

PLENARY SESSION FOUR

Presentation 2

**First experiences with the introduction of a
new PTI directive in Germany**

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First experiences with the introduction of a new PTI Regulation in Germany



New PTI Regulation in Germany - First experiences

**EC Proposal “road worthiness package”
RWP 2012/0184 (COD) by 13th of June 2012**

**CITA position to the
EC**

**Strategy
Workshop in
Brussels**

RAGEPEC f2f meeting 19 of Sept.
Stuttgart

Telco 28 August, 2012

Telco 20 July, 2012

RAGEPEC
March 2012
Berlin

Adoption of the Strategy Workshop framework

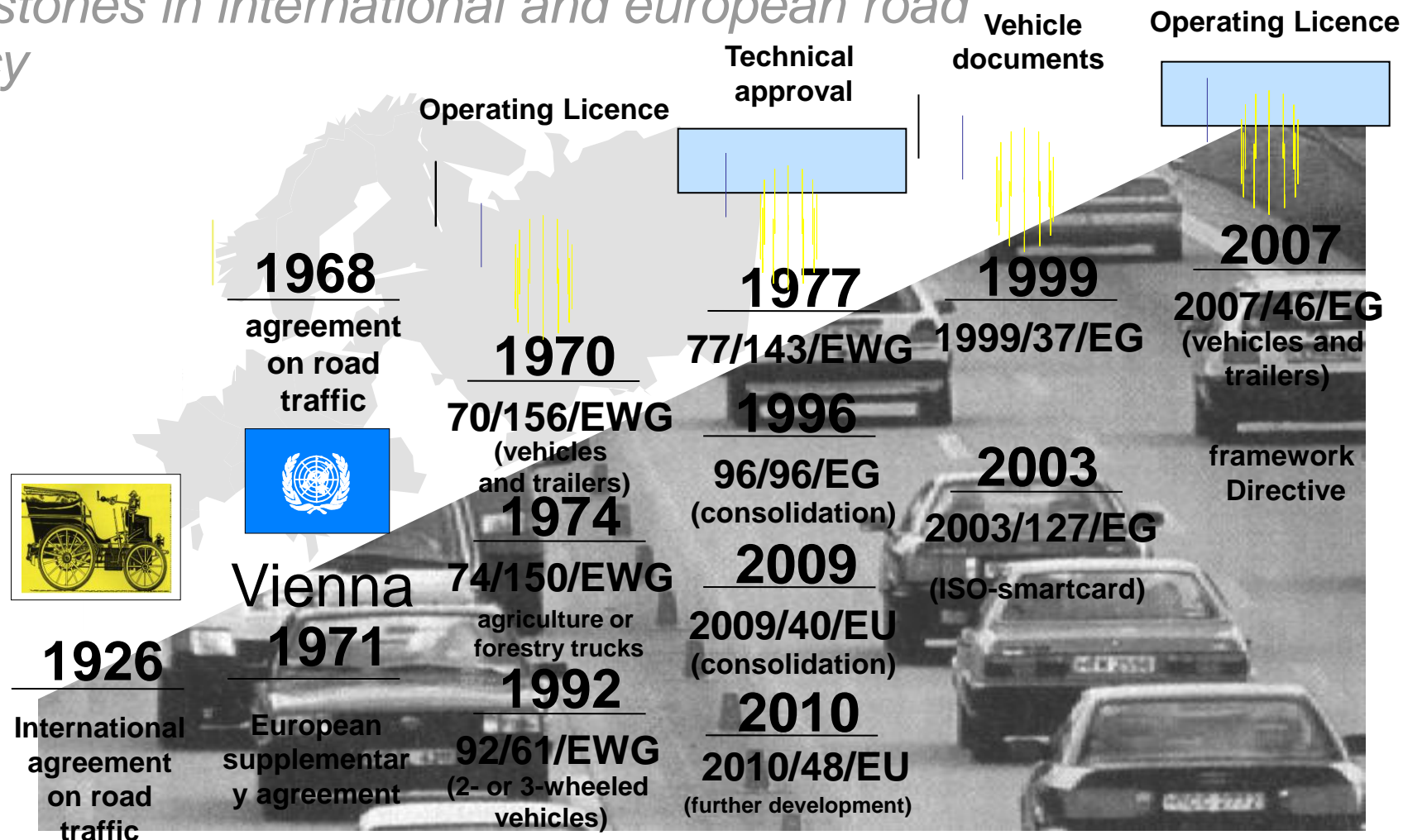
Adoption of the analyses procedure and next steps

