.				X
4.9. Mandatory warning lights for the lighting system						
4.9.1. Condition and operation	Visual inspection and verification of functioning	Ineffective device.		X		
		Does not work for high-beam headlamps or rear fog lamps.			X	
4.9.2. Compliance with requirements[10]	Visual inspection and verification of functioning	Non-compliant with requirements[10].		X		
4.10. Electric connections between towing vehicle and trailer or semi-trailer	Visual inspection: if possible, examine the electrical continuity of the connection.	(a)	Incorrect attachment of fixed components.	X		
			Loose lamp holder.		X	
		(b)	Damaged or deteriorated insulation.	X		
			Risk of short circuit.		X	
		(c)	Malfunction of the electrical connections of the trailer or towing vehicle.		X	
			The trailer stop lights do not work at all.			X
4.11. Electrical wiring	Visual inspection, including inside the engine compartment (if applicable).	(a)	Incorrect fixing of the cables.	X		
			Poorly fixed attachments, contact with sharp edges, probability of disconnection.		X	
			Cables at risk of touching hot parts, rotating parts or the ground, connections (required for braking, steering) disconnected.			X
		(b)	Slightly deteriorated cables.	X		
			Severely deteriorated cables.		X	
			Extremely damaged cables (required for braking, steering).			X
		(c)	Damaged or deteriorated insulation.	X		
			Risk of short circuit.		X	
			Imminent risk of fire, spark formation.			X
4.12. Non-mandatory lamps and reflectors (X)[11]	Visual inspection and verification of functioning.	(a)	Lamp or reflector not compliant with requirements[10].	X		
			Red transmitter/reflector lamp at the front or white at the rear.		X	
		(b)	The operation of the lamp does not comply with requirements[10].	X		
			The number of lamps operating simultaneously exceeds the permitted luminous intensity; red transmitter light on the front or white on the back.		X	
		(c)	Incorrect fixing of the lamp or reflector.	X		
			Very high risk of falling.		X	

4.13. Accumulator(s)	Visual inspection.	(a)	Incorrect fastening.	X		
			Poor fastening; risk of short circuit.		X	
		(b)	Lack of sealing.	X		
			Loss of hazardous substances.		X	
		(c)	Faulty circuit breaker (if required).		X	
		(d)	Defective fuses (if required).		X	
		(e)	Inadequate ventilation (if required).		X	
5. AXLES, WHEELS, TYRES, SUSPENSION						
5.1. Axles						
5.1.1. Axles	Visual inspection with the use of a play detector, if available.	(a)	Cracked or deformed axle.			X
		(b)	Poor attachment to the vehicle.		X	
			Affected stability, affected operation: excessive play in relation to attachments.			X
		(c)	Modification posing a risk [12].		X	
			Affected stability, affected operation, insufficient distance from other parts of the vehicle, insufficient ground clearance.			X
5.1.2. Stub axle	Visual inspection with the use of a play detector, if available. Apply a vertical or lateral force to each wheel and record the amount of movement between the axle beam and the steering knuckle.	(a)	Fractured axle spindle.			X
		(b)	Excessive wear of the pivot and/or rings.		X	
			Risk of play; altered directional stability.			X
		(c)	Excessive movement between spindle and beam.		X	
			Risk of play; altered directional stability.			X
		(d)	Play of the spindle within the axle.		X	
			Risk of play; altered directional stability.			X
5.1.3. Wheel bearings	Visual inspection with use of a play detector, if available. Apply a vertical or lateral force to each wheel and record the amount of ascending movement between the axle beam and the steering knuckle.	(a)	Excessive play in a wheel bearing.		X	
			Altered directional stability; risk of destruction.			X
		(b)	Wheel bearing too tight, blocked.		X	
			Risk of overheating; risk of destruction.			X
5.2. Wheels and tyres						
5.2.1. Wheel hub	Visual inspection.	(a)	Missing or loose wheel nuts or studs.		X	
			Missing or incorrect fastening that seriously affects road safety.			X
		(b)	Worn or damaged hub.		X	
			Hub so worn or damaged that the wheels are no longer secured.			X
5.2.2. Wheels	Visual inspection on both sides of each wheel, the vehicle being placed above a pit or on a vehicle lift.	(a)	Cracks or welding defect.			X
		(b)	Incorrect placement of tyre retaining rings.		X	
			Risk of detachment.			X
		(c)	Severely deformed or worn wheel.		X	
			Attachment to the hub no longer ensured; attachment of the tyre no longer ensured.			X

