

CITA Topic Area E meeting
Stuttgart, 27th of March 2024



Supervision of PTI in Slovakia (new procedures)



Jaroslav Olexa, head of supervision dpt.

The information system



Since April 2016 extended data transfer from brake testers

service brake parking brake final values brake force imbalance brake force fluctuation

AIS TK

0000, TESTEK, a.s., Jarošlav Oleš

Odhliásť

Príjem vozidlaPrevzatie vozidla na kontroluPrebiehajúce kontrolyUzatvorené kontrolyKontrolyKvalifikácieFinancieSkladRegistreReportyŠtatistikyNastaveniaAdministráciaOdkazyLogyZmena hesla

	Kód pracoviska	Pracoviisko	Dátum prijmu	ECV	Stav	VIN	Štát	Značka	Názov	Kategória	Technik	Typ	Č. protokolu	Spôsobilosť	Váha	
<div></div>					<div><div>UK</div><div></div></div>									<div><div>Dočasne</div><div>spôsobilé</div></div>		
6073		DMS Slovakia s.r.o.	03.03.2023 17:57	LC311DM	Ukončená	VF30AAHXMG5059194	SK	PEUGEOT	5008	N1		Pravidelná	6073-009-07327-030323-184217	Dočasne spôsobilé	35	<div><div></div><div></div></div>
2015		DELIFE, s.r.o.	03.03.2023 17:04	D5421BG	Ukončená	TMBPW16Y833785077	SK	ŠKODA	FABIA 6Y	M1		Pravidelná	2015-005-38600-030323-182605	Dočasne spôsobilé	40	<div><div></div><div></div></div>
5092		STK - EMARKO s.r.o.	03.03.2023 16:21	PD718EM	Ukončená	WF0WXXGCDW5K57913	SK	FORD	FOCUS	M1		Pravidelná	5092-003-22635-030323-170705	Dočasne spôsobilé	20	<div><div></div><div></div></div>
6103		SD TK s.r.o.	03.03.2023 16:21	VK397YF	Ukončená	VAV751339ND482146	SK	SCHWARZMULLER	J - Serie	O4		Pravidelná	6103-002-26815-030323-171430	Dočasne spôsobilé	30	<div><div></div><div></div></div>
8081		DOPRAVNÁ SPOLOČNOSŤ s.r.o. Rožňava	03.03.2023 15:37	RV296YF	Ukončená	846	SK	ZREMB	ZREMB	O4		Pravidelná	8081-014-49880-030323-175320	Dočasne spôsobilé	30	<div><div></div><div></div></div>
5092		STK - EMARKO s.r.o.	03.03.2023 15:36	MT525CK	Ukončená	ZFA18800000706019	SK	FIAT	188 PUNTO 1.2 16V	M1		Pravidelná	5092-003-22633-030323-161433	Dočasne spôsobilé	50	<div><div></div><div></div></div>
4033		SZONLAJTHNER controls, spol. s r.o.	03.03.2023 15:20	ZM257AM	Ukončená	TMBJ716Y844027882	SK	ŠKODA	fabia	M1		Pravidelná	4033-007-31436-030323-155318	Dočasne spôsobilé	45	<div><div></div><div></div></div>
6135		STK AC car s.r.o.	03.03.2023 15:15	PD928HT	Ukončená	ZFA24400007249418	SK	FIAT	DUCATO 2.3 JTD 15	N1		Pravidelná	6135-009-53879-030323-162054	Dočasne spôsobilé	20	<div><div></div><div></div></div>
6014		NIGOL s.r.o.	03.03.2023 15:11	BB432HN	Ukončená	WVVZZZL1J25W000297	SK	VOLKSWAGEN	VW	M1		Pravidelná	6014-006-16414-030323-161809	Dočasne spôsobilé	25	<div><div></div><div></div></div>
4044		STK - T.P.D. Control s.r.o.	03.03.2023 15:08	NZ114HR	Ukončená	WVVZZZ7MZ7V010982	SK	VOLKSWAGEN	SHARAN	M1		Pravidelná	4044-005-42948-030323-154345	Dočasne spôsobilé	55	<div><div></div><div></div></div>
6014		NIGOL s.r.o.	03.03.2023 14:59	BB435HH	Ukončená	WAIUZZ28T3AA075106	SK	AUDI	A5	M1		Pravidelná	6014-004-16413-030323-153837	Dočasne spôsobilé	25	<div><div></div><div></div></div>
4033		SZONLAJTHNER controls, spol. s r.o.	03.03.2023 14:48	NR459BI	Ukončená	TMBEFF61315350643	SK	ŠKODA	FELICIA	M1		Pravidelná	4033-004-31434-030323-152904	Dočasne spôsobilé	30	<div><div></div><div></div></div>
5071		EMADE, s.r.o.	03.03.2023 14:34	TS939BB	Ukončená	W0L0XCF0633036428	SK	OPEL	COMBO-C	N1		Opakovaná pravidelná	5071-010-64929-030323-150342	Dočasne spôsobilé	25	<div><div></div><div></div></div>
8117		STK Hradčice, s.r.o.	03.03.2023 14:33	TV880ED	Ukončená	WV1ZZZKZ7X082443	SK	VOLKSWAGEN	CADDY	N1		Pravidelná	8117-008-26003-030323-151757	Dočasne spôsobilé	20	<div><div></div><div></div></div>
7032		E - BA, s.r.o.	03.03.2023 14:33	PP377DG	Ukončená	TMBG41U518434564	SK	ŠKODA	OCTAVIA	M1		Pravidelná	7032-005-59729-030323-150438	Dočasne spôsobilé	40	<div><div></div><div></div></div>
1023		CM CONTROL, s. r. o.	03.03.2023 14:26	JDV5EBI	Ukončená	WBAJC31010WA79901	SK	BMW	520d	M1		Pravidelná	1023-001-65267-030323-150509	Dočasne spôsobilé	35	<div><div></div><div></div></div>
4024		Control car, s.r.o.	03.03.2023 14:21	KA907AR	Ukončená	WDB1680081J240435	SK	MERCEDES-BENZ	A 170 CDI	M1		Pravidelná	4024-003-40062-030323-145623	Dočasne spôsobilé	30	<div><div></div><div></div></div>
3082		AUTO CT, s.r.o.	03.03.2023 14:20	IL570CO	Ukončená	JN1TENT30U0123526	SK	NISSAN	X TRAIL T30 2.2D	N1		Pravidelná	3082-012-85697-030323-150656	Dočasne spôsobilé	30	<div><div></div><div></div></div>

