



Draft Proposed Rule 2 (28 Aug, 2009)					
Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MI	MaD	DD
1.1.5. Hand operated brake control valve	Visual inspection of the components while the braking system is operated.	(a) Control cracked, damaged or excessively worn. (b) Control insecure on valve or valve insecure. (c) Loose connections or leaks in system. (d) Unsatisfactory operation.		X	
1.1.6. Parking brake activator, lever control, parking brake ratchet	Visual inspection of the components while the braking system is operated.	(a) Ratchet not holding correctly. (b) Excessive wear at lever pivot or in ratchet mechanism. (c) Excessive movement of lever indicating incorrect adjustment. (d) Activator missing, damaged or inoperative	X	X	
1.1.7. Braking valves (foot valves, unloaders, governors)	Visual inspection of the components while the braking system is operated.	(a) Valve damaged or excessive air leak. (b) Excessive oil discharge from compressor. (c) Valve insecure or inadequately mounted. (d) Hydraulic fluid discharge or leak.	X	X	X
1.1.8. Couplings for trailer brakes (electrical & pneumatic)	Disconnect and reconnect braking system coupling between towing vehicle and trailer.	(a) Tap or self sealing valve defective. (b) Tap or valve insecure or inadequately mounted. (c) Excessive leaks. (d) Not functioning correctly.	X	X	X
1.1.9. Energy storage reservoir pressure tank	Visual inspection.	(a) Tank damaged, corroded or leaking. (b) Drain device inoperative. (c) Tank insecure or inadequately mounted.	X	X	
1.1.10. Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated.	(a) Defective or ineffective servo unit. (b) Master cylinder defective or leaking. (c) Master cylinder insecure. (d) Insufficient brake fluid. (e) Master cylinder reservoir cap missing. (f) Brake fluid warning light illuminated or defective. (g) Incorrect functioning of brake fluid level warning device.	X	X	X
1.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated.	(a) Eminent risk of failure or fracture. (b) Pipes or connections leaking. (c) Pipes damaged or excessively corroded. (d) Pipes misplaced.	X	X	X
1.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	(a) Eminent risk of failure or fracture. (b) Hoses damaged, chafing, twisted or too short. (c) Hoses or connections leaking. (d) Hoses bulging under pressure. (e) Hoses porous.	X	X	X

Commission Directive 2010/48/EU (5 Jul, 2010)					Commission Recommendation 2010/378/EU (8 July, 2010)		
Mandatory		Recommendation			Defect Assessment		
Item	Method	Reasons for Failure	Defect Assessment				
			MI	MaD	DD		
1.1.5. Hand operated brake control valve	Visual inspection of the components while the braking system is operated.	(a) Control cracked, damaged or excessively worn. (b) Control insecure on valve or valve insecure. (c) Loose connections or leaks in system. (d) Unsatisfactory operation.		X			
1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake	Visual inspection of the components while the braking system is operated.	(a) Ratchet not holding correctly. (b) Excessive wear at lever pivot or in ratchet mechanism. (c) Excessive movement of lever indicating incorrect adjustment. (d) Activator missing, damaged or inoperative (e) Incorrect functioning, warning indicator show malfunction	X	X			
1.1.7. Braking valves (foot valves, unloaders, governors)	Visual inspection of the components while the braking system is operated.	(a) Valve damaged or excessive air leak. (b) Excessive oil discharge from compressor. (c) Valve insecure or inadequately mounted. (d) Hydraulic fluid discharge or leak.	X	X	X		
1.1.8. Couplings for trailer brakes (electrical & pneumatic)	Disconnect and reconnect braking system coupling between towing vehicle and trailer.	(a) Tap or self sealing valve defective. (b) Tap or valve insecure or inadequately mounted. (c) Excessive leaks. (d) Not functioning correctly	X	X	X		
1.1.9. Energy storage reservoir pressure tank	Visual inspection.	(a) Tank damaged, corroded or leaking. (b) Drain device inoperative. (c) Tank insecure or inadequately mounted.	X	X			
1.1.10. Brake servo units, master cylinder (hydraulic systems)	Visual inspection of the components while the braking system is operated.	(a) Defective or ineffective servo unit. (b) Master cylinder defective or leaking. (c) Master cylinder insecure. (d) Insufficient brake fluid. (e) Master cylinder reservoir cap missing. (f) Brake fluid warning light illuminated or defective. (g) Incorrect functioning of brake fluid level warning device.	X	X	X		
1.1.11. Rigid brake pipes	Visual inspection of the components while the braking system is operated.	(a) Imminent risk of failure or fracture. (b) Pipes or connections leaking. (c) Pipes damaged or excessively corroded. (d) Pipes misplaced.	X	X	X		
1.1.12. Flexible brake hoses	Visual inspection of the components while the braking system is operated.	(a) Imminent risk of failure or fracture. (b) Hoses damaged, chafing, twisted or too short. (c) Hoses or connections leaking. (d) Hoses bulging under pressure. (e) Hoses porous.	X	X	X		

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection'
0	Definitions of MI and MaD are different
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0	Directive adds electronic parking brake (Item) and Rejection Reason (e)
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0	Very minor: Typo in Rule 2 proposal
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0	Very minor: Typo in Rule 2 proposal
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Draft Proposed Rule 2 (28 Aug, 2009)					
Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MI <sub>D</sub>	Ma <sub>D</sub>	DD
1.1.21. Complete braking system	Visual inspection.	(a) Other system devices (e.g. anti-freeze pump, air dryer, etc.) damaged externally or excessively corroded in a way that adversely affects the braking system. (b) Leakage of air or anti-freeze. (c) Any component insecure or inadequately mounted. (d) Inappropriate repair or modification to any component.		X	X
			X	X	
				X	X
1.1.22. Test connections (where fitted or required)	Visual inspection.	(a) Missing. (b) Damaged, unusable or leaking.	X	X	
1.2. Service braking performance and efficiency					
1.2.1. Performance	During a test on a static brake testing machine or, if impossible, during a road test apply the brakes progressively up to maximum effort.	(a) Inadequate braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70% of maximum effort recorded from the other wheel on the same axle. Or in the case of testing on the road, the vehicle deviates excessively from a straight line and comes out of a corridor 3 m wide. (c) No gradual variation in brake effort (grabbing). (d) Abnormal lag in brake operation of any wheel. (e) Excessive fluctuation of brake force during each complete wheel revolution.		X	X
				X	X
				X	
				X	
				X	
1.2.2. Efficiency	Test with a static brake testing machine or, if one cannot be used for technical reasons, by a road test using a decelerometer. Vehicles or a trailer has to be inspected following the standards given by ISO 21069, or according to the requirements or equivalent methods.  Laden vehicle braking system performance should be assessed by testing the vehicle laden, or by evaluation using a method based on extrapolation or by some other acceptable means.  <i>Note:</i> The efficiency of overrun brakes can be fully tested on a static brake testing machine by use of a special device or partially tested by applying the parking brake.	Does not give at least the minimum figure laid down in requirements. 1/		X	X

Commission Directive 2010/48/EU (5 Jul, 2010)					
Mandatory		Recommendation			
Item	Method	Reasons for Failure	Defect Assessment		
			MI <sub>D</sub>	Ma <sub>D</sub>	DD
1.1.21. Complete braking system	Visual inspection.	(a) Other system devices (e.g. anti-freeze pump, air dryer, etc.) damaged externally or excessively corroded in a way that adversely affects the braking system. (b) Leakage of air or anti-freeze. (c) Any component insecure or inadequately mounted. (d) Inappropriate repair or modification to any component. (1)		X	X
			X	X	
				X	X
1.1.22. Test connections (where fitted or required)	Visual inspection.	(a) Missing. (b) Damaged, unusable or leaking.	X	X	
1.2. Service braking performance and efficiency					
1.2.1. Performance	During a test on a static brake testing machine or, if impossible, during a road test apply the brakes progressively up to maximum effort.	(a) Inadequate braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70% of maximum effort recorded from the other wheel on the same axle. Or in the case of testing on the road, the vehicle deviates excessively from a straight line (c) No gradual variation in brake effort (grabbing). (d) Abnormal lag in brake operation of any wheel. (e) Excessive fluctuation of brake force during each complete wheel revolution.		X	X
				X	X
				X	
				X	
				X	
1.2.2. Efficiency	Test with a static brake testing machine or, if one cannot be used for technical reasons, by a road test using a decelerometer. Vehicles or a trailer with a maximum permissible mass exceeding 3 500 kg has to be inspected following the standards given by ISO 21069 or equivalent methods.	Does not give at least the minimum figure as follows Vehicles registered first time after entry into force of this Directive: - Category N1: 50% - Category M1: 58% - Category M2 and M3: 50% - Category N2 and N3: 50% - Category O2 (XX) (c), O3 and O4: - for semi-trailers: 45% - for draw-bar trailers: 50% Vehicles registered before entry into force of this Directive: - Category N1: 45% - Category M1, M2 and M3: 50% (2) - Category N2 and N3: 43% (3) - Category O2 (XX) (c), O3 and O4: 40% (4) Other categories (XX) (c) - Categories L (both brakes) - Category L1e: 42% - Category L2e, L6e: 40% - Category L3e: 50% - Category L4e: 46% - Category L5e, L7e: 44% - Categories L (rear wheel brake) - all categories: 25%		X	X
				X	X

