

Non-GB HGV Fleet Compliance Check 2010

Annexes

In House Analytical
Consultancy

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Annex A: Terms of Reference

These terms of reference can be split into work that needs to be done before the checks are made on vehicles and the analysis that needs to be done after the checks are completed.

A.1 Setting up the survey prior to the roadside checks

The In House Analytical Consultancy (IHAC) of Department for Transport (DfT) had to:

- Devise a sampling framework for the survey;
- Find out what data was available from the Mobile Compliance (MC) devices used by VOSA staff at the roadside, and design a paper survey form to complement this data, and enable it to be extracted from VOSA's data warehouse;
- Review the instructions for VOSA stopping officers in order to ensure that they were clear: discuss the proforma to be used with VOSA, and draft guidance notes and selection notes to accompany this. These instructions outlined the purpose of the FCC, specified which vehicles were within the scope of the FCC, and provided additional information to ensure unbiased results;
- Ensure that the materials needed for the FCC were in place (i.e. list of VOSA confirmed check sites, survey forms, instructions, etc) and that sufficient copies were available.

A.2 Analysing the Results

IHAC had to:

- Collate paper returns from the areas;
- Design a data entry database;
- Arrange for paper data to be entered into the electronic database;
- With assistance from VOSA, carry out a data matching and data cleansing exercise to obtain a full, reliable dataset;
- Analyse the data from the survey to produce statistics on traffic offences and the roadworthiness of vehicles and trailers;
- Compare the results from this year's Non-GB HGV Fleet Compliance Checks with those conducted between 2004 and 2008;
- Compare the results from this year's Non-GB HGV Fleet compliance check and this year's GB HGV Fleet compliance check;
- Produce a report for VOSA outlining the results of the FCC.

Annex B: Methodology

VOSA checks are normally targeted, both on the locations where offenders are most likely to be found and on the vehicles thought most likely to be offending, so figures emerging from normal VOSA checks do not provide an accurate picture of the level of traffic offences and roadworthiness defects that is representative of the fleet as a whole. A Fleet Compliance Check, using randomly selected vehicles, is needed to give an unbiased view.

B.1 Selection of Check Sites and the Sampling framework

Previous Fleet Compliance Checks of GB vehicles carried out by VOSA have used random sampling of roadside check sites and random selections of vehicles at those check sites. The selection of roadside check sites is usually weighted by the traffic volumes (of the type of vehicle in question) at those sites, i.e. check sites with high levels of traffic were more likely to get selected.

For this check on non-GB registered HGVs (and for previous non-GB FCCs), there were no statistics available on traffic flows of non-GB registered HGVs. Therefore the same approach to random sampling of check sites could not be used. Instead the check sites were selected locally to pick up high volumes of non-GB registered HGVs. In effect this meant that check sites tended to be on main thoroughfares on the British motorway network and at ports around Great Britain where non-GB registered HGVs could arrive or depart.

Although the selection of check site locations was not random, the selection of vehicles to check at each site was. This ensured that the results are statistically valid and represent the baseline fleet compliance and condition levels.

The exact timing of checks was not specified to Areas, as there were no data available on the hourly traffic levels of non-GB registered HGVs, or on the daily traffic levels of these vehicles. Instead, Areas were asked to ensure a good spread of times of day and days of week across the checks they conducted. In order to ensure a good spread, areas were asked to check the same proportion of vehicles at night and at weekends as seen in the GB survey. Checks were carried out in September and October 2010.

Cluster sampling was used, and so the number of checks carried out at each site was also an important consideration in terms of the overall accuracy of the results. This is because HGVs at any check site could be related to each other (for example, two vehicles checked near a port might have both arrived on the same ferry from the same country of origin, and therefore might display similar characteristics). Any correlation between vehicles checked at the same site would reduce the level of accuracy, so that the more check sites used for a given sample size (and therefore the smaller the clusters of checks at each site), the greater the level of accuracy.

B.2 Sample Size required

The sample size needed for a given level of accuracy in cluster sampling is determined by:

- the offence rate being measured.
- the correlation within clusters (where known).
- the size of the clusters (i.e. the number of checks conducted at each site).

A sample size of 3155 was chosen to keep the same size as the 2008 survey. Sampling for the 2008 survey was based on results from the 2006 survey: an offence rate of 23.8%, an estimate of the correlation within clusters of between 0.16 and 0.67 for the different offence types (with an average of 0.30), and a required accuracy level of +/- 3.0% at the 95% confidence level. The offence rate of 23.8% was used, as this was the greatest of the vehicle prohibition rate, trailer prohibition rate and traffic offence rate from the 2006 survey.

B.3 Measures of Offence Rates

There are four potential measures for compliance with regulations and roadworthiness:

- the proportion of operators committing offences;
- the proportion of the fleet in which offences were found;
- the proportion of journeys made by vehicles which are committing offences;
- the proportion of miles travelled by vehicles where offences are being committed.

A case could be made for each of these distinct measures being thought of as providing the best picture. There are practical problems in obtaining some of these measures, and clearly the decision about which measure to use must take account of the practicalities of carrying out the survey. It is also important to look at which measure best deals with issues such as upholding the law, fair competition, and road safety.

The level of compliance by miles travelled by goods vehicles was the measure selected for the previous GB HGV Fleet Compliance Checks. This was partly because it is the simplest of the four options to measure, but also because it was felt that it provided the best coverage of the issues involved in HGV compliance of domestic vehicles.

The proportion of journeys made by vehicles committing offences is the measure used for this check, and for previous non-GB FCCs. It would have been preferable to use the same measure as the GB FCCs, but the necessary data on miles travelled by non-GB HGVs on different road types were not available.

To understand the difference between these measures it is best to consider two HGVs both making one journey, but the journey is twice as long for one vehicle. In the GB FCC the vehicle doing twice the mileage has twice as much chance of being stopped, whereas for this non-GB FCC these two vehicles would have the same chance of being stopped. This is because in many cases the checks were carried out at or near entry points to Great Britain, and so each HGV entering has the same chance of being stopped regardless of how many miles it travels in Britain.

B.4 Analysis of the Results

IHAC designed a data entry database and supervised temporary staff as they input the information from the paper forms. This data was matched with data extracted from

VOSA's Mobile Compliance database. The combined data was analysed by IHAC to produce this report of the results.

For this year's check, a new method was used for most of the analysis as was used for the GB FCC 2010 survey. The chi-squared methodology used for all analysis in previous years was used again in this analysis to compare different years. However, for most of the rest of the analysis, the multivariate logistic regression approach was used. This considered the effect of multiple variables together, rather than looking at each factor in isolation.

Many of the survey characteristics are related to each other. For example, 13.2% of vehicles from Poland were aged three years or under compared to only 5.5% of vehicles from Ireland. Because the characteristics are related it is sometimes difficult to pick out the most important factor relating to condition / compliance. Analysis in previous surveys did not take account of these relationships – for example it didn't take into account whether a lower prohibition rate seen on vehicles was due to them being younger, from a certain country, or whether country and vehicle age were both important.

B.5 Data Problems

There were details of 3057 vehicles entered onto paper forms. However, nine vehicles could not be matched to electronic records, which left results of 3048 vehicle checks to be used in the analysis.

Of the 3048 vehicles used, 2998 had at least one of the FCC special returns codes used (2976 had the correct FCC_GB_HGV code used, 7 had incorrectly used LGV code and 15 had incorrectly used the GB code). Therefore, 72 vehicles would have been unnecessarily excluded from the analysis had paper forms not also been available.

Paper forms also allowed miss-recorded results from other checks to be identified and excluded. An additional 506 TE or VE encounters had one of the FCC codes during the survey period (479 encounters had the FC_FOR_HGV code, 9 had the FCC_GB_HGV code and 18 had the FC_CAR_LGV code), even though they were not recorded on the paper forms. This can happen when an examiner turns on the special returns code for a series of FCC checks, but fails to turn it off for subsequent checks. These vehicles would have been included in error. This problem of including non-FCC vehicles is also more serious than missing off some real FCC checks as that would include some targeted checks, which would artificially increase the prohibition / non-compliance rates.

In this survey the body type was taken from the electronic data only; it was not recorded on paper forms. In the electronic data the body type of Articulated vehicles were almost all recorded as just 'Artic', with no body type given for any trailer. Therefore the actual body type of articulated vehicles is not known. In previous years the body type of the vehicle/trailer combination was given, so vehicles did not have a body type of 'Artic'. The body type has previously been shown to be a good indicator of vehicle condition (see IHAC paper titled 'HGV FCC Trend Analysis', issued on 9 June 2010).

333 checks appeared to have no vehicle examiner check; so details of these vehicles have been excluded from the vehicle condition and trailer condition sections. One check had no vehicle examiner check but the traffic examiner had picked up a fault, so has been recorded as a Trailer Check. In 196 cases it appeared that there was no traffic

examiner check; so details of these drivers / operators have been excluded from the traffic compliance section.

In 35 cases the vehicle had a vehicle examiner check for the vehicle but not for the trailer, although the traffic examiner had recorded a trailer check and the paper forms had recorded that a trailer was present. These checks were marked as having a trailer for the vehicle examiner and traffic examiner analysis, but were excluded from any trailer analysis. In a further two cases the paper forms had recorded a trailer but there was no vehicle examiner trailer check recorded and no traffic examiner check. These checks were marked as no trailer present.

Three of the checks that appeared to have no traffic examiner check had GFPDs issued by the vehicle examiner that suggested that there were traffic offences detected (one was for "Unlawful Cabotage" and the other two were for "Excess Weight"). These GFPDs have been ignored as the checks were removed from the analysis of traffic compliance. One check had a GFPD for "Drivers View" recorded but no defect was found on the vehicle. This could be symptomatic of a wider problem where prohibitions were not recorded when a previous prohibition had not been upheld.

There was an option on the paper form to mark if a vehicle had been 'Immobilised'. This had been marked 99 times. After investigation the actual number that had been immobilised was 84. This was due to examiners marking the immobilised box on the paper forms for all of the checks on one form regardless of whether or not it had actually been immobilised.

B.6 Accuracy of the Results

The accuracy of the results is dependent on an unbiased, representative sample of an adequate size. 3048 non-GB HGVS were stopped and checked for roadworthiness defects and/or traffic offences.

The average number of vehicles checked at one location on one day (the cluster size) was 10. This sample size and cluster size (the number of vehicles checked at one location/date) gives an accuracy level of between +/- 0.8% and +/- 3.0%. The 95% confidence intervals on the results that this level of accuracy generates are given below:

Defect and offence rates for different measures	p[1]	Result	Interval (+/-)	Lower	Upper
Vehicle - All defects	0.18	29.7%	+/-2.8%	26.9%	32.4%
Vehicle - All prohibitions	0.18	21.8%	+/-2.5%	19.3%	24.3%
Vehicle - Immediate prohibitions	0.24	5.7%	+/-1.5%	4.1%	7.2%
Trailer - All defects	0.20	34.1%	+/-3.0%	31.2%	37.1%
Trailer - All prohibitions	0.20	29.1%	+/-2.9%	26.2%	32.0%
Trailer - Immediate prohibitions	0.22	8.3%	+/-1.8%	6.5%	10.0%
Traffic Offences - All severities	0.18	16.4%	+/-2.2%	14.2%	18.7%
Traffic Offences - Serious	0.19	14.4%	+/-2.2%	12.2%	16.6%
Traffic Offences - Prosecutions	0.82	0.5%	+/-0.8%	0.0%	1.3%
Lowest	0.18		+/-0.8%		
Highest	0.82		+/-3%		
Mid point	0.27		+/-2.2%		

In addition, the accuracy of the results can be affected by bias in the sample. Little data has been collected that describe the characteristics of the non-GB HGV fleet, so it has been difficult to compare our sample to the typical fleet of non-GB registered HGVs in Great Britain at any one time. Therefore it is not possible to test if the actual prohibition rates and rates of traffic offences are affected by any bias in the sample of vehicles selected.

Annex C: Non-GB HGV Check Form 2010

Non-GB HGV Fleet Compliance Check 2010

Return to: Tim Johnston, D/6 Ashdown Hse, Sedlescombe Rd Nth, St Leonards, TN37 7GA

(Foreign and Northern Ireland vehicles only – exclude GB vehicles)

This form must be completed for **ALL** HGVs selected for examination during the above check. It is used to collect data that is not entered into the MC system, and VRM is used to match this data to the MC data.

Please read the Guidance Notes before completing this form and please answer all questions clearly.

Check details

VOSA Area Number		Date of Check		Form ID:			
Check Site Location Description							
Road Type: (please circle)	Motorway	Trunk	Primary	Minor	Density: (circle)	Built up	Rural

Vehicles checked

Please list the **VRMs** of **ALL VEHICLES** checked (for combinations use one line only). Please write in the 1, 2 or 3 digit **Country (Cntry) code** (see guidance notes for list). Please write the number of **Vehicle (V-cle) Axles** and **Trailer Axles**, along with the **Max Gross/Train Weight** in KGs. If there was no trailer please cross through the **Trailer Axles** box. Please include the **Year of Manufacture (Year of Manf.)** of the vehicle. Please tick to indicate if the vehicle was **Immobilised (Immob-d)**. Please record any other **Offences not resulting in GFPD or prohibition** in the last column, including outcome – see guidance notes. Continue in the **Other Comments** section at the end of this Form if necessary, stating which row it relates to. Please also enter any other comments in the **Other Comments** Section.

	VRM (block capitals)	Cntry Code	V-cle Axles	Trailer Axles	Year of Manf.	Max weight (kg)	Immob-d (✓)	Offences not resulting in GFPD or prohibition
1							<input type="checkbox"/>	
2							<input type="checkbox"/>	
3							<input type="checkbox"/>	
4							<input type="checkbox"/>	
5							<input type="checkbox"/>	
...							<input type="checkbox"/>	
35							<input type="checkbox"/>	

Other Comments (quote **row number** where appropriate):

(Attach extra sheets if necessary, but include **Form ID**)

Annex D: Detailed Results

IM Number	Defect	Vehicle			Trailer			TOTAL
		Immediate	Delayed	TOTAL	Immediate	Delayed	TOTAL	
1	<i>Not Allocated</i>	0	0	0	0	0	0	0
2	<i>Not Allocated</i>	0	0	0	0	0	0	0
3 *	Seat Belts	0	15	15	0	0	0	15
4	<i>Not Allocated</i>	0	0	0	0	0	0	0
5 *	Exhaust Emissions	0	0	0	0	0	0	0
6	Road Wheels & Hubs	3	10	13	17	38	55	68
7	Size & Type of Tyres	0	0	0	0	1	1	1
8	Condition of Tyres	23	70	93	23	139	162	255
9	Sideguards, Rear Under-Run Devices & Bumper Bars	2	0	2	3	7	10	12
10	Spare Wheel & Carrier	0	0	0	2	0	2	2
11	Vehicle To Trailer Coupling	0	15	15	0	0	0	15
12	Trailer Parking And Emergency Brakes, & Air Line Connections	1	0	1	42	1	43	44
13	Trailer Landing Legs	0	0	0	0	0	0	0
14	Spray Suppression, Wings & Wheel Arches	5	50	55	5	76	81	136
15 *	Cab Security	0	3	3	0	0	0	3
16 *	Driver & Passenger Doors	0	0	0	0	0	0	0
17 *	Driver's Accommodation & Steps	1	0	1	0	0	0	1
18 *	Driver's Seat	0	0	0	0	0	0	0
19	Security of Body	0	0	0	0	5	5	5
20	Condition of Body	5	0	5	3	1	4	9
21	<i>Not Allocated</i>	0	0	0	0	0	0	0
22 *	Mirrors	1	0	1	0	0	0	1
23 *	Glass & View of the Road	39	0	39	0	0	0	39
24	<i>Not Allocated</i>	0	0	0	0	0	0	0
25 *	Windscreen Wipers & Washers	0	1	1	0	0	0	1
26 *	Speedometer / Tachograph	0	0	0	0	0	0	0
27 *	Audible Warning (Horn)	0	0	0	0	0	0	0
28 *	Driving Controls	0	0	0	0	0	0	0
29	<i>Not Allocated</i>	0	0	0	0	0	0	0
30 *	Steering Control	0	0	0	0	0	0	0
31	<i>Not Allocated</i>	0	0	0	0	0	0	0
32	<i>Not Allocated</i>	0	0	0	0	0	0	0
33 *	Speed Limiters	5	1	6	0	0	0	6
34 *	Pressure / Vacuum Warning & Build Up	0	0	0	0	0	0	0
35	<i>Not Allocated</i>	0	0	0	0	0	0	0
36 *	Hand Lever Operating Mechanical Brakes	0	0	0	2	0	2	2
37 *	Service Brake Pedal	0	0	0	0	0	0	0

*Inspection does not apply to trailers

IM Number	Defect	Vehicle			Trailer			TOTAL
		Immediate	Delayed	TOTAL	Immediate	Delayed	TOTAL	
38	Service Brake Operation	0	114	114	6	116	122	236
39	Hand Operated Brake Control Valve	0	0	0	12	1	13	13
40	<i>Not Allocated</i>	0	0	0	0	0	0	0
41	Condition of Chassis	0	0	0	1	0	1	1
42	Electrical Wiring & Equipment	0	0	0	0	0	0	0
43 *	Engine & Transmission	0	0	0	0	0	0	0
44	Oil Leaks	0	10	10	1	0	1	11
45	Fuel Tanks & Systems	2	13	15	0	2	2	17
46 *	Exhaust Systems	2	28	30	0	0	0	30
47	<i>Not Allocated</i>	0	0	0	0	0	0	0
48	Suspension	2	14	16	20	106	126	142
49	<i>Not Allocated</i>	0	0	0	0	0	0	0
50	<i>Not Allocated</i>	0	0	0	0	0	0	0
51	<i>Not Allocated</i>	0	0	0	0	0	0	0
52	<i>Not Allocated</i>	0	0	0	0	0	0	0
53	Axles, Stub Axles & Wheel Bearings	0	0	0	1	0	1	1
54	Steering Mechanism	9	50	59	0	0	0	59
55	<i>Not Allocated</i>	0	0	0	0	0	0	0
56	<i>Not Allocated</i>	0	0	0	0	0	0	0
57	Transmission	0	0	0	0	0	0	0
58	Additional Braking Devices (inc. Retarders)	0	1	1	0	0	0	1
59	Brake Systems & Components	7	166	173	40	257	297	470
60	<i>Not Allocated</i>	0	0	0	0	0	0	0
61	<i>Not Allocated</i>	0	0	0	0	0	0	0
62	Rear Markings & Reflectors	0	0	0	0	0	0	0
63	Lamps	35	0	35	27	0	27	62
64	<i>Not Allocated</i>	0	0	0	0	0	0	0
65	<i>Not Allocated</i>	0	0	0	0	0	0	0
66	Direction Indicators and Hazard Warning Lamps	23	0	23	18	0	18	41
67 *	Aim of Headlamps	0	0	0	0	0	0	0
68	<i>Not Allocated</i>	0	0	0	0	0	0	0
69	<i>Not Allocated</i>	0	0	0	0	0	0	0
70	<i>Not Allocated</i>	0	0	0	0	0	0	0
71	Service Brake Performance	6	1	7	22	7	29	36
72 *	Secondary Brake Performance	0	0	0	1	1	2	2
73	Parking Brake Performance	2	4	6	4	14	18	24
99	<i>Unknown</i>	1	1	2	4	0	4	6
TOTAL		174	567	741	254	772	1026	1767

Immediate Vehicle Prohibitions - Detail

Count	IM No	Defect Description	% of IM	% of Total
37	23	Driver's view to the front seriously impaired(area normally swept by windscreen wipers)	94.9%	21.3%
2	23	Relevant side window glass excessively tinted, average visual light transmission less than 30%	5.1%	1.1%
15	63	Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	42.9%	8.6%
9	63	Obligatory dipped headlamp inoperative and use of headlamps is compulsory	25.7%	5.2%
8	63	Obligatory rear lamp inoperative presence/width of vehicle not adequately indicated	22.9%	4.6%
1	63	A lamp lens damaged detachment imminent	2.9%	0.6%
1	63	Obligatory headlamp insecure, detachment imminent	2.9%	0.6%
1	63	Obligatory rear lamp so insecure that detachment is imminent	2.9%	0.6%
9	8	Tyre seriously under inflated overload likely on other tyre of twin fitment	39.1%	5.2%
3	8	Steered axle tyre tread worn beyond legal limit	13.0%	1.7%
3	8	Tyre seriously under inflated likely to affect steering	13.0%	1.7%
2	8	Tyre has break in the fabric or cut which is 25mm or longer body cords damaged	8.7%	1.1%
2	8	Tyre tread lifting caused by separation of its structure	8.7%	1.1%
1	8	Non-steered axle tyre tread worn beyond legal limit	4.3%	0.6%
1	8	Tyre bulging caused by failure of its structure	4.3%	0.6%
1	8	Tyre has break in the fabric or cut which is 10% or more of the section width body cords damaged	4.3%	0.6%
1	8	Tyre tread lifting caused by failure of its structure	4.3%	0.6%
20	66	Direction indicator inoperative indicator cannot be used to clearly show driver's intention	87.0%	11.5%
2	66	Direction indicator missing indicator cannot be used to clearly show driver's intention	8.7%	1.1%
1	66	Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	4.3%	0.6%
4	54	Excessive movement in steering joint and joint in danger of separation	44.4%	2.3%
4	54	Steering drag link insecure and there is excessive movement between mating parts	44.4%	2.3%
1	54	Excessive fluid leak from power steering leaking continuously, failure of power steering imminent	11.1%	0.6%
1	59	Automatic brake slack adjuster component insecure brake efficiency	14.3%	0.6%
1	59	Brake disc excessively worn and brake efficiency impaired	14.3%	0.6%
1	59	Brake pad excessively worn braking efficiency impaired	14.3%	0.6%
1	59	Brake pipe chafed failure imminent	14.3%	0.6%
1	59	Brake pipe leaking without brake applied and pressure cannot be sustained with engine on "fast idle"	14.3%	0.6%
1	59	Loss of air in braking system with brake applied pressure cannot be sustained with engine on "fast idling"	14.3%	0.6%
1	59	Loss of air in braking system without brake applied pressure cannot be sustained with engine on "fast idling"	14.3%	0.6%
4	71	Service brake not operating on wheel originally designed to do so	66.7%	2.3%
2	71	Service brake efficiency low performance does not meet prescribed C & U requirements	33.3%	1.1%
2	14	Obligatory spray suppression equipment insecure and detachment likely	40.0%	1.1%
2	14	Wing insecure and rubbing on tyre	40.0%	1.1%
1	14	Wing insecure detachment likely	20.0%	0.6%

4	20	Exterior body panel damaged and likely to cause injury	80.0%	2.3%
1	20	External body embellishment insecure and likely to become detached	20.0%	0.6%
4	33	Speed limiter not restricting the vehicle to its legal maximum speed & unintentional non-compliance applicable restricted speed clearly exceeded (>10kph)	80.0%	2.3%
1	33	Speed limiter not restricting the vehicle to its legal maximum speed and evidence of intent to circumvent the speed restrictions	20.0%	0.6%
3	6	Wheel nut loose more than one fitted to that wheel	100.0%	1.7%
1	9	Sideguard damaged detachment likely (partially)	50.0%	0.6%
1	9	Sideguard insecure detachment likely (partially)	50.0%	0.6%
1	45	Fuel tank filler cap defective such as to permit fuel spillage and cause hazard to others	50.0%	0.6%
1	45	Fuel tank sealing arrangements defective such as to permit fuel spillage and cause hazard to others	50.0%	0.6%
1	48	Shock absorber mounting missing likely to affect steering	50.0%	0.6%
1	48	Suspension holding down bolts/nuts insecure axle moving relative to suspension unit	50.0%	0.6%
2	73	Parking brake inefficient does not meet prescribed C & U requirements	100.0%	1.1%
2	46	Exhaust system insecure detachment imminent	100.0%	1.1%
1	12	Service (yellow) line on a unit to trailer combination not connected	100.0%	0.6%
1	17	Driver's cab step badly weakened and likely to cause injury to users	100.0%	0.6%
1	22	External rear view mirror insecure and no adequate view to the rear	100.0%	0.6%
1	99	Unknown	100.0%	0.6%

Delayed Vehicle Prohibitions – Detail

Count	IM Number	IM description	% of IM	% of Total
69	59	Brake disc fractured fractured through surface into the ventilation cavity	41.8%	12.2%
15	59	Brake valve leaking significant leak but pressure can be sustained at fast idle	9.1%	2.7%
14	59	Loss of air in braking system with brake applied pressure can be sustained with engine on "fast idling"	8.5%	2.5%
9	59	Brake connection leaking with brake applied but pressure can be sustained with engine on "fast idle"	5.5%	1.6%
7	59	Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	4.2%	1.2%
6	59	Brake connection leaking without brake applied but pressure can be sustained with engine on "fast idle"	3.6%	1.1%
5	59	Brake coupling leaking without brake applied but pressure can be sustained with engine on "fast idle"	3.0%	0.9%
5	59	Brake pipe leaking without brake applied but pressure can be sustained with engine on "fast idle"	3.0%	0.9%
4	59	Brake pad excessively worn pad material less than 1.5mm thick at any point	2.4%	0.7%
3	59	Brake coupling leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.8%	0.5%
3	59	Brake pipe leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.8%	0.5%
3	59	Loss of air in braking system without brake applied pressure can be sustained with engine on "fast idling"	1.8%	0.5%
2	59	Any component forming part of an anti-lock braking system missing and the warning lamp sequence indicates there is a fault	1.2%	0.4%

2	59	Brake hose leaking without brake applied but pressure can be sustained with engine on "fast idle"	1.2%	0.4%
2	59	Brake pipe fouling but no apparent risk of early failure	1.2%	0.4%
2	59	Excessive oil/contaminant discharge from brake valve	1.2%	0.4%
2	59	ISO 7638 cable missing	1.2%	0.4%
1	59	A brake component worn the degree of wear being excessive	0.6%	0.2%
1	59	Any component forming part of an anti-lock braking system missing rendering ABS system inoperative	0.6%	0.2%
1	59	Brake air actuator excessively corroded no apparent risk of failure	0.6%	0.2%
1	59	Brake air reservoir insecure early failure unlikely	0.6%	0.2%
1	59	Brake connection leaking without brake applied but vacuum can be sustained with engine on "fast idle"	0.6%	0.2%
1	59	Brake coupling leaking with brake applied but vacuum can be sustained with engine on "fast idle"	0.6%	0.2%
1	59	Brake hose chafed but no apparent risk of early failure	0.6%	0.2%
1	59	Brake hose deteriorated but no apparent risk of early failure	0.6%	0.2%
1	59	Brake hose kinked but no apparent risk of early failure	0.6%	0.2%
1	59	Brake hose leaking with brake applied but pressure can be sustained with engine on "fast idle"	0.6%	0.2%
1	59	Loss of vacuum in braking system without brake applied pressure can be sustained with engine on "fast idling"	0.6%	0.2%
1	59	Severely contaminated brake pad material likely to affect brake efficiency (no equipment to confirm)	0.6%	0.2%
39	38	Anti-lock warning lamp indicates the existence of a fault	34.2%	6.9%
29	38	Anti-lock brake warning light sequence inoperative	25.4%	5.1%
19	38	Anti-lock warning lamp inoperative	16.7%	3.4%
13	38	Anti-lock brake warning light sequence indicates a fault	11.4%	2.3%
9	38	EBS warning lamp indicates the existence of a fault	7.9%	1.6%
4	38	Indication of leakage in full air braking system pressure can be sustained	3.5%	0.7%
1	38	EBS warning lamp inoperative	0.9%	0.2%
46	8	Non-steered axle tyre tread worn beyond legal limit	65.7%	8.1%
9	8	Deep cut in tyre breaker cords damaged in the tread area	12.9%	1.6%
5	8	Tyre has damage to the tread area breaker cords damaged in the tread area	7.1%	0.9%
4	8	Deep cut in tyre body cords exposed	5.7%	0.7%
3	8	Tyre has break in the fabric or cut which is 25mm or longer breaker cords damaged in the tread area	4.3%	0.5%
1	8	Tyre has damage to the side wall body cords exposed	1.4%	0.2%
1	8	Tyre has damage to the side wall breaker cords damaged in the tread area	1.4%	0.2%
1	8	Tyre tread worn away breaker cords damaged in the tread area	1.4%	0.2%
17	14	Wing missing not acting as a complete shield relating to original design	34.0%	3.0%
12	14	Obligatory spray suppression equipment missing	24.0%	2.1%
12	14	Wing badly holed not acting as a complete shield relating to original design	24.0%	2.1%
4	14	Obligatory spray suppression equipment incomplete	8.0%	0.7%
2	14	Wing badly torn not acting as a complete shield	4.0%	0.4%
2	14	Wing badly torn not acting as a complete shield relating to original design	4.0%	0.4%
1	14	Wing badly split not acting as a complete shield	2.0%	0.2%
28	54	Excessive movement in steering joint (excessive abnormal movement)	56.0%	4.9%
6	54	Slight play in steering joint (excessive abnormal movement)	12.0%	1.1%
5	54	Steered road wheels fouling, restricted in travel but no evidence of steering function being impaired	10.0%	0.9%

