



FIRST EDITION

IAF VEA

Vehicle Evaluation and Assurance

Vehicle condition assessment, safety checks
and evidence integrity

DRAFT FOR TECHNICAL REVIEW

English Technical Working Draft 0.2

Technical validation and formal adoption are required before operational use.

Release requirements are set out in Clause 48 and Annex L.

International Automotive Federation

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Publication identity and foreword

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English Technical Working Draft 0.2 | 13 September 2026

Corporate PDF presentation of the English working edition. Technical revision unchanged.

Purpose of this working edition

Modern vehicle evaluation requires more than a list of visible defects. Mechanical condition, electronic functions, software configuration, energy systems, repair evidence and inspection limitations must be assessed together. This document establishes a proposed common method for making those conclusions traceable and useful across vehicle technologies and markets.

The central requirement is that every material conclusion is linked to a defined criterion and sufficient evidence. Critical hazards cannot be averaged away; unavailable evidence cannot be treated as a passing result; and a report cannot promise that vehicle condition will remain unchanged after inspection.

Status and operational use

Prepared for technical review and controlled pilot development. Formal adoption and operational scope approval remain subject to Clause 48 and Annex L. This publication does not assert that a global certification scheme has already been adopted, accredited or recognised.

Reading and navigation

Use the core clauses with the applicable class and technology modules, the minimum protocols and a completed approved vehicle and jurisdiction profile. Normative annexes contain requirements and working forms. Informative annexes illustrate decisions and support review. Forms contain deliberate blank fields for operational completion.

The contents and PDF bookmarks link to the 48 main clauses and 14 annexes. The companion Word file remains the editable development baseline. Annex N provides a review and change record.

Contents

Core requirements | Clauses 1-24

1 Purpose	6
2 Scope	6
3 Normative language and document structure	7
4 Terms and definitions	7
5 Assurance architecture	8
6 Impartiality and organisational responsibility	9
7 Personnel competence	9
8 Facilities and operational resources	10
9 Equipment and measurement control	11
10 Safety triage and stop conditions	11
11 Contract review and service definition	12
12 Applicability and inspection planning	12
13 Vehicle and jurisdiction profiles	13
14 Identity and usage integrity	14
15 History and supporting records	14
16 Exterior and surface condition	15
17 Structure and material integrity	15
18 Interior and occupant protection	16
19 Powertrain and mechanical systems	16
20 Braking systems	17
21 Steering suspension wheels and tyres	17
22 Visibility lighting and auxiliary functions	18
23 Electronic diagnostics	18
24 Electrified vehicle safety	19

Contents continued

[Core requirements](#) | [Clauses 25-48](#)

25 Battery condition and performance	19
26 Charging and energy transfer	20
27 Alternative fuel and pressure systems	20
28 Driver assistance and automated functions	21
29 Software connectivity and digital ownership	22
30 Environmental performance and intended use	22
31 Flood fire corrosion and exceptional exposure	23
32 Road and operational tests	23
33 Heavy vehicles buses and trailers	24
34 Motorcycles light vehicles and special configurations	24
35 Repair verification parts and remanufacturing	25
36 Remote and hybrid evaluation	25
37 Artificial intelligence and automated inspection	26
38 Evidence integrity and data protection	26
39 Uncertainty and decision rules	27
40 Defects and actions	27
41 Coverage and final decision	28
42 Reports and vehicle evidence passports	29
43 Retesting and event driven updates	29
44 Quality assurance and internal control	30
45 Complaints disputes and incident response	30
46 Provider conformity and use of IAF identity	31
47 Emerging technology and continuous monitoring	31
48 Validation governance and controlled revision	32

Contents: annexes

Protocols, control inventory, working forms and release requirements

Annex A Module applicability matrix	33
Annex B Minimum test protocols	35
Annex C Minimum inspection control inventory	39
Annex D Defect classification guidance	45
Annex E Quantities and worked decision examples	47
Annex F Controlled profile release form	49
Annex G Job record and evidence forms	50
Annex H Vehicle evaluation report working form	52
Annex I Digital data and interoperability requirements	54
Annex J Competence and operational audit forms	56
Annex K Retest event and dispute records	57
Annex L Pilot validation and adoption plan	58
Annex M Illustrative decision cases	59
Annex N Working document and change control	60

1 Purpose

1.1 Intended outcome

This standard establishes requirements for evidence based evaluation of an individual road vehicle, the competence and impartiality of the evaluation provider, the integrity of the evidence, and the accuracy of the resulting condition statement. Its purpose is to support informed decisions about acquisition, disposal, use, repair, fleet deployment and ownership transfer.

1.2 Evaluation objectives

The provider shall identify material defects, determine the limits of the inspection, distinguish observations from assumptions, and communicate unresolved risks. The evaluation shall address physical condition, relevant electronic and software functions, energy systems, the available history and the stated intended use.

1.3 Meaning of assurance

Assurance under this standard concerns the reliability of a defined evaluation process and the evidence supporting its conclusions. It does not mean that a vehicle cannot fail, that every concealed defect has been detected, or that a future accident is impossible. The strength of each statement shall remain within the strength and coverage of its evidence.

2 Scope

2.1 Vehicle population

The standard applies to passenger cars, light and heavy commercial vehicles, buses, coaches, motorcycles, powered light vehicles, trailers and road vehicle combinations. It accommodates combustion, hybrid, battery electric, hydrogen and other alternative energy architectures through applicable profiles. Special purpose, adapted, modified, historic and automated vehicles require the relevant additional controls.

2.2 Evaluation situations

Applicable situations include pre purchase inspection, sale and delivery, lease commencement and return, fleet acceptance, periodic voluntary condition review, post repair verification, damage investigation, component assessment, cross border transactions and return to service. A technical dispute assessment may use this standard where the question, evidence access and independence arrangements are stated.

2.3 Boundaries

The evaluation concerns one identified vehicle at a recorded time, mileage or operating hours, configuration and test condition. It does not replace mandatory inspection, registration, title verification, type approval, a warranty or an insurance decision. Legal road use permission shall not be inferred from a voluntary technical report.

2.4 Specialist boundaries

Destructive testing, dismantling of traction batteries, intrusive examination of pressure vessels, whole vehicle crash testing, complete emissions certification and unrestricted security testing are outside the default inspection. They may support a report only through a separately authorised, competent and documented specialist activity. General road vehicle findings do not establish fitness for aviation, rail, marine or non road machinery operation.

2.5 International application

The common requirements shall be used with a controlled vehicle and jurisdiction profile. Global applicability describes the architecture of this standard; it does not confer automatic legal recognition in every country. Where an applicable requirement or competent test method is missing, the provider shall limit the claim or record an inconclusive result rather than invent an acceptance limit.

3 Normative language and document structure

3.1 Verbal forms

Shall indicates a requirement. Shall not indicates a prohibition. Should indicates a recommendation. May indicates permission. Can indicates possibility or capability. Notes and examples do not create requirements unless a normative clause expressly incorporates them.

3.2 Relationship of requirements

Clauses 1 to 48 and annexes identified as normative form the proposed requirements. Informative annexes support application. The core requirements, applicable technology modules, class supplements and approved profiles shall be considered together. A profile shall not weaken the evidence, impartiality, critical defect or reporting controls of this standard.

3.3 Requirement identification

The provider shall maintain stable criterion identifiers below the clause level for its inspection system. Revisions shall preserve traceability between old and new identifiers. The checklist in Annex C is a minimum control inventory and shall be expanded where the actual vehicle contains additional relevant systems or credible hazards.

3.4 Working draft status

This edition is a technical working draft for development, review and controlled pilot use. Its requirements are proposed scheme requirements, not a statement that the scheme has been formally adopted or externally recognised. A report used in a pilot shall identify that status and shall not claim an issued IAF certification on the basis of this draft.

4 Terms and definitions

4.1 Evaluation terms

Evaluation means the structured examination of an identified vehicle against defined criteria. Provider means the organisation responsible for that examination and report. Evaluator means a person authorised for specified tasks. Technical reviewer means a competent person who checks the evidence, reasoning and decision. Profile means the controlled document defining applicability, methods, conditions, limits and decision rules for a vehicle population and purpose.

4.2 Evidence terms

Observation means a directly perceived condition. Measurement means a quantity determined using an identified method. Inference means a conclusion drawn from indirect evidence. Declaration means information supplied by a person or system without implying independent verification. Evidence chain means the record linking acquisition, identity, custody, processing and use of evidence. Corroboration requires sufficiently independent sources, not repeated presentation of the same originating data.

4.3 Decision terms

Defect means a demonstrated departure from an applicable condition or performance criterion. Critical defect means a demonstrated direct or imminent serious hazard requiring immediate risk control. Significant defect means a material impairment of safety, required function, environmental performance or applicable technical conformity. Inconclusive means that available valid evidence does not support the required decision. Not applicable means that a criterion genuinely does not apply to the vehicle or defined function.

4.4 Technology terms

Configuration means the relevant hardware, software, coding, calibration, enabled functions and operating settings. State of charge means the reported or determined charge level relative to its stated basis. State of health means a defined battery property relative to a stated reference; it is not a single universal measure of safety. Usable energy means energy available over the specified operational boundary and endpoint conditions. Operational domain means the conditions within which an automated function is designed or assessed to operate.

4.5 Abbreviations

VEA means Vehicle Evaluation and Assurance. VIN means vehicle identification number. ECU means electronic control unit. DTC means diagnostic trouble code. BMS means battery management system. ADAS means advanced driver assistance systems. HV means high voltage as defined for the applicable architecture and profile. AC and DC mean alternating current and direct current. SOC and SOH mean state of charge and state of health. OTA means over the air software delivery. AI means artificial intelligence.

5 Assurance architecture

5.1 Separate dimensions

The report shall distinguish vehicle condition, safety disposition, checked jurisdiction requirements, evidence sufficiency and inspection coverage. A vehicle with extensive verified defects may have high inspection coverage. High coverage therefore shall not be presented as high vehicle quality.

5.2 Non compensating safety gate

A critical defect shall not be offset by good appearance, low mileage, a strong battery capacity result, a high commercial value or favourable findings elsewhere. A single composite score shall not replace the required defect and evidence disclosures.

5.3 Claim boundaries

No defect observed within an accessible area shall not be converted into a claim that hidden areas are sound. No recorded accident shall not be converted into a claim of no accident history. No stored fault shall not be converted into a claim that every electronic function works. Each conclusion shall identify the relevant boundary.

5.4 Risk based extension

The evaluator shall expand examination when credible indicators suggest damage or malfunction beyond the initial checklist. Where extension is unsafe, refused or outside competence, the issue shall remain unresolved and the required specialist action shall be stated.

6 Impartiality and organisational responsibility

6.1 Accountable organisation

The provider shall identify the entity responsible for its reports, the technical management authority and the person authorised to release each report. Responsibilities for inspection, review, correction, subcontracting and complaints shall be documented. Arrangements for liabilities and continuity shall be appropriate to the service and applicable law.

6.2 Conflicts of interest

The provider shall identify ownership, sales, referral, financing, repair and other interests that can influence an evaluation. Material relationships shall be disclosed to the client and in the report where relevant. Risks shall be eliminated or controlled; disclosure alone is not sufficient where a conflict prevents an impartial decision.

6.3 Commercial separation

Pay, commissions and targets shall not depend on a favourable result, vehicle sale, number of defects, repair referral or sale of an additional product. Commercial staff shall not suppress a finding, change its severity or retrospectively remove an applicable criterion. Inspection throughput targets shall allow completion of the required evidence.

6.4 Evaluation of own work

Where the provider or related entity has repaired or modified the vehicle, a competent person independent of that work shall review the affected conclusions. The original repairer shall not be the sole final decision maker. An unresolved conflict shall result in external review or refusal of the affected service.

6.5 Confidentiality and access

Information shall be disclosed only to authorised recipients or as required by law. The provider shall explain the intended report audience, urgent risk communication and any lawful disclosure obligation at contract stage. Confidentiality arrangements shall not prevent required communication of an immediate hazard.

7 Personnel competence

7.1 Authorisation matrix

Authorisation shall identify vehicle classes, modules, methods and task limits for each person. Mechanical inspection authorisation does not establish competence for HV intervention, gas containment, structural repair assessment, ADAS calibration or digital security work. Trainees shall work under defined supervision and shall not independently release conclusions beyond their authorisation.

7.2 Initial demonstration

Competence shall be demonstrated through relevant technical knowledge, practical examination, supervised cases and satisfactory assessment of evidence interpretation, uncertainty, defect classification, safe work and reporting. Attendance at a course alone is insufficient. Assessment cases shall include normal, defective and inconclusive conditions relevant to the authorised scope.

7.3 Continuing competence

The provider shall review each authorisation at least annually and after significant technology change, prolonged absence, serious error or introduction of a materially different method. Development activities shall address observed gaps. Poor performance shall lead to restricted authority, supervision, retraining or suspension until competence is demonstrated again.

