



The Eurocouncil of the Fédération Internationale de l'Automobile
European Bureau

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

I. RESPONDENT INFORMATION

- I am responding on behalf of:

☐ myself (as citizen)

X the following 8 organisations (motoring and touring clubs):

Country	Austria	Bulgaria	Switzerland	Germany	Luxembourg	Romania	Sweden	Slovenia
Abbreviation	AT	BG	CH	DE	LU	RO	SE	SI
Club	OEAMTC	UAB	TCS	ADAC	ACL	ACR	M	AMZS

- If speaking on behalf of an organisation or a public authority, please indicate the sectors in which you are engaged:

- ☐ Vehicle manufacturer
- ☐ Entities responsible for health
- ☐ Vehicle tester in garage
- ☐ Insurance company

X Testing organization

X Road breakdown service (e.g. in UK, RAC)

- ☐ Roadside vehicle tester
- ☐ Traffic police
- ☐ Educational / training / research organisation
- ☐ Government
- ☐ Others

- How familiar are you with the system of PTI?

X Very familiar

- ☐ Not very familiar
- ☐ Fairly familiar
- ☐ Never heard of it before

II. EXPERIENCE OF PTI

Please reply to the following questions with reference to the PTI system in the Member State with which you are most familiar.



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- Which vehicle category was involved or most usually involved?

X Private cars

☐ Agricultural tractors

X Goods vehicles (< 3.500 kg)

X Motorcycles

☐ Goods vehicles (> 3.500 kg)

X Caravans

X Passenger vehicles (< 8 pass.)

☐ Other (Please Describe)

☐ Passenger vehicles (> 8 pass.)

X Trailers (< 3.500 kg)

☐ Trailers (> 3.500 kg)

- To which type of test do you refer?

X Periodic test in garage or testing centre

☐ Roadside inspection

- In which country did the test take place?

Country	Austria	Bulgaria	Switzerland	Germany	Luxembourg	Romania	Sweden	Slovenia
Abbreviation	AT	BG	CH	DE	LU	RO	SE	SI

- 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)?

Prices in Luxembourg will probably increase by 15% in 2011

X Private cars Approx

AT	BG	CH	DE	LU	RO	SE	SI
28-45€	10-12€	30€	27,80-44,50€	19€	20,23-35,71€	300SEK	32,12-40,48€

X Goods vehicles (<3.500 kg) Approx

AT	BG	CH	DE	LU	RO	SE	SI
36-50€				19€			32,12-40,48€

X Goods vehicles (>3.500 kg) Approx

AT	BG	CH	DE	LU	RO	SE	SI
				28€			73,68-84,71€



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X Passenger vehicles (< 8 pass.)

AT	BG	CH	DE	LU	RO	SE	SI
28-45€	10-12€	30€	27,80-44,50€	19€	20,23-35,71€	300SEK	32,12-40,48€

X Passenger vehicles (> 8 pass.) Approx ...

AT	BG	CH	DE	LU	RO	SE	SI
							73,86-84,71€

X Trailers (< 3.500 kg) Approx ...

AT	BG	CH	DE	LU	RO	SE	SI
20-40€				12,50€			21,49€

X Trailers (> 3.500 kg) Approx ...

AT	BG	CH	DE	LU	RO	SE	SI
				28€			46,74€

X Agricultural tractors Approx ...

AT	BG	CH	DE	LU	RO	SE	SI
				28€			21,70€

X Motorcycles Approx

AT	BG	CH	DE	LU	RO	SE	SI
20-30€			21,40-32,30€	12,50€		260SEK	16,69€

X Caravans Approx

AT	BG	CH	DE	LU	RO	SE	SI
36-45€			27,80-44,50€				32,12-40,48€

- ☐ Other (Please Describe) Approx ...
☐ No charge to vehicle owner

- **What was your impression of the overall efficiency and value for money of the test?**
[range from 1 = insufficient to 5 = excellent]

AT	BG	CH	DE	LU	RO	SE	SI
5				4		4-5	3



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- From your experience, are there any aspects of PTI which could be improved?

AT	BG	CH	DE	LU	RO	SE	SI
no		yes	no	yes	yes	yes	yes

- If you have answered "Yes" to the previous question, please identify aspects of PTI that you would like to see improved.

