

A Terms of Reference

A.1 The following are the Terms of Reference for the Vehicle and Operator Services Agency (VOSA) and the In House Analytical Consultancy (IHAC) of the Department for Transport for completing the 2009 Car and LGV Condition Check.

A.2 The Terms of Reference can be split into the work to be done before the checks on vehicles are made and the analysis to be performed after the checks are completed.

A.3 Setting up the survey:

- IHAC will examine the information available on road traffic statistics to determine the distribution of traffic between types of road, day of the week and time of the day, and will select the check sites accordingly. Sites will be selected to reflect the traffic flows of LGVs and cars on British roads.
- IHAC will liaise with VOSA's area offices to finalise the check sites to be used such that they produce statistically valid results, whilst also being practical sites for checks to be undertaken.
- IHAC and VOSA will produce clear instructions for Vehicle Examiners outlining the purpose of the survey, the vehicles that fall within the scope of the survey, and any additional information that will ensure unbiased results.
- IHAC and VOSA will produce clear instructions for VOSA to ensure that they stop a random selection of vehicles.
- IHAC will ensure that the materials needed for the survey are in place (i.e. survey forms, instructions) and that sufficient copies are available. Copies will be made internally.

A.4 Analysing the Results

- VOSA will enter the data from the survey forms into a database, and will also provide an extract of data from the Mobile Compliance System for matching with the vehicles checked.
- IHAC will analyse the data from the survey to produce statistics on the roadworthiness of vehicles.
- IHAC will cross-reference the different offence categories to determine any correlations between offences, and to look at regional patterns.
- IHAC will produce a report for VOSA outlining the results of the survey.

B Methodology

B.1 Introduction

- B.1.1 National statistics that provide an accurate picture of the level of roadworthiness defects were not available for Cars and Light Goods Vehicles (LGVs) prior to the 1999 LGV and Car Fleet Condition Check. 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 are not necessarily representative of the fleet as a whole.
- B.1.2 Statistical checks have been run on the traffic flows on different classes of roads to compare LGVs and cars. The tests showed that the traffic flows of LGVs and cars were sufficiently similar to allow these checks to be carried out in tandem.

B.2 Selection of Check Sites and the Sampling Framework

- B.2.1 To produce a representative sample of LGVs and cars it was necessary to conduct the checks at a diverse spread of sites. These check sites and the vehicles checked at these sites had to be selected randomly, ensuring that there was no targeting of vehicles during the survey, and that the results are statistically valid.
- B.2.2 In previous random surveys carried out on vehicles, check sites throughout Great Britain were generated randomly from a national road network database. This caused some operational problems, and the proposed sites were often replaced by more practical sites selected by VOSA Area Managers. In this way the selection of check sites lost some of its randomness. With this in mind, the list of check sites used for this survey was randomly generated and then matched with a list of all suitable check sites provided by VOSA Area Managers.
- B.2.3 To ensure a representative spread of check sites across Great Britain, the characteristics and attributes of different checks sites were considered when forming the sample. The checks were to be spread out over a four week period in October 2009.
- B.2.4 In order to produce a completely representative picture of the scale of roadworthiness faults, care had to be taken when designing the sample to reflect national traffic flows. DfT statistics for road use by LGVs and cars were used to give figures on use by road type, day of the week and time of day and the sample was chosen in such a way to reflect this.
- B.2.5 From the Departmental data available it was possible to develop a sampling framework that gives a representative cross-section of traffic flows. Practical considerations made it impossible to plan checks that completely matched the known data from the Departmental statistics. Checks were then made on the data to ensure that this did not introduce bias to the results.
- B.2.6 The number of checks carried out at each site used was also an important consideration in terms of the overall accuracy of the results. The checks will not pick up a truly random sample as the traffic flow at any check site could be related. 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.2.7 The locations used were selected at random from a database of the road network in Britain. These were split according to road type to match the known road use by LGVs and cars. The road categories were:

- Motorways;
- Primary roads, built-up;
- Primary roads, not built-up;
- Trunk built-up;
- Trunk not built-up;
- Minor built-up; and
- Minor not built-up.

B.2.8 The selection of minor roads was limited to B class roads in order to avoid using roads with very little traffic. Built-up roads were defined as those with a speed limit of 40 miles per hour or less.

B.3 Sample Size Required

B.3.1 For roadside checks the sample size required had to be calculated carefully because cluster sampling was used. The underlying worry is that there might be a correlation between the vehicles examined at any given check site (e.g. if the site is near a port there might be a disproportionately high number of vehicles travelling by ferry). As a result of such effects, the survey sample was not necessarily purely random, and therefore a larger sample size was required to compensate for this.

B.3.2 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). For the purpose of this sample it was assumed to be 0.025;
- the size of the clusters (i.e. the number of checks conducted at each site).

B.3.3 From the results of the checks we now know that the correlation within the clusters varied between 0.06 and 0.29. This has been taken into account when considering the accuracy of the results and is described in section B.6.

B.4 Measures of Offence Rates

B.4.1 There are three potential measures for compliance with roadworthiness regulations:

- the proportion vehicles with defects;
- the proportion of journeys made by defective vehicles;
- the proportion of miles travelled by defective vehicles.

B.4.2 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.

- B.4.3 The proportion of miles travelled by defective cars/LGVs was the measure selected for this Fleet Compliance Check. This was partly because it is the simplest of the three options to measure, but also because it was felt that it provided the best coverage of the issues involved in defective vehicles. This measure also matches that used in the HGV Fleet Compliance Survey.
- B.4.4 By looking at roadworthiness defects by miles travelled, figures were produced for the proportion of miles travelled by unsafe vehicles. The survey was designed so that, for each mile travelled, each car had an equal chance of being stopped and LGV had an equal chance of being stopped.
- B.4.5 The method of collecting the data determines which defect measure is examined. Any roadside survey will, by definition, produce a measure that is as a proportion of miles travelled. This is because the chance that a vehicle will pass a check site is directly related to the number of miles travelled by that vehicle on the road of the check site.

B.5 Analysis of the Results

- B.5.1 Once the survey had taken place, the completed forms were returned to VOSA. The data in the forms were entered into a database, and the data from this database used to extract matched data from the VOSA Mobile Compliance System. The data was then analysed and a report of the results was produced.

B.6 Accuracy of the results

- B.6.1 Sections 6.9, 6.10, 6.11, 7.9, 7.10 and 7.11 of the main report show a comparison of the actual and expected proportions of checks carried out on different road types, times of day and days of the week respectively. These factors were used to design the sampling framework for the checks as it was thought that they may have an influence on prohibition rates. If this is the case, any significant difference between actual and expected distributions could affect the accuracy of the results.
- B.6.2 There were differences between the day of the week the checks were carried out on, and the proportion of car and LGV traffic on different days of the week nationally. To determine how the results are affected by this possible bias, analysis was carried out on the results from the sample, weighted to produce the true proportions of car/LGV traffic on weekdays and weekends. This analysis produced a 95% confidence interval for the true prohibition rates for cars and LGV trailer units, given below:

| Confidence Limited Based Upon Day of week Distribution | Lower limit | Upper limit | Sample prohibition rate |
|---|-------------|-------------|-------------------------|
| All prohibitions (Car and trailer) | 4.18% | 5.93% | 5.05% |
| Immediate prohibitions (Car and trailer) | 2.45% | 3.84% | 3.15% |
| All prohibitions (LGV and trailer) | 8.60% | 12.03% | 10.34% |
| Immediate prohibitions (LGV and trailer) | 5.19% | 7.98% | 6.62% |

ANNEX B

B.6.3 The prohibition rates obtained from the sample data (given in the right hand column above) fell within these bounds; therefore the results from the analysis can be used with confidence.

B.6.4 A difference was found between the time of day of the checks and the distribution of national car and LGV traffic over the day. Analysis similar to that carried out on the day of week bias was conducted for time of day bias. The following upper and lower limits for prohibition rates and rates of traffic offence were obtained from this analysis:

| Confidence Limits Based Upon Time of Check Distribution | Lower limit | Upper limit | Sample prohibition rate |
|--|-------------|-------------|-------------------------|
| All prohibitions (Car and trailer) | 4.19% | 5.93% | 5.05% |
| Immediate prohibitions (Car and trailer) | 2.51% | 3.91% | 3.15% |
| All prohibitions (LGV and trailer) | 8.22% | 11.59% | 10.34% |
| Immediate prohibitions (LGV and trailer) | 4.99% | 7.74% | 6.62% |

B.6.5 The prohibition rates obtained from the sample data fall easily within these bounds.

B.6.6 There was a difference in proportion of checks carried out on each road type compared to the volumes of traffic on each road type. This was true for both the car and LGV checks. The following shows the results estimating 95% confidence limits for the prohibition rates accounting for bias in road type.

| Confidence Limited Based Upon Type of Road Distribution | Lower limit | Upper limit | Sample prohibition rate |
|--|-------------|-------------|-------------------------|
| All prohibitions (Car and trailer) | 4.20% | 5.96% | 5.05% |
| Immediate prohibitions (Car and trailer) | 2.43% | 3.82% | 3.15% |
| All prohibitions (LGV and trailer) | 8.57% | 11.99% | 10.34% |
| Immediate prohibitions (LGV and trailer) | 5.23% | 8.04% | 6.62% |

B.6.7 Each of the sample prohibition rates falls within the 95% confidence limits.

B.6.8 As mentioned in section B.3, the number of vehicles stopped at each location (cluster size) has an effect on the accuracy of the results. The table below shows the 95% confidence intervals on the prohibition rate results, given the cluster sizes that were used in the sample.

| Confidence Limits Based on Cluster Size | Lower limit | Upper limit | Value of rho |
|--|-------------|-------------|--------------|
| All prohibitions (Car and trailer) | 3.74% | 6.35% | 0.2197 |
| Immediate prohibitions (Car and trailer) | 2.30% | 3.99% | 0.0629 |
| All prohibitions (LGV and trailer) | 8.22% | 12.45% | 0.1518 |
| Immediate prohibitions (LGV and trailer) | 5.13% | 8.11% | 0.0322 |

B.6.9 The confidence intervals above can be combined, by taking the overall lowest and overall highest prohibition rates for each measure. These ranges are shown below.

ANNEX B

The true value of the results are likely to be well within the ranges shown below, as these give a conservative estimate which is intended to provide a safe bound on the true result. It can be said that in at least 19 out of 20 cases, the true result would fall within these ranges.

| Combined Limits | Lower limit | Upper limit | Sample prohibition rate |
|--|-------------|-------------|-------------------------|
| All prohibitions (Car and trailer) | 3.74% | 6.35% | 5.05% |
| Immediate prohibitions (Car and trailer) | 2.30% | 3.99% | 3.15% |
| All prohibitions (LGV and trailer) | 8.22% | 12.45% | 10.34% |
| Immediate prohibitions (LGV and trailer) | 4.99% | 8.11% | 6.62% |

- B.6.10 For all measures of prohibition rates, the sample results fall within these ranges. Therefore the sample prohibition rates are used throughout the main report.