7.4 Review competence

The technical reviewer shall understand the relevant system, method and decision rule. Administrative completeness checks do not constitute technical review. Remote reviewers shall have access to sufficient original evidence and shall request further examination when records cannot support the decision.

7.5 Records

Records shall identify training, practical assessments, witnessed work, authorisations, restrictions, continuing development and reassessment decisions. The provider shall be able to show who was competent and authorised at the time of each inspection.

8 Facilities and operational resources

8.1 Inspection environment

Lighting, access, cleanliness, ventilation, floor condition, lifting arrangements and weather protection shall support the specified methods. Environmental conditions that can influence a result shall be measured or recorded. Conditions outside method limits shall result in postponement, a validated alternative or an inconclusive outcome.

8.2 Safe infrastructure

The provider shall control vehicle movement, work beneath raised vehicles, unexpected engine start, suspended loads, rotating components, stored pressure and electrical hazards. Lifting equipment and support points shall be suitable for the actual vehicle, mass and damage condition. Staff shall not work beneath an inadequately supported vehicle.

8.3 Energy system areas

Activities involving traction batteries or alternative fuels shall have suitable segregation, ventilation, emergency arrangements and trained personnel. Suspected unstable batteries or leaking fuel systems shall not be moved, charged or energised merely to complete the checklist. The emergency plan shall identify competent response routes and limits of local capability.

8.4 Mobile services

A mobile provider shall demonstrate which methods can be achieved at each site. Absence of lifting access, stable power, a safe test route or suitable calibration conditions shall be declared before acceptance where known. A mobile service shall not retain a comprehensive positive claim by omitting unavailable mandatory tests.

9 Equipment and measurement control

9.1 Fitness for purpose

Equipment shall have suitable range, resolution, accuracy, environmental rating and vehicle compatibility. The provider shall verify that accessories, adapters and software versions are appropriate. A successful data connection alone does not demonstrate correct interpretation of proprietary signals or suitability for a quantitative claim.

9.2 Traceability and intervals

Measurements affecting conformity decisions shall be traceable through documented calibration or other justified validation appropriate to the measurand. Calibration and intermediate check intervals shall consider use, transport, environment, past stability and consequences of error. An arbitrary universal interval shall not replace this assessment.

9.3 Pre use and intermediate checks

The user shall check equipment condition and required reference responses before use. Impact, overload, repair, unusual results or relevant software change shall trigger additional verification. Reference artefacts and checks shall be appropriate to the method and protected against deterioration.

9.4 Out of tolerance equipment

Equipment found unsuitable shall be removed from service. The provider shall identify potentially affected reports since the last satisfactory control, assess decision impact, and correct, repeat or withdraw affected results where necessary. The action shall be documented even where no report change is required.

9.5 Software and calculations

Calculation tools shall be version controlled and verified using known cases, boundary cases and unit checks. Updates shall not silently reinterpret historical results. Raw data and the method version used for each issued result shall remain identifiable.

10 Safety triage and stop conditions

10.1 Initial triage

Before starting, lifting, charging or road testing, the evaluator shall check for obvious fuel leakage, smoke, abnormal heat, severe battery enclosure damage, exposed electrical hazards, unstable structure, dangerous tyres or wheels, and grossly impaired braking or steering. Triage findings shall be recorded before further work.

10.2 Stop authority

Any worker shall be permitted to stop an unsafe activity. The provider shall establish how to secure the scene, notify responsible persons and obtain specialist assistance. The client shall receive immediate, clear notification of a critical finding; formal report review shall not delay that notification.

10.3 Incomplete tests

A test stopped for safety shall be marked as incomplete with its reason. The demonstrated hazard shall retain its own defect classification. Missing subsequent tests shall not obscure the known hazard or convert it into a merely inconclusive overall result.

10.4 Specialist interventions

Isolation, proving an electrically safe state, pressure system work and restraint system intervention shall follow a verified vehicle specific procedure and be performed only by authorised personnel. This standard does not itself provide a switching, depressurisation or pyrotechnic intervention instruction.

10.5 Vehicle disposition

The provider shall state whether the identified risk calls for no further operation, no charging, controlled recovery or specialist assessment. Such advice shall be specific to the hazard. The provider shall not claim a legal power to impound or authorise public road use unless that power exists separately.

11 Contract review and service definition

11.1 Required agreement

Before work, the provider shall record the client, vehicle, purpose, jurisdiction, intended use, service type, access permissions, allowed interventions, report audience and fees. Consent shall cover road testing, diagnostic access, necessary image capture and any planned data reset. Consent for inspection does not automatically authorise repair or intrusive testing.

11.2 Service types

A screening service identifies visible risks and needs for further investigation. A comprehensive evaluation applies the core and all relevant mandatory vehicle modules. A targeted evaluation addresses a defined component, fault, repair or question. Screening and targeted reports shall not imply a positive whole vehicle evaluation.

11.3 Refusal and limitations

Known access restrictions, severe contamination, insufficient preparation, unsafe conditions or unavailable methods shall be discussed before work where practical. If the client refuses a required activity, the provider shall record the refusal and its effect. Refusal does not make a criterion not applicable.

11.4 Scope change

Newly discovered equipment or risk shall trigger a scope review. Additional work requiring consent shall be agreed and recorded. The original scope and change history shall remain traceable. Criteria shall not be removed after results are known to improve the outcome.

12 Applicability and inspection planning

12.1 Vehicle configuration inventory

The evaluator shall identify propulsion, transmission, braking, steering, restraint, assistance, charging, body and special equipment relevant to the evaluation. Installed, enabled, subscription dependent, unavailable and removed functions shall be distinguished. An advertised feature shall be checked against the actual vehicle configuration where it forms part of the assignment.

12.2 Mandatory controls

Identity, triage, evidence management and accurate reporting apply to every service. Comprehensive evaluation shall include all applicable core physical and safety controls and conditional technology modules. Annex A defines the module selection rules. A lower priced package shall not redefine a mandatory vehicle system as optional while retaining a comprehensive positive claim.

12.3 Omitted and unknown conditions

Not applicable is permitted only where the criterion genuinely does not apply. Inaccessible, unsupported, refused, unsafe to test and missing acceptance data shall be recorded as distinct reasons for an inconclusive result. Where a procedure only requires checking whether historical information is available, completing that inquiry does not establish the historical event itself.

12.4 Test sequencing

The sequence shall preserve original condition and minimise avoidable changes. Identity and triage precede operation. Baseline diagnostics precede clearing or coding. Cold condition observations precede warm operation where required. Safety gates precede charging and dynamic tests. Planned repeat observations shall detect changes caused by the inspection itself.

13 Vehicle and jurisdiction profiles

13.1 Controlled content

Each released profile shall specify vehicle population, relevant configuration, criteria, methods, preparation, environmental limits, equipment capability, repetitions, acceptance thresholds, uncertainty treatment, defect mapping, evidence and stop conditions. It shall identify its technical owner, version, effective date and approval record.

13.2 Basis of acceptance

The profile shall use applicable mandatory requirements, verified vehicle technical limits and validated engineering criteria. The basis, version and effective date shall be retained in the provider's controlled technical records. The standard text does not incorporate a named external standard or require an external institutional endorsement.

13.3 Multiple purposes

Safety limits, maintenance recommendations, contractual quality limits and jurisdiction requirements shall remain separately identified. A contractual requirement may be stricter than a safety requirement without turning every contractual failure into a critical safety defect. Conflicting requirements shall be resolved by competent review, with no claim beyond the resolved scope.

13.4 Missing or conflicting data

Where a credible limit is unavailable, the provider may report the observation or measurement but shall not invent a conformity boundary. Conflicting technical data shall trigger a documented resolution or an inconclusive decision. Vehicle specific thresholds are not supplied by a universal age, mileage or battery percentage rule.

13.5 Validation and release

Before routine use, the profile shall be verified on representative configurations and defects. Alternative methods shall show equivalent decision capability for the intended claim. A profile shall not be released with unfilled safety limits, unspecified test conditions or unresolved method limitations.

14 Identity and usage integrity

14.1 Physical identity

The evaluator shall directly examine the accessible primary vehicle identity marking and compare available secondary markings, documents and electronic identifiers. Location, legibility, attachment and unusual intervention indicators shall be recorded. Historical or exceptional identity formats shall be assessed under an appropriate profile rather than forced into a modern format.

14.2 Identity discrepancies

An unresolved material identity mismatch shall prevent a report from being positively authenticated to the claimed vehicle. The report may describe the object actually examined and the discrepancy. A technical inconsistency shall not be presented as a proven criminal act without competent evidence and authority.

14.3 Mileage and operating hours

The indicated value, unit and reading time shall be recorded. Available dated service, inspection and electronic records shall be compared for chronology, replacement and unit conversion. Repeated readings derived from one originating counter shall not be counted as independent corroboration. Operating hours and other wear indicators may support interpretation but shall not be converted into definitive mileage without a validated basis.

14.4 Usage conclusion

The conclusion shall be consistent with reviewed records, documented replacement or change, discrepancy identified, or insufficient evidence. Original mileage shall not be asserted solely because no conflicting record was found. Wear observations may justify further inquiry but do not establish a precise true distance.

15 History and supporting records

15.1 Available evidence

The evaluator shall review available maintenance, repair, damage, battery replacement, software, campaign and previous evaluation records relevant to the assignment. Each record shall be associated with its source, date, identity match and verification status. Client statements shall be distinguished from authenticated records and physical observations.

15.2 Absence of records

No entry in a database does not prove the absence of an event. Gaps, limited geographic coverage and unavailable records shall be disclosed where they affect a claim. The report shall not state accident free, flood free or fully serviced beyond the evidence reviewed.

15.3 Open corrective actions

Where a relevant safety action is verifiably open, its instructions and vehicle implications shall inform the risk decision. A recorded campaign alone is not automatically a critical defect; the actual instruction, demonstrated condition and urgency shall be considered. Inability to access the relevant status shall not be reported as action completed.

15.4 Disputed evidence

Material contradictions between records and physical condition shall be retained and investigated. The provider shall identify what can be concluded and what remains unresolved. A new repair invoice shall not automatically override an adverse measurement.

16 Exterior and surface condition

16.1 Examination

Exterior panels, glazing surrounds, closures, seals, trim, underbody shields and exposed attachments shall be examined for damage, fit, security, water entry and signs of repair. The provider shall distinguish cosmetic condition from structural or functional significance.

16.2 Coating measurements

The substrate shall be identified and the instrument checked for that material. Measurement positions and readings shall be recorded on a panel map. At least three representative areas shall be sampled on each accessible measurable exterior panel, with increased sampling where variation or damage is suspected. This is a sampling minimum, not proof that all local defects have been excluded.

16.3 Interpretation

No universal coating thickness value shall by itself prove replacement, accident history or structural damage. Material, production variation, refinishing, protective film, access and method limitations shall be considered. Comparisons shall use appropriate reference areas or verified technical data.

16.4 Concealed surfaces

The report shall identify significant areas obscured by covers, films, dirt, water or accessories. Removal beyond agreed scope shall require authorisation. An uninspected surface shall not receive a positive condition conclusion merely because surrounding surfaces appear sound.

17 Structure and material integrity

17.1 Structural scope

The evaluator shall examine accessible load paths, frame members, pillars, floor, crossmembers, subframes, crash management zones, suspension and steering mounts, restraint anchorages, body mounts, battery supports and couplings relevant to the vehicle. Corrosion, distortion, cracking, separation, missing fasteners and unauthorised modifications shall be assessed for location and consequence.

17.2 Repair assessment

Repair location, joining process, material compatibility, geometry, corrosion protection and associated system restoration shall be reviewed. A visually smooth surface does not establish restored load capacity. Structural dimensions shall be compared using defined datums and valid vehicle data where a geometric conclusion is required.

17.3 Materials and methods

Steel, aluminium, composite, adhesive bonded and mixed material structures shall be evaluated with methods suitable for their failure modes. A coating gauge or visual check shall not be used as a substitute for a required structural method. Specialist non destructive examination shall be authorised and performed by competent personnel.

17.4 Escalation

Evidence of cut and joined structure, distorted safety load paths, unstable attachments or significant corrosion in critical areas shall trigger a documented risk decision and further examination where needed. Concealed repair quality shall remain inconclusive when the evidence cannot establish it.

18 Interior and occupant protection

18.1 Occupant environment

Seats, rails, latches, head restraints, belts, anchorages, child restraint attachments, doors and emergency release paths shall be inspected for condition, security and function. Required equipment shall be assessed for the applicable vehicle and seating configuration. Loose or modified equipment that can become a hazard shall be recorded.