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection'
0	Definitions of MI <sub>D</sub> and Ma <sub>D</sub> are different
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0	Directive adds footnote (1) [(1) Inappropriate repair or modification means a repair or modification that adversely affects the road safety of the vehicle or has a negative effect on the environment.]
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0	Directive omits 'and comes out of a corridor 3 m wide', i.e. Draft Proposed Rule 2 quantifies 'excessive' deviation from a straight line
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0	Directive adds requirement that vehicles or trailers with a maximum permissible mass > 3500 kg shall be tested to ISO 21069 or equivalent Directive includes specific Categories and efficiency values in the Rejection Reasons; Draft Proposed Rule 2 references requirements footnote (1) [[1]' requirements' are laid down by type-approval requirements at the date of first registration or first entry into service as well as retrofitting obligations or national legislation.]
0	Directive omits Laden vehicle braking system performance assessment
0	Directive omits adds note on testing efficiency of overrun brakes

Draft Proposed Rule 2 (28 Aug, 2009)						
Mandatory		Recommendation				
Item	Method	Main Reasons for Rejection	Defect Assessment			
			MI	MaD	DD	
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)						
1.3.1. Performance	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1.	(a) Inadequate braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70% of maximum effort recorded from another wheel on the same axle specified. Or in the case of testing on the road, the vehicle deviates excessively from a straight line comes out of a corridor 3 m wide. (c) No gradual variation in brake effort (grabbing).		X	X	
1.3.2. Efficiency	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2.	Braking effort less than 50% of the service brake performance defined in section 1.2.2 in relation to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axle loads.		X	X	
1.4.1. Performance	Apply the brake during a test on a static brake testing machine and/or during a road test with a decelerometer.	Brake inoperative on one side or in the case of testing on the road, the vehicle deviates excessively from a straight line.		X	X	
1.4.2. Efficiency	Test with a static brake testing machine or by a road test using either an indicating or recording decelerometer or with the vehicle on a slope of known gradient. Goods vehicles should, if possible, be tested laden.	Does not give at least for all vehicles a braking ratio of 18% in relation to the maximum authorized mass, or, for motor vehicles, of 12% in relation to the maximum authorized combination mass of the vehicle, whichever is the greater.		X	X	
1.5. Endurance braking system performance	Visual inspection and, where possible, test whether the system functions.	(a) No gradual variation of efficiency (not applicable to exhaust brake systems). (b) System not functioning.		X		
1.6. Anti-lock braking system (ABS)	Visual inspection and inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction. (c) Wheel speed sensors missing or damaged. (d) Wirings damaged. (e) Other components missing or damaged.		X		
1.7. Electronic brake system (EBS)	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.		X		

Commission Directive 2010/48/EU (5 Jul, 2010)						
Mandatory		Recommendation				
Item	Method	Reasons for Failure	Defect Assessment			
			MI	MaD	DD	
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)						
1.3.1. Performance	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.1.	(a) Inadequate braking effort on one or more wheels. (b) Braking effort from any wheel is less than 70 % of maximum effort recorded from another wheel on the same axle specified. Or in the case of testing on the road, the vehicle deviates excessively from a straight line. (c) No gradual variation in brake effort (grabbing).		X	X	
1.3.2. Efficiency	If the secondary braking system is separate from the service braking system, use the method specified in 1.2.2.	Braking effort less than 50 % (5) of the service brake performance defined in section 1.2.2 in relation to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axle loads (except L1e and L3e).		X	X	
1.4.1. Performance	Apply the brake during a test on a static brake testing machine and/or during a road test with a decelerometer.	Brake inoperative on one side or in the case of testing on the road, the vehicle deviates excessively from a straight line.		X	X	
1.4.2. Efficiency	Test with a static brake testing machine or by a road test using either an indicating or recording decelerometer or with the vehicle on a slope of known gradient. Goods vehicles should, if possible, be tested laden.	Does not give at least for all vehicles a braking ratio of 16% in relation to the maximum authorized mass, or, for motor vehicles, of 12% in relation to the maximum authorized combination mass of the vehicle, whichever is the greater (except L1e and L3e).		X	X	
1.5. Endurance braking system performance	Visual inspection and, where possible, test whether the system functions.	(a) No gradual variation of efficiency (not applicable to exhaust brake systems). (b) System not functioning.		X		
1.6. Anti-lock braking system (ABS)	Visual inspection and inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction. (c) Wheel speed sensors missing or damaged. (d) Wirings damaged. (e) Other components missing or damaged.		X		
1.7. Electronic brake system (EBS)	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.		X		

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MI and MaD are different
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0	Directive omits 'and comes out of a corridor 3 m wide', i.e. Draft Proposed Rule 2 quantifies 'excessive' deviation from a straight line
1	
0	Directive adds Note (5) and exceptions for L1e and L3e category vehicles [(5) 2,2 m/s <sup>2</sup> for N1, N2 and N3 vehicles.]
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0	Directive changes 18% requirement to 16% Directive adds exclusion for L1e and L3e category vehicles
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Draft Proposed Rule 2 (28 Aug, 2009)						
Mandatory		Recommendation				
Item	Method	Main Reasons for Rejection	Defect Assessment			
			MI	MaD	DD	
2.2. Steering wheel and column						
2.2.1. Steering wheel condition	With the road wheels on the ground, rock steering wheel from side to side at right angles to column and apply slight downward and upward pressure. Visual inspection of play.	(a) Relative movement between steering wheel and column indicating looseness. (b) Absence of retaining device on steering wheel hub. (c) Fracture or looseness of steering wheel hub, rim or spokes.		X		
2.2.2. Steering column	With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with column, push steering wheel in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints.	(a) Excessive movement of centre of steering wheel up or down. (b) Excessive movement of top of column radially from axis of column. (c) Deteriorated flexible coupling. (d) Attachment defective. (e) Inappropriate repair or modification.	[ ]	X	X	
2.3. Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road-wheels, the engine running for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement.	Free play in steering excessive (for example movement of a point on the rim exceeding one fifth of the diameter of the steering wheel or not in accordance with the requirements. <sup>1/</sup>		X	X	
2.4. Wheel alignment (X) 2/	Check alignment of steered wheels with suitable equipment.	Alignment not in accordance with vehicle manufacturer's data or requirements. <sup>1/</sup>	X	X		
2.5. Trailer steered axle turntable	Visual inspection or using a specially adapted wheel play detector.	(a) Component damaged or cracked. (b) Excessive play. (c) Attachment defective.		X	X	