C Proforma

2009 LGV and Car Fleet Condition Checks

Please complete one of these sheets for each batch of checks at one location/date. One line should be completed for each car, taxi or LGV checked. Please check 20 cars/taxis and 10 LGVs. Please also include any trailers.

| | | | |
|---|--|-------------------|--|
| Date of check: | | VOSA Area number: | |
| Location of check: (as entered into MCD) | | | |
| Road number/name: | | | |
| Location ID (from check sit list): | | | |

Return to: Moira Stevendale, VOSA, Livingston GVTS, Grange Road, Houston Industrial Estate, LIVINGSTON, West Lothian, EH54 5DE

| VRM (Please use CAPITALS) | Time of check (24 hour) | Vehicle type (circle applicable) | | Was there a Trailer? (circle applicable) | Any prohibitable trailer defects? (circle applicable) |
|------------------------------|----------------------------|-------------------------------------|----------------------|---|--|
| | | Car | LGV: car derived | Yes / No | Yes / No |
| | | Taxi | LGV: Non-car derived | | |
| | | Car | LGV: car derived | Yes / No | Yes / No |
| | | Taxi | LGV: Non-car derived | | |
| | | Car | LGV: car derived | Yes / No | Yes / No |
| | | Taxi | LGV: Non-car derived | | |
| | | Car | LGV: car derived | Yes / No | Yes / No |
| | | Taxi | LGV: Non-car derived | | |

D Detailed results: Car and LGV

D.1 Outcome 2009 FCC by Vehicle Type

D.1.1 The split of the sample between different vehicle types

| Vehicle Type | Frequency | % |
|----------------------|-------------|---------------|
| Car | 2307 | 63.6% |
| Taxi | 109 | 3.0% |
| LGV: car derived | 205 | 5.7% |
| LGV: not car derived | 1004 | 27.7% |
| Total | 3625 | 100.0% |

D.2 Outcome of Roadworthiness Check 2009: All vehicles

D.2.1 Number and proportion of all vehicles with defects

| | Frequency | % |
|---------------------------|-------------|---------------|
| No roadworthiness defects | 3174 | 87.6% |
| Inspection Notice | 222 | 6.1% |
| Delayed prohibition | 86 | 2.4% |
| Immediate prohibition | 143 | 3.9% |
| Total | 3625 | 100.0% |
| All prohibitions | 229 | 6.3% |
| All defects | 451 | 12.4% |

D.2.2 Number and proportion of different defect severities, by vehicle type

| Vehicle Type | Total Frequency | No Defect | Inspection Notice | Delayed Prohibition | Immediate Prohibition |
|----------------------|-----------------|-------------|-------------------|---------------------|-----------------------|
| Car | 2307 | 2086 | 110 | 46 | 65 |
| Taxi | 109 | 94 | 6 | 0 | 9 |
| LGV: car derived | 205 | 172 | 14 | 6 | 13 |
| LGV: not car derived | 1004 | 822 | 92 | 34 | 56 |
| Total | 3625 | 3174 | 222 | 86 | 143 |

| Vehicle Type | Total Frequency | No Defect | Inspection Notice | Delayed Prohibition | Immediate Prohibition |
|----------------------|-----------------|--------------|-------------------|---------------------|-----------------------|
| Car | 2307 | 90.4% | 4.8% | 2.0% | 2.8% |
| Taxi | 109 | 86.2% | 5.5% | 0.0% | 8.3% |
| LGV: car derived | 205 | 83.9% | 6.8% | 2.9% | 6.3% |
| LGV: not car derived | 1004 | 81.9% | 9.2% | 3.4% | 5.6% |
| Total | 3625 | 87.6% | 6.1% | 2.4% | 3.9% |

D.3 Year on Year Roadworthiness

D.3.1 Year on Year analysis of all severities of defects

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No offence | 3924 | 3341 | 3314 | 3148 | 3068 | 3174 |
| Inspection Notice | 691 | 402 | 311 | 85 | 143 | 222 |
| Delayed prohibition | 336 | 219 | 180 | 108 | 97 | 86 |
| Immediate Prohibition | 438 | 254 | 267 | 188 | 146 | 143 |
| Total | 5389 | 4216 | 4072 | 3529 | 3454 | 3625 |

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| No offence | 72.8% | 79.2% | 81.4% | 89.2% | 88.8% | 87.6% |
| Inspection Notice | 12.8% | 9.5% | 7.6% | 2.4% | 4.1% | 6.1% |
| Delayed prohibition | 6.2% | 5.2% | 4.4% | 3.1% | 2.8% | 2.4% |
| Immediate Prohibition | 8.1% | 6.0% | 6.6% | 5.3% | 4.2% | 3.9% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

D.4 Delayed prohibitable defects in cars

| Defect Group | Defect description | Frequency |
|--------------|---|-----------|
| 1 | Exhaust silencer modified and does not reduce the noise emitted to a reasonable level | 2 |
| 1 | Exhaust silencer missing and does not reduce the noise emitted to a reasonable level | 1 |
| 1 | Exhaust system insecure with significant deterioration | 1 |
| 1 | Exhaust system leaking with significant deterioration | 3 |
| 1 | Exhaust system incomplete with significant deterioration | 1 |
| 1 | Exhaust emitting excessive smoke and smoke level exceed annual test limits by more than 10% | 1 |
| 2 | CV gaiter split significantly deteriorated component | 9 |
| 2 | CV gaiter insecure significantly deteriorated component | 1 |
| 3 | Wheel nut missing one of the total for that wheel | 1 |
| 3 | Wheel stud missing one of the total for that wheel | 2 |
| 3 | Tyre has a deep cut breaker cords damaged in the tread area | 1 |
| 3 | Tyre has a break in the fabric more than 25mm long breaker cords damaged in the tread area | 1 |
| 3 | Tyres of different nominal size fitted across an axle | 2 |
| 4 | Coil spring fractured safe control of the vehicle not likely to be affected | 5 |
| 4 | A suspension bonded attachment seriously weakened due to bonding failure immediate failure unlikely | 1 |
| 4 | Load bearing member fractured within 30cms of suspension component imminent detachment unlikely` | 1 |
| 4 | Load bearing member fractured within 30cms of suspension component imminent failure unlikely | 1 |
| 5 | Anti lock brake warning light sequence incorrect | 2 |
| 5 | Brake pad excessively worn nearside outer front axle 1 | 1 |
| 5 | Brake pad material severely contaminated likely to affect brake efficiency (no equipment to confirm) | 1 |
| 5 | Brake pad excessively worn | 2 |
| 5 | Braking system anti-lock component damaged such that spurious signals are given | 1 |
| 6 | Excessive movement in steering joint excessive abnormal movement | 1 |
| 6 | Excessive fluid leakage from power steering fluid leak in excess of 75mm diameter patch in 5 minutes | 1 |
| 8 | Obligatory seat belt webbing has a cut in any part of the webbing | 1 |
| 8 | Obligatory seat belt webbing has damage to the webbing | 1 |
| 8 | Excessive corrosion in load bearing part of vehicle structure within 30cm of seat belt anchorage | 1 |
| 9 | Relevant side window glass excessively tinted, average visual light transmission less than 45% | 5 |
| 9 | Windscreen wiper blades worn and affects drivers view but no adverse weather conditions | 1 |
| | | 52 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 9 |
| 2 | Transmission | 10 |
| 3 | Running Gear | 7 |
| 4 | Suspension | 8 |
| 5 | Brakes | 7 |
| 6 | Steering | 2 |
| 7 | Chassis | 0 |
| 8 | Vehicle Interior | 3 |
| 9 | Bodywork | 6 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 0 |
| | | 52 |

D.5 Delayed prohibitable defects in LGVs

| Defect Group | Defect description | Frequency |
|--------------|--|-----------|
| 1 | Fuel leaking which is a significant leak | 3 |
| 1 | Exhaust system leaking with significant deterioration | 2 |
| 1 | Exhaust system insecure with significant deterioration | 1 |
| 1 | Exhaust system incomplete with significant deterioration | 1 |
| 2 | Transmission propeller shaft carrier bearing badly worn significantly defective | 2 |
| 2 | Transmission drive shaft carrier bearing mounting insecure significantly defective | 1 |
| 2 | Transmission drive shaft carrier bearing badly worn significantly defective | 1 |
| 2 | CV gaiter split split and unable to fulfill its function | 4 |
| 2 | CV gaiter insecure split and unable to fulfill its function | 2 |
| 3 | Wheel nut missing one of the total for that wheel | 1 |
| 3 | Non-steered axle tyre tread worn beyond legal limit | 3 |
| 3 | Tyres of different nominal size fitted across an axle | 1 |
| 3 | Tyre has a break in the fabric more than 25mm long breaker cords damaged in the tread area | 1 |
| 3 | Tyre has a break in the fabric more than 25mm long body cords exposed | 1 |
| 3 | Tyre has a deep cut body cords exposed | 1 |
| 4 | Coil spring fractured safe control of the vehicle not likely to be affected | 3 |
| 4 | Road spring less than half the number of intermediate leaves fractured | 2 |
| 4 | Spring holding down bolts loose insecure but no relative movement between axle and spring | 1 |
| 4 | Suspension shackle pin and / or bush worn significantly | 1 |
| 4 | Shock absorber malfunctioning, unlikely to affect steering immediately | 1 |
| 4 | Shock absorber fractured unlikely to affect steering immediately | 1 |
| 4 | Load bearing member fractured within 30cms of suspension component imminent detachment unlikely` | 1 |
| 5 | Insufficient reserve travel on hand brake lever braking efficiency appears unaffected | 1 |
| 5 | Brake component excessively corroded serious reduction of strength | 1 |
| 5 | Brake component excessively worn serious reduction of strength | 1 |
| 5 | Brake pipe corroded deeply pitted and weakened | 2 |
| 5 | Brake hose twisted but early failure unlikely | 1 |
| 6 | Steering gear housing insecure no apparent risk of detachment | 1 |
| 6 | Excessive fluid leakage from power steering fluid leak in excess of 75mm diameter patch in 5 minutes | 1 |
| 7 | Chassis main member severely corroded but no apparent immediate risk of affecting vehicle or load | 1 |
| 8 | Excessive corrosion in load bearing part of vehicle structure within 30cm of seat belt anchorage | 1 |
| 8 | Obligatory seat belt webbing has a cut in any part of the webbing | 2 |
| 8 | Obligatory seat belt webbing has serious deterioration in any part of the webbing | 1 |
| 9 | Relevant side window glass excessively tinted, average visual light transmission less than 45% | 2 |
| | | 50 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 7 |
| 2 | Transmission | 10 |
| 3 | Running Gear | 8 |
| 4 | Suspension | 10 |
| 5 | Brakes | 6 |
| 6 | Steering | 2 |
| 7 | Chassis | 1 |
| 8 | Vehicle Interior | 4 |
| 9 | Bodywork | 2 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 0 |
| | | 50 |

D.6 Immediate prohibitable defects in cars

| Defect Group | Defect description | Frequency |
|--------------|--|-----------|
| 1 | Exhaust silencer holed and does not reduce the noise emitted to a reasonable level | 1 |
| 1 | Exhaust system leaking with significant deterioration | 1 |
| 1 | Exhaust system incomplete with significant deterioration | 1 |
| 1 | Exhaust system insecure detachment imminent | 1 |
| 2 | CV gaiter split split and unable to fulfill its function | 1 |
| 3 | Non-steered axle tyre tread worn beyond legal limit | 13 |
| 3 | Steered axle tyre tread worn beyond legal limit | 52 |
| 3 | Tyre bulging caused by separation or partial failure of its structure | 1 |
| 3 | Tyre has a deep cut body cords damaged | 1 |
| 3 | Tyres of different nominal size fitted across an axle | 1 |
| 4 | Coil spring fractured safe control of the vehicle likely to be affected | 1 |
| 5 | Brake pad excessively worn | 2 |
| 6 | Excessive movement in steering joint excessive abnormal movement | 1 |
| 9 | Relevant side window glass excessively tinted, average visual light transmission less than 30% | 1 |
| 9 | Door deliberately secured cannot be opened from inside or outside | 1 |
| 9 | Bumper bar damaged jagged edges likely to cause injury | 1 |
| 11 | Obligatory dipped headlamp inoperative and use of headlamps compulsory | 2 |
| 11 | Stop lamp inoperative and no stop lamps show a red light with brake applied | 3 |
| | | 85 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 4 |
| 2 | Transmission | 1 |
| 3 | Running Gear | 68 |
| 4 | Suspension | 1 |
| 5 | Brakes | 2 |
| 6 | Steering | 1 |
| 7 | Chassis | 0 |
| 8 | Vehicle Interior | 0 |
| 9 | Bodywork | 3 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 5 |
| | | 85 |