18.2 Restraint systems

Warning lamp behaviour, diagnostic records, accessible physical evidence and repair history shall be considered together. A lamp that extinguishes or a clean diagnostic scan does not by itself prove the physical presence and correct installation of every restraint component. Suspected substitution, bypass or incompatible components shall trigger specialist review.

18.3 Safe restraint examination

Pyrotechnic circuits shall not be probed, energised or tested outside an approved vehicle specific procedure. Dismantling shall require separate authorisation and competence. The report shall clearly distinguish accessible checks from internal component verification.

18.4 Accessibility

Ramps, lifts, wheelchair restraints, adapted controls, passenger assistance devices and evacuation arrangements shall be assessed for their actual intended users and configuration. Alterations shall be evaluated for interaction with original controls and occupant protection. Accessibility adaptations shall not be rejected solely because they differ from an unmodified vehicle.

19 Powertrain and mechanical systems

19.1 Coverage

The applicable engine, motor auxiliaries, transmission, clutch, shafts, final drive, cooling, lubrication, fuel and exhaust systems shall be examined for leaks, damage, mount security, abnormal sound, vibration and functional behaviour. Service indicators and fluid condition observations shall be separated from laboratory conclusions.

19.2 Starting and temperature

Cold start claims require a verified suitable starting condition. Ambient and relevant system temperatures shall be recorded. A pre warmed vehicle shall not be reported as having passed a cold start assessment. Warm operation findings shall identify the achieved temperature and load range.

19.3 Investigation depth

Compression, pressure, fluid analysis, endoscopic or other specialist tests shall be used only where appropriate to the question, authorised and supported by a valid method. A symptom unresolved by the agreed examination shall remain an open finding. No fault code alone shall be treated as a definitive mechanical root cause.

19.4 Power and life claims

A short drive, acoustic impression or isolated data value shall not establish exact engine power, remaining life or future failure date. Where measured output is reported, the measurement boundary, correction basis, test conditions and uncertainty shall be declared.

20 Braking systems

20.1 Physical and functional examination

Service, parking, secondary and auxiliary braking functions shall be identified as applicable. Controls, friction components, lines, hoses, reservoirs, actuators, supports, leaks and warnings shall be examined. The relationship between mechanical friction braking and regenerative braking shall be considered on electrified vehicles.

20.2 Performance testing

The selected method shall be compatible with drivetrain layout, vehicle mass, tyres, control software and electronic parking brake behaviour. The profile shall specify loading, conditioning, test mode, measured quantities, acceptance limits and safe termination. Results from an incompatible roller or other test arrangement shall not support a positive decision.

20.3 Quantities and comparison

Individual wheel or axle forces and required balance, efficiency or deceleration results shall be retained. The mass or weight basis used in any efficiency calculation shall be explicit. Results calculated using different denominators, loading conditions or definitions shall not be treated as directly equivalent.

20.4 Interpretation and retest

Grossly impaired braking, an active hazardous leak or insecure safety critical components shall trigger the relevant safety action. A repair affecting brake performance shall be followed by the applicable performance verification, not merely a visual confirmation or code clearance. Remaining uncertainty shall be disclosed.

21 Steering suspension wheels and tyres

21.1 Steering

The evaluator shall check steering linkages, mountings, free movement, free play, assistance, leaks and relevant electronic warnings. The profile shall account for mechanical, hydraulic, electric and electronically controlled architectures. Road impressions shall not replace a required static or dimensional measurement.

21.2 Suspension and bearings

Springs, dampers, arms, joints, bushes, bearings, subframes and level control shall be inspected under suitable loading or unloading conditions. Active and air suspension hazards shall be controlled before access. A single suspension machine index shall not be treated as a universal measure of component life or safety.

21.3 Wheels and tyres

Size, construction, load and speed compatibility, pressures, visible damage, tread depth, wear distribution, wheel condition and attachment security shall be recorded. Required measurements shall use the relevant grooves and positions. Tyre age alone shall not be used as an unsupported universal rejection threshold.

21.4 Geometry and modified arrangements

Alignment results shall identify preparation, ride height, loading and reference values. Non original wheels, spacers, lowered suspension and altered steering shall be checked for clearance, load suitability and interaction with braking and assistance systems. Validated vehicle specific criteria are required for quantitative acceptance.

22 Visibility lighting and auxiliary functions

22.1 Visibility

Glazing, mirrors, camera based views, wipers, washers, demisting and fields of view shall be assessed for the vehicle configuration. Damage or accessories obstructing a sensor or direct view shall be evaluated by location and function. Displaying an image does not prove acceptable latency or complete field coverage.

22.2 Lighting and signalling

Required lamps, reflectors, signals, telltales, levelling and adaptive functions shall be examined. Where beam performance is claimed, instrument setup and vehicle condition shall follow the profile. Replaced or modified lamps shall be assessed for actual functional and jurisdiction suitability.

22.3 Other functions

Horns, closures, bonnet retention, locks, anti theft features, instrument indications and relevant warning functions shall be tested within the agreed scope. A failed convenience feature shall be distinguished from a failure that impairs visibility, safe control or emergency access.

23 Electronic diagnostics

23.1 Baseline capture

Accessible DTCs, status, freeze frame information, readiness, relevant counters and configuration data shall be preserved before clearing, resetting, coding or updating. The tool identity, software version, connection time and vehicle identity shall be retained. Unsupported data shall not be silently converted into zero or normal.

23.2 System coverage

Expected relevant ECUs shall be compared with the units accessed. Missing communication shall be investigated sufficiently to distinguish an absent system from an access, power, gateway or system fault where possible. Unreachable safety related units shall remain inconclusive unless an approved alternative establishes the required function.

23.3 Interpretation

Stored, current, intermittent, pending and historical statuses shall be distinguished where the system provides them. A DTC is evidence of a detected condition, not necessarily proof that a named component requires replacement. Live data interpretation shall use valid scaling, units and operating conditions.

23.4 Evidence of reset

Recent reset indicators, incomplete readiness or implausible histories shall trigger an assessment of diagnostic limitations. The provider shall not infer deliberate deception solely from reset evidence. Where observation under further operating conditions is required, the uncompleted condition shall be reported.

23.5 Intervention and post checks

Every authorised software or diagnostic intervention shall be logged with before and after state. Appropriate post scan and functional checks shall follow. Cleared codes alone shall not close a defect without evidence that the relevant cause or function has been addressed.

24 Electrified vehicle safety

24.1 Safety scope

Battery enclosure, mounting, accessible cables and connectors, electrical protection indications, cooling, charging interfaces, drive components and relevant warnings shall be examined. The actual voltage architecture shall be identified; cable colour alone shall not establish voltage or safety status.

24.2 Hazard indicators

Impact intrusion, significant enclosure deformation, swelling, abnormal heating, fluid entry, damaged insulation, exposed conductors or relevant isolation and thermal warnings shall trigger the applicable specialist and stop controls. A system that can propel the vehicle may still contain a serious electrical or thermal hazard.

24.3 Non intrusive boundary

Routine evaluation shall not require opening a traction battery or defeating interlocks. Intrusive work requires a separate risk assessment, authorisation, competence and facility capability. Electrical measurements shall be limited to procedures suitable for the actual architecture and safe state.

24.4 Independent safety conclusion

Capacity, range and power findings shall be separated from safety findings. High reported SOH shall not clear a physical or electrical hazard. Reduced usable energy does not automatically establish an immediate safety risk. The report shall state the safety checks actually completed and any inaccessible areas.

25 Battery condition and performance

25.1 Defined properties

The provider shall define whether the assessment concerns usable energy, capacity retention, power capability, cell consistency, thermal behaviour, charging behaviour or a combination. A single SOH number shall identify the measured or estimated property and reference basis. Warranty thresholds shall not be relabelled as universal safety limits.

25.2 Method classes

A system readout reports a value supplied by the vehicle. A validated short test estimates a property using a demonstrated model. An energy measured test determines energy over a defined operating window. These classes shall be identified in the report and shall not be presented as interchangeable levels of direct measurement.

25.3 Reference consistency

Capacity retention shall compare usable energy with a compatible usable energy reference for the battery, configuration, software and endpoint definition. Gross nameplate energy shall not be substituted without explanation. Buffer changes, pack replacement and software limits shall be considered. A reported value above the nominal reference shall be investigated and explained rather than silently capped.

25.4 Test conditions and data

Battery and ambient temperature, initial and final SOC, load, auxiliary use, relevant software, sampling and missing data shall be recorded. Pack terminal energy shall be distinguished from energy at the charger, grid or wheels. Partial window extrapolation requires a validated model and shall be labelled as estimation.

25.5 Internal consistency

Available cell or module voltage and temperature spreads shall be assessed under the stated conditions and appropriate criteria. A universal voltage spread limit shall not be applied to every chemistry and SOC. Missing internal data shall not be represented as proof of uniformity.

25.6 Prediction

Remaining life, future range or residual value predictions shall be separate from measured findings. They shall declare the scenario, model scope, validation, uncertainty and influential assumptions. A single snapshot shall not establish an exact future failure date or guaranteed remaining distance.

26 Charging and energy transfer

26.1 Function inventory

Supported AC, DC, wireless, interchangeable battery and bidirectional functions shall be identified as applicable. Each claimed evaluated mode shall have its own test result. A successful test through one interface shall not imply that all advertised modes have been verified.

26.2 Functional examination

Connector condition, retention, locking, communication, start, controlled stop, displayed state and faults shall be checked using compatible equipment. Conditions that can influence acceptance or power shall be documented. The evaluator shall not defeat protective interlocks to force a test.

26.3 Power behaviour

Charging power shall be interpreted with SOC, battery temperature, equipment capability, supply limitations and vehicle control strategy. Failure to reach advertised peak power under unmatched conditions is not automatically a defect. A power curve claim requires an appropriate time or energy window and adequate data.

26.4 Bidirectional operation

Where assessed, export authorisation, connection suitability, normal and fault interruption and applicable protective functions shall be addressed. Testing energy export shall require an authorised compatible installation. Vehicle function verification shall not certify the entire building or network installation.

27 Alternative fuel and pressure systems

27.1 Applicability

Gas, hydrogen and other alternative fuel installations shall be assessed by personnel competent for the actual fuel, storage form, pressure and architecture. Tank identification, installation, protection, service restrictions and accessible records shall be reviewed under a specific profile.

27.2 Inspection boundary

Accessible containers, supports, shields, lines, connections, valves, vents, leak detection and warnings shall be examined. Fuel specific hazards, ventilation and ignition control shall govern the work. A visual inspection does not establish internal pressure vessel integrity or remaining service life.

27.3 Leak and function tests

Leak checks and functional tests shall use equipment and procedures validated for the fuel and operating state. The standard does not authorise improvised pressurisation, venting, sampling or manipulation of safety relief devices. Unsafe or unsupported testing shall be stopped and referred.

27.4 Decision controls

Unresolved hazardous leakage, damaged safety critical containment or an applicable verified service prohibition shall prevent a positive result for the affected system. Conversion and replacement parts shall be assessed for integration, not merely for the presence of labels. Missing essential technical limits shall result in an inconclusive specialist referral.

28 Driver assistance and automated functions

28.1 Configuration and domain

The provider shall identify installed sensors, relevant controllers, enabled functions, operating restrictions and any driver supervision requirement. Hardware present, function licensed and function operational shall be separate facts. Assessment shall remain within the specified operational domain and authorised test capability.

28.2 Physical condition and calibration

Sensor mounts, fields of view, contamination, glazing, repairs, alignment and related wiring shall be inspected. Changes to glass, body, steering, suspension or sensor position shall trigger a calibration need review. Calibration records shall match the vehicle, method, date, conditions and outcome.

28.3 Levels of evidence

Diagnostic access, calibration completion and dynamic function performance are distinct evidence types. None shall automatically substitute for another. A calibration completion message without supporting setup and vehicle identification does not establish that the procedure was valid.

28.4 Dynamic testing

Scenarios shall define targets, speeds, geometry, environment, expected response, uncertainty and stop controls before execution. Collision avoidance tests shall not use unsuspecting people, public traffic or real obstacles as targets. Suitable controlled facilities and targets shall be used where the function requires them.

28.5 Degraded behaviour

Where claimed, safe degradation, unavailable sensor indication, driver takeover information and recovery shall be examined through an authorised non hazardous method. Evaluation shall not introduce faults into a road vehicle without specific permission and a validated safe procedure.

28.6 Claim limits

Success in selected scenarios shall not be expanded into proof of safe operation in every weather, road or traffic condition. Simulation may support an assessment but shall be identified and validated for the intended inference. Broad automated driving capability claims require a separately sufficient evaluation scope.

29 Software connectivity and digital ownership

29.1 Configuration baseline

Accessible safety relevant software, coding, calibration and feature state shall be recorded. The provider shall distinguish verified identifiers from unavailable or inferred ones. A displayed version number alone does not establish the authenticity of all installed software.