5	54	Steering drag link insecure and there is slight movement between mating parts	10.0%	0.9%
3	54	Steering track rod insecure and there is slight movement between mating parts	6.0%	0.5%
2	54	Steering component fouling, restricted in its travel but no evidence of steering function being impaired	4.0%	0.4%
1	54	Steering component locking device missing	2.0%	0.2%
19	46	Exhaust system leaking significant deterioration	67.9%	3.4%
5	46	Exhaust system insecure significant deterioration	17.9%	0.9%
3	46	Exhaust silencer holed - does not reduce, as far as reasonable, the noise level	10.7%	0.5%
1	46	Exhaust system incomplete significant deterioration	3.6%	0.2%
10	3	Obligatory seat belt defective and therefore not capable of performing its intended purpose	66.7%	1.8%
1	3	Obligatory seat belt defective and likely to fail under load	6.7%	0.2%
1	3	Obligatory seat belt inoperative and therefore not capable of performing its intended purpose	6.7%	0.2%
1	3	Obligatory seat belt insecure and therefore not capable of performing its intended purpose	6.7%	0.2%
1	3	Obligatory seat belt missing and therefore not able to perform the intended purpose	6.7%	0.2%
1	3	Obligatory seat belt vandalised and likely to fail under load	6.7%	0.2%
8	11	Trailer coupling safety locking device fitted but not operating as required	53.3%	1.4%
3	11	Fifth wheel attachment to chassis insecure but no apparent risk of detachment	20.0%	0.5%
2	11	Fifth wheel attachment to chassis insecure but no apparent risk of failure	13.3%	0.4%
1	11	Fifth wheel attachment to chassis insecure but no apparent risk of failure/detachment	6.7%	0.2%
1	11	Trailer coupling safety locking device missing, when previously fitted	6.7%	0.2%
4	48	Suspension unit leaking but no apparent adverse affect on the system	28.6%	0.7%
4	48	Suspension unit leaking but no apparent adverse affect on vehicle control	28.6%	0.7%
2	48	A suspension shackle pin and/or bush worn clearly worn in excess of the annual test standard	14.3%	0.4%
2	48	Shock absorber insecure with no apparent adverse affect on steering or stability	14.3%	0.4%
1	48	A suspension anchor pin and/or bush worn clearly worn in excess of the annual test standard	7.1%	0.2%
1	48	Road spring leaf fractured/broken	7.1%	0.2%
9	45	Fuel leakage causing a patch over 75mm diameter in 5 minutes	69.2%	1.6%
3	45	Fuel tank mounting insecure significantly insecure	23.1%	0.5%
1	45	Fuel tank insecure significantly insecure	7.7%	0.2%
5	6	Wheel nut loose only one of the total fitted to that wheel	50.0%	0.9%
2	6	Wheel nut washer fractured only one of the total fitted to that wheel	20.0%	0.4%
2	6	Wheel nut washer missing only one of the total fitted to that wheel	20.0%	0.4%
1	6	Wheel nut missing only one of the total fitted to that wheel	10.0%	0.2%
5	44	Oil leak from engine onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	50.0%	0.9%
3	44	Oil leaking to road surface dripping, in excess of 75mm diameter patch in 5 minutes	30.0%	0.5%
1	44	Oil leak from differential area onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	10.0%	0.2%
1	44	Oil leak from tipping gear onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	10.0%	0.2%

3	73	Parking brake inefficient no brake effort on wheel	75.0%	0.5%
1	73	Parking brake inefficient little braking effort on wheel	25.0%	0.2%
1	15	Cab mounting defective a significantly defective mounting	33.3%	0.2%
1	15	Cab mounting defective driving control not likely to be affected	33.3%	0.2%
1	15	Forward tilting cab locking device defective more than one fitted and at least one is working	33.3%	0.2%
1	25	Windscreen wiper inoperative fine weather conditions prevailing	100.0%	0.2%
1	33	Speed limiter not restricting the vehicle to its legal maximum speed & unintentional non-compliance evidence that applic. s/limit generally complied with	100.0%	0.2%
1	58	Additional braking device not working	100.0%	0.2%
1	71	Service brake efficiency low effort very low in excess of annual test imbalance criteria	100.0%	0.2%
1	99	Unknown	100.0%	0.2%

Immediate Trailer Prohibitions – Detail

Count	IM No	Defect Description	% Of IM	% of Total
34	12	Trailer parking brake cannot be set	81.0%	13.4%
7	12	Parking brake not operating on at least two road wheels	16.7%	2.8%
1	12	Disconnection of red (emergency) brake line does not automatically apply trailer brakes	2.4%	0.4%
5	59	Brake actuator travel excessive affecting brake efficiency	12.5%	2.0%
3	59	Brake disc missing and failed	7.5%	1.2%
3	59	Brake drum fractured through	7.5%	1.2%
3	59	Brake valve insecure and detached	7.5%	1.2%
3	59	Retaining device missing	7.5%	1.2%
2	59	A brake component worn and failed	5.0%	0.8%
2	59	ISO 7638 rendering EBS system inoperative	5.0%	0.8%
1	59	Abnormal movement of levers indicating maladjustment of brakes brake efficiency impaired	2.5%	0.4%
1	59	Any component forming part of an electronic braking system missing rendering EBS system inoperative	2.5%	0.4%
1	59	Automatic brake slack adjuster component missing brake efficiency impaired	2.5%	0.4%
1	59	Brake actuator travel is restricted affecting brake efficiency	2.5%	0.4%
1	59	Brake air actuator insecure and failed	2.5%	0.4%
1	59	Brake air reservoir insecure failure imminent	2.5%	0.4%
1	59	Brake connection leaking with brake applied and pressure cannot be sustained with engine on "fast idle"	2.5%	0.4%
1	59	Brake drum missing	2.5%	0.4%
1	59	Brake hose deteriorated failure imminent	2.5%	0.4%
1	59	Brake pad excessively worn braking efficiency impaired	2.5%	0.4%
1	59	Brake pad missing braking efficiency impaired	2.5%	0.4%
1	59	Brake pipe chafed and failed	2.5%	0.4%
1	59	Brake vacuum actuator insecure and brake inoperative	2.5%	0.4%
1	59	Brake vacuum reservoir insecure failure imminent	2.5%	0.4%
1	59	Brake valve damaged failure imminent	2.5%	0.4%
1	59	Brake valve inoperative	2.5%	0.4%
1	59	ISO 7638 cable missing and no evidence of operation	2.5%	0.4%
1	59	ISO 7638 warning light indicates a fault & no evidence of operation	2.5%	0.4%
1	59	Loss of air in braking system without brake applied pressure cannot be sustained with engine on "fast idling"	2.5%	0.4%
19	63	Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	70.4%	7.5%
4	63	Obligatory rear lamp inoperative presence/width of vehicle not adequately indicated	14.8%	1.6%

2	63	Stop lamp obscured and no lamp shows a steady red light, when brakes applied	7.4%	0.8%
1	63	Obligatory rear lamp so insecure that detachment is imminent	3.7%	0.4%
1	63	Stop lamp inoperative and lamp remains on when all brakes are released	3.7%	0.4%
5	8	Deep cut in tyre body cords damaged	21.7%	2.0%
5	8	Tyre seriously under inflated in the case of a single tyre fitment on a non-steered axle	21.7%	2.0%
3	8	Tyre bulging caused by failure of its structure	13.0%	1.2%
3	8	Tyre bulging caused by separation of its structure	13.0%	1.2%
3	8	Tyre seriously under inflated overload likely on other tyre of twin fitment	13.0%	1.2%
2	8	Tyre tread lifting caused by separation of its structure	8.7%	0.8%
1	8	Tyre has damage to the side wall body cords damaged	4.3%	0.4%
1	8	Tyre tread lifting caused by failure of its structure	4.3%	0.4%
18	71	Service brake not operating on wheel originally designed to do so	81.8%	7.1%
4	71	Service brake efficiency low performance does not meet prescribed C & U requirements	18.2%	1.6%
5	48	Shock absorber mounting missing (missing and fitted originally)	25.0%	2.0%
5	48	Suspension holding down bolts/nuts insecure axle moving relative to suspension unit	25.0%	2.0%
3	48	Suspension unit deflated adversely affecting the system	15.0%	1.2%
1	48	Air suspension unit defective damage obvious	5.0%	0.4%
1	48	Levelling valve inoperative adversely affecting vehicle stability	5.0%	0.4%
1	48	Shock absorber missing (missing and fitted originally)	5.0%	0.4%
1	48	Shock absorber mounting insecure detachment imminent	5.0%	0.4%
1	48	Suspension holding down bolts/nuts missing axle moving relative to suspension unit	5.0%	0.4%
1	48	Suspension holding down saddle missing axle moving relative to suspension unit	5.0%	0.4%
1	48	Suspension unit deflated adversely affecting vehicle control	5.0%	0.4%
13	66	Direction indicator inoperative indicator cannot be used to clearly show driver's intention	72.2%	5.1%
3	66	Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	16.7%	1.2%
2	66	Direction indicator obscured indicator cannot be used to clearly show driver's intention	11.1%	0.8%
16	6	Wheel nut loose more than one fitted to that wheel	94.1%	6.3%
1	6	Wheel nut washer fractured more than one fitted to that wheel	5.9%	0.4%
10	39	Parking brake hand lever cannot be set	83.3%	3.9%
2	39	Brake hand control valve cannot be moved over its original full travel	16.7%	0.8%
4	38	Trailer EBS light indicates the existence of a fault and no available evidence of EBS function	66.7%	1.6%
2	38	Trailer EBS warning light not working and no available evidence of EBS function	33.3%	0.8%
2	14	Obligatory spray suppression equipment insecure and detachment likely	40.0%	0.8%
1	14	Insufficient clearance between wing and tyre wing likely to rub on tyre particularly when laden	20.0%	0.4%
1	14	Insufficient clearance between wing and tyre wing rubbing on tyre, likely to cause injury to others	20.0%	0.4%
1	14	Wing insecure detachment likely	20.0%	0.4%
4	73	Parking brake inefficient does not meet prescribed C & U requirements	100.0%	1.6%
4	99	Unknown	100.0%	1.6%
2	9	Sideguard insecure detachment likely (partially)	66.7%	0.8%
1	9	Sideguard damaged with jagged edges likely to cause injury	33.3%	0.4%
2	20	External body embellishment protruding and likely to cause injury	66.7%	0.8%
1	20	Exterior body panel damaged and likely to cause injury	33.3%	0.4%

2	10	Spare wheel insecure detachment imminent, likely to fall from vehicle	100.0%	0.8%
2	36	Hand brake lever seized and fails to fulfill its function	100.0%	0.8%
1	41	Chassis cross member fractured and detachment imminent	100.0%	0.4%
1	44	Oil leaking from ancillary equipment onto road surface continuous flow	100.0%	0.4%
1	53	Excessive free play in wheel bearings likely to collapse	100.0%	0.4%
1	72	Secondary brake efficiency performance does not meet prescribed C & U requirements	100.0%	0.4%

Delayed Trailer Prohibitions – detail

Count	IM Number	Defect Description	% of IM	% of Total
31	59	Brake disc fractured through surface into the ventilation cavity	12.1%	4.0%
22	59	Brake valve leaking significant leak but pressure can be sustained at fast idle	8.6%	2.8%
22	59	Locking device insecure	8.6%	2.8%
19	59	Brake actuator travel is excessive	7.4%	2.5%
16	59	Brake pad excessively worn pad material less than 1.5mm thick at any point	6.2%	2.1%
13	59	Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	5.1%	1.7%
12	59	Brake coupling leaking without brake applied but pressure can be sustained with engine on "fast idle"	4.7%	1.6%
11	59	Brake connection leaking without brake applied but pressure can be sustained with engine on "fast idle"	4.3%	1.4%
9	59	Abnormal movement of levers indicating maladjustment of brakes no apparent loss of brake efficiency	3.5%	1.2%
9	59	Loss of air in braking system without brake applied pressure can be sustained with engine on "fast idling"	3.5%	1.2%
7	59	Abnormal movement of levers indicating maladjustment of brakes brake efficiency not yet impaired	2.7%	0.9%
5	59	Brake coupling leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.9%	0.6%
5	59	Brake pipe chafed but no apparent risk of early failure	1.9%	0.6%
5	59	Loss of air in braking system with brake applied pressure can be sustained with engine on "fast idling"	1.9%	0.6%
4	59	Brake pipe leaking without brake applied but pressure can be sustained with engine on "fast idle"	1.6%	0.5%
4	59	Brake valve insecure due to a failure of supporting structure	1.6%	0.5%
4	59	ISO 7638 cable and the warning lamp sequence indicates there is a fault	1.6%	0.5%
4	59	Locking device missing	1.6%	0.5%
3	59	Brake connection leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.2%	0.4%
3	59	Brake hose chafed but no apparent risk of early failure	1.2%	0.4%
3	59	Brake pad missing pad material less than 1.5mm thick at any point	1.2%	0.4%
3	59	ISO 7638 cable likely to affect the correct function	1.2%	0.4%
3	59	ISO 7638 cable missing	1.2%	0.4%
3	59	Retaining device insecure	1.2%	0.4%
2	59	Any component forming part of an anti-lock braking system damaged likely to affect the correct function	0.8%	0.3%
2	59	Any component forming part of an anti-lock braking system disconnected and the warning lamp sequence indicates there is a fault	0.8%	0.3%
2	59	Automatic brake slack adjuster component disconnected brake efficiency not yet impaired	0.8%	0.3%
2	59	Automatic brake slack adjuster component missing no apparent loss of braking efficiency	0.8%	0.3%

2	59	Brake hose deteriorated but no apparent risk of early failure	0.8%	0.3%
2	59	Brake hose fouling but no apparent risk of early failure	0.8%	0.3%
2	59	Brake hose leaking without brake applied but pressure can be sustained with engine on "fast idle"	0.8%	0.3%
2	59	Brake pipe fouling but no apparent risk of early failure	0.8%	0.3%
2	59	Brake pipe leaking with brake applied but pressure can be sustained with engine on "fast idle"	0.8%	0.3%
2	59	ISO 7638 cable rendering the ABS system inoperative	0.8%	0.3%
2	59	ISO 7638 warning light indicates a fault but evidence of operation	0.8%	0.3%
1	59	A brake component worn the degree of wear being excessive	0.4%	0.1%
1	59	Any component forming part of an anti-lock braking system disconnected rendering ABS system inoperative	0.4%	0.1%
1	59	Any component forming part of an electronic braking system disconnected warning light indicates a fault but evidence of operation	0.4%	0.1%
1	59	Automatic brake slack adjuster component disconnected no apparent loss of braking efficiency	0.4%	0.1%
1	59	Automatic brake slack adjuster component insecure brake efficiency not yet impaired	0.4%	0.1%
1	59	Brake air actuator excessively corroded no apparent risk of failure	0.4%	0.1%
1	59	Brake air reservoir excessively corroded early failure unlikely	0.4%	0.1%
1	59	Brake air reservoir insecure early failure unlikely	0.4%	0.1%
1	59	Brake hose leaking with brake applied but pressure can be sustained with engine on "fast idle"	0.4%	0.1%
1	59	Brake lining excessively worn pad material less than 1.5mm thick at any point	0.4%	0.1%
1	59	Brake pad excessively worn lining material less than 1.5mm thick at any point	0.4%	0.1%
1	59	Brake pipe damaged but no apparent risk of early failure	0.4%	0.1%
1	59	Brake valve insecure due to weakness of supporting structure	0.4%	0.1%
1	59	ISO 7638 cable missing with evidence of operation	0.4%	0.1%
1	59	Loss of vacuum in braking system with brake applied pressure can be sustained with engine on "fast idling"	0.4%	0.1%
47	8	Non-steered axle tyre tread worn beyond legal limit	33.8%	6.1%
34	8	Deep cut in tyre breaker cords damaged in the tread area	24.5%	4.4%
34	8	Tyre has damage to the tread area breaker cords damaged in the tread area	24.5%	4.4%
9	8	Tyre has damage to the side wall body cords exposed	6.5%	1.2%
6	8	Deep cut in tyre body cords exposed	4.3%	0.8%
4	8	Tyre tread worn away breaker cords damaged in the tread area	2.9%	0.5%
3	8	Tyre has break in the fabric or cut which is 25mm or longer breaker cords damaged in the tread area	2.2%	0.4%
2	8	Tyre has break in the fabric or cut which is 10% or more of the section width breaker cords damaged in the tread area	1.4%	0.3%
98	38	Anti-lock brake warning light sequence indicates a fault	84.5%	12.7%
14	38	Anti-lock brake warning light sequence inoperative	12.1%	1.8%
2	38	Indication of leakage in full air braking system pressure can be sustained	1.7%	0.3%
1	38	Anti-lock warning lamp indicates the existence of a fault	0.9%	0.1%
1	38	Anti-lock warning lamp inoperative	0.9%	0.1%
37	48	Shock absorber insecure with no apparent adverse affect on steering or stability	34.9%	4.8%
14	48	Shock absorber mounting insecure with no apparent adverse affect on steering or stability	13.2%	1.8%
11	48	Suspension unit leaking but no apparent adverse affect on the system	10.4%	1.4%
8	48	Shock absorber pivot insecure with no apparent adverse affect on steering or stability	7.5%	1.0%
5	48	Shock absorber mounting missing with no apparent adverse affect on steering or stability	4.7%	0.6%

5	48	Suspension holding down bolts/nuts insecure no movement of axle evident	4.7%	0.6%
4	48	Air suspension pedestal damaged obviously defective but immediate failure unlikely	3.8%	0.5%
3	48	Suspension unit deflated but no apparent adverse affect on vehicle control	2.8%	0.4%
2	48	A suspension anchor pin and/or bush worn clearly worn in excess of the annual test standard	1.9%	0.3%
2	48	Air suspension pedestal distorted obviously defective but immediate failure unlikely	1.9%	0.3%
2	48	Levelling valve leaking but appears unlikely to affect vehicle stability	1.9%	0.3%
2	48	Shock absorber malfunctioning with no apparent adverse affect on steering or stability	1.9%	0.3%
2	48	Shock absorber mounting fractured with no apparent adverse affect on steering or stability	1.9%	0.3%
2	48	Shock absorber pivot missing with no apparent adverse affect on steering or stability	1.9%	0.3%
1	48	Check strap missing	0.9%	0.1%
1	48	Levelling valve damaged but appears unlikely to affect vehicle stability	0.9%	0.1%
1	48	Shock absorber fractured with no apparent adverse affect on steering or stability	0.9%	0.1%
1	48	Suspension anchor bracket insecure with relative movement between bracket and chassis	0.9%	0.1%
1	48	Suspension holding down bolts/nuts missing no movement of axle evident	0.9%	0.1%
1	48	Suspension unit deflated but no apparent adverse affect on the system	0.9%	0.1%
1	48	Suspension unit leaking but no apparent adverse affect on vehicle control	0.9%	0.1%
34	14	Obligatory spray suppression equipment missing	44.7%	4.4%
22	14	Wing missing not acting as a complete shield relating to original design	28.9%	2.8%
7	14	Obligatory spray suppression equipment incomplete	9.2%	0.9%
4	14	Wing badly holed not acting as a complete shield relating to original design	5.3%	0.5%
3	14	Wing badly split not acting as a complete shield	3.9%	0.4%
3	14	Wing badly torn not acting as a complete shield relating to original design	3.9%	0.4%
1	14	Wing badly corroded not acting as a complete shield relating to original design	1.3%	0.1%
1	14	Wing badly split not acting as a complete shield relating to original design	1.3%	0.1%
1	14	Wing badly torn not acting as a complete shield	1.3%	0.1%
28	6	Wheel nut loose only one of the total fitted to that wheel	73.7%	3.6%
3	6	Excessive diametric aggregated clearance between hub spigot and wheel clearance of more than 3mm between spigot/wheel location	7.9%	0.4%
3	6	Wheel nut washer fractured only one of the total fitted to that wheel	7.9%	0.4%
2	6	Wheel stud loose only one of the total fitted to that wheel	5.3%	0.3%
1	6	Road wheel fractured immediate failure unlikely	2.6%	0.1%
1	6	Wheel stud holes damaged detachment unlikely, but severe wear evident	2.6%	0.1%
8	73	Parking brake inefficient no brake effort on wheel	57.1%	1.0%
6	73	Parking brake inefficient little braking effort on wheel	42.9%	0.8%
7	9	Sideguard missing -missing where required	100.0%	0.9%
6	71	Service brake efficiency low effort very low in excess of annual test inbalance criteria	85.7%	0.8%
1	71	Service brake not operating on wheel originally designed to do so	14.3%	0.1%

2	19	Container fastening device not capable of securing a container security of container not affected	40.0%	0.3%
2	19	Container fastening device not fitted with a secondary locking device security of container not affected	40.0%	0.3%
1	19	Container fastening device seized security of container not affected	20.0%	0.1%
2	45	Fuel leakage causing a patch over 75mm diameter in 5 minutes	100.0%	0.3%
1	7	Tyre load index is below that appropriate for the vehicle but no obvious overload	100.0%	0.1%
1	12	Insufficient reserve travel on brake lever brake efficiency unimpaired	100.0%	0.1%
1	20	Exterior body panel insecure but with no risk of injury	100.0%	0.1%
1	39	Brake hand valve insecure but no apparent risk of early failure	100.0%	0.1%
1	72	Secondary brake efficiency no brake effort	100.0%	0.1%

D.1 Vehicle Defects

Vehicle – Severity of defect found

Severity of Defects	Frequency	%
No Defect	1910	70.3%
Inspection Notice	213	7.8%
Delayed Prohibition	438	16.1%
Immediate Prohibition	154	5.7%
Total	2715	100%

Number of vehicle defects per vehicle resulting in prohibitions

Number of Defects	Immediate Prohibitions	%	All Prohibitions	%
No Defect	2561	94.3%	2123	78.2%
One Defect	143	5.3%	487	17.9%
Two Defects	7	0.3%	81	3.0%
Three or More Defects	4	0.1%	24	0.9%
Total	2715	100.0%	2715	100.0%

Vehicle Defects by Year of Check

Year	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
2004	1781	61	88	85	2015
2006	2129	43	285	327	2784
2008	2222	87	222	247	2778
2010	1910	213	438	154	2715

Year	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total Prohibitions
2004	88.4%	3.0%	4.4%	4.2%	8.6%
2006	76.5%	1.5%	10.2%	11.7%	22.0%
2008	80.0%	3.1%	8.0%	8.9%	16.9%
2010	70.3%	7.8%	16.1%	5.7%	21.8%

Vehicle Defects in GB and Non-GB Surveys

	Non-GB 2010	GB 2010
No Defect	1910	2732
Inspection Notice	213	503
Delayed Prohibition	438	284
Immediate Prohibition	154	90

	Non-GB 2010	GB 2010
No Defect	70.3%	75.7%
Inspection Notice	7.8%	13.9%
Delayed Prohibition	16.1%	7.9%
Immediate Prohibition	5.7%	2.5%

Vehicles: Frequency of defects by age of vehicle

Age	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Less than 2yrs	277	11	16	5	309
2-3 years	647	82	103	35	867
4-5 years	504	47	134	48	733
6-7 years	195	39	89	23	346
8-9 years	60	9	28	26	123
10-11 years	23	8	18	3	52
12-13 years	10	0	5	1	16
14+ years	8	0	1	1	10
Unknown	186	17	44	12	259

Age	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Less than 2yrs	89.6%	3.6%	5.2%	1.6%	100%
2-3 years	74.6%	9.5%	11.9%	4.0%	100%
4-5 years	68.8%	6.4%	18.3%	6.5%	100%
6-7 years	56.4%	11.3%	25.7%	6.6%	100%
8-9 years	48.8%	7.3%	22.8%	21.1%	100%
10-11 years	44.2%	15.4%	34.6%	5.8%	100%
12-13 years	62.5%	0.0%	31.3%	6.3%	100%
14+ years	80.0%	0.0%	10.0%	10.0%	100%
Unknown	71.8%	6.6%	17.0%	4.6%	100%

Vehicles: Frequency of defects by weight of vehicle

Weight	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
3,500 - 9,999kg	9	4	4	2	19
10,000-19,999kg	27	8	10	4	49
20,000-29,999kg	16	5	5	0	26
30,000-37,999kg	31	5	4	0	40
3,8000-39,999kg	28	2	7	1	38
40,000-43,999kg	1534	159	355	128	2176
44,000kg and over	253	30	50	16	349
Unknown	12	0	3	3	18

Weight	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
3,500 - 9,999kg	47.4%	21.1%	21.1%	10.5%	100%
10,000-19,999kg	55.1%	16.3%	20.4%	8.2%	100%
20,000-29,999kg	61.5%	19.2%	19.2%	0.0%	100%
30,000-37,999kg	77.5%	12.5%	10.0%	0.0%	100%
3,8000-39,999kg	73.7%	5.3%	18.4%	2.6%	100%
40,000-43,999kg	70.5%	7.3%	16.3%	5.9%	100%
44,000kg and over	72.5%	8.6%	14.3%	4.6%	100%
Unknown	66.7%	0.0%	16.7%	16.7%	100%

Vehicles: Frequency of defects by VOSA Area

VOSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Northern Scotland (A1)	4	2	2	1	9
West and South West Scotland (A2)	13	0	2	0	15
South East Scotland (A3)	27	0	7	1	35
Cumbria and Lancashire (A4)	69	7	4	3	83
Greater Manchester and Derbyshire (A5)	115	8	12	3	138
Merseyside and Cheshire (A6)	190	12	63	12	277
Staffordshire and Shropshire (A7)	50	14	19	18	101
Central and South West Midlands (A8)	67	13	13	1	94
Wales (A9)	226	15	39	14	294
Bristol and Gloucester (A10)	15	2	8	5	30
South West (A11)	59	3	16	5	83
Wessex (A12)	107	8	23	10	148
Southern Central (A13)	200	18	42	6	266
South East (A14)	257	25	85	36	403
Metropolitan (A15)	55	21	31	8	115
Hertfordshire and Essex (A16)	82	14	9	0	105
East Anglia (A17)	10	6	3	4	23
East Midlands (A18)	59	9	13	2	83
Lincolnshire and Cambridgeshire (A19)	68	11	8	6	93
Nottinghamshire and South Yorkshire (A20)	54	0	13	4	71
Humberside (A21)	102	10	16	13	141
West and North Yorkshire (A22)	47	9	6	0	62
Tyne and Tees (A23)	34	6	4	2	46

VOSA Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Northern Scotland (A1)	44.4%	22.2%	22.2%	11.1%	100%
West and South West Scotland	86.7%	0.0%	13.3%	0.0%	100%
South East Scotland (A3)	77.1%	0.0%	20.0%	2.9%	100%
Cumbria and Lancashire (A4)	83.1%	8.4%	4.8%	3.6%	100%
Greater Manchester and Derbyshire (A5)	83.3%	5.8%	8.7%	2.2%	100%
Merseyside and Cheshire (A6)	68.6%	4.3%	22.7%	4.3%	100%
Staffordshire and Shropshire (A7)	49.5%	13.9%	18.8%	17.8%	100%
Central and South West Midlands (A8)	71.3%	13.8%	13.8%	1.1%	100%
Wales (A9)	76.9%	5.1%	13.3%	4.8%	100%
Bristol and Gloucester (A10)	50.0%	6.7%	26.7%	16.7%	100%
South West (A11)	71.1%	3.6%	19.3%	6.0%	100%
Wessex (A12)	72.3%	5.4%	15.5%	6.8%	100%
Southern Central (A13)	75.2%	6.8%	15.8%	2.3%	100%
South East (A14)	63.8%	6.2%	21.1%	8.9%	100%
Metropolitan (A15)	47.8%	18.3%	27.0%	7.0%	100%
Hertfordshire and Essex (A16)	78.1%	13.3%	8.6%	0.0%	100%
East Anglia (A17)	43.5%	26.1%	13.0%	17.4%	100%
East Midlands (A18)	71.1%	10.8%	15.7%	2.4%	100%
Lincolnshire and Cambridgeshire (A19)	73.1%	11.8%	8.6%	6.5%	100%
Nottinghamshire and South Yorkshire (A20)	76.1%	0.0%	18.3%	5.6%	100%
Humberside (A21)	72.3%	7.1%	11.3%	9.2%	100%
West and North Yorkshire (A22)	75.8%	14.5%	9.7%	0.0%	100%
Tyne and Tees (A23)	73.9%	13.0%	8.7%	4.3%	100%

