

If the first acceleration smoke level is greater than the limit for the vehicle, carry out two further accelerations following the meter prompts. At the end of the third acceleration, read the mean smoke level displayed on the meter. If it is at or below the appropriate limit, the vehicle has passed this part of the test.

If the mean smoke level is still too high, carry out further accelerations up to a maximum of six in total.

After each acceleration, check the mean reading. This part of the test is complete when either the mean of any three consecutive smoke readings is at or below the appropriate limit, or six accelerations have been performed.

In cases where smoke levels are significantly in excess of the specified limit values after one acceleration, testers may choose to abort the emissions test to avoid unnecessary testing.

On vehicles fitted with a diesel particulate filter, also check that no visible smoke is emitted from the exhaust during the metered check.

Engine Malfunction Indicator Lamp

Turn on the ignition and check that the engine Malfunction Indicator Lamp (MIL) illuminates and then goes off.

Defect	Category
(a) Smoke opacity levels exceed the manufacturer's specified limit.	Major
(b) Smoke opacity levels exceed default limit.	Major
(c) Exhaust emits excessive smoke or vapour of any colour to an extent likely to obscure the vision of other road users.	Dangerous
(d) Exhaust on a vehicle fitted with a diesel particulate filter emits visible smoke of any colour.	Major
(e) Emissions test unable to be completed.	Major
(f) Emissions test aborted because smoke levels are significantly in excess of the specified limit values.	Major
(g) Engine MIL inoperative or indicating a malfunction.	Major

8.3 Not in use

8.4 Other Environmental Items

8.4.1 Fluid leaks

This inspection applies to all vehicles and should be carried out with the engine idling. Fluids such as engine coolant, screen wash and fluid required for Selective Catalyst Reduction are not included.

Leaks from batteries, braking, steering, suspension and fuel systems are covered elsewhere in this Manual.

Fluid leaks should only be considered excessive if they deposit greater than a 75mm diameter pool in 5 minutes, or if there are a number of leaks which collectively deposit fluid at the same rate.

Excessive fluid leaks may also constitute a reason for refusing to carry out the test (see Introduction item 4).