29.2 Update control

Updates shall not occur during a test sequence without a documented impact assessment. A material update shall trigger repetition of affected tests and dependencies. Results obtained under the former configuration shall not automatically be attached to the new one.

29.3 Connected functions

Emergency communication, telematics, remote access, digital keys and associated displays shall be tested where included. Vehicle fault, network unavailability, account restriction and discontinued external service shall be distinguished where evidence permits. A network outage shall not be recorded as either a confirmed vehicle defect or a successful function test without a valid basis.

29.4 Ownership transfer

Where authorised, previous account access, remote keys, paired devices and stored personal data shall be reviewed and removed or transferred using suitable procedures. Required inspection evidence shall be preserved lawfully before reset. Test accounts and credentials introduced by the evaluator shall be removed and that action recorded.

29.5 Security boundary

Basic configuration checks shall not be presented as complete cyber resilience certification. Security testing requires a defined lawful scope, permission, competent personnel and restoration plan. Intrusive probing of connected third party systems is outside the default vehicle inspection.

30 Environmental performance and intended use

30.1 Condition checks

Applicable emissions control components, signs of defeat or removal, leaks, abnormal smoke, noise and relevant warning functions shall be examined. Measurements shall use a vehicle and jurisdiction appropriate method, preparation and acceptance basis. A diagnostic scan alone shall not establish all pollutant performance.

30.2 Measurement boundaries

Tailpipe condition, local emissions measurement, fuel or energy consumption and lifecycle environmental impact are different subjects. A zero tailpipe emission architecture shall not be described as having no lifecycle impact. A short test consumption value shall identify its limited conditions.

30.3 Intended duty

The report shall identify relevant passenger, cargo, towing, urban, high utilisation or special service requirements. Actual masses and ratings shall be distinguished. A condition result under one load or duty shall not establish suitability for a substantially different task.

30.4 Modifications

Modified exhaust, powertrain, emissions software, load equipment and energy systems shall be assessed for their effect on function, safety and checked jurisdiction conditions. Technical fitness and legal acceptability shall be reported separately.

31 Flood fire corrosion and exceptional exposure

31.1 Evidence assessment

Water lines, deposits, unusual corrosion, connector deterioration, heat distortion, soot, odour, fluid condition and patterns across systems shall be considered together. A single ambiguous sign shall not prove the event type, severity or cause. Physical observations and historical declarations shall remain separate.

31.2 Delayed effects

Potential delayed failure of electrical, restraint, structural and energy systems shall inform the extent of examination and referral. An apparently functioning vehicle shall not be cleared solely because it starts or drives. Charging or load testing a suspect energy system shall await a suitable safety assessment.

31.3 Geographic conditions

Salt exposure, high humidity, dust, extreme temperatures, altitude and other relevant conditions shall be considered through the profile. Profiles shall adjust methods and interpretation where those factors affect validity; they shall not merely apply a regional label to an unchanged unsuitable test.

31.4 Unresolved exposure

Where a credible exposure indicator leaves a material safety question unresolved, the affected positive conclusion shall be withheld. The report shall describe the basis, uncertainty and necessary next investigation without claiming a definitive event history beyond the evidence.

32 Road and operational tests

32.1 Preconditions

Identity, triage, required permissions, suitable driver competence and applicable legal conditions shall be established before a road test. Tyres, steering, brakes and relevant warnings shall be sufficiently checked for the planned activity. An unsafe vehicle shall not be driven to obtain additional evidence.

32.2 Test plan

The profile shall define objectives, functions, route or facility characteristics, load, speed envelope, duration or completion conditions and stop criteria. The plan shall reflect the vehicle and question rather than rely solely on an arbitrary distance.

32.3 Records

Actual duration, distance, speed range, load, weather, road conditions and achieved operating temperatures shall be recorded as relevant. Observed noise, vibration, shift behaviour, braking, steering, warnings and thermal behaviour shall be linked to conditions. Unachieved test objectives shall be disclosed.

32.4 Alternatives and incidents

A stationary or simulated alternative may replace a function test only where its decision equivalence is demonstrated. Test incidents and newly appearing warnings shall be recorded and investigated. The evaluator shall document any change to vehicle condition caused during the inspection.

33 Heavy vehicles buses and trailers

33.1 Additional scope

The profile shall address multi axle loading, air or hydraulic braking architecture, reservoirs and warnings, auxiliary brakes, couplings, landing gear, chassis and body attachment, underrun and side protection where applicable, and vehicle combination compatibility. Actual weights, rated capacities and test loading shall remain explicit.

33.2 Passenger vehicles

Buses and coaches shall additionally address passenger doors, emergency exits, aisle access, grab supports, seat and belt installation, accessibility equipment and relevant fire protection or emergency systems. Function checks shall be performed safely with appropriate control of passengers and moving equipment.

33.3 Trailers and combinations

Coupling identification, retention, wear, electrical and pneumatic connections, breakaway functions, braking communication, suspension and landing supports shall be examined as applicable. A tractor result shall not be treated as a trailer result. Combination claims require the relevant interface and compatibility checks.

33.4 Special work equipment

Tail lifts, cranes, tipping bodies, tanks, refrigeration and other mounted machinery shall be included only within a defined competent scope. Their attachment and interaction with road safety remain relevant even where specialist machinery performance is separately assessed. Machinery certification shall not be implied by a road vehicle report.

34 Motorcycles light vehicles and special configurations

34.1 Powered two and three wheel vehicles

Steering head, forks, frame, swingarm, wheel alignment, braking controls, drive chain or belt, throttle return, rider controls, stands and relevant interlocks shall be addressed. Test support and dynamic methods shall suit the stability characteristics of the vehicle. Passenger car methods shall not be transferred without validation.

34.2 Historic vehicles

The profile shall reflect verified original design and applicable permitted modifications. Absence of technology not required or fitted shall not automatically constitute a defect. Degradation, unsafe repair and impaired essential function shall still be evaluated. Historic status shall not justify an unsupported safe use claim.

34.3 Adapted and converted vehicles

Conversions affecting steering, braking, propulsion, body, seating, energy storage or accessibility shall be assessed as an integrated configuration. Evidence shall address mounting, protection, controls, ratings and interaction with original systems. Unverified integration shall not be cleared solely by checking individual component operation.

34.4 Restricted and special purpose use

Emergency, armoured, competition derived and other special vehicles shall have explicit use boundaries and additional profiles. A vehicle suitable for a closed course or restricted site shall not thereby receive a public road conformity statement. Unaddressed specialist hazards shall be identified as scope limitations.

35 Repair verification parts and remanufacturing

35.1 Repair traceability

The report shall link the original defect, repair description, relevant parts, technical procedure and verification evidence. Available part identities and compatibility information shall be reviewed for safety relevant changes. A label alone shall not establish authenticity or correct installation.

35.2 Functional integration

Physical fit, electrical compatibility, software coding, calibration and dependent functions shall be verified where affected. Repair completion shall not be established solely by an invoice, a cleared DTC or a visual improvement. Announced but unperformed repairs shall remain open.

35.3 Retest extent

The provider shall recheck the original defect and systems reasonably affected by the work. Structural, restraint, braking, steering, sensor and battery work shall receive corresponding specialist consideration. Newly discovered defects shall be reported even if outside the original repair item.

35.4 Remanufactured and reused components

Their identity, condition, configuration compatibility and relevant test evidence shall be assessed on the same functional and safety basis as other parts. Reuse shall not be rejected or accepted merely by label. A component accepted for vehicle use is not automatically accepted for a different second life application.

36 Remote and hybrid evaluation

36.1 Identity and contemporaneity

Remote evidence shall be linked to the actual vehicle and session using proportionate identity and live acquisition controls. Stored or replayed media shall be labelled as historical. Location or time metadata alone shall not establish that an inspection took place as claimed.

36.2 On site capability

Tasks requiring physical access, measurement or safety control shall be performed by a competent person with suitable equipment. The remote reviewer shall know who performed each task and under what conditions. Image transmission does not replace a required physical or functional test.

36.3 Limitations and release

Connection loss, insufficient image quality and inaccessible views shall be recorded. A remote comprehensive positive conclusion requires the same applicable evidence as an on site evaluation. The report shall identify remote, local and historical evidence separately.

37 Artificial intelligence and automated inspection

37.1 Defined use

The provider shall document the task performed by an automated system, its input requirements, supported population and limits. Automated image damage detection, anomaly screening and report assistance shall not be presented as broader physical inspection than performed.

37.2 Validation

Validation shall use suitably independent data representing relevant vehicle classes, materials, environments, devices and defects. Separation from development data shall control leakage. False negatives for significant and critical defects, false positives, class level performance and out of scope behaviour shall be assessed separately; one overall accuracy figure is insufficient.

37.3 Abstention and supervision

The system shall permit an inconclusive or referral result where inputs or model applicability are inadequate. A competent authorised person shall remain accountable for the released evaluation. Human acceptance and override of material automated findings shall be traceable.

37.4 Change control

Model, software and training changes shall be versioned and assessed before operational release. Drift monitoring shall consider changing vehicle populations and collection conditions. A material loss of validated performance shall lead to restriction, revalidation or suspension.

37.5 Synthetic content

Generated images, reconstructed measurements and estimated values shall never be presented as original observations from the vehicle. Illustrations and simulated results shall be clearly identified and separated from primary evidence.

38 Evidence integrity and data protection

38.1 Evidence record

Each material item shall identify the vehicle, evaluation, criterion, acquisition time, operator or system, equipment, method and original data object. Images shall show sufficient context and detail to locate the finding. Reusing another vehicle's evidence or representing historical media as current is prohibited.

38.2 Original and derivative data

Original data shall be preserved. Cropped, annotated, enhanced or privacy masked copies shall remain linked to the original and identified as derivatives. Processing that changes the meaning of a finding is prohibited. The processing history of quantitative data shall be reproducible.

38.3 Integrity and authenticity

The provider shall use controlled access, change logs and suitable integrity checks. Report signatures or cryptographic checks support authorship and change detection; they do not prove that the underlying inspection was correct. Key management, revocation and verification continuity shall be addressed where signatures are used.

38.4 Privacy and retention

Only information necessary for the agreed purpose and lawful obligations shall be collected. The provider shall define justified retention periods for reports, raw data, personal information and audit logs, and explain relevant rights and access. Deletion and legal preservation requirements shall be reconciled through controlled procedures rather than a universal retention promise.

38.5 Resilience and export

Backup, restoration, access review and incident handling shall protect the evidence. A portable evidence package shall preserve units, timestamps, configuration, limitations and links. Public verification views shall minimise personal and security sensitive data and need not expose the full VIN or owner information.

39 Uncertainty and decision rules

39.1 Measurement quality

The provider shall identify uncertainty contributions material to the decision, including instrument performance, method, environment, repeatability, reference data and model error where applicable. Numerical precision shall reflect the method. Model estimation error shall not be hidden by displaying additional decimal places.

39.2 Default guarded decision

Unless an applicable mandatory rule or a justified approved profile specifies otherwise, a quantitative criterion is confirmed satisfied only where the stated uncertainty interval lies wholly within the acceptance region, including an allowed boundary. It is confirmed not satisfied where the interval lies wholly outside the region. An interval crossing a boundary is inconclusive and requires improved evidence or a stated limitation.

39.3 Alternative rules

An alternative decision rule shall be defined before results are known and shall explain how it treats the risks of false acceptance and false rejection. It shall not be selected retrospectively to achieve a desired result. Distinct legal and technical rules shall produce separately identified conclusions where necessary.

39.4 Qualitative assessment

Qualitative criteria shall describe observable conditions and significance sufficiently for consistent application. Reference examples, witnessed comparisons and specialist review shall control judgement. A qualitative uncertainty shall not be converted into an invented numerical probability.

40 Defects and actions

40.1 Classification

D0 means no defect identified against a completed applicable criterion. D1 means a minor defect without significant impairment under the defined conditions. D2 means a significant defect materially affecting safety, essential function, environmental performance or applicable technical conformity. D3 means a critical defect presenting a direct or imminent serious hazard. U means inconclusive evidence, and NA means technically not applicable. U and NA are not defect severity levels.

40.2 Consequence based judgement

Classification shall consider location, function, extent, credible consequence and the actual configuration. Cosmetic and contractual findings shall not automatically be treated as safety failures. Several minor conditions may have a significant combined effect; such an interaction shall be documented as an additional finding.

40.3 Actions

D1 shall identify proportionate correction or monitoring. D2 shall identify required correction and relevant re evaluation before a positive affected conclusion. D3 shall trigger immediate hazard communication and appropriate cessation of risky activity. U shall identify the missing evidence and what is required to resolve it. Maintenance advice that is not yet a defect shall be recorded separately.

40.4 No averaging

No arithmetic average, star rating, letter grade or commercial score shall reduce the required D2 or D3 disposition. If an optional non safety index is offered, its purpose and method shall be separate, and mandatory defect and uncertainty information shall remain prominent.

