Vehicle Technical Inspections in the Slovak Republic

(April 2018)

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TESTEK was founded in 2004 due to a change in the Slovak national legislature. A new law toughened the criteria of independence that the central organization in the national system of technical vehicle inspections has to fulfil.

Therefore, a part of specialists on this field, former employees of Slovdekrka (member of DEKRA Group) founded TESTEK, that finally, in 2005, had won the tender called for by the Ministry of Transport. TESTEK started its activities as the "technical service for technical vehicle inspections" in December 2005.

TESTEK is accredited as a Type A Inspection Body according to the ISO/IEC 17020:2012 standard.

TESTEK is member of the International Motor Vehicle Inspection Committee (CITA).

In 2014 TESTEK transformed from limited liability to join-stock company and a new sister company TESTEK servis was founded in order to complement and extend TESTEK’s activities.
3 domains of technical service for technical vehicle inspections

- **Inspection data collection, transmission and analyzing**
- **Supplying of inspecting forms, stickers and stamps**
- **Expert activities in the field of vehicle inspections**
  - Development of new inspection methods, assessment of inspecting centers and inspecting equipment, education and training of inspectors

Vehicle Technical Inspections in the Slovak Republic
Vehicle Technical Inspections in the Slovak Republic in 1935

First attempt to introduce obligatory technical vehicle inspections in Czechoslovakia in 1935

Motor vehicles assigned for public transport .... shall undergo a periodic inspection, whether they fulfil requirements and are properly maintained...
Transposition of the EU’s vehicle inspection Directives into national law until 20th May 2018

Legislation of the European Union


The transposition of the newest Directives 2014/45/EU, 2014/46/EU and 2014/47/EU is under preparation

Legislation of the Slovak Republic

Act No. 725/2004 Coll. on conditions of vehicle operation in the road traffic and on the amendments of some acts

Random roadside inspections of the roadworthiness performed by the Police

Periodic technical inspections

Periodic emission checks
Transposition of the EU’s vehicle inspection Directives into national law after 20th May 2018

Legislation of the European Union

Directive
2014/47/EU
of the European Parliament and of the Council
on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC

Directive
2014/45/EU
of the European Parliament and of the Council

Directive
2014/46/EU
of the European Parliament and of the Council
on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC

Legislation of the Slovak Republic

Act No. ?/2018 Coll. on vehicle operation in the road traffic
(entry into force on 20th May 2018)

Random roadside inspections of the roadworthiness performed by the Police

Periodic technical inspections

Periodic emission checks
## Current periodic technical inspections (PTI)
**Inspected vehicle categories (until 20\textsuperscript{th} May 2018)**

<table>
<thead>
<tr>
<th>Vehicle categories</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1e and L2e (with registration plates only)</td>
<td>4 years after first registration and then every 4 years</td>
</tr>
<tr>
<td>L3e, L4e, L5e, L6e, L7e, M1, N1, O1 and O2</td>
<td>4 years after first registration and then every second year</td>
</tr>
<tr>
<td>M2, N2, N3, O3 and O4</td>
<td>1 year after first registration and then every year</td>
</tr>
<tr>
<td>M3</td>
<td>1 year after first registration and then every year, after the 8\textsuperscript{th} year every 6 months</td>
</tr>
<tr>
<td>M, N and O used for paramedic rescue service or mining rescue service with special warning lamps; ambulances, gas work repair service vehicles and taxi</td>
<td>1 year after first registration and then every year</td>
</tr>
<tr>
<td>T and R</td>
<td>4 years after first registration and then every 2 years</td>
</tr>
<tr>
<td>L, M, N and T used as driving school vehicles</td>
<td>1 year after first registration and then every year</td>
</tr>
</tbody>
</table>
# Upcoming periodic technical inspections (PTI)

## Inspected vehicle categories (after 20\(^{th}\) May 2018)

<table>
<thead>
<tr>
<th>Vehicle categories</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1, L1e and L2e</td>
<td>----</td>
</tr>
<tr>
<td>L3eA1, L4eA1, L6e (&lt;125 cm(^3)) and O2</td>
<td>4 years after first registration and then every 4 years</td>
</tr>
<tr>
<td>L3eA2, L3eA3, L4eA2, L4eA3, L5e, L6e ((\geq 125) cm(^3)), L7e, M1, N1, T and R</td>
<td>4 years after first registration and then every second year</td>
</tr>
<tr>
<td>M2, N2, N3, O3 and O4</td>
<td>1 year after first registration and then every year</td>
</tr>
<tr>
<td>M3</td>
<td>1 year after first registration and then every year, after the 8(^{th}) year every 6 months</td>
</tr>
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<tr>
<td>driving school vehicles</td>
<td>1 year after first registration and then every year</td>
</tr>
</tbody>
</table>
PTI stations network is defined and regulated by the Slovak MoT. Free capacity for establishing of stations is calculated from the theoretical capacity of a PTI lane and the total number of registered vehicles in respective district.

