

DEPARTMENT OF ENVIRONMENT HOUSING AND NEIGHBOURHOOD**ORIGINATING SECTION: PUBLIC PROTECTION SERVICE****REPORT TO: LICENSING COMMITTEE****17:06:2014****TITLE : BODYWORK STANDARDS FOR PRIVATE HIRE AND HACKNEY CARRIAGE VEHICLES****1. PURPOSE**

To inform members of a current review of the current bodywork standards included in the Council's Supplement Testing manual for private hire and hackney carriage vehicles

2. RECOMMENDATIONS

That members consider an introduction of a revised bodywork standard for a trial period.

3. KEY ISSUES

The current revision of the Council's testing manual was introduced on 8th April 2011. (See appendix 1)The manual is the standard that all private hire and hackney carriage vehicles are tested to. This standard is over and above the national M.O.T standards, for example private hire and hackney carriage vehicles must carry a spare tyre, must have a clean and tidy boot for carrying passenger's luggage or shopping, must carry a first aid kit etc.

The main focus of the revision in 2011 was on bodywork standards, the current standard has very prescriptive measures on what would constitute a fail, however it is proven that these measures do not seem practicable.

A request was formally made at the taxi forum in January this year, for the Council to review the bodywork standards.

In response to this request, the various testing manuals that are in place throughout the country were reviewed. A meeting was held with representatives of the trade on Monday 19th May 2014, the current bodywork standards that are included in Transport for London's testing manual were considered by the whole group as good standard that would work in Blackburn with Darwen. See appendix 2, At the current time, we would only be looking to introduce the bodywork section of the manual.

4. RATIONALE

The primary focus on vehicle testing is public safety, and if any damage on a vehicle poses a risk to public safety the vehicle will fail a test.

The council must also ensure that public confidence in the taxi trade is maintained, so a balance needs to be struck, and so a vehicle that has significant damage or poor and shoddy repairs, this must also fail.

If a trial is introduced, the London Standard can be properly assessed to see if it would be beneficial to formerly adopt the standard. A period of 9-12 months would allow both the Council and the trade time to collate data and feedback from the results of the tests.

5. POLICY IMPLICATIONS

If a trial was introduced then there will not be any policy implications

6. FINANCIAL IMPLICATIONS

At the time of this report there are no financial implications

7. LEGAL IMPLICATIONS

The Local Government (Miscellaneous Provisions) Act 1976 sets out that licensed vehicles must be inspected and tested by and on behalf of the Council within such period and at such place as the Council requires, so that it can maintain control of the licensing process. Members are aware that decisions (even changes to policies) have to be taken on a reasonable basis, that is only relevant and not irrelevant considerations may be taken into account. The main consideration here is public safety

8. RESOURCE IMPLICATIONS

Existing staff in the public protection service will undertake the associated work.

9. CONSULTATIONS

Representatives of the trade have been consulted, a meeting was held on 19th May. A full consultation will be undertaken if it is deemed appropriate to introduce The new standard formally.

10 . CONTACT OFFICER

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The Licensing of Hackney Carriages & Private Hire Vehicles

Supplement Testing Manual 4th Amendment

Elements of the vehicle Test in addition to M.O.T standards

First approved at a meeting of the Licensing Sub Committee held on 11th April 1991

1st amendment approved at a meeting of the Licensing Sub Committee held on 30th September 1993

2nd amendment approved at a meeting of the Licensing Sub Committee held on 24th March 1997

3rd amendment / revision approved by Executive Member on 10th April 2007 (revised 1/4/10 re door signage)

4th amendment / revisions approved by Executive Member on 8th April 2011

Sayed Osman

Director of Environment,
Housing & Neighbourhoods

Where the test is of the opinion that the overall standard of the vehicle is inadequate they should in the first instance contact the Council's Licensing Section, where a joint inspection will take place

1. EXTERIOR OF THE VEHICLE

METHOD OF INSPECTION

- 1.1 The exterior of the bodywork, the underside of the vehicle and the engine compartment must be in a suitable clean condition to allow for proper inspection of these areas (see Notes).
- 1.2 Check all door check straps to ensure that doors are held in place when fully opened.
- 1.3 Examine the external body panels and structure for evidence of corrosion, damage and/or unsatisfactory repairs.
- 1.4 Examine the external paintwork for damage which adversely affects the appearance of the vehicle.