Pomocný filter

VIN:

ECV:

Váha:

20

Podvozivé brzdy

TK s výstupom pre správne konanie:

Vyber...

PPV od:

PPV do:

Výber dátumu

Od:

03.03.2023

Do:

03.03.2023

Zobraziť údaje

Exportovať

Export technika/
STK

Pomocný filter

VIN:

ECV:

Váha:

☐ Podvozivé brzdy

TK s výstupom pre správne konanie:

PPV od:

PPV do:

Zobraziť údaje

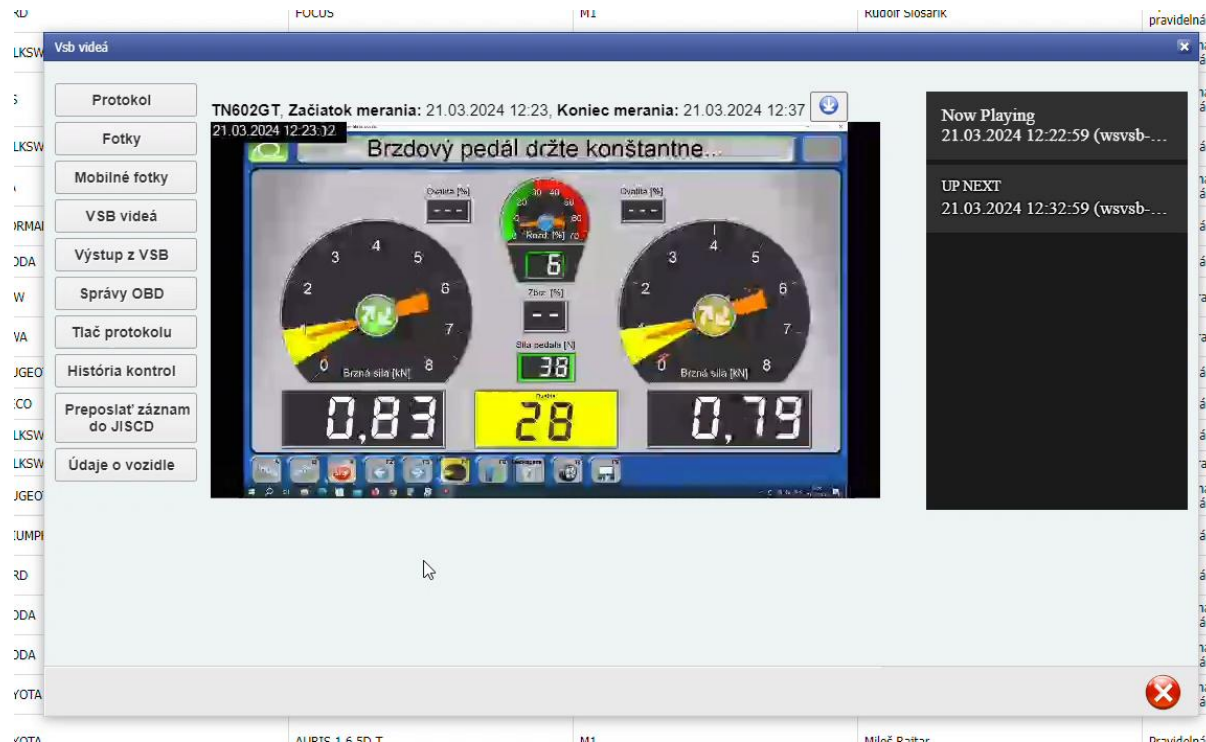
Exportovať

Export technika/STK

- braking data – **final** values plus **intermediate** values
