



Vehicle & Operator Services Agency

MOT Compliance Survey (MCS) 2010/11

Re-examination of recently
tested vehicles, April 2010 to
March 2011

**In House Analytical
Consultancy**

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Department for
Transport



GOVERNMENT OPERATIONAL RESEARCH SERVICE

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Chapter 1: Introduction

The MOT Compliance Survey (MCS) is an exercise conducted throughout the year involving the re-examination of a class 4 vehicle that has been recently tested at a randomly selected Vehicle Testing Station (VTS). A VOSA Vehicle Examiner (VE) uses the MOT facilities, at the site where the vehicle was tested, to establish if the correct test standards have been applied and correct test outcome achieved.

The purpose of the survey is to provide VOSA and others with data, which can be used to evaluate the baseline level of compliance with MOT Scheme standards.

In order to produce statistically robust results, the MCS aims for an annual sample size of 1,800 re-examinations. The VTS at which the re-examinations were conducted are randomly selected taking into account site location postcode, historical test volumes and month conducted based on the previous 12 months test data taken from MOT Computerisation. The sample list contains a Primary and Secondary site for each MCS check and is divided into VOSA areas by month of year (April to March). VOSA areas are requested to make every effort to conduct an MCS check at all the primary sites within the month specified. However, if a test at the primary site is not available, the VE may decide to either return to the primary site at a later date within that month or visit the secondary site.

VOSA MOT Compliance has worked with the In House Analytical Consultancy (IHAC) within DfT on the sampling methodology and construction for the past four years. To ensure impartiality within the analysis, VOSA asked IHAC to conduct the

MOT Compliance Survey (MCS)

- Estimates the baseline level of MOT compliance with published test standards
- 1,800 Vehicle Testing Stations (VTS) are randomly selected for the survey
- One recently tested vehicle (class 4 only) is re-examined at each of the selected VTS

majority of the analysis for this year end report¹.

¹ The recommendations and conclusions have been written by VOSA.

Chapter 2: Results

This chapter contains the results of the analysis of the re-examinations conducted in the 2010 -11 MCS reporting year. The accompanying data tables can be found in Chapter 4:

1. The re-examinations conducted are considered, then the test error and the test outcomes.
2. The results are expressed in terms of test outcome, disciplinary outcome, defects disagreed, component area of defects and prohibitions. This enables VOSA to interpret the results in terms of the potential affect on road safety.

This chapter also includes the results from analysis comparing test error and test outcomes with the Targeted MOT Enforcement VTS risk segment (red, amber or green).

Wherever a difference in results (for example, between years or risk ratings) is said to be "statistically significant" it means that we would expect to see a similar difference in 95% of similar samples, i.e. 5% of the results may be erroneous, which is an inevitable factor of the statistical analysis.

Key findings

- 1,792 surveys were completed and analysed
- MCS error rate was 12.39%
 - below the target 17.08%
 - not significantly different from the 2009-10 MCS error rate (14.36%)
- The proportion of re-examinations resulting in disciplinary action recorded and advisory warning letters was similar to 2009/10
- The proportion of re-examinations that found at least one defect disagreed by VE was similar to 2009/10
- Headlamp aim was the component area with the highest proportion of defects disagreed
- No significant relationship between risk rating and test error

2.1 Re-examinations conducted

Of the 1,800 VTS randomly selected for the MCS sample in the 2010/11 reporting year: 1,792 (99.6%) surveys were completed² and 8 VTS were ceased.

Of the 1,792 surveys completed and quality assured by VOSA, 1,681 (93.8%) were completed within the scheduled month, 36 (2.0%) were completed before and 75 (4.2%) after.

The graph below illustrates that the improvement in conducting the MCS activity on schedule over the previous three years was sustained in 2010/11. See tables under section 4.1

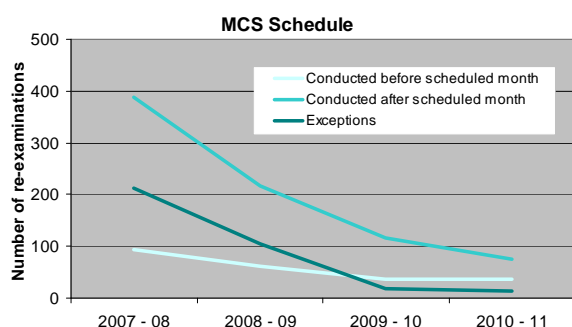


Figure 1

There was a similar number of exceptions (re-examinations that were not requested) in 2010/11 and 2009/10, with 14 and 19 respectively.

2.2 Failure Rate

The initial failure rate (which measures the condition of vehicles as presented for test) at the VTS was 44.1%; the same as the rate in 2009/10.

² An additional 14 MCS were conducted, these were exceptions (not part of the random sample) and therefore not included in the results.

2.3 Test Error

For the 2007/08 reporting year, VOSA was set a Secretary of State (SoS) Key Target of a 4% reduction in the MCS error rate year on year over a five-year period. For 2010/11, the target error rate was 17.08%.

The MCS error rate was 12.39% with a 95% confidence interval of +/- 1.53% i.e. in 95% of samples the error rate would fall between 10.86% and 13.92%.

The 2010/11 error rate was not significantly different from the rate in 09/10 (14.36%)³.

Of the vehicles re-examined that the VTS failed, 3.7% should have passed - a statistically similar proportion to last year (5.7%). Of the vehicles that the VTS passed, 19.3% should have failed – a statistically similar rate to last year (21.1%). See tables under section 4.2.

2.4 Disciplinary Outcome

In order to understand the severity of the test errors, the indicative disciplinary outcome of the re-examination was captured. There are three possible outcomes from the MCS activity (in order of severity); disciplinary action recorded (DAR), advisory warning letter (AWL) or no further action (NFA)⁴.

Where defects were missed or incorrect decisions made by the VTS, the volume and severity of the shortcoming determines the disciplinary outcome.

³ 1,776 surveys were completed and analysed in the 2009/10 MCS.

