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II

(Non-legislative acts)

REGULATIONS

COMMISSION REGULATION (EU) No 595/2010

of 2 July 2010

amending Annexes VIII, X and XI to Regulation (EC) No 1774/2002 of the European Parliament and of the Council laying down health rules concerning animal by-products not intended for human consumption**(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption⁽¹⁾, and in particular the first and second subparagraph of Article 32(1) thereof,

Whereas:

Union. In order to facilitate the use of such blood and of such blood products, it is necessary to lay down animal health requirements for their use for technical purposes. Such requirements should mitigate the potential risks of transmission of certain compulsorily notifiable diseases listed in Council Directive 90/426/EEC of 26 June 1990 on animal health conditions governing the movement and import from third countries of equidae⁽²⁾, on the basis of available scientific evidence. In particular, blood should come from slaughterhouses that have been approved in accordance with Regulation (EC) No 853/2004 of the European Parliament and of the Council of 29 April 2004 laying down specific hygiene rules for food of animal origin⁽³⁾ or from facilities approved and supervised by the competent authority of the third country for the purpose of blood collection, such as holdings where animals are kept under special health conditions.

(1) Regulation (EC) No 1774/2002 lays down animal and public health rules concerning animal by-products not intended for human consumption. It provides that processed animal protein and other processed products that could be used as feed material are to be placed on the market only if they have been processed in accordance with Annex VII to that Regulation. In addition, Regulation (EC) No 1774/2002 provides that petfood, dogchews and technical products and those animal by-products referred to in Annex VIII are to be placed on the market only if they meet the specific requirements set out in that Annex.

(2) Chapter V of Annex VIII to Regulation (EC) No 1774/2002 currently sets out harmonised requirements for the placing on the market and importation of serum of equidae. However, certain Member States, trading partners and economic operators have indicated their interest in the use of blood and a wider range of blood products from equidae, both of Union and of third country origin, for technical purposes in the

(3) Chapter X of Annex VIII to Regulation (EC) No 1774/2002 sets out requirements for the importation of horns and horn products (excluding horn meal) and hooves and hoof products (excluding hoof meal) intended for use other than as feed material, organic fertilizers or soil improvers.

(4) Economic operators have indicated their interest in the use of such animal by-products for the production of organic fertilizers or soil improvers. However, the placing on the market, including the importation of such animal by-products should only be allowed if they originate from animals which are fit for slaughter for human consumption or which did not show clinical signs of any communicable disease and if a treatment has been applied to them which mitigates potential health risks.

⁽¹⁾ OJ L 273, 10.10.2002, p. 1.

⁽²⁾ OJ L 224, 18.8.1990, p. 42.

⁽³⁾ OJ L 139, 30.4.2004, p. 55.

- (5) In the case of horns, appropriate measures should be taken to prevent the transmission of transmissible spongiform encephalopathy (TSE) when the horns are removed from the skull. The Scientific Steering Committee issued an opinion on TSE infectivity distribution in ruminant tissues ⁽¹⁾. According to that opinion, horns must be removed without opening the cranial cavity, to prevent cross-contamination with TSE agents.
- (6) Accordingly, a new Chapter XV should be added to Annex VIII to Regulation (EC) No 1774/2002 which specifies the health conditions for the placing on the market, including the importation, of horns and horn products, excluding horn meal, and hooves and hoof products, excluding hoof meal, which are intended for the production of organic fertilisers or soil improvers.
- (7) Annex X to Regulation (EC) No 1774/2002, as amended by Commission Regulation (EC) No 437/2008 ⁽²⁾, sets out a single model health certificate for milk and milk products not intended for human consumption originating in third countries for dispatch to or for transit through the Union. Chapter V of Annex VII to Regulation (EC) No 1774/2002 lays down specific requirements for the placing on the market and importation of milk, milk products and colostrum. Point 3 of Section A and point 1.5 of Section B of that Chapter lay down the requirements for whey that is to be fed to animals of species susceptible to foot-and-mouth disease. The model health certificate for the importation of milk and milk products not intended for human consumption is set out Chapter 2 of Annex X to Regulation (EC) No 1774/2002. The requirements for whey set out in that model certificate are stricter than the corresponding requirements for whey in intra-Union trade set out in Chapter V of Annex VII to that Regulation. Accordingly, that model certificate should be amended so that the requirements for the importation of whey are not less favourable than those applicable to the production and marketing of whey in intra-Union trade. The model health certificate in Chapter 2 of Annex X to Regulation (EC) No 1774/2002 should therefore be amended.
- (8) Annex XI to Regulation (EC) No 1774/2002 sets out lists of third countries from which Member States may authorise imports of certain animal by-products not intended for human consumption with reference to Council Decision 79/542/EEC ⁽³⁾, Commission Decision 97/296/EC ⁽⁴⁾, Commission Decision 94/85/EEC ⁽⁵⁾, Commission Decision 94/984/EC ⁽⁶⁾, Commission Decision 2000/585/EC ⁽⁷⁾, Commission Decision 2000/609/EC ⁽⁸⁾, Commission Decision 2004/211/EC ⁽⁹⁾, Commission Decision 2004/438/EC ⁽¹⁰⁾ and Commission Decision 2006/696/EC ⁽¹¹⁾. These legal acts have been considerably amended or replaced. Annex XI should be amended to take account of amendments made to those Union acts.
- (9) A transitional period should be provided for after the date of entry into force of this Regulation, in order to provide the necessary time for stakeholders to comply with the new rules and to allow for the continued importation into the Union of animal by-products, as provided for Regulation (EC) No 1774/2002, before the amendments introduced by this Regulation.
- (10) The measures provided for in this Regulation are in accordance with the opinion of the Standing Committee on the Food Chain and Animal Health,
- HAS ADOPTED THIS REGULATION:
- Article 1*
- Annexes VIII, X and XI to Regulation (EC) No 1774/2002 are amended in accordance with the Annex to this Regulation.
- Article 2*
- For a transitional period until 31 August 2010, Member States shall accept consignments of milk and milk products, serum from equidae and treated blood products, excluding those of equidae, for the manufacture of technical products which are accompanied by a health certificate completed and signed in accordance with the appropriate model certificates, as set out in Chapter 2, Chapter 4(A) and Chapter 4(D) respectively of Annex X to Regulation (EC) No 1774/2002 before the date of entry into force of this Regulation.
- Until 30 October 2010, Member States shall accept such consignments if the accompanying health certificates were completed and signed before 1 September 2010.

⁽¹⁾ Opinion of the Scientific Steering Committee adopted at its meeting of 10 and 11 January 2002 and amended at its meeting of 7 and 8 November 2002.

⁽²⁾ OJ L 132, 22.5.2008, p. 7.

⁽³⁾ OJ L 146, 14.6.1979, p. 15.

⁽⁴⁾ OJ L 122, 14.5.1997, p. 21.

⁽⁵⁾ OJ L 44, 17.2.1994, p. 31.

⁽⁶⁾ OJ L 378, 31.12.1994, p. 11.

⁽⁷⁾ OJ L 251, 6.10.2000, p. 1.

⁽⁸⁾ OJ L 258, 12.10.2000, p. 49.

⁽⁹⁾ OJ L 73, 11.3.2004, p. 1.

⁽¹⁰⁾ OJ L 154, 30.4.2004, p. 72.

⁽¹¹⁾ OJ L 295, 25.10.2006, p. 1.

Article 3

This Regulation shall enter into force and apply on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 2 July 2010.

For the Commission
The President
José Manuel BARROSO

ANNEX

Annexes VIII, X and XI to Regulation (EC) No 1774/2002 are amended as follows:

(1) Annex VIII is amended as follows:

(a) Chapter V is replaced by the following:

‘CHAPTER V

Requirements for blood and blood products from equidae for technical purposes

A. Placing on the market

The placing on the market for technical purposes of blood and blood products from equidae shall be subject to the following conditions:

1. Blood may be placed on the market provided that:

(a) it has been collected from equidae which:

- (i) at inspection on the date of blood collection do not show clinical signs of any of the compulsorily notifiable diseases listed in Annex A to Directive 90/426/EEC and of Equine influenza, Equine piroplasmosis, Equine rhinopneumonitis and Equine viral arteritis listed in point 4 of Article 1.2.3. of the Terrestrial Animal Health Code of the World Organisation for Animal Health (OIE), 2009 Edition;
- (ii) have been kept for at least 30 days prior to the date of and during blood collection on holdings under veterinary supervision which were not subject to a prohibition order pursuant to Article 4(5) of Directive 90/426/EEC or restrictions pursuant to Article 5 thereof;
- (iii) for the periods laid down in Article 4(5) of Directive 90/426/EEC had no contact with equidae from holdings which were subject to a prohibition order for animal health reasons pursuant to that Article and for at least 40 days prior to the date of and during blood collection had no contact with equidae from a Member State or third country not considered free of African horse sickness in accordance with Article 5(2)(a) of that Directive;

(b) it has been collected under veterinary supervision either:

- (i) in slaughterhouses approved in accordance with Regulation (EC) No 853/2004; or
- (ii) in facilities approved, furnished with a veterinary approval number and supervised by the competent authority for the purpose of collecting blood from equidae for the production of blood products for technical purposes.

2. Blood products may be placed on the market provided that:

(a) all precautions have been taken to avoid contamination of the blood products with pathogenic agents during production, handling and packaging;

(b) the blood products have been produced from blood which:

- (i) either fulfils the conditions set out in paragraph 1(a); or
- (ii) has been subjected to at least one of the following treatments, followed by an effectiveness check, for the inactivation of possible causative pathogens for African horse sickness, equine encephalomyelitis of all types including Venezuelan equine encephalomyelitis, equine infectious anaemia, vesicular stomatitis and glanders (*Burkholderia mallei*):
 - heat treatment at a temperature of 65 °C for at least three hours;
 - irradiation at 25 kGy by gamma rays;
 - change in pH to pH 5 for two hours;
 - heat treatment of at least 80 °C throughout their substance.

3. Blood and blood products from equidae must be packed in sealed impermeable containers which:

- (a) are clearly labelled "BLOOD AND BLOOD PRODUCTS FROM EQUIDAE, NOT FOR HUMAN OR ANIMAL CONSUMPTION";
- (b) bear the approval number of the establishment of collection referred to in paragraph 1(b).

B. Importation

Member States shall authorise imports of blood and blood products from equidae for technical purposes subject to the following conditions:

1. The blood must comply with the conditions set out in paragraph 1(a) of Section A and must be collected under veterinary supervision either in:

- (a) slaughterhouses
 - (i) approved in accordance with Regulation (EC) No 853/2004; or
 - (ii) approved and supervised by the competent authority of the third country; or
- (b) facilities approved, furnished with a veterinary approval number and supervised by the competent authority of the third country for the purpose of collecting blood from equidae for the production of blood products for technical purposes.

2. The blood products must comply with the conditions set out in paragraph 2 of Section A.

In addition, the blood products referred to in paragraph 2(b)(i) of Section A must have been produced from blood collected from equidae which have been kept for a period of at least three months, or since birth if less than three months old, prior to the date of collection on holdings under veterinary supervision in the third country of collection which during that period and the period of blood collection has been free of:

- (a) African horse sickness in accordance with Article 5(2)(a) of Directive 90/426/EEC;
- (b) Venezuelan equine encephalomyelitis for a period of at least two years;
- (c) glanders:
 - (i) for a period of three years; or
 - (ii) for a period of six months where the animals have shown no clinical signs of glanders (*Burkholderia mallei*) during the post-mortem inspection in the slaughterhouse referred to in paragraph 1(a), including a careful examination of mucous membranes from the trachea, larynx, nasal cavities and sinuses and their ramifications, after splitting the head in the median plane and excising the nasal septum;
- (d) vesicular stomatitis for six months.

3. Blood products must come from a technical plant approved by the competent authority of the third country meeting the specific conditions laid down in Article 18 of Regulation (EC) No 1774/2002.

4. Blood and blood products must come from a third country that appears on the list referred to in the following Parts of Annex XI:

- (a) Part XIII(A) where blood has been collected in accordance with paragraph 1 of Section A or where blood products have been produced in accordance with paragraph 2(b)(i) of Section A; or
- (b) Part XIII(B) where they have been treated in accordance with paragraph 2(b)(ii) of Section A.

5. Blood and blood products shall be packed and labelled in accordance with paragraph 3(a) of Section A and shall be accompanied by a health certificate that conforms to the model set out in Chapter 4(A) of Annex X, duly completed and signed by the official veterinarian.'

(b) the following Chapter XV is added:

‘CHAPTER XV

Requirements for horns and horn products, excluding horn meal, and hooves and hoof products, excluding hoof meal, intended for the production of organic fertilizers or soil improvers

A. Placing on the market

The placing on the market of horns and horn products, excluding horn meal, and hooves and hoof products, excluding hoof meal, intended for the production of organic fertilizers or soil improvers shall be subject to the following conditions:

1. they must originate from animals that:
 - (a) either have been slaughtered in a slaughterhouse, after undergoing an ante-mortem inspection, and were found fit, as a result of such inspection, for slaughter for human consumption in accordance with Union legislation; or
 - (b) did not show clinical signs of any disease communicable through that product to humans or animals.
2. they must have undergone a heat treatment for one hour at a core temperature of at least 80° C;
3. the horns must have been removed without opening the cranial cavity;
4. at any stage of processing, storage or transport, every precaution shall have been taken to avoid cross-contamination;
5. they shall be packed either in new packaging or containers; or transported in vehicles or bulk containers which have been disinfected prior to loading using a product approved by the competent authority;
6. the packaging or containers must:
 - (a) indicate the type of product (horns, horn products, hooves or hoof products);
 - (b) be clearly labelled “NOT FOR HUMAN AND ANIMAL CONSUMPTION”;
 - (c) be marked with the name and address of the approved technical or storage plant of destination.

B. Importation

Member States shall authorise the importation of horns and horn products, excluding horn meal, and hooves and hoof products, excluding hoof meal, intended for the production of organic fertilizers or soil improvers provided that they:

1. come from a third country appearing on the list referred to in Part XVIII of Annex XI;
2. have been produced in accordance with point A of this Chapter;
3. are accompanied by a health certificate that conforms to the model set out in Chapter 18 of Annex X, duly completed and signed by the official veterinarian;
4. are conveyed following the veterinary checks in the border inspection post at the point of entry into the Union provided for in Directive 97/78/EC, and in accordance with the conditions laid down in Article 8(4) of that Directive, directly to an approved technical plant or an approved storage plant.’

(2) Annex X is amended as follows:

- (a) Chapter 2 is replaced by the following:

‘CHAPTER 2

Health certificate

For milk and milk products not intended for human consumption for dispatch to or for transit through ⁽²⁾ the European Union.

COUNTRY

Veterinary certificate to EU

Part I: Details of dispatched consignment	I.1. Consignor Name Address Tel. N°				I.2. Certificate reference number		I.2.a	
					I.3. Central Competent Authority			
					I.4. Local Competent Authority			
	I.5. Consignee Name Address Postal code Tel. N°				I.6. Person responsible for the load in EU Name Address Postal code Tel. N°			
	I.7. Country of origin		ISO code		I.8. Region of origin		Code	
	I.9. Country of destination		ISO code		I.10. Region of destination		Code	
	I.11. Place of origin Name Approval number Address				I.12. Place of destination Customs warehouse ☐ Name Approval number Address Postal code			
	I.13. Place of loading				I.14. Date of departure			
I.15. Means of transport Aeroplane ☐ Ship ☐ Railway wagon ☐ Road vehicle ☐ Other ☐ Identification: Documentary references:				I.16. Entry BIP in EU				
				I.17. No.(s) of CITES				
I.18. Description of commodity						I.19. Commodity code (HS code)		
						I.20. Quantity		
I.21. Temperature of product Ambient ☐ Chilled ☐ Frozen ☐						I.22. Number of packages		
I.23. Identification of container/Seal number						I.24. Type of packaging		
I.25. Commodities certified for Animal feedingstuff ☐ Further process ☐ Technical use ☐ Other ☐								
I.26. For transit through EU to 3rd Country ☐ 3rd country ISO code					I.27. For import or admission into EU ☐			
I.28. Identification of the commodities Species Approval number of establishments Net weight Batch number Manufacturing plant								

COUNTRY

Milk and milk products not for human consumption

	II. Health information	II.a. Certificate reference number	II.b.
Part II: Certification	I, the undersigned official veterinarian, declare that I have read and understood Regulation (EC) No 1774/2002 ⁽¹⁾ , and in particular Article 6 and Chapter V of Annex VII thereof, and certify that the milk ⁽²⁾ , or the milk products ⁽¹⁾ referred to in box I.28 comply with the following conditions:		
	II.1. they were produced and derived in <i>(insert name of exporting country)</i> ⁽³⁾ , <i>(insert name of region)</i> ⁽³⁾ , which is listed in the Annex to Decision 2004/438/EC, and which has been free from foot-and-mouth disease (FMD) and rinderpest for 12 months immediately prior to export and has not practiced vaccination against rinderpest during that period;		
	II.2. they were produced from raw milk derived from animals which at the time of milking did not show clinical signs of any disease transmissible through milk to humans or animals, and which had been kept for at least 30 days prior to production on holdings that were not subject to official restrictions due to foot-and-mouth disease or rinderpest;		
	II.3. they are milk or milk products that:		
	(2) either [have undergone one of the treatments or combinations thereof described in point II. 4]		
	(2) or [where they comprise whey to be fed to animals of species susceptible to foot-and-mouth disease, that whey was collected from milk subjected to one of the treatments described in point II. 4 and		
	(2) either [the whey was collected at least 16 hours after clotting and has a pH below 6;]		
	(2) or [the whey has been produced at least 21 days before the shipping and in this period no cases of FMD have been detected in the exporting country;]		
	(2) or [the whey has been produced on ..././..., this date, in consideration of the foreseen voyage duration, being at least 21 days before the consignment is presented to a Border Inspection Post of the European Union;] ⁽⁴⁾		
	II.4. they have been subject to one of the following treatments:		
(2) either [High Temperature Short Time pasteurisation at 72 °C for at least 15 seconds, or an equivalent pasteurisation achieving a negative reaction to a phosphatase test, in combination with:			
(2) either [a subsequent second High Temperature Short Time pasteurisation at 72 °C for at least 15 seconds or an equivalent pasteurisation which itself achieves a negative reaction to a phosphatase test;]			
(2) or [a subsequent drying process that in the case of milk intended for feeding is combined with additional heating to 72°C or higher;]			
(2) or [a subsequent process by which the pH is reduced and kept for at least one hour at a level below 6;]			
(2)(4) or [the condition that the milk/milk product has been produced at least 21 days before the shipping and in this period no cases of FMD have been detected in the exporting country;]			
(2)(4) or [the milk/milk product has been produced on ..././..., this date, in consideration of the foreseen voyage duration, being at least 21 days before the consignment is presented to a Border Inspection Post of the European Union;]			
(2) or [sterilisation at a level of at least F ₀ 3;]			
(2) or [Ultra High Temperature treatment at 132 °C for at least one second in combination with:			
(2) either [a subsequent drying process that in the case of milk intended for feeding is combined with additional heating to 72 °C or higher;]			
(2) or [a subsequent process by which the pH is reduced and kept for at least one hour at a level below 6;]			
(2)(4) or [the condition that the milk/milk product has been produced at least 21 days before the shipping and in this period no cases of FMD has been detected in the exporting country;]			
(2)(4) or [the milk/milk product has been produced on ..././..., this date, in consideration of the foreseen voyage duration, being at least 21 days before the consignment is presented to a Border Inspection Post of the European Union;]			