- without the possibility of any **intervention** by the technician...

The information system

since 2022: video **recording** of the brake tester monitor
video sample in the IT system AIS TK (available only to supervisory authorities)



possibility to watch not-transmitted measurements as well

The information system

The use of data in the analysis of the technician's work on brake tester

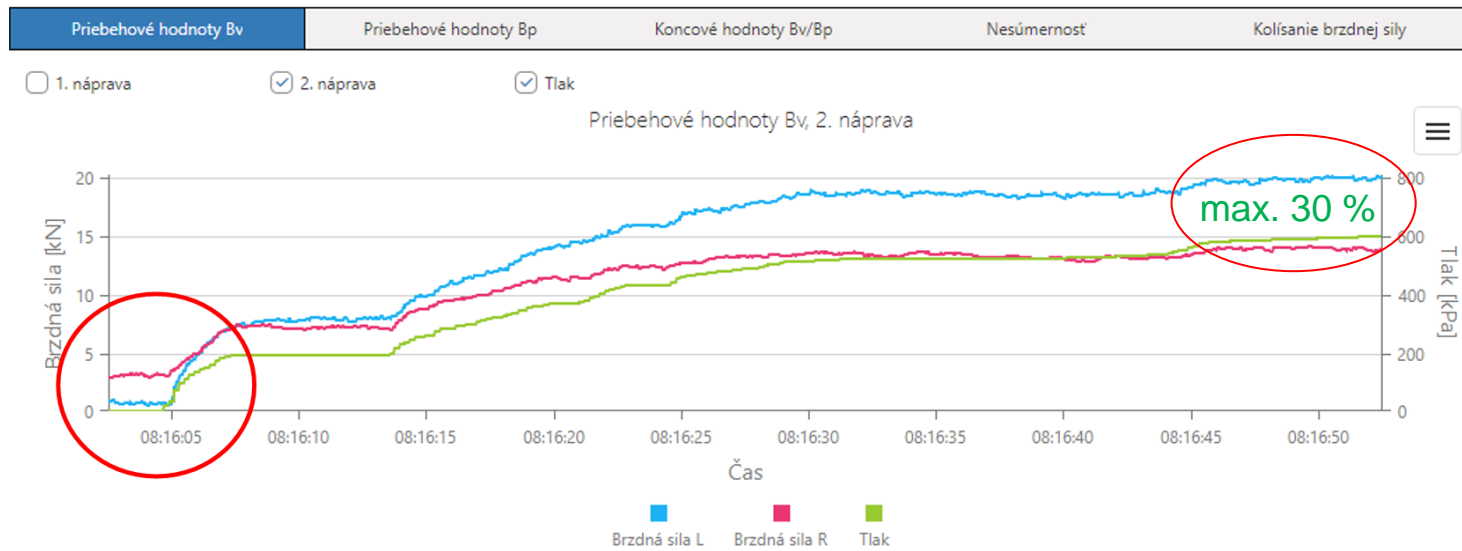
measurement of brake force imbalance in **not-transmitted** measurements (parameter in red)