		(d)	Size, technical design, compatibility or type of wheel not complying with requirements[10] and affecting road safety.		X	
5.2.3. Tyres	Visual inspection of the whole tyre by making the vehicle alternatively move forward and backward.	(a)	The size, load capacity, approval mark or category of the tyre speed index do not comply with requirements[10] and adversely affect road safety.		X	
			Load capacity or category of speed index insufficient for actual use, the tyre touches a fixed part of the vehicle, which compromises driving safety.			X
		(b)	Tyres of different size on the same axle or on twin wheels.		X	
		(c)	Tyres of different structure (radial/diagonal) mounted on the same axle.		X	
		(d)	Pneumatically damaged or cut.		X	
			Visible or damaged cord.			X
		(e)	The tread pattern depth wear indicator becomes visible.		X	
			The tread pattern depth does not comply with requirements[10].			X
		(f)	The tyre rubs against other elements (flexible spray-suppression devices).	X		
			Friction of the tyre against other components (driving safety not compromised).		X	
		(g)	Re-grooved tyres not compliant with requirements[10].		X	
			Protective layer of the cord affected.			X
		(h)	The tyre pressure control system works poorly or the tyre is clearly under-inflated.	X		
			Obviously ineffective.		X	
5.3. Suspension						
5.3.1. Springs and stabilisers	Visual inspection with the use of a play detector, if available.	(a)	Poor attachment of springs to the chassis or axle.		X	
			Visible play, fasteners very poorly attached.			X
		(b)	A spring element is damaged or split.		X	
			Main spring (leaf) or extra springs very severely affected.			X
		(c)	Spring missing.		X	
			Main spring (leaf) or extra springs very severely affected.			X
		(d)	Modification posing a risk [12].		X	
			Insufficient distance from other parts of the vehicle; ineffective springs.			X
5.3.2. Shock absorbers	Visual inspection.	(a)	Poor attachment of shock absorbers to the chassis or axle.	X		
			Incorrectly fixed shock absorber.		X	
		(b)	Shock absorber damaged or showing signs of leakage or serious malfunction.		X	

		(c)	Shock absorber missing.		X	
5.3.2.1 Damping performance test (X)[11]	Use of specific equipment and comparison of differences between right and left.	(a)	Significant difference between right and left.		X	
		(b)	The minimum values indicated are not reached.		X	
5.3.3. Support tubes, struts, triangles and links	Visual inspection with the use of a play detector, if available.	(a)	Incorrect attachment of a component to the chassis or axle.		X	
			Risk of play; altered directional stability.			X
		(b)	Component damaged or with excessive corrosion.		X	
			Stability of the affected or cracked element.			X
		(c)	Modification posing a risk [12].		X	
			Insufficient distance from other parts of the vehicle; ineffective device.			X
5.3.4. Suspension joints	Visual inspection with the use of a play detector, if available.	(a)	Excessive wear of the spindle pivot and/or rings or at the suspension joints.		X	
			Risk of play; altered directional stability.			X
		(b)	Dust-protection cover severely deteriorated.	X		
			Dust-protection cover missing or broken.		X	
5.3.5.Pneumatic suspension	Visual inspection.	(a)	Unusable system.			X
		(b)	An element is damaged, modified or deteriorated in such a way as to impair the operation of the system.		X	
			Functionality of the system severely affected.			X
		(c)	Audible leak in the system.		X	
		(d)	Modification posing a risk.		X	
6. CHASSIS AND ACCESSORIES OF THE CHASSIS						
6.1. Chassis or frame and accessories						
6.1.1. General condition	Visual inspection.	(a)	Slight cracking or deformation of a side member or cross girder.		X	
			Significant cracking or deformation of a side member or a cross girder.			X
		(b)	Incorrect fixing of reinforcing plates or clamps.		X	
			Play in the majority of fasteners; insufficient resistance of parts.			X
		(c)	Excessive corrosion affecting the rigidity of the assembly		X	
			Insufficient resistance of parts.			X
6.1.2.Exhaust pipes and silencer	Visual inspection.	(a)	Poor attachment or lack of sealing of the exhaust system.		X	
		(b)	Penetration of fumes into the cabin or into the vehicle's compartment.		X	
			Risk to passenger health.			X
6.1.3. Tank and fuel lines (including the tank heating system and	Visual inspection, use of leak detection devices in the case	(a)	Incorrect attachment of the tank or fuel lines, posing a particular risk of fire.			X

