



International
Motor Vehicle
Inspection
Committee

NewsRelease
May 2019

► INDEX:

- CITA INTERNATIONAL CONFERENCE 2019
- "THE FUTURE OF TRANSPORT: THE CHALLENGE OF NEW TECHNOLOGIES FOR ROAD SAFETY"
- CITA SET II PROJECT
- THE PROJECT L&O
- eCALL PROJECT
- COMMISSION IMPLEMENTING REGULATION (EU) 2019/621
- 81ST ANNUAL SESSION OF ITC
- GRSF ANNUAL REPORT 2018
- GLOBAL STATUS REPORT ON ROAD SAFETY 2018 BY WHO
- 5TH UN GLOBAL ROAD SAFETY WEEK
- A DEFINITIVE PN EMISSION MEASUREMENT WILL BE USED IN BELGIUM
- ROADWORTHINESS TESTING CONTRIBUTION TO VEHICLE SAFETY AND ENVIRONMENT
- CITA NEW MEMBERS
- MEMBER INPUT
- SAVE THE DATE



NEW CITA PRESIDENT

Dear CITA Members, dear colleagues and friends,

I am very honoured to be elected as CITA president during the 19th General Assembly in Seoul, Korea. I want to thank you for the great confidence you have placed in me and I will do my best to meet the diverse challenges for our inspection industry.

CITA has a long history and many things happened over the last 50 years: we have undertaken a lot of important projects to proof the positive impact of PTI on road safety and environmental protection and to improve vehicle inspection continuously. We broadened our activities not only with the European Commission, but also started to collaborate with the United Nations, the World Bank or the World Health Organization to improve road safety around the world.



We held regional meetings in Africa, Asia, Central and South America on an annual basis.

CITA nowadays is part of the worldwide road safety and environmental protection family. We are recognized as competent and impartial stakeholder to guarantee vehicle compliance. And impartiality makes us unique.

The future task is not an easy one. Crash data and fatality rates around the world are not acceptable. I'm convinced that we, CITA and its members play an important role to improve road safety.

We will keep on pushing for modern, meaningful and impartial vehicle inspections, adopted to the individual requirements of the different countries and regions around the world.

To achieve best results and efficiency in the future, all the existing roadworthiness instruments must be linked to guarantee safe and compliant vehicles during the whole life cycle; beginning with the type approval test, through the market surveillance test and last but not least the periodic technical inspection (PTI).

I am glad we got the support from the members during the last General Assembly to adopt the Articles of incorporation respectively and broadened CITA activities from compulsory inspections to all kind of inspections necessary for vehicle whole life compliance.

Vehicle inspection is at a cross-roads: only if it will keep pace with the development of modern, digitalized and automated vehicles we will be able also in the future to inspect vehicles properly and with validity.

Especially regarding automated vehicles there is an urgent need to define applicable testing procedures and to get access to relevant data.

To strengthen CITA for the future challenges and to increase the benefit for CITA members the Bureau Permanent decided to revise the CITA strategy. The key element will be to elaborate a clear value proposition for all regions worldwide, adopted to the specific needs to increase road safety and environmental protection.

Therefore, in addition to the BP also the RAGs will be involved to respect local characteristics and requirements in the new strategy.

I am convinced that we as CITA with all the experience and technical skills, combined with impartiality, will meet the challenges. We will make road traffic around the world safer and more environmentally friendly, also in the future.

NEW CITA VICE PRESIDENT - TECHNICAL AFFAIRS

Dear CITA Members,

I much appreciate, being a BP member for only 2 years, the trust I have got from our President and the members of the Bureau Permanent by appointing me as the new Vice President Technical Affairs. I have been involved in CITA for many years, starting with participating in different working groups and became later on consecutively CITA Technical Expert on Brakes and CITA Deputy Policy Expert on Safety Systems. Furthermore,

I was active in almost all CITA studies since 2002. Especially since the TEDDIE, SET and SET II study, I took more and more leading roles.



In Belgium I introduced over the years the "RD method" for calculating brake efficiencies of heavy duty vehicles, the OBD inspection of certain Electronically Controlled Safety Systems, the Roadside inspections and a new suspension test based on Minimum Phase Shift. Most recently, we did a complete implementation study to implement a PN measurement instead of an opacity test. Most likely to be implemented in 2020.

These state of the art PTI test methods are small things compared to the challenges we have in front of us, given the ever-increasing interlinkages between issues integral to road safety, like air quality and emissions, new technologies and cybersecurity.

New inspection procedures on roadworthiness testing, which include an independent assessment not only of mechanical, but also electronic and IT-based components and systems, are not only necessary, but will have an essential influence on our core business.

These still have to be developed to guarantee road safety and environmental protection in the future.

To succeed in this goal, independent 3rd party companies like Technical Services and PTI organizations must have access to manufacturer-independent vehicle data platforms. Therefore, I warmly welcome, as a first step, the Commission Implementing Regulation (EU) 2019/621 on the technical information necessary for roadworthiness testing.