(Examination of bodywork for poor or shoddy repairs or a mismatch of paint shall be undertaken from a distance of 3 metres from the vehicle)

(25) mm would constitute a fail

NOTES

If the vehicle is presented for inspection in such a condition to prevent a full examination of items for inspection, the test will not be carried out.

Obvious Signs of filler or paint runs would constitute a poor or shoddy repair.

N.B. Allowance should be made for small stone chips which are not showing signs of rust.

A scratch constitutes paint removal to undercoat or metal.

This includes rust scabs covered by vinyl

REASON FOR REJECTION

- 1. Contamination preventing proper inspection.
- 2. Door check straps which fail to hold the doors in place when fully opened.
- 3.
 - a) Visibly poor or shoddy repairs constitute a fail
 - b) A dent on a panel over 65mm diameter at its widest point and over 4mm deep, constitutes a fail
 - c) Multiple dents – More than 3 dents up to 65mm in diameter and 4mm deep on the whole of the vehicle constitutes a fail
- 4.
 - a) An **obvious** mismatch of paint constitutes a fail. However, the examiner should use discretion on metallic paintwork provided the correct colour code had been used and the overall standard is good.
 - b) A scratch over 300mm long constitutes a fail
 - c) More than 3 scratches over 150mm constitutes a fail
 - d) Multiples of scratches and dents (5max) set within the above parameters on the body panels constitutes a fail
 - e) A single rust scab or blemish over 20 (40) mm wide constitutes a fail
 - f) More than 3 (4) rust scabs over 10

1. EXTERIOR OF THE VEHICLE (Contd.)

METHOD OF INSPECTION	REASON FOR REJECTION	NOTES
1.5 Ensure that the front and rear bumpers are in good order and are securely fixed to the vehicle.	5a inadequately secured front or rear bumpers	2nd opinion will be obtained from Licensing
1.6 Examine the rubber seals to every door for serious damage, looseness or absence.	5b scruffs with significant paint removal	
1.7 Check that every reversing light fitted by the manufacturer of the vehicle:	5c cracked or parts missing	
a) operates when reverse gear is selected	6 A door seal which is damaged or worn to the extent that air/water penetration may occur, constitutes a fail.	
b) is complete, in good working order and in clear condition	Any sharp edges arising from door seal defects constitutes a fail:	
c) emits a steady white light	7 A reversing light which:	Some vehicles have reversing lights fitted as an extra. If this is so then check that the switch provided for its use is fitted in such a position capable of indicating to the driver of the vehicle that the reverse light(s) have been activated or deactivated. All other light checks still apply.
d) is securely fitted and provides adequate illumination to the rear of the vehicle	7a does not operate when reverse gear is selected	
	7b is incomplete, not in good working order or in clean condition, i.e. so damaged or deteriorated that its function is impaired	
	7c emits other than a steady white light when reverse gear is selected remains on when reverse gear is deselected	
	7d insecure or does not provide adequate illumination to the rear of the vehicle	

EXTERIOR OF THE VEHICLE (Contd.)

METHOD OF INSPECTION

1.8 Operate the washers and the wipers and note the swept area of the rear window

1.9 Examine the condition, security and effectiveness of the wiper blade and its contact with the rear window

1.10 Check the function of the rear window washer

1.11 Check the driver and front passenger window

REASON FOR REJECTION

8a a wiper or washer control missing or inaccessible to the driver

8b a wiper does not automatically operate when switched on

8c a wiper installed for the use of the driver does not operate over an area of the rear window enough to give the driver an adequate view

9 A wiper blade unsecure, missing, deteriorated or which does not clear the rear window effectively to give the driver an adequate view to the rear from the drivers seat.

10 The window washer does not provide enough liquid to clear the rear window in conjunction with the wiper

11 Obscured view

NOTES

This inspection only applies to a vehicle that is manufactured with a windscreen wiper and washer(s) fitted to the rear window of the vehicle.

Removal of the rear washer unit will not be permitted.

The driver and passenger must be visible through the windows

2006 (70 mm in diameter) on rear passenger windows

Failure to display signs

2
3

4 SIGNS – PRIVATE HIRE VEHICLE SIGNS

METHOD OF INSPECTION

2.1 Examine the signs displayed on the front doors of the vehicle to ensure that they comply with those approved by the Council.