COUNTRY

Milk and milk products not for human consumption

II. Health information	II.a. Certificate reference number	II.b.						
II.5. every precaution was taken to avoid contamination of the milk/milk product after processing; II.6. the milk/milk product was packed: (²) <i>either</i> [in new containers,] (²) <i>or</i> [in vehicles or bulk containers disinfected prior to loading using a product approved by the competent authority,] <i>and</i> the containers are marked so as to indicate the nature of the milk/milk product and bear labels indicating that the product is Category 3 material and not intended for human consumption. Notes Part I: — Box reference I.6: Person responsible for the load in EU: this box is to be filled in only if it is a certificate for transit commodity. — Box reference I.12: Place of destination: this box is to be filled in only if it is a certificate for transit commodity. — Box reference I.15: Registration number (railway wagons or container and lorries), flight number (aircraft) or name (ship) is to be provided. In case of unloading and reloading, the consignor must inform the Border Inspection Post of the European Union. — Box reference I.19: use the appropriate Harmonised System (HS) code of the World Customs Organisation: 23.09.10, 23.09.90, 35.01, 35.02 or 35.04. — Box reference I.23: for bulk containers, the container number and the seal number (if applicable) must be included. — Box reference I.26 and I.27: fill in according to whether it is a transit or an import certificate. — Box reference I.28: "Manufacturing plant" : provide the registration number of treatment or processing establishment. Part II: (¹) OJ L 273, 10.10.2002, p. 1. (²) Delete as appropriate. (³) For completion if the authorisation to import into the European Union is restricted to certain regions of the third country concerned. (⁴) this condition applies only to third countries listed in column "A" of Annex I to Decision 2004/438/EC — The signature and the seal must be in a different colour from that of the printing. — Note for the importer: this certificate is only for veterinary purposes and must accompany the consignment until it reaches the Border Inspection Post of the European Union.								
Official veterinarian <table border="0"> <tr> <td>Name (in capital letters):</td> <td>Qualification and title:</td> </tr> <tr> <td>Date:</td> <td>Signature:</td> </tr> <tr> <td>Stamp:</td> <td></td> </tr> </table>			Name (in capital letters):	Qualification and title:	Date:	Signature:	Stamp:	
Name (in capital letters):	Qualification and title:							
Date:	Signature:							
Stamp:								

(b) Chapter 4(A) is replaced by the following:

‘CHAPTER 4 (A)

Health certificate

For the import of blood and blood products from equidae for technical purposes, intended for dispatch to or for transit through ⁽²⁾ the European Union

COUNTRY

Veterinary certificate to EU

Part I: Details of dispatched consignment	I.1. Consignor ☐ Name Address Tel. N°		I.2. Certificate reference number		I.2.a		
			I.3. Central Competent Authority				
			I.4. Local Competent Authority				
	I.5. Consignee Name Address Postal code Tel. N°		I.6. Person responsible for the load in EU Name Address Postal code Tel. N°				
	I.7. Country of origin	ISO code	I.8. Region of origin	Code	I.9. Country of destination	ISO code	I.10.
	I.11. Place of origin Name Address Approval number		I.12. Place of destination Customs warehouse ☐ Name Address Postal code Approval number				
	I.13. Place of loading		I.14. Date of departure				
	I.15. Means of transport Aeroplane ☐ Ship ☐ Railway wagon ☐ Road vehicle ☐ Other ☐ Identification Documentary references		I.16. Entry BIP in EU I.17.				
	I.18. Description of commodity				I.19. Commodity code (HS code) 30.02		
	I.21. Temperature of product Ambient ☐ Chilled ☐ Frozen ☐				I.20. Quantity		
I.22. Identification of container/Seal number				I.23. Type of packaging			
I.24. Commodities certified for Technical use ☐							
I.25. For transit to 3rd Country vis-à-vis EU ☐ 3rd country ISO code			I.26. For import or admission into EU ☐				
I.27. Identification of the commodities Species (Scientific name) Approval number of establishments Manufacturing plant							

COUNTRY

Blood and blood products from equidae for technical purposes

	II. Health information	II.a. Certificate reference number	II.b.
Part II: Certification	I, the undersigned official veterinarian, declare that I have read and understood Regulation (EC) No 1774/2002 ⁽¹⁾ and in particular Article 4(1)(c), Article 6 and Chapter V of Annex VIII thereto and certify that the blood or blood products of equidae described above :		
	II.1. consist of blood or blood products from equidae that satisfy the health requirements below;		
	II.2. consist exclusively of blood or blood products of equidae not intended for human nor animal consumption;		
	II.3. come from a third country, territory or part thereof listed in Part XIII of Annex XI to Regulation (EC) No 1774/2002 where the following diseases are compulsorily notifiable: African horse sickness, dourine, glanders (<i>Burkholderia mallei</i>), equine encephalomyelitis (all types including VEE), equine infectious anaemia, vesicular stomatitis, rabies, anthrax;		
	II.4. have been derived from blood which was collected under the supervision of a veterinarian, from equidae, which on inspection at the time of collection were free from clinical signs of infectious disease:		
	(2) either [in slaughterhouses approved in accordance with Regulation (EC) No 853/2004 ⁽³⁾];		
	(2) or [in slaughterhouses approved and supervised by the competent authority of the country of export;]		
	(2) or [in facilities approved and supervised by the competent authority of the country of export for the purpose of collecting blood from equidae for the production of blood products for technical purposes;]		
	II.5. have been derived from blood which was collected from equidae,		
	II.5.1. which on inspection on the date of blood collection did not show clinical signs of any of the compulsorily notifiable diseases listed in Annex A to Directive 90/426/EEC ⁽⁴⁾ , and of Equine influenza, Equine piroplasmosis, Equine rhinopneumonitis and Equine viral arteritis listed in point 4 of Article 1.2.3. of the Terrestrial Animal Health Code of the World Organisation for Animal Health (OIE), 2009 Edition;		
	II.5.2. which have been kept for at least 30 days prior to the date of and during blood collection on holdings under veterinary supervision which were not subject to a prohibition order pursuant to Article 4(5) or restrictions for African horse sickness in accordance with Article 5 of Directive 90/426/EEC;		
	II.5.3. which had no contact with equidae from a holding which was subject to a prohibition order for animal health reasons pursuant to Article 4(5) of Directive 90/426/EEC.		
	II.5.4. which was collected from equidae for which the period for the prohibition order referred to in points II.5.2. and II.5.3 has been determined as followed:		
	(2) either [where not all the animals of species susceptible to the disease located on the holding have been slaughtered and the premises disinfected the period of prohibition has been: — six months in the case of glanders (<i>Burkholderia mallei</i>), beginning on the date on which the equidae infected with the disease are slaughtered; — six months in the case of equine encephalomyelitis of any type, including Venezuelan equine encephalomyelitis, beginning on the date on which the equidae infected with the disease are slaughtered; — in the case of equine infectious anaemia, until the date on which, the infected animals having been slaughtered, and the remaining animals have shown a negative reaction to two Coggins tests carried out three months apart; — during six months from the date of the last recorded case of vesicular stomatitis; — during one month from the date of the last recorded case of rabies; — during 15 days from the date of the last recorded case of anthrax.]		
	(2) or [if all the animals of species susceptible to the disease located on the holding have been slaughtered and the premises disinfected, the period of prohibition shall be 30 days, beginning on the date on which the animals were slaughtered and the premises disinfected, except in the case of anthrax, where the period of prohibition shall 15 days]		

COUNTRY **Blood and blood products from equidae for technical purposes**

II.	Health information	II.a. Certificate reference number	II.b.
II.6.	blood products come from a plant approved by the competent authority of the third country meeting the specific conditions set out in Article 17 or 18 of Regulation (EC) No 1774/2002.		
II.7.	blood products have been produced from blood which fulfils the conditions referred in II.4. and II.5 and		
(²) either	[has been produced from blood collected from equidae which have been kept for a period of at least three months, or since birth if less than three months old, prior to the date of collection on holdings under veterinary supervision in the country of collection which during that period and the period of blood collection has been free of:		
	(a) African horse sickness for two years		
	(b) Venezuelan equine encephalomyelitis for a period of at least two years;		
	(c) glanders		
	(²) either [for a period of three years;]		
	(²) or [for a period of six months where the animals have passed the post-mortem inspection for glanders in the slaughterhouse referred to in II.4, including a careful examination of mucous membranes from the trachea, larynx, nasal cavities and sinuses and their ramifications, after splitting the head in the median plane and excising the nasal septum;]		
	(d) vesicular stomatitis for six months;]		
(²) or	[has been subjected to at least one of the following treatments, followed by an effectiveness check, for the inactivation of possible causative pathogens for African horse sickness, equine encephalomyelitis of all types including Venezuelan equine encephalomyelitis, equine infectious anaemia, vesicular stomatitis and glanders (<i>Burkholderia mallei</i>):		
	(²) either [heat treatment at a temperature of 65 °C for at least three hours,]		
	(²) or [irradiation at 25 kGy by gamma rays,]		
	(²) or [change in pH to pH 5 for two hours,]		
	(²) or [heat treatment of at least 80 °C throughout their substance]]		
II.8.	all precautions have been taken to avoid contamination of the blood and blood products with pathogenic agents during production, handling and packaging;		
II.9.	were packed in sealed impermeable containers clearly labelled "NOT FOR HUMAN OR ANIMAL CONSUMPTION" and bearing the approval number of the establishment of collection;		
II.10.	were stored in enclosed storage.		

Notes

Part I:

- Box reference I.6: Person responsible for the consignment in EU: this box is to be filled in only if it is a certificate for transit commodity; it may be filled in if the certificate is for import commodity.
- Box reference I.12: Place of destination: this box is to be filled in only if it is a certificate for transit commodity. The products in transit can only be stored in free zones, free warehouses and custom warehouses.
- Box reference I.15: Registration number (railway wagons or container and lorries), flight number (aircraft) or name (ship); information is to be provided in case of unloading and reloading.
- Box reference I.23: for bulk containers, the container number and the seal number (if applicable) must be included.
- Box reference I.26 and I.27: fill in according to whether it is a transit or an import certificate.
- Box reference I.28: Manufacturing plant: provide the veterinary control number of the registered establishment of collection.

COUNTRY**Blood and blood products from equidae for technical purposes**

II. Health information	II.a. Certificate number	reference II.b.
Part II: (¹) OJ L 273, 10.10.2002, p. 1. (²) Delete as appropriate. (³) OJ L 139, 30.4.2004, p. 55. (⁴) OJ L 224, 18.8.1990, p. 42. — The signature and the stamp must be in a different colour to that of the printing. — Note for the person responsible for the consignment in EU: this certificate is only for veterinary purposes and must accompany the consignment until it reaches the border inspection post.		
Official veterinarian Name (in capital letters): Date: Stamp: Qualification and title: Signature:		

(c) Chapter 4(D) is replaced by the following:

CHAPTER 4 (D)

Health certificate

For treated blood products, excluding those of equidae, for the manufacture of technical products, intended for dispatch to or for transit through ⁽²⁾ the European Union

COUNTRY

Veterinary certificate to EU

Part I: Details of dispatched consignment	I.1. Consignor ☐ Name Address Tel. N°		I.2. Certificate reference number		I.2.a	
			I.3. Central Competent Authority			
			I.4. Local Competent Authority			
	I.5. Consignee Name Address Postal code Tel. N°		I.6. Person responsible for the load in EU Name Address Postal code Tel. N°			
	I.7. Country of origin	ISO code	I.8. Region of origin	Code	I.9. Country of destination	ISO code
					I.10.	
	I.11. Place of origin Name Address Approval number		I.12. Place of destination Customs warehouse ☐ Name Address Postal code Approval number			
	I.13. Place of loading		I.14. Date of departure			
	I.15. Means of transport Aeroplane ☐ Ship ☐ Railway wagon ☐ Road vehicle ☐ Other ☐ Identification Documentary references		I.16. Entry BIP in EU		I.17.	
	I.18. Description of commodity		I.19. Commodity code (HS code) 30.02		I.20. Quantity	
I.21. Temperature of product Ambient ☐ Chilled ☐ Frozen ☐		I.22. Number of packages		I.23. Identification of container/Seal number		
I.24. Type of packaging		I.25. Commodities certified for Technical use ☐		I.26. For transit to 3rd Country vis-à-vis EU ☐ 3rd country ISO code		
I.27. For import or admission into EU ☐		I.28. Identification of the commodities Species (Scientific name) Nature of commodity Approval number of establishments Manufacturing plant Batch number				

COUNTRY

Treated blood products, excluding those of equidae, for technical products

II. Health information		II.a. Certificate number	reference	II.b.
Part II: Certification	I, the undersigned official veterinarian, declare that I have read and understood Regulation (EC) No1774/2002 ⁽¹⁾ and in particular Article 4(1)(c), Article 6 and Chapter IV of Annex VIII thereof and certify that:			
	II.1.	the blood products described above consist of blood products that satisfy the requirements below;		
	II.2.	they consist exclusively of blood products not intended for human or animal consumption;		
	II.3.	they have been prepared and stored in a plant approved, validated and supervised by the competent authority in accordance with Article 18 or in the establishment of collection and where appropriate Article 11 of Regulation (EC) No 1774/2002 ⁽²⁾ , exclusively with the following animal by-products:		
	⁽²⁾ either	[— blood of slaughtered animals, which is fit for human consumption in accordance with Union legislation, but is not intended for human consumption for commercial reasons;]		
	⁽²⁾ and/or	[— blood of slaughtered animals, which is rejected as unfit for human consumption but is not affected by any signs of diseases communicable to humans or animals, derived from carcasses that are fit for human consumption in accordance with Union legislation;]		
	⁽²⁾ and/or	[— blood obtained from animals other than ruminants that are slaughtered in a slaughterhouse, after undergoing ante-mortem inspection, and were fit, as a result of such inspection, for slaughter for human consumption in accordance with Union legislation;]		
	⁽²⁾ and/or	[— blood and blood products originating from live animals that did not show clinical signs of any disease communicable through these products to humans or animals;]		
	II.4.	the blood from which such products are manufactured has been collected:		
	⁽²⁾ either	[in slaughterhouses approved in accordance with Union legislation,]		
	⁽²⁾ or	[in slaughterhouses approved and supervised by the competent authority of the third country,]		
	⁽²⁾ or	[from live animals in facilities approved and supervised by the competent authority of the third country;]		
	⁽²⁾ [II.5.	In case of blood products derived from <i>taxa Artiodactyla</i> , <i>Perissodactyla</i> and <i>Proboscidea</i> including their crossbreeds, other than <i>Suidae</i> and <i>Tayassuidae</i> , the products have undergone one of the following treatments, guaranteeing the absence of pathogens of foot-and-mouth disease, vesicular stomatitis, rinderpest, peste des petits ruminants, Rift Valley fever and bluetongue:		
	⁽²⁾ either	[heat treatment at a temperature of 65 °C for at least three hours, followed by an effectiveness check,]		
	⁽²⁾ or	[irradiation at 25 kGy by gamma rays, followed by an effectiveness check,]		
	⁽²⁾ or	[change in pH to pH 5 for two hours, followed by an effectiveness check,]		
	⁽²⁾ or	[heat treatment of at least 80 °C throughout their substance, followed by an effectiveness check]]		
	⁽²⁾ [II.6.	In the case of blood products derived from <i>Suidae</i> , <i>Tayassuidae</i> , poultry and other avian species, the products have undergone one of the following treatments guaranteeing the absence of pathogens of the following diseases: foot-and-mouth disease, vesicular stomatitis, swine vesicular disease, classical swine fever, African swine fever, Newcastle disease and highly pathogenic avian influenza as appropriate to the species;		
⁽²⁾ either	[heat treatment at a temperature of 65 °C for at least three hours, followed by an effectiveness check,]			
⁽²⁾ or	[irradiation at 25 kGy by gamma rays, followed by an effectiveness check,]			
⁽²⁾ or	[heat treatment of at least 80 °C for <i>Suidae/Tayassuidae</i> ⁽²⁾ and at least 70 °C for poultry and other avian species ⁽²⁾ throughout their substance, followed by an effectiveness check]]			
⁽²⁾ [II.7.	In the case of blood products derived from species other than listed under II.5. or II.6. the products have undergone of the following treatment (please specify): ;]			
II.8.	the products were:			
⁽²⁾ either	[packed in new or sterilised bags or bottles,]			

COUNTRY**Treated blood products, excluding those of equidae, for technical products**

II. Health information	II.a. Certificate number	reference II.b.						
(²) or [transported in bulk in containers or other means of transport that were thoroughly cleaned and disinfected with a disinfectant approved by the competent authority before use,] the outer packaging or containers bear labels indicating "NOT FOR HUMAN OR ANIMAL CONSUMPTION"; II.9. the products were stored in enclosed storage; II.10. the products have undergone all precautions to avoid contamination with pathogenic agents after treatment.								
Notes Part I: — Box reference I.6: Person responsible for the consignment in the European Union: this box is to be filled in only if it is a certificate for transit commodity; it may be filled in if the certificate is for import commodity. — Box reference I.12: Place of destination: this box is to be filled in only if it is a certificate for transit commodity. The products in transit can only be stored in free zones, free warehouses and custom warehouses approved for that purpose. — Box reference I.15: Registration number (railway wagons or container and lorries), flight number (aircraft) or name (ship); information is to be provided in case of unloading and reloading. — Box reference I.23: for bulk containers, the container number and the seal number (if applicable) must be included. — Box reference I.26 and I.27: fill in according to whether it is a transit or an import certificate. Part II: (¹) OJ L 273, 10.10.2002, p. 1. (²) Keep as appropriate. — The signature and the stamp must be in a different colour to that of the printing. — Note for the person responsible for the consignment in the European Union: this certificate is only for veterinary purposes and must accompany the consignment until it reaches the border inspection post.								
Official veterinarian <table> <tr> <td>Name (in capital letters):</td> <td>Qualification and title:</td> </tr> <tr> <td>Date:</td> <td>Signature:'</td> </tr> <tr> <td>Stamp:</td> <td></td> </tr> </table>			Name (in capital letters):	Qualification and title:	Date:	Signature:'	Stamp:	
Name (in capital letters):	Qualification and title:							
Date:	Signature:'							
Stamp:								

(d) the following Chapter 18 is added:

CHAPTER 18

Health certificate

For horns and horn products, excluding horn meal, and hooves and hoof products, excluding hoof meal, intended for the production of organic fertilizers or soil improvers intended for dispatch to or for transit through ⁽²⁾ the European Union

COUNTRY

Veterinary certificate to EU

Part I: Details of dispatched consignment	I.1. Consignor Name Address Tel. N°		I.2. Certificate reference number		I.2.a		
			I.3. Central Competent Authority				
			I.4. Local Competent Authority				
	I.5. Consignee Name Address Postal code Tel. N°		I.6. Person responsible for the load in EU Name Address Postal code Tel. N°				
	I.7. Country of origin	ISO code	I.8. Region of origin	Code	I.9. Country of destination	ISO code	I.10. Region of destination of Code
	I.11. Place of origin Name Address Approval number		I.12. Place of destination Customs warehouse ☐ Name Approval number Address Postal code				
	I.13. Place of loading		I.14. Date of departure				
	I.15. Means of transport Aeroplane ☐ Ship ☐ Railway wagon ☐ Road vehicle ☐ Other ☐ Identification Documentary references		I.16. Entry BIP in EU I.17. No.(s) of CITES				
	I.18. Description of commodity				I.19. Commodity code (HS code)		
					I.20. Quantity		
I.21. Temperature of product Ambient ☐ Chilled ☐ Frozen ☐				I.22. Number of packages			
I.23. Identification of container/Seal number				I.24. Type of packaging			
I.25. Commodities certified for Animal feedingstuff ☐ Further process ☐ Technical use ☐ Other ☐							
I.26. For transit through EU to 3rd Country ☐ 3rd country ISO code			I.27. For import or admission into EU ☐				
I.28. Identification of the commodities Species Approval number of establishments Net weight Batch number Manufacturing plant							