fuel lines)	of LPG/CNG/LNG systems.	(b)	Fuel leak or missing or inoperative filler cap.		X	
			Fire hazard; excessive loss of hazardous substances.			X
		(c)	Abraded pipes.	X		
			Damaged lines.		X	
		(d)	Malfunction of the fuel shut-off valve (if required).		X	
		(e)	Fire risk related to: — a fuel leak, — a poor protection of the fuel tank or exhaust system,			X
		(f)	LPG/CNG/LNG or hydrogen system not meeting requirements, part of a defective system[10].			X
6.1.4. Bumpers, side guards and anti-underrun bumpers	Visual inspection.	(a)	Poor attachment or damage likely to cause injury in the event of contact.		X	
			Likely falling out of parts; operation severely affected.			X
		(b)	Device obviously non-compliant with requirements[10].		X	
6.1.5. Spare wheel support (if applicable)	Visual inspection.	(a)	Support in unacceptable condition.	X		
		(b)	Cracked or incorrectly fixed support.		X	
		(c)	Spare wheel incorrectly attached to the support.		X	
			Very high risk of falling.			X
6.1.6. Mechanical coupling and towing device	Visual inspection of wear and proper operation, paying particular attention to possible safety devices and/or using a measuring instrument.	(a)	Damaged, defective or cracked element (if not used).		X	
			Damaged, defective or cracked element (if used).			X
		(b)	Excessive wear of an element.		X	
			Wear limit exceeded.			X
		(c)	Incorrect fastening.		X	
			Poorly attached fastening with a very high risk of falling.			X
		(d)	Lack or malfunction of a safety device.		X	
		(e)	Inoperative coupling indicator.		X	
		(f)	Obstruction, when not in use, of the licence plate or a lamp.	X		
			Unreadable licence plate (when not in use).		X	
		(g)	Modification posing a risk[12] (auxiliary parts).		X	
			Modification posing a risk[12] (main parts).			X
		(h)	Coupling too weak, incompatible, or coupling device that does not comply with the requirements.			X