Vehicles: Frequency of defect by traffic area where vehicle was checked

Traffic Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Scottish	44	2	11	2	59
North Western	374	27	79	18	498
West Midlands	117	27	32	19	195
Welsh	226	15	39	14	294
Western	181	13	47	20	261
South East and Metropolitan	512	64	158	50	784
Eastern	219	40	33	12	304
North Eastern	237	25	39	19	320
Traffic Area	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Scottish	74.6%	3.4%	18.6%	3.4%	100%
North Western	75.1%	5.4%	15.9%	3.6%	100%
West Midlands	60.0%	13.8%	16.4%	9.7%	100%
Welsh	76.9%	5.1%	13.3%	4.8%	100%
Western	69.3%	5.0%	18.0%	7.7%	100%
South East and Metropolitan	65.3%	8.2%	20.2%	6.4%	100%
Eastern	72.0%	13.2%	10.9%	3.9%	100%
North Eastern	74.1%	7.8%	12.2%	5.9%	100%

Vehicles: Frequency of defect by country that vehicle is registered*Countries with 5 or fewer vehicles checked are shaded in grey.*

Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Austria	12	1	2	1	16
Belgium	56	9	8	4	77
Bosnia-Herzegovina	5	1	4	1	11
Bulgaria	53	3	25	9	90
Croatia	3	0	2	0	5
Cyprus	0	0	0	1	1
Czech Republic	92	11	15	8	126
Denmark	4	1	1	0	6
Estonia	9	1	1	0	11
France	97	8	11	4	120
Germany	136	15	20	6	177
Gibraltar	1	0	0	0	1
Greece	3	0	2	0	5
Guernsey	1	0	1	0	2
Hungary	96	9	15	5	125
Ireland	289	28	66	22	405
Italy	35	6	11	6	58
Latvia	8	0	4	0	12
Liechtenstein	1	0	0	0	1
Lithuania	67	6	21	8	102
Luxembourg	4	1	0	0	5
Macedonia	6	0	0	0	6
Malta	3	1	0	0	4
Moldova	1	0	0	0	1
Netherlands	213	23	40	11	287
Northern Ireland	31	5	5	4	45
Other	2	0	0	0	2
Poland	347	49	81	43	520
Portugal	43	8	17	0	68
Romania	76	9	24	9	118
Russian Federation	1	0	0	0	1
Serbia and Montenegro	3	0	1	0	4
Slovakia	49	9	12	3	73
Slovenia	32	1	7	1	41
Spain	92	5	34	2	133
Sweden	6	2	0	4	12
Switzerland	3	0	0	0	3
Turkey	30	1	8	2	41

Country	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Austria	75.0%	6.3%	12.5%	6.3%	100%
Belgium	72.7%	11.7%	10.4%	5.2%	100%
Bosnia-Herzegovia	45.5%	9.1%	36.4%	9.1%	100%
Bulgaria	58.9%	3.3%	27.8%	10.0%	100%
Croatia	60.0%	0.0%	40.0%	0.0%	100%
Cyprus	0.0%	0.0%	0.0%	100.0%	100%
Czech Republic	73.0%	8.7%	11.9%	6.3%	100%
Denmark	66.7%	16.7%	16.7%	0.0%	100%
Estonia	81.8%	9.1%	9.1%	0.0%	100%
France	80.8%	6.7%	9.2%	3.3%	100%
Germany	76.8%	8.5%	11.3%	3.4%	100%
Gibraltar	100.0%	0.0%	0.0%	0.0%	100%
Greece	60.0%	0.0%	40.0%	0.0%	100%
Guernsey	50.0%	0.0%	50.0%	0.0%	100%
Hungary	76.8%	7.2%	12.0%	4.0%	100%
Ireland	71.4%	6.9%	16.3%	5.4%	100%
Italy	60.3%	10.3%	19.0%	10.3%	100%
Latvia	66.7%	0.0%	33.3%	0.0%	100%
Liechtenstein	100.0%	0.0%	0.0%	0.0%	100%
Lithuania	65.7%	5.9%	20.6%	7.8%	100%
Luxembourg	80.0%	20.0%	0.0%	0.0%	100%
Macedonia	100.0%	0.0%	0.0%	0.0%	100%
Malta	75.0%	25.0%	0.0%	0.0%	100%
Moldova	100.0%	0.0%	0.0%	0.0%	100%
Netherlands	74.2%	8.0%	13.9%	3.8%	100%
Northern Ireland	68.9%	11.1%	11.1%	8.9%	100%
Other	100.0%	0.0%	0.0%	0.0%	100%
Poland	66.7%	9.4%	15.6%	8.3%	100%
Portugal	63.2%	11.8%	25.0%	0.0%	100%
Romania	64.4%	7.6%	20.3%	7.6%	100%
Russian Federation	100.0%	0.0%	0.0%	0.0%	100%
Serbia and Montenegro	75.0%	0.0%	25.0%	0.0%	100%
Slovakia	67.1%	12.3%	16.4%	4.1%	100%
Slovenia	78.0%	2.4%	17.1%	2.4%	100%
Spain	69.2%	3.8%	25.6%	1.5%	100%
Sweden	50.0%	16.7%	0.0%	33.3%	100%
Switzerland	100.0%	0.0%	0.0%	0.0%	100%
Turkey	73.2%	2.4%	19.5%	4.9%	100%

Vehicles: Severity of defect by road type of check site

Road Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Motorway	1183	150	297	97	1727
Trunk	435	31	72	26	564
Primary	200	21	49	25	295
Minor	92	11	20	6	129

Road Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Motorway	68.5%	8.7%	17.2%	5.6%	100%
Trunk	77.1%	5.5%	12.8%	4.6%	100%
Primary	67.8%	7.1%	16.6%	8.5%	100%
Minor	71.3%	8.5%	15.5%	4.7%	100%

Vehicles: Severity of defect by road density of check site

Road Density	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Built Up	713	69	162	55	999
Rural	1182	140	270	92	1684
Not Given	15	4	6	7	32

Road Density	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Built Up	71.4%	6.9%	16.2%	5.5%	100%
Rural	70.2%	8.3%	16.0%	5.5%	100%
Not Given	46.9%	12.5%	18.8%	21.9%	100%

Vehicles: Severity of defect by time of check

Time of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
6am - 2pm	1326	162	290	95	1873
2pm - 10pm	438	33	105	39	615
10pm - 6am	146	18	43	20	227

Time of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
6am - 2pm	70.8%	8.6%	15.5%	5.1%	100%
2pm - 10pm	71.2%	5.4%	17.1%	6.3%	100%
10pm - 6am	64.3%	7.9%	18.9%	8.8%	100%

Vehicles: Severity of defect by day of check

Day of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Monday	282	39	57	15	393
Tuesday	350	26	96	28	500
Wednesday	381	50	77	22	530
Thursday	311	33	57	33	434
Friday	321	31	71	25	448
Saturday	161	18	33	21	233
Sunday	104	16	47	10	177

Day of Check	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Monday	71.8%	9.9%	14.5%	3.8%	100%
Tuesday	70.0%	5.2%	19.2%	5.6%	100%
Wednesday	71.9%	9.4%	14.5%	4.2%	100%
Thursday	71.7%	7.6%	13.1%	7.6%	100%
Friday	71.7%	6.9%	15.8%	5.6%	100%
Saturday	69.1%	7.7%	14.2%	9.0%	100%
Sunday	58.8%	9.0%	26.6%	5.6%	100%

Vehicles: Severity of defect by body type

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Artic	1584	177	363	126	2250
Box	34	12	11	5	62
Car Transporter	27	3	5	2	37
Curtain Sider	56	6	22	8	92
Flat	6	0	4	1	11
Other	1	0	0	0	1
Skeletal	2	1	1	0	4
Tanker	1	0	0	0	1
Tilt	1	0	0	0	1
Unknown	198	14	32	12	256

Body Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Artic	70.4%	7.9%	16.1%	5.6%	100%
Box	54.8%	19.4%	17.7%	8.1%	100%
Car Transporter	73.0%	8.1%	13.5%	5.4%	100%
Curtain Sider	60.9%	6.5%	23.9%	8.7%	100%
Flat	54.5%	0.0%	36.4%	9.1%	100%
Other	100.0%	0.0%	0.0%	0.0%	100%
Skeletal	50.0%	25.0%	25.0%	0.0%	100%
Tanker	100.0%	0.0%	0.0%	0.0%	100%
Tilt	100.0%	0.0%	0.0%	0.0%	100%
Unknown	77.3%	5.5%	12.5%	4.7%	100%

Vehicles: Severity of defect by vehicle type

Vehicle Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Articulated	1769	188	390	137	2484
Rigid <= 12,000kg	25	9	8	3	45
Rigid > 12,000kg	116	16	39	14	185
Unknown	0	0	1	0	1

Vehicle Type	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Articulated	71.2%	7.6%	15.7%	5.5%	100%
Rigid <= 12,000kg	55.6%	20.0%	17.8%	6.7%	100%
Rigid > 12,000kg	62.7%	8.6%	21.1%	7.6%	100%
Unknown	0.0%	0.0%	100.0%	0.0%	100%

Vehicles: Severity of defect by number of axles on vehicle

Vehicle Axles	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Two Axles	1668	182	383	134	2367
Three Axles	238	31	55	20	344
Four Axles	3	0	0	0	3
Unknown	1	0	0	0	1

Vehicle Axles	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
Two Axles	70.5%	7.7%	16.2%	5.7%	100%
Three Axles	69.2%	9.0%	16.0%	5.8%	100%
Four Axles	100.0%	0.0%	0.0%	0.0%	100%
Unknown	100.0%	0.0%	0.0%	0.0%	100%

Vehicles: were hazardous chemicals being carried by the vehicle?

Hazardous Chemicals	No Defect	Inspection N	Delayed Pr	Immediate Pr	Total
No	1896	210	435	152	2693
Yes	14	3	3	2	22

Hazardous Chemicals	No Defect	Inspection N	Delayed Pr	Immediate Pr	Total
No	70.4%	7.8%	16.2%	5.6%	100%
Yes	63.6%	13.6%	13.6%	9.1%	100%

Vehicles: Was a trailer present?

Trailer?	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
No	44	13	12	7	76
Yes	1866	200	426	147	2639

Trailer?	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
No	57.9%	17.1%	15.8%	9.2%	100%
Yes	70.7%	7.6%	16.1%	5.6%	100%

D.2 Trailer Defects

Trailer: Severity of defect found

Severity of Defects	Frequency	%
No Defect	1716	65.9%
Inspection Notice	131	5.0%
Delayed Prohibition	543	20.8%
Immediate Prohibition	215	8.3%
Total	2605	100%

Trailer: Number of trailer defects resulting in prohibitions

Number of Defects	Immediate Prohibitions	%	All Prohibitions	%
No Defect	2390	91.7%	1847	70.9%
One Defect	188	7.2%	574	22.0%
Two Defects	19	0.7%	132	5.1%
Three or More Defects	8	0.3%	52	2.0%
Total	2605	100.0%	2605	100.0%

Trailer defects by year of check

Year	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total
2004	1619	31	151	134	1935
2006	1984	24	395	314	2717
2008	2293	43	257	141	2734
2010	1716	131	543	215	2605

Year	No Defect	Inspection Notice	Delayed Prohibition	Immediate Prohibition	Total Prohibitions
2004	83.7%	1.6%	7.8%	6.9%	14.7%
2006	73.0%	0.9%	14.5%	11.6%	26.1%
2008	83.9%	1.6%	9.4%	5.2%	14.6%
2010	65.9%	5.0%	20.8%	8.3%	29.1%

Trailer Defects in GB and Non-GB Surveys

	Non-GB 2010	GB 2010
No Defect	1716	1357
Inspection Notice	131	128
Delayed Prohibition	543	143
Immediate Prohibition	215	84
	Non-GB 2010	GB 2010
No Defect	65.9%	79.3%
Inspection Notice	5.0%	7.5%
Delayed Prohibition	20.8%	8.4%
Immediate Prohibition	8.3%	4.9%

Trailers: Severity of defects by age of vehicle

Age	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Less than 2yrs	227	14	15	43	299
2-3 years	577	45	51	173	846
4-5 years	457	28	63	158	706
6-7 years	189	21	34	85	329
8-9 years	61	6	17	33	117
10-11 years	23	1	10	12	46
12-13 years	11	1	2	0	14
14+ years	5	2	0	2	9
Unknown	166	13	23	37	239

Age	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Less than 2yrs	75.9%	4.7%	5.0%	14.4%	100%
2-3 years	68.2%	5.3%	6.0%	20.4%	100%
4-5 years	64.7%	4.0%	8.9%	22.4%	100%
6-7 years	57.4%	6.4%	10.3%	25.8%	100%
8-9 years	52.1%	5.1%	14.5%	28.2%	100%
10-11 years	50.0%	2.2%	21.7%	26.1%	100%
12-13 years	78.6%	7.1%	14.3%	0.0%	100%
14+ years	55.6%	22.2%	0.0%	22.2%	100%
Unknown	69.5%	5.4%	9.6%	15.5%	100%

Trailers: Severity of defects by weight of drawing vehicle

Weight	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
3,500 - 9,999kg	2	0	0	1	3
10,000-19,999kg	11	0	2	6	19
20,000-29,999kg	12	0	4	3	19
30,000-37,999kg	22	6	4	6	38
3,8000-39,999kg	22	6	3	7	38
40,000-43,999kg	1415	101	184	434	2134
44,000kg and over	223	17	16	81	337
Unknown	9	1	2	5	17

Weight	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
3,500 - 9,999kg	66.7%	0.0%	0.0%	33.3%	100%
10,000-19,999kg	57.9%	0.0%	10.5%	31.6%	100%
20,000-29,999kg	63.2%	0.0%	21.1%	15.8%	100%
30,000-37,999kg	57.9%	15.8%	10.5%	15.8%	100%
3,8000-39,999kg	57.9%	15.8%	7.9%	18.4%	100%
40,000-43,999kg	66.3%	4.7%	8.6%	20.3%	100%
44,000kg and over	66.2%	5.0%	4.7%	24.0%	100%
Unknown	52.9%	5.9%	11.8%	29.4%	100%

Trailers: Severity of defects by VOSA Area

VOSA Area	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Northern Scotland (A1)	4	0	4	0	8
West and South West Scotland (A2)	12	0	0	1	13
South East Scotland (A3)	24	0	2	8	34
Cumbria and Lancashire (A4)	62	3	4	6	75
Greater Manchester and Derbyshire (A5)	89	6	10	26	131
Merseyside and Cheshire (A6)	162	9	25	74	270
Staffordshire and Shropshire (A7)	52	7	16	23	98
Central and South West Midlands (A8)	67	7	6	9	89
Wales (A9)	199	7	19	47	272
Bristol and Gloucester (A10)	14	0	2	13	29
South West (A11)	43	7	7	23	80
Wessex (A12)	82	8	3	52	145
Southern Central (A13)	191	10	18	35	254
South East (A14)	217	18	57	107	399
Metropolitan (A15)	77	12	6	15	110
Hertfordshire and Essex (A16)	67	8	3	24	102
East Anglia (A17)	13	5	3	2	23
East Midlands (A18)	59	6	2	13	80
Lincolnshire and Cambridgeshire (A19)	68	2	6	16	92
Nottinghamshire and South Yorkshire (A20)	55	1	5	9	70
Humberside (A21)	89	4	11	27	131
West and North Yorkshire (A22)	41	7	3	9	60
Tyne and Tees (A23)	29	4	3	4	40
VOSA Area	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Northern Scotland (A1)	50.0%	0.0%	50.0%	0.0%	100%
West and South West Scotland (A2)	92.3%	0.0%	0.0%	7.7%	100%
South East Scotland (A3)	70.6%	0.0%	5.9%	23.5%	100%
Cumbria and Lancashire (A4)	82.7%	4.0%	5.3%	8.0%	100%
Greater Manchester and Derbyshire (A5)	67.9%	4.6%	7.6%	19.8%	100%
Merseyside and Cheshire (A6)	60.0%	3.3%	9.3%	27.4%	100%
Staffordshire and Shropshire (A7)	53.1%	7.1%	16.3%	23.5%	100%
Central and South West Midlands (A8)	75.3%	7.9%	6.7%	10.1%	100%
Wales (A9)	73.2%	2.6%	7.0%	17.3%	100%
Bristol and Gloucester (A10)	48.3%	0.0%	6.9%	44.8%	100%
South West (A11)	53.8%	8.8%	8.8%	28.8%	100%
Wessex (A12)	56.6%	5.5%	2.1%	35.9%	100%
Southern Central (A13)	75.2%	3.9%	7.1%	13.8%	100%
South East (A14)	54.4%	4.5%	14.3%	26.8%	100%
Metropolitan (A15)	70.0%	10.9%	5.5%	13.6%	100%
Hertfordshire and Essex (A16)	65.7%	7.8%	2.9%	23.5%	100%
East Anglia (A17)	56.5%	21.7%	13.0%	8.7%	100%
East Midlands (A18)	73.8%	7.5%	2.5%	16.3%	100%
Lincolnshire and Cambridgeshire (A19)	73.9%	2.2%	6.5%	17.4%	100%
Nottinghamshire and South Yorkshire (A20)	78.6%	1.4%	7.1%	12.9%	100%
Humberside (A21)	67.9%	3.1%	8.4%	20.6%	100%
West and North Yorkshire (A22)	68.3%	11.7%	5.0%	15.0%	100%
Tyne and Tees (A23)	72.5%	10.0%	7.5%	10.0%	100%

Trailers: Severity of defects by Traffic Area

Traffic Area	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Scottish	40	0	6	9	55
North Western	313	18	39	106	476
West Midlands	119	14	22	32	187
Welsh	199	7	19	47	272
Western	139	15	12	88	254
South East and Metropolitan	485	40	81	157	763
Eastern	207	21	14	55	297
North Eastern	214	16	22	49	301

Traffic Area	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Scottish	72.7%	0.0%	10.9%	16.4%	100%
North Western	65.8%	3.8%	8.2%	22.3%	100%
West Midlands	63.6%	7.5%	11.8%	17.1%	100%
Welsh	73.2%	2.6%	7.0%	17.3%	100%
Western	54.7%	5.9%	4.7%	34.6%	100%
South East and Metropolitan	63.6%	5.2%	10.6%	20.6%	100%
Eastern	69.7%	7.1%	4.7%	18.5%	100%
North Eastern	71.1%	5.3%	7.3%	16.3%	100%

Trailers: Severity of defects by country which the vehicle was registered*Countries with 5 or fewer vehicles checked are shaded in grey.*

Country	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Austria	13	1	0	0	14
Belgium	42	2	4	25	73
Bosnia-Herzegovia	8	0	2	1	11
Bulgaria	48	10	12	20	90
Croatia	4	0	0	1	5
Cyprus	0	0	0	1	1
Czech Republic	75	9	9	24	117
Denmark	3	1	1	0	5
Estonia	7	0	0	4	11
France	84	8	4	21	117
Germany	128	9	3	30	170
Gibraltar	1	0	0	0	1
Greece	2	1	1	1	5
Guernsey	1	0	0	1	2
Hungary	74	5	10	27	116
Ireland	255	17	30	79	381
Italy	32	2	4	18	56
Latvia	7	1	0	3	11
Liechtenstein	1	0	0	0	1
Lithuania	70	6	12	13	101
Luxembourg	5	0	0	0	5
Macedonia	4	0	0	2	6
Malta	2	0	1	1	4
Moldova	1	0	0	0	1
Netherlands	192	12	22	48	274
Northern Ireland	32	2	1	7	42
Other	0	0	0	1	1
Poland	331	28	50	93	502
Portugal	44	3	6	14	67
Romania	71	6	9	26	112
Russian Federation	0	0	0	1	1
Serbia and Montenegro	2	0	0	2	4
Slovakia	47	3	4	18	72
Slovenia	27	1	6	6	40
Spain	72	2	17	41	132
Sweden	7	0	2	1	10
Switzerland	2	0	1	0	3
Turkey	22	2	4	12	40

Country	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Austria	92.9%	7.1%	0.0%	0.0%	100%
Belgium	57.5%	2.7%	5.5%	34.2%	100%
Bosnia-Herzegovina	72.7%	0.0%	18.2%	9.1%	100%
Bulgaria	53.3%	11.1%	13.3%	22.2%	100%
Croatia	80.0%	0.0%	0.0%	20.0%	100%
Cyprus	0.0%	0.0%	0.0%	100.0%	100%
Czech Republic	64.1%	7.7%	7.7%	20.5%	100%
Denmark	60.0%	20.0%	20.0%	0.0%	100%
Estonia	63.6%	0.0%	0.0%	36.4%	100%
France	71.8%	6.8%	3.4%	17.9%	100%
Germany	75.3%	5.3%	1.8%	17.6%	100%
Gibraltar	100.0%	0.0%	0.0%	0.0%	100%
Greece	40.0%	20.0%	20.0%	20.0%	100%
Guernsey	50.0%	0.0%	0.0%	50.0%	100%
Hungary	63.8%	4.3%	8.6%	23.3%	100%
Ireland	66.9%	4.5%	7.9%	20.7%	100%
Italy	57.1%	3.6%	7.1%	32.1%	100%
Latvia	63.6%	9.1%	0.0%	27.3%	100%
Liechtenstein	100.0%	0.0%	0.0%	0.0%	100%
Lithuania	69.3%	5.9%	11.9%	12.9%	100%
Luxembourg	100.0%	0.0%	0.0%	0.0%	100%
Macedonia	66.7%	0.0%	0.0%	33.3%	100%
Malta	50.0%	0.0%	25.0%	25.0%	100%
Moldova	100.0%	0.0%	0.0%	0.0%	100%
Netherlands	70.1%	4.4%	8.0%	17.5%	100%
Northern Ireland	76.2%	4.8%	2.4%	16.7%	100%
Other	0.0%	0.0%	0.0%	100.0%	100%
Poland	65.9%	5.6%	10.0%	18.5%	100%
Portugal	65.7%	4.5%	9.0%	20.9%	100%
Romania	63.4%	5.4%	8.0%	23.2%	100%
Russian Federation	0.0%	0.0%	0.0%	100.0%	100%
Serbia and Montenegro	50.0%	0.0%	0.0%	50.0%	100%
Slovakia	65.3%	4.2%	5.6%	25.0%	100%
Slovenia	67.5%	2.5%	15.0%	15.0%	100%
Spain	54.5%	1.5%	12.9%	31.1%	100%
Sweden	70.0%	0.0%	20.0%	10.0%	100%
Switzerland	66.7%	0.0%	33.3%	0.0%	100%
Turkey	55.0%	5.0%	10.0%	30.0%	100%

Trailers: Severity of defects by road type of check site

Road Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Motorway	1096	90	131	346	1663
Trunk	362	26	43	100	531
Primary	172	8	37	72	289
Minor	86	7	4	25	122

Road Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Motorway	65.9%	5.4%	7.9%	20.8%	100%
Trunk	68.2%	4.9%	8.1%	18.8%	100%
Primary	59.5%	2.8%	12.8%	24.9%	100%
Minor	70.5%	5.7%	3.3%	20.5%	100%

Trailers: Severity of defects by road density of check site

Road Density	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Built Up	642	37	83	202	964
Rural	1059	91	127	334	1611
Not Given	15	3	5	7	30

Road Density	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Built Up	66.6%	3.8%	8.6%	21.0%	100%
Rural	65.7%	5.6%	7.9%	20.7%	100%
Not Given	50.0%	10.0%	16.7%	23.3%	100%

Trailers: Severity of defects by time of check

Time of Check	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
6am - 2pm	1195	94	147	365	1801
2pm - 10pm	375	25	48	135	583
10pm - 6am	146	12	20	43	221

Time of Check	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
6am - 2pm	66.4%	5.2%	8.2%	20.3%	100%
2pm - 10pm	64.3%	4.3%	8.2%	23.2%	100%
10pm - 6am	66.1%	5.4%	9.0%	19.5%	100%

Trailers: Severity of defects by day of check

Day of Check	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Monday	258	24	24	73	379
Tuesday	309	18	43	105	475
Wednesday	348	31	36	96	511
Thursday	272	8	49	83	412
Friday	283	28	28	95	434
Saturday	139	12	26	47	224
Sunday	107	10	9	44	170

Day of Check	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Monday	68.1%	6.3%	6.3%	19.3%	100%
Tuesday	65.1%	3.8%	9.1%	22.1%	100%
Wednesday	68.1%	6.1%	7.0%	18.8%	100%
Thursday	66.0%	1.9%	11.9%	20.1%	100%
Friday	65.2%	6.5%	6.5%	21.9%	100%
Saturday	62.1%	5.4%	11.6%	21.0%	100%
Sunday	62.9%	5.9%	5.3%	25.9%	100%

Trailers: Severity of defects by body type of drawing vehicle

Body Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Artic	1453	115	177	466	2211
Box	23	0	1	9	33
Car Transporter	19	1	5	11	36
Curtain Sider	44	6	9	18	77
Flat	6	0	1	3	10
Other	0	0	0	1	1
Skeletal	2	0	0	2	4
Tanker	1	0	0	0	1
Tilt	1	0	0	0	1
Unknown	167	9	22	33	231

Body Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Artic	65.7%	5.2%	8.0%	21.1%	100%
Box	69.7%	0.0%	3.0%	27.3%	100%
Car Transporter	52.8%	2.8%	13.9%	30.6%	100%
Curtain Sider	57.1%	7.8%	11.7%	23.4%	100%
Flat	60.0%	0.0%	10.0%	30.0%	100%
Other	0.0%	0.0%	0.0%	100.0%	100%
Skeletal	50.0%	0.0%	0.0%	50.0%	100%
Tanker	100.0%	0.0%	0.0%	0.0%	100%
Tilt	100.0%	0.0%	0.0%	0.0%	100%
Unknown	72.3%	3.9%	9.5%	14.3%	100%

Trailers: Severity of defects by vehicle type

Vehicle Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Articulated	1610	124	197	500	2431
Rigid <= 12,000kg	13	1	3	6	23
Rigid > 12,000kg	93	6	15	36	150
Unknown	0	0	0	1	1

Vehicle Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Articulated	66.2%	5.1%	8.1%	20.6%	100%
Rigid <= 12,000kg	56.5%	4.3%	13.0%	26.1%	100%
Rigid > 12,000kg	62.0%	4.0%	10.0%	24.0%	100%
Unknown	0.0%	0.0%	0.0%	100.0%	100%

Trailers: Severity of defects by trailer type

Trailer Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Semi-Trailer	1538	121	190	487	2336
Drawbar Trailer	113	8	18	43	182
Trailer 3500kg or Less	0	0	0	1	1
Unknown	65	2	7	12	86

Trailer Type	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
Semi-Trailer	65.8%	5.2%	8.1%	20.8%	100%
Drawbar Trailer	62.1%	4.4%	9.9%	23.6%	100%
Trailer 3500kg or Less	0.0%	0.0%	0.0%	100.0%	100%
Unknown	75.6%	2.3%	8.1%	14.0%	100%

Trailers: Severity of defects by number of axles on trailer

Trailer Axles	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
One Axle	3	0	2	1	6
Two Axles	109	11	18	31	169
Three Axles	1599	120	194	508	2421
Four Axles	2	0	0	1	3
Unknown	3	0	1	2	6

Trailer Axles	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
One Axle	50.0%	0.0%	33.3%	16.7%	100%
Two Axles	64.5%	6.5%	10.7%	18.3%	100%
Three Axles	66.0%	5.0%	8.0%	21.0%	100%
Four Axles	66.7%	0.0%	0.0%	33.3%	100%
Unknown	50.0%	0.0%	16.7%	33.3%	100%

Trailers: were hazardous chemicals being carried?