COUNTRY		Horns and horn products and hooves and hoof products intended to produce organic fertilizers or soil improvers	
II. Health information		II.a. Certificate number	II.b.
Part II: Certification	II.1.	I, the undersigned official veterinarian, declare that I have read and understood Regulation (EC) No 1774/2002 ⁽¹⁾ , and in particular Chapter XV of Annex VIII thereof, and certify that the horns and horn products, excluding horn meal and hooves and hoof products, excluding hoof meal ⁽²⁾ described above:	
	(²) either	[originate from animals that were slaughtered in a slaughterhouse, after undergoing ante-mortem inspection, and were fit, as a result of such inspection, for slaughter for human consumption]	
	(²) or	[originate from animals that did not show clinical signs of any disease communicable through that product to humans or animals]	
	II.2.	horns must have undergone a heat treatment for one hour at a core temperature of at least 80 °C;	
	II.3.	horns must have been removed without opening the cranial cavity;	
	II.4.	at any stage of processing, storage or transport every precaution shall be taken to avoid cross- contamination;	
	II.5.	were packed:	
	(²) either	[in new packaging or containers,]	
	(²) or	[in vehicles or bulk containers disinfected prior to loading using a product approved by the competent authority,]	
	and	[the packaging or containers are marked so as to indicate the type of the animal by-product ⁽³⁾ and bear labels indicating "NOT FOR HUMAN AND ANIMAL CONSUMPTION" and the name and address of the EU establishment of destination].	
Notes			
Part I:			
— Box reference I.6: Person responsible for the consignment in EU: this box is to be filled in only if it is a certificate for transit commodity; it may be filled in if the certificate is for import commodity.			
— Box reference I.12: Place of destination: this box is to be filled in only if it is a certificate for transit commodity. The products in transit must only be stored in free zones, free warehouses and custom warehouses.			
— Box reference I.15: Registration number (railway wagons or container and lorries), flight number (aircraft) or name (ship); information is to be provided in the event of unloading and reloading.			
— Box reference I.23: for bulk containers, the container number and the seal number (if applicable) must be given.			
— Box reference I.26 and I.27: fill in according to whether it is a transit or an import certificate.			
— Box reference I.28: Nature of commodity.			
Part II:			
⁽¹⁾ OJ L 273, 10.10.2002, p. 1.			
⁽²⁾ Delete as appropriate.			
⁽³⁾ Type of product: horns, horn products, hooves, hoof products.			
— The signature and the stamp must be in a different colour to that of the printing.			
— Note for the person responsible for the consignment in EU: this certificate is only for veterinary purposes and must accompany the consignment until it reaches the border inspection post.			
Official veterinarian			
Name (in capital letters):		Qualification and title:	
Date:		Signature:'	
Stamp:			

(3) Annex XI is replaced by the following:

'ANNEX XI

Lists of third countries from which Member States may authorise imports of animal by-products not intended for human consumption

The inclusion of a third country on one of the following lists is a necessary, but not sufficient, condition for the importation of the relevant products from that third country. Imports must also fulfil the relevant animal health and public health requirements. The following descriptions refer to the territories or parts thereof from which imports of certain animal by-products are permitted, as stated in the relevant animal health certificate or declaration laid down in Annex X.

PART I

List of third countries from which Member States may authorise imports of milk and milk products (health certificate, Chapter 2)

Authorised third countries listed in Annex I to Decision 2004/438/EC ⁽¹⁾.

PART II

List of third countries from which Member States may authorise imports of processed animal proteins (excluding fishmeal) (health certificate, Chapter 1)

Third countries listed in Part 1 of Annex II to Commission Regulation (EU) No 206/2010 ⁽²⁾.

PART III

List of third countries from which Member States may authorise imports of fishmeal and fish oil (health certificate, Chapters 1 and 9)

Third countries listed in Annex II to Commission Decision 2006/766/EC ⁽³⁾.

PART IV

List of third countries from which Member States may authorise imports of rendered fats (excluding fish oil) (health certificate, Chapters 10(A) and 10(B))

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010.

PART V

List of third countries from which Member States may authorise imports of blood products for feed material (health certificate, Chapter 4(B))

A. Blood products from ungulates

Third countries or parts of third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, from which imports of all categories of fresh meat of the respective species are authorised.

B. Blood products from other species

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010.

PART VI

List of third countries from which Member States may authorise imports of animal by-products and blood products (with the exception of those of equidae) intended for technical purposes including pharmaceuticals (health certificate, Chapters 4(C) and 8)

A. Blood products:

1. Untreated blood products of ungulates:

Third countries or parts of third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010 from which imports of fresh meat of any domestic ungulate species is authorised and only for the period indicated in columns 7 and 8 of that Part,

— (JP) Japan.

2. Untreated blood products of poultry and other avian species:

Third countries or parts of third countries listed in Part 1 of Annex I to Commission Regulation (EC) No 798/2008 ⁽⁴⁾,

— (JP) Japan.

3. Untreated blood products of other animals:

Third countries listed either in Part 1 of Annex II to Regulation (EU) No 206/2010, in Part 1 of Annex I to Regulation (EC) No 798/2008, or in Part 1 of Annex I to Commission Regulation (EC) No 119/2009 ⁽⁵⁾,

— (JP) Japan.

4. Treated blood products of any species:

Third countries listed in Part 1 to Annex II of Regulation (EU) No 206/2010, in Part 1 of Annex I to Regulation (EC) No 798/2008, or in Part 1 of Annex I to Regulation (EC) No 119/2009,

— (JP) Japan.

B. Animal by-products for pharmaceutical use:

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, in Part 1 of Annex I to Regulation (EC) No 798/2008, or in Part 1 of Annex I to Regulation (EC) No 119/2009 and the following third countries:

— (JP) Japan,

— (PH) Philippines,

— (TW) Taiwan.

C. Animal by-products for technical purposes other than pharmaceutical uses: third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010 from which imports of that category of fresh meat of the respective species is authorised, in Part 1 of Annex I to Regulation (EC) No 798/2008, or in Part 1 of Annex I to Regulation (EC) No 119/2009.

PART VII(A)

List of third countries from which Member States may authorise imports of animal by-products for the manufacture of petfood (health certificate, Chapter 3(F))

A. Animal by-products from equidae and animals of the bovine, ovine, caprine, and porcine species, including farmed and wild animals:

Third countries or parts of third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, from which imports of fresh meat for human consumption of those species of animals is authorised.

B. Raw material from poultry including ratites and wild game-birds:

Third countries or parts of third countries from which Member States authorise imports of fresh poultrymeat, which are listed in Part 1 of Annex I to Regulation (EC) No 798/2008.

C. Raw material from fish:

Third countries listed in Annex II to Decision 2006/766/EC.

D. Raw material from other wild land mammals and Leporidae.

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010 or in Part 1 of Annex I to Regulation (EC) No 119/2009, from which Member States authorise imports of fresh meat from the same species.

PART VII(B)

List of third countries from which Member States may authorise imports of raw petfood intended for dispatch to the European Union for direct sale or animal by-products to be fed to farmed fur animals (health certificate, Chapter 3(D))

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010 or in Part 1 of Annex I to Regulation (EC) No 798/2008, from which Member States authorise imports of fresh meat from the same species and where only bone in meat is authorised.

In the case of fish materials, third countries listed in Annex II to Decision 2006/766/EC.

PART VII(C)

List of third countries from which Member States may authorise imports of labelling innards for use in the manufacture of petfood, intended for dispatch to the European Union (health certificate, Chapter 3(E))

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010 or in Part 1 of Annex I to Regulation (EC) No 798/2008, from which Member States authorise imports of fresh meat from the same species and where only bone in meat is authorised.

In the case of labelling innards from fish materials, third countries listed in Annex II to Decision 2006/766/EC.

PART VIII

List of third countries from which Member States may authorise imports of pig bristles (health certificate, Chapter 7(A) and 7(B))

A. For untreated pig bristles, third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, which are free of African swine fever for the 12 months prior to the date of importation.

B. For treated pig bristles, third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, which may not be free of African swine fever for the 12 months prior to the date of importation.

PART IX

List of third countries from which Member States may authorise imports of processed manure and processed manure products for the treatment of soil (health certificate, Chapter 17)

For processed manure and processed manure products, third countries listed in:

- (a) Part 1 of Annex II to Regulation (EU) No 206/2010;
- (b) Annex I to Commission Decision 2004/211/EC ⁽⁶⁾; or
- (c) Part 1 of Annex I to Regulation (EC) No 798/2008.

PART X

List of third countries from which Member States may authorise imports of petfood and dogchews (health certificate, Chapters 3(A), 3(B) and 3(C))

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, and the following third countries:

- (JP) Japan
- (EC) Ecuador ⁽⁷⁾
- (LK) Sri Lanka ⁽⁸⁾
- (TW) Taiwan ⁽⁹⁾

PART XI

List of third countries from which Member States may authorise imports of gelatine, hydrolysed protein, collagen, dicalcium phosphate and tricalcium phosphate (health certificate, Chapters 11 and 12)

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, and the following third countries:

- (KR) South Korea ⁽¹⁰⁾
- (MY) Malaysia ⁽¹⁰⁾

— (PK) Pakistan ⁽¹⁰⁾

— (TW) Taiwan ⁽¹⁰⁾.

PART XII

List of third countries from which Member States may authorise imports of apiculture products (health certificate, Chapter 13)

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010.

PART XIII

List of third countries from which Member States may authorise imports of blood and blood products of equidae (health certificate, Chapter 4(A))

A. Untreated blood and blood products: Third countries or parts of third countries listed in Annex I to Decision 2004/211/EC, from which the importation of equidae for breeding and production is allowed.

B. Treated blood products: third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, from which Member States authorise imports of fresh meat of domestic equidae.

PART XIV

List of third countries from which Member States may authorise imports of hides and skins of ungulates (health certificate, Chapters 5(A), 5(B) and 5(C))

A. For fresh or chilled hides and skins of ungulates, third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, from which Member States authorise imports of fresh meat from the same species.

B. For treated hides and skins of ungulates, third countries or parts of third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010.

C. For treated hides and skins of ruminants that are intended for dispatch to the Union and which have been kept separate for a period of 21 days or which are to undergo transport for a period of 21 uninterrupted days before importation, any third country.

PART XV

List of third countries from which Member States may authorise imports of game trophies (health certificate, Chapters 6(A) and 6(B))

A. For treated game trophies of birds and ungulates, being solely bones, horns, hooves, claws, antlers, teeth, hides or skins, any third country.

B. For game trophies of birds consisting of entire parts not having been treated, third countries listed in Part 1 of Annex I to Regulation (EC) No 798/2008, from which Member States authorise imports of fresh poultry meat, and the following countries:

— (GL) Greenland

— (TN) Tunisia.

C. For game trophies of ungulates consisting of entire parts not having been treated, third countries listed in the appropriate columns for fresh meat of ungulates in Part 1 of Annex II to Regulation (EU) No 206/2010, including any restrictions laid down in the column for special remarks for fresh meat.

PART XVI

List of third countries from which Member States may authorise imports of egg products not intended for human consumption that could be used as feed material (health certificate, Chapter 15)

Third countries listed in Part 1 of Annex II to Regulation (EU) No 206/2010, and third countries or parts of third countries from which Member States authorise imports of fresh poultry meat, which are listed in Part 1 of Annex I to Regulation (EC) No 798/2008.

PART XVII

List of third countries from which Member States may authorise imports of bones and bone products (excluding bone meal), horns and horn products (excluding horn meal) and hooves and hoof products (excluding hoof meal) intended for use other than as feed material, organic fertilisers or soil improvers (declaration, Chapter 16)

Any third country.

PART XVIII

List of third countries from which Member States may authorise imports of horns and horn products (excluding horn meal) and hooves and hoof products, (excluding hoof meal) intended for the production of organic fertilizers or soil improvers (health certificate, Chapter 18)

Any third country.

⁽¹⁾ OJ L 154, 30.4.2004, p. 72.

⁽²⁾ OJ L 73, 20.3.2010, p. 1.

⁽³⁾ OJ L 320, 18.11.2006, p. 53.

⁽⁴⁾ OJ L 226, 23.8.2008, p. 1.

⁽⁵⁾ OJ L 39, 10.2.2009, p. 12.

⁽⁶⁾ OJ L 73, 11.3.2004, p. 1.

⁽⁷⁾ Petfood of fish origin only.

⁽⁸⁾ Dogchews made from hides and skins of ungulates only.

⁽⁹⁾ Processed petfood for ornamental fish only.

⁽¹⁰⁾ Gelatine only.

COMMISSION REGULATION (EU) No 596/2010**of 7 July 2010****adapting Regulation (EC) No 1019/2002 on marketing standards for olive oil on account of the accession of Bulgaria and Romania**

THE EUROPEAN COMMISSION,

Having regard to the Treaty of Accession of Bulgaria and Romania,

Having regard to the Act of Accession of Bulgaria and Romania, and in particular Article 56 thereof,

Whereas:

- (1) It is necessary to make a technical adaptation to Commission Regulation (EC) No 1019/2002 ⁽¹⁾ on account of the accession of the Republic of Bulgaria and of Romania to the European Union.
- (2) The second subparagraph of Article 9(1) of Commission Regulation (EC) No 1019/2002 requires Member States to notify the Commission of the measures taken to ensure compliance with that Regulation, including the system of penalties, no later than 31 December 2002. In order to allow Bulgaria and Romania to meet this requirement, a date after accession should be established for those Member States.

(3) Regulation (EC) No 1019/2002 should therefore be amended accordingly.

(4) The measures provided for in this Regulation are in accordance with the opinion of the Management Committee for Common Organisation of Agricultural Markets,

HAS ADOPTED THIS REGULATION:

Article 1

The following subparagraph is added to Article 9(1) of Regulation (EC) No 1019/2002:

‘Bulgaria and Romania shall communicate to the Commission the measures referred to in the first paragraph no later than 31 December 2010, and the amendments to those measures before the end of the month following that in which they are adopted.’

Article 2

This Regulation shall enter into force on the third day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 7 July 2010.

For the Commission

The President

José Manuel BARROSO

⁽¹⁾ OJ L 155, 14.6.2002, p. 27.

COMMISSION REGULATION (EU) No 597/2010**of 7 July 2010****establishing the standard import values for determining the entry price of certain fruit and vegetables**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EC) No 1234/2007 of 22 October 2007 establishing a common organisation of agricultural markets and on specific provisions for certain agricultural products (Single CMO Regulation) ⁽¹⁾,Having regard to Commission Regulation (EC) No 1580/2007 of 21 December 2007 laying down implementing rules for Council Regulations (EC) No 2200/96, (EC) No 2201/96 and (EC) No 1182/2007 in the fruit and vegetable sector ⁽²⁾, and in particular Article 138(1) thereof,

Whereas:

Regulation (EC) No 1580/2007 lays down, pursuant to the outcome of the Uruguay Round multilateral trade negotiations, the criteria whereby the Commission fixes the standard values for imports from third countries, in respect of the products and periods stipulated in Annex XV, Part A thereto,

HAS ADOPTED THIS REGULATION:

Article 1

The standard import values referred to in Article 138 of Regulation (EC) No 1580/2007 are fixed in the Annex hereto.

Article 2

This Regulation shall enter into force on 8 July 2010.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 7 July 2010.

*For the Commission,
On behalf of the President,**Jean-Luc DEMARTY
Director-General for Agriculture and
Rural Development*⁽¹⁾ OJ L 299, 16.11.2007, p. 1.⁽²⁾ OJ L 350, 31.12.2007, p. 1.

ANNEX

Standard import values for determining the entry price of certain fruit and vegetables

(EUR/100 kg)

CN code	Third country code ⁽¹⁾	Standard import value
0702 00 00	MA	56,2
	MK	65,6
	TR	50,2
	ZZ	57,3
0707 00 05	MK	41,0
	TR	121,6
	ZZ	81,3
0709 90 70	TR	104,4
	ZZ	104,4
0805 50 10	AR	86,0
	TR	111,6
	UY	91,0
	ZA	101,7
	ZZ	97,6
0808 10 80	AR	91,2
	BR	73,4
	CA	83,2
	CL	87,1
	CN	68,9
	NZ	116,0
	US	111,3
	UY	116,3
	ZA	96,8
	ZZ	93,8
0808 20 50	AR	88,4
	CL	132,0
	CN	98,4
	NZ	189,1
	ZA	106,8
	ZZ	122,9
0809 10 00	TR	222,5
	ZZ	222,5
0809 20 95	TR	302,3
	US	512,6
	ZZ	407,5
0809 30	AR	137,1
	TR	164,8
	ZZ	151,0
0809 40 05	IL	132,2
	US	110,3
	ZZ	121,3

⁽¹⁾ Nomenclature of countries laid down by Commission Regulation (EC) No 1833/2006 (OJ L 354, 14.12.2006, p. 19). Code 'ZZ' stands for 'of other origin'.

COMMISSION REGULATION (EU) No 598/2010**of 7 July 2010****amending Regulation (EU) No 576/2010 fixing the import duties in the cereals sector applicable from 1 July 2010**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Regulation (EC) No 1234/2007 of 22 October 2007 establishing a common organisation of agricultural markets and on specific provisions for certain agricultural products (Single CMO Regulation) ⁽¹⁾,

Having regard to Commission Regulation (EC) No 1249/96 of 28 June 1996 laying down detailed rules for the application of Council Regulation (EEC) No 1766/92 in respect of import duties in the cereals sector ⁽²⁾, and in particular Article 2(1) thereof,

Whereas:

- (1) The import duties in the cereals sector applicable from 1 July 2010 were fixed by Commission Regulation (EU) No 576/2010 ⁽³⁾.

- (2) As the average of the import duties calculated differs by more than EUR 5/tonne from that fixed, a corresponding adjustment must be made to the import duties fixed by Regulation (EU) No 576/2010.

- (3) Regulation (EU) No 576/2010 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Annexes I and II to Regulation (EU) No 576/2010 are hereby replaced by the text in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

It shall apply from 8 July 2010.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 7 July 2010.

*For the Commission,
On behalf of the President,*

Jean-Luc DEMARTY
*Director-General for Agriculture and
Rural Development*

⁽¹⁾ OJ L 299, 16.11.2007, p. 1.

⁽²⁾ OJ L 161, 29.6.1996, p. 125.

⁽³⁾ OJ L 166, 1.7.2010, p. 11.

ANNEX I

Import duties on the products referred to in Article 136(1) of Regulation (EC) No 1234/2007 applicable from 8 July 2010

CN code	Description	Import duties ⁽¹⁾ (EUR/t)
1001 10 00	Durum wheat, high quality	0,00
	medium quality	0,00
	low quality	0,00
1001 90 91	Common wheat seed	0,00
ex 1001 90 99	High quality common wheat, other than for sowing	0,00
1002 00 00	Rye	23,38
1005 10 90	Maize seed other than hybrid	5,34
1005 90 00	Maize, other than seed ⁽²⁾	5,34
1007 00 90	Grain sorghum other than hybrids for sowing	23,38

⁽¹⁾ For goods arriving in the Community via the Atlantic Ocean or via the Suez Canal the importer may benefit, under Article 2(4) of Regulation (EC) No 1249/96, from a reduction in the duty of:

- 3 EUR/t, where the port of unloading is on the Mediterranean Sea, or on the Black Sea,
- 2 EUR/t, where the port of unloading is in Denmark, Estonia, Ireland, Latvia, Lithuania, Poland, Finland, Sweden, the United Kingdom or the Atlantic coast of the Iberian peninsula.