D.7 Immediate prohibitable defects in LGVs

| Defect Group | Defect description | Frequency |
|--------------|--|-----------|
| 1 | Oil leaking from the engine causing a patch in excess of 75mm diameter in 5 minutes | 1 |
| 1 | Exhaust system incomplete with significant deterioration | 1 |
| 2 | Transmission propeller shaft carrier bearing badly worn significantly defective | 1 |
| 3 | Wheel nut loose one of the total for that wheel | 1 |
| 3 | Tyre bulging caused by separation or partial failure of its structure | 2 |
| 3 | Non-steered axle tyre tread worn beyond legal limit | 17 |
| 3 | Steered axle tyre tread worn beyond legal limit | 21 |
| 3 | Tyre has a break in the fabric more than 25mm long body cords damaged | 1 |
| 3 | Tyre has a deep cut body cords damaged | 2 |
| 3 | Tyre seriously underinflated and being laden the other tyre is likely to be overloaded | 1 |
| 3 | Tyre seriously underinflated and likely to adversely affect steering | 1 |
| 3 | Tyre has a deep cut body cords exposed | 1 |
| 4 | Coil spring fractured safe control of the vehicle likely to be affected | 1 |
| 4 | Road spring main leaf fractured | 1 |
| 4 | Load bearing member fractured within 30cms of suspension component imminent failure unlikely | 1 |
| 5 | Insufficient reserve travel on hand brake lever braking efficiency appears unaffected | 1 |
| 5 | Load sensing valve linkage defective and clearly not able to function as intended | 3 |
| 5 | Load sensing valve out of adjustment and clearly not able to function as intended | 1 |
| 5 | Braking system locking device missing (retaining device) | 1 |
| 5 | Parking brake inefficient ` does not meet prescribed C & U requirements | 1 |
| 6 | Power steering pump mounting insecure and failure imminent | 1 |
| 7 | Body structure insecure but no apparent immediate risk of affecting vehicle or load | 1 |
| 8 | Obligatory rear view mirror missing view to the rear inadequate | 1 |
| 8 | Drivers area littered with ancillary equipment liable to interfere with proper control of vehicle | 1 |
| 8 | Serious corrosion in load bearing part of vehicle structure within 30cm of seat belt anchorage | 1 |
| 9 | Relevant side window glass excessively tinted, average visual light transmission less than 30% | 2 |
| 9 | Windscreen damaged and drivers view of the road seriously impaired | 1 |
| 9 | Windscreen vision obstructed and drivers view of the road seriously impaired | 1 |
| 9 | Relevant side window glass excessively tinted, average visual light transmission less than 45% | 1 |
| 9 | Windscreen obscured and drivers view of the road seriously impaired | 1 |
| 9 | Windscreen wiper blades worn and affects drivers view but no adverse weather | 1 |
| 10 | Battery insecure and likely to fall from vehicle | 1 |
| 10 | Wiring insecure and constitutes a fire risk | 1 |
| 11 | Direction indicator inoperative and cannot be used to clearly show the drivers intention | 4 |
| 11 | Direction indicator is adversely affected by the operation of another lamp and cannot be used to clearly show the driver's intention | 1 |
| 11 | Obligatory dipped headlamp inoperative and use of headlamps compulsory | 2 |
| 11 | Stop lamp inoperative and no stop lamps show a red light with brake applied | 7 |
| | | 88 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 2 |
| 2 | Transmission | 1 |
| 3 | Running Gear | 47 |
| 4 | Suspension | 3 |
| 5 | Brakes | 7 |
| 6 | Steering | 1 |
| 7 | Chassis | 1 |
| 8 | Vehicle Interior | 3 |
| 9 | Bodywork | 7 |
| 10 | Electrical Equipment | 2 |
| 11 | Lamps and Reflectors | 14 |
| | | 88 |

D.8 Overall compliance of vehicle and trailer unit

D.8.1 Number and proportion of all vehicles and trailer units with prohibitible defects

| Outcome | Frequency | % |
|---|-------------|---------------|
| No prohibitible defects on vehicle or trailer | 3378 | 93.2% |
| Vehicle prohibition; No trailer prohibition | 224 | 6.2% |
| No vehicle prohibition; Trailer prohibition | 18 | 0.5% |
| Vehicle and trailer prohibition | 5 | 0.1% |
| Total | 3625 | 100.0% |

D.8.2 Number and proportion of checks resulting in different severity of roadworthiness defects

| Severity of non-compliance | Frequency | % |
|----------------------------|-------------|---------------|
| No defects | 3154 | 87.0% |
| Inspection notice | 224 | 6.2% |
| Delayed prohibition | 91 | 2.5% |
| Immediate prohibition | 156 | 4.3% |
| Total | 3625 | 100.0% |

E Detailed results: Car and LGV trailers

E.1 Outcome 2009 FCC by Vehicle Type

E.1.1 The split of the trailer sample between different vehicle types

| Vehicle Type | Frequency | % |
|----------------------|-----------|---------------|
| Car | 14 | 25.9% |
| Taxi | 0 | 0.0% |
| LGV: car derived | 6 | 11.1% |
| LGV: not car derived | 34 | 63.0% |
| Total | 54 | 100.0% |

E.2 Outcome of Roadworthiness Check 2009: All vehicles

E.2.1 Number and proportion of all trailers with defects

| | Frequency | % |
|---------------------------|-----------|---------------|
| No roadworthiness defects | 27 | 50.0% |
| Inspection Notice | 4 | 7.4% |
| Delayed prohibition | 7 | 13.0% |
| Immediate prohibition | 16 | 29.6% |
| Total | 54 | 100.0% |
| All prohibitions | 23 | 42.6% |
| All defects | 27 | 50.0% |

E.2.2 Number and proportion of different trailer defect severities, by vehicle type

| Vehicle Type | Total Frequency | No Defect | Inspection Notice | Delayed Prohibition | Immediate Prohibition |
|----------------------|-----------------|-----------|-------------------|---------------------|-----------------------|
| Car | 14 | 10 | 2 | 0 | 2 |
| Taxi | 0 | 0 | 0 | 0 | 0 |
| LGV: car derived | 6 | 3 | 1 | 0 | 2 |
| LGV: not car derived | 34 | 14 | 1 | 7 | 12 |
| Total | 54 | 27 | 4 | 7 | 16 |

| Vehicle Type | Total Frequency | No Defect | Inspection Notice | Delayed Prohibition | Immediate Prohibition |
|----------------------|-----------------|--------------|-------------------|---------------------|-----------------------|
| Car | 14 | 71.4% | 14.3% | 0.0% | 14.3% |
| Taxi | 0 | 0.0% | 0.0% | 0.0% | 0.0% |
| LGV: car derived | 6 | 50.0% | 16.7% | 0.0% | 33.3% |
| LGV: not car derived | 34 | 41.2% | 2.9% | 20.6% | 35.3% |
| Total | 54 | 50.0% | 7.4% | 13.0% | 29.6% |

E.3 Delayed prohibitable defects in car trailers

| Defect Group | Defect description | Frequency |
|--------------|---|-----------|
| 7 | Breakaway cable missing, defective or damaged | 1 |
| | | 1 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 0 |
| 2 | Transmission | 0 |
| 3 | Running Gear | 0 |
| 4 | Suspension | 0 |
| 5 | Brakes | 0 |
| 6 | Steering | 0 |
| 7 | Chassis | 1 |
| 8 | Vehicle Interior | 0 |
| 9 | Bodywork | 0 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 0 |
| | | 1 |

E.4 Delayed prohibitable defects in LGV trailers

| Defect Group | Defect description | Frequency |
|--------------|--|-----------|
| 3 | Non-steered axle tyre tread worn beyond legal limit | 2 |
| 4 | Road spring less than half the number of intermediate leaves fractured | 1 |
| 7 | Breakaway cable missing, defective or damaged | 11 |
| | | 14 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 0 |
| 2 | Transmission | 0 |
| 3 | Running Gear | 2 |
| 4 | Suspension | 1 |
| 5 | Brakes | 0 |
| 6 | Steering | 0 |
| 7 | Chassis | 11 |
| 8 | Vehicle Interior | 0 |
| 9 | Bodywork | 0 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 0 |
| | | 14 |

E.5 Immediate prohibitable defects in car trailers

| Defect Group | Defect description | Frequency |
|--------------|--|-----------|
| 11 | Direction indicator inoperative and cannot be used to clearly show the drivers intention | 1 |
| 11 | Stop lamp inoperative and no stop lamps show a red light with brake applied | 1 |
| | | 2 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|---------------------|---------------------------------|------------------|
| 1 | Engine and Associated Equipment | 0 |
| 2 | Transmission | 0 |
| 3 | Running Gear | 0 |
| 4 | Suspension | 0 |
| 5 | Brakes | 0 |
| 6 | Steering | 0 |
| 7 | Chassis | 0 |
| 8 | Vehicle Interior | 0 |
| 9 | Bodywork | 0 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 2 |
| | | 2 |

E.6 Immediate prohibitable defects in LGV trailers

| Defect Group | Defect description | Frequency |
|--------------|--|-----------|
| 5 | Braking system reservoir empty | 1 |
| 5 | Brake component excessively worn failure imminent | 1 |
| 5 | Service brake does not operate on every road wheel | 2 |
| 5 | Parking brake does not operate on at least two wheels | 1 |
| 5 | Hand break lever cannot be readily operated satisfactorily | 1 |
| 9 | Wing missing which presents a risk of injury | 1 |
| 11 | Direction indicator inoperative and cannot be used to clearly show the drivers intention | 4 |
| 11 | Direction indicator is adversely affected by the operation of another lamp and cannot be used to clearly show the driver's intention | 1 |
| 11 | Direction indicator inoperative indicator cannot be used to clearly show driver's intention | 1 |
| 11 | Stop lamp defective in operation and no stop lamps show a red light with brake applied | 1 |
| 11 | Stop lamp inoperative and no lamp shows a steady red light, when brakes applied | 1 |
| 11 | Stop lamp inoperative and no stop lamps show a red light with brake applied | 5 |
| | | 20 |

Summary by defect group

| Defect Group | Defect description | Frequency |
|--------------|---------------------------------|-----------|
| 1 | Engine and Associated Equipment | 0 |
| 2 | Transmission | 0 |
| 3 | Running Gear | 0 |
| 4 | Suspension | 0 |
| 5 | Brakes | 6 |
| 6 | Steering | 0 |
| 7 | Chassis | 0 |
| 8 | Vehicle Interior | 0 |
| 9 | Bodywork | 1 |
| 10 | Electrical Equipment | 0 |
| 11 | Lamps and Reflectors | 13 |
| | | 20 |

F Detailed results: Car

F.1 Headline results

F.1.1 Number and proportion of cars with defects

| | Frequency | % |
|---------------------------|-------------|---------------|
| No roadworthiness defects | 2180 | 90.2% |
| Inspection Notice | 116 | 4.8% |
| Delayed prohibition | 46 | 1.9% |
| Immediate prohibition | 74 | 3.1% |
| Total | 2416 | 100.0% |
| All prohibitions | 120 | 5.0% |
| All defects | 236 | 9.8% |