**Situation of 4th April 2018:**
143 PTI stations and 1 full-featured mobile PTI station

**On 20th May 2018 the free capacity calculation formula will change. This will cause more free places for establishing PTI stations. We expect 50 to 70 new PTI stations to be established.**
Vehicles and PTI stations in the Slovak Republic (28\textsuperscript{th} February 2018)

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>2,237,553</td>
</tr>
<tr>
<td>Lorries and special vehicles</td>
<td>340,745</td>
</tr>
<tr>
<td>Buses</td>
<td>8,918</td>
</tr>
<tr>
<td>Trailers and semi-trailers</td>
<td>286,885</td>
</tr>
<tr>
<td>Motorcycles, trikes and quads</td>
<td>143,860</td>
</tr>
<tr>
<td>Tractors</td>
<td>66,201</td>
</tr>
<tr>
<td>Other (self moving machines, snowmobiles etc.)</td>
<td>9,755</td>
</tr>
<tr>
<td><strong>Total number of registered vehicles</strong></td>
<td>3,093,917</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Station</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTI stations for light vehicles</td>
<td>29</td>
</tr>
<tr>
<td>PTI stations for heavy vehicles</td>
<td>9</td>
</tr>
<tr>
<td>PTI stations for all vehicle categories</td>
<td>105</td>
</tr>
<tr>
<td><strong>Total number of PTI stations</strong></td>
<td>143</td>
</tr>
</tbody>
</table>
PTI classification of vehicle defects

**A**
Minor Defect
Without influence on road safety

**B**
Major Defect
With influence on road safety, but no imminent danger

**C**
Dangerous Defect
With influence on road safety, causes imminent danger for persons, property or environment, or causes damage to the roads
Vehicle Technical Inspections in the Slovak Republic

PTI results classification

- No or only minor defects (A): Vehicle is **roadworthy**
- One or more major defects (B): Vehicle is **temporary roadworthy (for 30 days)**
- One or more dangerous defects (C): Vehicle is **not roadworthy and should be towed from the PTI station**
Total number of PTIs in 2017: 1,240,427

Comparison of the years from 2005 to 2016: 
- Roadworthy: 
  - 2005: 90.61% 
  - 2006: 92.81% 
  - 2007: 94.46% 
  - 2008: 95.20% 
  - 2009: 95.48% 
  - 2010: 95.97% 
  - 2011: 96.85% 
  - 2012: 96.20% 
  - 2013: 94.58% 
  - 2014: 91.37% 
  - 2015: 92.04% 
- Temporary roadworthy: 
  - 2005: 6.97% 
  - 2006: 5.54% 
  - 2007: 3.89% 
  - 2008: 3.34% 
  - 2009: 3.18% 
  - 2010: 2.69% 
  - 2011: 2.29% 
  - 2012: 1.90% 
  - 2013: 2.30% 
  - 2014: 3.13% 
  - 2015: 4.20% 
  - 2016: 4.49% 
- Not roadworthy: 
  - 2005: 2.42% 
  - 2006: 1.65% 
  - 2007: 1.65% 
  - 2008: 1.47% 
  - 2009: 1.34% 
  - 2010: 1.34% 
  - 2011: 1.40% 
  - 2012: 1.26% 
  - 2013: 1.49% 
  - 2014: 2.29% 
  - 2015: 1.90% 
  - 2016: 3.13% 

All PTI stations in 2017: 
- Roadworthy: 94.31% 
- Temporary roadworthy: 3.89% 
- Not roadworthy: 1.81%
The Slovak PTI information system ISTK: 10 years of technical innovations

**from 1st Nov. 2006**
automated recording of the measured braking forces, pedal force and air pressure locally on the roller brake tester (RBT) computer,
without data transfer to ISTK, without protection against manipulation