⁽²⁾ The importer may benefit from a flatrate reduction of EUR 24 per tonne where the conditions laid down in Article 2(5) of Regulation (EC) No 1249/96 are met.

ANNEX II

Factors for calculating the duties laid down in Annex I

30.6.2010-6.7.2010

1. Averages over the reference period referred to in Article 2(2) of Regulation (EC) No 1249/96:

(EUR/t)

	Common wheat ⁽¹⁾	Maize	Durum wheat, high quality	Durum wheat, medium quality ⁽²⁾	Durum wheat, low quality ⁽³⁾	Barley
Exchange	Minneapolis	Chicago	—	—	—	—
Quotation	170,70	111,08	—	—	—	—
Fob price USA	—	—	139,88	129,88	109,88	78,42
Gulf of Mexico premium	—	14,26	—	—	—	—
Great Lakes premium	40,50	—	—	—	—	—

⁽¹⁾ Premium of 14 EUR/t incorporated (Article 4(3) of Regulation (EC) No 1249/96).⁽²⁾ Discount of 10 EUR/t (Article 4(3) of Regulation (EC) No 1249/96).⁽³⁾ Discount of 30 EUR/t (Article 4(3) of Regulation (EC) No 1249/96).

2. Averages over the reference period referred to in Article 2(2) of Regulation (EC) No 1249/96:

Freight costs: Gulf of Mexico–Rotterdam: 26,36 EUR/t

Freight costs: Great Lakes–Rotterdam: 55,23 EUR/t

DIRECTIVES

COMMISSION DIRECTIVE 2010/47/EU

of 5 July 2010

adapting to technical progress Directive 2000/30/EC of the European Parliament and of the Council on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community ⁽¹⁾, and in particular the first paragraph of Article 8 thereof,

Whereas:

- (1) In the interests of road safety, environmental protection and fair competition it is important to ensure that commercial vehicles in operation are properly maintained and inspected, in order to maintain their safe traffic performance when circulating within the European Union.
- (2) Standards and methods laid down in Directive 2000/30/EC should be adapted in accordance with technical progress, resulting in improved technical roadside inspections in the European Union.
- (3) With a view to minimising the costs and delays for drivers and operators, inspections should not exceed a reasonable length of time.
- (4) To ensure the correlation between test results, defects and the specific characteristics of each vehicle inspected, a more detailed standardised inspection report as referred to in Article 5(1) should be issued.
- (5) The technical requirements differ between vehicle categories as defined in the type-approval legislation ⁽²⁾. The inspection report should accordingly be amended to reflect these vehicle categories.
- (6) In order to make vehicle identification more reliable, the inspection report should contain, in addition to the vehicle registration number, the vehicle identification number (VIN).

- (7) In order to facilitate the recording of identified deficiencies by the inspectors, the inspection report should contain a complete list of items on its reverse side.
- (8) In order to further improve roadside technical inspections in light of technical progress, inspection methods should be introduced in relation to each of the items listed in Annex II.
- (9) In addition to the items related to safety, security and environmental protection, the inspection also needs to cover identification of the vehicle in order to ensure that the correct inspections and standards are applied, to enable the results of the inspection to be recorded and to enable enforcement of other legal requirements.
- (10) The measures provided for in this Directive are in accordance with the opinion of the committee on the adaptation to technical progress of the Directive on roadworthiness tests for motor vehicles and their trailers instituted by Article 7 of Directive 2009/40/EC,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annex I and Annex II to Directive 2000/30/EC are amended in accordance with the Annex to this Directive.

Article 2

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 1 January 2012 at the latest. They shall forthwith inform the Commission thereof.

When Member States adopt those provisions, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the texts of the provisions of national law which they adopt in the field covered by this Directive.

⁽¹⁾ OJ L 203, 10.8.2000, p. 1.

⁽²⁾ Annex II to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 263, 9.10.2007, p. 1).

Article 3

This Directive shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 5 July 2010.

For the Commission

The President

José Manuel BARROSO

ANNEX

Annexes I and II to Directive 2000/30/EC are amended as follows:

1. Annex I is replaced by the following:

‘ANNEX I

(front side)

SPECIMEN TECHNICAL ROADSIDE INSPECTION REPORT INCORPORATING A CHECK-LIST

1. Place of check
2. Date
3. Time
4. Vehicle nationality mark and registration number
5. Vehicle identification/VIN number
6. Category of vehicle
 - (a) ☐ N2^(a) (3,5 to 12 t)
 - (b) ☐ N3^(a) (more than 12 t)
 - (c) ☐ O3^(a) (3,5 to 10 t)
 - (d) ☐ O4^(a) (more than 10 t)
 - (e) ☐ M2^(a) (> 9 seats^(b) to 5 t)
 - (f) ☐ M3^(a) (> 9 seats^(b) more than 5 t)
 - (g) ☐ Other vehicle category (Article 1(3))
7. Undertaking carrying out transport
 - (a) Name and address
 - (b) Number of the Community licence^(c) (Regulation (EC) No 1072/2009)
8. Nationality (driver)
9. Driver name
10. Checklist

	Checked ^(d)	Not checked	Failed ^(e)
(0) identification ^(f)	☐	☐	☐
(1) braking equipment	☐	☐	☐
(2) steering ^(f)	☐	☐	☐
(3) visibility ^(f)	☐	☐	☐
(4) lighting equipment and electric system ^(f)	☐	☐	☐
(5) axles, wheels, tyres, suspension ^(f)	☐	☐	☐
(6) chassis and chassis attachments ^(f)	☐	☐	☐
(7) other equipment including tachograph ^(f) and speed limitation device	☐	☐	☐
(8) nuisance including emissions and spillage of fuel and/or oil	☐	☐	☐

11. Result of inspection:

Ban on using the vehicle, which has dangerous defects ☐
12. Miscellaneous/remarks:
13. Authority/officer or inspector having carried out the inspection

Signature of:

Testing authority/officer or inspector	Driver
.....	

Notes:

- (a) Vehicle category according to Annex II to Directive 2007/46/EC (OJ L 263, 9.10.2007, p. 1).
- (b) Number of seats including the driver's seat (item S.1 of registration certificate).
- (c) If available.
- (d) 'Checked' means that at least one or more of the inspection items listed in Annex II to Directive 2009/40/EC as amended by Directive 2010/48/EU of this group have been checked.
- (e) Defects indicated on the rear side.
- (f) Methods for testing and guidelines for assessment of defects according to Annex II to Directive 2009/40/EC as amended by Directive 2010/48/EU.

(reverse side)

0.	IDENTIFICATION OF THE VEHICLE	2.	STEERING	4.6.	Reversing lamps	6.1.9.	Engine performance
0.1.	Registration number plates	2.1.	Mechanical condition	4.6.1.	Condition and operation	6.2.	Cab and bodywork
0.2.	Vehicle identification/chassis/serial number	2.1.1.	Steering gear condition	4.6.2.	Switching	6.2.1.	Condition
1.	BRAKING EQUIPMENT	2.1.2.	Steering gear casing attachment	4.6.3.	Compliance with requirements	6.2.2.	Mounting
1.1.	Mechanical condition and operation	2.1.3.	Steering linkage condition	4.7.	Rear registration plate lamp	6.2.3.	Doors and door catches
1.1.1.	Service brake pedal pivot	2.1.4.	Steering linkage operation	4.7.1.	Condition and operation	6.2.4.	Floor
1.1.2.	Pedal condition and travel of brake operating device	2.1.5.	Power steering	4.7.2.	Compliance with requirements	6.2.5.	Driver's seat
1.1.3.	Vacuum pump or compressor and reservoirs	2.2.	Steering wheel and column	4.8.	Retro-reflectors, conspicuity markings and rear marker plates	6.2.6.	Other seats
1.1.4.	Low pressure warning gauge or indicator	2.2.1.	Steering wheel condition	4.8.1.	Condition	6.2.7.	Driving controls
1.1.5.	Hand-operated brake control valve	2.2.2.	Steering column	4.8.2.	Compliance with requirements	6.2.8.	Cab steps
1.1.6.	Parking brake activator, lever control, parking brake ratchet	2.3.	Steering play	4.9.	Tell-tales mandatory for lighting equipment	6.2.9.	Other interior and exterior fittings and equipment
1.1.7.	Braking valves (foot valves, un-loaders, governors)	2.4.	Wheel alignment	4.9.1.	Condition and operation	6.2.10.	Mudguards (wings), spray suppression devices
1.1.8.	Couplings for trailer brakes (electrical and pneumatic)	2.5.	Trailer steered axle turntable	4.9.2.	Compliance with requirements	7.	OTHER EQUIPMENT
1.1.9.	Energy storage reservoir pressure tank	3.	VISIBILITY	4.10.	Electrical connections between towing vehicle and trailer or semi-trailer	7.1.	Safety belts/buckles
1.1.10.	Brake servo units, master cylinder (hydraulic systems)	3.1.	Field of vision	4.11.	Electrical wiring	7.1.1.	Security of mounting
1.1.11.	Rigid brake pipes	3.2.	Condition of glass	4.12.	Non-obligatory lamps and reflectors	7.1.2.	Condition
1.1.12.	Flexible brake hoses	3.3.	Rear-view mirrors	4.13.	Battery	7.1.3.	Safety belt load-limiter
1.1.13.	Brake linings and pads	3.4.	Windscreen wipers	5.	AXLES, WHEELS, TYRES AND SUSPENSION	7.1.4.	Safety belt pre-tensioners
1.1.14.	Brake drums, brake discs	3.5.	Windscreen washers	5.1.	Axles	7.1.5.	Airbag
1.1.15.	Brake cables, rods, levers, linkages	4.	LAMPS, REFLECTORS, ELECTRICAL EQUIPMENT	5.1.1.	Axles	7.1.6.	SRS systems
1.1.16.	Brake actuators (including spring brakes or hydraulic cylinders)	4.1.	Headlamps	5.1.2.	Stub axles	7.2.	Fire extinguisher
1.1.17.	Load sensing valve	4.1.1.	Condition and operation	5.1.3.	Wheel bearings	7.3.	Locks and anti-theft device
1.1.18.	Slack adjusters and indicators	4.1.2.	Alignment	5.2.	Wheels and tyres	7.4.	Warning triangle
1.1.19.	Endurance braking system (where fitted or required)	4.1.3.	Switching	5.2.1.	Road wheel hub	7.5.	First aid kit
1.1.20.	Automatic operation of trailer brakes	4.1.4.	Compliance with requirements	5.2.2.	Wheels	7.6.	Wheel chocks (wedges)
1.1.21.	Complete braking system	4.1.5.	Levelling devices	5.2.3.	Tyres	7.7.	Audible warning device
1.1.22.	Test connections	4.1.6.	Headlamp cleaning device	5.3.	Suspension system	7.8.	Speedometer
1.2.	Service braking performance and efficiency	4.2.	Front and rear position lamps, side marker lamps and end outline marker lamps	5.3.1.	Springs and stabilisers	7.9.	Tachograph
1.2.1.	Performance	4.2.1.	Condition and operation	5.3.2.	Shock absorbers	7.10.	Speed limitation device
1.2.2.	Efficiency	4.2.2.	Switching	5.3.3.	Torque tubes, radius arms, wishbones and suspension arms	7.11.	Odometer
1.3.	Secondary (emergency) braking performance and efficiency	4.2.3.	Compliance with requirements	5.3.4.	Suspension joints	7.12.	Electronic stability control (ESC)
1.3.1.	Performance	4.3.	Stop lamps	5.3.5.	Air suspension	8.	NOISE
1.3.2.	Efficiency	4.3.1.	Condition and operation	6.	CHASSIS AND CHASSIS ATTACHMENTS	8.1.	8.1 Noise suppression system
1.4.	Parking braking performance and efficiency	4.3.2.	Switching	6.1.	Chassis or frame and attachments	8.2.	Exhaust emissions
1.4.1.	Performance	4.3.3.	Compliance with requirements	6.1.1.	General condition	8.2.1.	Petrol engine emissions
1.4.2.	Efficiency	4.4.	Direction indicator and hazard warning lamps	6.1.2.	Exhaust pipes and silencers	8.2.1.1.	Exhaust emission control equipment
1.5.	Endurance braking system performance	4.4.1.	Condition and operation	6.1.3.	Fuel tank and pipes (including heating fuel tank and pipes)	8.2.1.2.	Gaseous emissions
1.6.	Anti-lock braking system	4.4.2.	Switching	6.1.4.	Bumpers, lateral protection and rear under-run devices	8.2.2.	Diesel engine emissions
		4.4.3.	Compliance with requirements	6.1.5.	Spare wheel carrier	8.2.2.1.	Exhaust emission control equipment
		4.4.4.	Flashing frequency	6.1.6.	Coupling mechanisms and towing equipment	8.2.2.2.	Opacity
		4.5.	Front and rear fog lamps	6.1.7.	Transmission	8.3.	Electromagnetic interference suppression
		4.5.1.	Condition and operation	6.1.8.	Engine mountings	8.4.	Other items related to the environment
		4.5.2.	Alignment			8.4.1.	Visible smoke
		4.5.3.	Switching			8.4.2.	Fluid leaks'
		4.5.4.	Compliance with requirements				

2. Annex II is replaced by the following:

‘ANNEX II

TABLE OF CONTENTS

1. INTRODUCTION
2. INSPECTION REQUIREMENTS
 1. Braking equipment
 8. Nuisance

1. INTRODUCTION

This Annex lays down the rules for testing and/or checking braking systems and exhaust emissions during a technical roadside inspection. The use of equipment is not mandatory during roadside inspections. However, it will enhance the quality of inspections and, where possible, it is recommended.

Items that may only be checked by the use of equipment have been marked with an (E).

Where a method of inspection is given as visual, it means that in addition to looking at the items, the inspector should, if appropriate, also handle them, evaluate noise or use any other appropriate means of inspection without the use of equipment.

2. INSPECTION REQUIREMENTS

Roadside technical inspections may cover items and use the methods listed below. Deficiencies are examples of defects that can be detected.

Item	Method	Deficiencies
1. BRAKING EQUIPMENT		
1.1. Mechanical condition and operation		
1.1.1. Service brake pedal pivot	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight. (b) Excessive wear or play.
1.1.2. Pedal condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated. Note: Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. (c) Anti-slip provision on brake pedal missing, loose or worn smooth.
1.1.3. Vacuum pump or compressor and reservoirs	Visual inspection of the components at normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit protection valve and pressure relief valve.	(a) Insufficient pressure/vacuum to give assistance for at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). (b) Time taken to build up air pressure/ vacuum to safe working value not in accordance with the requirements (4).

Item	Method	Deficiencies
		(c) Multi-circuit protection valve or pressure relief valve not working. (d) Air leak causing a noticeable drop in pressure or audible air leaks. (e) External damage likely to affect the function of the braking system.
1.1.4. Low pressure warning gauge or indicator	Functional check	Malfunctioning or defective gauge or indicator.
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.
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. (e) Incorrect functioning, warning indicator shows malfunction.
1.1.7. Braking valves (foot valves, un-loaders, 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.
1.1.8. Couplings for trailer brakes (electrical and pneumatic)	Disconnect and reconnect all braking system couplings between towing vehicle and trailer.	(a) Tap or self-sealing valve defective. (b) Tap or valve insecure or inadequately mounted. (c) Excessive leaks. (d) Incorrectly or not connected where required. (e) Not functioning correctly.
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.
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.

Item	Method	Deficiencies
		(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.
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.
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.
1.1.13. Brake linings and pads	Visual inspection.	(a) Lining or pad excessively worn. (b) Lining or pad contaminated (oil, grease etc.). (c) Lining or pad missing.
1.1.14. Brake drums, brake discs	Visual inspection.	(a) Drum or disc excessively worn, corroded or scored or cracked, insecure or fractured. (b) Drum or disc contaminated (oil, grease, etc.). (c) Drum or disc missing. (d) Back plate insecure.
1.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	(a) Cable damaged or knotted. (b) Component excessively worn or corroded. (c) Cable, rod or joint insecure. (d) Cable guide defective. (e) Restriction to free movement of the braking system. (f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.
1.1.16. Brake actuators (including spring brakes or hydraulic cylinders)	Visual inspection of the components while the braking system is operated.	(a) Actuator cracked or damaged. (b) Actuator leaking. (c) Actuator insecure or inadequately mounted. (d) Actuator excessively corroded.

Item	Method	Deficiencies
		(e) Insufficient or excessive travel of operating piston or diaphragm mechanism. (f) Dust cover missing or excessively damaged.
1.1.17. Load sensing valve	Visual inspection of the components while the braking system is operated.	(a) Defective linkage. (b) Linkage incorrectly adjusted. (c) Valve seized or inoperative. (d) Valve missing. (e) Missing data plate. (f) Data illegible or not in accordance with requirements (a)
1.1.18. Slack adjusters and indicators	Visual inspection.	(a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment. (b) Adjuster defective. (c) Incorrectly installed or replaced.
1.1.19. Endurance braking system (where fitted or required)	Visual inspection.	(a) Insecure connectors or mountings. (b) System obviously defective or missing.
1.1.20. Automatic operation of trailer brakes	Disconnect brake coupling between towing vehicle and trailer.	Trailer brake does not apply automatically when coupling disconnected.
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) Excessive leakage of air or anti-freeze. (c) Any component insecure or inadequately mounted. (d) Inappropriate repair or modification to any component.
1.1.22. Test connections (where fitted or required)	Visual inspection.	(a) Missing. (b) Damaged, unusable or leaking.

1.2. Service braking performance and efficiency

1.2.1 Performance (E)	Test on a static brake testing machine; 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. (c) No gradual variation in brake effort (grabbing).
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Item	Method	Deficiencies
		(d) Abnormal lag in brake operation of any wheel. (e) Excessive fluctuation of brake force during each complete wheel revolution.
1.2.2 Efficiency (E)	Test on a static brake testing machine at the presented weight.	(a) Does not give at least the minimum figure as follows: (b) Category M1, M2 and M3 – 50 % ⁽¹⁾ (c) Category N1 – 45 % (d) Category N2 and N3 – 43 % ⁽²⁾ (e) Category O2, O3 and O4 – 40 % ⁽³⁾

1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)

1.3.1. Performance (E)	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. (c) No gradual variation in brake effort (grabbing).
1.3.2. Efficiency (E)	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 % ⁽⁴⁾ of the service brake performance defined in section 1.2.2 in relation to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axle loads.

1.4. Parking braking performance and efficiency

1.4.1. Performance (E)	Apply the brake on a static brake testing machine.	Brake inoperative on one or more wheels.
1.4.2. Efficiency (E)	Test on a static brake testing machine at the presented weight.	Does not give at least for all vehicles a braking ratio of 16 % in relation to the maximum authorised mass, or, for motor vehicles, of 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater.
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.
1.6. Anti-lock braking system	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.