First feedback and general framework

PE decided to develop a common CITA RAGE strategy

New PTI Regulation in Germany - First experiences

Milestones in international and european road policy



New PTI Regulation in Germany - First experiences

Development of PTI Regulations in Germany

- 41th amendment have been coming into effect on 01.04.2006, revision of PTI regulation is forced by the German ministry of transport

Innovation in vehicle technique

- experiences from the practice of the vehicle inspection
- requirements from the directive 2010/48/EU
- increase of effectiveness, efficiency and quality of the

- 47. ÄndVO came into effect on 30.03.2012



Extensive changes by the execution of PTI

New PTI Regulation in Germany - First experiences

Important changes within the PTI

- unified **defect registration and documentation** for all inspection institutions
- further development of the inspection of **vehicle electronics** (PTI adapter)
- new documentation obligation on the **PTI report** (e.g. vehicle identification number, defect classification for each defect, ...)
- Optional replace PTI seal by „**PTI code**“
- **Test drive** at the beginning of the PTI
- adaption of the **PTI break directive**
- revision of the regulations of the **testing center equipment**



New PTI Regulation in Germany - First experiences

Important changes within the PTI

- The cycle for next PTI is penalty free for 2 months

after that the following regulation is valid:

- **GebOSt remark 8**

“...after 2 months due date of regular PTI ,
the **PTI fee** has to be increased by 20 %”.



New PTI Regulation in Germany - First experiences

Changes at the exhaust emission check

Nachweis			
Über die Durchführung der Untersuchung der Abgase			
Ausführende Stelle: ZDK, Franz-Lohsestrasse 21, 53129 Bonn		Uhrzeit: 11:40 Uhr	
Datum: 23.05.2008			
Messprogramm: G-Kat und OBD, Kraftstoffart: Benzin			
Fahrzeug - Ident. - Daten:			
Anteiliges Kennzeichen: TE - ST 1234			
Kilometerstand:	12328	Schleissnummer / Code:	0044
Emissionsklasse:		Schleissnummer / Code:	0603
Fzg-Hersteller:	Volkswagen	Schleissnummer / Code:	401
Fzg-Typ:	1J	Schleissnummer / Code:	0000
Fzg-Ident.Nr.:	WVGZZZ20V2000236	OBD-Status:	
Fzg - Solidaten		Fzg - Istdaten	Ergebnis
Konditionierung:			
Katalysator:	[min./min]	2/2800	
Motorleistung:	[°C]	88	I.O.
Leertlaufdrehzahl:	[min./l]	790	I.O.
Abgasmessung:			
Erhöhter Leerlauf:	[min]	2300	2940 I.O.
Lambda-Wert:	[-]	min: 0,97 max: 1,03	1,002 I.O.
CO:	[% Vol]	min: 0,2 max: 0,002	I.O.
Funktionsprüfung OBD:			
Prüfbeschriftung:	unterstützt: 1111110101	Nicht alle Systemtests durchgeführt	
	gesetzt: 0000000001		
Prüfung Sinalte der Releesonden:			
Bauart		Breitbandsonde	Ergebnis
Fzg - Solidaten		Fzg - Istdaten	
Prüfdrehzahl Bank1:	[min]	790	I.O.
Berechnetes Lambda B1 S1:	[]	1,002	I.O.
Prüfdrehzahl Bank2:	[min]	790	I.O.
Berechnetes Lambda B2 S1:	[]	1,001	I.O.
Fehlenspeicher:			
Anzahl abgasrelevanter Fehler:	0	I.O.	
Ergebnis:			
Sichtprüfung Kontrollleuchte Motordiagnose:		I.O.#	
Status Kontrollleuchte Motordiagnose:		I.O.#	
Anzeige von Kontrollleuchte Motordiagnose:			
GESAMTERGEBNIS:			
gültig bis:		BESTANDEN 05/2010	
Mängel nach Nr. 4.4 der A-U-Richtlinie, die behoben wurden			
(Mängel-Nr. 813 der HU-Richtlinie) <input checked="" type="checkbox"/> ja <input type="checkbox"/> nein			
Erkannte aber behobene Mängel nach Nr. 5.5 der A-U-Richtlinie:			
Einschalldämpfer defekt			
Erläuterungen:			
Kontrol-Nr.: NW 7-00-0001-11			
Prüfer:		Stempel	
Autosignat:		Hersteller AB/Version XY 03/2004	
Hersteller / Version:		Hersteller CC/Version YZ	

The inspection is allowed to be done 2 months before the next PTI.