Furthermore, it is inevitable to define and integrate technical requirements for the future periodical inspection of vehicles already in the technical regulations dealing with homologation and type-approval. This is the only way to make the PTI effective and reliable while guaranteeing a high level of quality to consumers.

With these both data sets, meaningful tests and inspections will be possible to evaluate objectively ECSS of automated driving vehicles and complex emission after treatment systems during the whole life cycle.

Thanks to the work of CITA in the last few years, the world has become aware that vehicle inspection can help to improve the road safety and environment. Therefore CITA and its members have to continue to cooperate with other stakeholder's e.g.; the industry, NGO's, authorities and politicians to even increase this awareness.

As you can see, a lot of challenges are lying in front of us. CITA, with the support and effort of its members will succeed in having a major role to improve road safety and the environment.

INTERNATIONAL CONFERENCE & 19TH GENERAL ASSEMBLY

FROM PERIODIC INSPECTION TO WHOLE LIFE COMPLIANCE

SEOUL ▶ 2 - 4 April 2019



The **CITA International Conference**, including its **19th General Assembly** - the highest decision making body of the organization - was held from the 1 April to the 5 April 2019 in Seoul, at the Grand Hyatt Hotel.



CONFERENCE WEBSITE

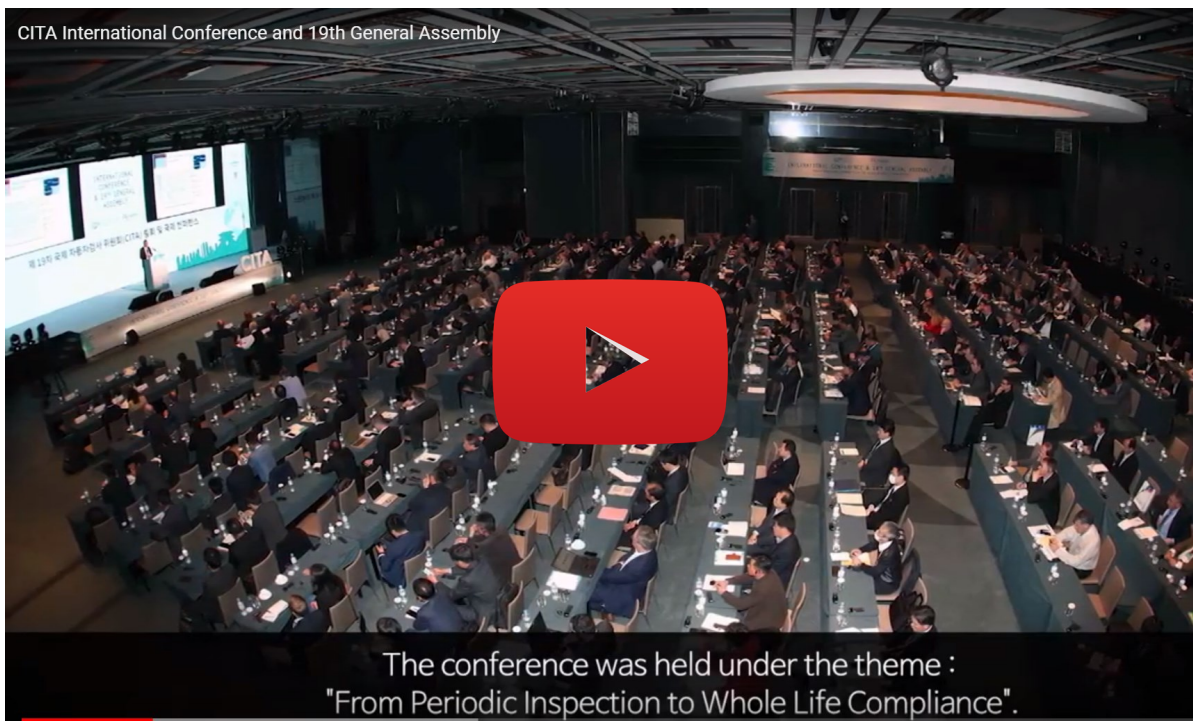
This year the event had a double topic: on the one hand, the celebration of the **50th anniversary of the official establishment of CITA**; on the other hand, the shift from **periodical inspection to continuous compliance**, a much broader concept.

Hosted by **KOTSA**, the event was prepared to share the most recent road safety policies and inspection technologies, and to discuss the future directions of the whole vehicle inspection system.

More than 400 experts in vehicles and transportation, from 139 organizations and 53 different countries, participated in the event. International organizations, including the UN, the World Bank and WAEMU, along with governmental bodies, inspection agencies, relevant institutes and OEMs were involved during 3 intense days.