AT	BG	CH	DE	LU	RO	SE	SI
		Safety equipment, mileage travelled by the vehicle,		Safety equipment,	Noisiness, safety equipment, exhaust emissions	Safety equipment	Axels, wheels Tyres, Suspension, safety equipment, mileage travelled by the vehicle

- ☐ Braking systems
- ☐ Chassis and chassis attachments
- ☐ Steering and steering wheel
- ☐ Other equipment (please specify)
- ☐ Visibility (eg conditions of glass, rear view mirrors)
- ☐ Noisiness
- ☐ Lighting equipment
- ☐ Supplementary tests for public transport vehicles
- ☐ Axles, wheels, tyres, suspension
- ☐ Vehicle identification
- X Safety equipment**
- ☐ Mileage travelled by the vehicle *
- ☐ Emissions, exhausts

- Which specific technical information from the car manufacturer do you think would be necessary to improve the PTI?

X Passive safety installed components

- ☐ New vehicle noise levels

X Active safety installed components

- ☐ Suspension stiffness data
- ☐ Options installed on the specific vehicle
- ☐ Brake capacity data
- ☐ External components (fog lights ...)

X OBD (On Board Diagnostic) connection capacities, failure codes



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- ☐ New vehicle light power
- ☐ Other (Please specify): Write here

- **Do you think Periodic Technical Inspections should be extended to other vehicle categories?**

AT	BG	CH	DE	LU	RO	SE	SI
		no			yes		yes

- X Motorcycles < 125 cm³**
- X Small electrical vehicles**
- X Motorcycles >= 125 cm³**
- X All trailers**
- X Passenger cars in business use****
- X Agricultural Tractors**
- ☐ Others (Please describe here)
- X Caravans**
- X Heavy quadricycles**

- **Do you think that a new technical inspection should be required again after...?**

X Accidents

AT	BG	CH	DE	LU	RO	SE	SI
		yes		yes	yes		yes

X Certain distance travelled

AT	BG	CH	DE	LU	RO	SE	SI
							yes

- ☐ Vehicle change of ownership
- ☐ Others (Please describe here)

X Vehicle modifications

AT	BG	CH	DE	LU	RO	SE	SI
			yes	yes			yes

- **In your opinion, which should be the first date and the frequency of the inspections compared with those currently required?**

First inspection currently

AT	BG	CH	DE	LU	RO	SE	SI
36m	24m		36m	42m	36m		48m

after initial vehicle registration

- ☐ Earlier than actual one



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- ☐ Later than actual one
- ☐ Not known
- ☐ Not applicable

Current frequency after initial registration is correct

AT	BG	CH	DE	LU	RO	SE	SI
yes	yes	yes	yes	Yes	yes		No (36m proposed)

Current frequency after first inspection is correct

AT	BG	CH	DE	LU	RO	SE	SI
yes	yes	yes	yes	Yes, 12m for cars older 8years	yes	yes	No (should be 3221)

- ☐ Higher frequency
- ☐ Higher frequency for older cars (<8 years)
- ☐ Lower frequency
- ☐ Not known
- ☐ Not applicable

- Do you think that the improvement of the PTI system and the simplification of the administrative procedures related to PTI of vehicles could be an advantage for you?

AT	BG	CH	DE	LU	RO	SE	SI
no		no	no	no	yes	no	No

- To improve road safety and reduce emissions, how much could the PTI cost reasonably increase for you

AT	BG	CH	DE	LU	RO	SE	SI
0%		0%	0%	0%	30%	0%	10%

III EXPERIENCE OF ROADSIDE INSPECTIONS

- Do you think that Roadside inspections should be extended to other vehicle categories (unannounced technical inspection of commercial vehicles circulating)?

AT	BG	CH	DE	LU	RO	SE	SI
no		no	no	no		no	no



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- ☐ All commercial vehicles
- ☐ All motorcycles
- **Do you think that the items verified in Roadside inspections should be extended to the ones foreseen for PTI to avoid unfair treatment?**
 - ☐ yes
 - X no**
- **Which specific technical information from the Car Manufacturer do you think would be necessary to improve the Roadside Inspections?**
 - ☐ Passive safety installed components
 - ☐ New vehicle noise levels
 - ☐ Active safety installed components
 - ☐ Suspension stiffness data
 - ☐ Options installed on the specific vehicle
 - ☐ Brake capacity data
 - ☐ External components (fog lights ...)
 - ☐ OBD (On Board Diagnostic) connection capacities, failure codes
 - ☐ New vehicle light power
 - ☐ Other (Please specify): Write here

IV The Inspections in Europe

- **Today there are differences between the system for vehicle inspection in Europe.**

Do you think that the system of periodic technical inspection of your country should be changed to a system fully standardised in the EU?