Item	Method	Deficiencies
8. NUISANCE		
8.2. Exhaust emissions		
8.2.1 Petrol engine emissions		
8.2.1.1. Exhaust emission control equipment	Visual inspection.	(a) Emission control equipment fitted by the manufacturer absent or obviously defective. (b) Leaks which could significantly affect emission measurements.
8.2.1.2. Gaseous emissions (E)	Measurement using an exhaust gas analyser in accordance with the requirements ^(a) . Alternatively, for vehicles equipped with suitable on-board diagnostic systems, the proper functioning of the emission system can be checked by appropriate reading of the OBD device and checks on the proper functioning of the OBD system in place of emission measurements at engine idle in accordance with the manufacturer's conditioning recommendations and other requirements ^(a) and taking account of appropriate tolerances. Alternatively, measurement using remote sensing equipment and confirmed by standard test methods.	(a) Either, gaseous emissions exceed the specific levels given by the manufacturer; (b) or, if this information is not available, the CO emissions exceed, - for vehicles not controlled by an advanced emission control system, — 4,5 %, or — 3,5 %, - according to the date of first registration or use specified in requirements ^(a) - for vehicles controlled by an advanced emission control system, — at engine idle: 0,5 %, — at high idle: 0,3 %, - or — at engine idle: 0,3 % ⁽⁵⁾ — at high idle: 0,2 %, - according to the date of first registration or use specified in requirements ^(a). (c) Lambda outside the range $1 \pm 0,03$ or not in accordance with the manufacturer's specification. (d) OBD read out indicating significant malfunction. (e) Remote sensing measurement showing significant non-compliance.
8.2.2 Diesel engine emissions		
8.2.2.1. Exhaust emission control equipment	Visual inspection.	(a) Emission control equipment fitted by the manufacturer absent or obviously defective.

Item	Method	Deficiencies
		(b) Leaks which could significantly affect emission measurements.
8.2.2.2. Opacity (E)	(a) Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged. (b) Vehicle preconditioning: - Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition. - Precondition requirements: (i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan. (ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method. (c) Test procedure: - Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle. - To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump. - During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or if this data is	(a) For vehicles registered or put into service for the first time after the date specified in requirements ^(a), opacity exceeds the level recorded on the manufacturer's plate on the vehicle; (b) where this information is not available or requirements ^(a) do not allow the use of reference values, — for naturally aspirated engines: 2,5 m⁻¹, — for turbo-charged engines: 3,0 m⁻¹, or, for vehicles identified in requirements ^(a) or first registered or put into service for the first time after the date specified in requirements ^(a), — 1,5 m⁻¹ ^(e). (c) Remote sensing measurement showing significant non-compliance.

Item	Method	Deficiencies
	not available then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles M2, M3, N2 or N3 should be at least two seconds. 4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the measurements. Member States may limit the number of test cycles. 5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after less than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after less than three free acceleration cycles or after the purging cycles and taking account of appropriate tolerances. Alternatively, measurement using remote sensing equipment and confirmed by standard test methods.	

⁽¹⁾ 48 % for vehicles not fitted with ABS or type approved before 1 October 1991.

⁽²⁾ 45 % for vehicles registered after 1988 or from the date specified in requirements ^(a) whichever is the later.

⁽³⁾ 43 % for semi-trailers and draw-bar trailers registered after 1988 or from the date in requirements ^(a) whichever is the later.

⁽⁴⁾ 2,2 m/s² for N1, N2 and N3 vehicles.

⁽⁵⁾ 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.

⁽⁶⁾ 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 2008

NOTES:

^(a) "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 of the country of registration.'

COMMISSION DIRECTIVE 2010/48/EU**of 5 July 2010****adapting to technical progress Directive 2009/40/EC of the European Parliament and of the Council
on roadworthiness tests for motor vehicles and their trailers****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Directive 2009/40/EC of the European Parliament and of the Council of 6 May 2009 on roadworthiness tests for motor vehicles and their trailers⁽¹⁾, and in particular Article 6(1) thereof,

Whereas:

- (1) In the interests of road-safety, environmental protection and fair competition it is important to ensure that vehicles in operation are properly maintained and tested, in order to maintain their performance as guaranteed by type-approval, without excessive degradation, throughout their life-time.
- (2) Standards and methods, as referred to in Art. 6 (1) of Directive 2009/40/EC, should be further defined and adapted to reflect technical progress, in order to improve motor vehicle roadworthiness testing in the European Union in a cost-effective manner.
- (3) The findings of two projects, Autofore⁽²⁾ and Idelsy⁽³⁾ which recently dealt with future options for roadworthiness testing, and the outcome of an open and factual dialogue with stakeholders should be taken into account.
- (4) The current state of vehicle technology requires modern electronic systems to be included in the list of items to be tested.
- (5) In order to achieve further harmonisation of roadworthiness testing, testing methods should be introduced for each of the test items.

- (6) To facilitate further harmonisation and for reasons of consistency of standards, a non-exhaustive list of the main reasons for failure, as already exists for braking systems, should now be included for all test items.
- (7) Roadworthiness tests should cover all items relevant to the specific design, construction and equipment of the tested vehicle. Therefore, where necessary, specific requirements for particular vehicle categories should be added.
- (8) Member States have extended the periodic test requirement pursuant to Article 5(e) of Directive 2009/40/EC to other categories of vehicles. For the purpose of further harmonised testing, methods and standards for those categories of vehicles should be included. The tests should be carried out using techniques and equipment currently available, and without the use of tools to dismantle or remove any part of the vehicle.
- (9) In addition to the items related to safety, security and environmental protection, the test also needs to cover identification of the vehicle in order to ensure that the correct tests and standards are applied, to enable the results of the test to be recorded and to enable enforcement of other legal requirements.
- (10) To facilitate the functioning of the internal market, and to improve methods of roadworthiness testing, the results of a test should be set out in a roadworthiness certificate covering certain core elements.
- (11) Further work needs to be done in the field of developing alternative test procedures to check the maintenance condition of diesel driven vehicles, particularly concerning NO_x and particulates taking into account new emission after-treatment systems.

⁽¹⁾ OJ L 141, 6.6.2009, p. 12.

⁽²⁾ Autofore study on the Future Options for Roadworthiness Enforcement in the European Union, http://ec.europa.eu/transport/roadsafety/publications/projectfiles/autofore_en.htm

⁽³⁾ IDELSY Initiative for Diagnosis of Electronic Systems in Motor Vehicles for PTI, http://ec.europa.eu/transport/roadsafety/publications/projectfiles/idelsy_en.htm

(12) The measures provided for in this Directive are in accordance with the opinion of the committee on the adaptation to technical progress of the Directive on roadworthiness tests for motor vehicles and their trailers instituted by Article 7 of Directive 2009/40/EC,

HAS ADOPTED THIS DIRECTIVE:

Article 1

Annex II to Directive 2009/40/EC is amended in accordance with the Annex to this Directive.

Article 2

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 31 December 2011 at the latest, with the exception of the provisions of paragraph 3 of Annex II, which shall apply as of 31 December 2013. They shall forthwith inform the Commission thereof.

When Member States adopt those provisions, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the provisions of national law which they adopt in the field covered by this Directive.

Article 3

This Directive shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

Article 4

This Directive is addressed to the Member States.

Done at Brussels, 5 July 2010.

For the Commission

The President

José Manuel BARROSO

ANNEX

Annex II to Directive 2009/40/EC is replaced by the following:

‘ANNEX II

ITEMS TO BE COMPULSORY TESTED

TABLE OF CONTENTS

1. Introduction
2. Scope of the Inspection
3. Roadworthiness certificate
4. Minimum inspection requirements
 0. Identification of the vehicle
 1. Braking equipment
 2. Steering
 3. Visibility
 4. Lamps, reflectors and electrical equipment
 5. Axles, wheels, tyres and suspension
 6. Chassis and chassis attachments
 7. Other equipments
 8. Nuisance
 9. Supplementary tests for passenger carrying vehicles M2, M3

1. INTRODUCTION

This Annex identifies the vehicle systems and components to be tested; it details the method of testing them and the criteria to be used when determining whether the condition of the vehicle is acceptable.

Where the vehicle is found to be defective with regard to the test items listed, the competent authorities in the Member States must adopt a procedure for setting the conditions under which the vehicle may be used before passing another roadworthiness test.

The test must cover at least the items listed below, provided that these are related to the equipment of the vehicle being tested in the Member State concerned.

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

All the items listed should be considered as mandatory at a periodic test of vehicles, except those marked with the indication (X), 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 test.

‘Reasons for failure’ do not apply in cases where they refer to requirements which were not prescribed in the relevant vehicle approval legislation at the time of first registration, first entry into service or retrofitting requirements.

Where a method of inspection is given as visual, it means that in addition to looking at the items, the inspector should, if appropriate, also handle them, evaluate noise or use any other appropriate means of inspection without the use of equipment.

2. SCOPE OF INSPECTION

The inspection shall cover at least the items listed below, provided that these are related to the installed equipment of the vehicle being tested.

(0) Identification of the vehicle;

(1) Braking equipment;

(2) Steering;

- (3) Visibility;
- (4) Lighting equipment and parts of electric system;
- (5) Axles, wheels, tyres, suspension;
- (6) Chassis and chassis attachments;
- (7) Other equipment;
- (8) Nuisance,
- (9) Supplementary tests for passenger carrying vehicles M2 and M3

3. ROADWORTHINESS CERTIFICATE

The vehicle operator or driver must be notified in writing of the defects, the result of the test and the legal consequences.

Roadworthiness certificates issued in case of mandatory periodic vehicle tests shall cover at least the following elements:

- (1) VIN number
- (2) registration plate number and country symbol of state of registration
- (3) place and date of the test
- (4) odometer reading at time of the test if available
- (5) vehicle class if available
- (6) identified defects (it is recommended to follow the numerical order of Paragraph 5 of this Annex) and its category
- (7) overall assessment of the vehicle
- (8) date of next periodical test (if this information is not provided by other means)
- (9) name of inspection organisation and signature or identification of the inspector responsible for the test

4. MINIMUM INSPECTION REQUIREMENTS

The inspection shall cover at least the items and use the minimum standards and methods listed below. Reasons for failure are examples of defects that may be detected.

Item	Method	reasons for failure
0. IDENTIFICATION OF THE VEHICLE		
0.1. Registration number plates (if needed by requirements) ^(a)	Visual inspection	(a) Number plate(s) missing or so insecure/fixed that it is (they are) likely to fall off. (b) Inscription missing or illegible. (c) Not in accordance with vehicle documents or records.
0.2. Vehicle identification chassis/serial number	Visual inspection	(a) Missing or can not be found. (b) Incomplete, illegible. (c) Not in accordance with vehicle documents or records.

Item	Method	reasons for failure
1. BRAKING EQUIPMENT		
1.1. Mechanical condition and operation		
1.1.1. Service brake pedal/hand lever pivot	Visual inspection of the components while the braking system is operated. <i>Note:</i> Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight. (b) Excessive wear or play.
1.1.2. Pedal/hand lever condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated <i>Note:</i> Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. (c) Anti-slip provision on brake pedal missing, loose or worn smooth.
1.1.3. Vacuum pump or compressor and reservoirs	Visual inspection of the components at normal working pressure. Check time required for vacuum or air pressure to reach safe working value and function of warning device, multi-circuit protection valve and pressure relief valve.	(a) Insufficient pressure/vacuum to give assistance for at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). (b) Time taken to build up air pressure/vacuum to safe working value not in accordance with the requirements ^(e) (c) Multi-circuit protection valve or pressure relief valve not working. (d) Air leak causing a noticeable drop in pressure or audible air leaks. (e) External damage likely to affect the function of the braking system.
1.1.4. Low pressure warning gauge or indicator	Functional check	Malfunctioning or defective gauge or indicator.
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.
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 shows malfunction

Item	Method	reasons for failure
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.
1.1.8. Couplings for trailer brakes (electrical and 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
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.
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.
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.
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.
1.1.13. Brake linings and pads	Visual inspection.	(a) Lining or pad excessively worn. (b) Lining or pad contaminated (oil, grease etc.). (c) Lining or pad missing
1.1.14. Brake drums, brake discs	Visual inspection.	(a) Drum or disc excessively worn, excessively scored, cracked, insecure or fractured.

Item	Method	reasons for failure
		(b) Drum or disc contaminated (oil, grease, etc.) (c) Drum or disc missing (d) Back plate insecure.
1.1.15. Brake cables, rods, levers, linkages	Visual inspection of the components while the braking system is operated.	(a) Cable damaged or knotted. (b) Component excessively worn or corroded. (c) Cable, rod or joint insecure. (d) Cable guide defective. (e) Restriction to free movement of the braking system. (f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.
1.1.16. Brake actuators (including spring brakes or hydraulic cylinders)	Visual inspection of the components while the braking system is operated.	(a) Actuator cracked or damaged. (b) Actuator leaking. (c) Actuator insecure or inadequately mounted. (d) Actuator excessively corroded. (e) Insufficient or excessive travel of operating piston or diaphragm mechanism. (f) Dust cover missing or excessively damaged.
1.1.17. Load sensing valve	Visual inspection of the components while the braking system is operated	(a) Defective linkage. (b) Linkage incorrectly adjusted. (c) Valve seized or inoperative. (d) Valve missing. (e) Missing data plate. (f) Data illegible or not in accordance with requirements ^(a)
1.1.18. Slack adjusters and indicators	Visual inspection.	(a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment. (b) Adjuster defective. (c) Incorrectly installed or replaced.
1.1.19. Endurance braking system (where fitted or required)	Visual inspection.	(a) Insecure connectors or mountings. (b) System obviously defective or missing.
1.1.20. Automatic operation of trailer brakes	Disconnect brake coupling between towing vehicle and trailer.	Trailer brake does not apply automatically when coupling disconnected.
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.

Item	Method	reasons for failure
		(c) Any component insecure or inadequately mounted. (d) Inappropriate repair or modification to any component ⁽¹⁾
1.1.22. Test connections (where fitted or required)	Visual inspection	(a) Missing. (b) Damaged, unusable or leaking.
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.
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 recording 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. Road tests should be carried out under dry conditions on a flat, straight road.	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 %

Item	Method	reasons for failure
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).
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).
1.4. Parking braking performance and efficiency		
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.
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).
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.
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
1.7. Electronic brake system (EBS)	Visual inspection of warning device.	(a) Warning device malfunctioning. (b) Warning device shows system malfunction.

Item	Method	reasons for failure
2. STEERING		
2.1. Mechanical condition		
2.1.1. Steering gear condition	With the vehicle over a pit or on a hoist and with the road wheels off the ground or on turn tables, rotate the steering wheel from lock to lock. Visual inspection of the operation of the steering gear.	(a) Roughness in operation of gear. (b) Sector shaft twisted or splines worn. (c) Excessive wear in sector shaft. (d) Excessive movement of sector shaft. (e) Leaking.
2.1.2. Steering gear casing attachment	With vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate steering/handle bar wheel clock-wise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of the attachment of gear casing to chassis.	(a) Steering gear casing not properly attached. (b) Elongated fixing holes in chassis. (c) Missing or fractured fixing bolts. (d) Steering gear casing fractured.
2.1.3. Steering linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on ground, rock steering wheel clockwise and anti-clockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(a) Relative movement between components which should be fixed. (b) Excessive wear at joints. (c) Fractures or deformation of any component. (d) Absence of locking devices. (e) Misalignment of components (e.g. track rod or drag link). (f) Inappropriate repair or modification. (g) Dust cover missing, damaged or severely deteriorated.
2.1.4. Steering linkage operation	With the vehicle over a pit or on a hoist and with the road wheels on ground and the engine running (power steering), rotate steering wheel from lock to lock. Visual inspection of movement of linkages.	(a) Moving steering linkage fouling a fixed part of chassis. (b) Steering stops not operating or missing.
2.1.5. Power steering	Check steering system for leaks and hydraulic fluid reservoir level (if visible). With the road wheels on ground and with the engine running, check that the power steering system is operating.	(a) Fluid leak. (b) Insufficient fluid. (c) Mechanism not working. (d) Mechanism fractured or insecure. (e) Misalignment or fouling of components. (f) Inappropriate repair or modification. (g) Cables/hoses damaged, excessively corroded.
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

Item	Method	reasons for failure
		(c) Fracture or looseness of steering wheel hub, rim or spokes
2.2.2. Steering column/yokes 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
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 ^(a)).
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 ^(a) .
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.
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

3. VISIBILITY

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.
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 ^(a) (XX) ^(c) , (c) Glass or transparent panel in unacceptable condition.
3.3. Rear-view mirrors or devices	Visual inspection.	(a) Mirror or device missing or not fitted according to the requirements ^(a) . (b) Mirror or device inoperative, damaged, loose or insecure.

Item	Method	reasons for failure
3.4. Windscreen wipers	Visual inspection and by operation.	(a) Wipers not operating or missing (b) Wiper blade missing or obviously defective.
3.5. Windscreen washers	Visual inspection and by operation.	Washers not operating adequately.
3.6. Demisting system (X) ^(b)	Visual inspection and by operation.	System inoperative or obviously defective.

4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT

4.1. Headlamps

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.
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 ^(a) .
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.
4.1.4. Compliance with requirements ^(a) .	Visual inspection and by operation.	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements ^(a) . (b) Products on lens or light source which obviously reduce light intensity or change emitted colour. (c) Light source and lamp not compatible
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.
4.1.6. Headlamp cleaning device (where mandatory)	Visual inspection and by operation if possible.	Device not operating.

4.2. Front and rear position lamps, side marker lamps and end outline marker lamps

4.2.1. Condition and operation	Visual inspection and by operation.	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.
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Item	Method	reasons for failure
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.
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.
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.
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.
4.3.3. Compliance with requirements ^(a) .	Visual inspection and by operation.	Lamp, emitted colour, position or intensity not in accordance with the requirements ^(a) .
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
4.4.2. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements ^(a) .
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) .
4.4.4. Flashing frequency	Visual inspection and by operation.	Rate of flashing not in accordance with the requirements ^(a) .
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.
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

Item	Method	reasons for failure
4.5.3. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements ^(a) .
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)
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.
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) .
4.6.3. Switching	Visual inspection and by operation.	Switch does not operate in accordance with the requirements ^(a) .
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.
4.7.2. Compliance with requirements ^(a)	Visual inspection and by operation.	System does not operate in accordance with the requirements ^(a) .
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.
4.8.2. Compliance with requirements ^(a)	Visual inspection.	Device, reflected colour or position not in accordance with the requirements ^(a) .
4.9. Tell-tales mandatory for lighting equipment		
4.9.1. Condition and operation	Visual inspection and by operation.	Not operating.
4.9.2. Compliance with requirements ^(a)	Visual inspection and by operation.	Not in accordance with the requirements ^(a) .

Item	Method	reasons for failure
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.
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.
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.
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)

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.
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.
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.

Item	Method	reasons for failure
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
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 ^(a) and effecting road safety
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 ^(a) 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 ^(a) . (f) Tyre rubbing against other components. (g) Re-grooved tyres not in accordance with requirements ^(a) . (h) air pressure monitoring system malfunctioning or obviously inoperative
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 component. (c) spring missing (d) inappropriate repair or modification
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.
5.3.2.1. efficiency testing of damping (X) ^(b)	Use special equipment and compare left/right differences and/or absolute values given by manufactures	(a) significant difference between left and right (b) given minimum values not reached

Item	Method	reasons for failure
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.
5.3.4. Suspension joints	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) Excessive wear in swivel pin and/or bushes or at suspension joints. (b) Dust cover missing or severely deteriorated.
5.3.5. Air suspension	Visual inspection	(a) System inoperable. (b) Any component damaged, modified or deteriorated in a way that would adversely affect the functioning of the system (c) audible system leakage

6. CHASSIS AND CHASSIS ATTACHMENTS

6.1. Chassis or frame and attachments

6.1.1. General condition	Visual inspection with vehicle over a pit or on a hoist.	a) Fracture or deformation of any side or cross member. b) Insecurity of strengthening plates or fastenings. c) Excessive corrosion which affects the rigidity of the assembly.
6.1.2. Exhaust pipes and silencers	Visual inspection with vehicle over a pit or on a hoist.	a) Insecure or leaking exhaust system. b) Fumes entering cab or passengers compartment.
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	Visual inspection with vehicle over a pit or on a hoist, use of leak detecting devices in case of LPG/CNG systems.	(a) Insecure tank or pipes. (b) Leaking fuel or missing or ineffective filler cap. (c) Damaged or chafed pipes. (d) Fuel stopcock (if required) not operating correctly. (e) Fire risk due to — leaking fuel, — fuel tank or exhaust improperly shielded, — engine compartment condition, (f) LPG/CNG or hydrogen system not in accordance with requirements ^(a) .
6.1.4. Bumpers, lateral protection and rear underrun devices	Visual inspection.	(a) Looseness or damage likely to cause injury when grazed or contacted. (b) Device obviously not in compliance with the requirements ^(a) .