Commission Directive 2010/48/EU (5 Jul, 2010)						
Mandatory		Recommendation				
Item	Method	Reasons for Failure	Defect Assessment			
			MI	MaD	DD	
2.2. Steering wheel, column and handle bar						
2.2.1. Steering wheel / handle bar condition	With the road wheels on the ground, rock steering wheel from side to side at right angles to column and apply slight downward and upward pressure. Visual inspection of play.	(a) Relative movement between steering wheel and column indicating looseness. (b) Absence of retaining device on steering wheel hub. (c) Fracture or looseness of steering wheel hub, rim or spokes.		X		
2.2.2. Steering column/yolks and forks	With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with column, push steering wheel/handle bar in various directions at right angles to the column/forks. Visual inspection of play, and condition of flexible couplings or universal joints.	(a) Excessive movement of centre of steering wheel up or down. (b) Excessive movement of top of column radially from axis of column. (c) Deteriorated flexible coupling. (d) Attachment defective. (e) Inappropriate repair or modification.		X		
2.3. Steering play	With the vehicle over a pit or on a hoist, the mass of the vehicle on the road-wheels, the engine running for vehicles with power steering and with the road wheels in the straight-ahead position, lightly turn the steering wheel clockwise and anti-clockwise as far as possible without moving the road wheels. Visual inspection of free movement.	Free play in steering excessive (for example movement of a point on the rim exceeding one fifth of the diameter of the steering wheel or not in accordance with the requirements. <sup>(a)</sup>		X	X	
2.4. Wheel alignment (X) (b)	Check alignment of steered wheels with suitable equipment.	Alignment not in accordance with vehicle manufacturer's data or requirements. <sup>(a)</sup>	X	X		
2.5. Trailer steered axle turntable	Visual inspection or using a specially adapted wheel play detector.	(a) Component damaged or cracked. (b) Excessive play. (c) Attachment defective.		X	X	
2.6. Electronic Power Steering (EPS)	Visual inspection and consistency check between the angle of the steering wheel and the angle of the wheels when switching on/off the engine	(a) EPS Malfunction Indicator Lamp (MIL) indicates any kind of failure of the system. (b) Inconsistency between the angle of the steering wheel and the angle of the wheels. (c) power assistance not working		X	X	

Requirement identical?		Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MI and MaD are different	
0	Directive adds 'handle bar'	
0	Directive adds 'handle bar' under 'Item'	
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0	Directive adds 'yolks and forks' under Item	
0	Directive adds 'handle bar' and 'forks' under Method	
0	Directive includes MaD Reason for Failure and omits all []	
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0	Directive omits MaD Reason for Failure	
0	See difference in footnotes (1) cf. (a)	
0	See difference in footnotes (1) cf. (a); footnotes (2) cf. (b) identical	
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0	Directive adds 'Electronic Power Steering (EPS)' in Item, with relevant Method and Reasons for Failure	
0	Directive adds 'Electronic Power Steering (EPS)' in Item, with relevant Method and Reasons for Failure	
0	Directive adds 'Electronic Power Steering (EPS)' in Item, with relevant Method and Reasons for Failure	

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			MI <sub>D</sub>	Ma <sub>D</sub>	DD
<b>3. VISIBILITY</b>					
3.1. Field of vision	Visual inspection from driving seat.	Obstruction within driver's field of view that materially affects his view in front or to the sides.	X	X	
3.2. Condition of glass	Visual inspection.	(a) Cracked or discoloured glass or transparent panel (if permitted). (b) Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements. <u>1/</u> (c) Glass or transparent panel in unacceptable condition.	X	X	
3.3. Rear-view mirrors or devices	Visual inspection.	(a) Mirror or device missing or not fitted according to the requirements. <u>1/</u> (b) Mirror or device inoperative, damaged, loose or insecure.	X	X	
3.4. Windscreen wipers	Visual inspection and by operation.	(a) Wipers not operating or missing. (b) Wiper blade missing or obviously defective.	X	X	
3.5. Windscreen washers	Visual inspection and by operation.	Washers not operating adequately.	X	X	
3.6. Demisting system (X) <u>2/</u>	Visual inspection and by operation.	System inoperative or obviously defective.	X		
<b>4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT</b>					
<b>4.1. Headlamps</b>					
4.1.1. Condition and operation	Visual inspection and by operation.	(a) Defective or missing light / light source. (b) Defective or missing projection system (reflector and lens). (c) Lamp not securely attached.	X	X	
4.1.2. Alignment	Determine the horizontal aim of each headlamp on dipped beam using a headlamp aiming device or a screen.	Aim of a headlamp not within limits laid down in the requirements. <u>1/</u>		X	
4.1.3. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. <u>1/</u> (Number of headlamps illuminated at the same time) (b) Function of control device impaired.	X	X	
4.1.4. Compliance with requirements <u>1/</u> (X) <u>2/</u>	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. <u>1/</u> (b) Products on lens or light source which obviously reduce light intensity or change emitted colour. (c) Light source and lamp not compatible	X	X	
4.1.5. Levelling devices (where mandatory) (X) <u>2/</u>	Visual inspection and by operation if possible.	(a) Device not operating. (b) Manual device cannot be operated from driver's seat.		X	
4.1.6. Headlamp cleaning device (where mandatory) (X) <u>2/</u>	Visual inspection and by operation if possible.	Device not operating.	X	X	
<b>4.2. Front and rear position lamps, side marker lamps and end outline marker lamps</b>					
4.2.1 Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.		X	

Commission Directive 2010/48/EU (5 Jul, 2010)					Commission Recommendation 2010/378/EU (8 July, 2010)		
Mandatory		Recommendation			Defect Assessment		
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			MI <sub>D</sub>	Ma <sub>D</sub>	DD		
<b>3. VISIBILITY</b>							
3.1. Field of vision	Visual inspection from driving seat.	Obstruction within driver's field of view that materially affects his view in front or to the sides.	X	X			
3.2. Condition of glass	Visual inspection.	(a) Cracked or discoloured glass or transparent panel (if permitted). (b) Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements. <u>(a)</u> , <u>(XX)</u> <u>(c)</u> (c) Glass or transparent panel in unacceptable condition.	X	X			
3.3. Rear-view mirrors or devices	Visual inspection.	(a) Mirror or device missing or not fitted according to the requirements. <u>(a)</u> (b) Mirror or device inoperative, damaged, loose or insecure.	X	X			
3.4. Windscreen wipers	Visual inspection and by operation.	(a) Wipers not operating or missing. (b) Wiper blade missing or obviously defective.	X	X			
3.5. Windscreen washers	Visual inspection and by operation.	Washers not operating adequately.	X	X			
3.6. Demisting system (X) <u>(b)</u>	Visual inspection and by operation.	System inoperative or obviously defective.	X				
<b>4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT</b>							
<b>4.1. Headlamps</b>							
4.1.1. Condition and operation	Visual inspection and by operation.	(a) Defective or missing light / light source. (b) Defective or missing projection system (reflector and lens). (c) Lamp not securely attached.	X	X			
4.1.2. Alignment	Determine the horizontal aim of each headlamp on dipped beam using a headlamp aiming device or a screen.	Aim of a headlamp not within limits laid down in the requirements. <u>(a)</u>		X			
4.1.3. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements (a) (Number of headlamps illuminated at the same time) (b) Function of control device impaired.	X	X			
4.1.4. Compliance with requirements <u>(a)</u>	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. <u>(a)</u> (b) Products on lens or light source which obviously reduce light intensity or change emitted colour. (c) Light source and lamp not compatible	X	X			
4.1.5. Levelling devices (where mandatory)	Visual inspection and by operation if possible.	(a) Device not operating. (b) Manual device cannot be operated from driver's seat.		X			
4.1.6. Headlamp cleaning device (where mandatory)	Visual inspection and by operation if possible.	Device not operating.	X	X			
<b>4.2. Front and rear position lamps, side marker lamps and end outline marker lamps</b>							
4.2.1 Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.		X			

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MI <sub>D</sub> and Ma <sub>D</sub> are different
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0	See difference in footnotes (1) cf. (a) (XX) (c) (XX) (c) notes that this reason for failure applies only if testing is required by national legislation
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0	See difference in footnotes (1) cf. (a)
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0	See difference in footnotes (1) cf. (a)
1	
0	See difference in footnotes (1) (X) (2) cf. (a) under Item See difference in footnotes (1) cf. (a) under Reasons for Failure (a)
1	
1	
0	Directive omits footnotes under Item
1	
0	Directive omits footnotes under Item
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1	