41 Coverage and final decision

41.1 Coverage denominator

The provider shall freeze the applicable criterion inventory for the evaluation, subject to traceable justified additions or corrections. Coverage is the number of applicable criteria completed with valid conclusive results divided by the number of applicable criteria, expressed as a percentage. Both favourable and unfavourable valid results count as completed. U remains in the denominator; justified NA is excluded.

41.2 Safety coverage

Safety related criterion coverage shall be shown separately, together with named unresolved safety items. Criteria shall not be split, combined or removed to inflate a percentage. A high percentage shall not obscure one missing essential control or a known serious defect.

41.3 Decision precedence

The overall technical status shall be critical risk identified where any D3 exists; otherwise significant nonconformity identified where any D2 exists; otherwise inconclusive where a criterion mandatory for the overall claim remains U; otherwise criteria met with minor defects where D1 exists; otherwise examined criteria met. Known higher priority defects do not remove the obligation to disclose remaining unknowns.

41.4 History and claim dependency

Unverified complete lifetime history does not invalidate every current physical measurement. It does prevent historical claims that require that evidence and may require additional current checks where risk indicators exist. The provider shall distinguish a mandatory history availability inquiry from a claim to verify all past events.

41.5 Process and vehicle outcomes

A provider may perform a conforming evaluation that finds an unsafe vehicle. Provider process conformity and vehicle outcome shall never be conflated. A comprehensive service may result in an inconclusive report; service scope is not a promise of a favourable or fully verified vehicle result.

42 Reports and vehicle evidence passports

42.1 Required report

The report shall include the identity, purpose, service type, jurisdiction, standard and profile versions, time, mileage, configuration, methods, conditions, findings, measurements, criteria, uncertainty, evidence links, untested items, required actions, reviewer and release authority. Annex H provides the editable report structure.

42.2 Prominent summary

Critical and significant findings and limitations preventing an overall positive claim shall be visible in the opening summary. The summary shall preserve the meaning of the detailed report. A green symbol, label or headline shall not contradict an adverse or inconclusive technical status.

42.3 Language and valuation

Reports shall use language understandable to the intended audience, with technical detail available for review. Translations shall preserve severity, negation, limitations, numbers and units. Any market valuation shall occupy a separate section with its own basis and date, and shall not influence technical classification.

42.4 Verification and status

A digital verification record shall identify the report and version, issuing provider and document status: issued, superseded, under review or withdrawn. A valid signature or authentic document does not establish unchanged current vehicle condition. Public verification shall not imply continuous monitoring unless that service actually exists.

42.5 Evidence passport

An optional vehicle evidence passport shall link successive reports, configuration changes, significant events and retests without erasing history. It shall distinguish observed events, declared events and verified events. A new owner, new report or platform migration shall not reset the adverse history or silently broaden prior findings.

43 Retesting and event driven updates

43.1 Snapshot nature

The report represents the recorded evaluation state and does not guarantee condition for a fixed future term. Where an administrative acceptance period is used by a customer, it shall be described as that customer's rule, not a technical assurance that the vehicle cannot change during the period.

43.2 Material events

Accident, significant impact, flood, fire, battery work, safety related repair, calibration change, relevant software update, new warning, changed duty or credible new evidence shall trigger an assessment of affected conclusions. The process shall identify what remains supported and what requires re evaluation.

43.3 Retest evidence

Retest records shall link original findings, corrective work, methods, results and dependencies. A targeted retest shall not be issued as a fresh comprehensive evaluation unless the full required scope is completed. Newly observed significant conditions shall be included.

43.4 History preservation

Previous reports shall remain identifiable with their actual status. A corrected or superseding version shall describe what changed and why. A known false report shall be withdrawn rather than silently overwritten.

44 Quality assurance and internal control

44.1 Release checks

Every report shall undergo identity, completeness, calculation, evidence link and decision consistency checks before release. Critical findings, unresolved material identity discrepancies and positive closure of significant safety repairs shall receive independent competent technical review. Urgent hazard communication shall not wait for this review.

44.2 Ongoing technical review

The provider shall operate a documented risk based sample of other reports for independent technical review, covering staff, sites, classes, technologies and outcomes. Sampling rates and triggers shall be justified and approved before the review period. The provider shall increase review after adverse trends or material change.

44.3 Comparisons and audit

Blind duplicate assessment or equivalent controlled comparisons shall be performed on representative cases. Differences shall be analysed for method, equipment, interpretation and competence causes. Internal audits shall examine actual evidence and observed work, not only written procedures, and shall cover the authorised service over a planned cycle.

44.4 Performance measures

Measures shall include missed serious defects, unsupported positive findings, unjustified rejection, U and NA misuse, measurement drift, correction frequency and complaint outcomes. A favourable report rate shall not be a staff performance target. Corrective actions shall address cause and demonstrated effectiveness.

45 Complaints disputes and incident response

45.1 Accessible process

The provider shall publish how to submit a complaint or appeal, the information needed, acknowledgement and resolution targets, and escalation routes. A competent person independent of the original disputed decision shall assess the appeal. Commercial pressure shall not determine the outcome.

45.2 Evidence preservation

Original evidence, reports and relevant vehicle state information shall be preserved lawfully during a dispute. New evidence shall be distinguished from the original inspection evidence. A changed vehicle shall not be treated as an exact repetition of its earlier state without analysis.

45.3 Report impact

Where an error affects a material conclusion, the provider shall identify other potentially affected reports, notify authorised affected parties as appropriate, and correct or withdraw results. Notification shall distinguish a confirmed error from an investigation still in progress.

45.4 Data and safety incidents

Suspected evidence manipulation, credential compromise, data loss or systematic missed hazards shall trigger containment and impact assessment. Recovery shall preserve traceability. The provider shall not continue issuing claims known to rely on compromised evidence or an invalid method.

46 Provider conformity and use of IAF identity

46.1 Conformity scope

Any provider conformity statement shall identify the legal entity, sites, mobile capability, vehicle classes, modules, methods and limitations assessed. It shall be supported by document review, observed practice, evidence examination and satisfactory correction of material deficiencies. A provider's scope shall not be inferred from possession of a copy of this standard.

46.2 Subcontracting

Subcontracted activities shall be assigned to competent parties with defined methods and evidence requirements. The issuing provider remains responsible for integration and accurate disclosure. Subcontracting shall not be used to conceal unsupported work or extend a recognition scope that has not been granted.

46.3 Marks and wording

An IAF authorisation, certificate, seal or mark shall not be claimed without a separate express grant covering the actual use. An evaluated vehicle statement shall state its scope and technical outcome. Inspection performed does not mean vehicle approved. Pilot work shall be clearly identified and shall not use an issued standard certification claim.

46.4 Suspension and withdrawal

The proposed scheme shall provide for restriction, suspension and withdrawal where competence, impartiality or evidence integrity fails. The effect on outstanding reports and public verification records shall be assessed. Restoration shall require evidence that the relevant cause has been corrected.

47 Emerging technology and continuous monitoring

47.1 New architectures

New battery chemistries, structural battery designs, steer by wire, brake by wire, zonal electronics, replaceable energy modules and other emerging architectures shall receive a specific hazard and method assessment. Existing thresholds shall not be transferred merely because a similar label or connector is used.

47.2 Digital twins and simulation

A digital twin shall identify the physical vehicle configuration, data age, model validity and prediction uncertainty. Simulation shall be labelled and shall not replace a required physical observation unless its equivalence for the particular decision has been demonstrated. Model confidence shall not be confused with physical safety assurance.

47.3 Continuous monitoring

Where offered, the service shall define monitored functions, sampling, sensor validation, data gaps, alarm logic, review responsibility and response commitments. Periods without data shall not be shown as periods without faults. Monitoring selected signals shall not imply continuous verification of all mechanical and structural condition.

47.4 Future capability claims

Readiness for a future function shall identify the actual hardware, software, rights and dependencies verified. Predicted or announced capabilities shall not be reported as currently operational. Technology forecasts may guide profile development but shall not substitute for evidence of present vehicle performance.

48 Validation governance and controlled revision

48.1 Before first adoption

IAF shall arrange technical review and representative pilot validation before adoption of a first issued edition. The review shall consider different vehicle classes, technologies, climates, usage patterns and provider environments. The release criteria shall be defined before pilot results are examined.

48.2 Method evidence

Validation shall assess repeatability, between evaluator agreement, relevant measurement performance, missed critical and significant defects, false rejection, reporting comprehension and evidence integrity. Sample size and population shall be justified by the claims and risks. No universal success rate is asserted by this working draft.

48.3 Release gate

Unresolved safety method gaps, unfilled profile limits and unsupported claims shall prevent release of the affected scope. A narrower validated scope may be released separately. The publication decision, approved text, effective date and transition arrangements shall be recorded.

48.4 Revisions and interpretations

Changes shall identify the affected clauses, technical reason, evidence and implementation impact. Urgent safety changes shall have controlled communication and transition arrangements. Interpretations shall not silently rewrite requirements or retrospectively change issued results. Annex N supplies a working record for review and change control.

Annex A Module applicability matrix

NORMATIVE

A.1 Selection rule

Every assignment shall include identity, safe work planning, evidence control and reporting. A comprehensive evaluation shall add every applicable physical, functional and technology module. A targeted service shall include relevant dependencies and shall confine its conclusions to that scope. The provider shall record why each conditional module is included or excluded.

Module	Applicability trigger	Positive claim dependency
Identity and baseline	Every assignment	Identity sufficiently established for the stated report
Safety triage	Every physical assignment	Planned activity can proceed safely
Structure and exterior	Comprehensive evaluation	Accessible required areas and escalated concerns resolved
Mechanical and chassis	Relevant installed systems	Required condition and function tests completed
Occupant protection	Relevant vehicle and seating	Installed required safety functions addressed
Diagnostics	Relevant electronic systems	Required units accessed or valid alternative completed
Electrified safety	Electrified propulsion or relevant energy storage	Physical and applicable electrical safety evidence
Battery performance	Capacity or health claim	Declared property supported by the chosen method
Charging	Comprehensive rechargeable vehicle evaluation	Applicable claimed charging modes separately tested
Gas and hydrogen	Relevant fuel or pressure architecture	Fuel specific specialist profile satisfied
ADAS and automation	Relevant installed safety functions	Required diagnostics, calibration and function scope completed
Software and connectivity	Relevant functions	Configuration and tested digital functions identified
Environmental checks	Applicable system and claim	Valid method and jurisdiction limits where claimed
Heavy and passenger supplement	Heavy goods, buses or coaches	Class specific loading and equipment controls
Trailer supplement	Trailer or combination claim	Trailer and relevant interfaces assessed

Module	Applicability trigger	Positive claim dependency
Motorcycle supplement	Powered two or three wheel configuration	Stability and architecture appropriate methods
Special configuration	Adaptation, conversion or specialist use	Integration and specialist boundaries addressed
Repair verification	Post repair assignment	Original defect and affected dependencies retested
Remote controls	Remote evidence used	Identity, live evidence and local competence demonstrated
Automated analysis controls	AI or automatic decision support used	Validated model and accountable human release

A.2 Mandatory and optional properties

Battery safety is mandatory for a comprehensive electrified vehicle evaluation. A numerical battery capacity claim additionally requires the performance module. If a comprehensive commercial service is described as including battery health, that claim shall not be reduced to a BMS readout without explicit disclosure. Optional comfort or valuation modules do not displace required safety modules.

A.3 Unsupported technology

An installed function that cannot be assessed by the provider shall remain unresolved where it is mandatory for the claim. The provider shall obtain competent subcontracted evidence, restrict the claim or issue an inconclusive result. Unavailability of a tool is not technical non applicability.

Annex B Minimum test protocols

NORMATIVE

B.1 Common protocol requirements

The following protocols specify the minimum method content. Before use, the provider shall complete and approve a vehicle profile with the required numerical limits, conditions, equipment capability and decision rules. These protocols do not invent universal limits for every vehicle. Each test shall retain its inputs, observations, raw data where relevant, result, operator and deviations.

B.2 Identity and usage verification

Purpose: associate the examined object and usage evidence with the correct vehicle. **Preconditions:** safe access to primary markings and authorised access to documents and electronic records. **Method:** directly inspect the primary marking; compare accessible secondary sources; record the displayed distance or hours, units and chronology; document replacement and conversion evidence. Repeated screens from one source count as one source. **Acceptance:** no unresolved material mismatch for a positive identity claim; usage wording limited to the records actually reviewed. **Evidence:** contextual and detail images, source register and discrepancy explanation. **Stop or referral:** suspected identity alteration requiring specialist examination, unsafe access or an unresolved mismatch preventing reliable association.