Vehicle (bus) of the **driving school** (major defect on rear brakes - brake force imbalance over 30%)

The information system

transmitted measurements (first value of brake force on right wheel is almost 3 kN)



Náprava	Brzdná s.L [kN]	Brzdná s.P [kN]	Ovládacia s.L [N]	Ovládacia s.P [N]	Tlak [kPa]	Max. tlak [kPa]	Čas L	Čas P
2	0.83	2.96			0	1038	26.09.2023 08:16:02.636	26.09.2023 08:16:02.636
2	1.04	2.96			0	1038	26.09.2023 08:16:02.686	26.09.2023 08:16:02.686
2	1.04	3.08			0	1038	26.09.2023 08:16:02.736	26.09.2023 08:16:02.736

Braking force at the beginning of the measurement caused by the intervention of the vehicle owner in the braking system (to **decrease** brake force imbalance **under** 30%)

Is it sufficient to transmit only **the final data** from brake testers?

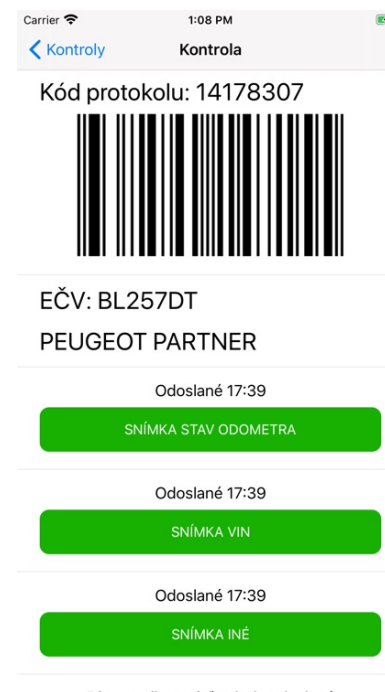
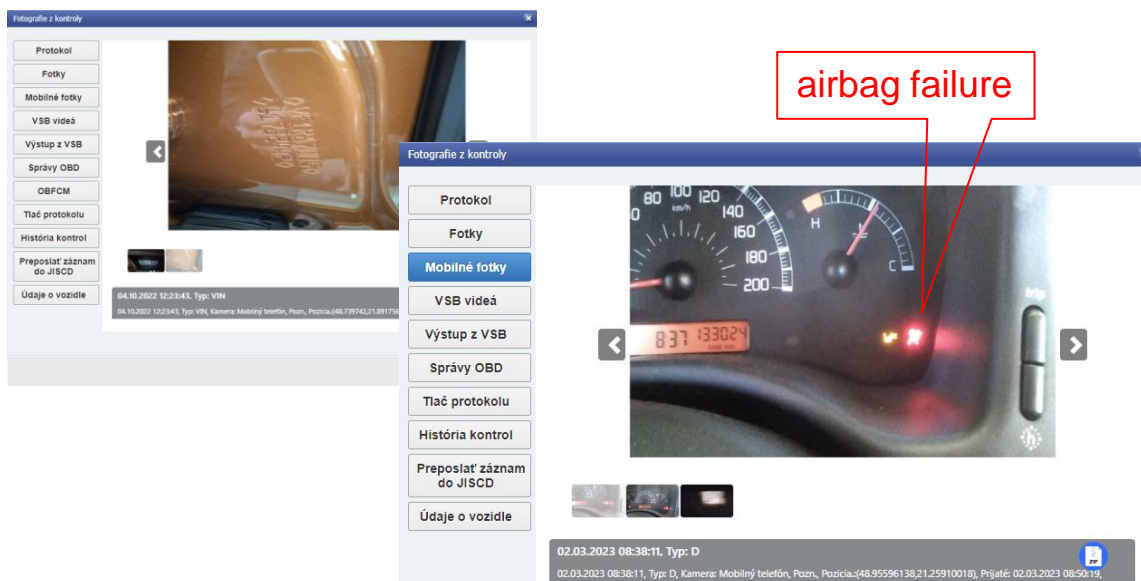
- No, **it is not**. If only the final values were recorded, it **would not be possible to detect** the fraudulent behaviour of the technician