Draft Proposed Rule 2 (28 Aug, 2009)					
Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MiD	MaD	DD
4.2.2. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. 1/ (b) Function of control device impaired.	X	X	
4.2.3 Compliance with requirements. 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. 1/ (b) Products on lens or light source which reduce light intensity or change emitted colour.	X	X	
4.3. Stop Lamps					
4.3.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X	X	X
4.3.2. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. 1/ (b) Function of control device impaired.	X	X	X
4.3.3. Compliance with requirements. 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. 1/	X	X	
4.4. Direction indicator and hazard warning lamps					
4.4.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached	X	X	
4.4.2. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements. 1/	X	X	
4.4.3. Compliance with requirements. 1/	Visual inspection and by operation.	Lamp, emitted colour, position or intensity not in accordance with the requirements. 1/	X	X	
4.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not in accordance with the requirements. 1/	X	X	
4.5. Front and rear fog lamps					
4.5.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X	X	
4.5.2. Alignment (X) 2/	By operation and using a headlamp aiming device.	(a) Front fog lamp out of horizontal alignment when the light pattern has cut-off line.	X	X	
4.5.3. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. 1/	X	X	
4.5.4. Compliance with requirements. 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. 1/ (b) System does not operate in accordance with the requirements. 1/	X	X	
4.6. Reversing lamps					
4.6.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X		
4.6.2. Compliance with requirements. 1/	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. 1/ (b) System does not operate in accordance with the requirements. 1/	X	X	
4.6.3. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. 1/	X	X	
4.7. Rear registration plate lamp					
4.7.1. Condition and operation	Visual inspection and by operation.	(a) Lamp throwing direct light to the rear. (b) Defective light source. (c) Lamp not securely attached.	X	X	

Commission Directive 2010/48/EU (5 Jul, 2010)					Commission Recommendation 2010/378/EU (8 July, 2010)		
Mandatory		Recommendation			Defect Assessment		
Item	Method	Reasons for Failure	Defect Assessment				
			MiD	MaD	DD		
4.2.2. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. (a) (b) Function of control device impaired.	X	X			
4.2.3 Compliance with requirements. (a)	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. (a) (b) Products on lens or light source which reduce light intensity or change emitted colour.	X	X			
4.3. Stop Lamps							
4.3.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X	X	X		
4.3.2. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. (a) (b) Function of control device impaired.	X	X	X		
4.3.3. Compliance with requirements. (a)	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. (a)	X	X			
4.4. Direction indicator and hazard warning lamps							
4.4.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached	X	X			
4.4.2. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements. (a)	X	X			
4.4.3. Compliance with requirements. (a)	Visual inspection and by operation.	Lamp, emitted colour, position or intensity not in accordance with the requirements. (a)	X	X			
4.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not in accordance with the requirements. (a)	X	X			
4.5. Front and rear fog lamps							
4.5.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X	X			
4.5.2. Alignment (X) (b)	By operation and using a headlamp aiming device.	Front fog lamp out of horizontal alignment when the light pattern has cut-off line.	X	X			
4.5.3. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. (a)	X	X			
4.5.4. Compliance with requirements. (a)	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. (a) (b) System does not operate in accordance with the requirements. (a)	X	X			
4.6. Reversing lamps							
4.6.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X				
4.6.2. Compliance with requirements. (a)	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements. (a) (b) System does not operate in accordance with the requirements. (a)	X	X			
4.6.3. Switching	Visual inspection and by operation.	(a) Switch does not operate in accordance with the requirements. (a)	X	X			
4.7. Rear registration plate lamp							
4.7.1. Condition and operation	Visual inspection and by operation.	(a) Lamp throwing direct light to the rear. (b) Defective light source. (c) Lamp not securely attached.	X	X			

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection'
0	Definitions of MiD and MaD are different
0	See difference in footnotes (1) cf. (a)
1	
0	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure (a)
1	
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0	See difference in footnotes (1) cf. (a)
0	See difference in footnotes (1) cf. (a)
0	
1	
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1	
0	See difference in footnotes (1) cf. (a)
0	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure
0	See difference in footnotes (1) cf. (a)
0	
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1	Typo (a) at start of Main Reasons for Rejection
0	See difference in footnotes (1) cf. (a)
0	Typo (a) at start of Main Reasons for Rejection
0	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure
0	See difference in footnotes (1) cf. (a)
0	
1	
1	
1	
0	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure
0	See difference in footnotes (1) cf. (a)
0	See difference in footnotes (1) cf. (a)
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Draft Proposed Rule 2 (28 Aug, 2009)					
Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MiD	MaD	DD
4.7.2. Compliance with requirements 1/	Visual inspection and by operation.	System does not operate in accordance with the requirements. 1/	X		
4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marker plates					
4.8.1. Condition	Visual inspection.	(a) Reflecting equipment defective or damaged. (b) Reflector not securely attached.	X	X	
4.8.2. Compliance with requirements. 1/	Visual inspection.	(a) Device, reflected colour or position not in accordance with the requirements. 1/	X	X	
4.9. Tell-tales mandatory for lighting equipment					
4.9.1. Condition and operation	Visual inspection and by operation.	Not operating.	X	X	
4.9.2. Compliance with requirements. 1/	Visual inspection and by operation.	Not in accordance with the requirements. 1/	X		
4.10. Electrical connections between towing vehicle and trailer or semi-trailer	Visual inspection: if possible examine the electrical continuity of the connection.	(a) Fixed components not securely attached. (b) Damaged or deteriorated insulation. (c) Trailer or towing vehicle electrical connections not functioning correctly.	X	X	X
4.11. Electrical wiring	Visual inspection with vehicle over a pit or on a hoist, including inside the engine compartment in some cases.	(a) Wiring insecure or not adequately secured. (b) Wiring deteriorated (c) Damaged or deteriorated insulation.	X	X	X
4.12. Non obligatory lamps and retro-reflectors (X) 2/	Visual inspection and by operation.	(a) A lamp/retro-reflector fitted not in accordance with the requirements. 1/ (b) Lamp operation not in accordance with the requirements. 1/ (c) Lamp/retro-reflector not securely attached.	X	X	
4.13. Battery	Visual inspection.	(a) Insecure. (b) Leaking. (c) Defective switch (if required). (d) Defective fuses (if required). (e) inappropriate ventilation (if required)	X	X	
5. AXLES, WHEELS, TYRES AND SUSPENSION					
5.1. Axles					
5.1.1. Axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes gross vehicle mass (GVM).	(a) Axle fractured or deformed. (b) Insecure fixing to vehicle. (c) Inappropriate repair or modification.		X	X
5.1.2. Stub axles	Visual inspection with vehicle over a pit or on a hoist. Use of wheel play detectors is recommended. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	(a) Stub axle fractured. (b) Excessive wear in the swivel pin and/or bushes. (c) Excessive movement between stub axle and axle beam. (d) Stub axle pin loose in axle.		X	X

Commission Directive 2010/48/EU (5 Jul, 2010)					Commission Recommendation 2010/378/EU (8 July, 2010)		
Mandatory		Recommendation			Defect Assessment		
Item	Method	Reasons for Failure	Defect Assessment				
			MiD	MaD	DD		
4.7.2. Compliance with requirements (a)	Visual inspection and by operation.	System does not operate in accordance with the requirements. (a)	X				
4.8. Retro-reflectors, conspicuity (retro reflecting) markings and rear marker plates							
4.8.1. Condition and operation	Visual inspection.	(a) Reflecting equipment defective or damaged. (b) Reflector not securely attached.	X	X			
4.8.2. Compliance with requirements. (a)	Visual inspection.	(a) Device, reflected colour or position not in accordance with the requirements (a).	X	X			
4.9. Tell-tales mandatory for lighting equipment							
4.9.1. Condition and operation	Visual inspection and by operation.	Not operating.	X	X			
4.9.2. Compliance with requirements. (a)	Visual inspection and by operation.	Not in accordance with the requirements (a).	X				
4.10. Electrical connections between towing vehicle and trailer or semi-trailer	Visual inspection: if possible examine the electrical continuity of the connection.	(a) Fixed components not securely attached. (b) Damaged or deteriorated insulation. (c) Trailer or towing vehicle electrical connections not functioning correctly.	X	X	X		
4.11. Electrical wiring	Visual inspection with vehicle over a pit or on a hoist, including inside the engine compartment in some cases.	(a) Wiring insecure or not adequately secured. (b) Wiring deteriorated (c) Damaged or deteriorated insulation.	X	X	X		
4.12. Non obligatory lamps and retro-reflectors (X) (b)	Visual inspection and by operation.	(a) A lamp/retro-reflector fitted not in accordance with the requirements. (a) (b) Lamp operation not in accordance with the requirements. (a) (c) Lamp/retro-reflector not securely attached.	X	X			
4.13. Battery(ies)	Visual inspection.	(a) Insecure. (b) Leaking. (c) Defective switch (if required). (d) Defective fuses (if required). (e) inappropriate ventilation (if required)	X	X			
5. AXLES, WHEELS, TYRES AND SUSPENSION							
5.1. Axles							
5.1.1. Axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes gross vehicle mass (GVM).	(a) Axle fractured or deformed. (b) Insecure fixing to vehicle. (c) Inappropriate repair or modification.		X	X		
5.1.2. Stub axles	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM. Apply a vertical or lateral force to each wheel and note the amount of movement between the axle beam and stub axle.	(a) Stub axle fractured. (b) Excessive wear in the swivel pin and/or bushes. (c) Excessive movement between stub axle and axle beam. (d) Stub axle pin loose in axle.		X	X		