Four plenary sessions, seven different split sessions, and a technical visit to the Korea Automobile Testing & Research institute and K-City completed the program. During the spit sessions, seven different themes were discussed: vehicle compliance in low and middle-income countries, new technologies, environmental protection, inspection procedures and methods, the role of authorities in roadworthiness, Data management and the future vehicle compliance requirements to meet the increasing automatization of vehicles.

CITA International Conference and 19th General Assembly



The conference was held under the theme :
"From Periodic Inspection to Whole Life Compliance".

The **2019 CITA Conference** was a **milestone in the history of CITA**. Our Members have approved a **modification in our Articles of Incorporation**, and our new stated purpose has evolved from **vehicle inspection to vehicle compliance**.

That is paramount since our focus is now the final result: to **have good vehicles on our roads during their whole life**. Indeed, periodic inspection is and will be for many years one of the primary tools to guarantee roadworthiness, but we have to be able to take advantage of any new technology to ensure the best cars on the road.



We'd like to **thank all members around the globe**, for staying focused and helping advance our mission during this years and the years to come.

Our members are doing essential work and deserve our total support. It's their critical mission that drives us every day, bearing in mind that nothing can be done without the full engagement of all of them. We do pledge to maximize our efforts in years to come and look forward to moving forward together.



We'd like to **thank KOTSA**, the host, for its very hard work in preparing with us this wonderful event: their experience, capabilities and leadership made this event come together smoothly.

We would also like to **thank all sponsors** for their generous support to our event, and all speakers & panelists for their kindness and expertise during this week's presentation.

THANK YOU ALL FOR YOUR ENTHUSIASTIC PARTICIPATION IN OUR CONFERENCE!



 [SEE HERE ALL THE PICTURES FROM SEOUL](#)



DEBATE:

"THE FUTURE OF TRANSPORT: THE CHALLENGE OF NEW TECHNOLOGIES FOR ROAD SAFETY"

Autoworld : Parc du Cinquantenaire 11 – Brussels, Belgium | 16 May 2019

The **International Motor Vehicle Inspection Committee** (CITA), under the patronage of **Romanian Presidency of the Council of the European Union**, hosted the event: "The future of transport: The challenge of new technologies for road safety", in Brussels.



The debate was a success with more than 100 experts on road safety and environmental protection representing public institutions, private companies and international associations from various Member States.

During the event, it was discussed how to improve road safety and the challenges for the testing and certification of new technologies and components, in order to make them safe and secure during the complete life cycle.

Without a doubt vehicle safety is one of the key pillars of an integrated EU road safety strategy. In the last years, the discussions on air quality, road safety, vehicle safety and technological developments have been at the top of the EU policy agenda. New technologies like automated vehicles and cybersecurity are issues that are indispensably linked and that have become an integral part of road safety.



PICTURES OF THE EVENT

THE NEW CITA SET II PROJECT



The ultimate aim of this new CITA Study: SET II (***Sustainable Emission Test for diesel vehicles involving NOX measurements***) is to develop new methods for the inspection of emissions of nitrogen oxides (NO_x), from M1/N1 diesel vehicles < 3.5 ton, suitable for use in a regulatory regime. NO_x consists of a mixture of nitrogen oxide (NO) and nitrogen dioxide (NO₂).

These methods should assess NO_x aftertreatment functions at an appropriate level to ensure the system is functioning correctly, is practical for implementation under the current PTI regime and is cost-effective.

Both, existing and future tools should be commercially available from a number of suppliers at a competitive price. The starting point for this work is based on inspection methods being introduced and availability of suitable equipment.

Therefore a comprehensive international review of the legislation, procedures, instruments and research relating to emission testing during PTI, will evaluate all possible NO_x test procedures, including those that are not as obvious, or currently available in a European PTI centre e.g. chassis dyno tests and remote sensing.

A basic EU PTI takes into consideration that emission testing should be relatively short, simple and pragmatic. Some States with a large volume PTI scheme may consider implementing more expensive equipment, such as emissions tests on a chassis-dynamometer.

The analysis will define the next steps for the laboratory tests on the test procedures and the large scale measurement (field tests) in different EU Member States.



[DOWNLOAD THE STUDY HERE](#)

eCALL PROJECT PUBLISHED BY THE EC

Brussels, Belgium | 14 February 2019



After one year of development, the final report corresponding to the project “**Study on the inclusion of eCall in the periodic roadworthiness testing of motor vehicles**” (identification N° MOVE/C2/2017-282 – SI2.772101) – contracted by the European Commission, Directorate General for Mobility and Transport, to the consortium led by **CITA** and formed by **FSD** and **VIAS**, with the involvement of **IERC** – is published.

This report assesses the inclusion of eCall in vehicle inspection schemes: the **eCall** is the **mandatory emergency call system for new passenger cars and light commercial vehicles in the European Union since 2018**, with the aim of

reducing the rescue time in case of crash (eCall automatically sends emergency services data on the position and direction of the vehicle in case of an accident).