**from 1st Jan. 2007**
development and testing of the automated data transfer to ISTK

**from 1st Jan. 2009**
automated data transfer to ISTK in all PTI stations

**from 1st Apr. 2016**
software development, drafting legislation and testing of the extended data transfers to ISTK

**from 1st Jul. 2013**
drafting concept of the technical solution for camera monitoring and picture transfers to ISTK

**from 1st Jul. 2013**
camera monitoring and picture transfers to ISTK in all PTI Stations

**2006**
ISTK information system

**2007**
data transfers from PTI stations

**2008**

**2009**

**2010**

**2011**

data transfers from PTI stations

**2012**

**2013**

**2014**

**2015**

**2016**

miscellaneous programs running on local computers, sending data exports on floppy disks

development and testing of the ISTK with internet data transfers in the real time

**from 1st Jan. 2007 ISTK in all PTI stations**
Current automated vehicle inspection monitoring (until 20th May 2019)
Upcoming automated vehicle inspection monitoring
(after 20th May 2019)

Draft of a new automated vehicle inspection monitoring

entry and exit camera
overview camera 1, 2
## Training courses and exams for the PTI inspectors

### Training Type

<table>
<thead>
<tr>
<th>Training Type</th>
<th>Description</th>
<th>Number of Persons in 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic training</td>
<td>for new inspectors; 2 weeks of theoretical education and 4 weeks of practice</td>
<td>118</td>
</tr>
<tr>
<td>Retraining</td>
<td>obligatory every 5 years; 3 days of theoretical education</td>
<td>117</td>
</tr>
<tr>
<td>Training for higher qualification</td>
<td>necessary for ADR or ECMT multilateral quota inspections; 1 week of theoretical education and 1 week of practice in a PTI station</td>
<td>18</td>
</tr>
</tbody>
</table>

### Exam

- follows every type of training
- 2 parts – theoretical and practical
- max. 2 attempts – 1\(^{st}\) (normal) and 2\(^{nd}\) (repeated)

### Theoretical part

- computer-based, a set of individually generated tests

### Practical part

- inspection of a prepared vehicle

### Basic training 2011 – 2016

- 500 persons; 65,31 % passed 1\(^{st}\) attempt; 23,53 % passed 2\(^{nd}\); 11,16 % failed
### Minimum competence requirements for the PTI inspectors (until 20th May 2018)

<table>
<thead>
<tr>
<th>Role</th>
<th>Required Education</th>
<th>Professional Experience</th>
<th>Additional Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Head of the PTI station</strong></td>
<td>technical university (I. or II. degree) mechanical, electrotechnical, transport or agricultural mechanical field</td>
<td>2 years of professional experience</td>
<td></td>
</tr>
<tr>
<td><strong>Deputy head of the PTI station</strong></td>
<td>technical university (I. degree) or technical secondary school (with state examination) mechanical, electrotechnical, transport or agricultural mechanical field</td>
<td>2 years of professional experience</td>
<td>driving licence for all inspected vehicle categories</td>
</tr>
<tr>
<td><strong>Inspector</strong></td>
<td>technical secondary school vehicle mechanic, electrician or mechanic of agricultural machines</td>
<td>3 years of professional experience</td>
<td></td>
</tr>
</tbody>
</table>

Vehicle Technical Inspections in the Slovak Republic
**Minimum competence requirements for the PTI inspectors (after 20th May 2018)**

<table>
<thead>
<tr>
<th>Inspector</th>
<th>Minimum required education and professional experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>(no special requirements for the heads and deputy heads of PTI stations anymore)</td>
<td>University or secondary school education in the accepted field</td>
</tr>
<tr>
<td></td>
<td>• A list of accepted fields will be defined by the MoT Regulation</td>
</tr>
<tr>
<td></td>
<td>• The fields are in line with the Annex IV of the Directive 2014/45/EU</td>
</tr>
<tr>
<td></td>
<td>or</td>
</tr>
<tr>
<td></td>
<td>Preparatory course followed by examination of knowledge relevant for road vehicles</td>
</tr>
<tr>
<td></td>
<td>• The course and exam will cover the areas in the Annex IV of the Directive 2014/45/EU</td>
</tr>
<tr>
<td></td>
<td>• TESTEK in co-operation with the Slovak University of Technology will be one of the subjects offering the courses</td>
</tr>
<tr>
<td></td>
<td>3 years of professional experience</td>
</tr>
<tr>
<td></td>
<td>driving license</td>
</tr>
<tr>
<td></td>
<td>for all inspected vehicle categories</td>
</tr>
<tr>
<td></td>
<td>(at least 2 inspectors in every PTI station must have the full scope driving license equal to the scope of vehicle categories inspected in the PTI station)</td>
</tr>
</tbody>
</table>
The End

Thank you for your attention