F.1.2 Frequency of prohibitable roadworthiness defects per car

| | Frequency | % |
|-----------------------|-------------|---------------|
| No defects | 2296 | 95.0% |
| One defect | 104 | 4.3% |
| Two defects | 15 | 0.6% |
| Three of more defects | 1 | 0.0% |
| Total | 2416 | 100.0% |

F.2 Year on Year roadworthiness

F.2.1 Year on year comparison of car roadworthiness

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No offence | 2513 | 2049 | 2151 | 2124 | 2087 | 2180 |
| Inspection Notice | 381 | 225 | 179 | 47 | 95 | 116 |
| Delayed prohibition | 165 | 116 | 80 | 70 | 49 | 46 |
| Immediate Prohibition | 245 | 130 | 138 | 107 | 70 | 74 |
| Total | 3304 | 2520 | 2548 | 2348 | 2301 | 2416 |

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| No offence | 76.1% | 81.3% | 84.4% | 90.5% | 90.7% | 90.2% |
| Inspection Notice | 11.5% | 8.9% | 7.0% | 2.0% | 4.1% | 4.8% |
| Delayed prohibition | 5.0% | 4.6% | 3.1% | 3.0% | 2.1% | 1.9% |
| Immediate Prohibition | 7.4% | 5.2% | 5.4% | 4.6% | 3.0% | 3.1% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

F.2.2 Number of prohibitable defects per Car per year

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No prohibitable defect | 2894 | 2274 | 2330 | 2171 | 2182 | 2296 |
| One defect | 288 | 178 | 145 | 153 | 75 | 104 |
| Two defects | 83 | 51 | 61 | 21 | 38 | 15 |
| Three of more defects | 39 | 17 | 12 | 3 | 6 | 1 |
| Total | 3304 | 2520 | 2548 | 2348 | 2301 | 2416 |

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| No prohibitable defect | 87.6% | 90.2% | 91.4% | 92.5% | 94.8% | 95.0% |
| One defect | 8.7% | 7.1% | 5.7% | 6.5% | 3.3% | 4.3% |
| Two defects | 2.5% | 2.0% | 2.4% | 0.9% | 1.7% | 0.6% |
| Three of more defects | 1.2% | 0.7% | 0.5% | 0.1% | 0.3% | 0.0% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

F.3 Overall compliance of car and trailer unit

F.3.1 Number and proportion of car and trailer units with prohibitable defects

| Outcome | Frequency | % |
|---|------------------|---------------|
| No prohibitable defects on vehicle or trailer | 2294 | 95.0% |
| Vehicle prohibition; No trailer prohibition | 120 | 5.0% |
| No vehicle prohibition; Trailer prohibition | 2 | 0.1% |
| Vehicle and trailer prohibition | 0 | 0.0% |
| Total | 2416 | 100.0% |

F.3.2 Number and proportion of checks resulting in different severity of roadworthiness defects

| Severity of non-compliance | Frequency | % |
|-----------------------------------|------------------|---------------|
| No defects | 2176 | 90.1% |
| Inspection notice | 118 | 4.9% |
| Delayed prohibition | 46 | 1.9% |
| Immediate prohibition | 76 | 3.1% |
| Total | 2416 | 100.0% |

G Detailed results: LGV

G.1 Headline results

G.1.1 Number and proportion of LGVs with defects

| | Frequency | % |
|---------------------------|-------------|---------------|
| No roadworthiness defects | 994 | 82.2% |
| Inspection Notice | 106 | 8.8% |
| Delayed prohibition | 40 | 3.3% |
| Immediate prohibition | 69 | 5.7% |
| Total | 1209 | 100.0% |
| All prohibitions | 109 | 9.0% |
| All defects | 215 | 17.8% |

G.1.2 Frequency of prohibitable roadworthiness defects per LGV

| | Frequency | % |
|-----------------------|-------------|---------------|
| No defects | 1100 | 91.0% |
| One defect | 88 | 7.3% |
| Two defects | 14 | 1.2% |
| Three of more defects | 7 | 0.6% |
| Total | 1209 | 100.0% |

G.2 Year on Year roadworthiness

G.2.1 Year on year comparison of LGV roadworthiness

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No offence | 1411 | 1292 | 1163 | 1024 | 981 | 994 |
| Inspection Notice | 310 | 177 | 132 | 38 | 48 | 106 |
| Delayed prohibition | 171 | 103 | 100 | 38 | 48 | 40 |
| Immediate Prohibition | 193 | 124 | 129 | 81 | 76 | 69 |
| Total | 2085 | 1696 | 1524 | 1181 | 1153 | 1209 |

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| No offence | 67.7% | 76.2% | 76.3% | 86.7% | 85.1% | 82.2% |
| Inspection Notice | 14.9% | 10.4% | 8.7% | 3.2% | 4.2% | 8.8% |
| Delayed prohibition | 8.2% | 6.1% | 6.6% | 3.2% | 4.2% | 3.3% |
| Immediate Prohibition | 9.3% | 7.3% | 8.5% | 6.9% | 6.6% | 5.7% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

G.2.2 Number of prohibitable defects per LGV per year

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| No prohibitable defect | 1721 | 1469 | 1295 | 1062 | 1029 | 1100 |
| One defect | 259 | 147 | 152 | 93 | 95 | 88 |
| Two defects | 63 | 54 | 53 | 15 | 23 | 14 |
| Three of more defects | 42 | 26 | 24 | 11 | 6 | 7 |
| Total | 2085 | 1696 | 1524 | 1181 | 1153 | 1209 |

| Outcome | 1999 | 2001 | 2003 | 2005 | 2007 | 2009 |
|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| No prohibitable defect | 82.5% | 86.6% | 85.0% | 89.9% | 89.2% | 91.0% |
| One defect | 12.4% | 8.7% | 10.0% | 7.9% | 8.2% | 7.3% |
| Two defects | 3.0% | 3.2% | 3.5% | 1.3% | 2.0% | 1.2% |
| Three of more defects | 2.0% | 1.5% | 1.6% | 0.9% | 0.5% | 0.6% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

G.3 Overall compliance of car and trailer unit

G.3.1 Number and proportion of LGV and trailer units with prohibitable defects

| Outcome | Frequency | % |
|---|------------------|---------------|
| No prohibitable defects on vehicle or trailer | 1084 | 89.7% |
| Vehicle prohibition; No trailer prohibition | 104 | 8.6% |
| No vehicle prohibition; Trailer prohibition | 16 | 1.3% |
| Vehicle and trailer prohibition | 5 | 0.4% |
| Total | 1209 | 100.0% |

G.3.2 Number and proportion of checks resulting in different severity of roadworthiness defects

| Severity of non-compliance | Frequency | % |
|-----------------------------------|------------------|---------------|
| No defects | 978 | 80.9% |
| Inspection notice | 106 | 8.8% |
| Delayed prohibition | 45 | 3.7% |
| Immediate prohibition | 80 | 6.6% |
| Total | 1209 | 100.0% |

H Detailed results: Car trailers

H.1 Headline results

H.1.1 Number and proportion of car trailers with trailer defects

| | Frequency | % |
|---------------------------|-----------|---------------|
| No roadworthiness defects | 10 | 71.4% |
| Inspection Notice | 2 | 14.3% |
| Delayed prohibition | 0 | 0.0% |
| Immediate prohibition | 2 | 14.3% |
| Total | 14 | 100.0% |
| All prohibitions | 2 | 14.3% |
| All defects | 4 | 28.6% |

H.1.2 Frequency of trailer prohibitable roadworthiness defects per car

| | Frequency | % |
|-----------------------|-----------|---------------|
| No defects | 12 | 85.7% |
| One defect | 1 | 7.1% |
| Two defects | 1 | 7.1% |
| Three or more defects | 0 | 0.0% |
| Total | 14 | 100.0% |

I Detailed results: LGV trailers

I.1 Headline results

I.1.1 Number and proportion of LGV trailers with trailer defects

| | Frequency | % |
|---------------------------|-----------|---------------|
| No roadworthiness defects | 17 | 42.5% |
| Inspection Notice | 2 | 5.0% |
| Delayed prohibition | 7 | 17.5% |
| Immediate prohibition | 14 | 35.0% |
| Total | 40 | 100.0% |
| All prohibitions | 21 | 52.5% |
| All defects | 23 | 57.5% |

I.1.2 Frequency of trailer prohibitable roadworthiness defects per LGV

| | Frequency | % |
|-----------------------|-----------|---------------|
| No defects | 19 | 47.5% |
| One defect | 11 | 27.5% |
| Two defects | 8 | 20.0% |
| Three of more defects | 2 | 5.0% |
| Total | 40 | 100.0% |

J Detailed results: Car & trailer units

J.1 Age of car

J.1.1 Number and proportion of cars and trailers with defects

| Age of Car | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------|-------------|-------------|-------------------|---------------------|-----------------------|
| 0 - 2 years old | 494 | 483 | 6 | 3 | 2 |
| 3 - 5 years old | 543 | 520 | 14 | 0 | 9 |
| 6 - 8 years old | 558 | 484 | 40 | 16 | 18 |
| 9 - 11 years old | 391 | 335 | 25 | 9 | 22 |
| 12 - 14 years old | 262 | 217 | 20 | 11 | 14 |
| 15 - 17 years old | 109 | 90 | 8 | 4 | 7 |
| 18 - 20 years old | 30 | 19 | 5 | 2 | 4 |
| 21 years old and over | 19 | 18 | 0 | 1 | 0 |
| Unknown age | 10 | 10 | 0 | 0 | 0 |
| Total | 2416 | 2176 | 118 | 46 | 76 |

| Age of Car | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| 0 - 2 years old | 494 | 97.8% | 1.2% | 0.6% | 0.4% |
| 3 - 5 years old | 543 | 95.8% | 2.6% | 0.0% | 1.7% |
| 6 - 8 years old | 558 | 86.7% | 7.2% | 2.9% | 3.2% |
| 9 - 11 years old | 391 | 85.7% | 6.4% | 2.3% | 5.6% |
| 12 - 14 years old | 262 | 82.8% | 7.6% | 4.2% | 5.3% |
| 15 - 17 years old | 109 | 82.6% | 7.3% | 3.7% | 6.4% |
| 18 - 20 years old | 30 | 63.3% | 16.7% | 6.7% | 13.3% |
| 21 years old and over | 19 | 94.7% | 0.0% | 5.3% | 0.0% |
| Unknown age | 10 | 100.0% | 0.0% | 0.0% | 0.0% |
| Total | 2416 | 90.1% | 4.9% | 1.9% | 3.1% |

J.1.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Age of Car | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------|-------------|-------------|------------|-------------|-----------------------|
| 0 - 2 years old | 494 | 489 | 5 | 0 | 0 |
| 3 - 5 years old | 543 | 534 | 8 | 1 | 0 |
| 6 - 8 years old | 558 | 524 | 31 | 3 | 0 |
| 9 - 11 years old | 391 | 360 | 26 | 5 | 0 |
| 12 - 14 years old | 262 | 237 | 22 | 3 | 0 |
| 15 - 17 years old | 109 | 98 | 7 | 3 | 1 |
| 18 - 20 years old | 30 | 24 | 5 | 1 | 0 |
| 21 years old and over | 19 | 18 | 1 | 0 | 0 |
| Unknown age | 10 | 10 | 0 | 0 | 0 |
| Total | 2416 | 2294 | 105 | 16 | 1 |

| Age of Car | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------|-------------|--------------|-------------|-------------|-----------------------|
| 0 - 2 years old | 494 | 99.0% | 1.0% | 0.0% | 0.0% |
| 3 - 5 years old | 543 | 98.3% | 1.5% | 0.2% | 0.0% |
| 6 - 8 years old | 558 | 93.9% | 5.6% | 0.5% | 0.0% |
| 9 - 11 years old | 391 | 92.1% | 6.6% | 1.3% | 0.0% |
| 12 - 14 years old | 262 | 90.5% | 8.4% | 1.1% | 0.0% |
| 15 - 17 years old | 109 | 89.9% | 6.4% | 2.8% | 0.9% |
| 18 - 20 years old | 30 | 80.0% | 16.7% | 3.3% | 0.0% |
| 21 years old and over | 19 | 94.7% | 5.3% | 0.0% | 0.0% |
| Unknown age | 10 | 100.0% | 0.0% | 0.0% | 0.0% |
| Total | 2416 | 95.0% | 4.3% | 0.7% | 0.0% |

