ReadMe – Steering SubSystem

**The MOT Test states:**

**Steering**

The tester will check the strength and condition of the steering wheel by pushing the steering in various directions and inspecting for wear or damage to the steering components.

If your steering has a locking device, it'll be tested to ensure it only locks when the engine is not running.

Vehicles with power steering must have at least the minimum level of power steering fluid in the reservoir.

MOT Test of Steering

**Steering: Inside the car MOT checks**

**Steering wheel and steering column:**

* **Steering wheel is in acceptable condition**
* **Steering wheel is securely attached to the steering shaft**
* **A steering lock mechanism must not be missing, inadvertently engaging or inoperative**
* **An electronic steering lock malfunction lock warning must not be indicating a malfunction**
* **An electronic power steering malfunction indicator lamp must not be indicating a malfunction**
* **Upper bearings of the steering column are inspected for wear**
* **Steering shaft is checked for excessive end float**
* **The clamping bolts are all checked for security**
* **Split pins and locking nuts are also checked.**
* **'Free play' in the steering is checked\***
* **All flexible couplings and universal joints are checked**

*\*Free play allowed depends on type of steering: 75mm for non-rack and pinion, 13mm for rack and pinion steering. Where there are several joints between the steering wheel and the rack, up to 48mm on a 380mm diameter wheel may be accepted.*

**Further information – reasons for failure:**

1. Steering wheel weakened by modification, cracks, fractures, in a condition that hampers proper control or likely to injure the driver's hands.

Note: Cracks or incompleteness of the covering skin of a steering wheel or hub, are not a reason for rejection.

2. a) an adjustable steering column will not lock in a fixed position

b) movement between the shaft and steering wheel

c) excessive radial movement (play) at the top of the steering column between the column and the shaft indicating a badly worn top bearing.

Note: Some vehicles have flexible top bearings for the steering column. With these more than average movement is acceptable.

d. insecurity at the steering column top mounting bracket.

3. Excessive steering shaft end float.

4. Insecurity, excessive play or deterioration of a flexible coupling or universal joint.

5. A retaining or locking device missing or insecure.