REASON FOR REJECTION

1 Failure to display the name of the Private Hire Company and/or its telephone number in the manner prescribed (i.e. position of sign, size of lettering etc.)

NOTES

The Borough Councils conditions require that

"The proprietor shall display a sign on the front doors of the vehicle to the Councils uniform design and specification, the sign to incorporate the business name of the operator, but such name is not to include the word "taxi" Hackney or Cab in any form".

THIS SECTION DOES NOT APPLY TO VEHICLES PRESENTED FOR INSPECTION WHERE AN INITIAL APPLICATION FOR A PRIVATE HIRE VEHICLE LICENCE IS TO BE MADE

2.2 A vinyl notice (which shall have the text "Licensed Private Hire Vehicle" and the text "Advanced Booking Only") approved by the Council, identifying the vehicle as a private hire vehicle, and also the plate number, shall be displayed on the upper panels of the rear doors.

Failure to display signs

2.3 On MPVs (Multi Passenger Vehicle) licensed as private hire vehicles the signs must be displayed on the rear near side passenger door and on the opposite panel on the offside of the vehicle.

2.4 No Smoking signs compliant with the Health Act

3 LICENCE PLATES

METHOD OF INSPECTION

- 3.1 Inspect the vehicle licence plate fixed to the rear of the vehicle for signs of damage or excessive wear, and ensure that the licence detail is clearly legible.
- 3.2 Examine the plate that is fitted to the vehicle to ensure that it is securely fixed. Ensure that the plate is fixed in a prominent position. (See Notes)

REASON FOR REJECTION

1. A damaged plate or a plate with licence number not clearly legible.
2. A plate which is not adequately secured to the vehicle or is not fitted in a prominent position.

NOTES

The vehicle licence plate and holder issued by the council identifying the vehicle as a private hire vehicle/hackney carriage vehicle shall be securely fixed to the exterior of the vehicle in a position to be clearly visible and should be capable of being easily removed by an authorised officer.

THIS SECTION DOES NOT APPLY TO VEHICLES PRESENTED FOR INSPECTION WHERE AN INITIAL APPLICATION FOR A HACKNEY CARRIAGE OR PRIVATE HIRE VEHICLE LICENCE IS TO BE MADE

4 TYRES AND SPARE WHEEL

METHOD OF INSPECTION

- 4.1 Ensure that the tyre provided on the spare wheel is of the same size and construction as those fitted to the road wheels (see Notes). Space saver – refer to condition
- 4.2 Examine the tyre which is fitted to the spare wheel for signs of damage or excessive wear and ensure that it complies with all legal requirements for tyres when fixed to the vehicle.
- 4.3 Check that the tyre is not seriously over inflated or under inflated.
- 4.4 Examine the jack and wheel brace provided with the vehicle to ensure that they are in good working order.
- 4.5 Check the spare wheel fixing bracket (or similar securing device) to ensure that the wheel is properly secured in the correct position.
- 4.6 Check the rim of the spare wheel for any signs of distortion or damage.

REASON FOR REJECTION

- 1 A spare wheel not provided with the vehicle. A tyre which is of a different size or construction.
- 2 Damaged, worn, sub standard or otherwise illegal tyres.
- 3 Excessively under or over inflated spare tyre.
- 4 Failure to provide a suitable jack and/or wheel brace with the vehicle.
- 5 Failure to satisfactory secure the spare wheel.
- 6 A damaged or distorted spare wheel rim to such extent that it renders it unserviceable.

NOTES

If a vehicle has tyres in a combination which conforms to current legal requirements (e.g. radial and cross ply), the carrying of one spare wheel/tyre cannot be accepted, since it can only be used in limited circumstances. The vehicle must therefore fail the test, even if the spare tyre is in good condition and matches one pair of the tyres fitted to the vehicle. A mix of steel and cord radials on one axle will not be accepted.

Exemption = Minibuses where there is no provision to store safely.

A remould will only be accepted if it carries a clearly legible manufacturer's mark that the tyre conforms to the current British Standard.