Hazardous Chemicals	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
No	1703	131	215	535	2584
Yes	13	0	0	8	21

Hazardous Chemicals	No Defect	Inspection Notice	Immediate Prohibition	Delayed Prohibition	Total
No	65.9%	5.1%	8.3%	20.7%	100%
Yes	61.9%	0.0%	0.0%	38.1%	100%

D.3 Traffic Offences

Traffic Offences – Main Results

Severity of Defects	Frequent	%
No offence	2383	83.6%
Verbal Warning	58	2.0%
ORN	2	0.1%
GFPD	16	0.6%
Prohibition and GFPD	286	10.0%
Prohibition	92	3.2%
Reported for Prosecution (notional)	15	0.5%
Total	2852	100%
Total Serious Offences	411	14.4%

Traffic Offences by type of offence

Severity of defects	Driver Licence	Tacograph	Drivers Hours	Community Authorisation	Overloading	Other	Unknown
Verbal warning	0	8	17	0	19	14	1
Prohibition	0	1	40	0	24	7	42
ORN	0	2	0	0	0	0	0
GFPD	0	11	1	0	0	3	1
Reported for Prosecution (notional)	2	6	11	1	2	0	0
Prohibition and GFPD	1	100	159	7	158	41	4
Total	3	128	228	8	203	65	48

Severity of defects	Driver Licence	Tacograph	Drivers Hours	Community Authorisation	Overloading	Other	Unknown
Verbal warning	0.0%	0.3%	0.6%	0.0%	0.7%	0.5%	0.0%
Prohibition	0.0%	0.0%	1.4%	0.0%	0.8%	0.2%	1.5%
ORN	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
GFPD	0.0%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%
Reported for Prosecution (notional)	0.1%	0.2%	0.4%	0.0%	0.1%	0.0%	0.0%
Prohibition and GFPD	0.0%	3.5%	5.6%	0.2%	5.5%	1.4%	0.1%
Total	0.1%	4.5%	8.0%	0.3%	7.1%	2.3%	1.7%

Traffic Offences by year of check

Year	No offence	Verbal Warning	Prohibition, ORN, Advisory Letter or GFPD	Reported for Prosecution (notional)	Total
2004	1373	211	410	21	2015
2006	1954	228	643	98	2923
2008	2007	110	599	62	2778
2010	2383	58	396	15	2852

Year	No offence	Verbal Warning	Prohibition, ORN, Advisory Letter or GFPD	Reported for Prosecution (notional)	Total
2004	68.1%	10.5%	20.3%	1.0%	100%
2006	66.8%	7.8%	22.0%	3.4%	100%
2008	72.2%	4.0%	21.6%	2.2%	100%
2010	83.6%	2.0%	13.9%	0.5%	100%

Traffic Offences in GB and Non-GB surveys

	Non-GB 2010	GB 2010
No Offence	2383	2936
ORN	2	50
Verbal Warning	58	79
Prohibition	92	202
GFPD	16	14
Prohibition and ORN	0	7
Prohibition and GFPD	286	69
Prohibition, ORN and GFPD	0	3
Impounded	0	1
RFI	0	6
Reported for Prosecution (notional)	15	73
	Non-GB 2010	GB 2010
No Offence	83.6%	85.3%
ORN	0.1%	1.5%
Verbal Warning	2.0%	2.3%
Prohibition	3.2%	5.9%
GFPD	0.6%	0.4%
Prohibition and ORN	0.0%	0.2%
Prohibition and GFPD	10.0%	2.0%
Prohibition, ORN and GFPD	0.0%	0.1%
Impounded	0.0%	0.0%
RFI	0.0%	0.2%
Reported for Prosecution (notional)	0.5%	2.1%

Traffic Offence rate by age of vehicle

Age	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Less than 2yrs	288	7	6	0	2	28	0	331
2-3 years	789	17	21	1	5	81	11	925
4-5 years	613	17	34	0	6	93	0	763
6-7 years	311	6	9	1	1	39	2	369
8-9 years	99	0	8	0	0	20	0	127
10-11 years	40	2	4	0	0	6	1	53
12-13 years	11	1	0	0	0	4	1	17
14+ years	7	2	0	0	0	0	0	9
Unknown	225	6	10	0	2	15	0	258
Age	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Less than 2yrs	87.0%	2.1%	1.8%	0.0%	0.6%	8.5%	0.0%	100%
2-3 years	85.3%	1.8%	2.3%	0.1%	0.5%	8.8%	1.2%	100%
4-5 years	80.3%	2.2%	4.5%	0.0%	0.8%	12.2%	0.0%	100%
6-7 years	84.3%	1.6%	2.4%	0.3%	0.3%	10.6%	0.5%	100%
8-9 years	78.0%	0.0%	6.3%	0.0%	0.0%	15.7%	0.0%	100%
10-11 years	75.5%	3.8%	7.5%	0.0%	0.0%	11.3%	1.9%	100%
12-13 years	64.7%	5.9%	0.0%	0.0%	0.0%	23.5%	5.9%	100%
14+ years	77.8%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Unknown	87.2%	2.3%	3.9%	0.0%	0.8%	5.8%	0.0%	100%

Traffic offence rate by weight of vehicle

Weight	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
3,500 - 9,999kg	16	3	3	0	0	6	0	28
10,000-19,999kg	42	0	1	0	0	9	1	53
20,000-29,999kg	21	2	2	0	0	3	0	28
30,000-37,999kg	33	0	4	0	0	3	0	40
3,8000-39,999kg	28	0	0	0	0	4	0	32
40,000-43,999kg	1919	48	70	2	9	223	10	2281
44,000kg and over	312	5	12	0	6	36	4	375
Unknown	12	0	0	0	1	2	0	15

Weight	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
3,500 - 9,999kg	57.1%	10.7%	10.7%	0.0%	0.0%	21.4%	0.0%	100%
10,000-19,999kg	79.2%	0.0%	1.9%	0.0%	0.0%	17.0%	1.9%	100%
20,000-29,999kg	75.0%	7.1%	7.1%	0.0%	0.0%	10.7%	0.0%	100%
30,000-37,999kg	82.5%	0.0%	10.0%	0.0%	0.0%	7.5%	0.0%	100%
3,8000-39,999kg	87.5%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	100%
40,000-43,999kg	84.1%	2.1%	3.1%	0.1%	0.4%	9.8%	0.4%	100%
44,000kg and over	83.2%	1.3%	3.2%	0.0%	1.6%	9.6%	1.1%	100%
Unknown	80.0%	0.0%	0.0%	0.0%	6.7%	13.3%	0.0%	100%

Traffic offence rate by VOSA Area

VOSA Area	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Northern Scotland (A1)	7	0	2	0	0	0	0	9
West and South West Scotland (A2)	28	0	3	0	0	1	0	32
South East Scotland (A3)	28	0	7	0	0	0	0	35
Cumbria and Lancashire (A4)	82	0	3	0	0	4	0	89
Greater Manchester and Derbyshire (A5)	126	6	2	0	2	4	0	140
Merseyside and Cheshire (A6)	220	9	8	0	0	44	0	281
Staffordshire and Shropshire (A7)	114	5	3	0	0	22	0	144
Central and South West Midlands (A8)	80	4	3	0	0	1	0	88
Wales (A9)	244	1	13	0	1	32	1	292
Bristol and Gloucester (A10)	70	3	1	0	1	11	0	86
South West (A11)	31	0	0	0	1	3	0	35
Wessex (A12)	146	2	6	0	7	19	2	182
Southern Central (A13)	211	9	6	0	1	21	2	250
South East (A14)	369	6	9	1	0	40	2	427
Metropolitan (A15)	100	4	2	0	2	16	2	126
Hertfordshire and Essex (A16)	97	2	0	1	0	11	1	112
East Anglia (A17)	26	0	1	0	0	4	0	31
East Midlands (A18)	66	0	1	0	0	11	0	78
Lincolnshire and Cambridgeshire (A19)	76	3	2	0	1	18	0	100
Nottinghamshire and South Yorkshire (A20)	67	0	2	0	0	3	0	72
Humberside (A21)	104	3	15	0	0	17	5	144
West and North Yorkshire (A22)	59	0	1	0	0	3	0	63
Tyne and Tees (A23)	32	1	2	0	0	1	0	36

VOSA Area	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Northern Scotland (A1)	77.8%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	100%
West and South West Scotland (A2)	87.5%	0.0%	9.4%	0.0%	0.0%	3.1%	0.0%	100%
South East Scotland (A3)	80.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	100%
Cumbria and Lancashire (A4)	92.1%	0.0%	3.4%	0.0%	0.0%	4.5%	0.0%	100%
Greater Manchester and Derbyshire (A5)	90.0%	4.3%	1.4%	0.0%	1.4%	2.9%	0.0%	100%
Merseyside and Cheshire (A6)	78.3%	3.2%	2.8%	0.0%	0.0%	15.7%	0.0%	100%
Staffordshire and Shropshire (A7)	79.2%	3.5%	2.1%	0.0%	0.0%	15.3%	0.0%	100%
Central and South West Midlands (A8)	90.9%	4.5%	3.4%	0.0%	0.0%	1.1%	0.0%	100%
Wales (A9)	83.6%	0.3%	4.5%	0.0%	0.3%	11.0%	0.3%	100%
Bristol and Gloucester (A10)	81.4%	3.5%	1.2%	0.0%	1.2%	12.8%	0.0%	100%
South West (A11)	88.6%	0.0%	0.0%	0.0%	2.9%	8.6%	0.0%	100%
Wessex (A12)	80.2%	1.1%	3.3%	0.0%	3.8%	10.4%	1.1%	100%
Southern Central (A13)	84.4%	3.6%	2.4%	0.0%	0.4%	8.4%	0.8%	100%
South East (A14)	86.4%	1.4%	2.1%	0.2%	0.0%	9.4%	0.5%	100%
Metropolitan (A15)	79.4%	3.2%	1.6%	0.0%	1.6%	12.7%	1.6%	100%
Hertfordshire and Essex (A16)	86.6%	1.8%	0.0%	0.9%	0.0%	9.8%	0.9%	100%
East Anglia (A17)	83.9%	0.0%	3.2%	0.0%	0.0%	12.9%	0.0%	100%
East Midlands (A18)	84.6%	0.0%	1.3%	0.0%	0.0%	14.1%	0.0%	100%
Lincolnshire and Cambridgeshire (A19)	76.0%	3.0%	2.0%	0.0%	1.0%	18.0%	0.0%	100%
Nottinghamshire and South Yorkshire (A20)	93.1%	0.0%	2.8%	0.0%	0.0%	4.2%	0.0%	100%
Humberside (A21)	72.2%	2.1%	10.4%	0.0%	0.0%	11.8%	3.5%	100%
West and North Yorkshire (A22)	93.7%	0.0%	1.6%	0.0%	0.0%	4.8%	0.0%	100%
Tyne and Tees (A23)	88.9%	2.8%	5.6%	0.0%	0.0%	2.8%	0.0%	100%

Traffic offence rate by Traffic Area

Traffic Area	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Scottish	63	0	12	0	0	1	0	76
North Western	428	15	13	0	2	52	0	510
West Midlands	194	9	6	0	0	23	0	232
Welsh	244	1	13	0	1	32	1	292
Western	247	5	7	0	9	33	2	303
South East and Metropolitan	680	19	17	1	3	77	6	803
Eastern	265	5	4	1	1	44	1	321
North Eastern	262	4	20	0	0	24	5	315

Traffic Area	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Scottish	82.9%	0.0%	15.8%	0.0%	0.0%	1.3%	0.0%	100%
North Western	83.9%	2.9%	2.5%	0.0%	0.4%	10.2%	0.0%	100%
West Midlands	83.6%	3.9%	2.6%	0.0%	0.0%	9.9%	0.0%	100%
Welsh	83.6%	0.3%	4.5%	0.0%	0.3%	11.0%	0.3%	100%
Western	81.5%	1.7%	2.3%	0.0%	3.0%	10.9%	0.7%	100%
South East and Metropolitan	84.7%	2.4%	2.1%	0.1%	0.4%	9.6%	0.7%	100%
Eastern	82.6%	1.6%	1.2%	0.3%	0.3%	13.7%	0.3%	100%
North Eastern	83.2%	1.3%	6.3%	0.0%	0.0%	7.6%	1.6%	100%

Traffic offence rate by registered country of vehicle

Countries with 5 or fewer vehicles checked are shaded in grey.

Country	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Austria	11	0	1	0	0	2	0	14
Belgium	67	4	2	0	2	6	1	82
Bosnia-Herzegovia	10	0	0	0	0	0	0	10
Bulgaria	77	1	1	0	0	16	0	95
Croatia	5	0	0	0	0	0	0	5
Cyprus	2	0	0	0	0	0	0	2
Czech Republic	109	1	5	0	2	12	0	129
Denmark	3	0	2	0	0	2	0	7
Estonia	11	0	0	0	0	1	0	12
France	122	2	1	0	1	5	1	132
Germany	158	7	8	0	4	13	2	192
Gibraltar	1	0	0	0	0	0	0	1
Greece	3	0	0	0	0	2	0	5
Guernsey	1	1	0	0	0	0	0	2
Hungary	113	6	2	1	0	11	1	134
Ireland	319	4	21	0	1	59	3	407
Italy	52	0	1	0	0	8	0	61
Latvia	11	0	0	0	0	3	0	14
Liechtenstein	1	0	0	0	0	0	0	1
Lithuania	98	3	2	0	0	5	0	108
Luxembourg	5	0	0	0	0	0	0	5
Macedonia	5	0	0	0	0	1	0	6
Malta	3	0	0	0	0	0	0	3
Moldova	0	0	0	0	0	1	0	1
Netherlands	235	6	14	0	3	39	3	300
Northern Ireland	48	1	5	1	0	4	0	59
Norway	1	0	0	0	0	0	0	1
Other	2	0	0	0	0	0	0	2
Poland	475	13	13	0	1	43	2	547
Portugal	63	1	2	0	0	7	1	74
Romania	102	3	3	0	0	11	0	119
Russian Federation	1	0	0	0	0	0	0	1
Serbia and Montenegro	3	0	0	0	0	1	0	4
Slovakia	68	0	2	0	1	9	0	80
Slovenia	39	2	1	0	0	2	0	44
Spain	111	2	4	0	1	13	1	132
Sweden	10	0	1	0	0	4	0	15
Switzerland	2	0	1	0	0	0	0	3

Country	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Austria	78.6%	0.0%	7.1%	0.0%	0.0%	14.3%	0.0%	100%
Belgium	81.7%	4.9%	2.4%	0.0%	2.4%	7.3%	1.2%	100%
Bosnia-Herzegovia	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Bulgaria	81.1%	1.1%	1.1%	0.0%	0.0%	16.8%	0.0%	100%
Croatia	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Cyprus	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Czech Republic	84.5%	0.8%	3.9%	0.0%	1.6%	9.3%	0.0%	100%
Denmark	42.9%	0.0%	28.6%	0.0%	0.0%	28.6%	0.0%	100%
Estonia	91.7%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	100%
France	92.4%	1.5%	0.8%	0.0%	0.8%	3.8%	0.8%	100%
Germany	82.3%	3.6%	4.2%	0.0%	2.1%	6.8%	1.0%	100%
Gibraltar	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Greece	60.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	100%
Guernsey	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Hungary	84.3%	4.5%	1.5%	0.7%	0.0%	8.2%	0.7%	100%
Ireland	78.4%	1.0%	5.2%	0.0%	0.2%	14.5%	0.7%	100%
Italy	85.2%	0.0%	1.6%	0.0%	0.0%	13.1%	0.0%	100%
Latvia	78.6%	0.0%	0.0%	0.0%	0.0%	21.4%	0.0%	100%
Liechtenstein	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Lithuania	90.7%	2.8%	1.9%	0.0%	0.0%	4.6%	0.0%	100%
Luxembourg	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Macedonia	83.3%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	100%
Malta	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Moldova	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100%
Netherlands	78.3%	2.0%	4.7%	0.0%	1.0%	13.0%	1.0%	100%
Northern Ireland	81.4%	1.7%	8.5%	1.7%	0.0%	6.8%	0.0%	100%
Norway	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Other	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Poland	86.8%	2.4%	2.4%	0.0%	0.2%	7.9%	0.4%	100%
Portugal	85.1%	1.4%	2.7%	0.0%	0.0%	9.5%	1.4%	100%
Romania	85.7%	2.5%	2.5%	0.0%	0.0%	9.2%	0.0%	100%
Russian Federation	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Serbia and Montenegro	75.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	100%
Slovakia	85.0%	0.0%	2.5%	0.0%	1.3%	11.3%	0.0%	100%
Slovenia	88.6%	4.5%	2.3%	0.0%	0.0%	4.5%	0.0%	100%
Spain	84.1%	1.5%	3.0%	0.0%	0.8%	9.8%	0.8%	100%
Sweden	66.7%	0.0%	6.7%	0.0%	0.0%	26.7%	0.0%	100%
Switzerland	66.7%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	100%

Traffic offence by road type of check site

Road Type	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Motorway	1537	43	46	1	13	201	6	1847
Trunk	499	10	28	0	3	47	7	594
Primary	265	3	8	1	0	27	0	304
Minor	82	2	10	0	0	11	2	107

Road Type	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Motorway	83.2%	2.3%	2.5%	0.1%	0.7%	10.9%	0.3%	100%
Trunk	84.0%	1.7%	4.7%	0.0%	0.5%	7.9%	1.2%	100%
Primary	87.2%	1.0%	2.6%	0.3%	0.0%	8.9%	0.0%	100%
Minor	76.6%	1.9%	9.3%	0.0%	0.0%	10.3%	1.9%	100%

Traffic offence rate by road density of check site

Road Density	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Built Up	812	19	40	2	4	94	7	978
Rural	1541	38	52	0	12	188	8	1839
Not Given	30	1	0	0	0	4	0	35

Road Density	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Built Up	83.0%	1.9%	4.1%	0.2%	0.4%	9.6%	0.7%	100%
Rural	83.8%	2.1%	2.8%	0.0%	0.7%	10.2%	0.4%	100%
Not Given	85.7%	2.9%	0.0%	0.0%	0.0%	11.4%	0.0%	100%

Traffic offence rate by time of check

Time of Check	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
6am - 2pm	1661	39	61	2	10	172	11	1956
2pm - 10pm	549	16	25	0	4	80	3	677
10pm - 6am	173	3	6	0	2	34	1	219

Time of Check	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
6am - 2pm	84.9%	2.0%	3.1%	0.1%	0.5%	8.8%	0.6%	100%
2pm - 10pm	81.1%	2.4%	3.7%	0.0%	0.6%	11.8%	0.4%	100%
10pm - 6am	79.0%	1.4%	2.7%	0.0%	0.9%	15.5%	0.5%	100%

Traffic offence rate by day of check

Day of Check	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Monday	335	11	20	0	2	32	2	402
Tuesday	472	14	23	0	4	45	4	562
Wednesday	482	13	10	0	3	55	4	567
Thursday	382	10	13	0	3	59	0	467
Friday	389	6	10	1	1	41	1	449
Saturday	185	3	11	1	1	29	2	232
Sunday	138	1	5	0	2	25	2	173

Day of Check	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Monday	83.3%	2.7%	5.0%	0.0%	0.5%	8.0%	0.5%	100%
Tuesday	84.0%	2.5%	4.1%	0.0%	0.7%	8.0%	0.7%	100%
Wednesday	85.0%	2.3%	1.8%	0.0%	0.5%	9.7%	0.7%	100%
Thursday	81.8%	2.1%	2.8%	0.0%	0.6%	12.6%	0.0%	100%
Friday	86.6%	1.3%	2.2%	0.2%	0.2%	9.1%	0.2%	100%
Saturday	79.7%	1.3%	4.7%	0.4%	0.4%	12.5%	0.9%	100%
Sunday	79.8%	0.6%	2.9%	0.0%	1.2%	14.5%	1.2%	100%

Traffic offence rate by body type

Body Type	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Artic	2001	45	76	2	14	233	13	2384
Box	54	2	3	0	0	10	1	70
Car Transporter	22	2	4	0	0	7	0	35
Curtain Sider	90	4	0	0	0	8	0	102
Flat	7	0	1	0	0	4	0	12
Skeletal	3	0	0	0	0	0	0	3
Tanker	1	0	0	0	0	0	0	1
Tilt	1	0	0	0	0	1	0	2
Unknown	204	5	8	0	2	23	1	243

Body Type	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Artic	83.9%	1.9%	3.2%	0.1%	0.6%	9.8%	0.5%	100%
Box	77.1%	2.9%	4.3%	0.0%	0.0%	14.3%	1.4%	100%
Car Transporter	62.9%	5.7%	11.4%	0.0%	0.0%	20.0%	0.0%	100%
Curtain Sider	88.2%	3.9%	0.0%	0.0%	0.0%	7.8%	0.0%	100%
Flat	58.3%	0.0%	8.3%	0.0%	0.0%	33.3%	0.0%	100%
Skeletal	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Tanker	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Tilt	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	100%
Unknown	84.0%	2.1%	3.3%	0.0%	0.8%	9.5%	0.4%	100%

Traffic offence rate by vehicle type

Vehicle Type	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Articulated	1930	46	79	2	12	223	13	2305
Rigid <= 12,000kg	29	3	2	0	0	10	0	44
Rigid > 12,000kg	142	3	5	0	0	18	1	169
Unknown	282	6	6	0	4	35	1	334

Vehicle Type	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Articulated	83.7%	2.0%	3.4%	0.1%	0.5%	9.7%	0.6%	100%
Rigid <= 12,000kg	65.9%	6.8%	4.5%	0.0%	0.0%	22.7%	0.0%	100%
Rigid > 12,000kg	84.0%	1.8%	3.0%	0.0%	0.0%	10.7%	0.6%	100%
Unknown	84.4%	1.8%	1.8%	0.0%	1.2%	10.5%	0.3%	100%

Traffic offence rate by number of axles on vehicle

Vehicle Axles	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Two Axles	2093	51	77	2	14	247	11	2495
Three Axles	287	7	14	0	2	39	4	353
Four Axles	2	0	1	0	0	0	0	3
Unknown	1	0	0	0	0	0	0	1

Vehicle Axles	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Two Axles	83.9%	2.0%	3.1%	0.1%	0.6%	9.9%	0.4%	100%
Three Axles	81.3%	2.0%	4.0%	0.0%	0.6%	11.0%	1.1%	100%
Four Axles	66.7%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	100%
Unknown	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Were hazardous chemicals being carried by the vehicle?

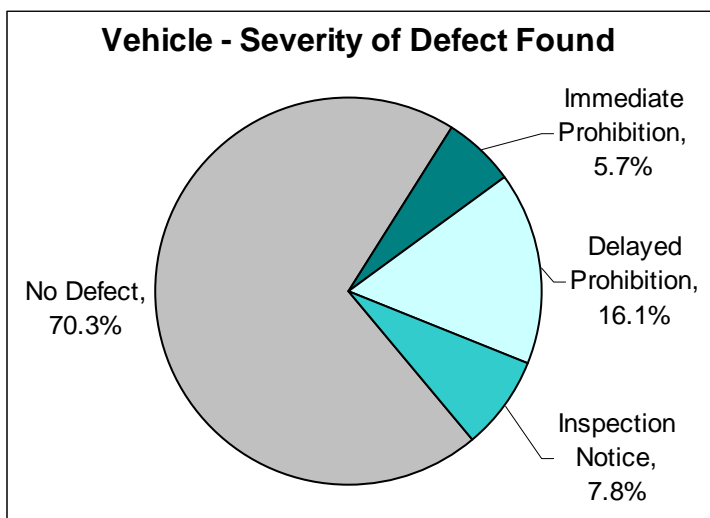
Hazardous Chemicals	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
No	2379	46	85	2	16	284	15	2827
Yes	4	12	7	0	0	2	0	25
Hazardous Chemicals	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
No	84.2%	1.6%	3.0%	0.1%	0.6%	10.0%	0.5%	100%
Yes	16.0%	48.0%	28.0%	0.0%	0.0%	8.0%	0.0%	100%

Was a trailer present?

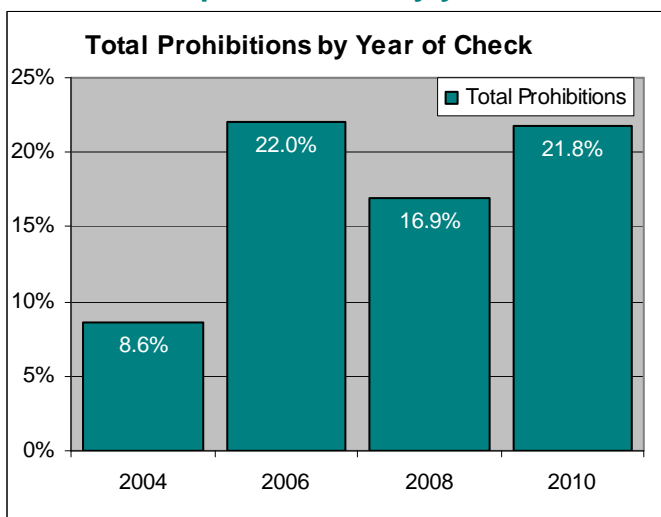
Trailer Present	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Yes	80	4	7	0	1	13	3	108
No	2303	54	85	2	15	273	12	2744
Trailer Present	No offence	Verbal warning	Prohibition	ORN	GFPD	Prohibition and GFPD	Reported for Prosecution (notional)	Total
Yes	74.1%	3.7%	6.5%	0.0%	0.9%	12.0%	2.8%	100%
No	83.9%	2.0%	3.1%	0.1%	0.5%	9.9%	0.4%	100%

D.4 Vehicle Charts

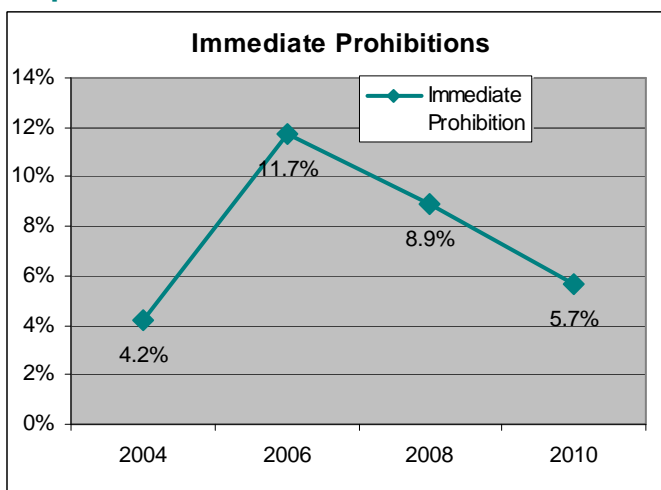
Main Vehicle Results



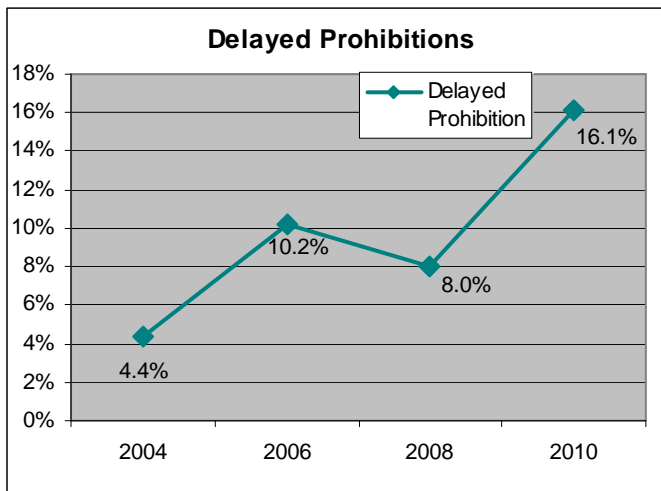
Total vehicle prohibitions by year of check



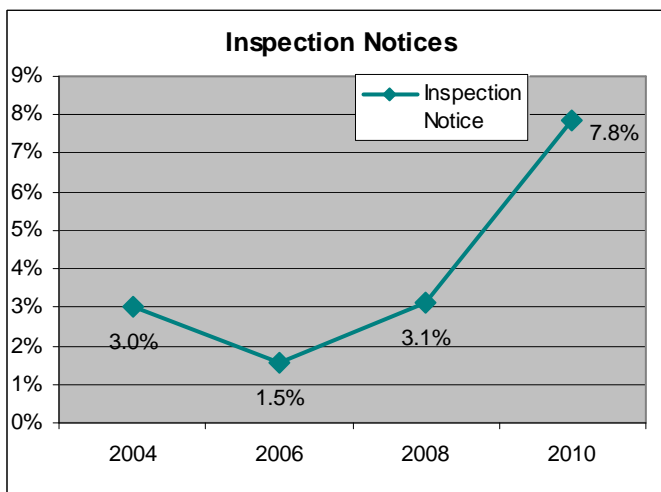
Proportion of vehicles issued with an immediate prohibition



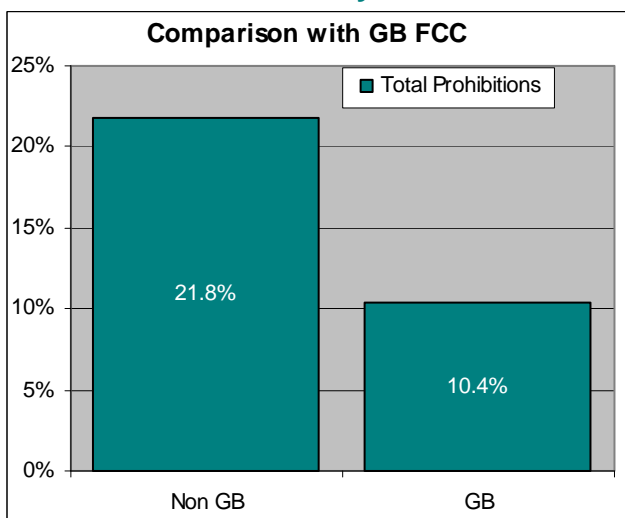
Proportion of vehicles issued with a delayed prohibition