Intermediate values from brake tester and **video** (from the brake tester and from the PTI lanes) provide us wider possibilities of analysis and demonstration of faulty procedure of the technician (in this case together with vehicle owner).

mSTK - a mobile application for PTI developed by TESTEK

Smart devices in the process of PTI: since 2020

- **scanning** and transferring data from OBD (vehicle with first reg. 2012 and further)
- **mobile application** for deceleration measurement (mandatory)
- scan (shoot) the vehicle's **VIN + mileage** (to exclude bringing identical vehicles for PTI), **dashboard** (with indicators), **production label**, pictures **marked** with the GPS coordinates
- a set of mandatory slides



mSTK - a mobile application for PTI developed by TESTEK

In 2023 we introduced **mandatory** picture of dashboard results: (an attempt to cover up an airbag malfunction)



mSTK - a mobile application for PTI developed by TESTEK



In 2023 we introduced **mandatory** picture of dashboard

results: (an attempt to cover up an ABS malfunction – regular inspection + 3 repeated inspection)



In 2023 we **intensified** the re-inspection use as one of methods of supervision

reason:

- data and video analysis **has its limits** (brakes, lights...)
- technicians **have adapted** their behaviour to the presence of cameras on PTI lines, the number of brake measurement frauds has **decreased significantly**
- what is not visible on the cameras is not **checked as thoroughly**



Re – inspections

What can't be **seen** on the cameras?

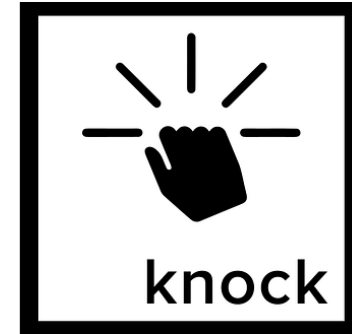
- **corrosion**



Re – inspections

What can't be **seen** on the cameras?

- corrosion



Re – inspections

What can't be **seen** on the cameras?

- corrosion



Re – inspections

What can't be **seen** on the cameras?

- corrosion (amateur repair)



Re – inspections

What can't be **seen** on the cameras?

- dipped beam headlights



Re – inspections

What can't be **seen** on the cameras?