Vehicles degrade over the time and may be subject to tampering, therefore it is advisable to **analyse the suitability of incorporating the assessment of the proper functioning of eCall systems all along the life of the vehicle**. So, the aim of this study is to assess whether it is **cost-effective to include eCall** within the frame of the **periodical inspection scheme of the European Union** and, in the case of a positive answer, to **recommend which is the most efficient procedure**. This study analyses also the legal framework, the technical definition of eCall, the possibilities of breakdowns and the options of inspections.



[CHECK THE eCALL PROJECT HERE](#)

THE PROJECT L&O

Brussels, Belgium | 20 February 2019

The project L&O (**Study on the inclusion of light trailers and two- or three-wheel vehicles in the scope of the periodic roadworthiness testing**), has been **published by the European Commission**. The report is the result of collaboration between **CITA**, leader of the consortium, **CVH** (Center for Vehicles of Croatia), **DEKRA**, **IERC** (Institute for Economic Research and Consulting) and the **Institute of Motor Vehicle Safety** belonging to the Carlos III University of Madrid. As already foreseen in Directive 2014/45/EU, the report **analyses the suitability of including two- and three-wheelers and light trailers in the scope of periodic technical inspection of vehicles, and to propose the precise way to do so**.

The purpose of this study is to **gather factual information, conduct a detailed technical analysis and make a policy recommendation based on quantified arguments of the possible scenarios for the periodic technical inspection of light trailers in categories O1 and O2 and two- and three-wheel vehicles in each subcategory of L vehicles**.

In particular, it analyses the **impact on road safety** in two countries with periodic inspection schemes: Croatia for light trailers and Spain for two- and three-wheelers. It has been demonstrated that the inspection of mopeds in Spain generates a benefit of this initiative is 4.73 times greater than the cost. The part on trailers has been difficult because of the lack of data on accidents and the challenge of obtaining a parameter to estimate their use, since trailers are not fitted with odometers. With all these considerations taken into account the benefit is 6.32 times greater than the cost.

Both proposals avoid the use of additional equipment and do not require amendment of the Annexes of Directive 2014/45/EU.



[CHECK THE L&O PROJECT HERE](#)



EUR-Lex

COMMISSION IMPLEMENTING REGULATION (EU) 2019/621

Brussels, Belgium | 17 April 2019

The EU Commission published its new implementing regulation (EU) 2019/621 – in accordance with the Directive 2014/45/EU. The document covers the **technical information necessary for the roadworthiness test of the items to be tested**, on the use of the recommended test methods, and establishing detailed **rules concerning the data format and the procedures for accessing the relevant technical information**.

In particular, it sets out, for the **periodic roadworthiness tests of motor vehicles and their trailers**, the complete technical information on **braking equipment, steering, visibility, lamps, reflectors, electrical equipment, axles, wheels, tyres, suspension, chassis, chassis attachments, other equipment and nuisance necessary for roadworthiness testing of the items to be tested** and on the use of the recommended test methods; and detailed rules concerning the data format and the procedures for accessing the relevant technical information.

This Regulation shall apply **to vehicles subject to roadworthiness tests pursuant to Article 2(1) of Directive 2014/45/EU**, which are first registered or first put into service in an EU Member State as **from 20 May 2018**.



[READ THE REGULATION](#)



ANNUAL REPORT



THE GRSF ANNUAL REPORT 2018

The GRSF (Global Road Safety Facility) has published its new ANNUAL REPORT.

In the report, among other news, it is highlighted that GRSF and CITA finished their very first AVIS (the Assessment of Vehicle Inspection Status) pilot program in Togo focusing on how the government inspects vehicles for safety and emissions.

This cooperation is to continue in 2019 on the Assessment of Vehicle Inspection Status program in Cameroon.

The GRSF is a donor-funded global partnership program hosted by the World Bank, with a mission to help address the crisis of road traffic deaths and injuries in low and middle-income countries (LMICs).

Today, while there are still many challenges, this partnership is the reason why road safety is understood to be a major development burden in many countries around the world. The global road safety agenda is accelerating as new partners join forces to understand the burden of road crashes on life and economic growth.



[DOWNLOAD THE REPORT](#)

"In this sense CITA is honored to be a Donor & Board member of the GRSF since January 9, 2018"



After The 81st annual session of the Inland Transport Committee (ITC), the **highest policy-making body of the UNECE in the field of transport**, is took place in Geneva last 19-22 February 2019.

For more than 70 years, the Committee has evolved into the centre of UN Inland Transport Conventions.

Recognizing the worldwide impact of the regulatory work of the Committee, the increasingly global geographical scope of its legally binding instruments, the urgent need to make the worldwide regulatory framework governing inland transport more inclusive and accessible to all, and support the implementation of the SDGs, **the Committee**

decided on the adoption of its strategy until 2030: this new session of 2019 marked a milestone in ITC history, and CITA was there to support the event!