J.1.3 Number and proportion of cars and trailer units with prohibitable defects

| Age of car | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------|-------------|---|---|---|---------------------------------|
| 0 - 2 years old | 494 | 489 | 5 | 0 | 0 |
| 3 - 5 years old | 543 | 534 | 9 | 0 | 0 |
| 6 - 8 years old | 558 | 524 | 32 | 2 | 0 |
| 9 - 11 years old | 391 | 360 | 31 | 0 | 0 |
| 12 - 14 years old | 262 | 237 | 25 | 0 | 0 |
| 15 - 17 years old | 109 | 98 | 11 | 0 | 0 |
| 18 - 20 years old | 30 | 24 | 6 | 0 | 0 |
| 21 years old and over | 19 | 18 | 1 | 0 | 0 |
| Unknown age | 10 | 10 | 0 | 0 | 0 |
| Total | 2416 | 2294 | 120 | 2 | 0 |

| Age of car | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------|-------------|---|---|---|---------------------------------|
| 0 - 2 years old | 494 | 99.0% | 1.0% | 0.0% | 0.0% |
| 3 - 5 years old | 543 | 98.3% | 1.7% | 0.0% | 0.0% |
| 6 - 8 years old | 558 | 93.9% | 5.7% | 0.4% | 0.0% |
| 9 - 11 years old | 391 | 92.1% | 7.9% | 0.0% | 0.0% |
| 12 - 14 years old | 262 | 90.5% | 9.5% | 0.0% | 0.0% |
| 15 - 17 years old | 109 | 89.9% | 10.1% | 0.0% | 0.0% |
| 18 - 20 years old | 30 | 80.0% | 20.0% | 0.0% | 0.0% |
| 21 years old and over | 19 | 94.7% | 5.3% | 0.0% | 0.0% |
| Unknown age | 10 | 100.0% | 0.0% | 0.0% | 0.0% |
| Total | 2416 | 95.0% | 5.0% | 0.1% | 0.0% |

J.2 Traffic Area

J.2.1 Number and proportion of cars and trailers with defects

| Traffic Area | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------------|-------------|-------------|-------------------|---------------------|-----------------------|
| Scottish | 329 | 307 | 15 | 5 | 2 |
| North Western | 274 | 253 | 12 | 1 | 8 |
| West Midland | 198 | 189 | 6 | 0 | 3 |
| Welsh | 79 | 76 | 0 | 1 | 2 |
| Western | 314 | 285 | 12 | 8 | 9 |
| South East and Metropolitan | 316 | 273 | 9 | 11 | 23 |
| Eastern | 481 | 405 | 54 | 8 | 14 |
| North Eastern | 425 | 388 | 10 | 12 | 15 |
| Total | 2416 | 2176 | 118 | 46 | 76 |

| Traffic Area | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Scottish | 329 | 93.3% | 4.6% | 1.5% | 0.6% |
| North Western | 274 | 92.3% | 4.4% | 0.4% | 2.9% |
| West Midland | 198 | 95.5% | 3.0% | 0.0% | 1.5% |
| Welsh | 79 | 96.2% | 0.0% | 1.3% | 2.5% |
| Western | 314 | 90.8% | 3.8% | 2.5% | 2.9% |
| South East and Metropolitan | 316 | 86.4% | 2.8% | 3.5% | 7.3% |
| Eastern | 481 | 84.2% | 11.2% | 1.7% | 2.9% |
| North Eastern | 425 | 91.3% | 2.4% | 2.8% | 3.5% |
| Total | 2416 | 90.1% | 4.9% | 1.9% | 3.1% |

ANNEX J

J.2.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Traffic Area | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------------|-------------|-------------|------------|-------------|-----------------------|
| Scottish | 329 | 322 | 4 | 3 | 0 |
| North Western | 274 | 265 | 8 | 1 | 0 |
| West Midland | 198 | 195 | 3 | 0 | 0 |
| Welsh | 79 | 76 | 2 | 1 | 0 |
| Western | 314 | 297 | 14 | 2 | 1 |
| South East and Metropolitan | 316 | 282 | 29 | 5 | 0 |
| Eastern | 481 | 459 | 19 | 3 | 0 |
| North Eastern | 425 | 398 | 26 | 1 | 0 |
| Total | 2416 | 2294 | 105 | 16 | 1 |

| Traffic Area | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------------|-------------|--------------|-------------|-------------|-----------------------|
| Scottish | 329 | 97.9% | 1.2% | 0.9% | 0.0% |
| North Western | 274 | 96.7% | 2.9% | 0.4% | 0.0% |
| West Midland | 198 | 98.5% | 1.5% | 0.0% | 0.0% |
| Welsh | 79 | 96.2% | 2.5% | 1.3% | 0.0% |
| Western | 314 | 94.6% | 4.5% | 0.6% | 0.3% |
| South East and Metropolitan | 316 | 89.2% | 9.2% | 1.6% | 0.0% |
| Eastern | 481 | 95.4% | 4.0% | 0.6% | 0.0% |
| North Eastern | 425 | 93.6% | 6.1% | 0.2% | 0.0% |
| Total | 2416 | 95.0% | 4.3% | 0.7% | 0.0% |

J.2.3 Number and proportion of cars and trailer units with prohibitable defects

| Traffic Area | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------------|-------------|---|---|---|---------------------------------|
| Scottish | 329 | 322 | 6 | 1 | 0 |
| North Western | 274 | 265 | 9 | 0 | 0 |
| West Midland | 198 | 195 | 3 | 0 | 0 |
| Welsh | 79 | 76 | 3 | 0 | 0 |
| Western | 314 | 297 | 17 | 0 | 0 |
| South East and Metropolitan | 316 | 282 | 33 | 1 | 0 |
| Eastern | 481 | 459 | 22 | 0 | 0 |
| North Eastern | 425 | 398 | 27 | 0 | 0 |
| Total | 2416 | 2294 | 120 | 2 | 0 |

| Traffic Area | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------------|-------------|---|---|---|---------------------------------|
| Scottish | 329 | 97.9% | 1.8% | 0.3% | 0.0% |
| North Western | 274 | 96.7% | 3.3% | 0.0% | 0.0% |
| West Midland | 198 | 98.5% | 1.5% | 0.0% | 0.0% |
| Welsh | 79 | 96.2% | 3.8% | 0.0% | 0.0% |
| Western | 314 | 94.6% | 5.4% | 0.0% | 0.0% |
| South East and Metropolitan | 316 | 89.2% | 10.4% | 0.3% | 0.0% |
| Eastern | 481 | 95.4% | 4.6% | 0.0% | 0.0% |
| North Eastern | 425 | 93.6% | 6.4% | 0.0% | 0.0% |
| Total | 2416 | 95.0% | 5.0% | 0.1% | 0.0% |

J.3 Road type

J.3.1 Number and proportion of cars and trailers with defects

| Road type | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|----------------------------|-------------|-------------|-------------------|---------------------|-----------------------|
| Motorway | 429 | 395 | 17 | 7 | 10 |
| Minor road, Built up | 472 | 416 | 37 | 8 | 11 |
| Minor road, Not built up | 312 | 266 | 17 | 10 | 19 |
| Primary road, Built up | 434 | 387 | 17 | 12 | 18 |
| Primary road, Not built up | 481 | 448 | 19 | 2 | 12 |
| Trunk road, Built up | 20 | 18 | 0 | 2 | 0 |
| Trunk road, Not built up | 268 | 246 | 11 | 5 | 6 |
| Total | 2416 | 2176 | 118 | 46 | 76 |

| Road type | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|----------------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Motorway | 429 | 92.1% | 4.0% | 1.6% | 2.3% |
| Minor road, Built up | 472 | 88.1% | 7.8% | 1.7% | 2.3% |
| Minor road, Not built up | 312 | 85.3% | 5.4% | 3.2% | 6.1% |
| Primary road, Built up | 434 | 89.2% | 3.9% | 2.8% | 4.1% |
| Primary road, Not built up | 481 | 93.1% | 4.0% | 0.4% | 2.5% |
| Trunk road, Built up | 20 | 90.0% | 0.0% | 10.0% | 0.0% |
| Trunk road, Not built up | 268 | 91.8% | 4.1% | 1.9% | 2.2% |
| Total | 2416 | 90.1% | 4.9% | 1.9% | 3.1% |

J.3.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Road type | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|----------------------------|-------------|-------------|------------|-------------|-----------------------|
| Motorway | 429 | 412 | 16 | 1 | 0 |
| Minor road, Built up | 472 | 453 | 19 | 0 | 0 |
| Minor road, Not built up | 312 | 283 | 22 | 6 | 1 |
| Primary road, Built up | 434 | 404 | 24 | 6 | 0 |
| Primary road, Not built up | 481 | 467 | 13 | 1 | 0 |
| Trunk road, Built up | 20 | 18 | 2 | 0 | 0 |
| Trunk road, Not built up | 268 | 257 | 9 | 2 | 0 |
| Total | 2416 | 2294 | 105 | 16 | 1 |

| Road type | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|----------------------------|-------------|--------------|-------------|-------------|-----------------------|
| Motorway | 429 | 96.0% | 3.7% | 0.2% | 0.0% |
| Minor road, Built up | 472 | 96.0% | 4.0% | 0.0% | 0.0% |
| Minor road, Not built up | 312 | 90.7% | 7.1% | 1.9% | 0.3% |
| Primary road, Built up | 434 | 93.1% | 5.5% | 1.4% | 0.0% |
| Primary road, Not built up | 481 | 97.1% | 2.7% | 0.2% | 0.0% |
| Trunk road, Built up | 20 | 90.0% | 10.0% | 0.0% | 0.0% |
| Trunk road, Not built up | 268 | 95.9% | 3.4% | 0.7% | 0.0% |
| Total | 2416 | 95.0% | 4.3% | 0.7% | 0.0% |

J.3.3 Number and proportion of cars and trailer units with prohibitable defects

| Road type | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|----------------------------|-------------|---|---|---|---------------------------------|
| Motorway | 429 | 412 | 17 | 0 | 0 |
| Minor road, Built up | 472 | 453 | 19 | 0 | 0 |
| Minor road, Not built up | 312 | 283 | 28 | 1 | 0 |
| Primary road, Built up | 434 | 404 | 29 | 1 | 0 |
| Primary road, Not built up | 481 | 467 | 14 | 0 | 0 |
| Trunk road, Built up | 20 | 18 | 2 | 0 | 0 |
| Trunk road, Not built up | 268 | 257 | 11 | 0 | 0 |
| Total | 2416 | 2294 | 120 | 2 | 0 |

| Road type | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|----------------------------|-------------|---|---|---|---------------------------------|
| Motorway | 429 | 96.0% | 4.0% | 0.0% | 0.0% |
| Minor road, Built up | 472 | 96.0% | 4.0% | 0.0% | 0.0% |
| Minor road, Not built up | 312 | 90.7% | 9.0% | 0.3% | 0.0% |
| Primary road, Built up | 434 | 93.1% | 6.7% | 0.2% | 0.0% |
| Primary road, Not built up | 481 | 97.1% | 2.9% | 0.0% | 0.0% |
| Trunk road, Built up | 20 | 90.0% | 10.0% | 0.0% | 0.0% |
| Trunk road, Not built up | 268 | 95.9% | 4.1% | 0.0% | 0.0% |
| Total | 2416 | 95.0% | 5.0% | 0.1% | 0.0% |