5.7	Check that the vehicle is equipped with suitable wheelchair ramps and they are permanently legibly marked with the registration mark of the vehicle that they are carried in.	7a	Vehicle not equipped with suitable wheel chair ramps.
		7b	Ramps not marked with the registration mark of the vehicle they are being

5 **BOOT**

METHOD OF INSPECTION

- 5.1 Examine the boot interior for evidence of corrosion or water penetration.
- 5.2 Ensure that there is adequate boot floor covering and that it is in good condition and offers adequate protection to luggage stored in the boot.
- 5.3 Examine the interior of the boot for accumulations of dirt, dust, grease, litter, etc. Or staining of any surface which luggage may come into contact.
- 5.4 Check the boot for the presence of containers of any flammable or corrosive materials (e.g. oil, petrol).
- 5.5 Check boot for loose tools and other items.
- 5.6 Check that the vehicle boot supports and opening mechanism adequately support the lid when it is in the 'lifted' position.

REASON FOR REJECTION

- 1 Corrosion to the floor of the boot, inner wing panels or lid.
- 2 Inadequate floor covering.
- 3 Accumulations of dirt, grease, rubbish etc. In the boot which could soil or damage luggage stored therein.
- 4 Containers for the storage of oil, petrol or any flammable or corrosive material shall not be carried in the vehicle.
- 5 Any tools or other items not adequately secured, or would hinder the storage of luggage.
- 6a Defective opening mechanism
- 6b Defective boot supports which prevent the lid from being properly secured in the 'lift' position.

NOTES

For Hackney Carriage Vehicles exemption where boot is not used for passenger goods.

The materials could contaminate passengers luggage, taint food etc.

This section only applies to Hackney Carriages.

6	<u>ENGINE COMPARTMENT</u>	<u>REASON FOR REJECTION</u>	<u>NOTES</u>
	METHOD OF INSPECTION		
6.1	Carry out a visual inspection of the engine compartment for signs of oil leaks.	1. Excessive oil leaks.	
6.2	Ensure that the battery is properly secured in position.	2. A battery which is not adequately secured.	
6.3	Check the fan belt for signs of incorrect adjustment and/or deterioration.	3. An incorrectly adjusted or deteriorated fan belt.	
6.4	Examine the engine mountings for signs of deterioration.	4. Insecure or excessively deteriorated engine mountings.	
6.5	Ensure that the radiator is properly secured to the vehicle and check the cooling system for signs of any leaks.	5. An inadequately radiator or leaks from the cooling system.	
6.6	Check the clutch mechanisms for correct operation.	6. Fluid leakage or mechanical components wear in the clutch mechanism.	

7.7 The anti slip face on the clutch pedal.
7 The anti slip provision on the clutch pedal is missing, loose or worn smooth.

7 INTERIOR OF VEHICLE

METHOD OF INSPECTION

7.1 Examine the floor and upholstery inside the vehicle for accumulations of dust, dirt, litter, general debris, cigarette ash, staining or excessive wear.

7.2 Examine the upholstery provided to ensure that they are not worn, holed or torn.

7.3 Examine each of the passenger seats within the vehicle to ensure that all seat cushions and back rests are in good condition and offer proper support to passengers.

7.4 Examine the rear seats to ensure that the seat base is secure.

7.5 Check the operation of the interior light within the vehicle, both the manual switch and the door operated switches if fitted by the manufacturer.

7.6 Check the operation of the heater/windscreen de-mister to ensure that it is in satisfactory working order.

REASON FOR REJECTION

1 A vehicle which is in a dirty condition with an excessive accumulation of dust, litter, debris etc. Or staining to the carpets or upholstery.

2 Upholstery which is excessively worn, holed or torn.

3 Seat cushions or back rests which are in a poor condition and/or offer support to passengers.

4 Inadequately secured rear seat bases.

5a Faulty interior light fitting.

5b Faulty interior light switch.

5c Faulty interior light door switches.

6 Defective heater/windscreen de-mister.

b) and c) are only applicable where they are fitted by the manufacturer.

INTERIOR OF VEHICLE (Contd.)

	METHOD OF INSPECTION	REASON FOR REJECTION	NOTES
7.8	Check the operation of the rear screen heater to ensure that it is functioning properly.	8 A defective rear screen heater.	
7.9	Check the operation of all window winder mechanisms ensuring that they allow all windows to be fully lowered or raised.	9 Window winder mechanisms that do not allow windows to be easily lowered or raised.	Vehicles fitted with electric windows must comply to this standard of operation.
7.10	Check the operation of all rear doors from the interior of the vehicle.	10a A rear passenger door that cannot be opened from the inside using the interior handles. 10b Missing or damaged handles which prevent the opening of the rear doors from the interior.	If child locks are released for the purpose of the test, ensure they are reapplied.
7.11	Check that a mirror is fitted to the interior and near side of the vehicle.	11 Missing, insecure or defective mirrors which do not give a clear view to the rear from the driver's seat.	
7.12	Check that there are no excessive unpleasant odours noticeable inside the vehicle.	12 Unacceptable smells including vomit, waste food or other similar contaminants.	