6.1.7. Transmission	Visual inspection.	(a)	Loose or missing fastening bolts		X	
			Loose or missing fastening bolts to the point that this constitutes a serious threat to road safety.			X
		(b)	Excessive wear of transmission shaft bearings.		X	
			Very high risk of play or cracking.			X
		(c)	Excessive wear of universal joints or transmission chains/belts.		X	
			Very high risk of play or cracking.			X
		(d)	Deteriorated flexible couplings.		X	
			Very high risk of play or cracking.			X
		(e)	Damaged or deformed transmission shaft.		X	
		(f)	Cracked or poorly fixed bearing cage.		X	
			Very high risk of play or cracking.			X
		(g)	Dust-protection cover severely deteriorated.	X		
			Dust-protection cover missing or broken.		X	
		(h)	Illegal modification of the transmission.		X	
6.1.8. Engine supports	Visual inspection.	Damaged fasteners, obviously severely damaged.			X	
		Loose or cracked fasteners.				X
6.1.9. Engine performance (X)[11]	Visual inspection and/or using the electronic interface.	(a)	Modified control unit affecting safety and/or environment.		X	
		(b)	Modification of the engine affecting safety and/or the environment.			X
6.2. Cabin and body						
6.2.1. State	Visual inspection.	(a)	Incorrectly fixed or damaged panel or element that could cause injury.		X	
			Risk of falling.			X
		(b)	Wrongly fixed mast.		X	
			Altered stability.			X
		(c)	Engine or exhaust fume inlet.		X	
			Risk to passenger health.			X
		(d)	Modification posing a risk [12].		X	
			Insufficient distance from rotating or moving parts or road.			X
6.2.2. Fixing	Visual inspection, the vehicle being placed above a pit or on a vehicle lift.	(a)	Chassis or cab incorrectly fixed.		X	
			Altered stability.			X
		(b)	Bodywork/cabin obviously poorly centred on the chassis.		X	
		(c)	Incorrect or missing fixing of the bodywork or cabin to the chassis or cross girders and if symmetrical.		X	
			Incorrect or missing fixing of the bodywork or cabin to the chassis or cross members to the point of constituting a very serious threat to road safety.			X

		(d)	Excessive corrosion at fixing points on integral bodies.		X	
			Altered stability.			X
6.2.3. Door and door handles	Visual inspection.	(a)	A door not opening or closing properly.		X	
		(b)	A door likely to open unexpectedly or does not remain closed (sliding doors).		X	
			A door likely to open unexpectedly or does not remain closed (hinged doors).			X
		(c)	Damaged door, hinges, locks or handles.	X		
			Missing or poorly fixed door, hinges, locks or strikers.		X	
6.2.4. Floor	Visual inspection, the vehicle being placed above a pit or on a vehicle lift.	(a)	Poorly fixed or severely damaged floor.		X	
		(b)	Insufficient stability.			X
6.2.5. Driver's seat	Visual inspection.	(a)	Defective seat structure.		X	
			Poorly fixed seat.			X
		(b)	Malfunction of the adjustment mechanism.		X	
			Non fixed seat or backrest impossible to fix.			X
6.2.6. Other seats	Visual inspection.	(a)	Defective or incorrectly secured seats (auxiliary parts).	X		
			Defective or incorrectly secured seats (main parts).		X	
		(b)	Seats fitted in a manner that does not comply with the requirements[10].	X		
			Number of authorised seats exceeded; provision not compliant with type-approval.		X	
6.2.7. Driving controls	Visual inspection and verification of functioning.	A control required for safe driving of the vehicle is not working properly.			X	
		Security compromised.				X
6.2.8. Steps for access to the cabin	Visual inspection.	(a)	Poorly fixed foot board or foot board ring.	X		
			Insufficient stability.		X	
		(b)	Foot board or foot board ring in a condition likely to injure users.		X	
6.2.9. Other equipment and interior and exterior fittings	Visual inspection.	(a)	Defective attachment of an accessory or equipment.		X	
		(b)	Accessory or equipment not complying with requirements[10].	X		
			Patches likely to cause injury; security compromised.		X	
		(c)	Non-sealed hydraulic equipment.	X		
			Excessive loss of hazardous substances.		X	
06/02/2010. Mudguards (fenders), spray suppression devices	Visual inspection.	(a)	Missing, poorly fixed or severely rusty.	X		
			Risk of injury; risk of falling.		X	
		(b)	Insufficient distance from tyre/wheel (spray suppression device).	X		