J.4 Time of day

J.4.1 Number and proportion of cars and trailers with defects

| Time Period | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------------|-------------|-------------|-------------------|---------------------|-----------------------|
| Morning 06:00 - 14:00 | 1335 | 1214 | 56 | 23 | 42 |
| Afternoon 14:00 - 22:00 | 1038 | 925 | 58 | 23 | 32 |
| Night 22:00 - 06:00 | 43 | 37 | 4 | 0 | 2 |
| Total | 2416 | 2176 | 118 | 46 | 76 |

| Time Period | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Morning 06:00 - 14:00 | 1335 | 90.9% | 4.2% | 1.7% | 3.1% |
| Afternoon 14:00 - 22:00 | 1038 | 89.1% | 5.6% | 2.2% | 3.1% |
| Night 22:00 - 06:00 | 43 | 86.0% | 9.3% | 0.0% | 4.7% |
| Total | 2416 | 90.1% | 4.9% | 1.9% | 3.1% |

ANNEX J

J.4.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Time Period | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------------|-------------|-------------|------------|-------------|-----------------------|
| Morning 06:00 - 14:00 | 1335 | 1270 | 57 | 7 | 1 |
| Afternoon 14:00 - 22:00 | 1038 | 983 | 47 | 8 | 0 |
| Night 22:00 - 06:00 | 43 | 41 | 1 | 1 | 0 |
| Total | 2416 | 2294 | 105 | 16 | 1 |

| Time Period | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------------|-------------|--------------|-------------|-------------|-----------------------|
| Morning 06:00 - 14:00 | 1335 | 95.1% | 4.3% | 0.5% | 0.1% |
| Afternoon 14:00 - 22:00 | 1038 | 94.7% | 4.5% | 0.8% | 0.0% |
| Night 22:00 - 06:00 | 43 | 95.3% | 2.3% | 2.3% | 0.0% |
| Total | 2416 | 95.0% | 4.3% | 0.7% | 0.0% |

J.4.3 Number and proportion of cars and trailer units with prohibitable defects

| Time Period | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------------|-------------|---|---|---|---------------------------------|
| Morning 06:00 - 14:00 | 1335 | 1270 | 64 | 1 | 0 |
| Afternoon 14:00 - 22:00 | 1038 | 983 | 54 | 1 | 0 |
| Night 22:00 - 06:00 | 43 | 41 | 2 | 0 | 0 |
| Total | 2416 | 2294 | 120 | 2 | 0 |

| Time Period | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------------|-------------|---|---|---|---------------------------------|
| Morning 06:00 - 14:00 | 1335 | 95.1% | 4.8% | 0.1% | 0.0% |
| Afternoon 14:00 - 22:00 | 1038 | 94.7% | 5.2% | 0.1% | 0.0% |
| Night 22:00 - 06:00 | 43 | 95.3% | 4.7% | 0.0% | 0.0% |
| Total | 2416 | 95.0% | 5.0% | 0.1% | 0.0% |

J.5 Day of week

J.5.1 Number and proportion of cars and trailers with defects

| Day of Week | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|--------------|-------------|-------------|-------------------|---------------------|-----------------------|
| Monday | 352 | 321 | 16 | 8 | 7 |
| Tuesday | 383 | 344 | 14 | 8 | 17 |
| Wednesday | 313 | 277 | 17 | 6 | 13 |
| Thursday | 351 | 317 | 13 | 13 | 8 |
| Friday | 376 | 340 | 22 | 2 | 12 |
| Saturday | 327 | 306 | 9 | 4 | 8 |
| Sunday | 314 | 271 | 27 | 5 | 11 |
| Total | 2416 | 2176 | 118 | 46 | 76 |

| Day of Week | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|--------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Monday | 352 | 91.2% | 4.5% | 2.3% | 2.0% |
| Tuesday | 383 | 89.8% | 3.7% | 2.1% | 4.4% |
| Wednesday | 313 | 88.5% | 5.4% | 1.9% | 4.2% |
| Thursday | 351 | 90.3% | 3.7% | 3.7% | 2.3% |
| Friday | 376 | 90.4% | 5.9% | 0.5% | 3.2% |
| Saturday | 327 | 93.6% | 2.8% | 1.2% | 2.4% |
| Sunday | 314 | 86.3% | 8.6% | 1.6% | 3.5% |
| Total | 2416 | 90.1% | 4.9% | 1.9% | 3.1% |

J.5.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Day of Week | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|--------------|-------------|-------------|------------|-------------|-----------------------|
| Monday | 352 | 337 | 13 | 1 | 1 |
| Tuesday | 383 | 358 | 23 | 2 | 0 |
| Wednesday | 313 | 294 | 16 | 3 | 0 |
| Thursday | 351 | 330 | 17 | 4 | 0 |
| Friday | 376 | 362 | 12 | 2 | 0 |
| Saturday | 327 | 315 | 10 | 2 | 0 |
| Sunday | 314 | 298 | 14 | 2 | 0 |
| Total | 2416 | 2294 | 105 | 16 | 1 |

| Day of Week | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|--------------|-------------|--------------|-------------|-------------|-----------------------|
| Monday | 352 | 95.7% | 3.7% | 0.3% | 0.3% |
| Tuesday | 383 | 93.5% | 6.0% | 0.5% | 0.0% |
| Wednesday | 313 | 93.9% | 5.1% | 1.0% | 0.0% |
| Thursday | 351 | 94.0% | 4.8% | 1.1% | 0.0% |
| Friday | 376 | 96.3% | 3.2% | 0.5% | 0.0% |
| Saturday | 327 | 96.3% | 3.1% | 0.6% | 0.0% |
| Sunday | 314 | 94.9% | 4.5% | 0.6% | 0.0% |
| Total | 2416 | 95.0% | 4.3% | 0.7% | 0.0% |

J.5.3 Number and proportion of cars and trailer units with prohibitable defects

| Day of Week | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|--------------|-------------|---|---|---|---------------------------------|
| Monday | 352 | 337 | 15 | 0 | 0 |
| Tuesday | 383 | 358 | 24 | 1 | 0 |
| Wednesday | 313 | 294 | 19 | 0 | 0 |
| Thursday | 351 | 330 | 21 | 0 | 0 |
| Friday | 376 | 362 | 13 | 1 | 0 |
| Saturday | 327 | 315 | 12 | 0 | 0 |
| Sunday | 314 | 298 | 16 | 0 | 0 |
| Total | 2416 | 2294 | 120 | 2 | 0 |

| Day of Week | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|--------------|-------------|---|---|---|---------------------------------|
| Monday | 352 | 95.7% | 4.3% | 0.0% | 0.0% |
| Tuesday | 383 | 93.5% | 6.3% | 0.3% | 0.0% |
| Wednesday | 313 | 93.9% | 6.1% | 0.0% | 0.0% |
| Thursday | 351 | 94.0% | 6.0% | 0.0% | 0.0% |
| Friday | 376 | 96.3% | 3.5% | 0.3% | 0.0% |
| Saturday | 327 | 96.3% | 3.7% | 0.0% | 0.0% |
| Sunday | 314 | 94.9% | 5.1% | 0.0% | 0.0% |
| Total | 2416 | 95.0% | 5.0% | 0.1% | 0.0% |

J.6 Business vehicle

J.6.1 Number and proportion of cars and trailers with defects

| Business vehicle? | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------|-------------|-------------|-------------------|---------------------|-----------------------|
| Yes | 308 | 276 | 11 | 6 | 15 |
| No | 2027 | 1833 | 105 | 37 | 52 |
| Total | 2335 | 2109 | 116 | 43 | 67 |

| Business vehicle? | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Yes | 308 | 89.6% | 3.6% | 1.9% | 4.9% |
| No | 2027 | 90.4% | 5.2% | 1.8% | 2.6% |
| Total | 2335 | 90.3% | 5.0% | 1.8% | 2.9% |

J.6.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Business vehicle? | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------|-------------|-------------|------------|-------------|-----------------------|
| Yes | 308 | 287 | 19 | 2 | 0 |
| No | 2027 | 1938 | 74 | 14 | 1 |
| Total | 2335 | 2225 | 93 | 16 | 1 |

| Business vehicle? | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------|-------------|--------------|-------------|-------------|-----------------------|
| Yes | 308 | 93.2% | 6.2% | 0.6% | 0.0% |
| No | 2027 | 95.6% | 3.7% | 0.7% | 0.0% |
| Total | 2335 | 95.3% | 4.0% | 0.7% | 0.0% |

J.6.3 Number and proportion of cars and trailer units with prohibitable defects

| Business vehicle? | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------|-------------|---|---|---|---------------------------------|
| Yes | 308 | 287 | 20 | 1 | 0 |
| No | 2027 | 1938 | 88 | 1 | 0 |
| Total | 2335 | 2225 | 108 | 2 | 0 |

| Business vehicle? | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------|-------------|---|---|---|---------------------------------|
| Yes | 308 | 93.2% | 6.5% | 0.3% | 0.0% |
| No | 2027 | 95.6% | 4.3% | 0.0% | 0.0% |
| Total | 2335 | 95.3% | 4.6% | 0.1% | 0.0% |

K Detailed results: LGV & trailer units

K.1 Age of LGV

K.1.1 Number and proportion of LGVs and trailers with defects

| Age of LGV | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------|-------------|------------|-------------------|---------------------|-----------------------|
| 0 - 2 years old | 349 | 312 | 24 | 1 | 12 |
| 3 - 5 years old | 395 | 348 | 27 | 7 | 13 |
| 6 - 8 years old | 248 | 187 | 27 | 9 | 25 |
| 9 - 11 years old | 129 | 81 | 19 | 16 | 13 |
| 12 - 14 years old | 63 | 32 | 7 | 9 | 15 |
| 15 - 17 years old | 13 | 11 | 1 | 0 | 1 |
| 18 - 20 years old | 6 | 3 | 0 | 2 | 1 |
| 21 years old and over | 2 | 1 | 0 | 1 | 0 |
| Unknown age | 4 | 3 | 1 | 0 | 0 |
| Total | 1209 | 978 | 106 | 45 | 80 |

| Age of LGV | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| 0 - 2 years old | 349 | 89.4% | 6.9% | 0.3% | 3.4% |
| 3 - 5 years old | 395 | 88.1% | 6.8% | 1.8% | 3.3% |
| 6 - 8 years old | 248 | 75.4% | 10.9% | 3.6% | 10.1% |
| 9 - 11 years old | 129 | 62.8% | 14.7% | 12.4% | 10.1% |
| 12 - 14 years old | 63 | 50.8% | 11.1% | 14.3% | 23.8% |
| 15 - 17 years old | 13 | 84.6% | 7.7% | 0.0% | 7.7% |
| 18 - 20 years old | 6 | 50.0% | 0.0% | 33.3% | 16.7% |
| 21 years old and over | 2 | 50.0% | 0.0% | 50.0% | 0.0% |
| Unknown age | 4 | 75.0% | 25.0% | 0.0% | 0.0% |
| Total | 1209 | 80.9% | 8.8% | 3.7% | 6.6% |