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection'
0	Definitions of MiD and MaD are different
0	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure
1	
0	
1	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure
0	
1	
0	See difference in footnotes (1) cf. (a) under Item and Reasons for Failure
1	
1	
1	
0	See difference in footnotes (1) cf. (a)
0	See difference in footnotes (1) cf. (a)
1	
0	Directive adds '(ies)' under Item
1	
1	
1	
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0	
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1	
1	
1	
0	Slight difference in wording re recommendation regarding wheel play detectors
1	
1	
1	

Draft Proposed Rule 2 (28 Aug, 2009)						
Mandatory		Recommendation			Defect Assessment	
Item	Method	Main Reasons for Rejection	MiD	MaD	DD	
5.1.3. Wheel bearings	Visual inspection with the vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM. Rock the wheel or apply a lateral force to each wheel and note the amount of upward movement of the wheel relative to the stub axle.	(a) Excessive play in a wheel bearing. (b) Wheel bearing too tight, jammed.		X X	X X	
5.2. Wheels and tyres						
5.2.1. Road wheel hub	Visual inspection.	(a) Any wheel nuts or studs missing or loose. (b) Hub worn or damaged.		X X	X X	
5.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	(a) Any fracture or welding defect. (b) Tyre retaining rings not properly fitted. (c) Wheel badly distorted or worn. (d) Wheel size or type not in accordance with the requirements <u>1</u> and effecting road safety.		X X X	X X X	
5.2.3. Tyres	Visual inspection of the entire tyre by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist, or by rolling the vehicle backwards and forwards over a pit.	(a) Tyre size, load capacity, approval mark or speed rating not in accordance with the requirements <u>1</u> and effecting road safety. (b) Tyres on same axle or on twin wheels of different sizes. (c) Tyres on same axle of different construction (radial / cross-ply). (d) Any serious damage or cut to tyre. (e) Tyre tread depth not in accordance with the requirements. <u>1</u> / (f) Tyre rubbing against other components. (g) Re-grooved tyres not in accordance with requirements. <u>1</u> / (h) Air pressure monitoring system malfunctioning or obviously inoperative.		X X X X X X X	X X X X X X	
5.3. Suspension system						
5.3.1. Springs and stabilizer	Visual inspection with vehicle over a pit or on a hoist. The use of wheel play detectors is recommended.	(a) Insecure attachment of springs to chassis or axle. (b) A damaged or fractured spring (c) Spring missing. (d) Inappropriate repair or modification.		X X X X	X X X X	
5.3.2. Shock absorbers	Visual inspection with vehicle over a pit or on a hoist or using special equipment, if available.	(a) Insecure attachment of shock absorbers to chassis or axle. (b) Damaged shock absorber.	X	X X	X X	
5.3.2.1 Efficiency testing of damping (X) <u>2</u>	Use special equipment and compare left /right differences and/or absolute values given by manufacturers.	(a) Significant difference between left and right. (b) Given minimum values not reached.		X X	X X	
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM.	(a) Insecure attachment of component to chassis or axle. (b) A damaged, fractured or excessively corroded component. (c) Inappropriate repair or modification.		X X X	X X X	

Commission Directive 2010/48/EU (5 Jul, 2010)						
Mandatory		Recommendation			Defect Assessment	
Item	Method	Reasons for Failure	MiD	MaD	DD	
5.1.3. Wheel bearings	Visual inspection with the vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM. Rock the wheel or apply a lateral force to each wheel and note the amount of upward movement of the wheel relative to the stub axle.	(a) Excessive play in a wheel bearing. (b) Wheel bearing too tight, jammed.		X X	X X	
5.2. Wheels and tyres						
5.2.1. Road wheel hub	Visual inspection.	(a) Any wheel nuts or studs missing or (b) Hub worn or damaged.		X X	X X	
5.2.2. Wheels	Visual inspection of both sides of each wheel with vehicle over a pit or on a hoist.	(a) Any fracture or welding defect. (b) Tyre retaining rings not properly fitted. (c) Wheel badly distorted or worn. (d) Wheel size or type not in accordance with the requirements <u>a</u> and effecting road safety.		X X X	X X X	
5.2.3. Tyres	Visual inspection of the entire tyre by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist, or by rolling the vehicle backwards and forwards over a pit.	(a) Tyre size, load capacity, approval mark or speed rating not in accordance with the requirements <u>a</u> and effecting road safety. (b) Tyres on same axle or on twin wheels of different sizes. (c) Tyres on same axle of different construction (radial / cross-ply). (d) Any serious damage or cut to tyre. (e) Tyre tread depth not in accordance with the requirements. <u>a</u> / (f) Tyre rubbing against other components. (g) Re-grooved tyres not in accordance with requirements. <u>a</u> / (h) Air pressure monitoring system malfunctioning or obviously inoperative.		X X X X X X X	X X X X X X	
5.3. Suspension system						
5.3.1. Springs and stabilizer	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM.	(a) Insecure attachment of springs to chassis or axle. (b) A damaged or fractured spring (c) Spring missing. (d) Inappropriate repair or modification.		X X X X	X X X X	
5.3.2. Shock absorbers	Visual inspection with vehicle over a pit or on a hoist or using special equipment, if available.	(a) Insecure attachment of shock absorbers to chassis or axle. (b) Damaged shock absorber showing signs of severe leakage or malfunction.	X	X X	X X	
5.3.2.1 Efficiency testing of damping (X) <u>b</u>	Use special equipment and compare left /right differences and/or absolute values given by manufacturers.	(a) Significant difference between left and right. (b) Given minimum values not reached.		X X	X X	
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	Visual inspection with vehicle over a pit or on a hoist. Wheel play detectors may be used and are recommended for vehicles over 3.5 tonnes GVM.	(a) Insecure attachment of component to chassis or axle. (b) A damaged, fractured or excessively corroded component. (c) Inappropriate repair or modification.		X X X	X X X	

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MiD and MaD are different
1	
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0	
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0	See difference in footnotes (1) cf. (a)
0	See difference in footnotes (1) cf. (a) Should be 'affecting'. See also elsewhere...
1	
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1	
0	See difference in footnotes (1) cf. (a)
0	Directive omits DD Reason for Failure See difference in footnotes (1) cf. (a) Directive omits MiD Reason for Failure Directive adds DD Reason for Failure
1	
0	
0	Slight difference in wording re recommendation regarding wheel play detectors
1	
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1	
0	Directive adds 'showing signs of severe leakage or malfunction' to Reasons for Failure (b)
1	
1	
1	