⁴ No further action includes where counselling and advice or benefit of the doubt was recorded. In previous years these outcomes were reported separately.

Not all test errors result in formal disciplinary action (DAR), usually because the vehicle re-examination did not result in sufficient disciplinary points in line with the MOT Guide (6th Edition). In cases where, in the opinion of the Vehicle Examiner (VE), the error is marginal the benefit of the doubt is usually given.

All MCS

The distribution of the disciplinary outcomes for the 1792 MCS is shown in the graph below⁵. See tables under section 4.3.

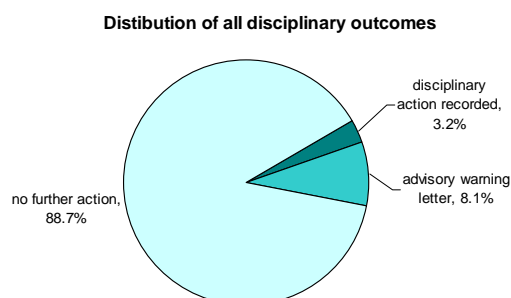


Figure 2

Excluding the 1,589 'no further action' outcomes, there were 203 disciplinary outcomes recorded, which included:

- 57 cases of disciplinary action – the same number of cases as in 09/10,
- 146 advisory warning letters (8.1% of MCS) – not significantly different to 09/10 (9.4%).

MCS with Test Error

For the 222 MCS that resulted in an error between the test & the re-examination outcome, there were 24 cases resulting in Disciplinary Action Required and 59 resulting in Advisory Warning Letters. The following graph shows the distribution of the test error outcomes.

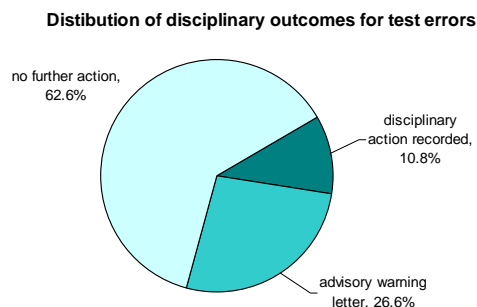


Figure 3

Counselling and advice

There were 395 occasions where counselling and advice was offered.

Nearly a quarter (24.4%) of the 'no further action' outcomes received counselling and advice. This figure increased to over half (58.3%) when only the MCS resulting in test errors were considered.

It is likely that a proportion of the counselling and advice outcomes could have been requested by the Nominated Tester rather than the VE and were not limited to the result of a defect or test error.

2.5 Defects

2.5.1 Number of Defects

Of the 1,792 vehicles re-examined, 27.7% (496) had at least one defect disagreed by the VE – similar to 2009/10 (29.8%).

Of the vehicles where defects were disagreed: 56.7% (281) had one defect disagreed, 24.8% (123) had two defects disagreed and 18.5% (92) had three or more defects disagreed – a similar distribution to the 2009/10 vehicles. See tables under section 4.4

⁵ No further action includes where counselling and advice or benefit of the doubt was given. In previous years these outcomes were reported separately.

Of those 496 vehicles with disagreed defects, 44.8% (222) had a test error – similar to last year (42.1% vehicles).

Where re-examinations resulted in a test error, 338 defects were disagreed with 867 defects were disagreed in total.

The average number of defects missed per vehicle, on vehicles with at least one defect missed, decreased from 1.8 in 2009/10⁶ to 1.7 this year

2.5.2 Component Area

To help understand where Nominated Testers are not applying the correct standards, the defects have been categorised by their component area.

Headlamp aim was the component area with the highest proportion of defects disagreed – 24.0% (208) of all defects found.

The table below contains all the defects disagreed grouped by component area.

Component Area	Number of defects disagreed	% of total defects
Headlamp aim	208	24.0%
Corrosion	45	5.2%
Steering suspension	123	14.2%
Mechanical brake *	73	8.4%
Tyre depth/condition	85	9.8%
Brake efficiency	35	4.0%
Emissions	6	0.7%
Exhaust condition	24	2.8%
Seat belt	15	1.7%
Number plate errors	4	0.5%
View to front	93	10.7%
Other	156	18.0%
Total	867	100.0%

* inc brake pipes

Figure 4

The following table shows the number of re-examined vehicles that had at least one defect disagreed by component area. Of the 496 vehicle re-examinations

that resulted in at least one defect disagreed, 215 had two or more defects disagreed (not always in the same component area) and therefore appear more than once in the table below.

Component Area	Vehicles with ...			
	one defect disagreed	more than one defect disagreed	at least one defect disagreed	
			number	% of total re-examinations
Headlamp aim	96	56	152	8.5%
Corrosion	29	7	36	2.0%
Steering suspension	65	27	92	5.1%
Mechanical brake	46	11	57	3.2%
Tyre depth/condition	63	11	74	4.1%
Brake efficiency	25	5	30	1.7%
Emissions	2	2	4	0.2%
Exhaust condition	16	3	19	1.1%
Seat belt	11	2	13	0.7%
Number plate errors	2	1	3	0.2%
View to front	71	9	80	4.5%
Other	85	30	115	6.4%

Figure 5

There were two component areas that had significant changes in the proportion of vehicles with defects disagreed – view to front decreased from 6.6% in 2009/10 to 4.5% in 2010/11, and other defects increased from 4.8% 2009/10 to 6.4% in 2010/11. See tables under section 4.5.

Vehicles were significantly more likely to have their test outcome overturned if the following defects were disagreed (in order of importance):

- Headlamp aim
- Other
- View to front
- Tyre depth/condition
- Seat belt
- Steering suspension
- Brake Efficiency

⁶ 32 MCS in 2009/10 that resulted in a test error did not record the defects disagreed.

⁷ Other denotes all remaining inspection manual component areas not otherwise specified

The graph below shows the proportion of vehicles that had one or more defects disagreed by component area, and whether the vehicle re-examination resulted in a test error. Headlamp aim was the only component area that had a higher proportion of defects disagreed on vehicles resulting in test errors (4.9%) than on vehicles that did not result in a test error (3.6%). See tables under section 4.5.