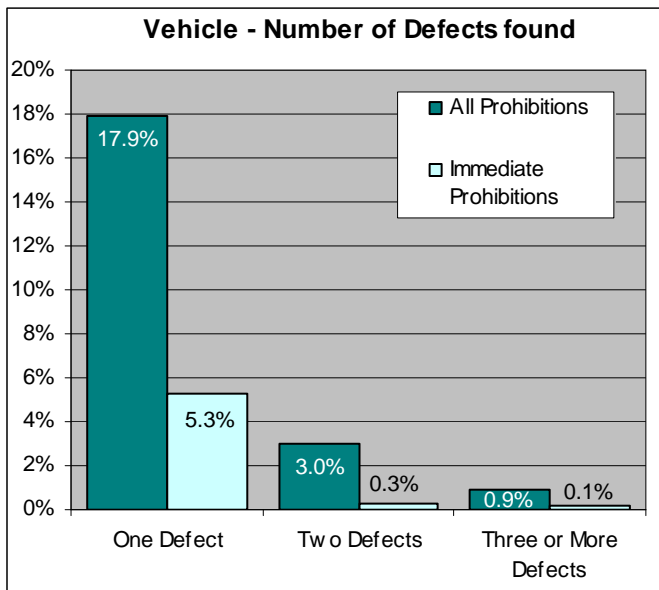
Proportion of vehicles issued with an inspection notice



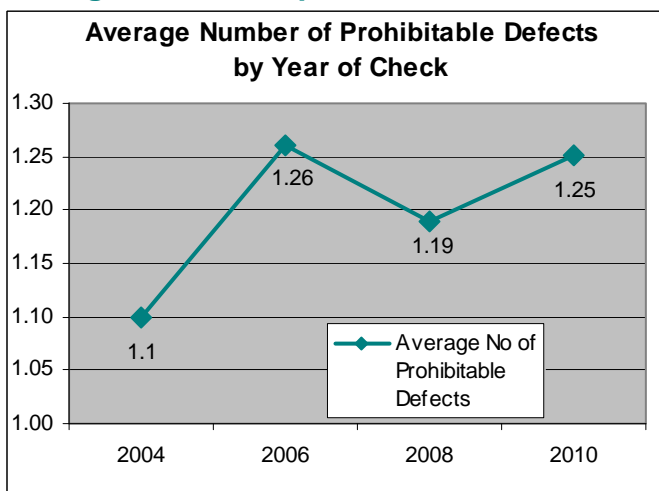
GB and Non-GB Severity of vehicle defects



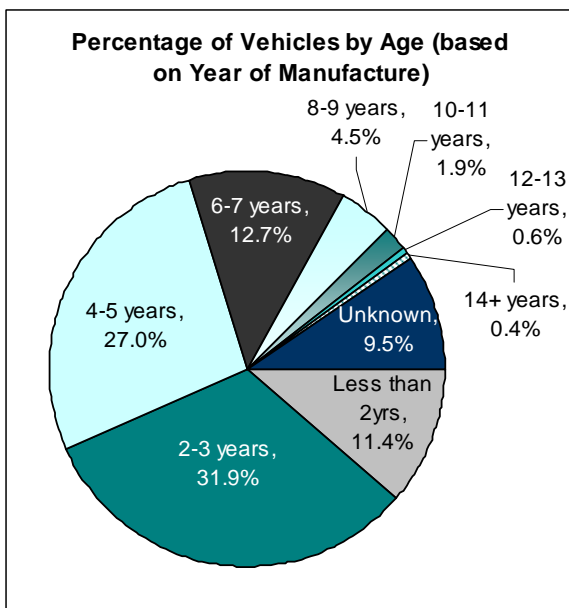
Percentage of vehicles by number of prohibitable defects



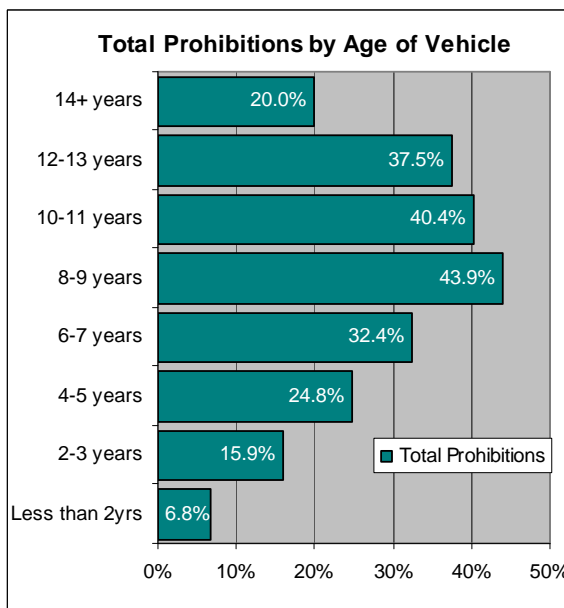
Average number of prohibitable vehicle defects by year of check



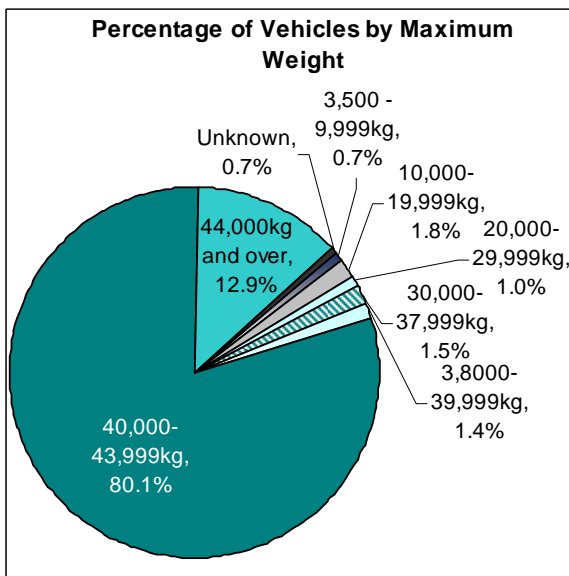
Vehicles: Percentage of checks by age



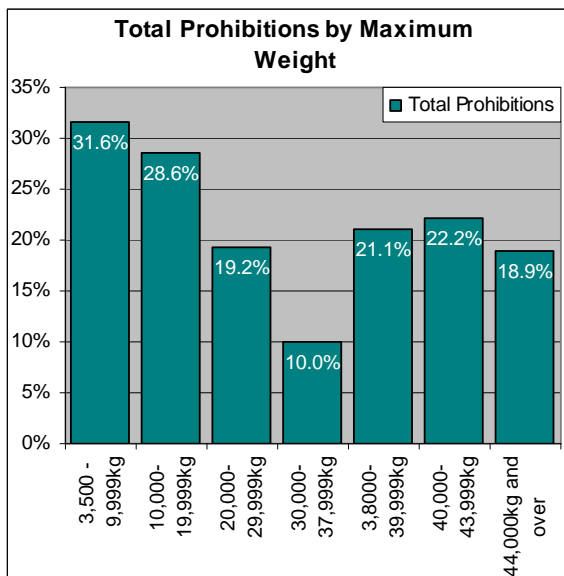
Vehicles: Total prohibitions by age of vehicle



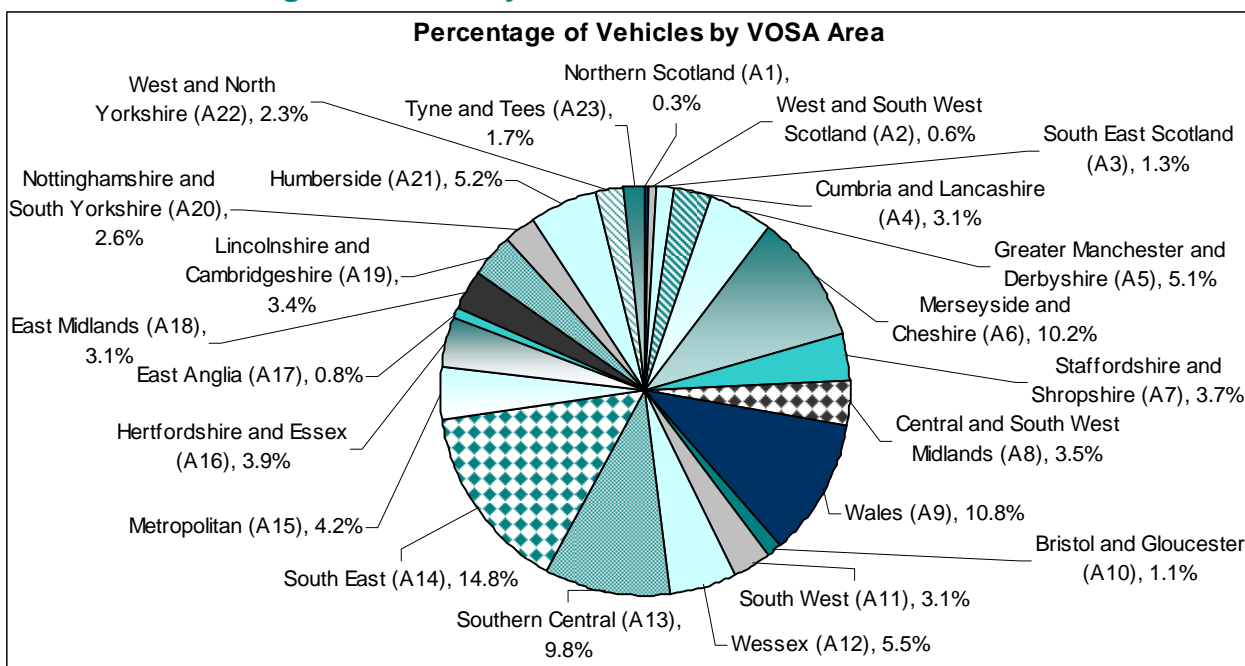
Vehicles: Percentage of checks by weight



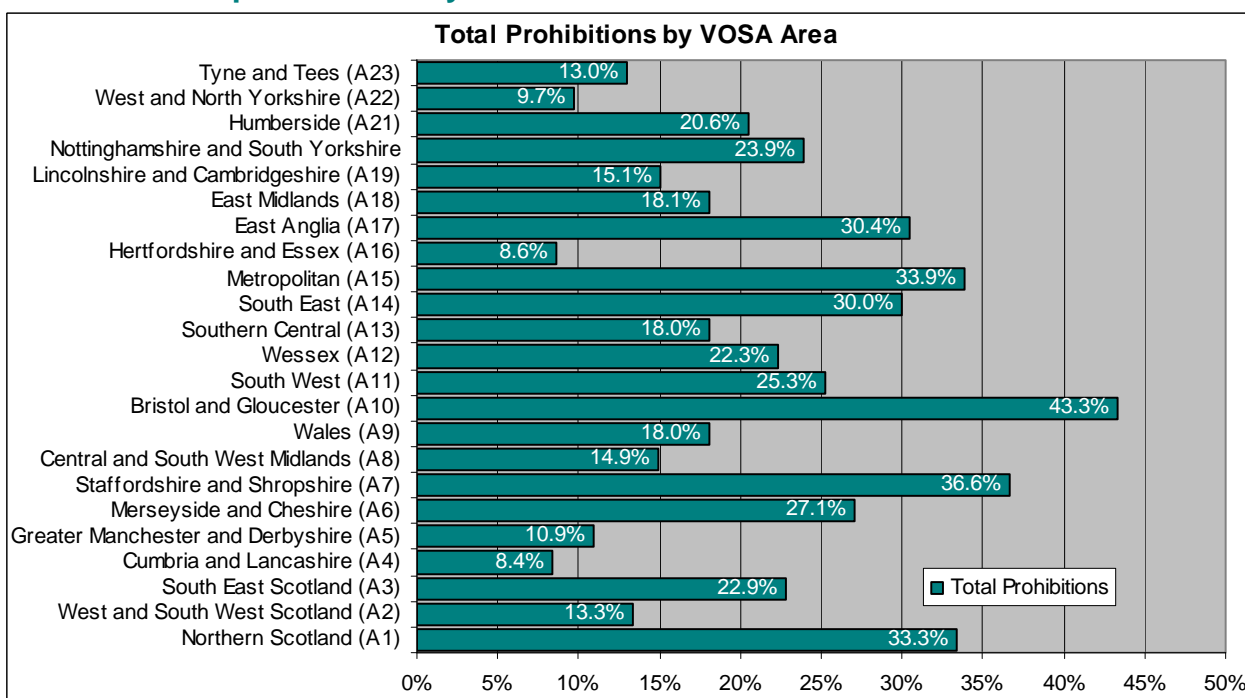
Vehicles: Total prohibitions by weight



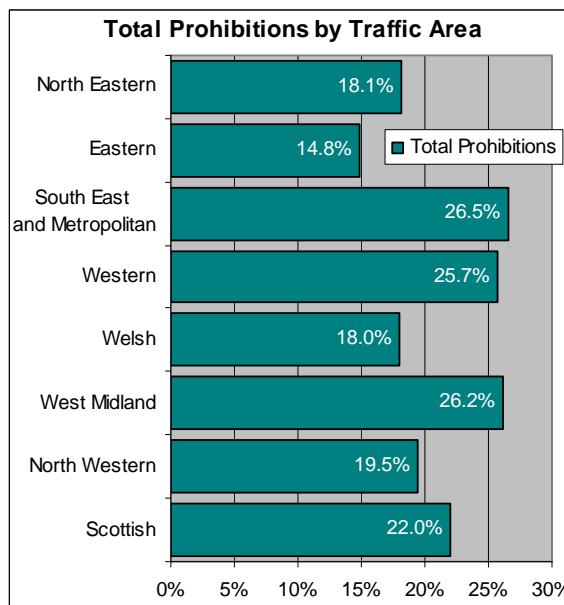
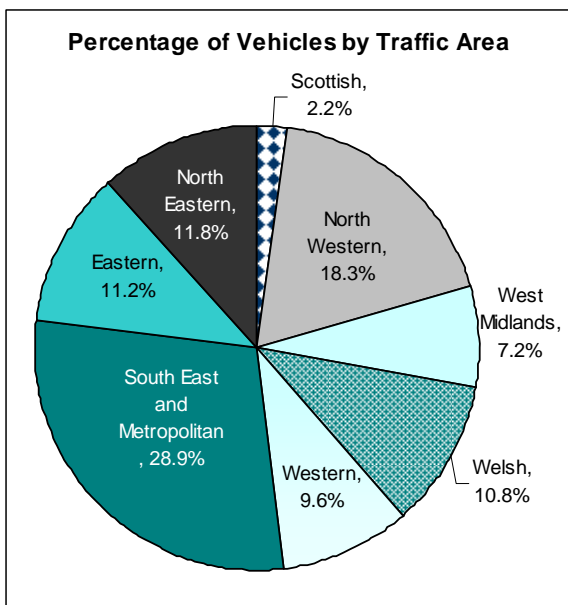
Vehicles: Percentage of checks by VOSA Area



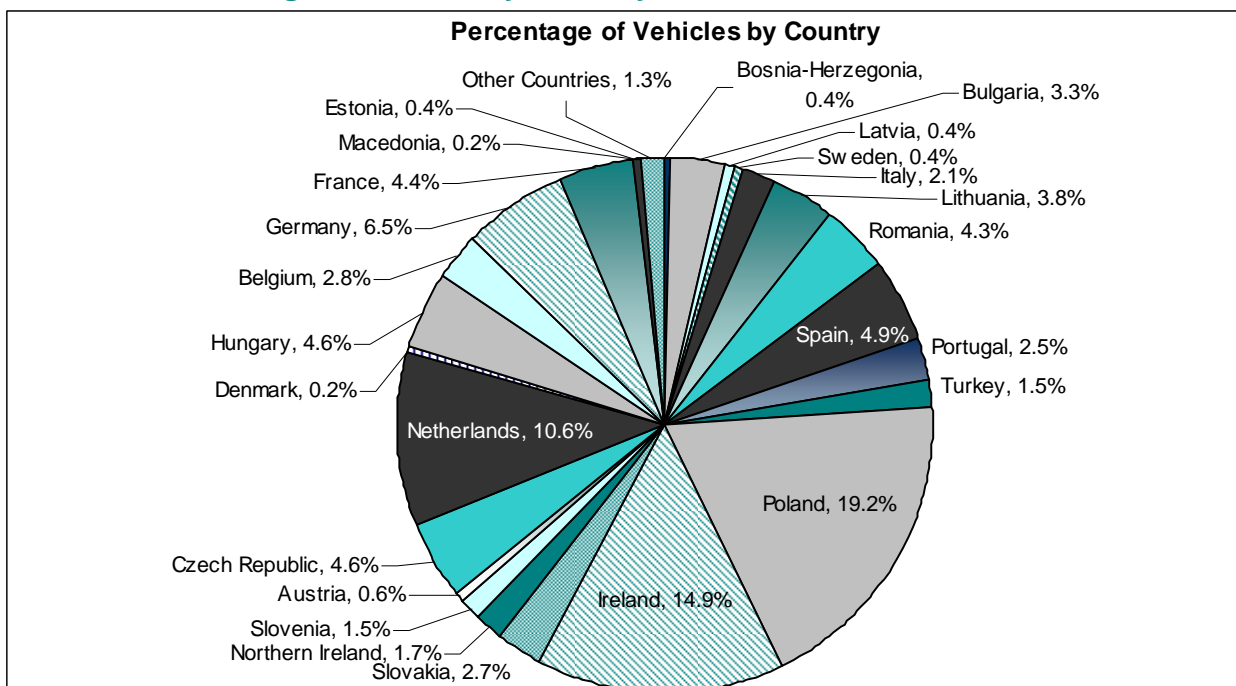
Vehicles: Total prohibitions by VOSA Area



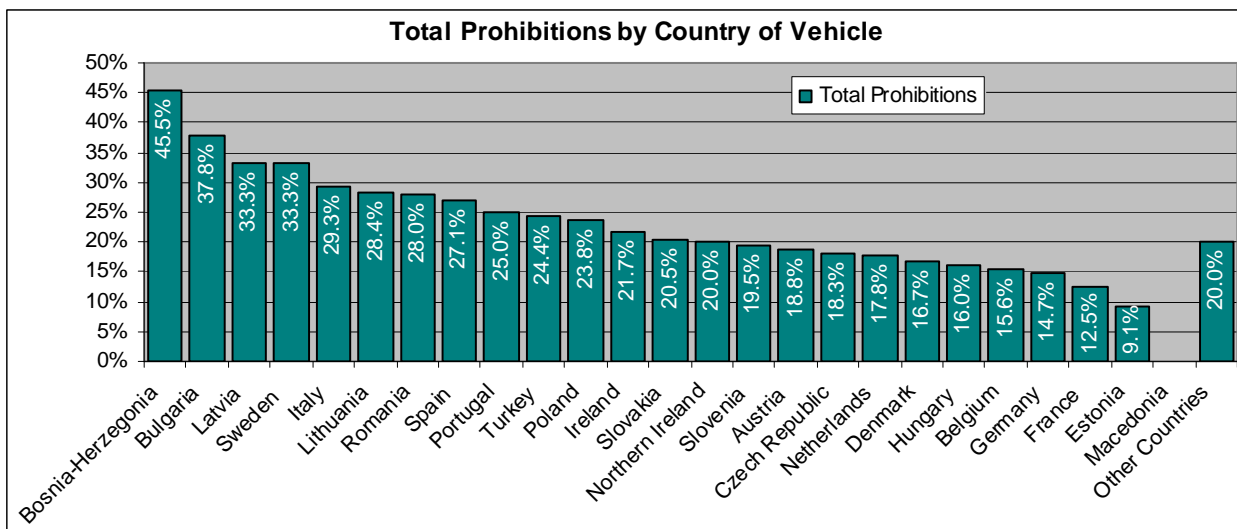
Vehicles: Percentage of checks by Traffic Area **Vehicles: Total Prohibitions by Traffic Area**



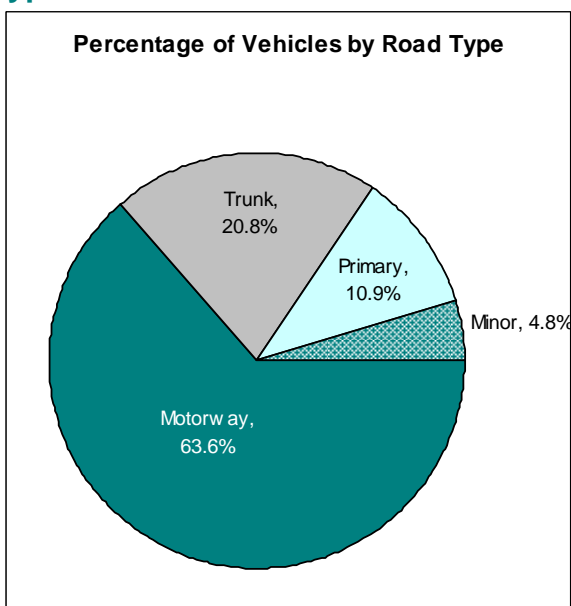
Vehicles: Percentage of checks by Country



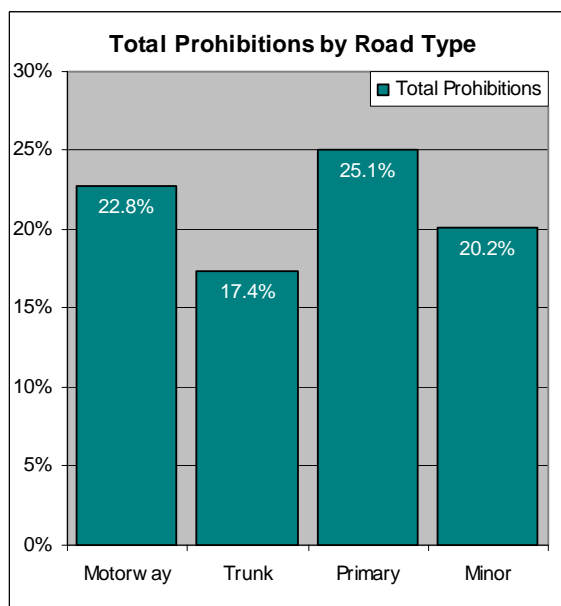
Vehicles: Total prohibitions by country



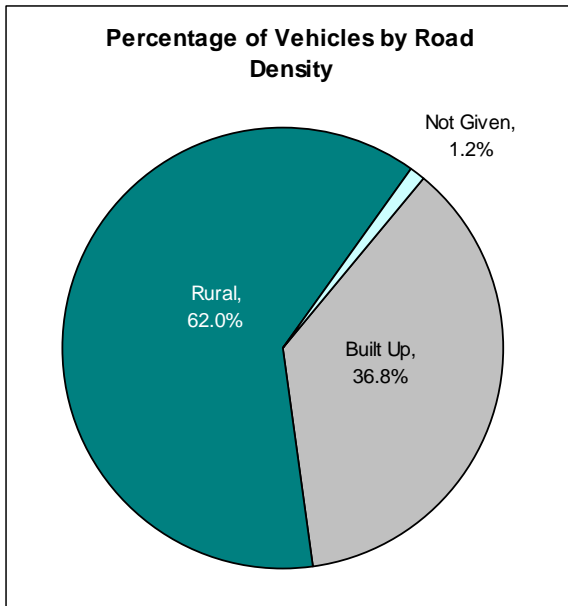
Vehicles: Percentage of checks by road type of check site



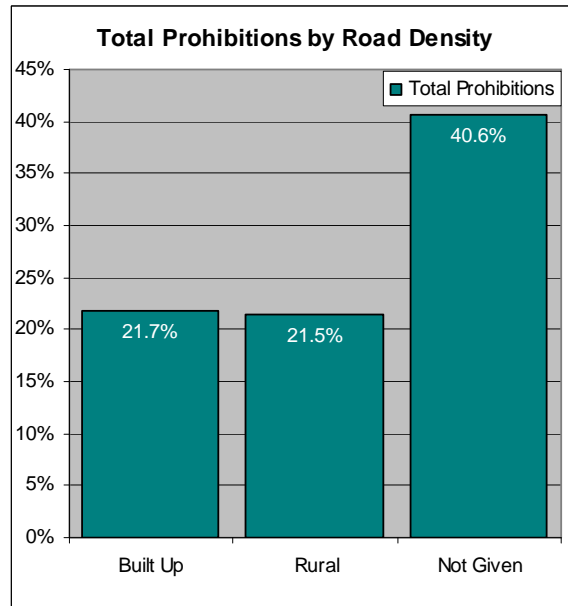
Vehicles: Total prohibitions by road type of check site



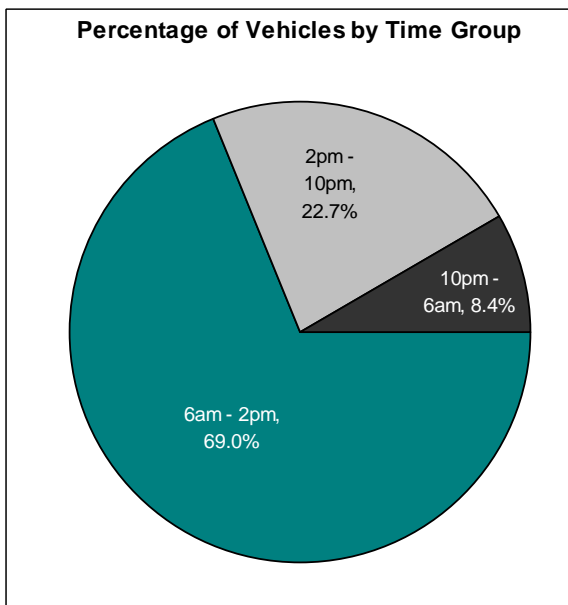
Vehicles: Percentage of checks by road density of check site



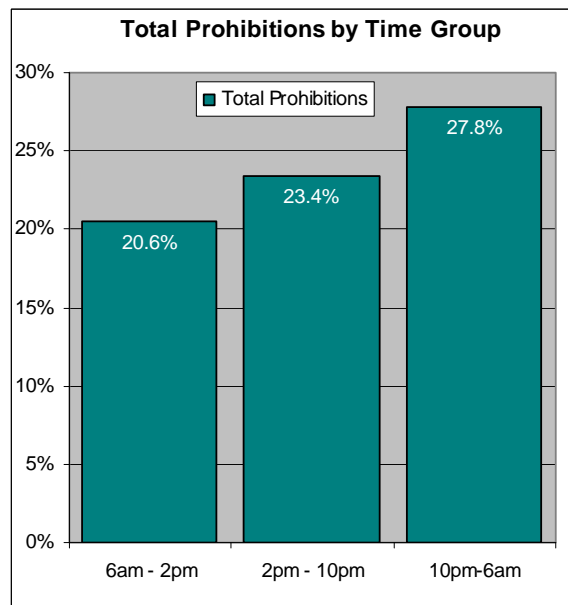
Vehicles: Total prohibitions by road density of check site



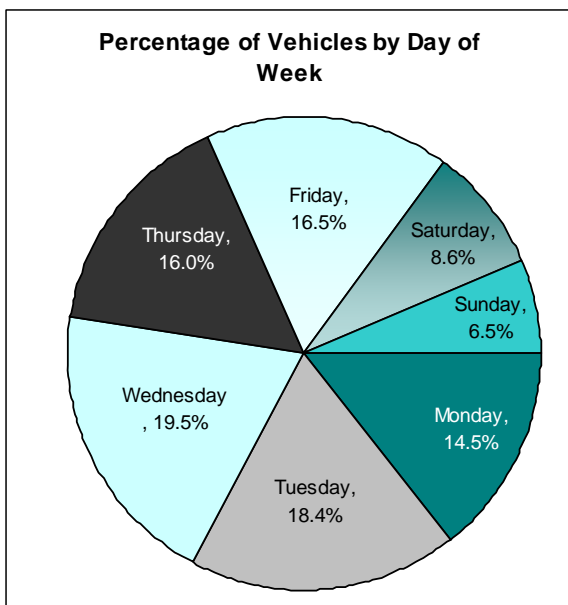
Vehicles: Percentage of vehicles checked by time period



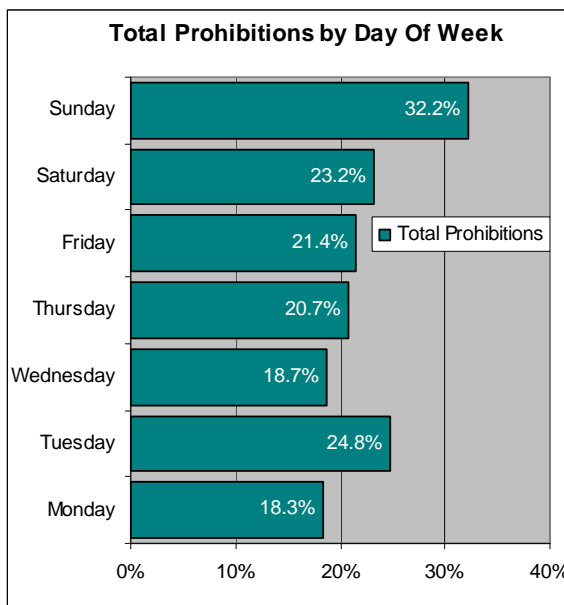
Vehicles: Total Prohibitions by time of check