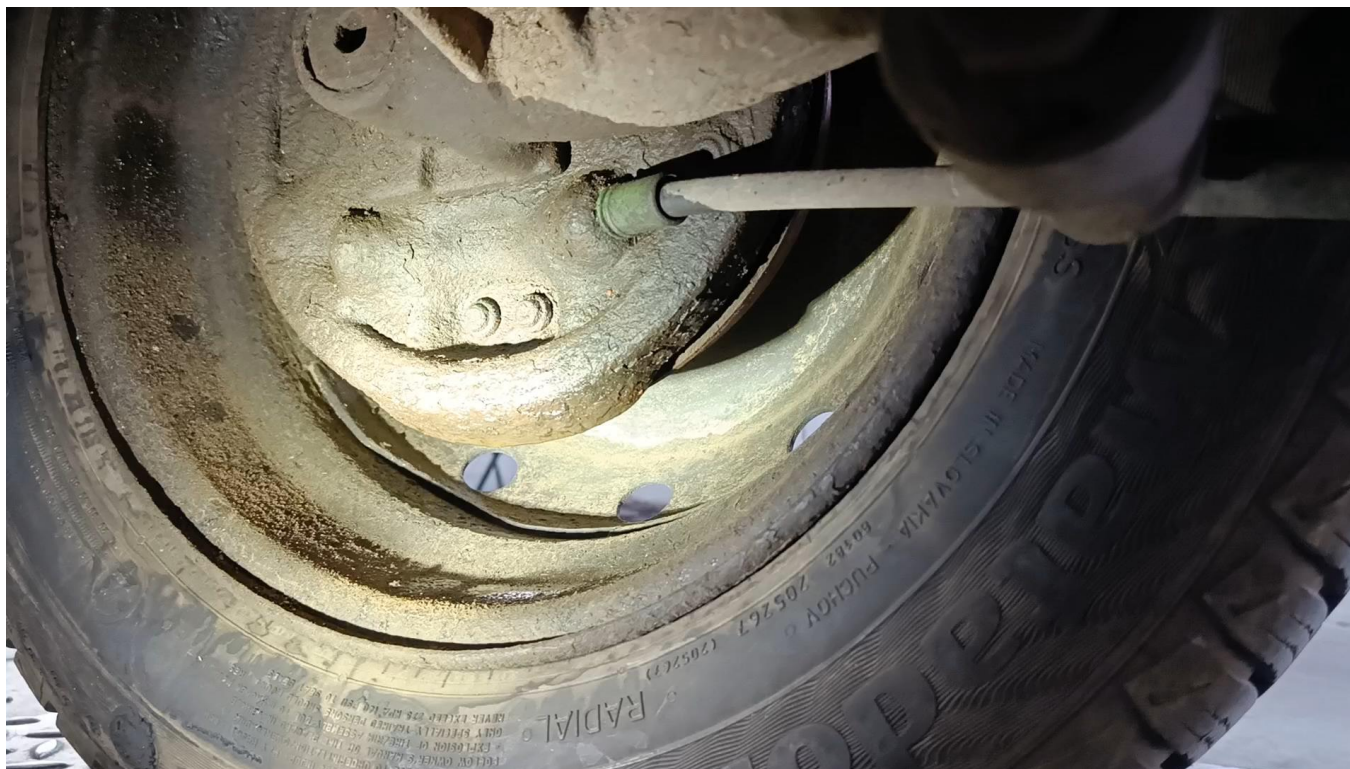
- rear view mirrors



Re – inspections

What can't be **seen** on the cameras?

- brake fluid leak



Re – inspections

What can't be **seen** on the cameras?

- absence of an airbag (activated) + corrosion



Vehicle owned by
a car **workshop**...

Consequences of more consistent supervision

- Some PTI station operators decided for **resistance against the supervision**, because they see the anti-fraud measures as a disadvantage for them in the free market competition – they are trying to achieve a reduction of technical means and **cancellation** of supervision performed by TESTEK. The supervision impartiality, transparency and equal attitude to all PTI operators are crucial to demonstrate that the supervision can establish the **fair situation** on the PTI market for everyone.
- In a country without supervision, **PTI fraud will grow** and the reputation of PTI may be **destroyed** for very long period.
- If the EU would like the Member States to **recognize PTIs** performed on their vehicles in other Member States, **the effective supervision must be ensured in every Member State**. There should be measurable criteria for effectiveness of the national supervisory systems. Otherwise, the vehicle owners would prefer the possibility to get the positive PTI result in countries with “**softer**” supervision.

Support by a recognized international organization like CITA is crucial, especially for countries in which the supervision's role is questioned. We propose to update the CITA Rec. No. 19 “ANTI-FRAUD MEASURES”, reflecting the recent progress in supervisory methods.

THE END



Thanks for your attention

Questions?

link to download presentation with videos

<https://1drv.ms/f/s!AskVyg-5iEGKhKFj6kMtl5hXR-kC6w?e=CjjUme>

Jaroslav Olexa

Head of supervision department

GSM: +421 903 648 732 (Viber, WhatsApp)

e-mail: jaroslav.olexa@testek.sk

Skype: jaro_olexa