INTERIOR OF VEHICLE (Contd.)

METHOD OF INSPECTION		REASON FOR REJECTION		NOTES
7.14	Ensure that all emergency exits provided on the vehicle are clearly marked, in letters not less than 25mm high, on both the inside and outside, the words "EMERGENCY DOOR" or "FOR EMERGENCY USE ONLY" adjacent to that exit.	14a	Less than 25mm high.	Sections 7.14 and 7.15 are only applicable to vehicles which are licensed or intended to be licensed for the carriage of eight passengers not including the driver.
		14b	The words "EMERGENCY DOOR" or "FOR EMERGENCY USE ONLY" are not displayed on either the inside or outside.	
		14c	They are not adjacent to the exits.	
7.15	Check that the means of operation for the emergency exits are clearly indicated on or near the door.	15	The means of operation are not clearly indicated.	
7.16	Check that the vehicle is equipped with the apparatus for securing a wheelchair in the vehicle.	16	Vehicle not equipped with the apparatus.	This section only applies to Hackney Carriage Vehicles. (see additional specification at rear of this booklet for detailed specification for hackney carriage vehicles)

8 FIRST AID KIT

METHOD OF INSPECTION

REASON FOR REJECTION

NOTES

8.1	Check that there is a first aid kit provided in the vehicle.	1	Failure to provide a first aid kit.	First aid kit to contain at least the following:-
8.2	Check that there is a sign clearly displayed in the interior of the vehicle indicating to any other person than the driver of that vehicle the location of the first aid kit in the vehicle.	2	No sign clearly displayed indicating the position of the first aid kit in the vehicle.	a) 6 individually wrapped sterile adhesive dressings; b) One medium sized sterile unmedicated dressing (approx. 10cm x 8cm; examples of suitable dressings currently available are the Standard Dressings No.8 and No.13 B.P.C);
8.3	Check that the first aid kit is permanently and legibly marked with the registration mark of the vehicle that it is being carried in.	3	First aid kit not marked with the registration mark of the vehicle it is being carried in.	c) One triangular bandage (this should, if possible, be sterile: if not a sterile covering appropriate for serious wounds should also be included);
8.4	Check the first aid kit to ensure that the contents conform to the requirements laid down in the Councils specification (see notes)	4	Contents do not conform to the Councils specification.	d) 6 Safety pins. N.B. The First Aid Kit must not be opened by the Vehicle Examiner. This function will be performed by Enforcement Officers on spot checks.

9 FIRE EXTINGUISHERS

METHOD OF INSPECTION		REASON FOR REJECTION		NOTES
9.1	The carriage of a fire extinguisher is optional.	1	A fire extinguisher which does not conform, to the Councils standard.	Extinguishers of the dry powder type will require regular shaking to remain effective.
9.2	If a fire extinguisher is carried it must be of the 2.2kg a dry powder type.	2	A fire extinguisher which is not in a conspicuous and readily accessible position within the vehicle.	Ensure that the position of the fire extinguisher is clearly displayed on the dashboard.
9.3	Examine the fire extinguisher to ensure that it is not empty or has been damaged as to prevent it functioning properly.	3	A leaking, empty or damaged extinguisher.	
9.4	Check whether the fire extinguisher is permanently legibly marked with the Registration number of the vehicle.	4	A fire extinguisher which is not permanently, and legibly marked with the registration of the vehicle.	

N.B. Fire Extinguishers became optional following a Licensing Sub Committee decision of 1.10.92 (Minute 1162 refers).

HACKNEY CARRIAGE VEHICLE SPECIFICATION

hackney carriages must be black, as follows:

unless the vehicle is a London Type cab, in which case it may be any colour.

4) Wheelchair Access Equipment -

Ramp: A purpose – designed wheelchair single plate access ramp which must be permanently installed in the vehicle and be lightweight and easy to deploy. An add-on removable section would be deemed to meet this requirement. The installed ramp must have a minimum safe working load of 300 kgs. Ramps and fittings must comply with British Standards 6109.