The attendance at the 81st annual session was at the level of Minister or vice Minister/State Secretary for panel positions and speaking slots, and senior decision-makers otherwise. Heads of key transport international governmental and non-governmental organizations and companies participated at the policy segment. On the 19 February, **Mr Lothar Geilen, CITA Vice President, addressed some words to the Ministers of Transport during the break of the plenary session.**

The weekly programme included also a high-level policy segment on “**Automation in Transport**”, the regular session of the Committee and side events/exhibitions of new technologies related to the automation in transport. The most important topics debated were **road safety**, including the setting up of the United Nations Road Safety Trust Fund; **Intelligent Transport Systems, digitalization; e-documents**, including eCMR and eTIR; the **transport of dangerous goods; border-crossing facilitation** and much more.



Save Lives

#SpeakUp

#SPEAKUP FOR #ROADSAFETY

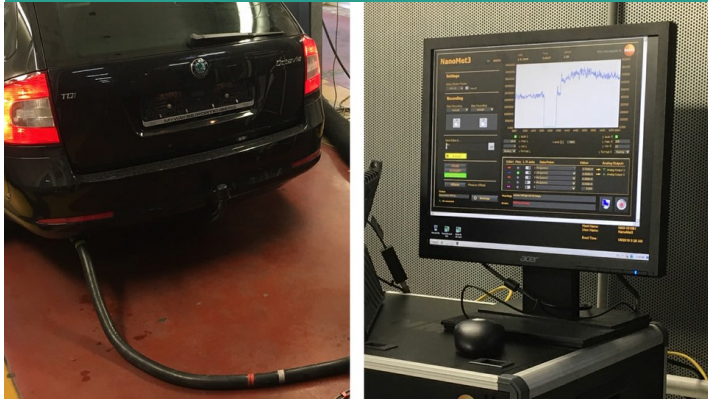
The UN Road Safety Collaboration announced its 5th UN Global Road Safety Week under the theme “leadership for road safety”.

This initiative, held from 6-12 May 2019, aimed to provide an opportunity for civil society to generate demands for strong leadership in road safety, especially around concrete and evidence-based interventions; and inspire decision-makers to act by showcasing examples of strong leadership in road safety within various types of institutions.

It is key to achieving road safety targets, including SDG target 3.6 to reduce road traffic deaths and injuries by 50% by 2020 and SDG target 11.2 to provide access for all to safe, affordable, accessible and sustainable transport systems by 2030...

“It is time to #SpeakUp”

A NEW EMISSION MEASUREMENT CAN ASSESS THE QUALITY OF THE DIESEL PARTICULATE FILTER – A GOCA STUDY



A new emission measurement that uses PN measurement instruments can assess the quality of the Diesel Particulate Filter (DPF) during the periodic technical inspection (PTI) of diesel vehicles. This was concluded after an extensive 18-month study commissioned by the Flemish, Walloon and Brussels-Capital Region in Belgium.

With the cooperation of the inspection centres, GOCA and its members evaluated 1006 diesel vehicles with a Euro 5 or higher Euro standard.

Vehicles will emit more particles depending on their age and mileage. An important PN emissions increase was seen especially after 6 years and/or after 150.000 km. In addition, the consumer can experience various problems with a DPF. The costs for replacing or repairing can be high. Removing the filter, on the other hand, is much less expensive. This is therefore one of the reasons for not repairing at all. Thanks to the use of PN meters and their high distinctive character, a removed DPF will be easily detectable in the future.

Contrary to a PN equipment, the current opacimeter does not have such distinctive character. The practical tests show that only 0,49% of all vehicles were rejected due to exceeding the opacity standard in accordance with the current Belgian PTI legislation. None of the vehicles tested showed any problems via the EOBD MIL indicator. On the other hand, via a PN measurement, 8,7% of these vehicles would be rejected with an assessment criterion of $2,5 \times 10^5 \text{ \#/cm}^3$.

The detection rate of a PN measurement is therefore considerably better than that of an opacity test. Thus, if a stationary PN test will be used for the vehicle inspection, an opacity test as imposed by the European Directive 2014/45/EU, seems unnecessary. Furthermore, 86% of the diesel vehicles complying with Euro 5b or higher standard have low particulate emissions, namely lower than $5 \times 10^4 \text{ \#/cm}^3$, in contrast to a small number of vehicles that emit a lot more. For example, 1,9% of the Euro 6 diesel vehicles in the test sample emit 480 times more particulates. These extremely high emission values were also determined during the tests where measurements were made on vehicles with removed DPF.

The introduction of a PN inspection on diesel vehicles equipped with DPF, where the large polluters are detected and remedied, means that an enormous reduction in the total emissions of particulate number emissions from diesel vehicles can be reached.