K.1.2 Frequency of prohibitable roadworthiness defects per LGV and trailer unit

| Age of LGV | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------|-------------|-------------|------------|-------------|-----------------------|
| 0 - 2 years old | 349 | 336 | 12 | 1 | 0 |
| 3 - 5 years old | 395 | 375 | 18 | 2 | 0 |
| 6 - 8 years old | 248 | 214 | 27 | 5 | 2 |
| 9 - 11 years old | 129 | 100 | 18 | 8 | 3 |
| 12 - 14 years old | 63 | 39 | 15 | 5 | 4 |
| 15 - 17 years old | 13 | 12 | 0 | 0 | 1 |
| 18 - 20 years old | 6 | 3 | 2 | 1 | 0 |
| 21 years old and over | 2 | 1 | 1 | 0 | 0 |
| Unknown age | 4 | 4 | 0 | 0 | 0 |
| Total | 1209 | 1084 | 93 | 22 | 10 |

| Age of LGV | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------|-------------|--------------|-------------|-------------|-----------------------|
| 0 - 2 years old | 349 | 96.3% | 3.4% | 0.3% | 0.0% |
| 3 - 5 years old | 395 | 94.9% | 4.6% | 0.5% | 0.0% |
| 6 - 8 years old | 248 | 86.3% | 10.9% | 2.0% | 0.8% |
| 9 - 11 years old | 129 | 77.5% | 14.0% | 6.2% | 2.3% |
| 12 - 14 years old | 63 | 61.9% | 23.8% | 7.9% | 6.3% |
| 15 - 17 years old | 13 | 92.3% | 0.0% | 0.0% | 7.7% |
| 18 - 20 years old | 6 | 50.0% | 33.3% | 16.7% | 0.0% |
| 21 years old and over | 2 | 50.0% | 50.0% | 0.0% | 0.0% |
| Unknown age | 4 | 100.0% | 0.0% | 0.0% | 0.0% |
| Total | 1209 | 89.7% | 7.7% | 1.8% | 0.8% |

ANNEX K

K.1.3 Number and proportion of LGVs and trailer units with prohibitable defects

| Age of LGV | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------|-------------|---|---|---|---------------------------------|
| 0 - 2 years old | 349 | 336 | 11 | 2 | 0 |
| 3 - 5 years old | 395 | 375 | 13 | 7 | 0 |
| 6 - 8 years old | 248 | 214 | 30 | 2 | 2 |
| 9 - 11 years old | 129 | 100 | 24 | 3 | 2 |
| 12 - 14 years old | 63 | 39 | 22 | 1 | 1 |
| 15 - 17 years old | 13 | 12 | 1 | 0 | 0 |
| 18 - 20 years old | 6 | 3 | 2 | 1 | 0 |
| 21 years old and over | 2 | 1 | 1 | 0 | 0 |
| Unknown age | 4 | 4 | 0 | 0 | 0 |
| Total | 1209 | 1084 | 104 | 16 | 5 |

| Age of LGV | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------|-------------|---|---|---|---------------------------------|
| 0 - 2 years old | 349 | 96.3% | 3.2% | 0.6% | 0.0% |
| 3 - 5 years old | 395 | 94.9% | 3.3% | 1.8% | 0.0% |
| 6 - 8 years old | 248 | 86.3% | 12.1% | 0.8% | 0.8% |
| 9 - 11 years old | 129 | 77.5% | 18.6% | 2.3% | 1.6% |
| 12 - 14 years old | 63 | 61.9% | 34.9% | 1.6% | 1.6% |
| 15 - 17 years old | 13 | 92.3% | 7.7% | 0.0% | 0.0% |
| 18 - 20 years old | 6 | 50.0% | 33.3% | 16.7% | 0.0% |
| 21 years old and over | 2 | 50.0% | 50.0% | 0.0% | 0.0% |
| Unknown age | 4 | 100.0% | 0.0% | 0.0% | 0.0% |
| Total | 1209 | 89.7% | 8.6% | 1.3% | 0.4% |

K.2 Traffic Area

K.2.1 Number and proportion of LGVs and trailers with defects

| Traffic Area | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------------|-------------|------------|-------------------|---------------------|-----------------------|
| Scottish | 156 | 130 | 13 | 5 | 8 |
| North Western | 138 | 119 | 7 | 1 | 11 |
| West Midland | 101 | 86 | 6 | 5 | 4 |
| Welsh | 39 | 36 | 0 | 1 | 2 |
| Western | 153 | 131 | 9 | 5 | 8 |
| South East and Metropolitan | 161 | 126 | 13 | 9 | 13 |
| Eastern | 242 | 177 | 49 | 6 | 10 |
| North Eastern | 219 | 173 | 9 | 13 | 24 |
| Total | 1209 | 978 | 106 | 45 | 80 |

| Traffic Area | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-----------------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Scottish | 156 | 83.3% | 8.3% | 3.2% | 5.1% |
| North Western | 138 | 86.2% | 5.1% | 0.7% | 8.0% |
| West Midland | 101 | 85.1% | 5.9% | 5.0% | 4.0% |
| Welsh | 39 | 92.3% | 0.0% | 2.6% | 5.1% |
| Western | 153 | 85.6% | 5.9% | 3.3% | 5.2% |
| South East and Metropolitan | 161 | 78.3% | 8.1% | 5.6% | 8.1% |
| Eastern | 242 | 73.1% | 20.2% | 2.5% | 4.1% |
| North Eastern | 219 | 79.0% | 4.1% | 5.9% | 11.0% |
| Total | 1209 | 80.9% | 8.8% | 3.7% | 6.6% |

ANNEX K

K.2.2 Frequency of prohibitable roadworthiness defects per LGV and trailer unit

| Traffic Area | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------------|-------------|-------------|------------|-------------|-----------------------|
| Scottish | 156 | 143 | 10 | 1 | 2 |
| North Western | 138 | 126 | 11 | 1 | 0 |
| West Midland | 101 | 92 | 7 | 1 | 1 |
| Welsh | 39 | 36 | 2 | 1 | 0 |
| Western | 153 | 140 | 11 | 2 | 0 |
| South East and Metropolitan | 161 | 139 | 14 | 7 | 1 |
| Eastern | 242 | 226 | 11 | 3 | 2 |
| North Eastern | 219 | 182 | 27 | 6 | 4 |
| Total | 1209 | 1084 | 93 | 22 | 10 |

| Traffic Area | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-----------------------------|-------------|--------------|-------------|-------------|-----------------------|
| Scottish | 156 | 91.7% | 6.4% | 0.6% | 1.3% |
| North Western | 138 | 91.3% | 8.0% | 0.7% | 0.0% |
| West Midland | 101 | 91.1% | 6.9% | 1.0% | 1.0% |
| Welsh | 39 | 92.3% | 5.1% | 2.6% | 0.0% |
| Western | 153 | 91.5% | 7.2% | 1.3% | 0.0% |
| South East and Metropolitan | 161 | 86.3% | 8.7% | 4.3% | 0.6% |
| Eastern | 242 | 93.4% | 4.5% | 1.2% | 0.8% |
| North Eastern | 219 | 83.1% | 12.3% | 2.7% | 1.8% |
| Total | 1209 | 89.7% | 7.7% | 1.8% | 0.8% |

K.2.3 Number and proportion of LGVs and trailer units with prohibitable defects

| Traffic Area | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------------|-------------|---|---|---|---------------------------------|
| Scottish | 156 | 143 | 7 | 4 | 2 |
| North Western | 138 | 126 | 11 | 1 | 0 |
| West Midland | 101 | 92 | 9 | 0 | 0 |
| Welsh | 39 | 36 | 2 | 1 | 0 |
| Western | 153 | 140 | 11 | 2 | 0 |
| South East and Metropolitan | 161 | 139 | 21 | 0 | 1 |
| Eastern | 242 | 226 | 10 | 4 | 2 |
| North Eastern | 219 | 182 | 33 | 4 | 0 |
| Total | 1209 | 1084 | 104 | 16 | 5 |

| Traffic Area | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-----------------------------|-------------|---|---|---|---------------------------------|
| Scottish | 156 | 91.7% | 4.5% | 2.6% | 1.3% |
| North Western | 138 | 91.3% | 8.0% | 0.7% | 0.0% |
| West Midland | 101 | 91.1% | 8.9% | 0.0% | 0.0% |
| Welsh | 39 | 92.3% | 5.1% | 2.6% | 0.0% |
| Western | 153 | 91.5% | 7.2% | 1.3% | 0.0% |
| South East and Metropolitan | 161 | 86.3% | 13.0% | 0.0% | 0.6% |
| Eastern | 242 | 93.4% | 4.1% | 1.7% | 0.8% |
| North Eastern | 219 | 83.1% | 15.1% | 1.8% | 0.0% |
| Total | 1209 | 89.7% | 8.6% | 1.3% | 0.4% |

K.3 Road type

ANNEX K

K.3.1 Number and proportion of LGVs and trailers with defects

| Road type | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|----------------------------|-------------|------------|-------------------|---------------------|-----------------------|
| Motorway | 219 | 189 | 14 | 6 | 10 |
| Minor road, Built up | 239 | 180 | 37 | 6 | 16 |
| Minor road, Not built up | 151 | 121 | 14 | 6 | 10 |
| Primary road, Built up | 220 | 172 | 17 | 15 | 16 |
| Primary road, Not built up | 239 | 203 | 15 | 6 | 15 |
| Trunk road, Built up | 10 | 5 | 0 | 3 | 2 |
| Trunk road, Not built up | 131 | 108 | 9 | 3 | 11 |
| Total | 1209 | 978 | 106 | 45 | 80 |

| Road type | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|----------------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Motorway | 219 | 86.3% | 6.4% | 2.7% | 4.6% |
| Minor road, Built up | 239 | 75.3% | 15.5% | 2.5% | 6.7% |
| Minor road, Not built up | 151 | 80.1% | 9.3% | 4.0% | 6.6% |
| Primary road, Built up | 220 | 78.2% | 7.7% | 6.8% | 7.3% |
| Primary road, Not built up | 239 | 84.9% | 6.3% | 2.5% | 6.3% |
| Trunk road, Built up | 10 | 50.0% | 0.0% | 30.0% | 20.0% |
| Trunk road, Not built up | 131 | 82.4% | 6.9% | 2.3% | 8.4% |
| Total | 1209 | 80.9% | 8.8% | 3.7% | 6.6% |

K.3.2 Frequency of prohibitable roadworthiness defects per LGV and trailer unit

| Road type | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|----------------------------|-------------|-------------|------------|-------------|-----------------------|
| Motorway | 219 | 203 | 13 | 3 | 0 |
| Minor road, Built up | 239 | 217 | 18 | 3 | 1 |
| Minor road, Not built up | 151 | 135 | 11 | 3 | 2 |
| Primary road, Built up | 220 | 189 | 23 | 4 | 4 |
| Primary road, Not built up | 239 | 218 | 16 | 3 | 2 |
| Trunk road, Built up | 10 | 5 | 3 | 2 | 0 |
| Trunk road, Not built up | 131 | 117 | 9 | 4 | 1 |
| Total | 1209 | 1084 | 93 | 22 | 10 |

| Road type | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|----------------------------|-------------|--------------|-------------|-------------|-----------------------|
| Motorway | 219 | 92.7% | 5.9% | 1.4% | 0.0% |
| Minor road, Built up | 239 | 90.8% | 7.5% | 1.3% | 0.4% |
| Minor road, Not built up | 151 | 89.4% | 7.3% | 2.0% | 1.3% |
| Primary road, Built up | 220 | 85.9% | 10.5% | 1.8% | 1.8% |
| Primary road, Not built up | 239 | 91.2% | 6.7% | 1.3% | 0.8% |
| Trunk road, Built up | 10 | 50.0% | 30.0% | 20.0% | 0.0% |
| Trunk road, Not built up | 131 | 89.3% | 6.9% | 3.1% | 0.8% |
| Total | 1209 | 89.7% | 7.7% | 1.8% | 0.8% |