Draft Proposed Rule 2 (28 Aug, 2009)						
Mandatory		Recommendation				
Item	Method	Main Reasons for Rejection	Defect Assessment			
			MI	MaD	DD	
6.1.9. Engine performance	Visual inspection.	(a) Control unit illegal modified. (b) Illegal engine and/or power-train modification.		X	X	
6.2. Cab and bodywork						
6.2.1. Condition	Visual inspection.	(a) A loose or damaged panel or part likely to cause injury. (b) Insecure body pillar. (c) Permitting entry of engine or exhaust fumes. (d) Inappropriate repair or modification.		X	X	
6.2.2. Mounting	Visual inspection over a pit or on a hoist.	(a) Body or cab insecure. (b) Body/cab obviously not located squarely on chassis. (c) Insecure or missing fixing of body/cab to chassis or cross members. (d) Excessive corrosion at fixing points on integral bodies.		X	X	
6.2.3. Doors and door catches	Visual inspection.	(a) A door will not open or close properly. (b) A door likely to open inadvertently or one that will not remain closed. (c) Door, hinges, catches, pillar, missing, loose or deteriorated.	X	X	X	
6.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated		X	X	
6.2.5. Driver's seat	Visual inspection.	(a) A loose seat or seat with defective structure. (b) Adjustment mechanism not functioning correctly.		X	X	
6.2.6. Other seats	Visual inspection.	(a) Seats in defective condition or insecure. (b) Seats fitted not in accordance with requirements. <u>1</u>	X	X		
6.2.7. Driving controls	Visual inspection and by operation.	Any control necessary for the safe operation of the vehicle not functioning correctly.		X	X	
6.2.8. Cab steps	Visual inspection.	(a) Step or step ring insecure. (b) Step or ring in a condition likely to cause injury to users.	X	X	X	
6.2.9. Other interior and exterior fittings and equipment	Visual inspection.	(a) Attachment of other fitting or equipment defective. (b) Other fitting or equipment not in accordance with the requirements. <u>1</u> / (c) Leaking hydraulic equipment.	X	X		
6.2.10. Mudguards (wings), spray suppression devices	Visual inspection.	(a) Missing, loose or badly corroded. (b) Insufficient clearance to road wheel. (c) Not in accordance with the requirements. <u>1</u>	X	X		
7. OTHER EQUIPMENT						
7.1. Safety-belts/buckles and restraint systems						
7.1.1. Security of safety-belts/buckles mounting	Visual inspection.	(a) Anchorage point badly deteriorated. (b) Anchorage loose.		X	X	

Commission Directive 2010/48/EU (5 Jul, 2010)						Commission Recommendation 2010/378/EU (8 July, 2010)
Mandatory		Recommendation				
Item	Method	Reasons for Failure	Defect Assessment			
			MI	MaD	DD	
6.1.9. Engine performance	Visual inspection.	(a) Control unit illegal modified. (b) Illegal engine modification.		X	X	
6.2. Cab and bodywork						
6.2.1. Condition	Visual inspection.	(a) A loose or damaged panel or part likely to cause injury. (b) Insecure body pillar. (c) Permitting entry of engine or exhaust fumes. (d) Inappropriate repair or modification.		X	X	
6.2.2. Mounting	Visual inspection over a pit or on a hoist.	(a) Body or cab insecure. (b) Body/cab obviously not located squarely on chassis. (c) Insecure or missing fixing of body/cab to chassis or cross members. (d) Excessive corrosion at fixing points on integral bodies.		X	X	
6.2.3. Doors and door catches	Visual inspection.	(a) A door will not open or close properly. (b) A door likely to open inadvertently or one that will not remain closed. (c) Door, hinges, catches, pillar, missing, loose or deteriorated.		X	X	
6.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated		X	X	
6.2.5. Driver's seat	Visual inspection.	(a) A loose seat or seat with defective structure. (b) Adjustment mechanism not functioning correctly.		X	X	
6.2.6. Other seats	Visual inspection.	(a) Seats in defective condition or insecure. (b) Seats fitted not in accordance with requirements (a).	X	X		
6.2.7. Driving controls	Visual inspection and by operation.	Any control necessary for the safe operation of the vehicle not functioning correctly.		X	X	
6.2.8. Cab steps	Visual inspection.	(a) Step or step ring insecure. (b) Step or ring in a condition likely to cause injury to users.	X	X	X	
6.2.9. Other interior and exterior fittings and equipment	Visual inspection.	(a) Attachment of other fitting or equipment defective. (b) Other fitting or equipment not in accordance with the requirements (a). (c) Leaking hydraulic equipment.	X	X		
6.2.10. Mudguards (wings), spray suppression devices	Visual inspection.	(a) Missing, loose or badly corroded. (b) Insufficient clearance to road wheel. (c) Not in accordance with the requirements (a).	X	X		
7. OTHER EQUIPMENT						
7.1. Safety-belts/buckles and restraint systems						
7.1.1. Security of safety-belts/buckles mounting	Visual inspection.	(a) Anchorage point badly deteriorated. (b) Anchorage loose.		X	X	

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MI and MaD are different
1	
0	Directive omits 'and/or power-train' from Reason for Failure
0	
1	
1	
1	
1	
1	
1	
1	
1	
1	
1	
0	See difference in footnotes (1) cf. (a)
1	
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1	
0	See difference in footnotes (1) cf. (a)
1	
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0	See difference in footnotes (1) cf. (a)
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Draft Proposed Rule 2 (28 Aug, 2009)					
Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MI	MaD	DD
7.1.2. Condition of safety-belts/buckles.	Visual inspection and by operation.	(a) Mandatory safety-belt missing or not fitted. (b) Safety-belt damaged. (c) Safety-belt not in accordance with the requirements. <u>2/</u> (d) Safety-belt buckle damaged or not functioning correctly. (e) Safety-belt retractor damaged or not functioning correctly.		X	
7.1.3. Safety belt load limiter	Visual inspection.	Load limiter missing or not suitable for vehicle.		X	
7.1.4. Safety belt pre-tensioners	Visual inspection.	Pre-tensioner missing or not suitable for vehicle.		X	

7.2. Fire extinguisher (X) <u>2/</u>	Visual inspection.	(a) Missing. (b) Not in accordance with the regulations. <u>1/</u>	X	X	
7.3. Locks and anti-theft device	Visual inspection and by operation.	(a) Device not functioning to prevent vehicle being driven. (b) Defective or inadvertently locking or blocking	X		X
7.4. Warning triangle (if required)(X) <u>2/</u>	Visual inspection.	Missing or incomplete. Not in accordance with the requirements. <u>1/</u>	X		
7.5. First aid kit. (if required)(X) <u>2/</u>	Visual inspection.	Missing, incomplete or not in accordance with the requirements. <u>1/</u>	X		
7.6. Wheel chocks (wedges) (if required) (X) <u>2/</u>	Visual inspection.	Missing or not in good condition.	X	X	
7.7. Audible warning device	Visual inspection and by operation.	(a) Not working. (b) Control insecure. (c) Not in accordance with the requirements. <u>1/</u>	X	X	
7.8. Speedometer	Visual inspection or by operation during road test or by electronically means.	(a) Not fitted in accordance with the requirements. <u>1/</u> (b) Not operational. (c) Not capable of being illuminated.	X	X	
7.9. Tachograph (if fitted/required)	Visual inspection.	(a) Not fitted in accordance with the requirements. <u>1/</u> (b) Not operational. (c) Defective or missing seals. (d) Calibration plaque missing, illegible or out of date. (e) Obvious tampering or manipulation. (f) Size of tyres not compatible with calibration parameters	X	X	
7.10. Speed limitation device (if fitted/required)	Visual inspection and by operation if equipment available.	(a) Not fitted in accordance with the requirements. <u>1/</u> (b) Obviously not operational. (c) Incorrect set speed (if checked). (d) Defective or missing seals. (e) Calibration plaque missing, illegible or out of date. (f) Size of tyres not compatible with calibration parameters.	X	X	

Commission Directive 2010/48/EU (5 Jul, 2010)					
Mandatory		Recommendation			
Item	Method	Reasons for Failure	Defect Assessment		
			MI	MaD	DD
7.1.2. Condition of safety-belts/buckles.	Visual inspection and by operation.	(a) Mandatory safety-belt missing or not fitted. (b) Safety-belt damaged. (c) Safety-belt not in accordance with the requirements (a) (d) Safety-belt buckle damaged or not functioning correctly. (e) Safety-belt retractor damaged or not functioning correctly.		X	
7.1.3. Safety belt load limiter	Visual inspection.	Load limiter missing or not suitable for vehicle.		X	
7.1.4. Safety belt pre-tensioners	Visual inspection.	Pre-tensioner missing or not suitable with the vehicle.		X	
7.1.5. Airbag	Visual inspection.	(a) Airbags obviously missing or not suitable with the vehicle. (b) Airbag obviously non operative		X	
7.1.6. SRS Systems	Visual inspection of MIL	SRS MIL indicates any kind of failure of the system		X	
7.2. Fire extinguisher (X) <u>b/</u>	Visual inspection.	(a) Missing. (b) Not in accordance with the requirements (a).	X	X	
7.3. Visual inspection and by operation.	Visual inspection and by operation.	(a) Device not functioning to prevent vehicle being driven. (b) Defective or inadvertently locking or blocking	X		X
7.4. Warning triangle (if required) (X) <u>b/</u>	Visual inspection.	Missing or incomplete. Not in accordance with the requirements (a)	X		
7.5. First aid kit. (if required) (X) (b)	Visual inspection.	Missing, incomplete or not in accordance with the requirements (a)	X		
7.6. Wheel chocks (wedges) (if required) (X) <u>b/</u>	Visual inspection.	Missing or not in good condition.	X	X	
7.7. Audible warning device	Visual inspection and by operation.	(a) Not working. (b) Control insecure. (c) Not in accordance with the requirements (a)	X	X	
7.8. Speedometer	Visual inspection or by operation during road test or by electronically means.	(a) Not fitted in accordance with the requirements (a) (b) Not operational. (c) Not capable of being illuminated.	X	X	
7.9. Tachograph (if fitted/required)	Visual inspection.	(a) Not fitted in accordance with the requirements (a) (b) Not operational. (c) Defective or missing seals. (d) Calibration plaque missing, illegible or out of date. (e) Obvious tampering or manipulation. (f) Size of tyres not compatible with calibration parameters	X	X	
7.10. Speed limitation device (if fitted/required)	Visual inspection and by operation if equipment available.	(a) Not fitted in accordance with the requirements (a) (b) Obviously not operational. (c) Incorrect set speed (if checked). (d) Defective or missing seals. (e) Calibration plaque missing, illegible or out of date. (f) Size of tyres not compatible with calibration parameters.	X	X	