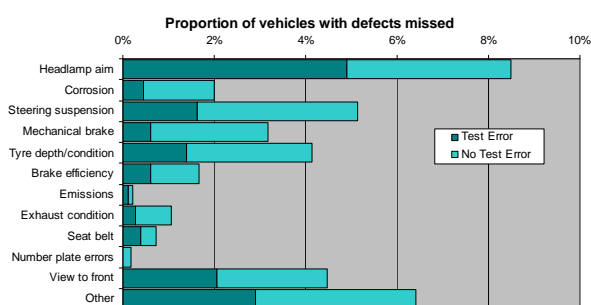


Figure 6

Of the 496 vehicles with disagreed defects, 363 vehicles had all their defects disagreed (one or more) within one component area. The table below details those 363 vehicles by component area; whether the re-examination resulted in a testing error as a proportion of the total number of re-examinations.

Vehicles with all defects disagreed in one component area (% of total re-examinations)			
Component Area	No test error	Test error	Total
Headlamp aim	1.6%	3.5%	5.1%
Corrosion	0.7%	0.2%	0.9%
Steering suspension	1.5%	1.1%	2.6%
Mechanical brake	1.3%	0.4%	1.7%
Tyre depth/condition	1.3%	0.9%	2.2%
Brake efficiency	0.7%	0.3%	1.0%
Emissions	0.0%	0.1%	0.1%
Exhaust condition	0.6%	0.1%	0.7%
Seat belt	0.2%	0.3%	0.5%
Number plate errors	0.1%	0.0%	0.1%
View to front	1.0%	1.2%	2.2%
Other	1.6%	1.8%	3.3%

Figure 7

There were 63 re-examinations (3.5% of total re-examinations) that resulted in a test error solely due to disagreed headlamp aim defects. If there were no headlamp aim defects disagreed, the

overall test error rate would decrease from the reported 12.4% to 8.9%.

2.5.3 Prohibitions

The seriousness of the defects missed by the Nominated Tester can be considered in terms of the type of prohibition that would have been issued, (with reference to the Categorisation of Defects) had the vehicle been encountered at the roadside in the same condition. See tables under section 4.6

If the 1,792 vehicles re-examined in this years MCS were encountered on the road, 45 would have been issued with immediate prohibitions and 83 with delayed prohibitions. Therefore the combined prohibition rate was 7.1% (128 vehicles) – similar to the rate in 2009/10 (7.8%).

2.6 VTS risk rating

VOSA score Vehicle Testing Stations (VTS) on their risk of non-compliance with MOT Scheme rules based on site assessments, disciplinary history & MOT data. VTS are scored either as red, amber or green (high, medium, low risk).

Risk Rating	MCS Sample	National Profile
Red	12.7%	10.0%
Amber	29.2%	28.0%
Green	58.1%	62.0%

Figure 8

The proportion of VTS classified as red, amber and green risk at the time of the MCS activity was different to the national profile – red VTS were over-sampled and green VTS under-sampled.

There was no significant difference between the risk ratings and test error– i.e. a red VTS was not significantly more likely to have a test error than an amber or green VTS. Therefore the over/under sampling has not affected the test error rate.

There is a significant difference in the missed defect volumes dependant on the VTS risk segment with a red VTS more likely to miss defects.

Total Defects Missed	Red	Amber	Green
0	62.5%	70.6%	75.4%
1	19.8%	17.9%	13.6%
2	11.6%	5.7%	6.4%
3	2.2%	4.0%	2.3%
4	2.2%	1.1%	1.6%
5	1.3%	0.2%	0.4%
6	0.0%	0.4%	0.2%
7	0.4%	0.0%	0.1%
Total	100.0%	100.0%	100.0%
defects missed	37.5%	29.4%	24.6%

Figure 9

When the risk ratings of the VTS in the 2009/10 MCS were considered the following significant results were found.

A green VTS was:

- significantly more likely to have a VTS test pass
- significantly more likely to have a VE test pass
- significantly less likely to have a steering/suspension defect disagreed

There was no significant difference between the risk ratings when considering any other defect groups.

A red VTS was:

- more likely to have defects missed.

VTS Result	VE Result	<>	Red	Amber	Green	Total
FAIL	FAIL	66.67%	51.72%	46.95%	38.04%	42.43%
PASS	FAIL	0.00%	10.34%	12.02%	10.26%	10.79%
FAIL	PASS	0.00%	2.16%	0.76%	1.94%	1.62%
PASS	PASS	33.33%	35.78%	40.27%	49.76%	45.16%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

⁸

Figure 10

2.7 VOSA Area

The MCS sample was representative of the national MOT testing profile in terms

of location (VOSA area) and time (month).

The number of MCS conducted in each VOSA area was proportionate to the total MOT tests conducted in that area. The MCS did not aim for large samples within each VOSA area. Therefore, a number of areas had small samples that prevented analytical conclusions to be drawn about these areas – notably areas 1, 3 and 21.

There was variability in results between VOSA areas. The sample size together with any underlying differences (for example the type of garages, economic and demographic factors in the area) must be borne in mind when drawing any conclusions from the results.

The following table shows the sample size and test error rate by VOSA area.

VOSA Area	Number of re-examinations	Test error rate
1	23	8.7%
2	50	10.0%
3	40	2.5%
4	66	7.6%
5	99	16.2%
6	60	18.3%
7	73	13.7%
8	90	12.2%
9	87	13.8%
10	80	17.5%
11	101	21.8%
12	144	15.3%
13	108	6.5%
14	83	15.7%
15	142	13.4%
16	94	7.4%
17	58	10.3%
18	93	7.5%
19	51	3.9%
20	83	7.2%
21	12	25.0%
22	91	11.0%
23	64	17.2%
Total	1792	12.4%

Key
 Small sample - prevented analytical conclusions to be drawn

Figure 11

⁸ <> identifies sites that do not currently have a risk segment assigned

Where analysis at VOSA area level was possible, the following significant results were found.