Item	Method	reasons for failure
6.1.5. Spare wheel carrier (if fitted)	Visual inspection.	(a) Carrier not in proper condition (b) Carrier fractured or insecure. (c) A spare wheel not securely fixed in carrier and likely to fall off.
6.1.6. Coupling mechanisms and towing equipment	Visual inspection for wear and correct operation with special attention to any safety device fitted and/or use of measuring gauge.	(a) Component damaged, defective or cracked. (b) Excessive wear in a component. (c) Attachment defective. (d) Any safety device missing or not operating correctly. (e) Any indicator not working. (f) Obstruct registration plate or any lamp (when not in use) (g) Inappropriate repair or modification.
6.1.7. Transmission	Visual inspection.	(a) Loose or missing securing bolts. (b) Excessive wear in transmission shaft bearings. (c) Excessive wear in universal joints. (d) Deteriorated flexible couplings. (e) A damaged or bent shaft. (f) Bearing housing fractured or insecure. (g) Dust cover missing or severely deteriorated. (h) Illegal power-train modification
6.1.8. Engine mountings	Visual inspection not necessarily on a pit or hoist.	Deteriorated, obviously and severely damaged, loose or fractured mountings.
6.1.9. Engine performance	Visual inspection	(a) Control unit illegal modified (b) illegal engine modification
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.
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.

Item	Method	reasons for failure
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.
6.2.4. Floor	Visual inspection over a pit or on a hoist.	Floor insecure or badly deteriorated
6.2.5. Driver's seat	Visual inspection.	(a) A loose seat or seat with defective structure. (b) Adjustment mechanism not functioning correctly.
6.2.6. Other seats	Visual inspection.	(a) Seats in defective condition or insecure. (b) Seats fitted not in accordance with requirements ^(a) .
6.2.7. Driving controls	Visual inspection and by operation.	Any control necessary for the safe operation of the vehicle not functioning correctly.
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.
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
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) .

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
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.

Item	Method	reasons for failure
		(e) Safety-belt retractor damaged or not functioning correctly.
7.1.3. Safety belt Load limiter	Visual inspection	Load limiter obviously missing or not suitable with the vehicle
7.1.4. Safety belt Pre-tensioners	Visual inspection	Pre-tensioner obviously missing or not suitable with the vehicle
7.1.5. Airbag	Visual inspection	(a) Airbags obviously missing or not suitable with the vehicle. (b) Airbag obviously non operative
7.1.6. SRS Systems	Visual inspection of MIL	SRS MIL indicates any kind of failure of the system
7.2. Fire extinguisher (X) ^(b)	Visual inspection.	(a) Missing. (b) Not in accordance with the requirements ^(a) .
7.3. Visual inspection and by operation	Visual inspection.	(a) Device not functioning to prevent vehicle being driven. (b) Defective or inadvertently locking or blocking
7.4. Warning triangle (if required) (X) ^(b)	Visual inspection.	(a) Missing or incomplete. (b) Not in accordance with the requirements ^(a) .
7.5. First aid kit. (if required) (X) ^(b)	Visual inspection.	Missing, incomplete or not in accordance with the requirements ^(a) .
7.6. Wheel chocks (wedges) (if required) (X) ^(b)	Visual inspection.	Missing or not in good condition.
7.7. Audible warning device	Visual inspection and by operation.	(a) Not working. (b) Control insecure. (c) Not in accordance with the requirements ^(a) .
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.
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.

Item	Method	reasons for failure
		(e) Obvious tampering or manipulation. (f) Size of tyres not compatible with calibration parameters
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
7.11. Odometer if available (X) ^(b)	Visual inspection	(a) obviously manipulated (fraud) (b) obviously inoperative
7.12. Electronic Stability Control (ESC) if fitted/required	Visual inspection	(a) Wheel speed sensors missing or damaged (b) Wirings damaged (c) Other components missing or damaged (d) Switch damaged or not functioning correctly (e) ESC MIL indicates any kind of failure of the system

8. NUISANCE

8.1. Noise

8.1.1. Noise suppression system	Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a standing noise test using a noise meter may be conducted)	(a) Noise levels in excess of those permitted in the requirements ^(a) . (b) Any part of the noise suppression system loose, likely to fall off, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels.
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8.2. Exhaust emissions

8.2.1. Petrol engine emissions

8.2.1.1. Exhaust emissions control equipment	Visual inspection	(a) Emission control equipment fitted by the manufacturer absent, modified or obviously defective. (b) Leaks which would affect emission measurements
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Item	Method	reasons for failure
8.2.1.2. Gaseous emissions	Measurement using an exhaust gas analyser in accordance with the requirements ^(a) . Alternatively, for vehicles equipped with suitable on-board diagnostic systems, the proper functioning of the emission system can be checked by appropriate reading of the OBD device and checks on the proper functioning of the OBD system in place of emission measurements at engine idle in accordance with the manufacturer's conditioning recommendations and other requirements ^(a) .	(a) Either, gaseous emissions exceed the specific levels given by the manufacturer; (b) Or, if this information is not available, the CO emissions exceed, i) for vehicles not controlled by an advanced emission control system, — 4,5 %, or, — 3,5 %, according to the date of first registration or use specified in requirements ^(a). ii) for vehicles controlled by an advanced emission control system, — at engine idle: 0,5 %, — at high idle: 0,3 %, or — at engine idle: 0,3 % ⁽⁶⁾ — at high idle: 0,2 %, according to the date of first registration or use specified in requirements ^(a). (c) Lambda outside the range $1 \pm 0,03$ or not in accordance with the manufacturer's specification (d) OBD readout indicating significant malfunction
8.2.2. Diesel engine emissions		
8.2.2.1. Exhaust emission control equipment	Visual inspection	(a) Emission control equipment fitted by the manufacturer absent or obviously defective (b) Leaks which would affect emission measurements
8.2.2.2. Opacity Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	(a) Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged. (b) Vehicle preconditioning: - Vehicles may be tested without preconditioning although for safety reasons checks should be made that the engine is warm and in a satisfactory mechanical condition. - precondition requirements: - Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80 °C, or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means,	(a) For vehicles registered or put into service for the first time after the date specified in requirements ^(a), opacity exceeds the level recorded on the manufacturer's plate on the vehicle; (b) Where this information is not available or requirements ^(a). do not allow the use of reference values, for naturally aspirated engines: 2,5 m⁻¹, for turbo-charged engines: 3,0 m⁻¹, or, for vehicles identified in requirements ^(a). or first registered or put into service for the first time after the date specified in requirements ^(a), 1,5 m⁻¹ ⁽⁷⁾.

Item	Method	reasons for failure
	for example by the operation of the engine cooling fan. (ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method. (c) Test procedure: 1. Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle. 2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump. 3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or if this data is not available then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of category 1 and 2 of Annex 1, should be at least two seconds. 4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that departs significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the measurements. Member States may limit the number of test cycles. 5. To avoid unnecessary testing, Member States may fail vehicles which have measured values significantly in excess of the limit values after less than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Member States may pass vehicles which have measured values significantly below the limits after less than three free acceleration cycles or after the purging cycles	

8.3. Electromagnetic interference suppression

Radio-interference (X) ^(b)	Visual examination.	Any requirements of the requirements ^(a) not met.
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8.4. Other items related to the environment

8.4.1. Fluid leaks	Visual examination	Any excessive fluid leak likely to harm the environment or to pose a safety risk to other road users
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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
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Item	Method	reasons for failure
		(c) Defective emergency control (d) Remote control of doors or warning devices defective (e) Not in accordance with the requirements ^(a) .
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) .
9.2. Demisting and defrosting system (X) ^(b)	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)
9.3. Ventilation and heating system (X) ^(b)	Visual inspection and by operation	(a) Defective operation (b) Emission of toxic or exhaust gases into driver's or passenger compartment
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) .
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) .
9.5. Interior lighting and destination devices (X) ^(b)	Visual inspection and by operation	Device defective or not in accordance with requirements ^(a) .
9.6. Gangways, standing areas	Visual inspection	(a) Insecure floor. (b) Defective rails or grab handles. (c) Not in accordance with the requirements ^(a) .
9.7. Stairs and steps	Visual inspection and by operation (where appropriate)	(a) Deteriorated or damaged condition (b) Retractable steps not operating correctly

Item	Method	reasons for failure
		(c) Not in accordance with requirements ^(a) .
9.8. Passenger communication system (X) ^(b)	Visual inspection and by operation.	Defective system
9.9. Notices (X) ^(b)	Visual inspection.	(a) missing, erroneous or illegible notice (b) not in accordance with requirements ^(a) .

9.10. Requirements regarding the transport of children. (X) ^(b)

9.10.1. Doors	Visual inspection	Protection of doors not in accordance with the requirements ^(a) . regarding this form of transport.
9.10.2. Signalling and special equipment	Visual inspection	Signalling or special equipment absent or not in accordance with requirements ^(a) .

9.11. Requirements regarding the transport of disabled persons (X) ^(b)

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) .
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) .
9.11.3. Signalling and special equipment	Visual inspection	Signalling or special equipment absent or not in accordance with requirements ^(a) .

9.12. Other special equipment (X) ^(b)

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.
9.12.2. Sanitary installation	Visual inspection	Installation not in accordance with the requirements ^(a) .

Item	Method	reasons for failure
9.12.3. Other devices (e.g. audiovisual systems)	Visual inspection	Not in accordance with the requirements ^(a) .

⁽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 is the later.

⁽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/s² 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 2008.

Notes:

^(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.

^(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.'

DECISIONS

COMMISSION DECISION

of 7 July 2010

releasing Estonia from certain obligations to apply Council Directives 66/402/EEC and 2002/57/EC in respect of *Avena strigosa* Schreb., *Brassica nigra* (L.) Koch and *Helianthus annuus* L.

*(notified under document C(2010) 4526)***(Only the Estonian text is authentic)****(Text with EEA relevance)**

(2010/377/EU)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Council Directive 66/402/EEC of 14 June 1966 on the marketing of cereal seed ⁽¹⁾, and in particular Article 23a thereof,Having regard to Council Directive 2002/57/EC of 13 June 2002 on the marketing of seed of oil and fibre plants ⁽²⁾, and in particular Article 28 thereof,

Having regard to the application submitted by Estonia,

Whereas:

- (1) Directives 66/402/EEC and 2002/57/EC set out certain provisions for the marketing of cereal seed and seed of oil and fibre plants. Those Directives also provide that, subject to certain conditions, Member States may be wholly or partially released from the obligation to apply the provisions of those Directives in respect of certain species.
- (2) Estonia has applied for release from their obligations in respect of *Avena strigosa* Schreb., *Brassica nigra* (L.) Koch and *Helianthus annuus* L.
- (3) The seed of *Avena strigosa* Schreb., *Brassica nigra* (L.) Koch and *Helianthus annuus* L. is not normally reproduced or marketed in Estonia. In addition, the economic importance of this seed is not significant in this Member State.
- (4) Therefore, as long as those conditions remain, this Member State should be released from the obligation

to apply the provisions of Directives 66/402/EEC and 2002/57/EC to the species in question.

- (5) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on Seeds and Propagating Material for Agriculture, Horticulture and Forestry,

HAS ADOPTED THIS DECISION:

Article 1

Estonia is released from the obligation to apply Directive 66/402/EEC, with the exception of Article 14(1), in respect of the species of *Avena strigosa* Schreb.

Article 2

Estonia is released from the obligation to apply Directive 2002/57/EC, with the exception of Article 17, in respect of the species of *Brassica nigra* (L.) Koch and *Helianthus annuus* L.

Article 3

This Decision is addressed to the Republic of Estonia.

Done at Brussels, 7 July 2010.

For the Commission

John DALLI

Member of the Commission

⁽¹⁾ OJ 125, 11.7.1966, p. 2309/66.

⁽²⁾ OJ L 193, 20.7.2002, p. 74.

RECOMMENDATIONS

COMMISSION RECOMMENDATION

of 5 July 2010

on the assessment of defects during roadworthiness testing in accordance with Directive 2009/40/EC of the European Parliament and of the Council on roadworthiness tests for motor vehicles and their trailers

(2010/378/EU)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 292 thereof,

Whereas:

- (1) In the interests of road safety, environmental protection and fair competition it is important to ensure that vehicles in operation are properly maintained and tested, so that they can maintain their performance as guaranteed by type-approval, without excessive degradation, throughout their lifetime.
- (2) In addition to the standards and methods referred to in Directive 2009/40/EC of the European Parliament and of the Council of 6 May 2009 on roadworthiness tests for motor vehicles and their trailers ⁽¹⁾, inspectors conducting vehicle testing should be provided with guidelines in order to ensure a harmonised assessment of the failures listed in Annex II to that Directive.
- (3) The findings of two projects, Autofore ⁽²⁾ and IDELSY ⁽³⁾, which recently dealt with future options for roadworthiness testing, and the outcome of an open and factual dialogue with stakeholders have been taken into account.

(4) To reflect the seriousness of failures, three categories of failures should be introduced.

(5) Each category of failure should contain the consequences for the use of the vehicle in that condition.

(6) This Recommendation is a first step towards a uniform assessment of the deficiencies identified during roadworthiness testing within the Union,

HAS ADOPTED THIS RECOMMENDATION:

Member States should assess failures detected during a roadworthiness test of a vehicle in accordance with the guidelines set out in the Annex to this Recommendation.

Done at Brussels, 5 July 2010.

For the Commission
Siim KALLAS
Vice-President

⁽¹⁾ OJ L 141, 6.6.2009, p. 12.

⁽²⁾ Autofore study on the Future Options for Roadworthiness Enforcement in the European Union, http://ec.europa.eu/transport/roadsafety/publications/projectfiles/autofore_en.htm

⁽³⁾ IDELSY Initiative for Diagnosis of Electronic Systems in Motor Vehicles for PTI, http://ec.europa.eu/transport/roadsafety/publications/projectfiles/idelsy_en.htm

ANNEX

1. Assessment of defects and definitions

In the framework of the implementation of Directive 2009/40/EC, this Recommendation lists the vehicle systems and components to be tested and the guidelines which Member States are recommended to apply during roadworthiness tests to determine whether the condition of the vehicle is acceptable.

2. Guidelines for the assessment of defects and definitions

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

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

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 another roadworthiness test.

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.

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.

Guidelines for defect assessment

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
0. IDENTIFICATION OF THE VEHICLE				
0.1. Registration number plates (if needed by requirements ^(a))	(a) Number plate(s) missing or so insecure/fixed that it is (they are) likely to fall off.		X	
	(b) Inscription missing or illegible.	X	X	
	(c) Not in accordance with vehicle documents or records.		X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
0.2. Vehicle identification chassis/serial number	(a) Missing or cannot be found. (b) Incomplete, illegible. (c) Not in accordance with vehicle documents or records.		X X X	
1. BRAKING EQUIPMENT				
1.1. Mechanical condition and operation				
1.1.1. Service brake pedal/hand lever pivot	(a) Pivot too tight. (b) Excessive wear or play.		X X	
1.1.2. Pedal/hand lever condition and travel of the brake operating device	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. (c) Anti-slip provision on brake pedal missing, loose or worn smooth.	 X X	X X	
1.1.3. Vacuum pump or compressor and reservoirs	(a) Insufficient pressure/vacuum to give assistance for at least two brake applications after the warning device has operated (or gauge shows an unsafe reading). (b) Time taken to build up air pressure/vacuum to safe working value not in accordance with the requirements ^(a) . (c) Multi-circuit protection valve or pressure relief valve not working. (d) Air leak causing a noticeable drop in pressure or audible air leaks. (e) External damage likely to affect the function of the braking system.		X X X X	X X
1.1.4. Low pressure warning gauge or indicator	Malfunctioning or defective gauge or indicator.	X	X	
1.1.5. Hand operated brake control valve	(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 X X X	
1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake	(a) Ratchet not holding correctly. (b) Excessive wear at lever pivot or in ratchet mechanism. (c) Excessive movement of lever indicating incorrect adjustment.	 X 	X X X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(d) Activator missing, damaged or inoperative.		X	
	(e) Incorrect functioning, warning indicator shows malfunction.		X	
1.1.7. Braking valves (foot valves, unloaders, governors)	(a) Valve damaged or excessive air leak.		X	X
	(b) Excessive oil discharge from compressor.	X		
	(c) Valve insecure or inadequately mounted.		X	
	(d) Hydraulic fluid discharge or leak.		X	X
1.1.8. Couplings for trailer brakes (electrical & pneumatic)	(a) Tap or self-sealing valve defective.	X	X	
	(b) Tap or valve insecure or inadequately mounted.	X	X	
	(c) Excessive leaks.		X	X
	(d) Not functioning correctly.		X	X
1.1.9. Energy storage reservoir pressure tank	(a) Tank damaged, corroded or leaking.	X	X	
	(b) Drain device inoperative.	X	X	
	(c) Tank insecure or inadequately mounted.		X	
1.1.10. Brake servo units, master cylinder (hydraulic systems)	(a) Defective or ineffective servo unit.		X	
	(b) Master cylinder defective or leaking.		X	X
	(c) Master cylinder insecure.		X	X
	(d) Insufficient brake fluid.	X	X	
	(e) Master cylinder reservoir cap missing.	X		
	(f) Brake fluid warning light illuminated or defective.	X		
	(g) Incorrect functioning of brake fluid level warning device.	X		
1.1.11. Rigid brake pipes	(a) Imminent risk of failure or fracture.		X	X
	(b) Pipes or connections leaking.		X	X
	(c) Pipes damaged or excessively corroded.		X	X
	(d) Pipes misplaced.	X	X	
1.1.12. Flexible brake hoses	(a) Imminent risk of failure or fracture.		X	X
	(b) Hoses damaged, chafing, twisted or too short.	X	X	
	(c) Hoses or connections leaking.		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(d) Hoses bulging under pressure.		X	X
	(e) Hoses porous.		X	
1.1.13. Brake linings and pads	(a) Lining or pad excessively worn.		X	X
	(b) Lining or pad contaminated (oil, grease, etc.).		X	X
	(c) Lining or pad missing.			X
1.1.14. Brake drums, brake discs	(a) Drum or disc excessively worn, excessively scored, cracked, insecure or fractured.		X	X
	(b) Drum or disc contaminated (oil, grease, etc.).		X	
	(c) Drum or disc missing.			X
	(d) Back plate insecure.		X	
1.1.15. Brake cables, rods, levers, linkages	(a) Cable damaged or knotted.		X	X
	(b) Component excessively worn or corroded.		X	X
	(c) Cable, rod or joint insecure.		X	
	(d) Cable guide defective.		X	
	(e) Restriction to free movement of the braking system.		X	
	(f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.		X	
1.1.16. Brake actuators (including spring brakes or hydraulic cylinders)	(a) Actuator cracked or damaged.		X	X
	(b) Actuator leaking.		X	X
	(c) Actuator insecure or inadequately mounted.		X	X
	(d) Actuator excessively corroded.		X	X
	(e) Insufficient or excessive travel of operating piston or diaphragm mechanism.		X	X
	(f) Dust cover missing or excessively damaged.	X	X	
1.1.17. Load sensing valve	(a) Defective linkage.		X	
	(b) Linkage incorrectly adjusted.		X	
	(c) Valve seized or inoperative.		X	X
	(d) Valve missing.			X
	(e) Missing data plate.	X		
	(f) Data illegible or not in accordance with requirements ^(a) .	X		