Commission Recommendation 2010/378/EU (8 July, 2010)		Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection'		
0	Definitions of MI and MaD are different		
1			
1			
0	Directive references footnote (a); Draft Proposed Rule 2 references footnote (2). These two footnotes do not cover the same topic and are not paired elsewhere. Typo?		
1			
1			
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0	Minor difference in Reason for Failure		
0	Directive includes additional Item		
0	Directive includes additional Item		
0	Directive includes additional Item		
1			
0	See difference in footnotes (1) cf. (a) Draft Proposed Rule 2 uses 'regulations' (requirements used elsewhere in document); Directive uses 'requirements'		
0	Typo in Directive under Item		
1			
0	See difference in footnotes (1) cf. (a)		
0	See difference in footnotes (1) cf. (a)		
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**Draft Proposed Rule 2 (28 Aug, 2009)**

Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MI <sub>D</sub>	Ma <sub>D</sub>	DD
7.11. Odometer if available (X) <u>2</u>	Visual inspection.	(a) Obviously manipulated (fraud).	X	X	
		(b) Obviously inoperative.	X	X	

8. SUPPLEMENTARY TESTS FOR PASSENGER CARRYING VEHICLES M2, M3					
8.1. Doors					
8.1.1. Entrance and exit doors	Visual inspection and by operation.	(a) Defective operation. (b) Deteriorated condition. (c) Defective emergency control. (d) Remote control of doors or warning devices defective. (e) Not in accordance with the requirements. <u>1</u> / <u>1</u>	X	X	X
8.1.2. Emergency exits	Visual inspection and by operation (where appropriate).	(a) Defective operation. (b) Emergency exits signs missing or illegible. (c) Missing hammer to break glass. (d) Not in accordance with requirements. <u>1</u> / <u>1</u>	X	X	X
8.2. Demisting and defrosting system (X) <u>2</u>	Visual inspection and by operation.	(a) Not operating correctly. (b) Emission of toxic or exhaust gases into driver's or passenger compartment. (c) Defective defrosting (if compulsory).	X	X	X
8.3. Ventilation & heating system (X) <u>2</u>	Visual inspection and by operation.	(a) Defective operation (b) Emission of toxic or exhaust gases into driver's or passenger compartment	X	X	X
8.4. Seats					
8.4.1. Passenger seats (including seats for accompanying personnel)	Visual inspection.	(a) Seats in defective condition or insecure. (b) Folding seats (if allowed) not working automatically. (c) Not in accordance with the requirements. <u>1</u> / <u>1</u>	X	X	X
8.4.2. Driver's seat (additional requirements)	Visual inspection.	(a) Defective special devices such as anti-glare shield or anti-dazzle screen (b) Protection for driver insecure or not in accordance with requirements. <u>1</u> / <u>1</u>	X	X	X
8.5. Interior lighting and destination devices (X)	Visual inspection and by operation.	Device defective or not in accordance with requirements. <u>1</u> / <u>1</u>	X	X	
8.6. Gangways, standing areas	Visual inspection.	(a) Insecure floor. (b) Defective rails or grab handles. (c) Not in accordance with the requirements. <u>1</u> / <u>1</u>	X	X	X
8.7. Stairs and steps	Visual inspection and by operation (where appropriate).	(a) Deteriorated or damaged condition. (b) Retractable steps not operating correctly. (c) Not in accordance with requirements. <u>1</u> / <u>1</u>	X	X	X
8.8. Passenger communication system (X) <u>2</u>	Visual inspection and by operation.	Defective system.	X	X	

**Commission Directive 2010/48/EU (5 Jul, 2010)**

Commission Recommendation 2010/378/EU (8 July, 2010)

Mandatory		Recommendation			
Item	Method	Reasons for Failure	Defect Assessment		
			MI <sub>D</sub>	Ma <sub>D</sub>	DD
7.11. Odometer if available (X) <u>(b)</u>	Visual inspection.	(a) Obviously manipulated (fraud).	X	X	
		(b) Obviously inoperative.	X	X	
7.12. Electronic Stability Control (ESC) if fitted/ required	Visual inspection	(a) Wheel speed sensors missing or		X	
		(b) Wirings damaged		X	
		(c) Other components missing or damaged		X	
		(d) Switch damaged or not functioning correctly		X	
		(e) ESC MIL indicates any kind of failure of the system		X	

9. SUPPLEMENTARY TESTS FOR PASSENGER CARRYING VEHICLES M2, M3					
9.1. Doors					
9.1.1. Entrance and exit doors	Visual inspection and by operation.	(a) Defective operation. (b) Deteriorated condition. (c) Defective emergency control. (d) Remote control of doors or warning devices defective. (e) Not in accordance with the requirements (a)	X	X	X
9.1.2. Emergency exits	Visual inspection and by operation (where appropriate).	(a) Defective operation. (b) Emergency exits signs missing or illegible. (c) Missing hammer to break glass. (d) Not in accordance with requirements (a)	X	X	X
9.2. Demisting and defrosting system (X) <u>(b)</u>	Visual inspection and by operation.	(a) Not operating correctly. (b) Emission of toxic or exhaust gases into driver's or passenger compartment. (c) Defective defrosting (if compulsory).	X	X	X
9.3. Ventilation and heating system (X) <u>(b)</u>	Visual inspection and by operation.	(a) Defective operation (b) Emission of toxic or exhaust gases into driver's or passenger compartment	X	X	X
9.4. Seats					
9.4.1. Passenger seats (including seats for accompanying personnel)	Visual inspection.	(a) Seats in defective condition or insecure. (b) Folding seats (if allowed) not working automatically. (c) Not in accordance with the requirements (a)	X	X	X
9.4.2. Driver's seat (additional requirements)	Visual inspection.	(a) Defective special devices such as anti-glare shield or anti-dazzle screen (b) Protection for driver insecure or not in accordance with requirements (a).	X	X	X
9.5. Interior lighting and destination devices (X)	Visual inspection and by operation.	Device defective or not in accordance with requirements (a).	X	X	
9.6. Gangways, standing areas	Visual inspection.	(a) Insecure floor. (b) Defective rails or grab handles. (c) Not in accordance with the requirements (a).	X	X	X
9.7. Stairs and steps	Visual inspection and by operation (where appropriate).	(a) Deteriorated or damaged condition. (b) Retractable steps not operating correctly. (c) Not in accordance with requirements (a).	X	X	X
9.8. Passenger communication system (X) <u>(b)</u>	Visual inspection and by operation.	Defective system.	X	X	