MOT tests were:

- significantly less likely to have a test error in areas 13 and 19 (6.5% and 3.9% test error respectively);
- significantly more likely to have a test error in area 11 (21.8% test error);
- significantly more likely to have a VTS fail in areas 2 and 20, and VTS pass in area 16;
- significantly more likely to have a VE fail in areas 2 and 23 and VE pass in areas 16 and 19

The following table details the significant results when the defects disagreed by component area were analysed at VOSA area level. See accompanying data tables under section 4.7.

Component Area	VOSA areas significantly ...	
	less likely to have a defect disagreed	more likely to have a defect disagreed
Headlamp Aim	16	11
Steering Suspension	18, 19	
Mechanical Brake	16, 18	1
View to Front	8, 13, 18, 20	
Other		
Tyre Depth/Condition	17	
Brake Efficiency	Analysis not possible too few defects disagreed	
Seat Belt		
Exhaust Condition		
Number Plate Errors		
Corrosion		
Emissions		

Figure 12

2.8 MCS Month

The distribution of the MCS across the months in 2010/11 was in proportion to the profile of the MOT testing across the year.

The table below shows the number of re-examinations and test error rate for each month of the MCS. See accompanying data tables under section 4.8.

Month	Number of re-examinations	Test error rate
Apr-10	142	9.9%
May-10	151	13.9%
Jun-10	152	16.4%
Jul-10	172	11.6%
Aug-10	145	13.8%
Sep-10	174	14.9%
Oct-10	179	14.5%
Nov-10	128	14.1%
Dec-10	100	10.0%
Jan-11	144	11.1%
Feb-11	131	11.5%
Mar-11	174	6.3%
Total	1792	12.39%

Figure 13

The following significant results were found when the month of the re-examination was considered. MOT tests conducted in:

- March 2011 was significantly less likely to have a test error (6.3%);
- July 2010 was significantly more likely to have a 'steering/suspension' defect disagreed and less likely to have a 'view to the front' defect disagreed;
- August 2010 were significantly less likely to have a 'view to the front' defect disagreed.

Chapter 3: Conclusions & Recommendations

The result of last years Vehicle Examiner recalibration training, coupled to a return rate of 99% and the rise in the number of activities completed in the scheduled month to 93.8% is a more robust data set.

Whilst the overall error rate was lower than the target for this reporting year it should be noted that this is within the 95% statistical variance for a sample of this size therefore, it would be better to concentrate resources on the trigger for the error as opposed to the measure.

The percentage of vehicles failed by a VTS that should have passed and the number of multiple defects disagreed by the VE remained consistent with the previous year.

Taking forward last years recommendation to reduce the activity out comes to three, Disciplinary Action Required, Advisory Warning Letter and no further action, has provided clarity regarding the indicative outcome of the re-examination. The reason why more disciplinary action is taken when a test outcome is agreed is not clear but suggests that other issues are uncovered during the visit that are logged as an MCS outcome.

The volume of AWLs and DARs remains similar to the previous reporting year suggesting that the use of the MOT Case Review Team in Bristol has not had an impact on the volume of disciplinary action.

Despite the work undertaken on headlamp aim at the end of 2008-09 and the reduction in disciplinary emphasis, this remains the highest disagreed defect. Further work is required to understand the reasons.

It was encouraging that the MCS site risk profile was representative of active sites, the small difference is due in part to VTS risk segment changes during the reporting year.

The overall test error rate currently measures the test outcome verses the re-examination outcome i.e. pass/pass, fail/fail etc, thus if both the test & the re-examination outcomes are the same there is no error. If the outcome is a fail/fail, but for differing

Main conclusions

- Significant improvement on last years error rate
- High risk garages are more likely to miss defects
- 99% survey return rate
- 93.8% of activities completed in scheduled month

Main recommendations

- Re-align the component areas to the new class 4 Inspection Manual;
- Gather data direct from MOTC;
- Identify the actual number of defects (not just those that generate an test error);
- Profile results by vehicle age;
- Ascertain what the trigger for disciplinary action is when the test outcome was agreed by the VE;

defects, this would not result in an MCS error. The error rate could alter if the number of defects disagreed in a fail/fail scenario were also included.

There is a significant difference between the overall error rate dependant on VTS risk segment however, it should be noted that any error is more likely to favour the customer, as a VTS is more likely to incorrectly pass a vehicle than to fail one.

What is also apparent from the data is that a 'green VTS' is more likely to pass a vehicle & have this confirmed by a VE.

These outcomes suggest that the identification of risk via the Site Assessment process is working.

As a result of changes to the scheme, it is suggested that the following amendments are made to next years report;

- Re-align the component areas to the new class 4 Inspection Manual;
- Gather data direct from MOT Computerisation;
- Identify the actual number of defects (not just those that generate a test error);
- Profile results by vehicle age;
- Ascertain the trigger for disciplinary action when the test outcome was agreed by the VE.

Chapter 4: Annex A

4.1 Re-examinations conducted

Table 1 – MCS response, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
Sample Size	1800	1800	1800	1800	1800
Total conducted	1714	1486	1777	1776	1792
on schedule		1004	1498	1624	1681
before schedule		93	61	36	36
after schedule		389	218	116	75
Aborted	778	390	479		
Exceptions		212	105	19	14

⁹

4.2 Test Outcome

Table 2 – VTS Test outcome and test errors, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
VTS Passes	1020	867	1041	993	1002
VTS Fails	694	619	736	783	790
Initial failure rate	40.5%	41.7%	41.4%	44.1%	44.1%
VE Passes	839	672	834	828	838
VE Fails	875	814	943	948	954
VE failure rate	51.1%	54.8%	53.1%	53.4%	53.2%
VTS passes that should have failed	216	214	240	210	193
% of VTS passes	21.2%	24.7%	23.1%	21.1%	19.3%
VTS fails that should have passed	35	19	34	45	29
% of VTS fails	5.0%	3.1%	4.6%	5.7%	3.7%
Test errors	251	233	274	255	222
Error Rate	14.64%	15.68%	15.42%	14.36%	12.39%