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
1.1.18. Slack adjusters and indicators	(a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment. (b) Adjuster defective. (c) Incorrectly installed or replaced.		X X X	
1.1.19. Endurance braking system (where fitted or required)	(a) Insecure connectors or mountings. (b) System obviously defective or missing.	X	X X	
1.1.20. Automatic operation of trailer brakes	Trailer brake does not apply automatically when coupling disconnected.			X
1.1.21. Complete braking system	(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 X
1.1.22. Test connections (where fitted or required)	(a) Missing. (b) Damaged, unusable or leaking.	 X	X X	
1.2. Service braking performance and efficiency				
1.2.1. Performance	(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
1.2.2. Efficiency	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 %,		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	— Category O2 (XX) ^(c), O3 and O4: — for semi-trailers: 45 % — for drawbar 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 %			
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)				
1.3.1. Performance	(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
			X	X
			X	X
1.3.2. Efficiency	Braking effort less than 50 % ⁽⁵⁾ of the service brake performance defined in Section 1.2.2 in relation to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axel loads (except L1e and L3e).		X	X
1.4. Parking braking performance and efficiency				
1.4.1. Performance	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	Does not give at least for all vehicles a braking ratio of 16 % in relation to the maximum authorised mass, or, for motor vehicles, of 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater (except L1e and L3e).		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
1.5. Endurance braking system performance	(a) No gradual variation of efficiency (not applicable to exhaust brake systems).		X	
	(b) System not functioning.		X	
1.6. Anti-lock braking system (ABS)	(a) Warning device malfunctioning.		X	
	(b) Warning device shows system malfunction.		X	
	(c) Wheel speed sensors missing or damaged.		X	
	(d) Wirings damaged.		X	
	(e) Other components missing or damaged.		X	
1.7. Electronic brake system (EBS)	(a) Warning device malfunctioning.		X	
	(b) Warning device shows system malfunction.		X	

2. STEERING

2.1. Mechanical condition

2.1.1. Steering gear condition	(a) Roughness in operation of gear.		X	
	(b) Sector shaft twisted or splines worn.		X	X
	(c) Excessive wear in sector shaft.		X	X
	(d) Excessive movement of sector shaft.		X	X
	(e) Leaking.	X	X	
2.1.2. Steering gear casing attachment	(a) Steering gear casing not properly attached.		X	X
	(b) Elongated fixing holes in chassis.		X	X
	(c) Missing or fractured fixing bolts.		X	X
	(d) Steering gear casing fractured.		X	X
2.1.3. Steering linkage condition	(a) Relative movement between components which should be fixed.		X	X
	(b) Excessive wear at joints.		X	X
	(c) Fractures or deformation of any component.		X	X
	(d) Absence of locking devices.		X	
	(e) Misalignment of components (e.g. track rod or drag link).		X	
	(f) Inappropriate repair or modification.		X	X
	(g) Dust cover missing, damaged or severely deteriorated.	X	X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
2.1.4. Steering linkage operation	(a) Moving steering linkage fouling a fixed part of chassis.		X	
	(b) Steering stops not operating or missing.		X	
2.1.5. Power steering	(a) Fluid leak.		X	X
	(b) Insufficient fluid.	X	X	
	(c) Mechanism not working.		X	X
	(d) Mechanism fractured or insecure.		X	X
	(e) Misalignment or fouling of components.		X	X
	(f) Inappropriate repair or modification.		X	X
	(g) Cables/hoses damaged, excessively corroded.		X	X
2.2. Steering wheel, column and handle bar				
2.2.1. Steering wheel/handle bar condition	(a) Relative movement between steering wheel and column indicating looseness.		X	
	(b) Absence of retaining device on steering wheel hub.		X	X
	(c) Fracture or looseness of steering wheel hub, rim or spokes.		X	X
2.2.2. Steering column/yokes and forks	(a) Excessive movement of centre of steering wheel up or down.		X	
	(b) Excessive movement of top of column radially from axis of column.		X	
	(c) Deteriorated flexible coupling.		X	
	(d) Attachment defective.		X	X
	(e) Inappropriate repair or modification.			X
2.3. Steering play	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 ^(a)).		X	X
2.4. Wheel alignment (X) ^(b)	Alignment not in accordance with vehicle manufacturer's data or requirements ^(c) .	X	X	
2.5. Trailer steered axle turntable	(a) Component damaged or cracked.		X	X
	(b) Excessive play.		X	X
	(c) Attachment defective.		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
2.6. Electronic Power Steering (EPS)	(a) EPS Malfunction Indicator Lamp (MIL) indicates any kind of failure of the system.		X	
	(b) Inconsistency between the angle of the steering wheel and the angle of the wheels.		X	X
	(c) Power assistance not working.		X	

3. VISIBILITY

3.1. Field of vision	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	(a) Cracked or discoloured glass or transparent panel (if permitted).	X	X	
	(b) Glass or transparent panel (including reflecting or tinted film) that does not comply with specifications in the requirements ^(a) (XX) ^(c) .	X	X	
	(c) Glass or transparent panel in unacceptable condition.		X	X
3.3. Rear-view mirrors or devices	(a) Mirror or device missing or not fitted according to the requirements ^(a) .	X	X	
	(b) Mirror or device inoperative, damaged, loose or insecure.	X	X	
3.4. Windscreen wipers	(a) Wipers not operating or missing.		X	
	(b) Wiper blade missing or obviously defective.	X	X	
3.5. Windscreen washers	Washers not operating adequately.	X	X	
3.6. Demisting system (X) ^(b)	System inoperative or obviously defective.	X		

4. LAMPS, REFLECTORS AND ELECTRICAL EQUIPMENT

4.1. Headlamps				
4.1.1. Condition and operation	(a) Defective or missing light/light source.	X	X	
	(b) Defective or missing projection system (reflector and lens).	X	X	
	(c) Lamp not securely attached.		X	
4.1.2. Alignment	Aim of a headlamp not within limits laid down in the requirements ^(a) .		X	
4.1.3. Switching	(a) Switch does not operate in accordance with the requirements ^(a) (number of headlamps illuminated at the same time).	X	X	
	(b) Function of control device impaired.		X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
4.1.4. Compliance with requirements ^(a)	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements ^(a) . (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)	(a) Device not operating. (b) Manual device cannot be operated from driver's seat.		X	
4.1.6. Headlamp cleaning device (where mandatory)	Device not operating.	X	X	
4.2. Front and rear position lamps, side marker lamps and end outline marker lamps				
4.2.1. Condition and operation	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.		X	
4.2.2. Switching	(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)	(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	(a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.	X	X	X
4.3.2. Switching	(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)	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	(a) Defective light source. (b) Defective lens.	X	X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(c) Lamp not securely attached.	X	X	
4.4.2. Switching	Switch does not operate in accordance with the requirements ^(a) .	X	X	
4.4.3. Compliance with requirements ^(a)	Lamp, emitted colour, position or intensity not in accordance with the requirements ^(a) .	X	X	
4.4.4. Flashing frequency	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	(a) Defective light source.	X	X	
	(b) Defective lens.	X	X	
	(c) Lamp not securely attached.	X	X	
4.5.2. Alignment (X) ^(b)	Front fog lamp out of horizontal alignment when the light pattern has cut-off line.	X	X	
4.5.3. Switching	Switch does not operate in accordance with the requirements ^(a) .	X	X	
4.5.4. Compliance with requirements ^(a)	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements ^(a) .		X	
	(b) System does not operate in accordance with the requirements ^(a) .	X	X	
4.6. Reversing lamps				
4.6.1. Condition and operation	(a) Defective light source.	X		
	(b) Defective lens.	X		
	(c) Lamp not securely attached.	X	X	
4.6.2. Compliance with requirements ^(a)	(a) Lamp, emitted colour, position or intensity not in accordance with the requirements ^(a) .	X	X	
	(b) System does not operate in accordance with the requirements ^(a) .	X	X	
4.6.3. Switching	Switch does not operate in accordance with the requirements ^(a) .	X	X	
4.7. Rear registration plate lamp				
4.7.1. Condition and operation	(a) Lamp throwing direct light to the rear.	X	X	
	(b) Defective light source.	X	X	
	(c) Lamp not securely attached.	X	X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
4.7.2. Compliance with requirements ^(a)	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	(a) Reflecting equipment defective or damaged.	X	X	
	(b) Reflector not securely attached.	X	X	
4.8.2. Compliance with requirements ^(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	Not operating.	X	X	
4.9.2. Compliance with requirements ^(a)	Not in accordance with the requirements ^(a) .	X		
4.10. Electrical connections between towing vehicle and trailer or semi-trailer	(a) Fixed components not securely attached.	X	X	
	(b) Damaged or deteriorated insulation.	X	X	
	(c) Trailer or towing vehicle electrical connections not functioning correctly.		X	X
4.11. Electrical wiring	(a) Wiring insecure or not adequately secured.	X	X	X
	(b) Wiring deteriorated.	X	X	X
	(c) Damaged or deteriorated insulation.	X	X	X
4.12. Non-obligatory lamps and retro-reflectors (X) ^(b)	(a) A lamp/retro-reflector fitted not in accordance with the requirements ^(a) .	X	X	
	(b) Lamp operation not in accordance with the requirements ^(a) .	X	X	
	(c) Lamp/retro-reflector not securely attached.	X	X	
4.13. Battery(ies)	(a) Insecure.	X	X	
	(b) Leaking.	X	X	
	(c) Defective switch (if required).		X	
	(d) Defective fuses (if required).		X	
	(e) Inappropriate ventilation (if required).		X	

5. AXLES, WHEELS, TYRES AND SUSPENSION

5.1. Axles				
5.1.1. Axles	(a) Axle fractured or deformed.			X
	(b) Insecure fixing to vehicle.		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(c) Inappropriate repair or modification.		X	X
5.1.2. Stub axles	(a) Stub axle fractured.			X
	(b) Excessive wear in the swivel pin and/or bushes.		X	X
	(c) Excessive movement between stub axle and axle beam.		X	X
	(d) Stub axle pin loose in axle.		X	X
5.1.3. Wheel bearings	(a) Excessive play in a wheel bearing.		X	X
	(b) Wheel bearing too tight, jammed.		X	X
5.2. Wheels and tyres				
5.2.1. Road wheel hub	(a) Any wheel nuts or studs missing or loose.		X	X
	(b) Hub worn or damaged.		X	X
5.2.2. Wheels	(a) Any fracture or welding defect.			X
	(b) Tyre retaining rings not properly fitted.		X	X
	(c) Wheel badly distorted or worn.		X	X
	(d) Wheel size or type not in accordance with the requirements ^(a) and effecting road safety.		X	
5.2.3. Tyres	(a) Tyre size, load capacity, approval mark or speed rating not in accordance with the requirements ^(a) and effecting road safety.		X	X
	(b) Tyres on same axle or on twin wheels of different sizes.		X	
	(c) Tyres on same axle of different construction (radial/cross-ply).		X	
	(d) Any serious damage or cut to tyre.		X	X
	(e) Tyre tread depth not in accordance with the requirements ^(a) .		X	X
	(f) Tyre rubbing against other components.	X	X	
	(g) Regrooved tyres not in accordance with requirements ^(a) .		X	X
	(h) Air pressure-monitoring system malfunctioning or obviously inoperative.	X	X	
5.3. Suspension system				
5.3.1. Springs and stabiliser	(a) Insecure attachment of springs to chassis or axle.		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(b) A damaged or fractured spring component.		X	X
	(c) Spring missing.		X	X
	(d) Inappropriate repair or modification.		X	X
5.3.2. Shock absorbers	(a) Insecure attachment of shock absorbers to chassis or axle.	X	X	
	(b) Damaged shock absorber showing signs of severe leakage or malfunction.		X	
5.3.2.1. Efficiency testing of damping (X) ^(b)	(a) Significant difference between left and right.		X	
	(b) Given minimum values not reached.		X	
5.3.3. Torque tubes, radius arms, wishbones and suspension arms	(a) Insecure attachment of component to chassis or axle.		X	X
	(b) A damaged, fractured or excessively corroded component.		X	X
	(c) Inappropriate repair or modification.		X	X
5.3.4. Suspension joints	(a) Excessive wear in swivel pin and/or bushes or at suspension joints.		X	X
	(b) Dust cover missing or severely deteriorated.	X	X	
5.3.5. Air suspension	(a) System inoperable.			X
	(b) Any component damaged, modified or deteriorated in a way that would adversely affect the functioning of the system.		X	X
	(c) Audible system leakage.		X	

6. CHASSIS AND CHASSIS ATTACHMENTS

6.1. Chassis or frame and attachments

6.1.1. General condition	(a) Fracture or deformation of any side or cross member.		X	X
	(b) Insecurity of strengthening plates or fastenings.		X	X
	(c) Excessive corrosion which affects the rigidity of the assembly.		X	X
6.1.2. Exhaust pipes and silencers	(a) Insecure or leaking exhaust system.		X	
	(b) Fumes entering cab or passengers compartment.		X	X
6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)	(a) Insecure tank or pipes.		X	X
	(b) Leaking fuel or missing or ineffective filler cap.		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(c) Damaged or chafed pipes. (d) Fuel stopcock (if required) not operating correctly. (e) Fire risk due to: — leaking fuel, — fuel tank or exhaust improperly shielded, — engine compartment condition. (f) LPG/CNG or hydrogen system not in accordance with requirements ^(a) .	X	X X X	 X X
6.1.4. Bumpers, lateral protection and rear underrun devices	(a) Looseness or damage likely to cause injury when grazed or contacted.		X	X
	(b) Device obviously not in compliance with the requirements ^(a) .	X	X	
6.1.5. Spare wheel carrier (if fitted)	(a) Carrier not in proper condition.	X		
	(b) Carrier fractured or insecure.		X	
	(c) A spare wheel not securely fixed in carrier and likely to fall off.		X	X
6.1.6. Coupling mechanisms and towing equipment	(a) Component damaged, defective or cracked.		X	X
	(b) Excessive wear in a component.		X	X
	(c) Attachment defective.		X	X
	(d) Any safety device missing or not operating correctly.		X	
	(e) Any indicator not working.		X	
	(f) Obstruct registration plate or any lamp (when not in use).	X	X	
	(g) Inappropriate repair or modification.		X	X
6.1.7. Transmission	(a) Loose or missing securing bolts.		X	X
	(b) Excessive wear in transmission shaft bearings.		X	X
	(c) Excessive wear in universal joints.		X	X
	(d) Deteriorated flexible couplings.		X	X
	(e) A damaged or bent shaft.		X	
	(f) Bearing housing fractured or insecure.		X	X
	(g) Dust cover missing or severely deteriorated.	X	X	
	(h) Illegal power-train modification.		X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
6.1.8. Engine mountings	Deteriorated, obviously and severely damaged, loose or fractured mountings.		X	X
6.1.9. Engine performance	(a) Control unit illegal modified.		X	
	(b) Illegal engine modification.		X	
6.2. Cab and bodywork				
6.2.1. Condition	(a) A loose or damaged panel or part likely to cause injury.		X	X
	(b) Insecure body pillar.		X	X
	(c) Permitting entry of engine or exhaust fumes.		X	X
	(d) Inappropriate repair or modification.		X	X
6.2.2. Mounting	(a) Body or cab insecure.		X	X
	(b) Body/cab obviously not located squarely on chassis.		X	
	(c) Insecure or missing fixing of body/cab to chassis or cross members.		X	X
	(d) Excessive corrosion at fixing points on integral bodies.		X	X
6.2.3. Doors and door catches	(a) A door will not open or close properly.		X	
	(b) A door likely to open inadvertently or one that will not remain closed.		X	X
	(c) Door, hinges, catches, pillar, missing, loose or deteriorated.	X	X	
6.2.4. Floor	Floor insecure or badly deteriorated		X	X
6.2.5. Driver's seat	(a) A loose seat or seat with defective structure.		X	X
	(b) Adjustment mechanism not functioning correctly.		X	X
6.2.6. Other seats	(a) Seats in defective condition or insecure.	X	X	
	(b) Seats fitted not in accordance with requirements ^(a) .	X	X	
6.2.7. Driving controls	Any control necessary for the safe operation of the vehicle not functioning correctly.		X	X
6.2.8. Cab steps	(a) Step or step ring insecure.	X	X	
	(b) Step or ring in a condition likely to cause injury to users.		X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
6.2.9. Other interior and exterior fittings and equipment	(a) Attachment of other fitting or equipment defective.		X	
	(b) Other fitting or equipment not in accordance with the requirements ^(a) .	X	X	
	(c) Leaking hydraulic equipment.	X	X	
6.2.10. Mudguards (wings), spray suppression devices	(a) Missing, loose or badly corroded.	X	X	
	(b) Insufficient clearance to road wheel.	X	X	
	(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	(a) Anchorage point badly deteriorated.		X	X
	(b) Anchorage loose.		X	X
7.1.2. Condition of safety belts/buckles.	(a) Mandatory safety belt missing or not fitted.		X	
	(b) Safety belt damaged.	X	X	
	(c) Safety belt not in accordance with the requirements ^(a) .	X	X	
	(d) Safety belt buckle damaged or not functioning correctly.		X	
	(e) Safety belt retractor damaged or not functioning correctly.		X	
7.1.3. Safety belt Load limiter	Load limiter obviously missing or not suitable with the vehicle.		X	
7.1.4. Safety belt Pre-tensioners	Pre-tensioner obviously missing or not suitable with the vehicle.		X	
7.1.5. Airbag	(a) Airbags obviously missing or not suitable with the vehicle.		X	
	(b) Airbag obviously non-operative.		X	
7.1.6. SRS Systems	SRS MIL indicates any kind of failure of the system.		X	
7.2. Fire extinguisher (X) ^(b)	(a) Missing.		X	
	(b) Not in accordance with the requirements ^(a) .	X	X	
7.3. Locks and anti-theft device	(a) Device not functioning to prevent vehicle being driven.	X		
	(b) Defective or inadvertently locking or blocking.		X	X

