

## Internet consultation relating on Periodic Technical Inspections (PTI) for motor vehicles and their trailers

### OUR SPECIFICATIONS AND DESCRIPTIONS REQUESTED

Please note our following statements:

### EXPERIENCE OF PTI

Which vehicle category was involved or most usually involved? (compulsory)

► Please describe

Other

- Regarding **trailers**: **Germany**: including O1 to O4
- Regarding **motorcycles**: **Germany**: including L3 to L5 and L7

► What was the cost of the test to the vehicle owner per vehicle tested (excluding any consequent cost of e.g. repairs to the vehicle)? optional

- Germany**: All prices are
- without tax and
  - including emission (if mandatory) and
  - averaged

### What was your impression of the overall efficiency and value for money of the test?

Please identify aspects of PTI that you would like to see improved optional

► Please specify optional

1. **Braking System**: Reference values for all vehicle categories;
2. **Lighting Equipm.:** Adaption of headlamp beam setter to the technical progress
3. **Suspension**: Mandatory suspension test equipment
4. **Emissions**: Degrade threshold values; Including measuring of NOx
5. **Other equipment**: Alternative engine (for example: E-cars, testing battery safety)
6. **For all**:
  - Using of the vehicle interface for more efficient testing
  - Identification of installed systems
  - Readout of the the life results of self diagnostics
  - Assessment of the plausibility of sensor data
  - Efficient test of the function of actuators

Which specific technical information from the car manufacturer do you think would be necessary to improve PTI? (for testing centres only) optional

► Please specify optional

- Regarding to Vehicle-Identification-Number (VIN): specific information about safety relevant built-in systems
- Regarding the point "OBD connection capacities...": these are OBD-data in accordance to regulation (EC) 715/2007, 692/2008, 515/2009
- Test methods
- Type specific defects
- Basic location information (e. g. location of VIN, OBD connector, ...)
- Component location information (detailed information of specific systems)
- Additional information: Handling, dashboard, ...)
- Information about standard tyres

→ all points: from European point of view (regarding to directive 2009/40/EC)

Do you think that a new technical inspection should be required again after... optional

► Please describe here optional

Other

*Regarding new technical inspection **after accidents**:*

After an accident the roadworthiness of a vehicle is, depending on the crash severely, reduced or non-existent. This creates the need for an additional irregular inspection, which deals with the roadworthiness after accidents.

Many benefits are attributed to this additional inspection:

- Increased road safety
- Reduction of Vehicle Theft
- Reduction of Illegal Work
- Consumer Protection
- Prevention of Fraud

*Regarding new technical inspection **after vehicle modifications**:*

There is a growing market for technical modifications of vehicles by their owners. Consequently there is a high number of illegal modifications with a high risk for other road users. Technical modification – this means individual modifications to the vehicle – so that the original status as it was approved in the (EC) type approval or in the national approval is changed.

For this reason risks for roadworthiness are increased because the fitting of parts without approval is not allowed or the usage is not in line with the part approval (range of application, obligations for fitting). Therefore a irregular inspection is needed.

## POLICY OPTIONS

Which of the options briefly outlined above would you support? [optional](#)

► Please list any other information or comments that you consider may assist with PTI for motor vehicles and their trailers [optional](#)

The European Commission published their **Guidelines for the Policy regarding Roadworthiness 2011-2020** on July 20 – under Number 3 the **Basic principles and objectives**.

The three basic principles are

- *to achieve the most advanced standards in road safety throughout Europe*
- *to provide an integrated concept for road safety*
- *to maintain the principles of subsidiarity, proportionality, and shared responsibility*

### Applied to the issues of Roadworthiness Testing that means:

To aim towards the most advanced road safety standards throughout Europe means, that the standards of periodical technical inspections of vehicles [and roadside inspections] must be enhanced continuously by best practice. As uniform advanced standards cannot be obtained in all MS at the same time, from today's perspective, a full harmonization of the PTI [+RSI] is not practicable.

In fact, single MS must still be able to continuously enhance and modernize national regulations for periodical technical inspections beyond the EU's minimum standards of Directive 2009/40/EC (former Directive 96/96/EC). The corresponding legal framework was and is the established principle of subsidiarity, which is specified in point 5 of the above-mentioned Directive.

This provides new innovative impulses for the enhancement of the whole EU-system of PTIs.

A good and current example for that is the **Introduction of Periodical Technical Inspection for Electronically Controlled Vehicle Systems**.

Germany therefore has modified PTI by implementing additional checks of the electronically controlled systems. All motor vehicles with a date of first registration before 1st of April 2006 have to be checked with regard to this issue.

The data for the inspection of the electronically controlled systems are stored in a central database established by FSD (Fahrzeugsystemdaten GmbH). The data comprises information about built-in systems, identification features and testing methods. For carrying out a PTI test, engineers have direct access to this data.

This new electronic test which goes far beyond the minimum requirements for PTI in Europe can be seen as a pilot project for future testing procedures for electronically controlled safety devices to be regulated in the 2009/40/EC. At present, FSD together with the Federal Highway Research Institute of Germany (BAST) are carrying out a research project to validate the introduction of testing of these systems. Results of this project will be presented. This includes aspects of the data collection method, detailed evaluations of inspections of single vehicles and a general assessment with regard to feasibility and practicability of the tests.

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