4.3 Severest Disciplinary Outcome

Table 3 – Severest outcome/action of re-examinations, 2009 – 11

	2009 - 10	2010 - 11
Disciplinary Action Recorded	57	57
Advisory Warning Letter	167	146
No Further Action	1552	1589
Total	1776	1792

Table 4 – Severest outcome/action of re-examinations by test outcome, 2010 - 11

VTS Result / VE Result	Pass / Pass	Fail / Fail	No Test Error	Pass / Fail	Fail / Pass	Test Error	Total
Disciplinary Action Recorded	0	33	33	23	1	24	57
Advisory Warning Letter	0	87	87	55	4	59	146
No Further Action	809	641	1450	115	24	139	1589
Total	809	761	1570	193	29	222	1792

⁹ Grey cells denote no data available

Table 5 – Distribution of severest outcome/action by test outcome, 2010 - 11

VTS Result / VE Result	Pass / Pass	Fail / Fail	No Test Error	Pass / Fail	Fail / Pass	Test Error	Total
Disciplinary Action Recorded	0.0%	4.3%	2.1%	11.9%	3.4%	10.8%	3.2%
Advisory Warning Letter	0.0%	11.4%	5.5%	28.5%	13.8%	26.6%	8.1%
No Further Action	100.0%	84.2%	92.4%	59.6%	82.8%	62.6%	88.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

4.4 Number of Defects Disagreed

Table 6 – Number of defects disagreed, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
No defects disagreed	1468	1245	1386	1246	1296
One defect disagreed	143	144	259	310	281
Two defects disagreed	69	73	72	131	123
Three defects disagreed	21	16	35	47	50
Four defects disagreed	7	4	16	18	28
Five defects disagreed	5	3	4	8	8
Six or more defects disagreed	1	1	5	16	6
Total re-examinations	1714	1486	1777	1776	1792
One or more defects disagreed	246	241	391	530	496

Table 7 – Distribution of number of defects disagreed, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
No defects disagreed	85.6%	83.8%	78.0%	70.2%	72.3%
One defect disagreed	8.3%	9.7%	14.6%	17.5%	15.7%
Two defects disagreed	4.0%	4.9%	4.1%	7.4%	6.9%
Three defects disagreed	1.2%	1.1%	2.0%	2.6%	2.8%
Four defects disagreed	0.4%	0.3%	0.9%	1.0%	1.6%
Five defects disagreed	0.3%	0.2%	0.2%	0.5%	0.4%
Six or more defects disagreed	0.1%	0.1%	0.3%	0.9%	0.3%
Total re-examinations	100.0%	100.0%	100.0%	100.0%	100.0%
One or more defects disagreed	14.4%	16.2%	22.0%	29.8%	27.7%

Table 8 – Distribution of re-examinations with one or more defect disagreed, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
One defect disagreed	58.1%	59.8%	66.2%	58.5%	56.7%
Two defects disagreed	28.0%	30.3%	18.4%	24.7%	24.8%
Three defects disagreed	8.5%	6.6%	9.0%	8.9%	10.1%
Four defects disagreed	2.8%	1.7%	4.1%	3.4%	5.6%
Five defects disagreed	2.0%	1.2%	1.0%	1.5%	1.6%
Six or more defects disagreed	0.4%	0.4%	1.3%	3.0%	1.2%
Three or more defects disagreed	13.8%	10.0%	15.3%	16.8%	18.5%

4.5 Defects Disagreed by Component Area

Table 9 – Number of re-examinations with defects disagreed by component area, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
Headlamp Aim	222	268	184	158	152
Steering Suspension	136	122	117	86	92
Mechanical Brake	157	109	97	77	57
View to Front	78	93	90	118	80
Other			79	85	115
Tyre Depth/Condition	127	95	84	74	74
Brake Efficiency	51	45	33	30	30
Seat Belt	45	29	41	23	13
Exhaust Condition	22	26	24	25	19
Number Plate Errors	8	23	22	16	3
Corrosion	48	36	20	34	36
Emissions	12	17	9	13	4

¹⁰

Table 10 – Percentage of re-examinations with defects disagreed by component area, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
Headlamp Aim	13.0%	18.0%	10.4%	8.9%	8.5%
Steering Suspension	7.9%	8.2%	6.6%	4.8%	5.1%
Mechanical Brake	9.2%	7.3%	5.5%	4.3%	3.2%
View to Front	4.6%	6.3%	5.1%	6.6%	4.5%
Other			4.4%	4.8%	6.4%
Tyre Depth/Condition	7.4%	6.4%	4.7%	4.2%	4.1%
Brake Efficiency	3.0%	3.0%	1.9%	1.7%	1.7%
Seat Belt	2.6%	2.0%	2.3%	1.3%	0.7%
Exhaust Condition	1.3%	1.7%	1.4%	1.4%	1.1%
Number Plate Errors	0.5%	1.5%	1.2%	0.9%	0.2%
Corrosion	2.8%	2.4%	1.1%	1.9%	2.0%
Emissions	0.7%	1.1%	0.5%	0.7%	0.2%

¹¹

Table 11 – Number of re-examinations by component area and number of defects disagreed, 2010 - 11

	Number of re-examinations with defects disagreed								Total number of defects
	None	One	Two	Three	Four	Five	Six	One or more defect	
Headlamp Aim	1640	96	56	0	0	0	0	152	208
Steering Suspension	1700	65	23	4	0	0	0	92	123
Mechanical Brake	1735	46	8	2	0	1	0	57	73
View to Front	1712	71	5	4	0	0	0	80	93
Other	1677	85	24	3	2	0	1	115	156
Tyre Depth/Condition	1718	63	11	0	0	0	0	74	85
Brake Efficiency	1762	25	5	0	0	0	0	30	35
Seat Belt	1779	11	2	0	0	0	0	13	15
Exhaust Condition	1773	16	2	0	1	0	0	19	24
Number Plate Errors	1789	2	1	0	0	0	0	3	4
Corrosion	1756	29	6	0	1	0	0	36	45
Emissions	1788	2	2	0	0	0	0	4	6
Total									867