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
7.4. Warning triangle (if required) (X) ^(b)	(a) Missing or incomplete.	X		
	(b) Not in accordance with the requirements ^(a) .	X		
7.5. First aid kit. (if required) (X) ^(b)	Missing, incomplete or not in accordance with the requirements ^(a) .	X		
7.6. Wheel chocks (wedges) (if required) (X) ^(b)	Missing or not in good condition.	X	X	
7.7. Audible warning device	(a) Not working.	X	X	
	(b) Control insecure.	X		
	(c) Not in accordance with the requirements ^(a) .	X	X	
7.8. Speedometer	(a) Not fitted in accordance with the requirements ^(a) .	X	X	
	(b) Not operational.	X	X	
	(c) Not capable of being illuminated.	X	X	
7.9. Tachograph (if fitted/required)	(a) Not fitted in accordance with the requirements ^(a) .	X	X	
	(b) Not operational.		X	
	(c) Defective or missing seals.		X	
	(d) Calibration plaque missing, illegible or out of date.		X	
	(e) Obvious tampering or manipulation.		X	
	(f) Size of tyres not compatible with calibration parameters.		X	
7.10. Speed limitation device (if fitted/required)	(a) Not fitted in accordance with the requirements ^(a) .	X	X	
	(b) Obviously not operational.		X	
	(c) Incorrect set speed (if checked).		X	
	(d) Defective or missing seals.		X	
	(e) Calibration plaque missing, illegible or out of date.		X	
	(f) Size of tyres not compatible with calibration parameters.		X	
7.11. Odometer if available (X) ^(b)	(a) Obviously manipulated (fraud).	X	X	
	(b) Obviously inoperative.	X	X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
7.12. Electronic Stability Control (ESC) if fitted/required	(a) Wheel speed sensors missing or damaged. (b) Wirings damaged. (c) Other components missing or damaged. (d) Switch damaged or not functioning correctly. (e) ESC MIL indicates any kind of failure of the system.		X X	
8. NUISANCE				
8.1. Noise				
8.1.1. Noise suppression system	(a) Noise levels in excess of those permitted in the requirements ^(a) . (b) Any part of the noise suppression system loose, likely to fall off, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels.		X X	 X
8.2. Exhaust emissions				
8.2.1. Petrol engine emissions				
8.2.1.1. Exhaust emissions control equipment	(a) Emission control equipment fitted by the manufacturer absent, modified or obviously defective. (b) Leaks which would affect emission measurements.	X	X X	
8.2.1.2. Gaseous emissions	(a) Either, gaseous emissions exceed the specific levels given by the manufacturer. (b) Or, if this information is not available, the CO emissions exceed, (i) for vehicles not controlled by an advanced emission control system, — 4,5 %, or — 3,5 %, according to the date of first registration or use specified in requirements ^(a) ; (ii) for vehicles controlled by an advanced emission control system, — at engine idle: 0,5 %, — at high idle: 0,3 %, or — at engine idle: 0,3 % ^(e) , — at high idle: 0,2 %, according to the date of first registration or use specified in requirements ^(a) . (c) Lambda outside the range $1 \pm 0,03$ or not in accordance with the manufacturer's specification. (d) OBD readout indicating significant malfunction.		X X X X	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
8.2.2. Diesel engine emissions				
8.2.2.1. Exhaust emission control equipment	(a) Emission control equipment fitted by the manufacturer absent or obviously defective.	X	X	
	(b) Leaks which would affect emission measurements.		X	
8.2.2.2. Opacity Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	(a) For vehicles registered or put into service for the first time after the date specified in requirements ^(a) opacity exceeds the level recorded on the manufacturer's plate on the vehicle. (b) Where this information is not available or requirements ^(a) do not allow the use of reference values, for naturally aspirated engines: 2,5 m ⁻¹ , for turbo-charged engines: 3,0 m ⁻¹ , or, for vehicles identified in requirements ^(a) or first registered or put into service for the first time after the date specified in requirements ^(a) : 1,5 m ⁻¹ ⁽⁷⁾ .		X 	

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
	(b) Emission of toxic or exhaust gases into driver's or passengers compartment.		X	X
	(c) Defective defrosting (if compulsory).		X	
9.3. Ventilation & heating system (X) ^(b)	(a) Defective operation.	X	X	
	(b) Emission of toxic or exhaust gases into driver's or passengers compartment.		X	X
9.4. Seats				
9.4.1. Passenger seats (including seats for accompanying personnel)	(a) Seats in defective condition or insecure.	X	X	
	(b) Folding seats (if allowed) not working automatically.	X	X	
	(c) Not in accordance with the requirements ^(a) .	X	X	
9.4.2. Driver's seat (additional requirements)	(a) Defective special devices such as anti-glare shield or anti-dazzle screen.	X	X	
	(b) Protection for driver insecure or not in accordance with requirements ^(a) .	X	X	
9.5. Interior lighting and destination devices (X) ^(b)	Device defective or not in accordance with requirements ^(a) .	X	X	
9.6. Gangways, standing areas	(a) Insecure floor.		X	X
	(b) Defective rails or grab handles.	X	X	
	(c) Not in accordance with the requirements ^(a) .	X	X	
9.7. Stairs and steps	(a) Deteriorated or damaged condition.	X	X	X
	(b) Retractable steps not operating correctly.		X	
	(c) Not in accordance with requirements ^(a) .	X	X	
9.8. Passenger communication system (X) ^(b)	Defective system.	X	X	
9.9. Notices (X) ^(b)	(a) Missing, erroneous or illegible notice.	X		
	(b) Not in accordance with requirements ^(a) .	X	X	
9.10. Requirements regarding the transport of children (X) ^(b)				
9.10.1. Doors	Protection of doors not in accordance with the requirements ^(a) regarding this form of transport.	X	X	
9.10.2. Signalling and special equipment	Signalling or special equipment absent or not in accordance with requirements ^(a) .	X	X	
9.11. Requirements regarding the transport of disabled persons (X) ^(b)				

Item	Reasons for failure	Guidelines for defect assessment		
		MiD	MaD	DD
9.11.1. Doors, ramps and lifts	(a) Defective operation.	X	X	
	(b) Deteriorated condition.	X	X	
	(c) Defective control(s).	X	X	
	(d) Defective warning device(s).	X	X	
	(e) Not in accordance with the requirements ^(a) .	X	X	
9.11.2. Wheelchair fixings	(a) Defective operation.	X	X	
	(b) Deteriorated condition.	X	X	
	(c) Defective control(s).	X	X	
	(d) Not in accordance with the requirements ^(a) .	X	X	
9.11.3. Signalling and special equipment	Signalling or special equipment absent or not in accordance with requirements ^(a) .	X	X	
9.12. Other special equipment (X) ^(b)				
9.12.1. Installations for food preparation	(a) Installation not in accordance with the requirements ^(a) .	X	X	
	(b) Installation damaged to such an extent that it would be dangerous to use it.		X	
9.12.2. Sanitary installation	Installation not in accordance with the requirements ^(a) .	X	X	
9.12.3. Other devices (e.g. audiovisual systems)	Not in accordance with the requirements ^(a) .	X	X	

⁽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 is the later?

⁽⁴⁾ 43 % for semi-trailers and drawbar trailers registered after 1988 or from the date in requirements whichever is the later.

⁽⁵⁾ 2,2 m/s² 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 Council Directive 70/220/EEC (OJ L 76, 6.4.1970, p. 1) 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 or later; row B1, B2 or C section 6.2.1 of Annex I to Council Directive 88/77/EEC (OJ L 36, 9.2.1988, p. 33) or later or first registered or put into service after 1 July 2008.

Notes:

^(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.

^(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.

COMMISSION RECOMMENDATION**of 5 July 2010****on the risk assessment of deficiencies detected during technical roadside inspections (of commercial vehicles) in accordance with Directive 2000/30/EC of the European Parliament and of the Council**

(2010/379/EU)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 292, thereof,

Whereas:

- (1) In the interests of road safety, environmental protection and fair competition it is important to ensure that commercial vehicles in operation are properly maintained and inspected, so that they maintain their safe traffic performance when circulating within the Union.
- (2) In addition to the standards and methods referred to in Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community ⁽¹⁾, in order to achieve a more harmonised system and to avoid unequal treatment at technical roadside inspections, guidelines should be introduced for the assessment of the deficiencies listed in Annex II to that Directive.

- (3) To reflect the seriousness of failures, three categories should be introduced.

- (4) Each category of failure should describe the consequences for the use of the vehicle in that condition,

HAS ADOPTED THIS RECOMMENDATION:

Member States should assess deficiencies detected at roadside inspections of the roadworthiness of a vehicle in accordance with the guidelines set out in the Annex to this recommendation.

Done at Brussels, 5 July 2010.

For the Commission

Siim KALLAS

Vice-President

⁽¹⁾ OJ L 203, 10.8.2000, p. 1.

ANNEX

Guidelines for the assessment of defects and deficiencies

In the framework of implementing Directive 2000/30/EC, this document lists guidelines which Member States are recommended to apply for assessing defects (defined as both technical defects and other non-compliances) that are found during technical roadside inspections of vehicles.

The defects are classified 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

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

MAJOR DEFECTS

Defects that may prejudice the safety of the vehicle and/or put other road users at risk and other more significant non-compliances. The vehicle must be repaired as soon as possible and further use may be subject to restrictions and conditions, for example, submitting the vehicle to a further roadworthiness inspection.

DANGEROUS DEFECTS

Defects that constitute a direct and immediate risk to road safety. Further use of the vehicle on the road is not permitted, although in some instances it may be permitted to be driven under specified conditions directly to a specified location, for example for immediate repair or impounding of the vehicle.

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 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.

Assessment requirements

Deficiencies are examples of technical defects or other non-compliances that can be detected.

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
1. BRAKING EQUIPMENT				
1.1. Mechanical condition and operation				
1.1.1. Service brake pedal/hand lever pivot	(a) Pivot too tight.		X	
	(b) Excessive wear or play.		X	
1.1.2. Pedal/hand lever condition and travel of the brake operating device	(a) Excessive or insufficient reserve travel.		X	

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
	(b) Brake control not releasing correctly.	X	X	
	(c) Anti-slip provision on brake pedal missing, loose or worn smooth.	X		
1.1.3. Vacuum pump or compressor and reservoirs	(a) Insufficient pressure/vacuum to give assistance for at least two brake applications after the warning device has operated (or gauge shows an unsafe reading).		X	X
	(b) Time taken to build up air pressure/vacuum to safe working value not in accordance with the requirements ⁽⁸⁾ .		X	
	(c) Multi-circuit protection valve or pressure relief valve not working.		X	
	(d) Air leak causing a noticeable drop in pressure or audible air leaks.		X	
	(e) External damage likely to affect the function of the braking system.		X	X
1.1.4. Low pressure warning gauge or indicator	Malfunctioning or defective gauge or indicator.	X	X	
1.1.5. Hand-operated brake control valve	(a) Control cracked, damaged or excessively worn.		X	
	(b) Control insecure on valve or valve insecure.		X	
	(c) Loose connections or leaks in system.		X	
	(d) Unsatisfactory operation.		X	
1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake	(a) Ratchet not holding correctly.		X	
	(b) Excessive wear at lever pivot or in ratchet mechanism.	X	X	
	(c) Excessive movement of lever indicating incorrect adjustment.		X	
	(d) Activator missing, damaged or inoperative.		X	
	(e) Incorrect functioning, warning indicator shows malfunction.		X	
1.1.7. Braking valves (foot valves, unloaders, governors)	(a) Valve damaged or excessive air leak.		X	X
	(b) Excessive oil discharge from compressor.	X		
	(c) Valve insecure or inadequately mounted.		X	
	(d) Hydraulic fluid discharge or leak.		X	X

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
1.1.8. Couplings for trailer brakes (electrical and pneumatic)	(a) Tap or self-sealing valve defective.	X	X	
	(b) Tap or valve insecure or inadequately mounted.	X	X	
	(c) Excessive leaks.		X	X
	(d) Not functioning correctly.		X	X
1.1.9. Energy storage reservoir pressure tank	(a) Tank damaged, corroded or leaking.	X	X	
	(b) Drain device inoperative.	X	X	
	(c) Tank insecure or inadequately mounted.		X	
1.1.10. Brake servo units, master cylinder (hydraulic systems)	(a) Defective or ineffective servo unit.		X	
	(b) Master cylinder defective or leaking.		X	X
	(c) Master cylinder insecure.		X	X
	(d) Insufficient brake fluid.	X	X	
	(e) Master cylinder reservoir cap missing.	X		
	(f) Brake fluid warning light illuminated or defective.	X		
	(g) Incorrect functioning of brake fluid level warning device.	X		
1.1.11. Rigid brake pipes	(a) Imminent risk of failure or fracture.		X	X
	(b) Pipes or connections leaking.		X	X
	(c) Pipes damaged or excessively corroded.		X	X
	(d) Pipes misplaced.	X	X	
1.1.12. Flexible brake hoses	(a) Imminent risk of failure or fracture.		X	X
	(b) Hoses damaged, chafing, twisted or too short.	X	X	
	(c) Hoses or connections leaking.		X	X
	(d) Hoses bulging under pressure.		X	X
	(e) Hoses porous.		X	
1.1.13. Brake linings and pads	(a) Lining or pad excessively worn.		X	X
	(b) Lining or pad contaminated (oil, grease etc.).		X	X
	(c) Lining or pad missing.			X

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
1.1.14. Brake drums, brake discs	(a) Drum or disc excessively worn, excessively scored, cracked, insecure or fractured.		X	X
	(b) Drum or disc contaminated (oil, grease, etc.).		X	X
	(c) Drum or disc missing.			X
	(d) Back plate insecure.		X	
1.1.15. Brake cables, rods, levers, linkages	(a) Cable damaged or knotted.		X	X
	(b) Component excessively worn or corroded.		X	X
	(c) Cable, rod or joint insecure.		X	
	(d) Cable guide defective.		X	
	(e) Restriction to free movement of the braking system.		X	
	(f) Abnormal movement of the levers/linkage indicating maladjustment or excessive wear.		X	
1.1.16. Brake actuators (including spring brakes or hydraulic cylinders)	(a) Actuator cracked or damaged.		X	X
	(b) Actuator leaking.		X	X
	(c) Actuator insecure or inadequately mounted.		X	X
	(d) Actuator excessively corroded.		X	X
	(e) Insufficient or excessive travel of operating piston or diaphragm mechanism.		X	X
	(f) Dust cover missing or excessively damaged.	X	X	
1.1.17. Load sensing valve	(a) Defective linkage.		X	
	(b) Linkage incorrectly adjusted.		X	
	(c) Valve seized or inoperative.		X	X
	(d) Valve missing.			X
	(e) Missing data plate.	X		
	(f) Data illegible or not in accordance with requirements ^(a) .	X		
1.1.18. Slack adjusters and indicators	(a) Adjuster damaged, seized or having abnormal movement, excessive wear or incorrect adjustment.		X	
	(b) Adjuster defective.		X	

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
	(c) Incorrectly installed or replaced.		X	
1.1.19. Endurance braking system (where fitted or required)	(a) Insecure connectors or mountings.	X	X	
	(b) System obviously defective or missing.		X	
1.1.20. Automatic operation of trailer brakes	Trailer brake does not apply automatically when coupling disconnected.			X
1.1.21. Complete braking system	(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.		X	X
	(b) Leakage of air or anti-freeze.	X	X	
	(c) Any component insecure or inadequately mounted.		X	
	(d) Inappropriate repair or modification to any component ⁽¹⁾ .		X	X
1.1.22. Test connections (where fitted or required)	(a) Missing.		X	
	(b) Damaged, unusable or leaking.	X	X	
1.2. Service braking performance and efficiency				
1.2.1. Performance (E) ^(b)	(a) Inadequate braking effort on one or more wheels.		X	X
	(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.		X	X
	(c) No gradual variation in brake effort (grabbing).		X	
	(d) Abnormal lag in brake operation of any wheel.		X	
	(e) Excessive fluctuation of brake force during each complete wheel revolution.		X	
1.2.2. Efficiency (E) ^(b)	Does not give at least the minimum figure as follows: Category N1: 45 % Category M1, M2 and M3: 50 % ⁽²⁾ Category N2 and N3: 43 % ⁽³⁾ Category O2, O3 and O4: 40 % ⁽⁴⁾		X	X

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
1.3. Secondary (emergency) braking performance and efficiency (if met by separate system)				
1.3.1. Performance (E) ^(b)	(a) Inadequate braking effort on one or more wheels.		X	X
	(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.		X	X
	(c) No gradual variation in brake effort (grabbing).		X	X
1.3.2. Efficiency	Braking effort less than 50 % ⁽⁵⁾ of the service brake performance defined in section 1.2.2 in relation to the maximum authorised mass or, in the case of semi-trailers, to the sum of the authorised axle loads (except L1e and L3e).		X	X
1.4. Parking braking performance and efficiency				
1.4.1. Performance (E) ^(b)	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 (E) ^(b)	Does not give at least for all vehicles a braking ratio of 16 % in relation to the maximum authorised mass, or, for motor vehicles, of 12 % in relation to the maximum authorised combination mass of the vehicle, whichever is the greater.		X	X
1.5. Endurance braking system performance	(a) No gradual variation of efficiency (not applicable to exhaust brake systems).		X	
	(b) System not functioning.		X	
1.6. Anti-lock braking system (ABS)	(a) Warning device malfunctioning.		X	
	(b) Warning device shows system malfunction.		X	
	(c) Wheel speed sensors missing or damaged.		X	
	(d) Wirings damaged.		X	
	(e) Other components missing or damaged.		X	
1.7. Electronic brake system (EBS)	(a) Warning device malfunctioning.		X	
	(b) Warning device shows system malfunction.		X	

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
8. NUISANCE				
8.1. Noise				
8.1.1. Noise suppression system	(a) Noise levels in excess of those permitted in the requirements ^(a) . (b) Any part of the noise suppression system loose, likely to fall off, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels.		X X	 X
8.2. Exhaust emissions				
8.2.1. Petrol engine emissions				
8.2.1.1. Exhaust emissions control equipment	(a) Emission control equipment fitted by the manufacturer absent, modified or obviously defective. (b) Leaks which would affect emission measurements.	X	X X	
8.2.1.2. Gaseous emissions (E) ^(b)	(a) Either, gaseous emissions exceed the specific levels given by the manufacturer. (b) Or, if this information is not available, the CO emissions exceed: (i) for vehicles not controlled by an advanced emission control system, — 4,5 %, or — 3,5 %, according to the date of first registration or use specified in requirements ^(a) ; (ii) for vehicles controlled by an advanced emission control system, — at engine idle: 0,5 %, — at high idle: 0,3 %, or — at engine idle: 0,3 % ⁽⁶⁾ — at high idle: 0,2 %, according to the date of first registration or use specified in requirements ^(a) . (c) Lambda outside the range 1 ± 0,03 or not in accordance with the manufacturer's specification. (d) OBD readout indicating significant malfunction. (e) Remote sensing measurement showing significant non-compliance.		X X 	

Item	Deficiencies	Guidelines for defect assessment		
		MiD	MaD	DD
8.2.2. Diesel engine emissions				
8.2.2.1. Exhaust emission control equipment	(a) Emission control equipment fitted by the manufacturer absent or obviously defective.	X	X	
	(b) Leaks which would affect emission measurements.		X	
8.2.2.2. Opacity (E) ^(b) Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	(a) For vehicles registered or put into service for the first time after the date specified in requirements ^(a) , opacity exceeds the level recorded on the manufacturer's plate on the vehicle;		X	
	(b) Where this information is not available or requirements ^(a) do not allow the use of reference values, for naturally aspirated engines: 2,5 m ⁻¹ , for turbo-charged engines: 3,0 m ⁻¹ , or, for vehicles identified in requirements ^(a) or first registered or put into service for the first time after the date specified in requirements ^(a) , 1,5 m ⁻¹ ⁽⁷⁾ .		X	
	(c) Remote sensing measurement showing significant non-compliance.		X	
8.4. Other items related to the environment				
8.4.1. Fluid leaks	Any excessive fluid leak likely to harm the environment or to pose a safety risk to other road users.		X	X

⁽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 is the later.

⁽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/s² 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 Council Directive 70/220/EEC (OJ L 76, 6.4.1970, p. 1) 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 or later; row B1, B2 or C section 6.2.1 of Annex I to Council Directive 88/77/EEC (OJ L 36, 9.2.1988, p. 33) or later or first registered or put into service after 1 July 2008.

Notes:

^(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.

^(b) (E) For testing of this item equipment is required.

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