



Brussels, 5<sup>th</sup> May 2014

## Information for EGEA members – Internal document

### Revision of PTI Roadworthiness legislation: new PTI Directive 2014/45/EU

Dear Members,

We would hereby like to give you some updated news regarding the state of affairs and the outcome of the discussions on the revision of the PTI Roadworthiness legislation.

The European Commission' Roadworthiness Package proposal from July 2012 has been officially adopted by the European Parliament, the European Council (Member States) and the Commission on 3<sup>rd</sup> April 2014 and renamed as Directive 2014/45/EU. This new Directive was published in the Official Journal on April 29<sup>th</sup> 2014 and will enter into force on the 19<sup>th</sup> of May 2014.

As from the 20<sup>th</sup> of May 2018, the new Directive will repeal Directive 2009/40/EC which sets out rules on the roadworthiness tests for motor vehicles and their trailers.

The final decision concerning the legal form has been to opt for a Directive, which means that this legislation will set out the minimum requirements which the EU Member States have to implement in their national legislation. Furthermore, Member States are allowed to set higher test standards than those required by this new Directive. As such, there is a possible margin of interpretation by the Member States. Therefore, coordination amongst EGEA members should be done in the coming months to ensure harmonised actions and implementation of the PTI Directive.

This document provides the main elements of the legislation, including those which are perhaps of more indirect interest for EGEA members or are more political, but that are nevertheless included to provide the 'full picture'.

The Directive introduces a number of important provisions, most notably, in relation to the rules and procedures relating to:

#### 1. The scope (Article 2):

The new Directive includes an extension of scope to now include the following:

- a. 'T' category  
Category T5 – (tractors with a design maximum speed above 40km/h) when they are mainly used on public roads.
- b. Testing of trailers and caravans  
The legislation now includes trailers designed and constructed for the carriage of goods or persons, as well as for the accomodation of persons (i.e. caravans), having a maximum mass exceeding 3,5 tonnes (vehicle categories O3 and O4).

- c. **Inclusion of L-Cat (L3e, L4e, L5e and L7e) from 1<sup>st</sup> January 2022**  
From 1<sup>st</sup> January 2022, two- or three-wheel vehicles categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm<sup>3</sup> will be tested.

## **2. The frequency of testing (Article 5):**

Frequency of testing will be as a minimum at 4 years old and then every 2 years.

However, there are some exceptions:

- For vehicles of category M1 used as taxis or ambulances, vehicles of categories M2, M3, N2, N3, O3 and O4: one year after the date on which the vehicle was first registered, and thereafter annually;
- For vehicles of category T5 the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years;
- For vehicles which have travelled more than 160,000 km, or those involved in a serious accident, a change of ownership, a modification of safety or environmental systems, or where road safety is seriously affected may be subject to more frequent testing. However, vehicles over 30 years old, or circus/fairground transport may be exempted.

## **3. Re-registration of a vehicle (Article 8):**

In the case of re-registration of a vehicle already registered in another Member State, each Member State shall recognise the roadworthiness certificate issued by that other Member State, as if it had itself issued that certificate, provided that the roadworthiness certificate is still valid in terms of the frequency intervals established for periodic roadworthiness tests by the re-registering Member State. In cases of doubt, the re-registering Member State could verify the validity of the roadworthiness certificate before recognising it.

## **4. Minor deficiencies – test passed! (Article 9):**

In case of minor deficiencies only, the test shall be deemed to have been passed, the deficiencies shall be rectified, and the vehicle shall not be re-tested. In the event of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority will decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test.

## **5. Independent PTI test Centres (Recital 34 & Article 13):**

The establishment of new testing centres and that independent workshops (who are specifically authorised to conduct PTI) can continue to be PTI test centres (depending on the Member State).

There was significant pressure to use only designated PTI test centres that carried out PTI testing only, which would have excluded the existing structure in some Member States where independent repair workshops are also authorised to conduct roadworthiness testing. The final legislative text allows these independent workshops to continue PTI testing, but the inspection of the vehicle must be clearly separated from the repair of the vehicle to avoid a potential conflict of interest.

6. **The designation of inspectors (Article 13):**

The minimum training and competence requirements of the inspectors have been increased to provide a minimum certification requirement to support better quality of roadworthiness testing.

7. **The roles and responsibilities of supervisory bodies (Article 14):**

Supervisory bodies will be required to verify and audit testing centres and PTI inspectors (testing centres accredited under Regulation (EC) N° 765/2008 will be exempted).

8. **Test Certificate (Article 8):**

Testing Centres will be required to communicate PTI test results to National Competent Authorities electronically.

At the end of a PTI test, the results will have to be sent to a Member State database. Initially, this may remain paper based, but as from 20 May 2018 and at the latest by 20 May 2021, testing centres shall communicate electronically, to the competent authority of the Member State concerned, the information mentioned in the roadworthiness certificates which they issue. This will support the test results being made available to all Member States to allow mutual recognition of a vehicle having a valid test certificate if it is being driven outside of the country of registration.

9. **New 'electronic vehicle interface' (Annex I):**

- a. Introduction of an 'electronic vehicle interface' to check electronically-controlled safety systems (ECSS) - ABS/EBS, ESC and EPS (electronic power steering) as a possible test method. The checking of safety belts and airbags using an electronic interface is also permitted.

It has been recognised that the vehicle's safety systems are increasingly electronically controlled, but that existing test methods do not adequately test these ECSS systems.

- b. Checking a vehicle via an electronic vehicle interface for headlamp switching, alignment and levelling is also permitted

In a similar way to the ECSS testing, the legislation provides for communication with the vehicle headlamp system to check the correct switching, movement to allow the correct alignment and the levelling control.

