PLENARY SESSION FOUR

Presentation 2

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

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

Dr. Gerd Neumann

Seville, 2013-05-16
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

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
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Milestones in international and European road policy

- **1926**: International agreement on road traffic
- **1968**: Vienna agreement on road traffic
- **1970**: Operating Licence
  - 70/156/EWG (vehicles and trailers)
- **1971**: European supplementary agreement
- **1974**: Operating Licence
  - 74/150/EWG (agriculture or forestry trucks)
- **1977**: Technical approval
  - 77/143/EWG
- **1996**: Operating Licence
  - 96/96/EG (consolidation)
- **1999**: Vehicle documents
  - 1999/37/EG
- **1999**: Technical approval
  - 1999/37/EG
- **2003**: 2003/127/EG (ISO-smartcard)
- **2007**: 2007/46/EG (vehicles and trailers)
- **2009**: 2009/40/EU (further development)
- **2010**: 2010/48/EU (further development)

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Development of PTI Regulations in Germany

- 41\textsuperscript{th} 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 PTI

- 47. ÄndVO came into effect on 30.03.2012

Extensive changes by the execution of PTI
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
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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%.”
Changes at the exhaust emission check

The inspection is allowed to be done 2 months before the next PTI.
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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
- ....
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Introduction of the PTI adapter inspection

<table>
<thead>
<tr>
<th>first registration</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
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<td></td>
</tr>
<tr>
<td>M1</td>
<td>model</td>
<td>function, effect</td>
<td>status and others</td>
<td></td>
</tr>
<tr>
<td>N1</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>M2, M3</td>
<td></td>
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<td>model</td>
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<td>status and others</td>
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Rubrikname und Farbe hier (optional)
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Best Practice – solutions within the PTI defect classification

- number plate lamp

**OLD**

<table>
<thead>
<tr>
<th>410</th>
<th>Number plate lamp</th>
<th>GM</th>
<th>EM</th>
<th>VU</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>not shining, defective</td>
<td>X</td>
<td></td>
<td></td>
</tr>
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**NEW**

<table>
<thead>
<tr>
<th>410</th>
<th>Number plate lamp</th>
<th>GM</th>
<th>EM</th>
<th>VU</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>one is not shining,</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>defective</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>without function</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>frame is missing,</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td>not authorised version</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>fixing deficient</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
New PTI Regulation in Germany - First experiences

Best Practice – solutions within the PTI defect classification

- drive shaft / sleeve

<table>
<thead>
<tr>
<th>OLD</th>
<th>624</th>
<th>Drive shaft / sleeve</th>
<th>GM</th>
<th>EM</th>
<th>VU</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>624</td>
<td>missing or defective</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NEW</th>
<th>624</th>
<th>Drive shaft / sleeve</th>
<th>GM</th>
<th>EM</th>
<th>VU</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>624</td>
<td>missing</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>deficient, defective</td>
<td>X</td>
<td>X</td>
<td></td>
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</tbody>
</table>
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Best Practice – solutions within the PTI defect classification

- dipped headlights

<table>
<thead>
<tr>
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<th>NEU</th>
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</thead>
<tbody>
<tr>
<td><strong>402</strong></td>
<td><strong>402</strong></td>
</tr>
<tr>
<td>dipped headlights</td>
<td>dipped headlights</td>
</tr>
<tr>
<td>GM</td>
<td>EM</td>
</tr>
<tr>
<td>headlights to high and/or distorted</td>
<td>X</td>
</tr>
<tr>
<td>after test guideline adjusted too low (unessential deviation)</td>
<td>X</td>
</tr>
<tr>
<td>lighting range adjustment: is not working</td>
<td>X</td>
</tr>
</tbody>
</table>
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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
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
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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
Thank you for your attention

Questions /