AT	BG	CH	DE	LU	RO	SE	SI
yes		yes		yes	no	yes	no

- **If a standardised EU vehicle inspection system were to be introduced should it be based on:**

X a) the most rigorous standard currently in force anywhere in the EU, to maximize the levels of security achieved?

AT	BG	CH	DE	LU	RO	SE	SI
yes		yes	yes	yes	yes	yes	Yes



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- ☐ b) the medium standard in force?
- ☐ c) the least rigorous standard in force?

- **Has the absence of a PTI standardised system caused you some costs?**

AT	BG	CH	DE	LU	RO	SE	SI
no opinion		no opinion	no opinion	no opinion	no	no opinion	no

If so, please specify the type of cost (e.g. administrative) and amount
.....

- **Do you think that inspection results of all vehicles should be available to those carrying out tests and to government authorities in Europe?**

AT	BG	CH	DE	LU	RO	SE	SI
no opinion		yes	no opinion	no opinion	no	no opinion	yes

- **Do you think that the exchange of data (including data on registration of vehicles and inspection results) is helpful to reduce the administrative burden faced by the citizens?**

AT	BG	CH	DE	LU	RO	SE	SI
no opinion		yes	no opinion	no opinion	no opinion	no opinion	yes

- **Do you think that the administrative procedure for PTI is too complicated in your country?**

AT	BG	CH	DE	LU	RO	SE	SI
no		no	no	no	no	no	no

- **In the last three years, have you ever been obliged to travel from one Member State to another, in order to have your vehicle tested?**

AT	BG	CH	DE	LU	RO	SE	SI
no		no	no	yes	no	no	no



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X Yes Luxembourg: our members do spend part of the year in Portugal, Spain, South of France or Italy and they have to come back every year with their car to have it tested (→ costs)

What type of vehicle?

X Passenger

☐ Commercial

☐ Other

- **If so, what was the approximate distance you had to travel for this purpose?**

☐ 0- 50 km

☐ 50- 100 km

☐ 100- 500 km

X more than 500

- **How much did this cost, in petrol etc (excluding the cost of your time)? [currency ... approximate cost]**
- **How long did it take you? [Hours – approximate]**
- **Has the absence of a standardised system of vehicle testing throughout the EU resulted in any other types of cost or inconvenience for you? If so, please explain.....**

III. POLICY OPTIONS

The EU and national Governments are at one in wishing to ensure that the EU Single

Market works as efficiently as possible and that the administrative burden is reduced, in the interests of citizens. There is also a wish to see a reduction in the numbers and severity of road accidents and of emissions from road vehicles.

Against this background, a number of alternative policy options are being considered, and the purpose of this part of the questionnaire is to invite your views on the best approach.

Option 1: No policy action: maintain essentially the present arrangements on PTI and Roadside inspections



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Option 2: Encourage bilateral agreements between Member States on quality of testing, mutual recognition of PTI and exchange of information, but no new legislation

Option 3: Mutual recognition of national PTIs to be combined with:
Information campaign on PTI for countries where the PTI quality is thought to be low
Exchange of best practices among countries

Option 4: Impose through EU legislation a standard EU-wide system for PTI
Sub-options:

- a) Most rigorous
- b) Medium quality
- c) Least rigorous

- **Which of the options briefly outlined above would you support?**

- ☐ Option 1: No Action
- ☐ Option 2: Bilateral agreements
- ☐ Option 3: Full mutual recognition of PTI

X Option 4 a: A standard EU-wide system for PTI – Most rigorous

X Option 4 b: A standard EU-wide system for PTI – Medium quality

- ☐ Option 4 c: A standard EU-wide system for PTI – Least rigorous

Comment(s): Motoring and touring clubs recommend a compromise between option 4a and 4b

- **Please list any other information or comments that you consider may assist with PTI for motor vehicles and their trailers.**

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* collection of "mileage" could be useful in second hand car market and for policy making

** on the basis of insurance information

---END---