¹²

¹⁰ Grey cells denote no data available

¹¹ Grey cells denote no data available

¹² Grey cells denote no data available

Table 12 – Number of re-examinations with defects disagreed by component area and test outcome, 2010 - 11

	No Test Error	Test Error	Total
Headlamp Aim	64	88	152
Steering Suspension	63	29	92
Mechanical Brake	46	11	57
View to Front	43	37	80
Other	63	52	115
Tyre Depth/Condition	49	25	74
Brake Efficiency	19	11	30
Seat Belt	6	7	13
Exhaust Condition	14	5	19
Number Plate Errors	3	0	3
Corrosion	28	8	36
Emissions	2	2	4

4.6 Prohibitions

Table 13 – Number of re-examinations that would have been issued with prohibitions, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
Immediate prohibitions	34	21	99	63	45
Delayed prohibitions	38	32	87	76	83
Total Prohibitions	72	53	186	139	128

Table 14 – Prohibition rate, 2006 to 2011

	2006 - 07	2007 - 08	2008 - 09	2009 - 10	2010 - 11
Immediate prohibition rate	2.0%	1.4%	5.6%	3.5%	2.5%
Delayed prohibition rate	2.2%	2.2%	4.9%	4.3%	4.6%
Combined prohibition rate	4.2%	3.6%	10.5%	7.8%	7.1%

4.7 VOSA Areas

Table 15 – Test errors by VOSA area, 2010 - 11

VOSA Area	No Test Error	Test Error	Total	% No Test Error	% Test Error
1	21	2	23	91.3%	8.7%
2	45	5	50	90.0%	10.0%
3	39	1	40	97.5%	2.5%
4	61	5	66	92.4%	7.6%
5	83	16	99	83.8%	16.2%
6	49	11	60	81.7%	18.3%
7	63	10	73	86.3%	13.7%
8	79	11	90	87.8%	12.2%
9	75	12	87	86.2%	13.8%
10	66	14	80	82.5%	17.5%
11	79	22	101	78.2%	21.8%
12	122	22	144	84.7%	15.3%
13	101	7	108	93.5%	6.5%
14	70	13	83	84.3%	15.7%
15	123	19	142	86.6%	13.4%
16	87	7	94	92.6%	7.4%
17	52	6	58	89.7%	10.3%
18	86	7	93	92.5%	7.5%
19	49	2	51	96.1%	3.9%
20	77	6	83	92.8%	7.2%
21	9	3	12	75.0%	25.0%
22	81	10	91	89.0%	11.0%
23	53	11	64	82.8%	17.2%
Total	1570	222	1792	87.61%	12.39%

Table 16 – VTS and VE Failure Rates by VOSA Area, 2010 - 11

VOSA Area	% VTS Fail	% VE Fail
1	65.2%	65.2%
2	60.0%	66.0%
3	37.5%	40.0%
4	42.4%	47.0%
5	48.5%	60.6%
6	38.3%	46.7%
7	45.2%	58.9%
8	41.1%	48.9%
9	40.2%	51.7%
10	47.5%	60.0%
11	41.6%	59.4%
12	42.4%	53.5%
13	49.1%	51.9%
14	45.8%	54.2%
15	40.8%	51.4%
16	29.8%	37.2%
17	39.7%	50.0%
18	46.2%	49.5%
19	39.2%	39.2%
20	54.2%	59.0%
21	33.3%	58.3%
22	45.1%	56.0%
23	50.0%	67.2%
Total	44.1%	53.2%

Table 17 - Severest outcome/action of re-examinations by VOSA Area, 2010 - 11

VOSA Area	Disciplinary Action Recorded	Advisory Warning Letter	No Further Action	Total	Disciplinary Action Recorded	Advisory Warning Letter	No Further Action
1	0	4	19	23	0.0%	17.4%	82.6%
2	1	2	47	50	2.0%	4.0%	94.0%
3	0	2	38	40	0.0%	5.0%	95.0%
4	0	2	64	66	0.0%	3.0%	97.0%
5	1	12	86	99	1.0%	12.1%	86.9%
6	9	6	45	60	15.0%	10.0%	75.0%
7	3	9	61	73	4.1%	12.3%	83.6%
8	2	4	84	90	2.2%	4.4%	93.3%
9	4	8	75	87	4.6%	9.2%	86.2%
10	3	12	65	80	3.8%	15.0%	81.3%
11	3	14	84	101	3.0%	13.9%	83.2%
12	5	18	121	144	3.5%	12.5%	84.0%
13	2	1	105	108	1.9%	0.9%	97.2%
14	3	8	72	83	3.6%	9.6%	86.7%
15	6	14	122	142	4.2%	9.9%	85.9%
16	3	3	88	94	3.2%	3.2%	93.6%
17	1	3	54	58	1.7%	5.2%	93.1%
18	0	3	90	93	0.0%	3.2%	96.8%
19	0	3	48	51	0.0%	5.9%	94.1%
20	4	1	78	83	4.8%	1.2%	94.0%
21	0	0	12	12	0.0%	0.0%	100.0%
22	5	6	80	91	5.5%	6.6%	87.9%
23	2	11	51	64	3.1%	17.2%	79.7%
Total	57	146	1589	1792	3.2%	8.1%	88.7%

Table 18 – Number of vehicles re-examined in VOSA Area with defects disagreed by component area, 2010 - 11

