



QEMAD 3 – Defect Code Definitions – Vehicle/Trailer Inspections

Defects listed on VIS inspection reports are categorised and coded according to the severity and likely impact should the equipment be used.

- For Roadworthiness inspections defects affecting the safety, legality and reliability only are reported.
- For Maintenance inspections, in addition to the above, condition and future potential maintenance considerations are also included.

With reference to the relevant inspection manual, AE's shall use their experience and technical expertise to categorise each defect in the appropriate defect category.

Safety related defects

These are defects which affect the roadworthiness of a vehicle/trailer and pose a risk to safety if used. They:

- Contravene the relevant inspection manual
 - Would result in an annual test failure
 - Are likely to attract prohibition action if detected by DVSA examiners
- The relevant inspection manuals position defects into three categories:

DG – Dangerous – likely Immediate Prohibition

Defect/s constituting a direct and immediate risk to road safety or having an impact on the environment, such that the vehicle should not be used on the road under any circumstances.

MJ – Major – likely Delayed Prohibition

Defect/s that may prejudice the safety of the vehicle/trailer, have an impact on the environment, put other road users at risk or other more significant non-compliances.

MN – Minor – likely Inspection Notice

Defect/s having no significant effect on the safety of the vehicle or impact on the environment and other minor non-compliances.

Driver related safety defects

These are defects which are as above, but would be expected to be reported on a daily check defect report. They are indicated by the addition of a D for driver related:

- DGD
- MJD
- MND

Significant Failure of Roadworthiness Compliance

These are defects that in addition to the coding above, are indicative of a significant failure of roadworthiness compliance and should be marked with an **S** code. **S** coded defects are those which, in the AE's opinion meet any of the following criteria:

- Long standing defect that should have been detected and repaired at the last safety check.
- The defect or issue should have been detected at the first use/daily walk round check.
- Performance, handling and/or warning systems would have made the defect obvious to the driver.
- Poor workmanship should have been apparent to repairer.

Legality and reliability defects (non safety related)

R – Repair required defects

These are defects which satisfy one or more of the following criteria:

- Do not, at the time of inspection, fall into any of the above safety related categories
- Defects not meeting legislation requirements and could result in a Police prosecution.
- Are likely to result in the vehicle/trailer becoming **unsafe, unreliable** or **illegal** before the next inspection
- Require attention to prevent the development of a defect
- Require attention to prevent the development of a costlier repair

RD – Driver related repair required defects

Defects which are as above, but would be expected to be reported on a daily check defect report.

Any police prosecution items will be emphasised in the comments section of the report and will be drawn to the attention of the depot contact by the AE.

Condition and potential future defects (maintenance inspections only)

D – Discretionary repair defects

These are defects which satisfy one or more of the following criteria:

- Are reported to provide a complete picture of the vehicle condition and are likely to be 'cosmetic' in nature
- Do not fall into any of the previous coding categories as they do not affect either safety or serviceability
- Are not, in the interests of economy, recommended by the AE for repair

O – Observation defects

These are defects which satisfy one or more of the following criteria:

- In the main will refer to wearing or leaking components
- Are reported to indicate that whilst the component is worn or leaking it has not yet reached a point where repair is necessary
- Are reported to provide an indication of future repair requirements

Other than observation, these defects require no action and may be re-inspected and reported according to their condition at any subsequent VIS inspections.

Guidelines – coding of driver defect items

This code is to be used only for safety related and repair defects if, in the opinion of the AE, it is reasonable to expect the defect should be reported on a daily check defect report. In most cases the decision as to which items to code in this way will be straight-forward, as with inoperative lights, screen washers or wipers for instance. In the case of items that are less clear cut, AE's are asked to apply common sense. Defects noted on tyres or oil and water leaks should only be coded in this way if a driver could reasonably be expected to see them.

In coding items as driver related, AE's are not required to establish whether a daily check defect report has been submitted. If a defect exists and it falls into this category then it should be coded as shown above without any other consideration clouding the issue. The decision on any subsequent action or investigation must be left with the operator.

QEMAD 15 – Guidance for Thorough Examination Defect Coding

Defects listed on VIS Thorough Examination reports are categorised and coded according to the severity and likely impact should the equipment be used.

AE's shall use their experience, technical expertise and relevant flowchart to categorise the particular defect in the appropriate defect category and provide an estimated repair timescale.

- For Mechanical Handling Equipment (e.g. lift trucks) use Mechanical Handling Equipment flowchart
- For Lifting Equipment (e.g. lorry loaders) use Lifting Equipment flowchart

DG – Dangerous Defect

These are defects in the **lifting** equipment which involve an existing or imminent risk of serious personal injury arising from failure of the equipment should anyone attempt to use it. Repair timescale is always immediate.

Be extremely careful about the use of DG coding and always consult with a manager first as defined in the QEMIP 11 guidelines.

Examples include:

- Structurally damaged jib on a crane
- Tail lift frame partially detached from vehicle body
- Lift truck fork deformed and cracked

MJ – Major Defect

These are defects in the **work** equipment which affect the safe or reliable operation should anyone attempt to use it. Repair timescale is always immediate, examples include:

- Safety-related parts such as interlocks, protection devices or controls inoperative
- Overload protection systems inoperative
- Remote control device neck strap missing

MN – Minor Defect

These are defects with the equipment which not yet, but could, become a danger to persons or affect the safe or reliable operation. Repair timescales are either 7 or 28 days, depending on the opinion of the AE. Examples include:

- A lifting chain worn between 2 and 3%
- Any legal notices missing (SWL/Capacity etc.) or visibility devices (flags/reflectors etc.)
- Components showing signs of undue/considerable/excessive wear or stress/lack of lubrication

O – Observation Defect

These are defects of a less serious nature which may require attention in the future to ensure continued safe, legal and reliable operation and will not have a repair timescale. Examples include:

- Hydraulic hose rubber casing split
- Slight leak from hydraulic control valve
- Slight wear on column bearing

Driver related safety defects

For mechanical handling equipment, e.g. fork truck or telehandler; defects which are as above, but would be



expected to be reported on a daily check defect report shall be indicated within the report by the addition of a D for driver related:

- DGD
- MJD
- MND

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