

- the temperature gauge indicated that the engine was at its normal operating temperature
  - the cooling fan had cut in
  - the coolant pipes were hot
4. Perform a HC hang-up check and ensure that HC<20ppm before continuing. Insert the analyser sample probe.
  5. If the engine speed is clearly above the vehicle specific limit and this can be easily adjusted, a tester may perform the adjustment and complete the test - the adjustment is not, however, part of the MOT test.
  6. Follow the EGA prompts until the full catalyst test is completed, at which point the analyser will produce two printouts.
  7. One copy of the printout must be retained by the VTS for three months and the second copy given to the vehicle presenter.

### 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) Emissions levels exceed the manufacturer's specified limits.	Major
(b) Emissions levels exceed default limits.	Major
(c) Lambda coefficient outside the default limits or the range specified by the manufacturer.	Major
(d) Emissions test unable to be completed.	Major
(e) Engine is idling clearly above its normal idle speed.	Major
(f) Exhaust emits dense blue or clearly visible black smoke for a continuous period of 5 seconds at idle.	Major
(g) Exhaust emits excessive dense blue or clearly visible black smoke during acceleration which would obscure the view of other road users.	Major
(h) Engine MIL inoperative or indicating a malfunction.	Major

## 8.2.2 Compression ignition engine emissions

### 8.2.2.1 Exhaust emission control equipment

**This inspection is restricted to** components that are readily visible and identifiable, such as a diesel oxidation catalyst, diesel particulate filter, selective catalytic reduction valve etc.

**Diesel particulate filters (DPF)** should be checked for evidence that the DPF has been removed or otherwise tampered with. Where a DPF canister has clearly been cut open and re-welded, it should be rejected unless evidence can be provided that the canister was cut open for legitimate reasons, such as filter cleaning.

Defect	Category
(a) Emission control equipment fitted by the manufacturer missing, obviously modified or obviously defective.	Major
(b) An induction or exhaust leak that could affect emissions levels.	Major
(c) Evidence that the diesel particulate filter has been tampered with.	Major