ANNEX K

K.3.3 Number and proportion of LGVs and trailer units with prohibitable defects

| Road type | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|----------------------------|-------------|---|---|---|---------------------------------|
| Motorway | 219 | 203 | 15 | 1 | 0 |
| Minor road, Built up | 239 | 217 | 18 | 3 | 1 |
| Minor road, Not built up | 151 | 135 | 14 | 1 | 1 |
| Primary road, Built up | 220 | 189 | 26 | 3 | 2 |
| Primary road, Not built up | 239 | 218 | 16 | 5 | 0 |
| Trunk road, Built up | 10 | 5 | 4 | 0 | 1 |
| Trunk road, Not built up | 131 | 117 | 11 | 3 | 0 |
| Total | 1209 | 1084 | 104 | 16 | 5 |

| Road type | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|----------------------------|-------------|---|---|---|---------------------------------|
| Motorway | 219 | 92.7% | 6.8% | 0.5% | 0.0% |
| Minor road, Built up | 239 | 90.8% | 7.5% | 1.3% | 0.4% |
| Minor road, Not built up | 151 | 89.4% | 9.3% | 0.7% | 0.7% |
| Primary road, Built up | 220 | 85.9% | 11.8% | 1.4% | 0.9% |
| Primary road, Not built up | 239 | 91.2% | 6.7% | 2.1% | 0.0% |
| Trunk road, Built up | 10 | 50.0% | 40.0% | 0.0% | 10.0% |
| Trunk road, Not built up | 131 | 89.3% | 8.4% | 2.3% | 0.0% |
| Total | 1209 | 89.7% | 8.6% | 1.3% | 0.4% |

K.4 Time of day

K.4.1 Number and proportion of LGVs and trailers with defects

| Time Period | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------------|-------------|------------|-------------------|---------------------|-----------------------|
| Morning 06:00 - 14:00 | 673 | 545 | 53 | 24 | 51 |
| Afternoon 14:00 - 22:00 | 512 | 413 | 50 | 21 | 28 |
| Night 22:00 - 06:00 | 24 | 20 | 3 | 0 | 1 |
| Total | 1209 | 978 | 106 | 45 | 80 |

| Time Period | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Morning 06:00 - 14:00 | 673 | 81.0% | 7.9% | 3.6% | 7.6% |
| Afternoon 14:00 - 22:00 | 512 | 80.7% | 9.8% | 4.1% | 5.5% |
| Night 22:00 - 06:00 | 24 | 83.3% | 12.5% | 0.0% | 4.2% |
| Total | 1209 | 80.9% | 8.8% | 3.7% | 6.6% |

ANNEX K

K.4.2 Frequency of prohibitable roadworthiness defects per LGV and trailer unit

| Time Period | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------------|-------------|-------------|------------|-------------|-----------------------|
| Morning 06:00 - 14:00 | 673 | 598 | 53 | 16 | 6 |
| Afternoon 14:00 - 22:00 | 512 | 463 | 40 | 6 | 3 |
| Night 22:00 - 06:00 | 24 | 23 | 0 | 0 | 1 |
| Total | 1209 | 1084 | 93 | 22 | 10 |

| Time Period | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------------|-------------|--------------|-------------|-------------|-----------------------|
| Morning 06:00 - 14:00 | 673 | 88.9% | 7.9% | 2.4% | 0.9% |
| Afternoon 14:00 - 22:00 | 512 | 90.4% | 7.8% | 1.2% | 0.6% |
| Night 22:00 - 06:00 | 24 | 95.8% | 0.0% | 0.0% | 4.2% |
| Total | 1209 | 89.7% | 7.7% | 1.8% | 0.8% |

K.4.3 Number and proportion of LGVs and trailer units with prohibitable defects

| Time Period | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------------|-------------|---|---|---|---------------------------------|
| Morning 06:00 - 14:00 | 673 | 598 | 63 | 10 | 2 |
| Afternoon 14:00 - 22:00 | 512 | 463 | 41 | 6 | 2 |
| Night 22:00 - 06:00 | 24 | 23 | 0 | 0 | 1 |
| Total | 1209 | 1084 | 104 | 16 | 5 |

| Time Period | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------------|-------------|---|---|---|---------------------------------|
| Morning 06:00 - 14:00 | 673 | 88.9% | 9.4% | 1.5% | 0.3% |
| Afternoon 14:00 - 22:00 | 512 | 90.4% | 8.0% | 1.2% | 0.4% |
| Night 22:00 - 06:00 | 24 | 95.8% | 0.0% | 0.0% | 4.2% |
| Total | 1209 | 89.7% | 8.6% | 1.3% | 0.4% |

K.5 Day of week

K.5.1 Number and proportion of LGVs and trailers with defects

| Day of Week | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|--------------|-------------|------------|-------------------|---------------------|-----------------------|
| Monday | 181 | 151 | 12 | 9 | 9 |
| Tuesday | 196 | 157 | 20 | 6 | 13 |
| Wednesday | 146 | 111 | 18 | 6 | 11 |
| Thursday | 180 | 149 | 16 | 6 | 9 |
| Friday | 190 | 152 | 16 | 8 | 14 |
| Saturday | 160 | 140 | 5 | 4 | 11 |
| Sunday | 156 | 118 | 19 | 6 | 13 |
| Total | 1209 | 978 | 106 | 45 | 80 |

| Day of Week | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|--------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Monday | 181 | 83.4% | 6.6% | 5.0% | 5.0% |
| Tuesday | 196 | 80.1% | 10.2% | 3.1% | 6.6% |
| Wednesday | 146 | 76.0% | 12.3% | 4.1% | 7.5% |
| Thursday | 180 | 82.8% | 8.9% | 3.3% | 5.0% |
| Friday | 190 | 80.0% | 8.4% | 4.2% | 7.4% |
| Saturday | 160 | 87.5% | 3.1% | 2.5% | 6.9% |
| Sunday | 156 | 75.6% | 12.2% | 3.8% | 8.3% |
| Total | 1209 | 80.9% | 8.8% | 3.7% | 6.6% |

K.5.2 Frequency of prohibitable roadworthiness defects per LGV and trailer unit

| Day of Week | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|--------------|-------------|-------------|------------|-------------|-----------------------|
| Monday | 181 | 163 | 12 | 3 | 3 |
| Tuesday | 196 | 177 | 12 | 5 | 2 |
| Wednesday | 146 | 129 | 12 | 4 | 1 |
| Thursday | 180 | 165 | 13 | 2 | 0 |
| Friday | 190 | 168 | 19 | 1 | 2 |
| Saturday | 160 | 145 | 11 | 4 | 0 |
| Sunday | 156 | 137 | 14 | 3 | 2 |
| Total | 1209 | 1084 | 93 | 22 | 10 |

| Day of Week | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|--------------|-------------|--------------|-------------|-------------|-----------------------|
| Monday | 181 | 90.1% | 6.6% | 1.7% | 1.7% |
| Tuesday | 196 | 90.3% | 6.1% | 2.6% | 1.0% |
| Wednesday | 146 | 88.4% | 8.2% | 2.7% | 0.7% |
| Thursday | 180 | 91.7% | 7.2% | 1.1% | 0.0% |
| Friday | 190 | 88.4% | 10.0% | 0.5% | 1.1% |
| Saturday | 160 | 90.6% | 6.9% | 2.5% | 0.0% |
| Sunday | 156 | 87.8% | 9.0% | 1.9% | 1.3% |
| Total | 1209 | 89.7% | 7.7% | 1.8% | 0.8% |

ANNEX K

K.5.3 Number and proportion of LGVs and trailer units with prohibitable defects

| Day of Week | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|--------------|-------------|---|---|---|---------------------------------|
| Monday | 181 | 163 | 16 | 2 | 0 |
| Tuesday | 196 | 177 | 13 | 4 | 2 |
| Wednesday | 146 | 129 | 15 | 2 | 0 |
| Thursday | 180 | 165 | 11 | 3 | 1 |
| Friday | 190 | 168 | 20 | 1 | 1 |
| Saturday | 160 | 145 | 12 | 3 | 0 |
| Sunday | 156 | 137 | 17 | 1 | 1 |
| Total | 1209 | 1084 | 104 | 16 | 5 |

| Day of Week | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|--------------|-------------|---|---|---|---------------------------------|
| Monday | 181 | 90.1% | 8.8% | 1.1% | 0.0% |
| Tuesday | 196 | 90.3% | 6.6% | 2.0% | 1.0% |
| Wednesday | 146 | 88.4% | 10.3% | 1.4% | 0.0% |
| Thursday | 180 | 91.7% | 6.1% | 1.7% | 0.6% |
| Friday | 190 | 88.4% | 10.5% | 0.5% | 0.5% |
| Saturday | 160 | 90.6% | 7.5% | 1.9% | 0.0% |
| Sunday | 156 | 87.8% | 10.9% | 0.6% | 0.6% |
| Total | 1209 | 89.7% | 8.6% | 1.3% | 0.4% |

K.6 Business vehicle

K.6.1 Number and proportion of cars and trailers with defects

| Business vehicle? | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------|-------------|------------|-------------------|---------------------|-----------------------|
| Yes | 1061 | 859 | 95 | 41 | 66 |
| No | 112 | 90 | 9 | 3 | 10 |
| Total | 1173 | 949 | 104 | 44 | 76 |

| Business vehicle? | Frequency | No Defects | Inspection Notice | Delayed prohibition | Immediate Prohibition |
|-------------------|-------------|--------------|-------------------|---------------------|-----------------------|
| Yes | 1061 | 81.0% | 9.0% | 3.9% | 6.2% |
| No | 112 | 80.4% | 8.0% | 2.7% | 8.9% |
| Total | 1173 | 80.9% | 8.9% | 3.8% | 6.5% |

K.6.2 Frequency of prohibitable roadworthiness defects per car and trailer unit

| Business vehicle? | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------|-------------|-------------|------------|-------------|-----------------------|
| Yes | 1061 | 954 | 83 | 14 | 10 |
| No | 112 | 99 | 8 | 5 | 0 |
| Total | 1173 | 1053 | 91 | 19 | 10 |

| Business vehicle? | Frequency | No Defects | One Defect | Two Defects | Three or more Defects |
|-------------------|-------------|--------------|-------------|-------------|-----------------------|
| Yes | 1061 | 89.9% | 7.8% | 1.3% | 0.9% |
| No | 112 | 88.4% | 7.1% | 4.5% | 0.0% |
| Total | 1173 | 89.8% | 7.8% | 1.6% | 0.9% |

K.6.3 Number and proportion of cars and trailer units with prohibitable defects

| Business vehicle? | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------|-------------|---|---|---|---------------------------------|
| Yes | 1061 | 954 | 90 | 13 | 4 |
| No | 112 | 99 | 11 | 2 | 0 |
| Total | 1173 | 1053 | 101 | 15 | 4 |

| Business vehicle? | Frequency | No prohibitable defects on vehicle or trailer | Vehicle prohibition; No trailer prohibition | No vehicle prohibition; Trailer prohibition | Vehicle and trailer prohibition |
|-------------------|-------------|---|---|---|---------------------------------|
| Yes | 1061 | 89.9% | 8.5% | 1.2% | 0.4% |
| No | 112 | 88.4% | 9.8% | 1.8% | 0.0% |
| Total | 1173 | 89.8% | 8.6% | 1.3% | 0.3% |