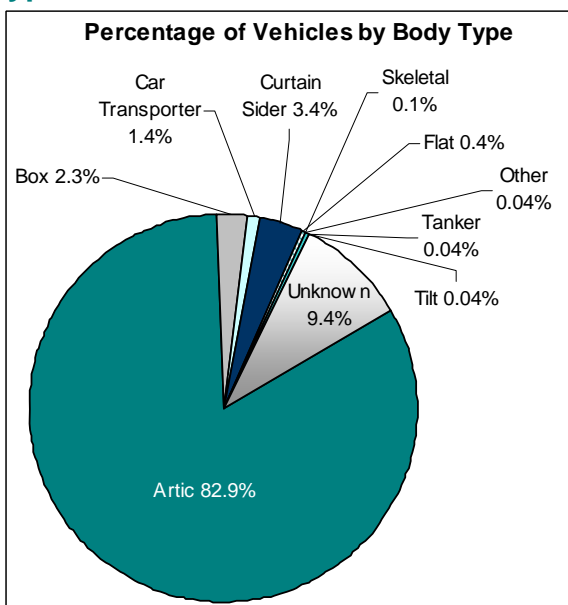
Vehicles: Percentage of checks by day of week



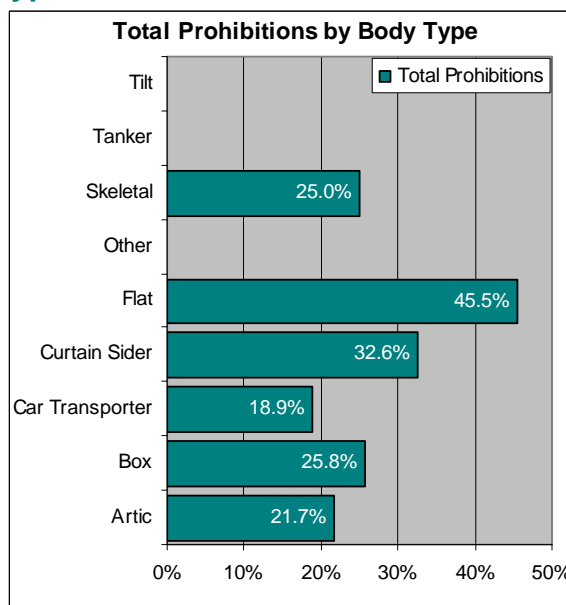
Vehicles: Total Prohibitions by day of week



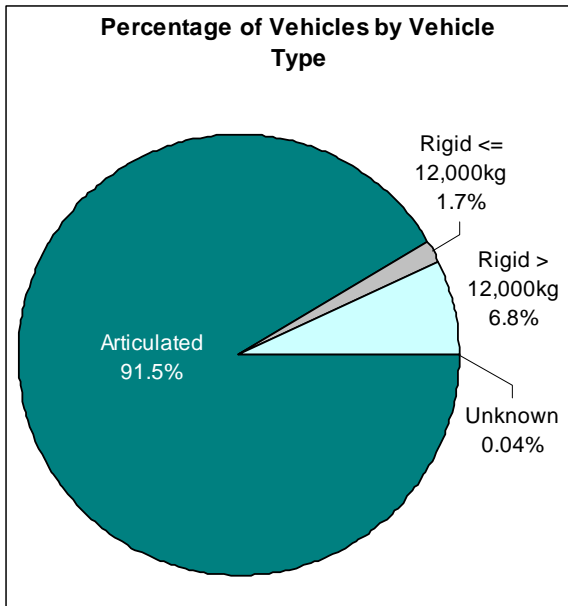
Vehicles: Percentage of checks by body type



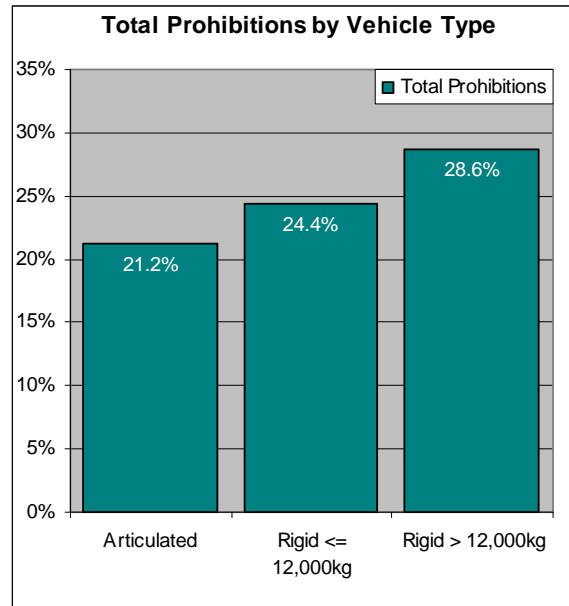
Vehicles: Total Prohibitions by body type



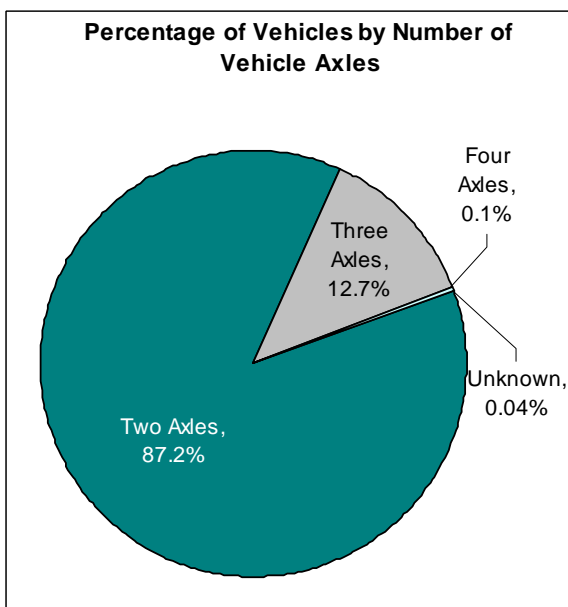
Vehicles: Proportion of checks by vehicle type



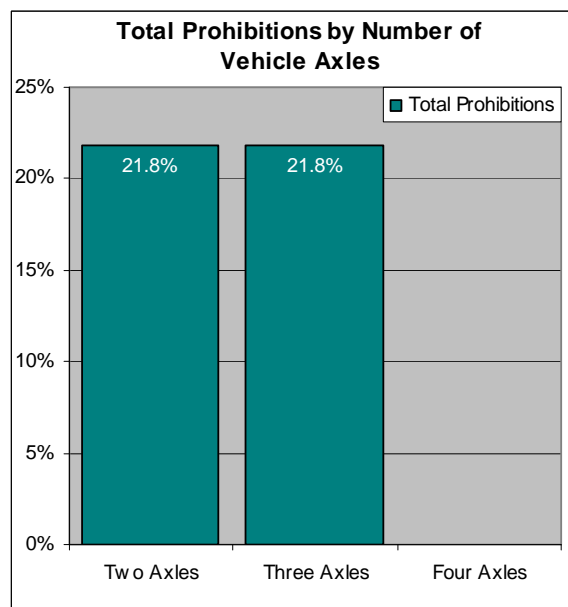
Vehicles: Total Prohibitions by vehicle type



Vehicles: Percentage checked by number of axles on vehicle

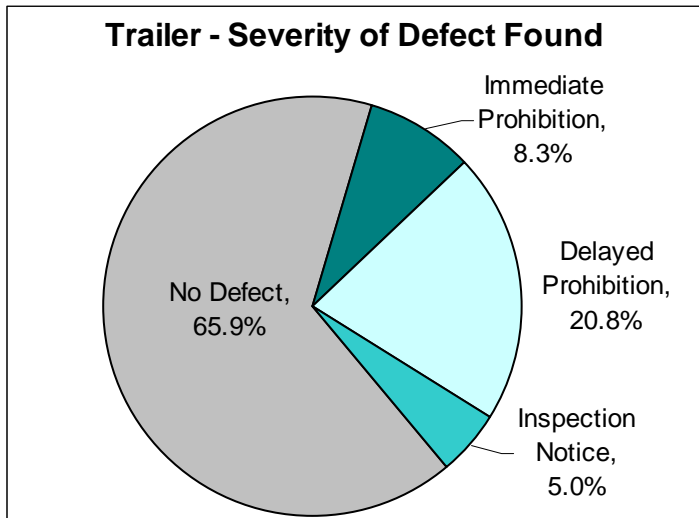


Vehicles: Total Prohibitions by number of axles on vehicle

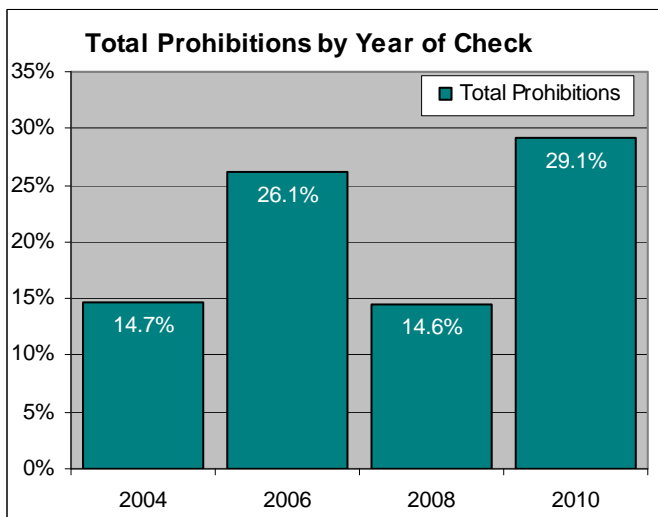


D.5 Trailer Charts

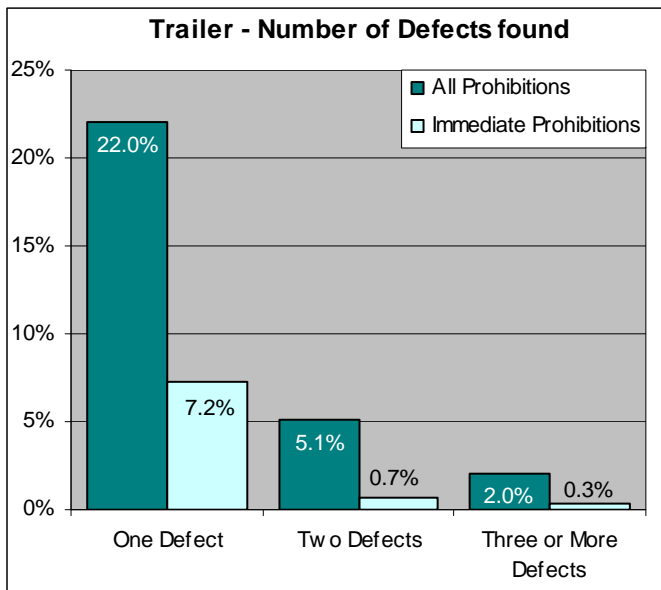
Main Trailer Results



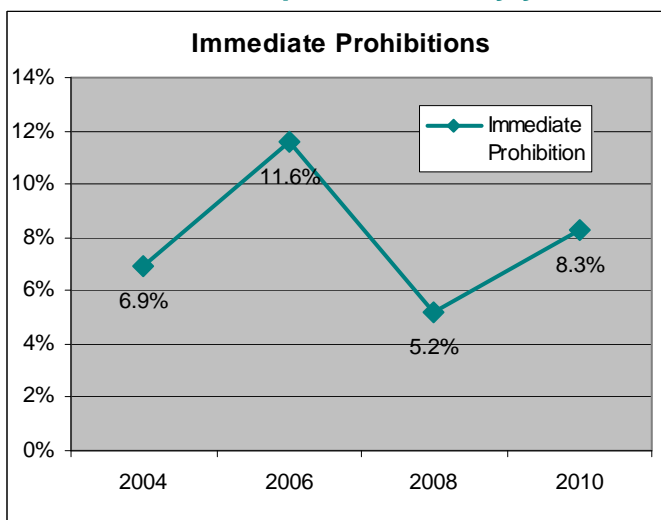
Trailer: Total Prohibitions by year of check



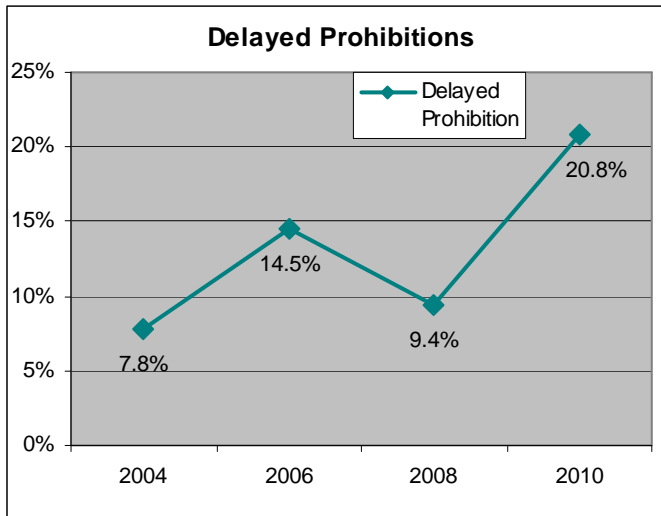
Percentage of trailers by number of prohibitable defects



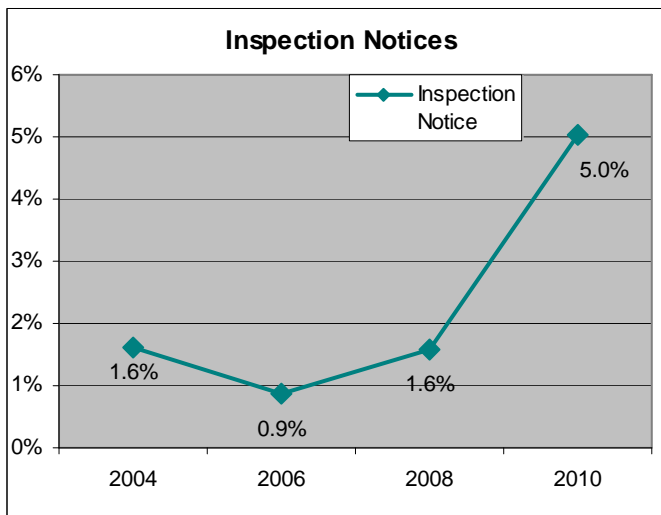
Trailer: Immediate prohibitions by year of check



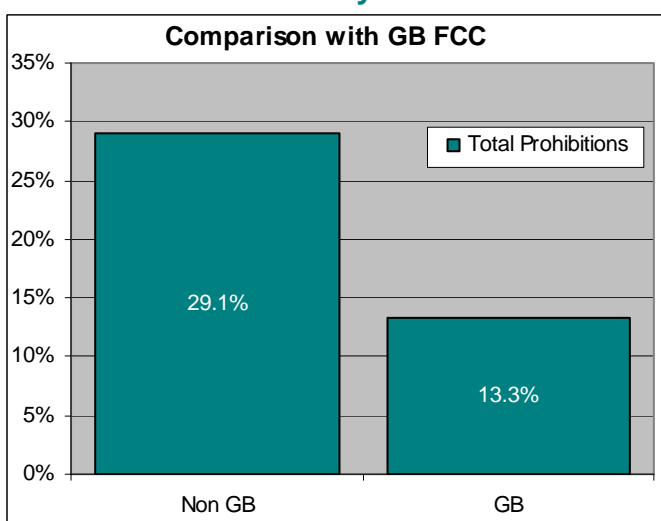
Trailer: Delayed prohibitions by year of check



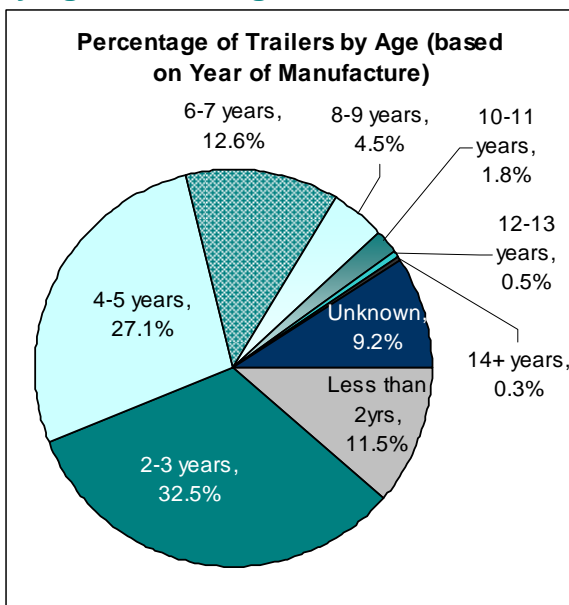
Trailer: Inspection notices by year of check



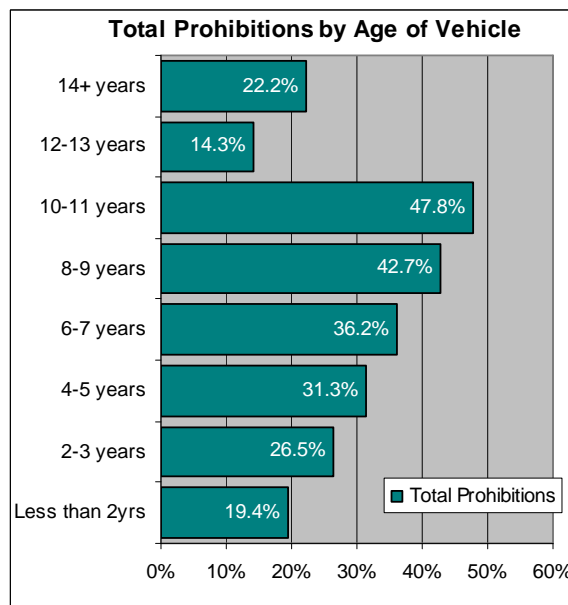
GB and Non-GB Severity of trailer defects



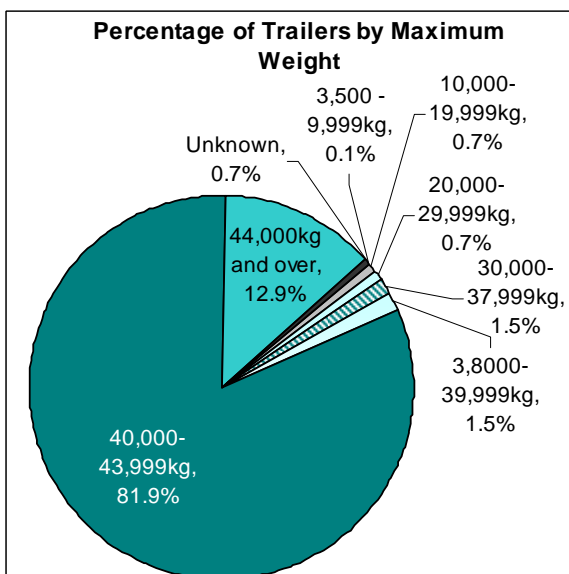
Trailer: Percentage of trailers checked by age of drawing vehicle



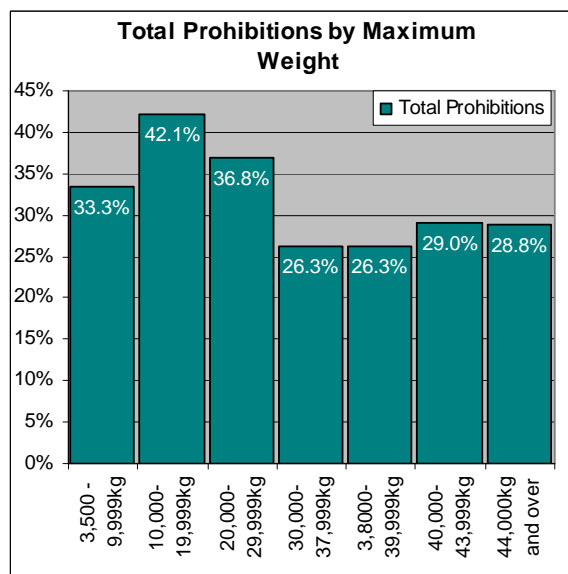
Trailer: Total Prohibitions by age of vehicle



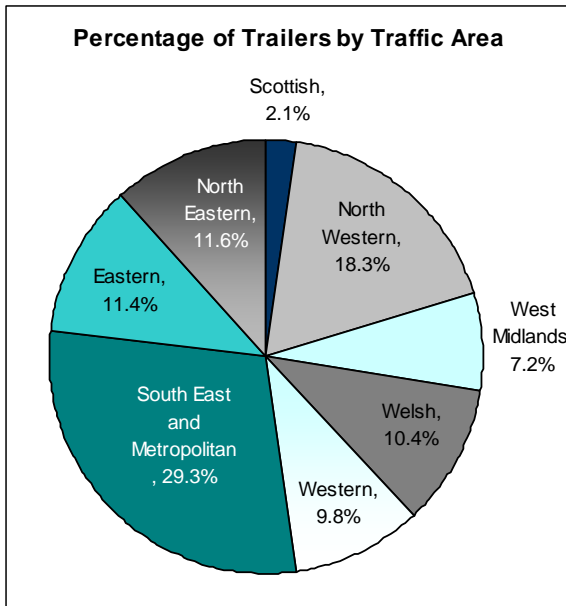
Trailer: Percentage checked by weight of vehicle



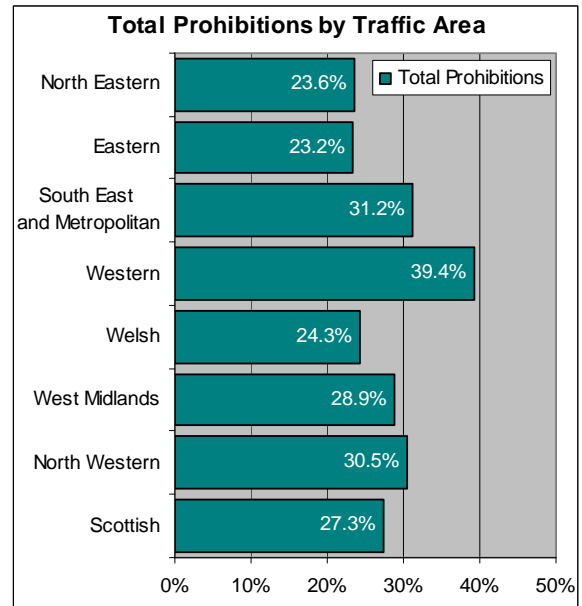
Trailer: Total Prohibitions by weight of vehicle



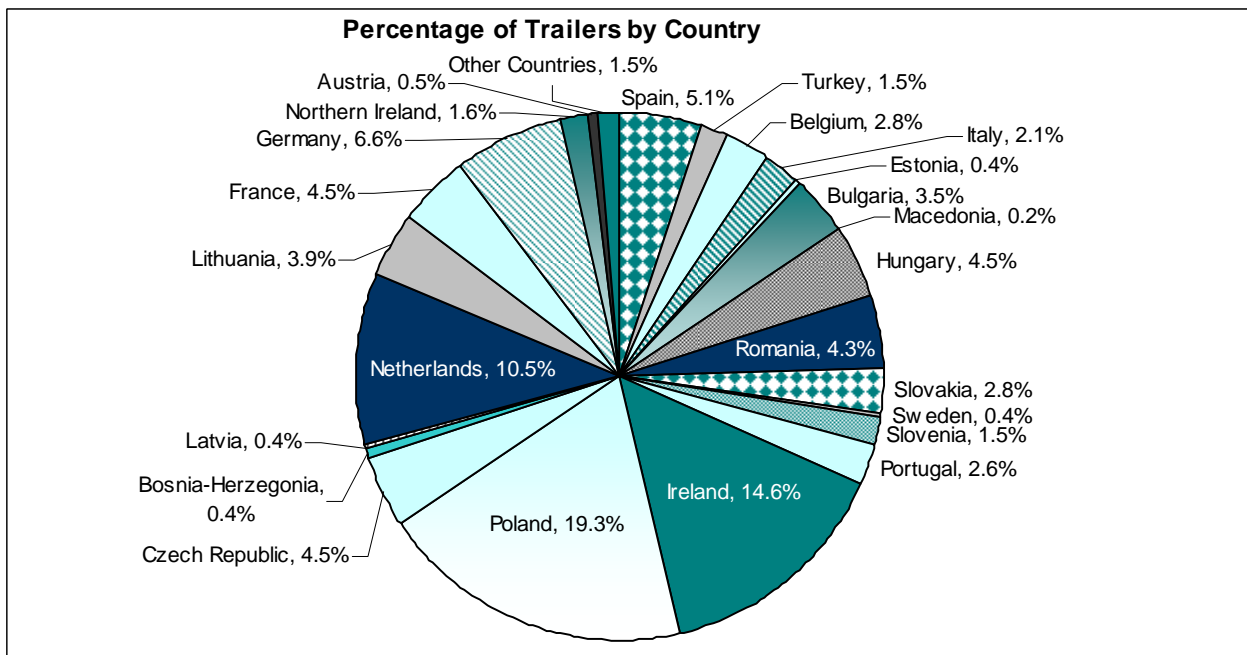
Trailer: Percentage of checks by Traffic Area



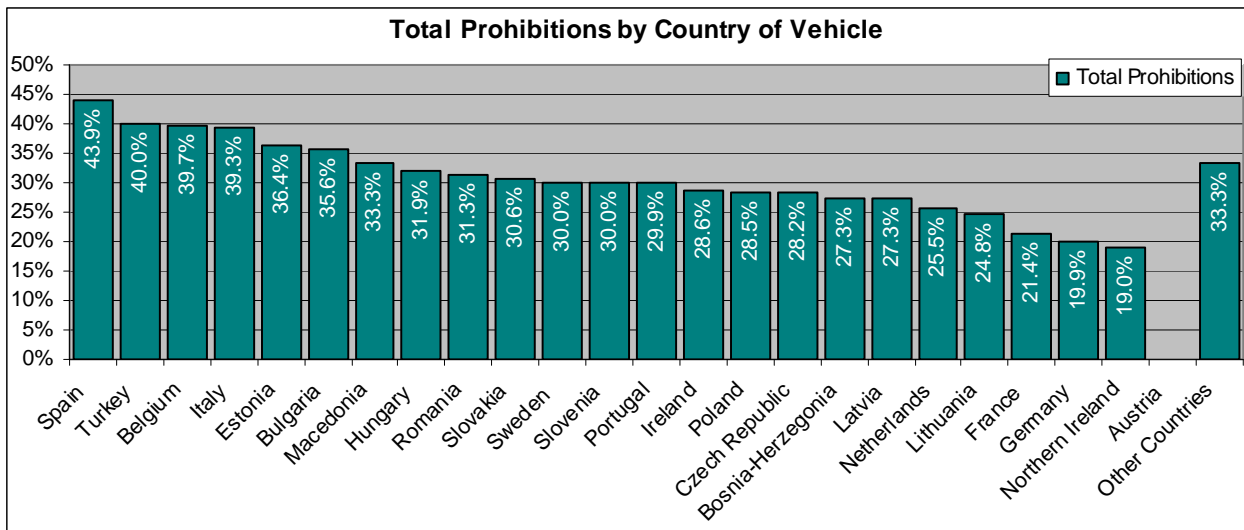
Trailer: Total Prohibitions by Traffic Area



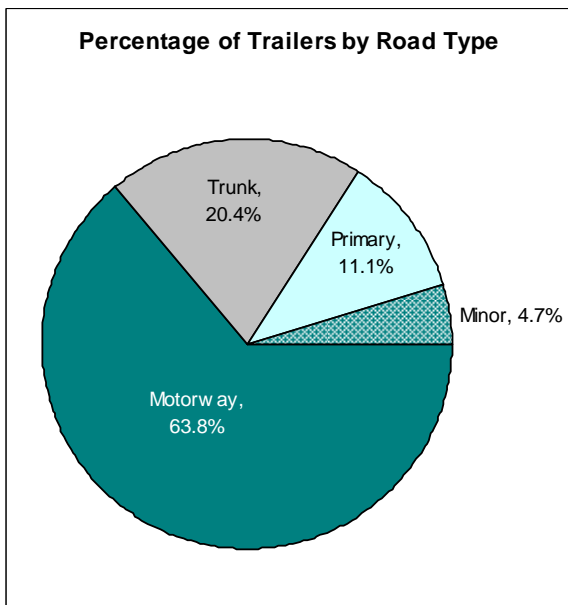
Trailer: Percentage of checks by country



