

Memo No	12/11
Title	IM 38 HGV/PSV ABS Warning Lamp Prohibition Issue
Subject area	Revised procedure for Prohibition Issue for ABS Malfunction Indicator Lamp illumination
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To (Action required)	VEs, SVEs TE's STE's AM
Copy to (for information)	Testing Staff, SMs, QA&I officers, Training Services, RM's, Press Office. RHA, FTA. CPT and SMMT
Expiry date	N/A
Supersedes Memos	N/A

### Purpose:

The purpose of this memo is to define the procedure for Delayed Prohibition Issue requirements applicable when an illuminated ABS Malfunction Indicator Lamp (MIL) is found

### Process Users:

Vehicle Examiners

### Initiating Inputs:

An illuminated ABS MIL is found at roadside inspection

### Outputs:

To ensure VOSA applies a consistent procedure in accordance with the Road Vehicles (Construction and Use) Regulations 1986 Regulation 18, that does not compromise road safety

### Procedure – General Rules:

- C&U Regulation 18(1A) & (1B) gives dispensation for the sanction level applied for an ABS MIL defect if the defect occurs *“during the journey or is being driven to a place where the ABS is to undergo repair”*
- It is acknowledged that it is not possible for an examiner to independently determine whether a MIL has become illuminated during a journey, at the start of which the ABS system was functioning correctly
- This procedure therefore shows the process to be used in order for the Examiner to decide, to the best of his ability using the evidence supplied, whether or not the dispensation (as specified by C&U Reg 18) can be applied to the specific circumstance in question, e.g. an illuminated ABS MIL.
- This procedure applies to Anti-Lock Braking System MIL only, and **not** Electronic Braking System MIL
- By “this journey” it is meant, the current journey which must have been started within the day. For practical purposes a day is defined as any 24 hour period that begins when a driver starts work after a daily or weekly rest. It is not a rolling period.

- This Procedure applies to domestic and non-domestic vehicles

### Procedure:

Responsibility	Procedure	Notes
1. Vehicle Examiner	Examiner finds ABS MIL illuminated	
2. Vehicle Examiner	Establish if the MIL is coloured red or yellow/amber	
3. Vehicle Examiner	If lamp is coloured red the normal prohibition sanction level as specified by the Categorisation of Defects is applied	
4. Vehicle Examiner	If the ABS MIL is yellow/amber but a secondary red (Stop) warning lamp is illuminated, this must be treated the same as a red lamp	
5. Vehicle Examiner	If the lamp is coloured yellow/amber the examiner will need to obtain evidence from the vehicle driver that the MIL became illuminated during this journey	
6. Vehicle Examiner	Evidence for 5 above must consist of the following and be available at the time of inspection:	
6. (i)	Walk around check sheet correctly completed indicating correctly functioning braking system	The check sheet may be electronic. The check sheet may specify 'ABS'
6. (ii)	A defect reporting log which must include date, time, location, mileage (at time of incident), details of action taken (including any rectification if applicable)	Note. 'Action taken' must contain information such as driver checked no visible defect evident or OBD interrogation occurred and note that brake performance and operation appears to be normal.
7. Vehicle Examiner	If the examiner is satisfied that, from the evidence provided, the defect occurred within the present journey, and/or the vehicle is en route to a place of repair (or a repairer is travelling to the scene) <b>and</b> that no other obvious braking defect is present then an Inspection Notice is to be issued	

Andrew Cattell  
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 Heavy Vehicle Scheme Management  
 March 2011