VOSA Area	Headlamp Aim	Steering Suspension	Mechanical Brake	View to Front	Other	Tyre Depth/Condition	Brake Efficiency	Seat Belt	Exhaust Condition	Number Plate Errors	Corrosion	Emissions	Sample Size
1	2	2	4	2	3	1	0	0	0	0	2	0	23
2	5	4	2	2	5	3	0	0	0	0	0	0	50
3	1	2	3	1	1	0	0	0	0	0	2	0	40
4	3	2	1	2	2	1	0	1	0	1	2	0	66
5	7	5	6	7	9	4	4	0	1	0	2	1	99
6	5	3	3	3	4	3	4	2	0	0	3	0	60
7	8	7	3	1	8	1	4	0	1	0	1	0	73
8	7	3	1	1	6	1	1	2	1	0	0	0	90
9	12	4	3	6	4	3	0	0	1	0	3	1	87
10	10	7	4	4	9	2	2	1	3	0	2	0	80
11	16	4	5	3	8	6	1	0	3	1	2	0	101
12	16	7	5	11	9	7	0	1	2	0	3	0	144
13	7	3	2	1	5	2	5	1	1	0	0	0	108
14	9	5	3	7	7	6	2	1	1	0	4	0	83
15	7	11	4	5	6	7	1	0	1	1	3	0	142
16	2	2	0	8	3	4	0	1	0	0	0	0	94
17	6	4	1	1	5	0	0	0	0	0	1	0	58
18	6	0	0	1	3	6	1	1	0	0	1	0	93
19	1	0	1	3	3	2	1	0	1	0	2	1	51
20	3	4	1	0	3	4	1	1	0	0	0	0	83
21	2	1	1	0	0	0	1	0	0	0	0	0	12
22	8	6	3	5	5	7	1	1	2	0	1	0	91
23	9	6	1	6	7	4	1	0	1	0	2	1	64
Total	152	92	57	80	115	74	30	13	19	3	36	4	1792

Table 19 - Percentage of vehicles re-examined in VOSA Area with defects disagreed by component area, 2010 - 11

VOSA Area	Headlamp Aim	Steering Suspension	Mechanical Brake	View to Front	Other	Tyre Depth/Condition	Brake Efficiency	Seat Belt	Exhaust Condition	Number Plate Errors	Corrosion	Emissions	Sample Size
1	8.7%	8.7%	17.4%	8.7%	13.0%	4.3%	0.0%	0.0%	0.0%	0.0%	8.7%	0.0%	23
2	10.0%	8.0%	4.0%	4.0%	10.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50
3	2.5%	5.0%	7.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	40
4	4.5%	3.0%	1.5%	3.0%	3.0%	1.5%	0.0%	1.5%	0.0%	1.5%	3.0%	0.0%	66
5	7.1%	5.1%	6.1%	7.1%	9.1%	4.0%	4.0%	0.0%	1.0%	0.0%	2.0%	1.0%	99
6	8.3%	5.0%	5.0%	5.0%	6.7%	5.0%	6.7%	3.3%	0.0%	0.0%	5.0%	0.0%	60
7	11.0%	9.6%	4.1%	1.4%	11.0%	1.4%	5.5%	0.0%	1.4%	0.0%	1.4%	0.0%	73
8	7.8%	3.3%	1.1%	1.1%	6.7%	1.1%	1.1%	2.2%	1.1%	0.0%	0.0%	0.0%	90
9	13.8%	4.6%	3.4%	6.9%	4.6%	3.4%	0.0%	0.0%	1.1%	0.0%	3.4%	1.1%	87
10	12.5%	8.8%	5.0%	5.0%	11.3%	2.5%	2.5%	1.3%	3.8%	0.0%	2.5%	0.0%	80
11	15.8%	4.0%	5.0%	3.0%	7.9%	5.9%	1.0%	0.0%	3.0%	1.0%	2.0%	0.0%	101
12	11.1%	4.9%	3.5%	7.6%	6.3%	4.9%	0.0%	0.7%	1.4%	0.0%	2.1%	0.0%	144
13	6.5%	2.8%	1.9%	0.9%	4.6%	1.9%	4.6%	0.9%	0.9%	0.0%	0.0%	0.0%	108
14	10.8%	6.0%	3.6%	8.4%	8.4%	7.2%	2.4%	1.2%	1.2%	0.0%	4.8%	0.0%	83
15	4.9%	7.7%	2.8%	3.5%	4.2%	4.9%	0.7%	0.0%	0.7%	0.7%	2.1%	0.0%	142
16	2.1%	2.1%	0.0%	8.5%	3.2%	4.3%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	94
17	10.3%	6.9%	1.7%	1.7%	8.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	58
18	6.5%	0.0%	0.0%	1.1%	3.2%	6.5%	1.1%	1.1%	0.0%	0.0%	1.1%	0.0%	93
19	2.0%	0.0%	2.0%	5.9%	5.9%	3.9%	2.0%	0.0%	2.0%	0.0%	3.9%	2.0%	51
20	3.6%	4.8%	1.2%	0.0%	3.6%	4.8%	1.2%	1.2%	0.0%	0.0%	0.0%	0.0%	83
21	16.7%	8.3%	8.3%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	12
22	8.8%	6.6%	3.3%	5.5%	5.5%	7.7%	1.1%	1.1%	2.2%	0.0%	1.1%	0.0%	91
23	14.1%	9.4%	1.6%	9.4%	10.9%	6.3%	1.6%	0.0%	1.6%	0.0%	3.1%	1.6%	64
Total	8.5%	5.1%	3.2%	4.5%	6.4%	4.1%	1.7%	0.7%	1.1%	0.2%	2.0%	0.2%	1792

4.8 Month MCS conducted

Table 20 - Test errors by month re-examination conducted, 2010 - 11

Month	No Test Error	Test Error	Total	% No Test Error	% Test Error
Apr-10	128	14	142	90.1%	9.9%
May-10	130	21	151	86.1%	13.9%
Jun-10	127	25	152	83.6%	16.4%
Jul-10	152	20	172	88.4%	11.6%
Aug-10	125	20	145	86.2%	13.8%
Sep-10	148	26	174	85.1%	14.9%
Oct-10	153	26	179	85.5%	14.5%
Nov-10	110	18	128	85.9%	14.1%
Dec-10	90	10	100	90.0%	10.0%
Jan-11	128	16	144	88.9%	11.1%
Feb-11	116	15	131	88.5%	11.5%
Mar-11	163	11	174	93.7%	6.3%
Total	1570	222	1792	87.61%	12.39%