B.3 Coating and exterior survey

Purpose: map visible surface condition and evidence of refinishing. **Preparation:** surfaces shall permit meaningful observation; protective films and contamination shall be identified. **Method:** select a substrate compatible gauge, perform reference checks, map each accessible panel and sample at least three representative areas per measurable panel. Increase sampling around abnormal readings or visible repair. Record location and substrate with each result. **Acceptance:** assess the defined surface or contractual criterion; do not infer a crash or structural defect from one thickness value. **Limitations:** inaccessible areas and unmeasurable materials remain explicit. **Escalation:** geometry, join or safety related anomalies require structural examination.

B.4 Structure and geometry

Purpose: evaluate accessible structural condition and a defined repair or alignment question. **Preparation:** safe lifting, appropriate support and relevant vehicle datum information. **Method:** inspect load paths, joints, mountings and corrosion; compare dimensions using specified reference points when required. Record loading, reference geometry and equipment. Additional examination shall suit the material and suspected failure mode. **Acceptance:** no demonstrated unsafe structural departure; dimensional decisions shall use valid limits and uncertainty. Missing internal access or repair process evidence limits the conclusion. **Stop:** instability, unsafe support or damage making further loading hazardous.

B.5 Brake condition and performance

Purpose: determine applicable braking condition and performance. **Preparation:** confirm compatible test mode, tyre condition, loading, system state and safe access. **Method:** inspect components, capture relevant warnings and conduct the approved performance test; retain wheel or axle results and the actual calculation basis. Repeat only as required by the profile, without selecting favourable runs and discarding unexplained adverse ones. **Acceptance:** apply the specified efficiency, balance, control and condition criteria with the chosen decision rule. **Evidence:** raw outputs, loading basis, test mode and reasons for any aborted run. **Stop:** hazardous leakage, loss of control or incompatible equipment behaviour.

B.6 Steering suspension and tyre measurements

Purpose: identify impaired control and running gear condition. **Method:** examine joints and attachments under appropriate loading, check assistance and relevant controls, measure required play or alignment, and survey each tyre at representative circumferential and groove positions. Record minimum relevant tread values and irregular wear. Preparation and loading shall match the reference condition. **Acceptance:** use applicable component, tyre and geometry criteria; do not infer remaining life from a machine index alone. **Referral:** ambiguous movement, inaccessible joints or modified geometry lacking a valid technical basis. **Stop:** unstable components or vehicle support.

B.7 Mechanical operation and fluid investigations

Purpose: assess stated mechanical functions and investigate defined symptoms. **Preparation:** document whether genuine cold or warm conditions are available. **Method:** observe starting, idle, transition and permitted load behaviour; inspect leaks and mounts; capture relevant temperatures, pressures or analysis samples only under a validated authorised method. Fluid sample identity, point, container, handling and chain of custody shall be recorded where analysis supports a decision. **Acceptance:** use the relevant symptom and measured criteria. A screening sensor shall not be presented as a full laboratory analysis. Unresolved noise or leakage remains a finding rather than a normal result.

B.8 Diagnostic baseline and post scan

Purpose: preserve initial electronic state and evaluate defined functions. **Method:** verify vehicle and tool compatibility, stabilise power appropriately, scan expected relevant ECUs and preserve available DTC status, context and configuration. Record units not reached and interpretation limitations. Perform authorised live data or function tests where needed. After an intervention or dynamic test, conduct the required post scan and compare new, persisting and cleared conditions. **Acceptance:** a positive function conclusion requires its specified evidence, not just absence of DTCs. **Stop:** unexpected unsafe actuation, unstable supply or a tool procedure outside authorisation.

B.9 Electrified safety examination

Purpose: assess accessible physical and relevant electrical safety conditions without default pack opening. **Method:** inspect enclosure, supports, accessible harnesses, connectors, cooling and interfaces; review relevant warnings and safety data. Electrical measurements shall use an approved vehicle procedure with appropriate safe state and equipment. Record the measurement boundary and inaccessible portions. **Acceptance:** vehicle specific safety criteria satisfied; capacity does not override adverse safety evidence. **Stop:** signs of thermal instability, unsafe electrical exposure, serious impact intrusion or other conditions requiring specialist emergency management. No instruction here authorises defeating protection or handling an unstable pack.

B.10 Measured battery energy

Purpose: determine usable energy over stated endpoints. **Preparation:** verify safe condition, compatible battery identity, software, temperature and SOC range. **Method:** measure at a declared electrical boundary with time aligned current and voltage, or a validated equivalent energy measurement. Define sign convention, regeneration, auxiliary consumption, missing samples and endpoint rules. Record actual conditions throughout. **Acceptance:** compare only with a reference having a compatible usable boundary and conditions. Grid energy shall not be labelled pack usable energy without valid loss treatment. A partial interval shall not become full capacity by unvalidated proportional extrapolation. **Stop:** any safety threshold or abnormal behaviour defined by the profile.

B.11 Model based battery short test

Purpose: estimate a defined battery property using a validated model. **Preconditions:** the vehicle, chemistry, configuration, SOC, temperature and input quality shall lie within the validated population. **Method:** collect the prescribed data and retain model version, preprocessing and result. **Acceptance:** the profile shall define estimator performance and the decision rule including model uncertainty. Report the result as estimated, with its property and basis. If inputs are outside scope or uncertain, the system shall abstain or require another method. A BMS readout shall not be described as an independently measured energy test.

B.12 Charging and energy export

Purpose: verify the claimed charging or export modes. **Preparation:** establish vehicle safety, compatible equipment, authorised installation and relevant initial conditions. **Method:** inspect connection and retention, start the mode, observe communication and power behaviour, and perform a normal controlled stop. Test each required mode separately. Record SOC, temperatures, equipment limits, elapsed time, warnings and interruption behaviour. **Acceptance:** use mode specific criteria under comparable conditions. Peak nameplate power is not the default minimum in all conditions. Export tests shall not be extended into unapproved networks or premises. Untested modes remain explicitly unresolved.

B.13 ADAS calibration and scenario verification

Purpose: determine specified installation, calibration and function conditions. **Method:** inspect sensor areas and relevant repairs; verify matching diagnostic and calibration evidence; perform required controlled scenarios using suitable targets. Setup shall specify vehicle geometry, loading, tyre condition, target position, environmental conditions, software and equipment. Calibration and dynamic performance shall have separate results. **Acceptance:** compare the actual response with predeclared criteria and record unsuccessful or aborted trials. No success shall be extrapolated to untested domains. **Stop:** unsafe approach, target instability, loss of control or environment outside the validated limits.

B.14 Alternative fuel system checks

Purpose: assess the accessible condition and defined functions of an alternative fuel installation. **Preconditions:** fuel specific competence, suitable area, compatible instruments and emergency arrangements. **Method:** review identity and restrictions, inspect supports, containment protection, lines and vents, and perform only approved leak or function checks. **Acceptance:** apply the released fuel and vehicle profile. Visual inspection does not establish internal vessel integrity. Unknown mandatory service restrictions or missing data shall be referred. **Stop:** hazardous leak, abnormal pressure indication, damaged containment or inability to maintain safe conditions.

B.15 Environmental measurements

Purpose: assess specified pollutant or noise performance and relevant hardware condition. **Preparation:** confirm vehicle category, operating temperature, fuel or energy condition and instrument readiness. **Method:** follow the defined operating sequence; record raw measured quantities, duration, conditions, warnings and interruptions. **Acceptance:** use the applicable jurisdiction or separately stated technical limits with the appropriate rule. A smoke observation, DTC scan or limited operating point shall not be presented as proof of all emissions behaviour. Test refusal, unavailable conditioning and unsafe operation shall be recorded rather than replaced with inferred passing values.

B.16 Road operation

Purpose: observe functions that require movement under the approved scope. **Preconditions:** permissions, competent driver, safe vehicle and route. **Method:** execute the specified functions within the allowed speed, load and environment; log actual coverage, temperatures and anomalies. Record whether the intended thermal and load conditions were achieved. **Acceptance:** evaluate only functions adequately exercised. An alternative stationary test may substitute only for demonstrated equivalent decisions. **Stop:** safety warning, loss of braking or steering confidence, abnormal thermal behaviour, unsafe weather or route condition. Public traffic shall never be used as a collision avoidance test target.

B.17 Repair closure

Purpose: determine whether a reported defect has been satisfactorily corrected. **Method:** identify original finding and vehicle configuration, examine repair evidence, repeat the relevant original test and assess affected dependencies. Preserve both original and new evidence. **Acceptance:** the original criterion and affected mandatory criteria shall be satisfied before positive closure. A changed or unavailable test method requires a justified equivalence assessment. A targeted repair closure does not renew every unrelated vehicle finding. New significant defects shall be included in the report.

B.18 Heavy and combination function checks

Purpose: evaluate class specific systems and interfaces. **Preparation:** document actual and rated loads, compatible facility, braking architecture and safe restraint of moving work equipment. **Method:** apply the relevant heavy vehicle, passenger and trailer controls, including coupling and connection examination and required function tests. Record tractor, trailer and combination identities separately. **Acceptance:** compare against the approved class and configuration profile. Unloaded results shall not be expanded into an unsupported loaded performance claim. Specialist mounted machinery remains separately scoped. **Stop:** unstable load, unsafe coupling, pressure loss or uncontrolled body movement.

Annex C Minimum inspection control inventory

NORMATIVE

C.1 Use of the inventory

Each listed control shall be mapped to a criterion in the provider's system, given an applicability decision and linked to the relevant profile. Where a line contains several distinct functions, each applicable function shall be individually dispositioned in the working record. The inventory is not a substitute for detailed methods or model specific limits. Additional installed safety functions and identified hazards shall be added. Letter prefixes are working control identifiers, not separate standard designations.

C.2 Identity and intake

- ID01 Primary physical identity marking and condition.
- ID02 Available secondary physical and electronic identity consistency.
- ID03 Registration and submitted document association.
- ID04 Displayed mileage or hours and units.
- ID05 Available usage chronology and replacement explanations.
- ID06 Vehicle class, body, powertrain and energy architecture.
- ID07 Installed and enabled safety equipment inventory.
- ID08 Intended use, loading and jurisdiction.
- ID09 Declared history, symptoms and modifications.
- ID10 Client permissions, service scope and restrictions.

C.3 Safety preparation

- ST01 Obvious fuel or hazardous fluid leakage.
- ST02 Smoke, abnormal heat or energy system instability signs.
- ST03 Exposed electrical or pressure hazards.
- ST04 Safe lifting points, support and ground conditions.
- ST05 Obvious wheel, tyre, steering and brake hazards.
- ST06 Ventilation, movement control and emergency readiness.
- ST07 Vehicle readiness and unexpected start precautions.
- ST08 Initial photographs and baseline state preservation.

C.4 Exterior and structure

- BS01 Exterior panel condition and fit.
- BS02 Coating survey and material compatibility.
- BS03 Closures, hinges, latches and retention.
- BS04 Accessible frame and longitudinal members.
- BS05 Crossmembers, pillars and occupant cell.
- BS06 Floor and accessible underbody condition.
- BS07 Suspension and steering attachment zones.
- BS08 Seat and restraint anchorage zones.

- BS09** Battery enclosure supports and adjacent structure.
- BS10** Welded, bonded, riveted and bolted joint condition.
- BS11** Corrosion extent and critical location.
- BS12** Distortion, cracking and load path interruption.
- BS13** Structural repair and replacement evidence.
- BS14** Dimensional checks where indicated.
- BS15** Shields, protrusions and insecure external equipment.
- BS16** Obscured and inaccessible structural areas.

C.5 Mechanical systems

- MC01** Verified cold start availability and behaviour.
- MC02** Warm operation and achieved temperature.
- MC03** Engine and auxiliary mounts.
- MC04** Lubrication leakage and relevant indications.
- MC05** Cooling system condition and thermal behaviour.
- MC06** Fuel system condition and accessible connections.
- MC07** Intake, exhaust and heat shield condition.
- MC08** Transmission and clutch operation.
- MC09** Shafts, joints and final drive condition.
- MC10** Abnormal sound and vibration under recorded conditions.
- MC11** Relevant fluid sample or specialist measurement results.
- MC12** Unresolved symptoms and recommended investigations.

C.6 Braking systems

- BR01** Service brake control and travel condition.
- BR02** Parking brake control and holding function.
- BR03** Secondary and auxiliary functions where fitted.
- BR04** Friction components and visible wear.
- BR05** Lines, hoses, reservoirs and leakage.
- BR06** Actuators, supports and attachment security.
- BR07** Electronic brake and stability warnings.
- BR08** Vehicle compatible performance test mode.
- BR09** Wheel or axle performance measurements.
- BR10** Balance and efficiency or deceleration basis.
- BR11** Regenerative and friction brake interaction where assessed.
- BR12** Post repair performance and open restrictions.