			Insufficient distance to tyre/wheel (fenders).		X	
		(c)	Non-compliant with requirements[10].	X		
			Treads insufficiently covered.		X	
7. OTHER EQUIPMENT						
7.1. Seat belts, buckles and restraint systems						
7.1.1. Safety of assembly of seat belts and their loops	Visual inspection.	(a)	Seriously deteriorated anchor point.		X	
			Reduced stability.			X
		(b)	Loose anchorage.		X	
7.1.2. Condition of seat belts and their fasteners	Visual inspection and verification of functioning.	(a)	Mandatory seat belt missing or not mounted.		X	
		(b)	Damaged seat belt.	X		
			Cuts or signs of overstretching.		X	
		(c)	Seat belt not compliant with requirements[10].		X	
		(d)	Seat belt buckle damaged or not working properly.		X	
		(e)	Seat belt retractor damaged or not working properly.		X	
7.1.3. Damaged seat belt load limiter	Visual inspection and/or using the electronic interface.	(a)	Load limiter obviously missing or not suitable for the vehicle.		X	
		(b)	The system reports a failure via the vehicle's electronic interface.		X	
7.1.4 Seat belt pre-tensioners	Visual inspection and/or using the electronic interface.	(a)	Pre-tensioners obviously missing or not suitable for the vehicle.		X	
		(b)	The system reports a failure via the vehicle's electronic interface.		X	
7.1.5. Airbag	Visual inspection and/or using the electronic interface.	(a)	Airbags obviously missing or not suitable for the vehicle.		X	
		(b)	Obviously inoperative airbag.		X	
		(c)	The system reports a failure via the vehicle's electronic interface.		X	
7.1.6. Supplemental restraint system (SRS)	Visual inspection of the malfunction indicator and/or using the electronic interface.	(a)	The SRS malfunction indicator indicates a system failure.		X	
		(b)	The system reports a failure via the vehicle's electronic interface.		X	
7.2. Fire extinguisher (X)[2]	Visual inspection.	(a)	Missing.		X	
		(b)	Non-compliant with requirements[10].	X		
			If required (e.g. taxis, buses, coaches, etc.).		X	
7.3. Latches and anti-theft device	Visual inspection and verification of functioning.	(a)	Anti-theft device not working.	X		
		(b)	Defective.		X	
			The device locks or gets stuck unexpectedly.			X
7.4.Warning triangle (if required) (X)[11]	Visual inspection.	(a)	Missing or incomplete.	X		
		(b)	Non-compliant with requirements[10].	X		
7.5. First-aid kit (if required) (X)[11]	Visual inspection.	Missing, incomplete or non-compliant with requirements[10].		X		

7.6. Wheel chocks (wedges) (if required) (X)[11]	Visual inspection.	Missing or not in good condition, insufficient stability or dimension.			X	
7.7. Horn	Visual inspection and verification of functioning.	(a)	Does not work properly.	X		
			Totally ineffective.		X	
		(b)	Poorly fixed control.	X		
		(c)	Non-compliant with requirements[10].	X		
			Risk that the sound emitted will be confused with the sound of the official sirens.		X	
7.8. Tachometer	Visual inspection or verification of operation during a road test, or by electronic means.	(a)	Non-compliant with requirements[10].	X		
			Missing (if required).		X	
		(b)	Impaired functioning.	X		
			Totally ineffective.		X	
		(c)	Insufficient lighting.	X		
			Not at all illuminated.		X	
7.9. Tachograph (if mounted/required)	Visual inspection.	(a)	Non-compliant with requirements[10].		X	
		(b)	Ineffective device.		X	
		(c)	Defective or missing seals.		X	
		(d)	Missing, illegible or outdated installation plate.		X	
		(e)	Obvious alteration or manipulation.		X	
		(f)	Tyre size not compatible with calibration parameters.		X	
7.10. Speed limiter (if mounted/required)	Visual inspection and verification of operation if the equipment permits.	(a)	Non-compliant with requirements[10].		X	
		(b)	Obviously inoperative device.		X	
		(c)	Incorrect set speed (if checked).		X	
		(d)	Defective seals.		X	
		(e)	Missing or illegible plate.		X	
		(f)	Tyre size not compatible with calibration parameters		X	
7.11.Odometer (if available) (X)[11]	Visual inspection and/or using the electronic interface.	(a)	Obvious manipulation (fraud) to reduce or give a misleading representation of the number of km travelled by the vehicle.		X	
		(b)	Obviously ineffective.		X	
7.12. Electronic stability control (ESC) if mounted/required (X)[11]	Visual inspection and/or using the electronic interface.	(a)	Wheel speed sensor missing or damaged.		X	
		(b)	Damaged cable.		X	
		(c)	Other missing or damaged components.		X	
		(d)	Switch damaged or not working properly.		X	
		(e)	The ESC malfunction indicator indicates a system failure.		X	
		(f)	The system reports a failure via the vehicle's electronic interface.		X	
7.13 eCall (if fitted, in accordance with EU legislation on vehicle type-approval)						
7.13.1. Mounting and configuration	Visual control completed when the technical	(a)	System or any missing component.		X	
		(b)	Incorrect software version.	X		