5) General Entry and Exit Requirements

The vehicle shall have a minimum of 2 means of exit from the passenger compartment behind the driver for emergency situations. The means of exit shall be free of any obstructions, reachable from all parts of the rear passenger compartment. Any gap through which a passenger can be expected to pass shall be a minimum of 400mm through an adult can pass freely in a normal manner without any undue difficulty.

6) Floor Height, Steps and Handrails -

At the main access door into the passenger area of the vehicle, steps

The Hackney Carriages Vehicles that this authority will licence must comply with the following specifications in addition to having a positive disability impact assessment.

1) Every Taxi Cab submitted for approval as a hackney carriage must be designed and developed exclusively for use as a wheelchair accessible vehicle (therefore incorporating a built-in taxi light as an integral part of the structure) have M1 classification and comply in all respects to **EC Whole Vehicle Type Approval (ECWVTA)** and be unaltered since type approval.

2) If a vehicle has been registered with DVLA and issued with an appropriate registration index number, no change, structural alteration or rearrangement of detail shall be carried out to the vehicle unless such change shall been subsequently granted **M1 Whole Vehicle Type Approval**.

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Where the internal floor height of the vehicle exceeds 300mm an intermediate step shall be fitted every 250mm from the road level up to the internal floor height. All steps must be capable of supporting a minimum weight of 150kg

Handrails must be fitted in appropriate positions in all passenger access doors so as to assist (intending) passengers and facilitate the use of steps where provided. All handrails shall be highlighted in a contrasting high-visibility colour to match handrails and seat markings.

Prior to purchasing any alternative vehicle that, please consult firstly with Licensing and the vehicle supplier to ensure that the vehicle can comply with the specifications.

APPEALS PROCEDURE

- 1 If a vehicle proprietor is dissatisfied with the decision of a vehicle examiner to refuse to issue a test certificate in respect of a vehicle and the item(s), which are found to be defective, has/have been inspected in accordance with the Ministry of Transport Inspection Manual for Far and Light Commercial Vehicle Testing, then the appeal shall be in accordance with Regulation 18(1) of the Motor Vehicles (Test) Regulations 1981 which states:

A person to whom a notice of the refusal of a test certificate has been issued may appeal to the Secretary of State and, save as may be otherwise permitted by the Secretary of State, any such appeal shall –

- (a) be on a form approved by the Secretary of State and contain the particulars required by that form;*
- (b) be sent to the office of any traffic area within 14 days from the date of the said notice.*

Transport for London

London Taxi and Private Hire



TAXI & PRIVATE HIRE VEHICLE LICENSING INSPECTION MANUAL

MAYOR OF LONDON

Information	Method of Inspection	Reason for Refusal	Advisory Notice
<p>6.1 Topside Body Condition/ Glass Section</p> <p>Significant means: One or more body panels having sustained disproportionate amount of damage and / or poses a potential risk to the passengers, driver or other road users. Visual inspection of all body panels.</p>	<p>Inspection Inspection conducted with the vehicle standing on a level surface</p> <p>Examination Topside body examination</p> <p>Check that:-</p>	<p>1. a. there is evidence of significant damage to the external body panels.</p>	
<p>Satisfactory appearance means: No panel should show the base primer, should not show signs of body filler</p> <p>Do not attempt to make holes in the body work or enlarge any hole that already exists.</p> <p>Door handles and locks: Panel damage around the immediate area of door handles and locks should be given further consideration to ensure the locking/latching mechanisms operate correctly</p>	<p>1. There is no evidence of significant damage to the external body panels.</p> <p>2. Ensure that where there is only one passenger door that door is on the nearside (kerbside) of the vehicle.</p> <p>3. There is no evidence of crudely repaired or insecure body panels. (visual examination).</p> <p>4. That there is no evidence of significant rusting or corrosion resulting in sharp protruding edges</p>	<p>T/P/M</p> <p>P</p> <p>T/P/M</p> <p>T/P/M</p>	<p>cont'd</p>
		<p>2. a. single passenger door is not on the nearside of the vehicle.</p>	
		<p>3. a. there is evidence of crudely repaired or insecure body panels.</p>	
		<p>4. a. there is evidence of significant rusting or corrosion with sharp protruding edges</p>	
<p>cont'd</p>	<p>cont'd</p>	<p>cont'd</p>	<p>cont'd</p>

Section 6 Condition of Bodywork and Paintwork

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