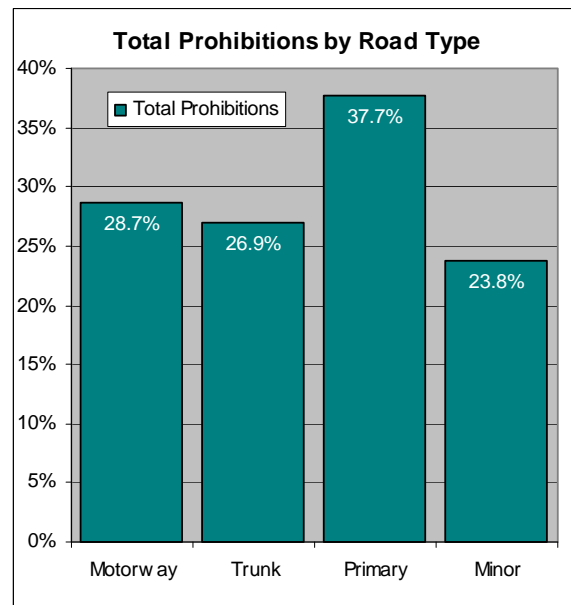
Trailer: Total Prohibitions by country



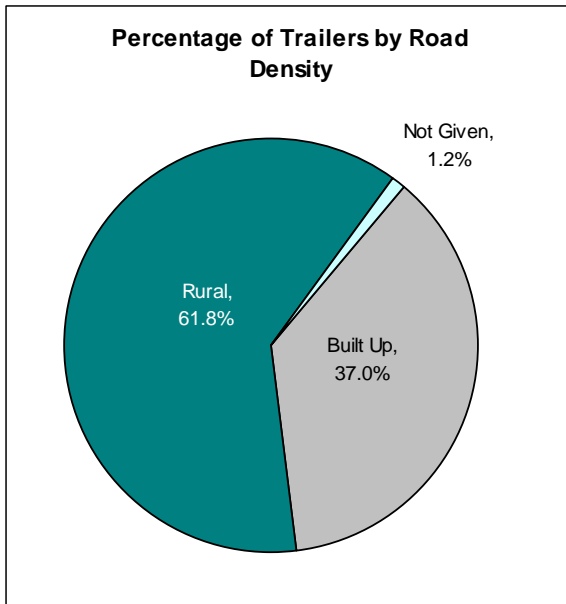
Trailer: Proportion of checks by road type of check site



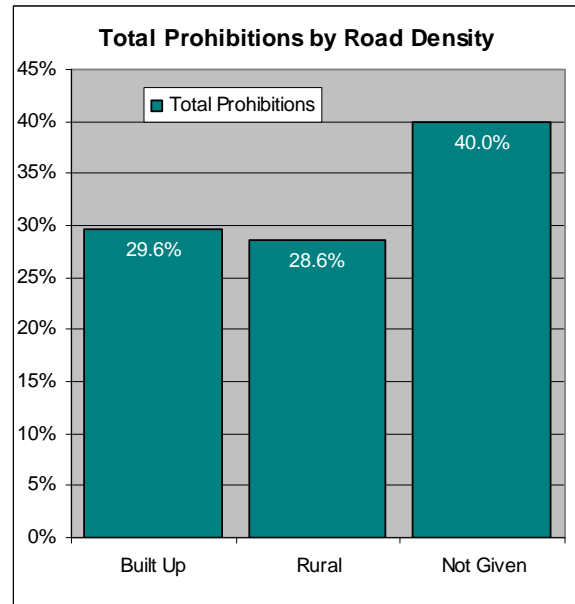
Trailer: Total Prohibitions by road type of check site



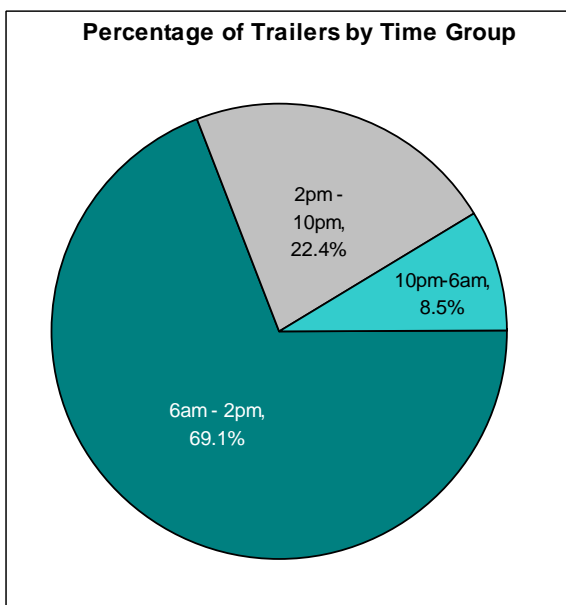
Trailer: Percentage of checks by road density of check site



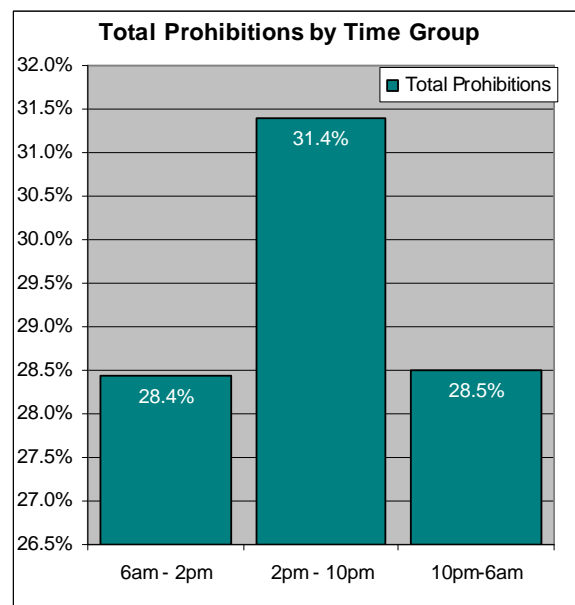
Trailer: Total Prohibitions by road density of check site



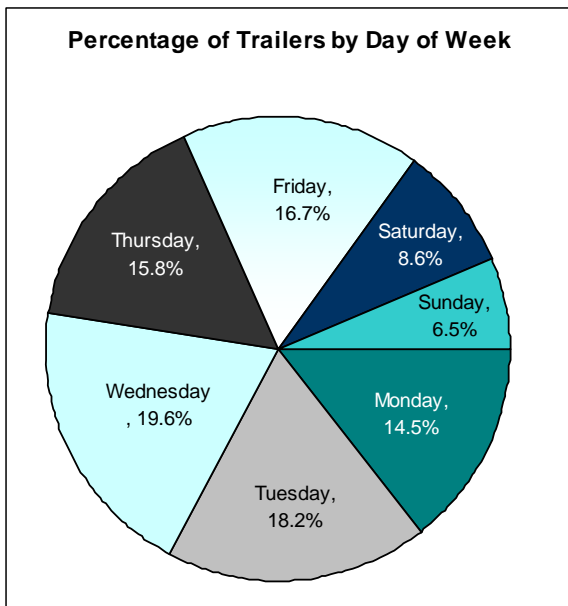
Trailer: Percentage of checks by time of check



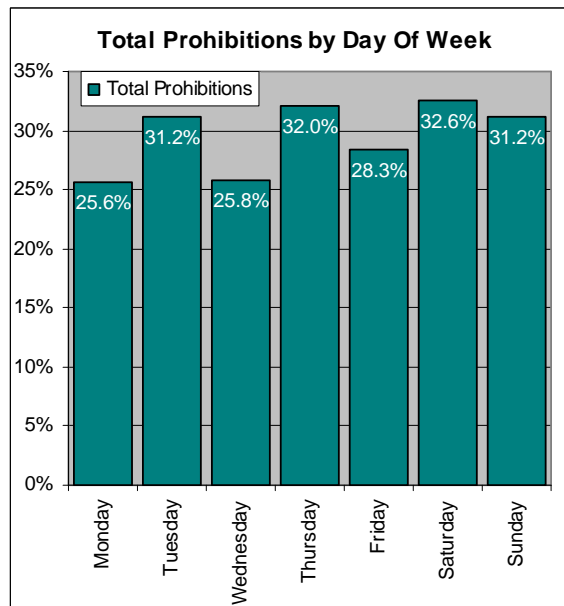
Trailer: Total Prohibitions by time of check



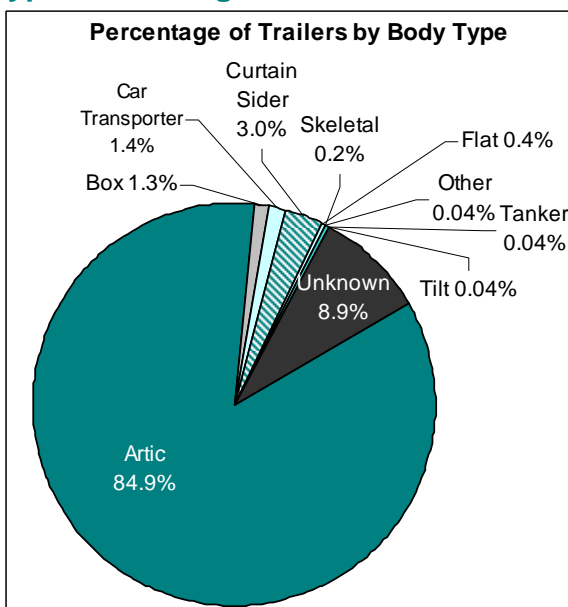
Trailer: Percentage of checks by day of check



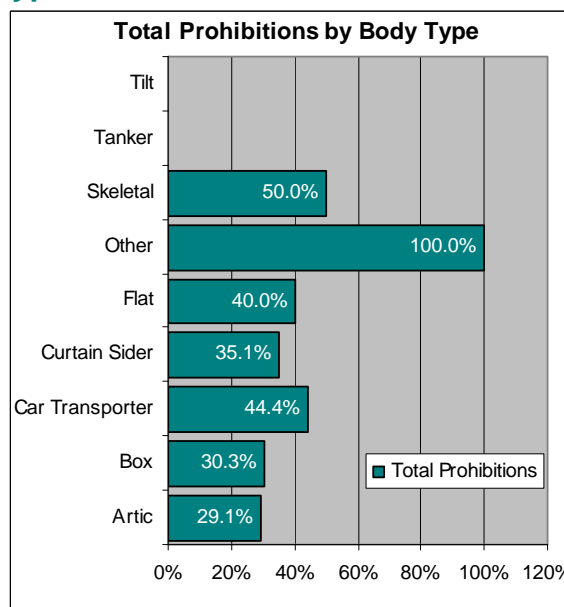
Trailer: Total Prohibitions by day of check



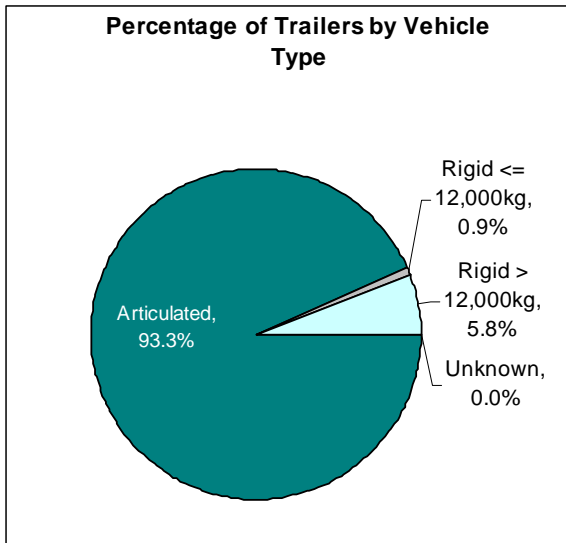
Trailer: Percentage of checks by body type of drawing vehicle



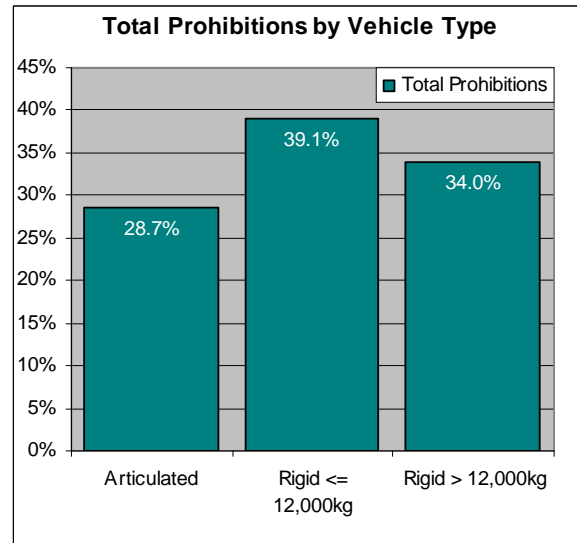
Trailer: Total Prohibitions by body type of vehicle



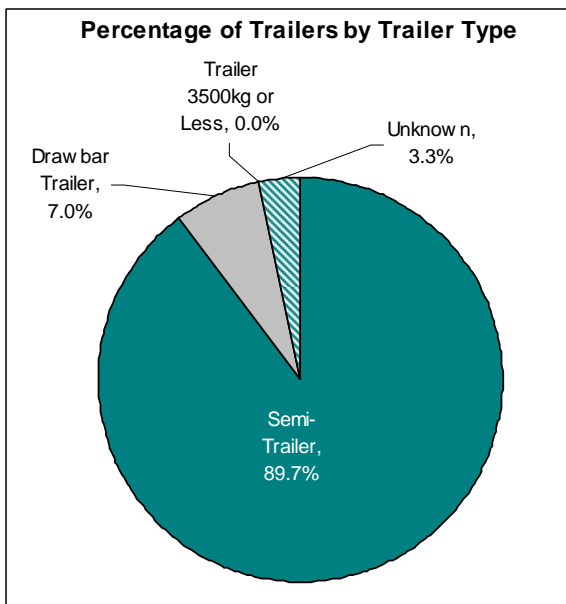
Trailer: Proportion of checks by vehicle type of drawing vehicle



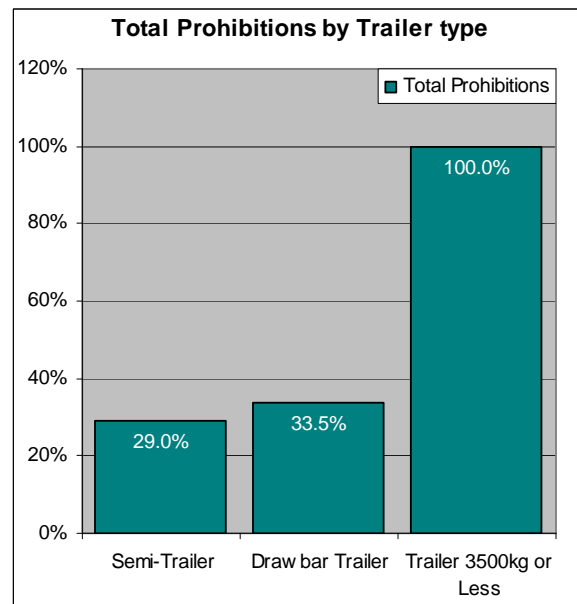
Trailer: Total Prohibitions by vehicle type



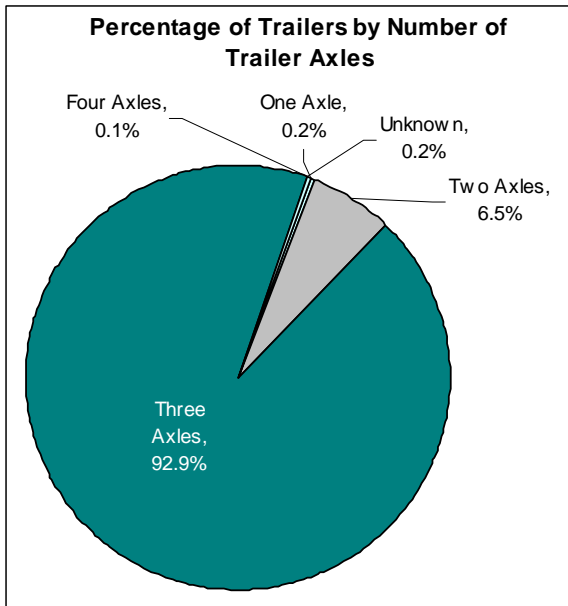
Trailer: Percentage of checks by trailer type



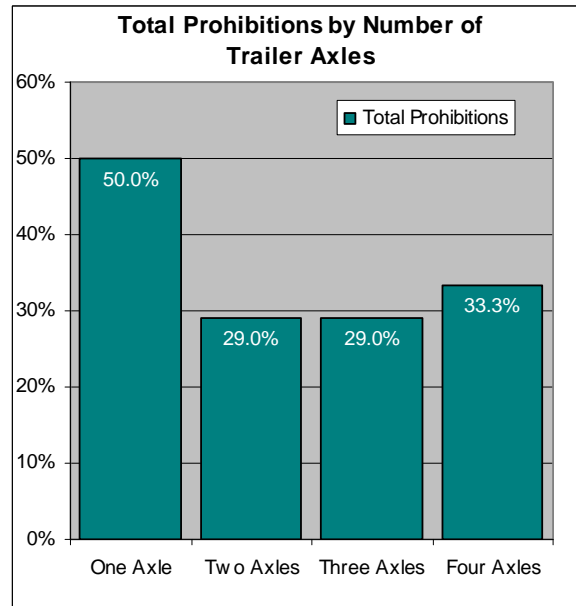
Trailer: Total Prohibitions by trailer type



Trailer: Percentage of checks by number of axles on the trailer

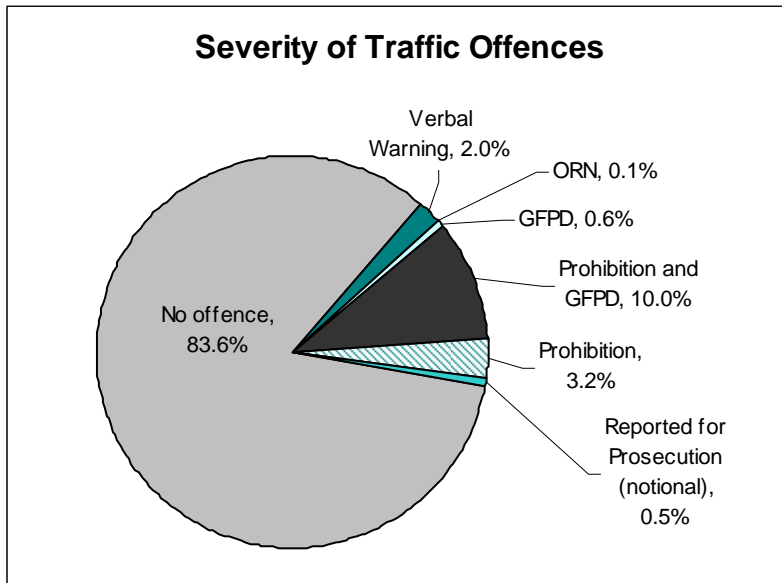


Trailer: Total Prohibitions by number of axles on the trailer

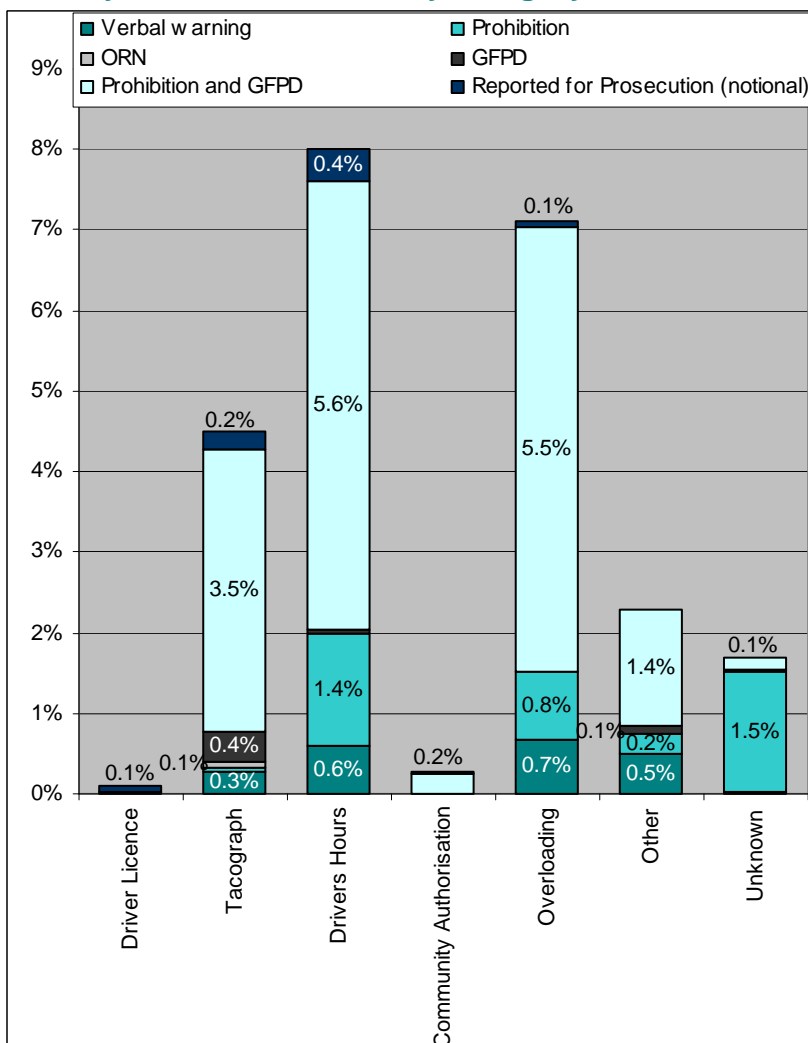


D.6 Traffic Offence Charts

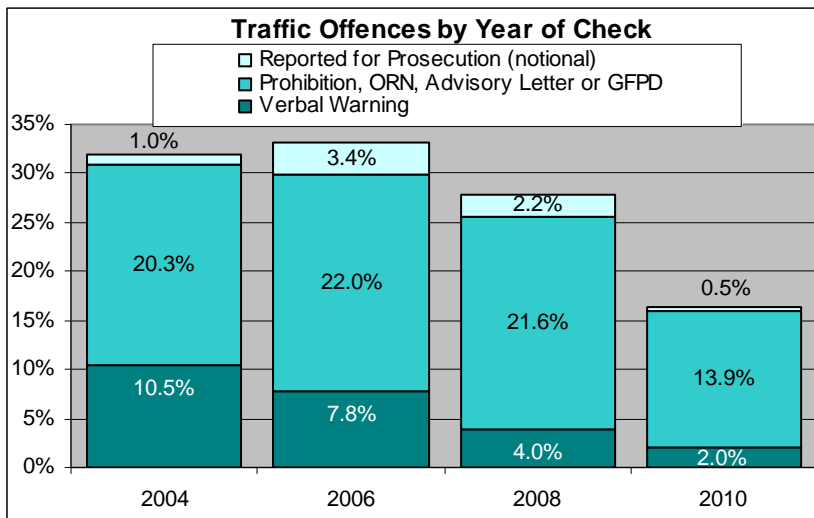
Traffic Offences Main Results



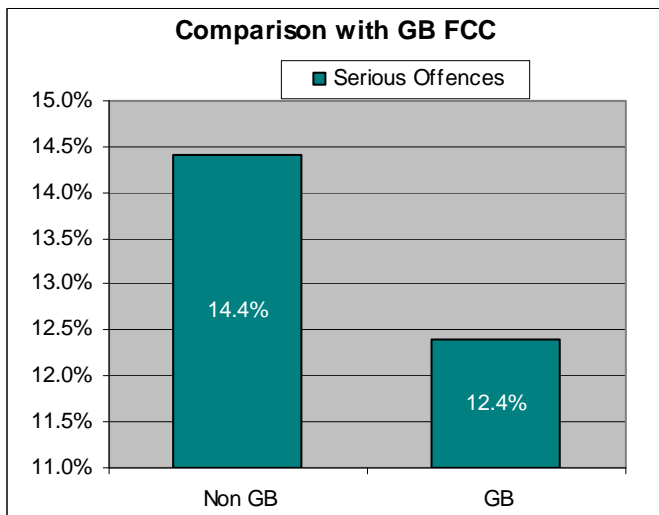
Severity of traffic offences by category



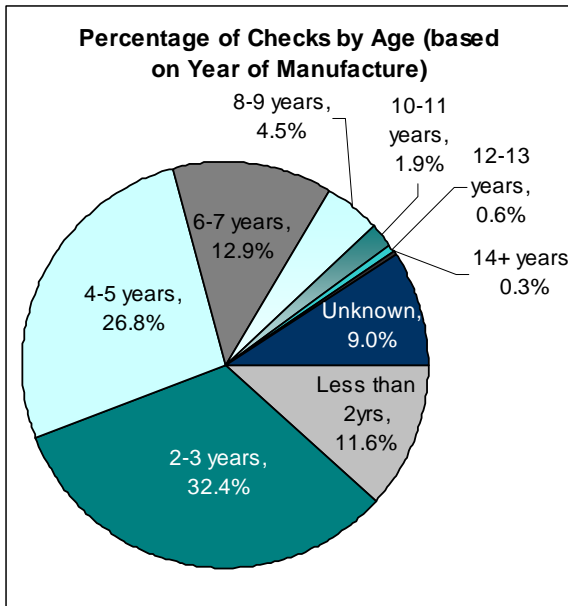
Severity of traffic offences by year of check



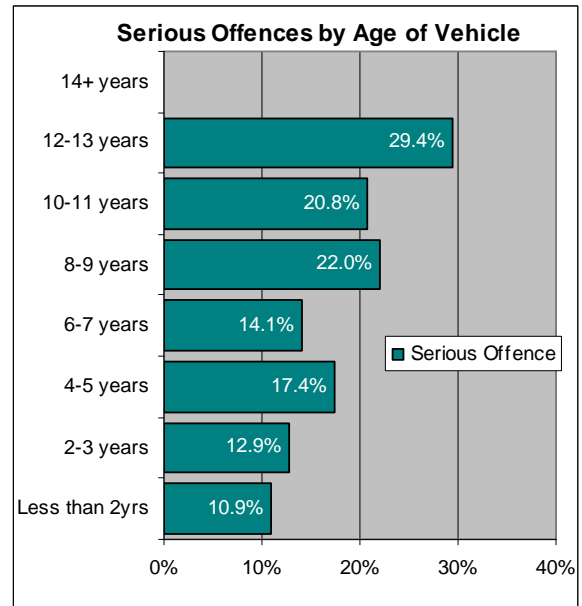
Severity of Offences – GB and Non-GB 2010



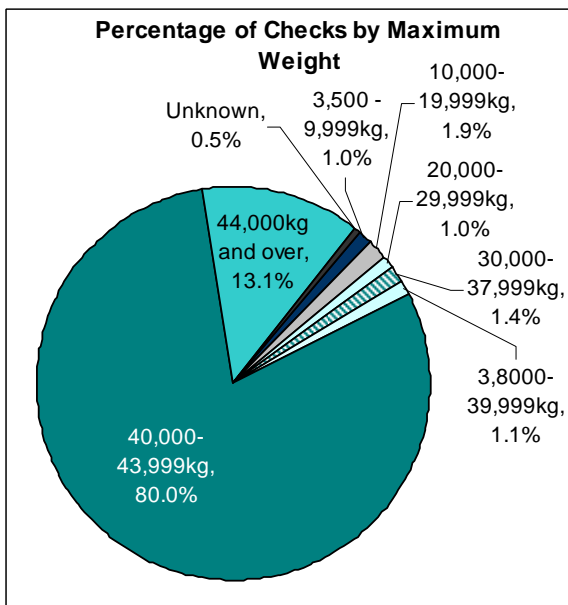
Traffic offences: Percentage of checks by age of vehicle



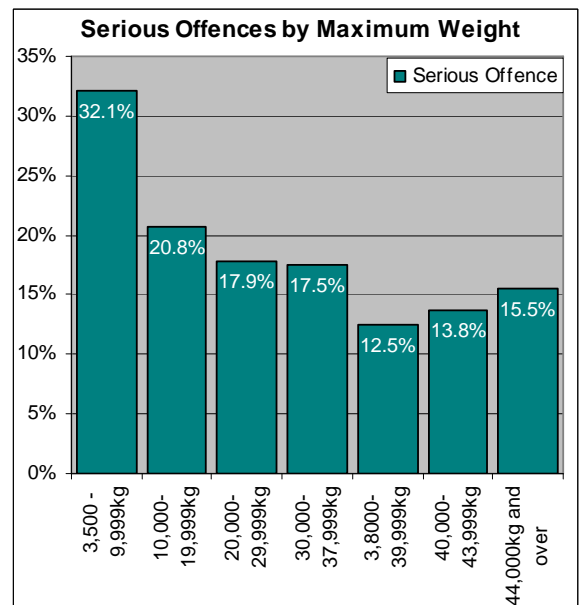
Traffic Offences: Serious offence rate by age of vehicle