	characteristics of the vehicle so permit and when the necessary data is made available, by	(c)	Incorrect system encoding.	X		
7.13.2. State	Visual control completed, when the technical characteristics so permit and when the necessary data is made available, using an electronic interface.	(a)	Damaged system or components.	X		
		(b)	The eCall system's malfunction indicator reports a system error	X		
		(c)	eCall system electronic control unit error.	X		
		(d)	Failure of the mobile network communication device.	X		
		(e)	GPS signal failure.	X		
		(f)	Audio components not connected.	X		
		(g)	Power source not connected or insufficient load.	X		
		(h)	The system reports a failure via the vehicle's electronic interface.	X		
7.13.3. Performance	Visual control completed when the technical characteristics of the vehicle so permit and when the necessary data is made available, by the use of an electronic interface	(a)	Minimum Data Set (MSD) incorrect.	X		
		(b)	Malfunction of audio components.	X		
8. DISTURBANCES						
8.1. Noise						
8.1.1 Noise suppression system	Subjective assessment (unless the inspector considers that the noise level is within the limits, in which case a sound meter can be used to measure the noise emitted by a parked vehicle).	(a)	Noise levels exceeding the allowable limits set out in requirements[10].		X	
		(b)	Loose, damaged, incorrectly mounted, missing or clearly altered element of the noise suppression system, in such a way that it adversely affects the noise level.		X	
		(c)	Very high risk of falling.			X
8.2. Exhaust emissions						
8.2.1. Emissions from positive-ignition engines						
8.2.1.1. Equipment for reducing exhaust emissions	Visual inspection.	(a)	The emission abatement equipment installed by the manufacturer is absent or obviously defective.		X	
		(b)	Leaks likely to affect emission measurements.		X	
8.2.1.2.Gas emissions	—Vehicles up to emission classes Euro 5 and Euro V[6]: Measurement using an exhaust gas analyser according to requirements[10] or read from the	(a)	The gaseous emissions exceed the specific levels indicated by the manufacturer.		X	
		(b)	if this information is not available, the CO emissions exceed: (i) for vehicles not equipped with an advanced emission reduction system, — 4.5%, or		X	

			— 3.5%, according to the date of first registration or entry into service specified in the requirements[10]; (ii) for vehicles equipped with an advanced emission reduction system, — engine running in idle: 0.5%, — accelerated idling engine: 0.3%, or — engine running in idle: 0.3%[6], — accelerated idling engine: 0.2%, according to the date of first registration or entry into service specified in the requirements[10].			
	On Board Diagnostics System (OBD). The exhaust control constitutes the default method for the evaluation of exhaust emissions. Based on an assessment of equivalence, and taking into account the applicable legislation in the matter of type-approval, the Member States may allow the use of the OBD in accordance with the manufacturer's recommendations and other	(c)	Lambda coefficient outside the range 1 ± 0.03 or not conforming to the manufacturer's specifications		X	
		(d)	The OBD record indicates a significant malfunction.		X	
		(e)	Remote sensing measurement indicating a significant lack of conformity.		X	
8.2.2. Emissions from compression ignition engines						
8.2.2.1. Equipment for reducing exhaust emissions	Visual inspection.	(a)	Emission control equipment not installed by the manufacturer or manifestly defective.		X	
		(b)	Leaks likely to affect emission measurements.		X	
8.2.2.2. Opacity These provisions are not applicable to vehicles registered or put into circulation before 1st January 1980.	—Vehicles up to emission classes Euro 5 and Euro V[6]: Measurement of opacity of fumes in free acceleration (motor disconnected, from idle speed to cut-off speed), neutral speeds	(a)	Vehicles registered or put into service for the first time after the date indicated in the requirements[10].			
			The opacity exceeds the level recorded on the data plate placed on the vehicle by the manufacturer.		X	