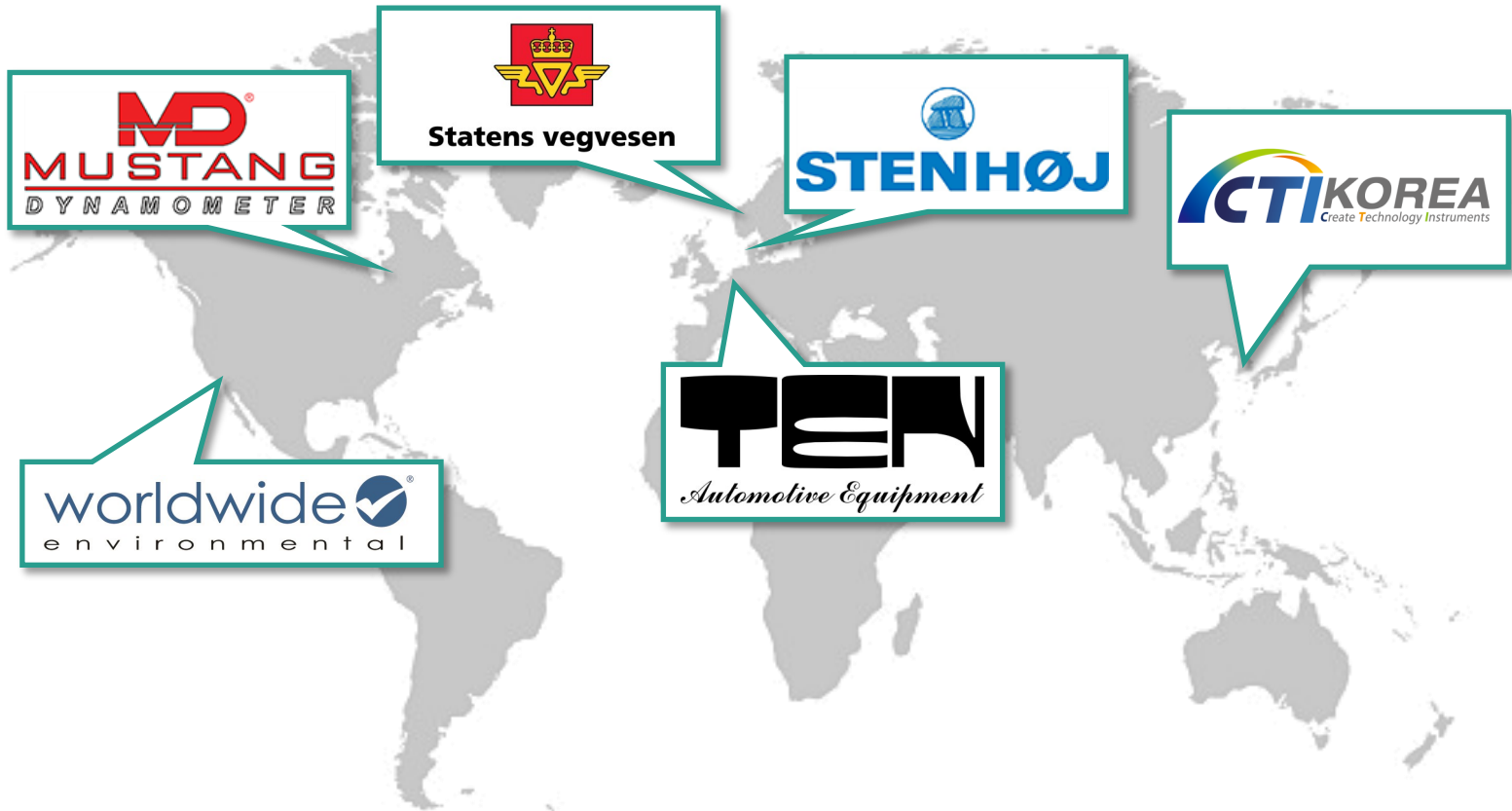
The potential profit for the vehicles euro 5b class or higher would be in Belgium 91% if we consider an assessment criterion of $2,50 \times 10^5 \text{ \#/cm}^3$. As vehicles under the age of 4 do not have to come to the inspection, still a potential reduction of 36% will be achieved 1 year after the introduction of the new test carried out on these vehicles.

These conclusions together with an implementation file including the technical requirements of the measuring devices as well as the metrological verifications and tests, a proposal for a test procedure based on a low idle test and an assessment criterion were the outcome of the study. Thus, GOCA and its members are in Belgium ready to implement in 2020 the new PN measurement in the PTI centres.



[SEE HERE THE REPORT BY VRT NWS](#)

..... NEW CITA MEMBERS



CORPORATE MEMBERS:



STENHØJ GROUP is a Danish family owned company located in Barrit, Jutland, Denmark. Founded in 1917, it has today developed into one of the world's leading suppliers of products and services for the automotive aftermarket. In the last ten years, they expanded the platform of new business areas in order to strengthen its product portfolio and services.