New PTI Regulation in Germany - First experiences

Important changes within the PTI

Changes at equipment obligations of testing stations

- date of the software version for emission devices is regulated
- devices for ECSS tests and/or inspection about the vehicle interface is regulated
-



New PTI Regulation in Germany - First experiences



Introduction of the PTI adapter inspection



New PTI Regulation in Germany - First experiences

Best Practice – solutions within the PTI defect classification

- number plate lamp

OLD

410	Number plate lamp	GM	EM	VU
	not shining, defective	X		



NEW

410	Number plate lamp	GM	EM	VU
	one is not shining, defective	X		
	without function	X	X	
	frame is missing, not authorised version	X	X	
	fixing deficient	X		

New PTI Regulation in Germany - First experiences

Best Practice – solutions within the PTI defect classification

- drive shaft / sleeve

OLD

624	Drive shaft / sleeve	GM	EM	VU
	missing or defective	X		

NEW

624	Drive shaft / sleeve	GM	EM	VU
	missing	X		
	deficient, defective	X	X	



New PTI Regulation in Germany - First experiences

Best Practice – solutions within the PTI defect classification

- dipped headlights

ALT

402	dipped headlights	GM	EM	VU
	headlights too high and/or distorted		X	
	after test guideline adjusted too low (unessential deviation)	X		
	lighting range adjustment: is not working		X	

NEU

402	dipped headlights	GM	EM	VU
	wrong adjusted and/or distorted		X	
	lighting range adjustment/-head lamp levelling: without function		X	



New PTI Regulation in Germany - First experiences

Unified defect registration and documentation - Principles

- **unifying and standardisation** for all PTI testers
- **defect classifications** are uniform **for all inspection institutions** and can not be changed.

Important: Same requirements for all inspection institutions improve quality and service of PTI

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Clear regulations for all examiners

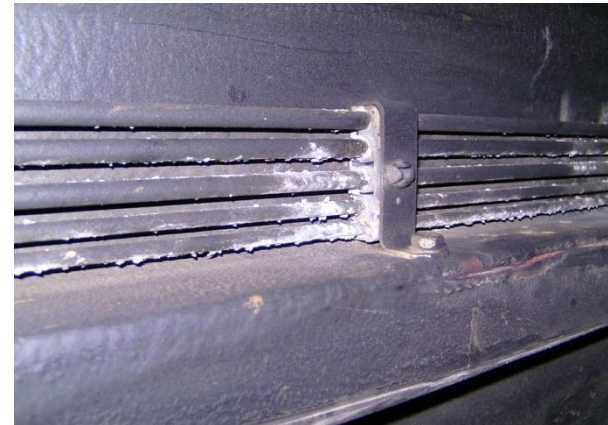
„Remark“ as additional information for the vehicle owner



Defect → major fault

break pipe - rear

weak through corrosion



no defect → p.r.n. remark

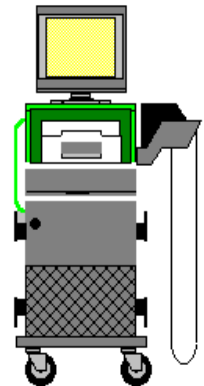
break pipe – middle

beginning corrosion

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Important changes within the PTI Emission test-execution-guideline

- New measurement device, developed based on the scattered light measurement method (Opazimeter II), at this time under registration phase. Devices from mid of 2012 for the replace purchase of older devices (Opazimeter I) applicable for the emission testing.



Target: Improve the environmental protection by the use of modern, future orientated inspection technology

New PTI Regulation in Germany - First experiences

Summary

- PTI changes came into effect on **01.07.2012**
- requirements was implemented
 - progressive development in vehicle technology
 - based on experiences and practices of vehicle inspections
 - Implementation of requirements of 2010/48/EU
- **common** implementation of the changes
increase of quality,
efficiency and effectiveness
of PTI



Partner des
TUV Rheinland

Thank you for your attention

Questions /