	2. Requirements for conditioning: (i)the engine shall be warm: in other words, the temperature of motor oil measured by a probe in the gauge tube must at least be equal to 80°C or correspond to normal operating temperature if lower, or the engine block temperature, measured according to the level of the infrared radiation, must achieve equivalent value. If, due to vehicle configuration, it is not possible to carry out these measurements, the normal temperature of engine operation can be established otherwise, by example based on the operation of the cooling fan; (ii)the exhaust system shall be purged by three unladen acceleration strokes or by equivalent means.					
		(b)	When the information is missing, or requirements[10] do not allow the use of reference values, — for naturally aspirated engines: 2.5 m^{-1}, — for turbocharged engines: 3.0 m^{-1}, or, for vehicles specified in [1] or registered or put into service for the first time after the date indicated in requirements[1]: 1.5 m^{-1} [9] or 0.7 m^{-1} [8]		X	

	Test procedure: 1.The engine and, if applicable, the turbocompressor shall idle before launch of each cycle of free acceleration. For heavy-duty engines, this means waiting at least ten seconds after releasing the throttle. 2.At the start of each free acceleration cycle, the throttle pedal must be depressed quickly and gradually (in less than a second), but not abruptly, to obtain maximum flow from the injection pump. 3.During each free acceleration cycle, the engine must reach the cut-off speed or, for cars with automatic transmission, the speed specified by the manufacturer or, if this is not known, two thirds of the cut-off speed before the throttle is released. This can be checked, for example, by monitoring the engine speed or by allowing sufficient time to elapse between depressing the throttle and releasing it, i.e. at least 2 seconds for category M_2 vehicles, M_3, N_2 or N_3. 4.Vehicles shall only be refused if the arithmetic mean of the observed values in at least the last three free				X	

	acceleration cycles exceeds the limit value. This mean can be calculated by ignoring the observed values that deviate strongly from the measured mean, or be obtained by another mode of statistical calculation which takes into account the dispersion of values measured. The Member States may limit the number of test cycles to perform. 5. To avoid unnecessary testing, Member States may refuse vehicles for which values observed in less than three cycles of free acceleration or after purge cycles are clearly above limits. In order to avoid unnecessary testing, Member States can accept vehicles for which the values measured after less than three cycles of free acceleration or after purge cycles are significantly below the limits. Measurements can also be made using remote sensing devices and confirmed by standard test methods.					

8.2.2.3. Particles These provisions apply to diesel vehicles of categories M1 and N1 from the Euro 5a emission classes and to diesel vehicles of categories M3, M2, N2 and N3 from the Euro VI emission classes.	Measurement of the volumetric concentration of particles in the exhaust gas using a particle counter. The measurement is performed at the outlet of the exhaust hose, engine at idle speed, neutral speed and clutch pedal not depressed. Requirements for setting the engine oil temperature measured by a probe in the gauge tube shall be at least 50°C or correspond to the temperature of normal operation if lower, or the temperature of the engine-block, measured from the level of the infrared radiation, must reach a value at least equivalent. If, because of the configuration of the vehicle, it is not possible to carry out to these measurements, the normal temperature of engine operation can be established otherwise, for example based on the cooling fan operation;	(a)	Particulate emissions range from 250,000 to 1,000,000 particles/cm³.	X		
		(b)	Particulate emissions are greater than 1,000,000 particles/cm³.		X	
8.3. Suppression of electromagnetic interference						
Radio interference (X)[11]		One of the applicable requirements is not met.		X		
8.4. Other environmental issues						
8.4.1. Losses of liquids		Any excessive leakage of liquids other than water which is likely to harm the environment or pose a risk to the safety of other road users.			X	
		Continuous formation of droplets constituting a very serious risk.				X