C.7 Steering suspension wheels and tyres

- CH01** Steering joints and linkage security.
- CH02** Steering free movement and relevant play.

- CH03 Assistance and associated warnings.
- CH04 Suspension arms, bushes and joints.
- CH05 Springs, dampers and level control.
- CH06 Wheel bearings and hubs.
- CH07 Wheel dimensions, damage and attachment.
- CH08 Tyre size, construction, load and speed compatibility.
- CH09 Tyre pressures and monitoring indications.
- CH10 Tread measurements and wear distribution.
- CH11 Tyre damage and relevant age information.
- CH12 Alignment, ride height and modified clearance.

C.8 Occupants visibility and lighting

- OC01 Seat attachment, adjustment and retention.
- OC02 Belts, buckles, retractors and anchorages.
- OC03 Head restraints and child restraint attachments.
- OC04 Restraint warnings and accessible physical evidence.
- OC05 Airbag related repair or intervention indicators.
- OC06 Glazing condition and relevant view obstruction.
- OC07 Mirrors and camera based visibility.
- OC08 Wipers, washers and demisting.
- OC09 Required lighting and signalling functions.
- OC10 Headlamp measurement and levelling where required.
- OC11 Horn, instrumentation and essential telltales.
- OC12 Doors, locks and emergency release.
- OC13 Loose interior equipment and hazardous modifications.
- OC14 Accessibility devices and occupant evacuation provisions.

C.9 Electronic and software systems

- DG01 Tool and vehicle compatibility.
- DG02 Baseline scan before intervention.
- DG03 Expected and reached ECU comparison.
- DG04 DTC status and relevant context data.
- DG05 Live data units and interpretation basis.
- DG06 Readiness and reset limitations.
- DG07 Accessible software, coding and configuration identifiers.
- DG08 Authorised intervention log.
- DG09 Required post scan and functional checks.
- DG10 Digital keys and remote access where authorised.
- DG11 Emergency and connected services in the agreed scope.
- DG12 Account, network and service dependency limitations.

C.10 Electrified safety and battery performance

EV01 Battery identity, replacement and configuration information.

EV02 Enclosure condition and impact indicators.

EV03 Battery mounts and surrounding structure.

EV04 Accessible cables, connectors and protection.

EV05 Cooling and relevant fluid condition.

EV06 Thermal and electrical safety warnings.

EV07 Water entry and corrosion indicators.

EV08 Applicable safe procedure electrical checks.

EV09 Electric drive condition and function.

EV10 Declared battery property and method class.

EV11 SOC and temperature preconditions.

EV12 Usable energy and reference basis where claimed.

EV13 Cell or module consistency where accessible.

EV14 Power and thermal behaviour where assessed.

EV15 Model validity and uncertainty for estimated results.

EV16 Unavailable internal data and safety limitations.

C.11 Charging and energy transfer

CG01 Supported and claimed modes.

CG02 Interface condition and connector retention.

CG03 Locking, communication and state indication.

CG04 AC start, operation and normal stop.

CG05 DC start, operation and normal stop where applicable.

CG06 Power behaviour with actual operating conditions.

CG07 Equipment and supply limitations.

CG08 Bidirectional or wireless functions where claimed.

C.12 Assistance and automation

AD01 Installed, licensed and enabled function inventory.

AD02 Sensor physical condition and field obstruction.

AD03 Sensor mounts, glass and relevant repair history.

AD04 Required calibration need assessment.

AD05 Matching calibration evidence and setup records.

AD06 Relevant diagnostics and warnings.

AD07 Approved scenario and target definition.

AD08 Dynamic response under recorded conditions.

AD09 Driver information and degraded state where assessed.

AD10 Untested domain and function limitations.

C.13 Environmental and exceptional conditions

- EN01 Emissions control hardware condition.
- EN02 Signs of removal, defeat or incompatible modification.
- EN03 Applicable emissions measurements and conditioning.
- EN04 Noise examination or measurement in scope.
- EN05 Harmful fluid leakage and abnormal smoke.
- EN06 Water, heat, fire and unusual corrosion indicators.
- EN07 Geographic exposure factors affecting validity.
- EN08 Intended duty and load suitability boundaries.

C.14 Fuel and pressure systems

- GF01 Fuel architecture and competent profile selection.
- GF02 Container identity and applicable restrictions.
- GF03 Supports, shielding and accessible containment.
- GF04 Lines, connectors, valves and vents.
- GF05 Approved leak detection and warning checks.
- GF06 Fuel specific function tests in scope.
- GF07 Conversion integration evidence.
- GF08 Unresolved specialist and internal integrity limitations.

C.15 Heavy passenger and trailer supplement

- HV01 Rated and actual load information.
- HV02 Air or hydraulic brake architecture and warnings.
- HV03 Reservoirs, lines and relevant pressure functions.
- HV04 Auxiliary braking and applicable controls.
- HV05 Coupling condition, retention and wear.
- HV06 Tractor and trailer interface compatibility.
- HV07 Trailer breakaway and connection functions.
- HV08 Landing supports and body mounting.
- HV09 Relevant side, rear and load protection.
- HV10 Passenger doors, exits and aisle access.
- HV11 Passenger supports and accessibility equipment.
- HV12 Mounted work equipment attachment and scope limits.

C.16 Motorcycle and special vehicle supplement

- SP01 Steering head, forks and frame.
- SP02 Swingarm, wheel alignment and attachments.
- SP03 Drive chain or belt and guards.
- SP04 Throttle, rider controls and foot supports.
- SP05 Stands and relevant interlocks.

SP06 Adapted steering, braking and user controls.

SP07 Historic configuration and permitted differences.

SP08 Conversion and special use integration limits.

C.17 Completion and release

RP01 Actual road or operational test coverage.

RP02 Repair closure and affected dependencies.

RP03 Findings linked to criteria and original evidence.

RP04 U and NA reasons reviewed.

RP05 Measurement uncertainty and decision rules applied.

RP06 Overall and safety coverage calculated correctly.

RP07 Critical risk communication and action recorded.

RP08 Independent review where required.

RP09 Report identity, version and release authority.

RP10 Retest triggers, verification status and client delivery.

Annex D Defect classification guidance

NORMATIVE

D.1 Application

The examples below establish decision principles, not an exhaustive vehicle specific rejection catalogue. Severity shall follow demonstrated function, extent and consequence. The profile shall refine examples for the relevant architecture. Where evidence is insufficient to establish the condition, U shall be used without suppressing any separately demonstrated hazard.

Observed condition	Classification principle	Required response
Cosmetic panel scratch	D1 if a defect against the agreed condition criterion; no safety inference	Record location and cosmetic significance
Surface refinishing without structural concern	Record condition and supported history inference	Do not declare structural damage from thickness alone
Loose safety critical mounting with imminent detachment	D3 where the direct hazard is established	Stop relevant operation and arrange safe handling
Structural damage materially impairing a load path	D2 or D3 according to demonstrated consequence and immediacy	Specialist assessment and defined restriction
Hidden structural repair inaccessible to required verification	U for the unresolved criterion	State needed access or specialist evidence
Service brake performance outside a valid limit	At least D2; D3 if a direct serious hazard is established	Correct and repeat relevant performance tests
Cosmetic wheel finish damage	D1 where applicable	Separate from crack and attachment checks
Wheel attachment at risk of loss	D3	No further risky operation
Required safety function proven inoperative	D2 or D3 according to function and immediacy	Correct and verify affected dependencies
Safety ECU not accessed and no equivalent evidence	U	No positive affected function claim
Historical DTC with no demonstrated current impairment	Investigate and classify the supported condition	Do not automatically replace the named component
Critical traction battery thermal condition	D3 where established	Stop charging or operation and apply emergency plan
Low estimated capacity without safety evidence	Performance or contractual finding only	Separate energy result from safety disposition
Missing compatible battery reference	U for capacity retention claim	Report measured property without unsupported ratio

Observed condition	Classification principle	Required response
ADAS calibration required but unverified after relevant repair	U for calibration unless an actual defect is independently demonstrated	Obtain matching verification evidence
ADAS function demonstrably outside required performance	D2 or D3 according to hazard	Correction and appropriate repeat tests
Hazardous fuel leakage	D3 where direct serious hazard is established	Stop relevant operation and obtain specialist response
Possible flood sign with insufficient corroboration	U for event or affected safety question	Investigate without asserting proven flood history
Material identity mismatch unresolved	U for identity and report association	Withhold authenticated positive vehicle statement
Discontinued external convenience service	Report service availability and contractual effect	Do not automatically classify as a vehicle safety defect
Required emergency function unavailable	Assess actual safety and jurisdiction consequence	Separate vehicle, account and network evidence
Vehicle fails a stricter cosmetic sale agreement	Contractual nonconformity	Do not promote it to a safety failure

D.2 Aggregate interactions

Where several conditions combine to impair safety, the evaluator shall create a separate interaction finding linked to the contributing items. The basis for increased severity shall be stated. The original observations shall remain available.

Annex E Quantities and worked decision examples

NORMATIVE for definitions and rules; numerical examples are INFORMATIVE

E.1 Quantity definitions

Battery energy shall refer to a stated boundary, sign convention and operating interval. Capacity retention shall compare compatible usable energy values. Coverage shall count concluded applicable criteria, not favourable criteria alone. An uncertainty interval shall state its basis and coverage interpretation where quantified. The equations in this annex use consistent units and do not prescribe a universal vehicle limit.

$$E = \sum_{i=1 \dots n} (V_i I_i \Delta t_i) / 3,600,000$$

For the energy equation, voltage is in volts, current in amperes and each sampling interval in seconds; the result is in kilowatt hours. Discharge current is positive in this example convention. Regeneration is negative. The integration scheme and data quality shall be adequate for the signal; the displayed discrete expression does not authorise a coarse sampling interval.

$$\text{Retention} = (E_{\text{test}} / E_{\text{reference}}) \times 100\%$$

The numerator and denominator shall use the same usable energy boundary or a validated correction. Uncertainty shall include the relevant reference and measurement or model contributions.

$$\text{Coverage} = (N_{\text{concluded}} / N_{\text{applicable}}) \times 100\%$$

N concluded includes valid D0 to D3 results. N applicable includes U and excludes justified NA. Safety coverage uses only the safety related subset. Where no criterion belongs to an optional subset, that subset shall be reported not applicable rather than divided by zero.

E.2 Hypothetical lower limit example

Assume a fictional lower limit of 10.0 units and a declared uncertainty interval of plus or minus 0.3 units. A measurement of 10.4 gives an interval of 10.1 to 10.7 and satisfies the default guarded rule. A measurement of 10.1 gives 9.8 to 10.4 and is inconclusive. A measurement of 9.5 gives 9.2 to 9.8 and does not satisfy the criterion. These values illustrate the rule only and are not vehicle acceptance thresholds.

E.3 Hypothetical energy ratio example

If a compatible measured usable energy is 54.0 kilowatt hours and the compatible reference is 60.0 kilowatt hours, the indicated retention is 90.0 percent before appropriate uncertainty reporting and rounding. The number does not establish battery electrical safety, cell uniformity, guaranteed range or remaining life.

E.4 Coverage example

For an illustrative inventory of 120 applicable criteria, 114 concluded results and 6 U results produce 95 percent overall coverage. If one of the U items is mandatory for the overall positive claim, that claim remains inconclusive despite the high coverage. If a D3 is already established, the overall status remains critical risk identified and the six unknown items shall also be disclosed.

E.5 Optional contractual limit

An illustrative customer energy retention requirement of 85 percent is a contract term only. It shall not be described as a universal safety boundary or a limit established by this standard. Whether the vehicle meets that term shall depend on the valid method and declared uncertainty rule.

Annex F Controlled profile release form

NORMATIVE

F.1 Completion requirement

This form shall be completed for each operational profile. Blank fields in this annex are deliberate working form fields. A profile with unresolved mandatory fields shall not be released for positive conformity decisions.