Table 21 – VTS and VE failure rate by month, 2010 - 11

Month	% VTS Fail	% VE Fail
Apr-10	50.7%	59.2%
May-10	42.4%	48.3%
Jun-10	33.6%	47.4%
Jul-10	52.3%	62.8%
Aug-10	42.8%	53.8%
Sep-10	39.7%	50.0%
Oct-10	40.2%	51.4%
Nov-10	43.8%	54.7%
Dec-10	49.0%	55.0%
Jan-11	43.8%	50.7%
Feb-11	42.7%	54.2%
Mar-11	49.4%	52.3%
Total	44.1%	53.2%

Table 22 – Severest outcome/action of re-examinations by month, 2010 - 11

Month	Disciplinary Action Recorded	Advisory Warning Letter	No Further Action	Total	Disciplinary Action Recorded	Advisory Warning Letter	No Further Action
Apr-10	7	17	118	142	4.9%	12.0%	83.1%
May-10	3	14	134	151	2.0%	9.3%	88.7%
Jun-10	7	13	132	152	4.6%	8.6%	86.8%
Jul-10	9	14	149	172	5.2%	8.1%	86.6%
Aug-10	4	11	130	145	2.8%	7.6%	89.7%
Sep-10	6	14	154	174	3.4%	8.0%	88.5%
Oct-10	7	12	160	179	3.9%	6.7%	89.4%
Nov-10	4	13	111	128	3.1%	10.2%	86.7%
Dec-10	3	7	90	100	3.0%	7.0%	90.0%
Jan-11	1	14	129	144	0.7%	9.7%	89.6%
Feb-11	4	10	117	131	3.1%	7.6%	89.3%
Mar-11	2	7	165	174	1.1%	4.0%	94.8%
Total	57	146	1589	1792	3.2%	8.1%	88.7%

Table 23 - Number of vehicles re-examined with defects disagreed by component area, by month, 2010 – 11

Month	Headlamp Aim	Steering Suspension	Mechanical Brake	View to Front	Other	Tyre Depth/Condition	Brake Efficiency	Seat Belt	Exhaust Condition	Number Plate Errors	Corrosion	Emissions	Sample Size
Apr-10	16	6	8	5	6	5	4	3	4	0	6	0	142
May-10	11	9	7	8	9	4	4	1	0	0	3	1	151
Jun-10	9	5	2	9	12	7	2	2	2	1	2	0	152
Jul-10	17	17	5	2	12	7	3	1	1	0	4	0	172
Aug-10	9	8	4	2	5	8	3	2	1	0	1	0	145
Sep-10	18	7	5	13	11	10	0	0	3	0	3	0	174
Oct-10	20	9	5	7	11	7	1	3	3	0	4	0	179
Nov-10	12	9	4	5	13	4	5	1	0	1	4	0	128
Dec-10	5	4	4	9	9	6	3	0	0	1	4	1	100
Jan-11	12	7	6	7	10	6	1	0	3	0	2	1	144
Feb-11	11	6	1	8	10	5	2	0	1	0	0	1	131
Mar-11	12	5	6	5	7	5	2	0	1	0	3	0	174
Total	152	92	57	80	115	74	30	13	19	3	36	4	1792

Table 24 - Percentage of vehicles re-examined with defects disagreed by component area, by month, 2010 – 11

Month	Headlamp Aim	Steering Suspension	Mechanical Brake	View to Front	Other	Tyre Depth/Condition	Brake Efficiency	Seat Belt	Exhaust Condition	Number Plate Errors	Corrosion	Emissions	Sample Size
Apr-10	11.3%	4.2%	5.6%	3.5%	4.2%	3.5%	2.8%	2.1%	2.8%	0.0%	4.2%	0.0%	142
May-10	7.3%	6.0%	4.6%	5.3%	6.0%	2.6%	2.6%	0.7%	0.0%	0.0%	2.0%	0.7%	151
Jun-10	5.9%	3.3%	1.3%	5.9%	7.9%	4.6%	1.3%	1.3%	1.3%	0.7%	1.3%	0.0%	152
Jul-10	9.9%	9.9%	2.9%	1.2%	7.0%	4.1%	1.7%	0.6%	0.6%	0.0%	2.3%	0.0%	172
Aug-10	6.2%	5.5%	2.8%	1.4%	3.4%	5.5%	2.1%	1.4%	0.7%	0.0%	0.7%	0.0%	145
Sep-10	10.3%	4.0%	2.9%	7.5%	6.3%	5.7%	0.0%	0.0%	1.7%	0.0%	1.7%	0.0%	174
Oct-10	11.2%	5.0%	2.8%	3.9%	6.1%	3.9%	0.6%	1.7%	1.7%	0.0%	2.2%	0.0%	179
Nov-10	9.4%	7.0%	3.1%	3.9%	10.2%	3.1%	3.9%	0.8%	0.0%	0.8%	3.1%	0.0%	128
Dec-10	5.0%	4.0%	4.0%	9.0%	9.0%	6.0%	3.0%	0.0%	0.0%	1.0%	4.0%	1.0%	100
Jan-11	8.3%	4.9%	4.2%	4.9%	6.9%	4.2%	0.7%	0.0%	2.1%	0.0%	1.4%	0.7%	144
Feb-11	8.4%	4.6%	0.8%	6.1%	7.6%	3.8%	1.5%	0.0%	0.8%	0.0%	0.0%	0.8%	131
Mar-11	6.9%	2.9%	3.4%	2.9%	4.0%	2.9%	1.1%	0.0%	0.6%	0.0%	1.7%	0.0%	174
Total	8.5%	5.1%	3.2%	4.5%	6.4%	4.1%	1.7%	0.7%	1.1%	0.2%	2.0%	0.2%	1792