9. DIAGNOSTICS POINTS
9.1 General condition
9.1.1. Corrosion which does not affect safety 9.1.2. Traces of accidents/repair/break-in 9.1.3. Condition of the interior 9.1.4. Water infiltration
9.2 On board Diagnostic (if possible)
0.2.1. EOBD 0.2.2. Active security features 0.2.3. Passive security features
9.3 Mechanical parts
9.3.1. Alternator 9.3.2. Drive belt 9.3.3. Carburation/injection/diesel injection 9.3.4. Clutch 9.3.5. Engine 9.3.6. Starter 9.3.7. Transmission 9.3.8. Gearboxes
9.4 Trim parts
9.4.1. Bumpers 9.4.2. Lids 9.4.3. Doors 9.4.4. Hood 9.4.5. Fenders 9.4.6. Fins
9.5 Lamps
9.5.1. Headlamp cleaning device 9.5.2. Front fog lamps
9.6 Equipment
9.6.1. Air conditioning 9.6.2. Window control 9.6.3. Interior controls 9.6.4. Fire extinguisher 9.6.5. Sleeve for safety bolts 9.6.6. Central locking 9.6.7. Warning triangle 9.6.8. Instrument panel 9.6.9. Jack 9.6.10. Sunroof 9.6.11. Spare wheel 9.6.12. Ventilation 9.6.13. First-aid box 9.6.14. Heating 9.6.15. Wheel covers 9.6.16. Key for wheel nuts

[1] 43% for semi-trailers type-approved before 1st January 2012.

[2] 48% for vehicles not equipped with ABS or not type-approved before 1st October 1991.

[3] 45 %for vehicles registered after 1988 or from the date specified in the requirements, whichever is later.

[4] 43 %for trailers and semi-trailers registered after 1988 or from the date specified in the requirements, whichever is later.

[5] Example: 2.5 m/s^2 for vehicles of categories N 1, N 2 and N 3 first registered before 1st January 2012.

[6] Type-approved in accordance with Directive 70/220/EEC, Regulation (EC) No 715/2007, Annex I, Table 1 (Euro 5), Directive 88/77/EEC and Directive 2005/55/EC.

[7] Type-approved in accordance with Regulation (EC) No 715/2007, Annex I, Table 2 (Euro 6), and Regulation (EC) No 595/2009 (Euro VI).

[8] Type-approved in accordance with Regulation (EC) No 715/2007, Annex I, Table 2 (Euro 6), and Regulation (EC) No 595/2009 (Euro VI).

[9] Type-approved in accordance with the limits set out in row B of point 5.3.1.4 of Annex I to Directive 70/220/EEC; in row B1, B2 or C of point 6.2.1 of Annex I to Directive 88/77/EEC, or registered or put into circulation for the first time after 1st July 2008.

[10] The requirements shall be set out in the type-approval requirements at the date of type-approval, of first registration or of entry into service, as well as in the compliance obligations or national legislation of the country of registration. These causes of failure apply only when compliance with the requirements has been monitored.

[11] The sign (X) refers to elements related to the condition of the vehicle and its ability to use the road network but which are not considered essential in the context of a technical inspection.

[12] A "modification posing a risk" is a modification which adversely affects the road safety of the vehicle or has a disproportionate adverse effect on the environment.

Having regard to the Decree of the Government of the Brussels-Capital Region of the XX/XX/XXXX amending the Royal Decree of 15 March 1968 laying down general regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories, and the Decree of the Government of the Brussels-Capital Region of 19 July 2018 on the technical roadside inspection of commercial vehicles registered in Belgium or abroad

Brussels, XX/XX/XXXX,

For the Government of the Brussels-Capital Region,

R. VERVOORT

Minister-President of the Government of the Brussels-Capital Region

E. VAN DEN BRANDT

Minister of the Government of the Brussels-Capital Region in charge of Mobility, Public Works and Road Safety