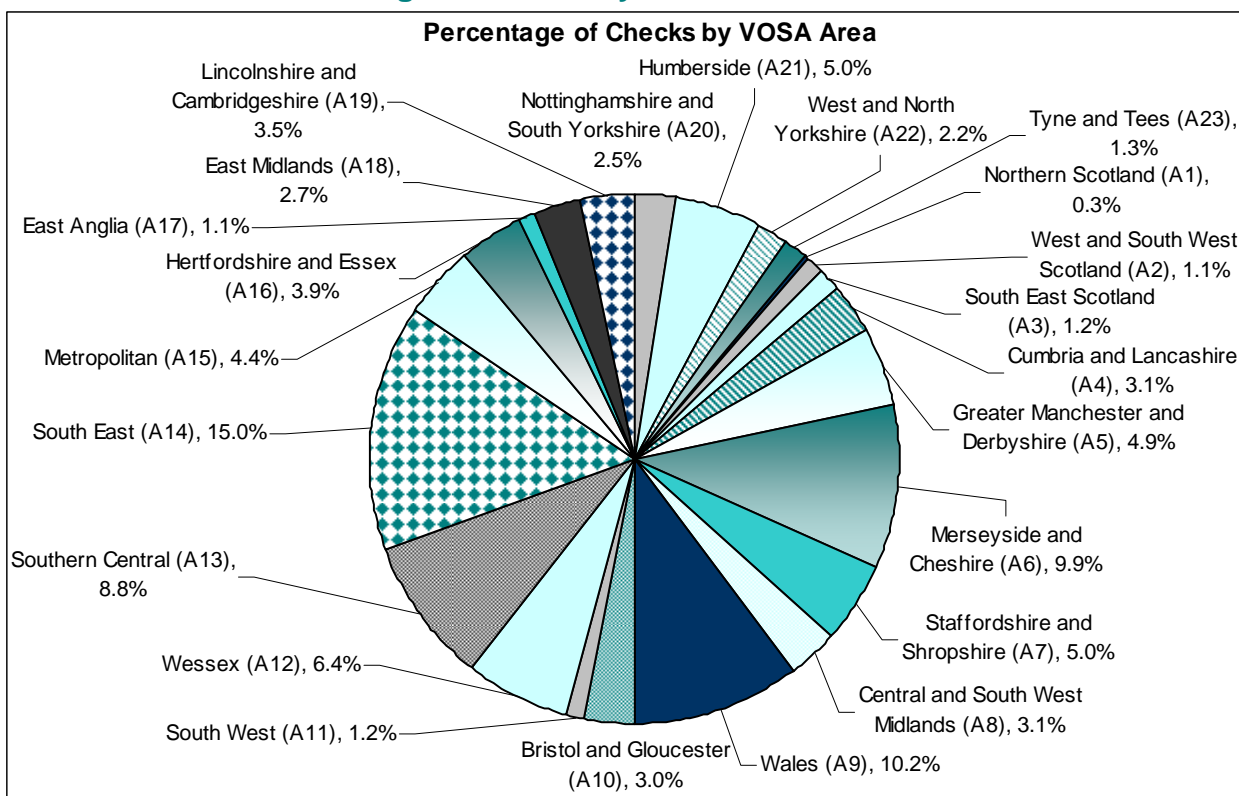
Traffic Offences: Percentage of checks by weight of vehicle



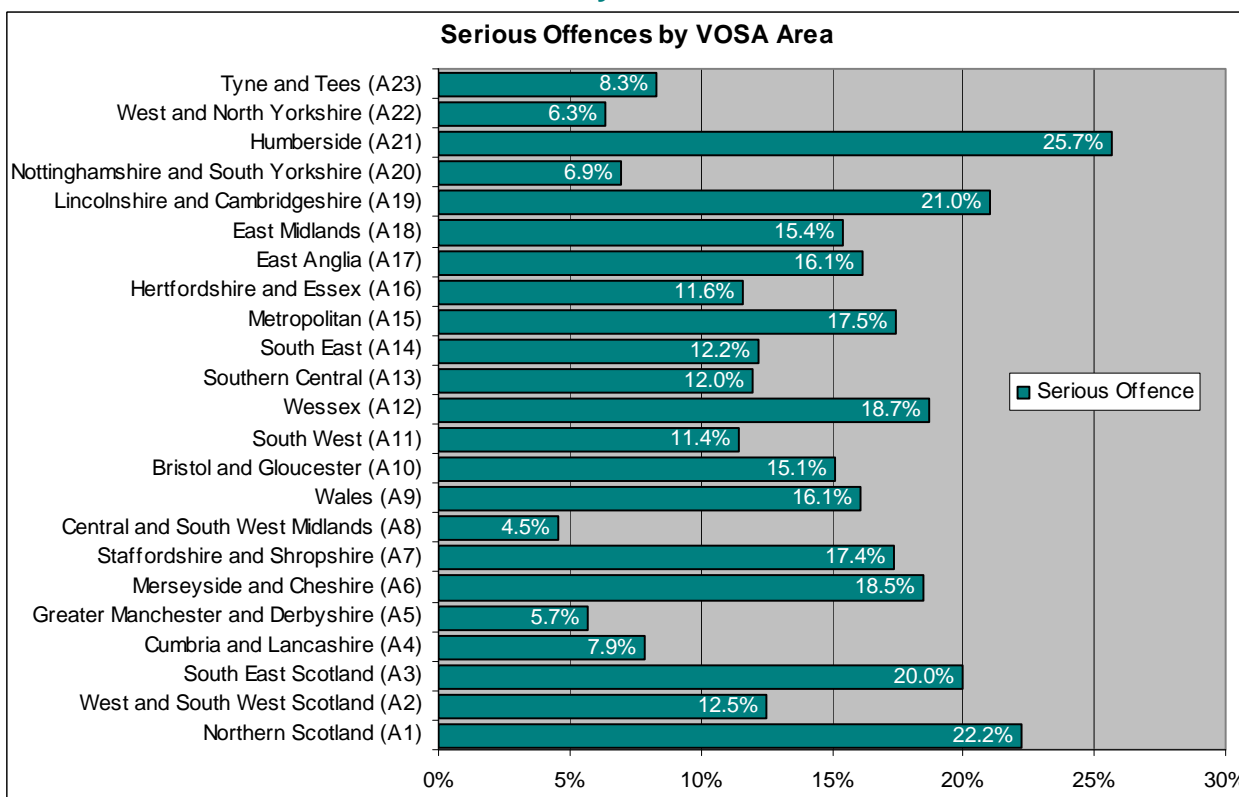
Traffic Offences: Serious offence rate by weight of vehicle



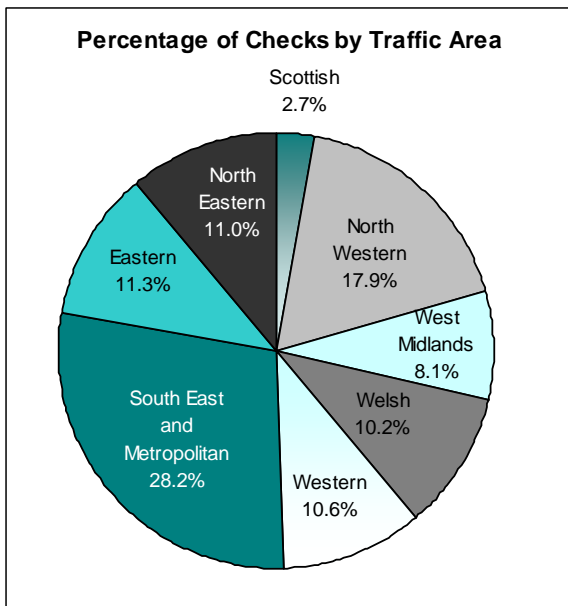
Traffic Offences: Percentage of checks by VOSA Area



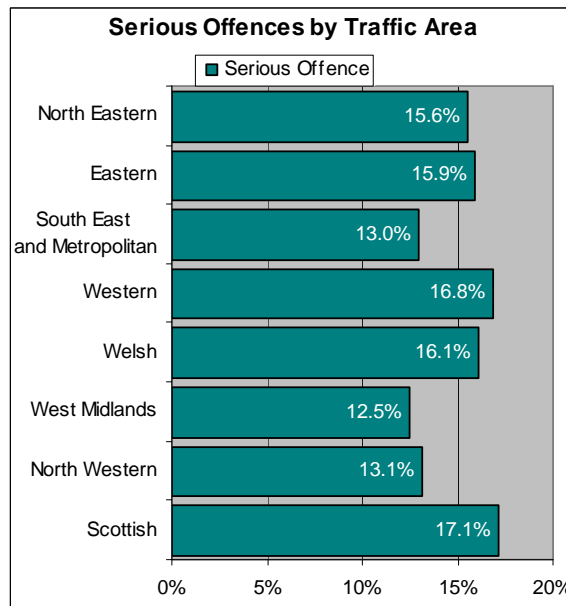
Traffic Offences: Serious offence rate by VOSA Area



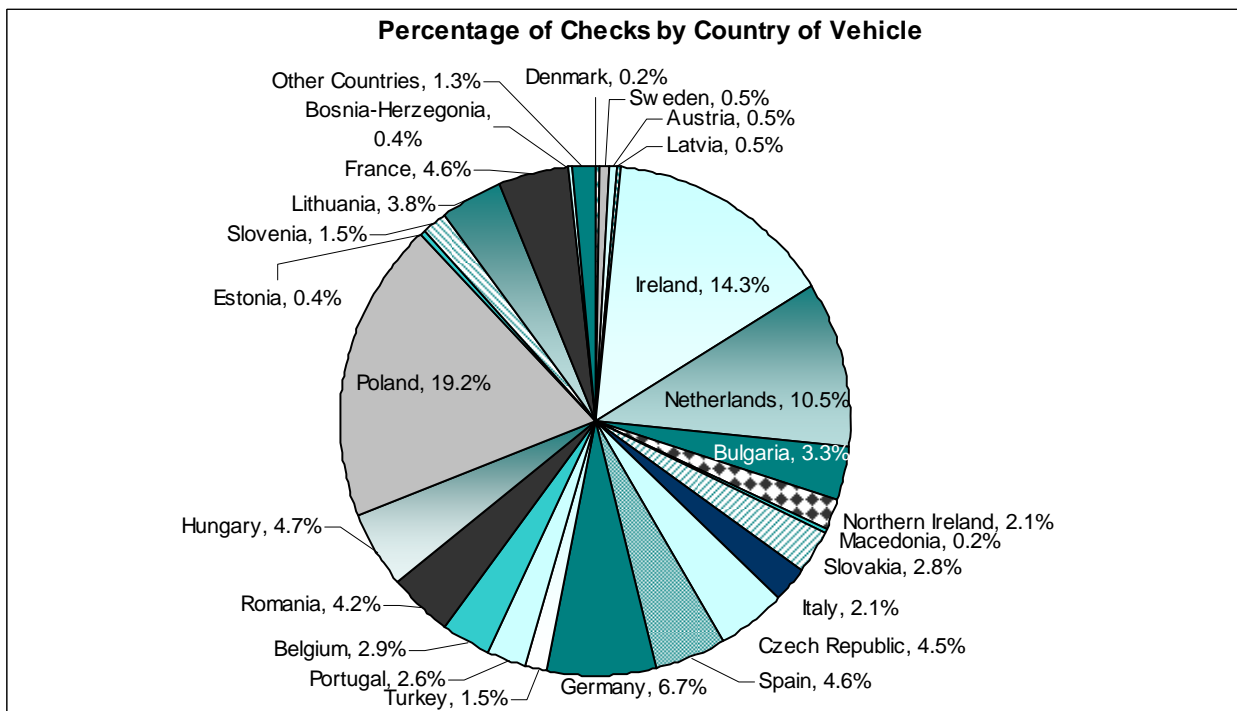
Traffic Offences: Percentage of checks by Traffic Area



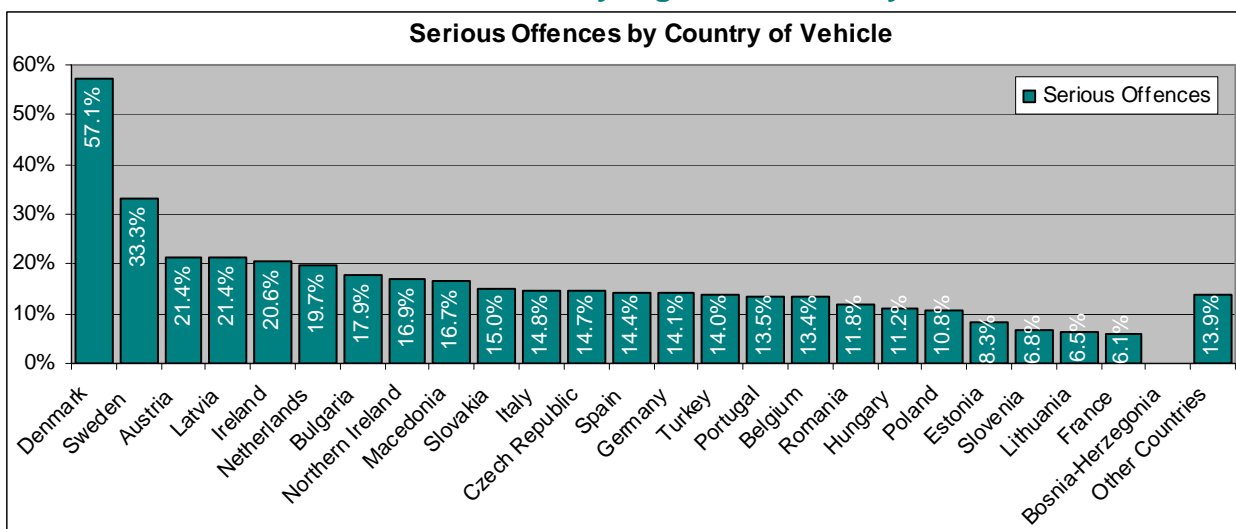
Traffic Offences: Serious offence rate by Traffic Area



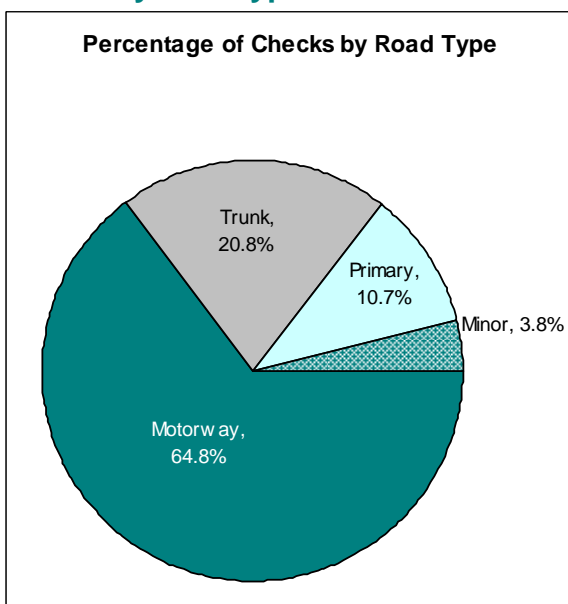
Traffic Offences: Percentage of checks by registered country of vehicle



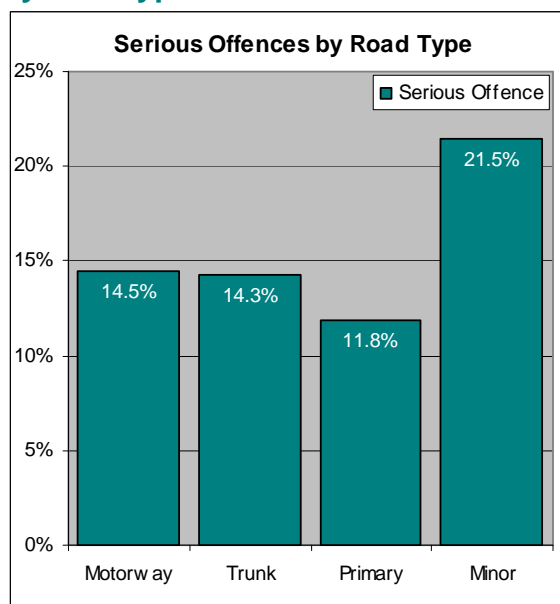
Traffic Offences: Serious offence rate by registered country of vehicle



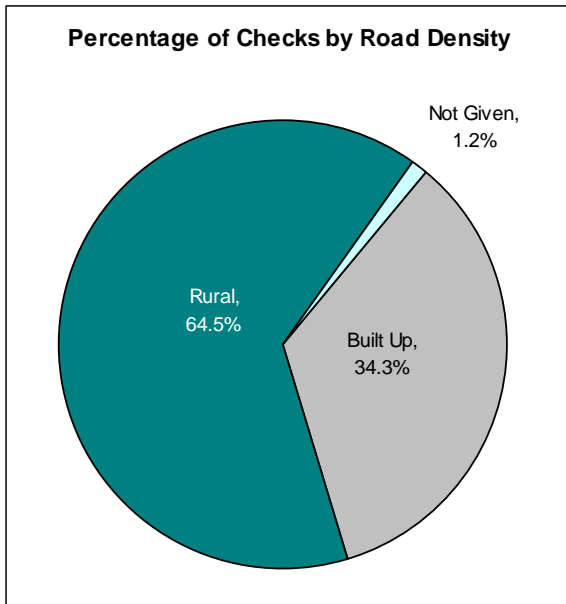
Traffic Offences: Percentage of checks by road type of check site



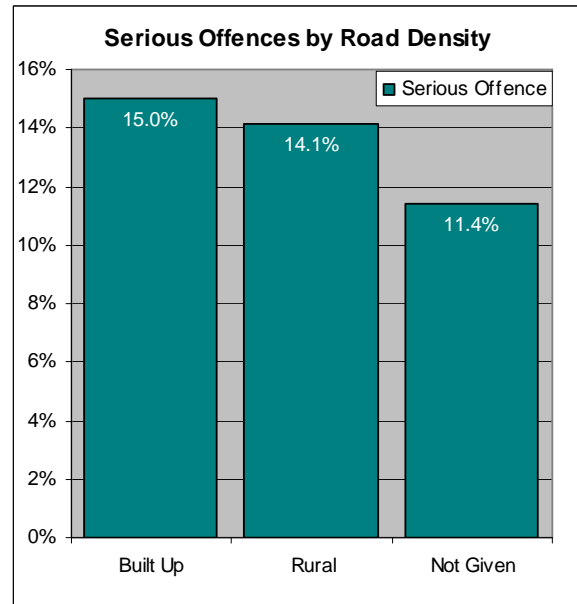
Traffic Offences: Serious offence rate by road type of check site



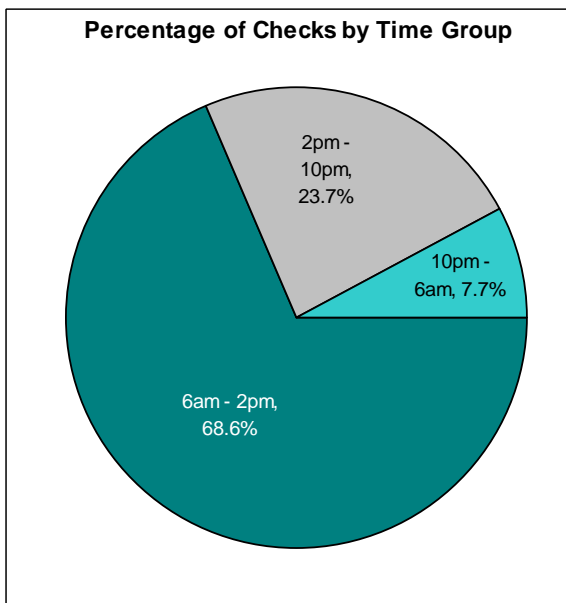
Traffic Offences: Percentage of checks by road density of check site



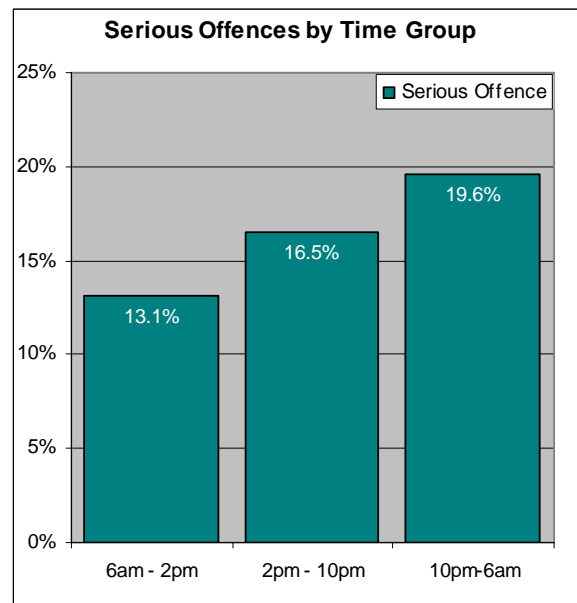
Traffic Offences: Serious offence rate by road density of check site



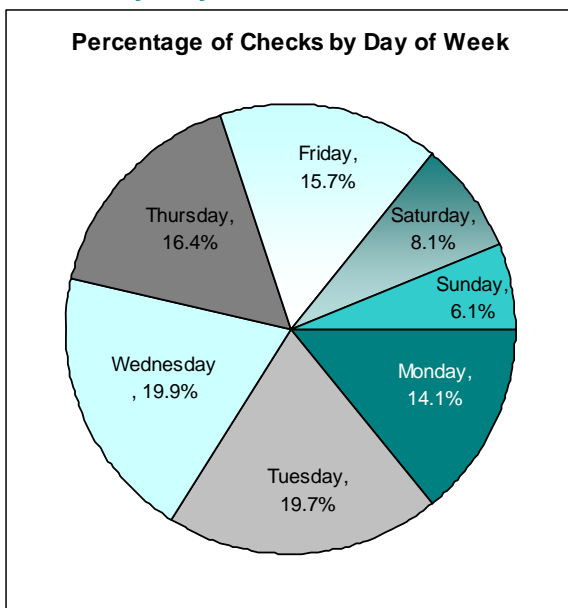
Traffic Offences: Percentage of checks by time of check



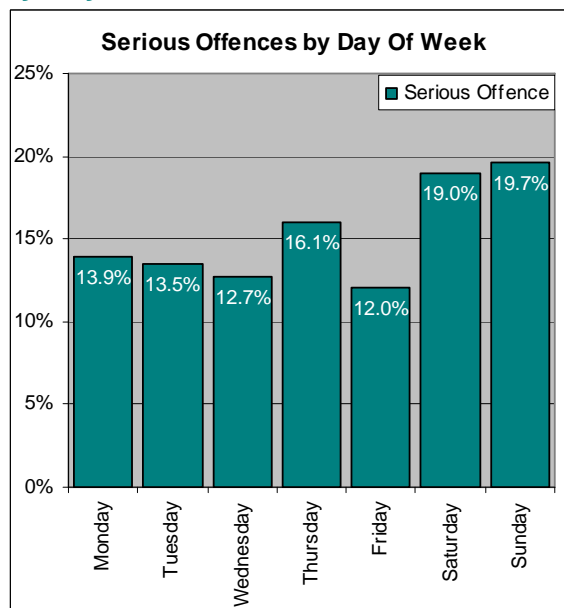
Traffic Offences: Serious offence rate by time of check



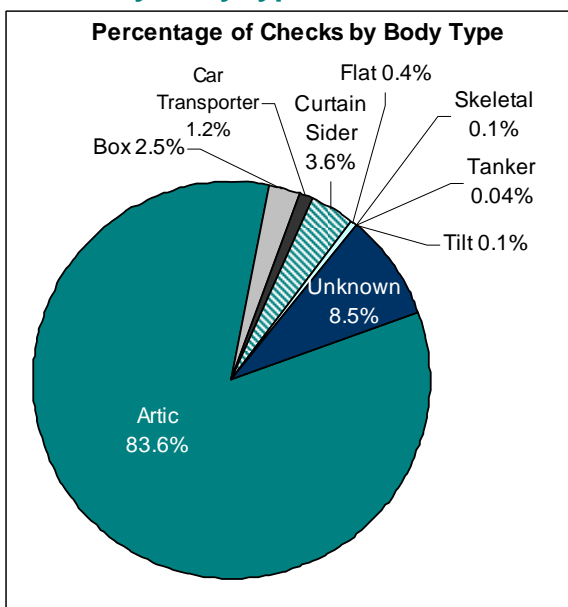
Traffic Offences: Percentage of checks by day of check



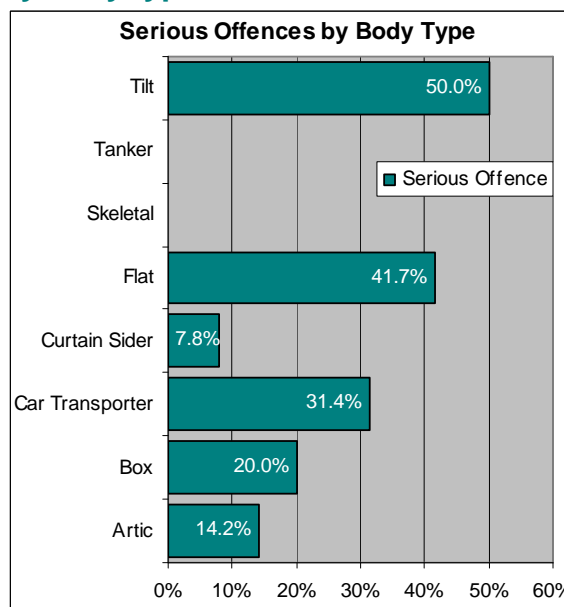
Traffic Offences: Serious offence rate by day of check



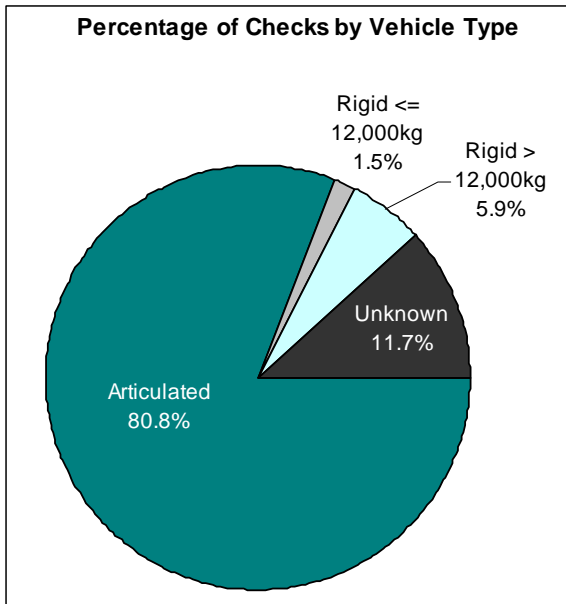
Traffic Offences: Percentage of checks by body type of vehicle



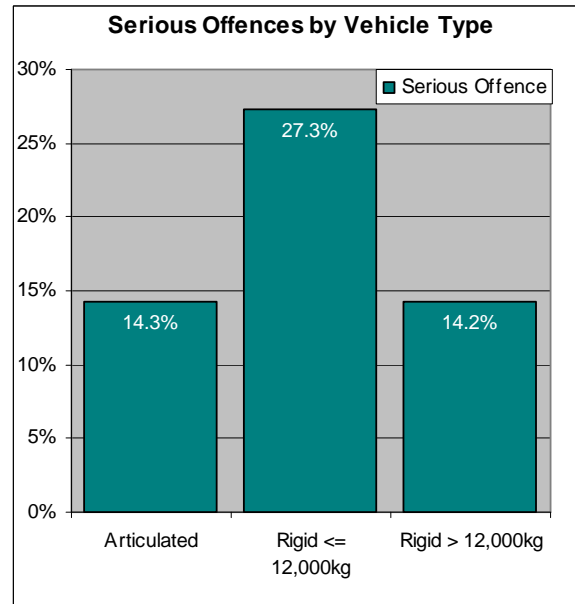
Traffic Offences: Serious offence rate by body type of vehicle



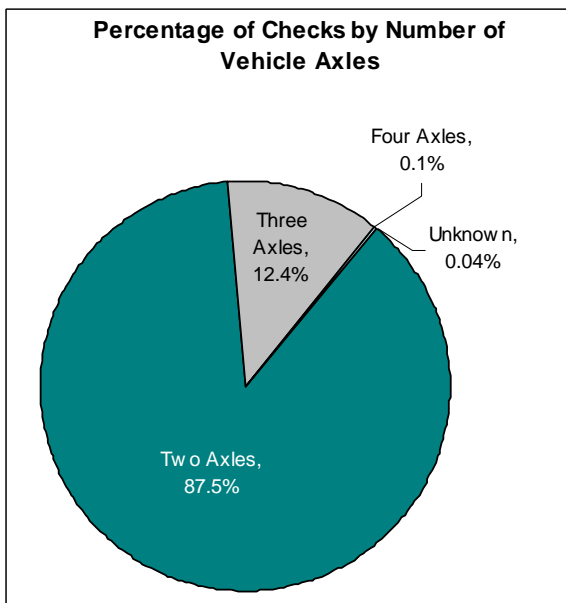
Traffic Offences: Percentage of checks by vehicle type



Traffic Offences: Serious offence rate by vehicle type



Traffic Offences: Percentage of checks by number of axles on vehicle



Traffic Offences: Serious offence rate by number of axles on vehicle