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MI <sub>D</sub> and Ma <sub>D</sub> are different
0	
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0	Directive includes additional Item
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0	See difference in footnotes (1) cf. (a)
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Draft Proposed Rule 2 (28 Aug, 2009)						
Mandatory		Recommendation				
Item	Method	Main Reasons for Rejection	Defect Assessment			
			MiD	MaD	DD	
8.9. Notices (X) <u>2</u>	Visual inspection.	(a) Missing, erroneous or illegible notice. (b) Not in accordance with requirements. <u>1</u>	X X	X X		
8.10. Requirements regarding the transport of children. (X) <u>2</u>						
8.10.1 Doors	Visual inspection.	Protection of doors not in accordance with the requirements <u>1</u> regarding this form of transport.	X	X		
8.10.2 Signalling and special equipment	Visual inspection.	Signalling or special equipment absent or not in accordance with requirements. <u>1</u>	X	X		
8.11. Requirements regarding the transport of disabled persons. (X) <u>2</u>						
8.11.1. Doors, ramps and lifts	Visual inspection and by operation.	(a) Defective operation. (b) Deteriorated condition. (c) Defective control(s). (d) Defective warning device(s). (e) Not in accordance with the requirements. <u>1</u>	X X X X X	X X X X X		
8.11.2. Wheelchair fixings	Visual inspection and by operation if appropriate.	(a) Defective operation. (b) Deteriorated condition. (c) Defective control(s). (d) Not in accordance with the requirements. <u>1</u>	X X X X	X X X X		
8.11.3 Signalling and special equipment	Visual inspection.	Signalling or special equipment absent or not in accordance with requirements. <u>1</u>	X	X		
8.12. Other special equipment (X) <u>2</u>						
8.12.1. Installations for food preparation	Visual inspection.	(a) Installation not in accordance with the requirements. <u>1</u> (b) Installation damaged to such an extent that it would be dangerous to use it.	X X	X X		
8.12.2 Sanitary installation	Visual inspection.	Installation not in accordance with the requirements. <u>1</u>	X	X		
8.12.3 Other devices (e.g. audio-visual systems)	Visual inspection.	Not in accordance with the requirements. <u>1</u>	X	X		

Commission Directive 2010/48/EU (5 Jul, 2010)						
Mandatory		Recommendation				
Item	Method	Reasons for Failure	Defect Assessment			
			MiD	MaD	DD	
9.9. Notices (X) <u>(b)</u>	Visual inspection.	(a) Missing, erroneous or illegible notice. (b) Not in accordance with requirements (a).	X X	X X		
9.10. Requirements regarding the transport of children. (X) <u>(b)</u>						
9.10.1 Doors	Visual inspection.	Protection of doors not in accordance with the requirements <u>(a)</u> regarding this form of transport.	X	X		
9.10.2 Signalling and special equipment	Visual inspection.	Signalling or special equipment absent or not in accordance with requirements (a).	X	X		
9.11. Requirements regarding the transport of disabled persons (X) <u>(b)</u>						
9.11.1. Doors, ramps and lifts	Visual inspection and by operation.	(a) Defective operation. (b) Deteriorated condition. (c) Defective control(s). (d) Defective warning device(s). (e) Not in accordance with the requirements (a)	X X X X X	X X X X X		
9.11.2. Wheelchair fixings	Visual inspection and by operation if appropriate.	(a) Defective operation. (b) Deteriorated condition. (c) Defective control(s). (d) Not in accordance with the requirements (a)	X X X X	X X X X		
9.11.3 Signalling and special equipment	Visual inspection.	Signalling or special equipment absent or not in accordance with requirements (a).	X	X		
9.12. Other special equipment (X) <u>(b)</u>						
9.12.1. Installations for food preparation	Visual inspection.	(a) Installation not in accordance with the requirements (a). (b) Installation damaged to such an extent that it would be dangerous to use it.	X X	X X		
9.12.2 Sanitary installation	Visual inspection.	Installation not in accordance with the requirements (a).	X	X		
9.12.3 Other devices (e.g. audio-visual systems)	Visual inspection.	Not in accordance with the requirements (a).	X	X		

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection' Definitions of MiD and MaD are different
1	
0	See difference in footnotes (1) cf. (a)
1	
0	See difference in footnotes (1) cf. (a)
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0	See difference in footnotes (1) cf. (a)



Draft Proposed Rule 2 (28 Aug, 2009)					
Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection		Defect Assessment	
				MiD	MaD
					DD

Commission Directive 2010/48/EU (5 Jul, 2010)					
Mandatory		Recommendation			
Item	Method	Reasons for Failure		Defect Assessment	
				MiD	MaD
					DD

Requirement identical?	Comment
0	Directive has 'Reasons for Failure' cf. 'Main Reasons for Rejection'
0	Definitions of MiD and MaD are different

Draft Proposed Rule 2 footnotes

## 8. NUISANCE

Directive footnotes

- ( 1 ) Inappropriate repair or modification means a repair or modification that adversely affects the road safety of the vehicle or has a negative effect on the environment.
- ( 2 ) 48 % for vehicles not fitted with ABS or type approved before 1 October 1991.
- ( 3 ) 45 % for vehicles registered after 1988 or from the date specified in requirements whichever
- ( 4 ) 43 % for semi-trailers and draw-bar trailers registered after 1988 or from the date in requirements whichever is the later.
- ( 5 ) 2,2 m/s<sup>2</sup> for N1, N2 and N3 vehicles.
- ( 6 ) Type-approved according to limits in row A or B section 5.3.1.4. of Annex I to Directive 70/220/EEC as amended by Directive 98/69/ EC or later or first registered or put into service after 1 July 2002
- ( 7 ) Type approved according to limits in row B section 5.3.1.4. of Annex I to Directive 70/220/EEC as amended by Directive 98/69/EC or later; row B1, B2 or C section 6.2.1 of Annex I to Directive 88/77/EEC as amended by Directive 1999/96/EC or later or first registered or put into service after 1 July 2002

Notes:

1/ 'requirements' are laid down by type-approval requirements at the date of first registration or first entry into service as well as retrofitting obligations or national legislation.

( a ) 'requirements' are laid down by type-approval requirements at the date of approval, first registration or first entry into service as well as retrofitting obligations or national legislation in the country of registration.

2/ '(X)' Identifies items which are related to the condition of the vehicle and its suitability for use on the road but which are not considered essential in a periodic inspection.

( b ) (X) Identifies items which are related to the condition of the vehicle and its suitability for use on the road but which are not considered essential in a periodic inspection

( c ) (XX) This reason for failure only applies if testing is required by national legislation.'

## MAIN REASONS FOR REJECTION AND ASSESSMENT OF DEFECTS

### 2. Guidelines for the assessment of defects and definitions (from 2010/378/EU)

Recommendations for the main reasons for rejection and the assessment of defects are also given

The guidelines for assessing failures, including technical defects and other non-compliances, that are found during periodic testing of vehicles are categorised in three groups, as follows:

MINOR DEFECTS (MiD)

MAJOR DEFECTS (MaD)

DANGEROUS DEFECTS (DD)

Each defect category should be defined by reference to the condition of the vehicle as follows:

Minor defects (MiD)

Technical defects that have no significant effect on the safety of the vehicle and other minor non-compliances.

MINOR DEFECTS

Technical defects that have no significant effect on the safety of the vehicle and other minor non-compliances. The vehicle does not necessarily have to be re-examined as it can reasonably be expected that the detected defects will be rectified without delay.

"Major defects" (MaD)

Defects that may prejudice the safety of the vehicle and/or put other road users at risk and other non-compliances.

MAJOR DEFECTS

Defects that may prejudice the safety of the vehicle or put other road users at risk and other more significant non-compliances. Further use of the vehicle on the road without repair of the detected defects is subject to conditions. The competent authorities in the Member States must adopt a procedure for setting the conditions under which the vehicle may be used before passing the vehicle to the road.

"Dangerous defects" (DD)

Defects that constitute a direct and immediate risk to road safety such that the vehicle should not be used on the road under any circumstances.

DANGEROUS DEFECTS

Defects that constitute a direct and immediate risk to road safety such that the vehicle should not be used on the road under any circumstances.

A vehicle having defects falling into more than one defect group should be classified according to the most serious defect. A vehicle showing several defects of the same group can be classified in the next more serious group if their combined effect makes the vehicle more dangerous.

A vehicle having defects falling into more than one defect group should be classified according to the most serious defect. A vehicle showing several defects of the same group can be classified in the next more serious group if their combined effect makes the vehicle more dangerous.

For defects which can be classified in more than one category, it should be the responsibility of the inspector carrying out the test to categorise the defects according to their severity, in accordance with national legislation.

Requirements for type-approval at the time of approval, first registration or first entry into service should be taken into consideration during the defect assessment. Nevertheless, some items will be covered by retrofitting requirements.