TEN Automotive Equipment develops and manufactures a comprehensive range of MOT testing equipment for the automotive industry. As a member of the Andriessen Group, TEN Automotive Equipment has been founded in 1985 and is located in the Netherlands.



CTI Korea supplies various advanced solutions and instruments in precision measurement field to industries and education fields. They are establishing a high-growth plan as a specialized enterprise in Electric Vehicle (EV) solution based on accumulated technology.



High throughput demands of Inspection and Maintenance (I/M) programs require the use of rugged and durable emission inspection dynamometers. Designed from inception to withstand punishing use and misuse, **Mustang Dynamometer** has set the performance standards of equipment manufactured and used worldwide for emissions testing.



Worldwide Environmental Products, Inc. was founded in 1984 by visionaries with over 50 years of experience in the specialized niche market of automotive emissions testing. Today, Worldwide continues to be a global leader in advanced hardware, software and data management solutions for periodic technical and environmental vehicle inspections.

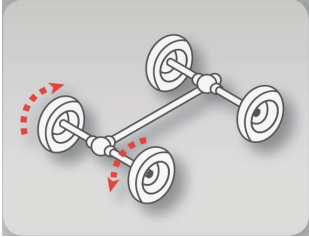
FULL MEMBER:



Statens vegvesen

The **Norwegian Public Roads Administration** strives to ensure that all those who walk, cycle, travel by car or use public transport should get to their destination safely. They plan, build, operate and maintain national and county roads in Norway. They are also responsible for carrying out driver tests and inspection of vehicles and road users. They do the inspection of vehicles before registration and they perform roadside inspections.

STENHØJ GROUP COMPANY SHERPA AUTODIAGNOSTIK GMBH REDUCING THE RISKS AND MAINTENANCE COST FOR PTI OPERATORS WITH INIVATIVE SOLUTIONS



Automatic all-wheel detection (Patent EP 1931957B1)

Through the many types of 4 x 4-wheel drive systems it has become very difficult for the technician to recognise if the testers rollers are just turning forward or in reverse or in an opposite running direction. The same applies of course for the vehicles wheels. With the latest and only pattern approved fully automatic system on the market, the decision for the operator and a fully automated test is now done through our smart Control System.

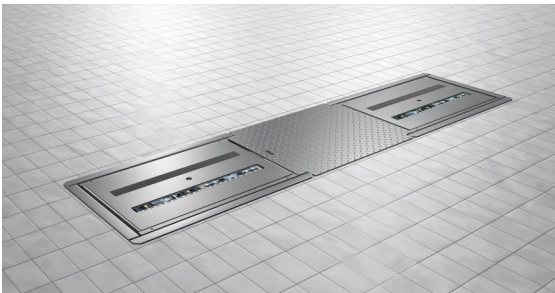
EDOS (Easy Drive-Out System) (Patent EP 2594916)

Our new patented EDOS system, allows the user facilitated extension from the roller set via a newly developed software module. This allows vehicles with ASR or automatic transmission easily exit from the roller.

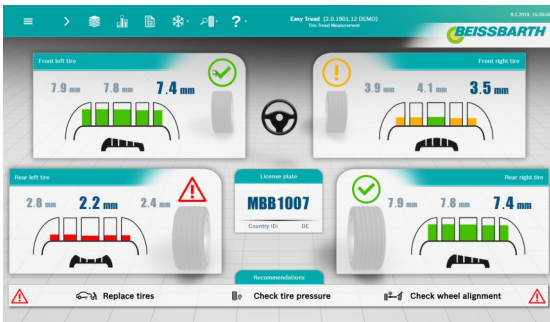


TYRE DIAGNOSTICS - BEISSBARTH EASY TREAD

—> All tyres checked within seconds



Worn out, over aged or damaged tires are a main route cause of car accidents, as are defects in the braking system. Tyres are the only contact points between a vehicle and the road. The quality of this bond determines how safely the vehicle can accelerate and brake especially during hydroplaning. Transportation regulators across various municipalities are now increasing tyre tread depth inspections and enforcements in a concerted effort to drive down vehicle accidents and casualties. Furthermore, uneven tread wear is an indicator for a possible alignment problem on the vehicles chassis and must be checked in a workshop or PTI center visit.



Beissbarth has developed a dedicated tire diagnostics device called "Easy Tread" for fast tyre tread measuring:

- Designed for PTI usage: no moving parts, no lasers, almost no maintenance;
- Flexible installation options: suitable for above ground or in-ground installations;
- High Resolution: measurement up to 2500 pixels;
- Tread depth is measured non-stop as the vehicle passes across the Easy Tread at a max. speed of 8 km/h (5 mph);
- Easy Tread calculates the tyre tread within a few seconds;
- Measurement results are displayed immediately.