Profile identity and revision:

Technical owner and approval authority:

Vehicle classes and configuration population:

Excluded configurations and reasons:

Jurisdiction and intended claim:

Effective date and review trigger:

F.2 Method and acceptance record

Criterion identifier and property:

Technical basis and controlled record location:

Preparation and environmental limits:

Equipment and required capability:

Procedure and repeat conditions:

Unit, boundary and calculation method:

Acceptance limit or explicit qualitative criterion:

Uncertainty evaluation and decision rule:

Defect mapping and stop conditions:

Required raw evidence and record format:

F.3 Validation and release

Representative vehicles and known conditions:

Repeatability and comparison results:

False acceptance and false rejection assessment:

Unsupported configurations and residual limitations:

Reviewer decision and closed actions:

Release authorisation and date:

Annex G Job record and evidence forms

NORMATIVE

G.1 Job and authorisation record

Evaluation identifier:

Client and authorised report recipients:

Vehicle identity and location:

Service type: Screening ☐ Comprehensive ☐ Targeted ☐

Purpose, jurisdiction and intended use:

Declared concerns and history:

Applicable profile and modules:

Permissions: Operation ☐ Road test ☐ Diagnostics ☐ Images ☐

Separately authorised interventions:

Restrictions and their known effect:

Evaluator, acceptance time and client acknowledgement:

G.2 Individual finding record

Finding and criterion identifiers:

Vehicle area or system:

Observation or measurement:

Method, equipment and test conditions:

Acceptance criterion and uncertainty rule:

Outcome: D0 ☐ D1 ☐ D2 ☐ D3 ☐ U ☐ NA ☐

Evidence status: Verified ☐ Indirect ☐ Declared ☐ Unknown ☐

Original evidence identifiers:

Reasoning and significance:

Required action and affected dependencies:

Evaluator and review record:

G.3 Critical risk notice

Notice identifier and time:

Vehicle and specific hazard:

Observed evidence and provisional or confirmed status:

Immediate restriction or protective action:

Person notified and communication method:

Acknowledgement or unsuccessful contact record:

Recovery or specialist referral arrangement:

Issuing evaluator and follow up responsibility:

G.4 Evidence custody record

Evidence identifier and original object:

Vehicle, job and criterion association:

Acquired by, time zone and acquisition method:

Instrument or capture system:

Integrity check and protected location:

Transfer, access and derivative history:

Retention and lawful access classification:

Annex H Vehicle evaluation report working form

NORMATIVE

H.1 Report identity

Report identifier and version:

Document status and verification route:

Provider and responsible entity:

Standard and profile versions:

Service type and intended purpose:

Evaluation date, location and time zone:

Vehicle identity, registration and configuration:

Mileage or hours and units:

Jurisdiction and intended use:

H.2 Decision summary

Overall technical status:

Critical findings and immediate actions:

Significant findings and required correction:

Unknown items preventing an overall positive claim:

Overall concluded criteria and coverage:

Safety concluded criteria and coverage:

Separate checked jurisdiction outcome:

H.3 Scope and findings

Applicable modules and methods:

Preparation and achieved test conditions:

System findings and evidence schedule:

Battery method class and property where included:

ADAS calibration and dynamic scope where included:

Repair verification and affected dependencies:

Untested, inaccessible, refused and unsupported items:

History statements and their evidence status:

Measurement uncertainty and decision rules:

H.4 Release and conditions

Required follow up and retest triggers:

Changes made during evaluation:

Material commercial relationships:

Evaluator and authorisation scope:

Technical reviewer and review extent:

Release authority and issue time:

Recipient delivery record:

The report shall carry the following meaning in clear language: findings apply to the identified vehicle, scope, conditions and time. Document authenticity does not establish unchanged current vehicle condition. Untested functions and concealed areas are limited as stated. No future failure free period is guaranteed.

H.5 Optional valuation page

If commissioned, valuation shall identify valuation date, market, currency, assumptions, comparable evidence and uncertainty. It shall be separated from the technical conclusion and shall preserve every adverse finding. This form does not provide a valuation algorithm or guarantee a transaction price.

Annex I Digital data and interoperability requirements

NORMATIVE

I.1 Data types and semantics

The provider shall maintain a machine readable representation that preserves the meaning of the human readable report. Identifiers shall be strings; enumerated statuses shall use controlled values; measurements shall include value and unit; timestamps shall carry a time zone. Null means unknown or unavailable and shall not be represented by zero, an empty passing value or an assumed false boolean.

Record group	Minimum fields	Integrity rule
Evaluation	evaluation_id, service_type, start_time, end_time, provider_id	Unique evaluation identity
Vehicle	vehicle_id, identity_status, class, configuration_id	Verified association or explicit limitation
Usage	indicated_value, unit, reading_time, evidence_status	Preserve original unit and reading
Profile	profile_id, revision, jurisdiction, approval_record	Reproduce the applied criteria
Criterion	criterion_id, applicability, reason, safety_related	Stable denominator and declared applicability
Result	outcome, observation, evidence_status, action	No blank result interpreted as DO
Measurement	value, unit, boundary, conditions, uncertainty	Unit and method consistency
Evidence	evidence_id, original_id, acquired_at, operator_id	Link to protected original data
Processing	method_version, software_version, transformations	Reproduce derived results
Review	reviewer_id, review_scope, decision, time	Accountable technical release
Document	report_id, version, status, supersedes	Preserve revision history
Event	event_type, event_time, evidence_status, affected_results	Do not silently invalidate or renew all results

I.2 Controlled values

Result outcomes shall map unambiguously to D0, D1, D2, D3, U and NA. Document status shall remain separate from vehicle status. Evidence status shall distinguish verified, indirect, declared and unknown. Reasons for U shall distinguish unsafe, inaccessible, unsupported, refused, invalid conditions, insufficient data and unresolved uncertainty where applicable.

I.3 Export and imports

Exports shall include the profile revision and relevant criterion definitions or an enduring controlled means to retrieve them. Imports shall validate required fields, units, identity association and version compatibility. Unknown codes shall be rejected or quarantined for mapping rather than silently interpreted. Exported images shall retain linkage to original evidence and derivative status.

I.4 Security and privacy

The provider shall use authentication, role based access, audit records and protected transfer appropriate to the data. Public verification shall disclose only necessary information. Revoked credentials, compromised keys and withdrawn reports shall have a controlled response. No specific platform or distributed ledger is required; the required properties shall be demonstrated.

I.5 Continuity

The provider shall test restoration and report verification continuity. Migration shall preserve identifiers or a reliable mapping and shall not reset adverse histories. Data gaps in continuous monitoring shall be explicit events. A missing feed shall not update a vehicle to a favourable current status.

Annex J Competence and operational audit forms

NORMATIVE

J.1 Competence record

Person and role:

Vehicle classes and modules requested:

Knowledge and practical evidence reviewed:

Witnessed normal, defective and inconclusive cases:

Safety, evidence and decision rule assessment:

Authorised tasks and explicit restrictions:

Assessor, decision and date:

Next review and earlier reassessment triggers:

J.2 Operational audit questions

Are actual vehicle configurations matched to the released profiles?

Can each material conclusion be traced to sufficient original evidence?

Are NA and U used correctly, including refused and inaccessible tests?

Are safety stops and urgent notifications demonstrated in real records?

Are equipment status and software versions valid for the work performed?

Are battery readouts, estimates and measurements clearly distinguished?

Are diagnostic, calibration and ADAS function conclusions kept separate?

Are commercial conflicts disclosed and effectively controlled?

Are repair closures supported by repeat tests and dependency checks?

Are digital signatures treated as document integrity rather than proof of vehicle condition?

Are reviewer independence and competence demonstrated where required?

Are complaints and systematic errors translated into effective corrective actions?

J.3 Audit outcome record

Audit scope, sites, period and sampled cases:

Observed work and evidence examined:

Findings, risk and affected reports:

Responsible person and corrective action:

Completion target and effectiveness evidence:

Closure reviewer and decision:

Annex K Retest event and dispute records

NORMATIVE

K.1 Retest record

Original report and finding identifiers:

Vehicle identity and current configuration:

Repair or material event:

Affected systems and dependency rationale:

Methods repeated and actual conditions:

New findings and evidence:

Closure status and remaining restrictions:

Scope of renewed conclusions:

Reviewer, authority and new report reference:

K.2 Material event assessment

Event type, time and evidence status:

Affected prior reports or criteria:

Immediate risk and notification:

Conclusions still supported and rationale:

Required re evaluation and responsible person:

K.3 Appeal and correction

Complaint identifier and question:

Original evidence preserved:

Independent competent reviewer:

New evidence and vehicle changes since inspection:

Decision and technical reasoning:

Other potentially affected reports:

Correction, withdrawal or no change decision:

Notifications, dates and closure:

Annex L Pilot validation and adoption plan

NORMATIVE for release of the proposed scheme

L.1 Validation design

Before first adoption, IAF shall define the intended claims and select representative vehicle populations, energy architectures, ages, use patterns and operating environments. The design shall include normal, defective, repaired, modified and inconclusive cases. Sample size shall be justified by the expected error rate, required precision, defect prevalence and consequences of missed hazards.

L.2 Independent comparisons

Selected vehicles or controlled evidence sets shall be evaluated independently without knowledge of the other evaluator's outcome. Reference condition shall be established by a suitably competent investigation independent of the evaluated method where feasible. Disagreement shall be resolved through evidence review, not majority vote alone.

L.3 Performance criteria

Before results are available, the plan shall state acceptable performance for critical and significant defect detection, false rejection, quantitative agreement, coverage coding and report comprehension. Point estimates shall be accompanied by suitable uncertainty or interval information. A small pilot with no observed error shall not be described as proof of zero risk.

L.4 Technology and geography

At least the materially different technologies and environments within the proposed release scope shall be represented. Unsupported strata shall remain excluded or subject to a separate validation plan. A successful passenger car pilot shall not validate heavy trailers, gas systems or a new battery chemistry automatically.

L.5 Review and release

The review shall assess technical findings, operational feasibility, evidence integrity, user understanding and unresolved hazards. Required changes shall be completed and verified. Release shall identify the exact approved scope, profile readiness, effective date and transition controls. Where a module remains unvalidated, the release shall not imply it is covered.

L.6 Validation record

Claim and scope:

Population, sampling rationale and reference condition:

Predeclared performance criteria:

Results with uncertainty and identified failure modes:

Changes and repeat validation:

Excluded scope and residual limitations:

Technical review and adoption decision:

Annex M Illustrative decision cases

INFORMATIVE

M.1 High battery retention with critical enclosure damage

An illustrative energy test reports high retention, but separate physical evidence establishes a direct serious battery hazard. The overall result is critical risk identified. The energy result remains a property finding and cannot compensate for the hazard. Any tests not performed after the stop are also disclosed.

M.2 No DTC in reached units with one unreachable safety unit

Reached ECUs have no relevant stored faults. A required safety unit cannot be accessed and no approved alternative establishes its function. That criterion is U. The report does not state all electronic safety systems passed. If no higher priority defect exists and the item is mandatory for the claim, the overall result is inconclusive.

M.3 Successful current repair with an accident history

A structural repair is satisfactorily verified against the applicable criteria. The current repair conclusion may be favourable, while the documented accident and repair history remain. The vehicle shall not be relabelled accident free because the repair is acceptable.

M.4 Limited road test

Static tests are complete but the required dynamic temperature or load condition is not achieved. The completed results remain valid within their own boundaries. The unachieved dynamic criterion remains U unless an approved equivalent method resolves it. A long list of successful static checks cannot compensate for that missing mandatory evidence.

M.5 Low energy retention without demonstrated hazard

A valid capacity test is below a customer's declared quality threshold. The contractual performance result is adverse. No separate safety defect is established by that percentage alone. The report distinguishes contractual nonconformity from electrical and thermal safety results.

M.6 Relevant software update after inspection

An update changes an assessed braking or assistance function. The provider or monitoring service records the event and identifies the affected prior results. The original report remains a historical record. A new positive claim for the changed function requires appropriate review and re evaluation rather than simply changing the version number on the old report.

M.7 Good appearance with unknown concealed structure

Accessible surfaces look sound, but a credible repair indicator requires examination of an inaccessible critical area. The provider reports what was observed and identifies the unresolved structural question. Good cosmetic condition does not justify a complete structural assurance claim.

M.8 Authentic report for a subsequently changed vehicle

A verification code confirms a genuine issued report. The vehicle has since been damaged. The document is authentic but its historical findings do not establish the current vehicle condition. Public verification wording should make this distinction clear.

Annex N Working document and change control

INFORMATIVE

N.1 Use of this working file

The companion Word working file is the English development baseline for the proposed first edition. Clauses and annexes have stable headings for navigation and review. Reviewers should use comments for questions and tracked changes for proposed wording, retaining the clause or criterion identifier. Blank fields in operational forms are intentional and do not represent completed evaluations.

N.2 Review register

Review identifier and reviewer:

Clause, annex or criterion:

Issue and practical consequence:

Proposed wording or method change:

Supporting technical evidence:

Impact on profiles, tools, training and issued reports:

Disposition and decision authority:

Verification of the accepted change:

N.3 Revision record

Version	Status	Development change
0.1	Initial concept draft	Turkish foundation defining the evaluation and evidence framework
0.2	English technical working draft	Expanded normative clauses, vehicle supplements, test protocols, control inventory, data model and editable operating forms

N.4 Adoption dependencies

The following work is required before claiming an issued operational global scheme: approve governance and authorisation arrangements; complete and validate the vehicle and jurisdiction profiles in the intended release scope; demonstrate personnel and equipment capability; complete representative pilots; resolve material findings; approve mark rules and public report wording; and record the formal publication decision. These dependencies do not prevent technical review of this working file, but they prevent unsupported certification and recognition claims.