- c. Future testing of ECSS

The European Commission issued a tender to investigate the best way to test the functionality of these systems (awarded to CITA with EGEA as a principle partner). The objective is to be able to test the vehicle's ECSS systems, using an electronic vehicle interface that allows the system functionality to be assessed during a PTI test, beyond just an observation of the malfunction indicator light wherever possible. Furthermore, the legislation states that vehicle manufacturers must provide the data necessary for verification of the functionality of safety and environmental related components: "The data should include the details that allow the functionality of the vehicle safety systems to be monitored in a way that allows them to be tested in a periodic technical inspection environment."

**10. Emissions (Recitals 9-10 & Annex I – section 8.2):**

- a. The use on-board diagnostic systems (OBD), as an alternative to emissions ‘tailpipe tests’ for Euro 6/VI vehicles is permitted.

For Euro 5/V vehicles, tailpipe testing remains as the default test method, unless a Member State can show evidence that OBD could be used as an equivalent test method. However, for Euro 6/VI vehicles, the legislation states that it can be tailpipe testing or OBD. This is the choice of the Member State, but at the moment, it is unclear how this would be handled if the OBD communication did not work correctly (i.e. is this a vehicle fail, or tailpipe would still be needed as a second check.....).

- b. Investigation of future tests and possibilities for NOx measurements

Close examination should be done in the coming years to find possibilities to improve test cycles to match on-road conditions to develop future solutions, including the establishment of test methods for the measurement of NOx levels and of limit values for NOx emissions.

**11. PTI test equipment must be correctly maintained and calibrated (where applicable) and the new Annex III defining minimum requirements for the test equipment (Recital 29, Article 11 and Annex III)**

To achieve a high quality of testing throughout the EU, test equipment to be used during testing, its maintenance and calibration should be in line with Annex III and verified with reference to specifications provided by the Member States or by manufacturers of the equipment.

The Annex III has been included to define the minimum requirements concerning the roadworthiness facilities and the test equipment.

**12. Access to PTI Technical Information (Article 4(3)):**

The European Commission will have additional responsibilities with regard to the relevant technical information, which should be made available free of charge or at a reasonable price.

- The European Commission will be responsible for defining a set of 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.
- In conjunction with that, the Commission will have to implement the detailed rules concerning the data format and the procedures for accessing the relevant technical information.
- The Directive states that this technical information shall be made available to testing centres and relevant competent authorities.
- The adoption of the implementing acts (before 20 May 2018) for Article 4(3) shall be made in accordance with the principles of Euro 5/6 for passenger cars and Euro VI for heavy duty vehicles.

- Moreover, the Commission shall examine the feasibility of establishing a single point of access for that technical information (see also below Electronic Vehicle Information Platform).

**13. Electronic Vehicle Information Platform (Article 16):**

By April 2020, the Commission shall make a report on the feasibility, costs and benefits of establishing an electronic vehicle information platform with a view of linking the existing national systems and of facilitating the exchanges of information on data relating to roadworthiness testing and odometer readings, of collecting and storing available information concerning the main safety-related components of vehicles which have been involved in serious accidents, on accident history and on odometer readings. This data/technical information shall be exchanged between the competent authorities, the testing centres, test equipment manufacturers and vehicle manufacturers. The European Commission has currently commissioned a study relating to Article 16 of this Directive.

**14. Fight against odometer fraud (Recital 25 and Article 8(6)):**

Odometer fraud is being directly targeted through the recording of the odometer reading at each test and additionally, the categories of PTI failure have been more specifically defined.

It has been estimated that between 5% and 12% of vehicles sold in Europe have had their odometer tampered with to reduce the indicated value. If fraud is detected, it is being proposed that this is treated as a punishable offence. The exchange of information on odometer readings between the competent authorities of Member States should be examined by the Commission.

**15. The European Commission has been asked to report on four significant points (Article 20):**

- a. To report on the implementation of the Directive and the effects on harmonising the PTI test throughout the EU, including the cross-border recognition of test certificates. The EC report is due by mid 2019.
- b. Through the use of independent studies, the cost/benefit analysis for the testing of 2 or 3 wheel vehicles and light trailers as part of the scope of the Directive. The EC report is due by mid 2019.
- c. To evaluate the cost/benefit analysis of developing the 'electronic vehicle information platform' that would provide the ability to link the test certificates of all Member States, including odometer values, but potentially to also provide access to PTI specific technical information to PTI test centres, competent authorities and test equipment manufacturers. However, this all depends on the outcome of the analysis, which is not due until mid 2020.
- d. Collecting and storing available information concerning the main safety-related components of vehicles which have been involved in serious accidents as well as the possibility of making information on accident history and odometer readings available in an anonymised form to inspectors, holders of registration certificates and accident researchers.

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### Next steps: EGEA actions at National and EU level

As this new PTI Directive 2014/45/EU will be implemented by each Member State at their national level and that the Commission is required to adopt implementing acts on a number of issues, including: braking equipment, steering, visibility, lamps, reflectors, electrical equipment, axles, wheels, tyres, suspensions, chassis, chassis attachments, test methods, and the data format, we will discuss further steps and ensure coordination at EGEA level at our next Working Group meeting on PTI. An investigation of availabilities to organise that WG meeting will be circulated separately to all of you.

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We would like to thank all of you for your continuous support on this important issue for the previous lobbying activities but as well for all upcoming new activities at European level for the implementing measures and at national level for the implementation of Directive 2014/45/EU.

With kind regards,

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