[MORE INFO](#)

SPANISH TRAFFIC POLICE & OPUS RSE DETECT SCR MANIPULATED TRUCKS

Opus RSE has worked with the Spanish traffic police to find lorries manipulated on the spot and denounce them. The press release of this police force can [be seen here](#). EUROPOL has also published these results, as the Spanish police collaborated with the French and British authorities.



Many trucks travelling on European roads have their emission control systems disconnected, which implies a massive emission of NOx into the atmosphere. The SCR system is mandatory on Euro 5 and Euro 6 trucks. It neutralizes almost all nitrogen oxides emitted by heavy-duty trucks. However, this system can be disconnected with an „emulator“.

Thanks to OPUS, the police finally have a tool at their disposal to find manipulated vehicles on the roads on a massive scale. It is hoped that broad application of this technology will make it possible to tackle fraud that is currently out of control in Europe.



[MORE INFO](#)

REAL-E

THE ALTERNATIVE PROCEDURE TO DYNO FOR NOx MEASUREMENT UNDER UNLOADED TEST CONDITIONS



REAL-e is a new approach, nearest to real condition of use, with the same measured values comparable to the ones controlled during new approval cycles.

This testing method, flexible and applicable anywhere, do not required heavy investment no need for strict test scenario, no way to skew the test results, neither from software and drivers behaviors.

This testing method is answering the need of fair and flexible tests all along the life of vehicle: ISCT (In Service Conformity Test), RSI (Road Side Inspection) and PTI (Periodical Technical Inspection).

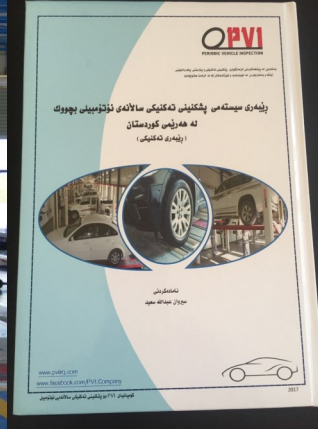
CLOUD ALGORITHMS SMART APPS EOBD DONGLE EMBEDDED GAS ANALYZER



[WATCH THE VIDEO](#)

PVI COMPANY FOR ANNUAL VEHICLES INSPECTION IN KURDISTAN REGIONAL GOVERNMENT (KRG)

The Company started working in Kurdistan by inspecting vehicles in May.03.2009.



In the beginning, PVI opened four centers in Erbil and Duhok city, but due to the increase in the number of cars, the company started building two other large centres in Erbil and Duhok which started working on 07.05.2018.

Recently, PVI is building in Akra and Shaqlawa and

they will be completed at the end of 2019 and in the middle of 2020.

This means that the company supervised eight stations consisting of 60 Tracks that inspect for about 1000,000 vehicles. PVI Co. has published a compliant guide on how to inspect vehicles to guarantee the accuracy of the inspection in all related centers.



ROADWORTHINESS TESTING CONTRIBUTION TO VEHICLE SAFETY & ENVIRONMENT

The study "Roadworthiness testing contribution to vehicle safety and environment", conducted by the Universidad Carlos III de Madrid (UC3M) for AECA-ITV, whose objective is to assess precisely the damages that, in the form of accidents, injuries and fatalities, avoid the technical inspection of vehicles to society.

According to this study (data from 2016) ITV stations avoid 133 fatalities a year, about 12,100 injured people of different types and at least 17,700 traffic accidents. If the total of the vehicles that do not attend mandatory inspections had done so, at least 8,800 accidents, more than 7,000 injured and 81 additional deaths could have been prevented.

As far as environmental protection is concerned, the report includes an emission study according to which the premature deaths avoided by the ITV due to exposure to atmospheric pollutants are around 406 per year. If all the cars had passed the ITV, about 80 additional premature deaths could have been prevented. AECA-ITV estimates that 2.6 million cars circulate with the ITV expired: a high degree of absenteeism.



[DOWNLOAD THE STUDY](#)

..... SAVE THE DATE

12 June 2019 | Warsaw, Poland

➤ **SUBWG 1, BRAKE TESTING MEETING – ONLY CITA MEMBERS**

13 June 2019 | Warsaw, Poland

➤ **SUBWG 1 – HEADLIGHT TESTING – ONLY CITA MEMBERS**

20 - 21 November 2019 | Shenzhen, China

➤ **13TH CITA RAG A/A MEETING - Hosted by COSBER**

14 - 15 October 2019 | Santiago, Chile

➤ **CITA RAG C&SA MEETING - Hosted by OPUS INSPECTION**

24 September 2019 | Brussels, Belgium

➤ **CELEBRATION OF THE 50 YEARS OF CITA**



International
Motor Vehicle
Inspection
Committee

Rue du Commerce 123 | 1000 Brussels, Belgium.

TEL: +32 (0)2 469 06 70

E-mail: secretariat@citainsp.org



www.citainsp.org

