Vehicle Technical Inspections in the Slovak Republic

(September 2016)

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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 Slovdekr (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 joint-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

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

Legislation of the European Union

Directive

2000/30/EC
of the European Parliament and of the Council
on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community

Directive

2009/40/EC
of the European Parliament and of the Council
on roadworthiness tests for motor vehicles and their trailers

The transposition of the newest Directives 2014/45/EU, 2014/46/EU and 2104/47/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
## Periodic technical inspections (PTI)

### Inspected vehicle categories

<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 2 years</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 8th 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>
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.
### Vehicules and PTI stations in the Slovak Republic (31st December 2015)

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>2,034,574</td>
</tr>
<tr>
<td>Lorries and special vehicles</td>
<td>324,471</td>
</tr>
<tr>
<td>Buses</td>
<td>8,939</td>
</tr>
<tr>
<td>Trailers and semi-trailers</td>
<td>272,892</td>
</tr>
<tr>
<td>Motorcycles, trikes and quads</td>
<td>129,100</td>
</tr>
<tr>
<td>Tractors</td>
<td>65,917</td>
</tr>
<tr>
<td>Other (self moving machines, snowmobiles etc.)</td>
<td>7,916</td>
</tr>
<tr>
<td><strong>Total number of registered vehicles</strong></td>
<td><strong>2,843,809</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTI stations for light vehicles</td>
<td>28</td>
</tr>
<tr>
<td>PTI stations for heavy vehicles</td>
<td>8</td>
</tr>
<tr>
<td>PTI stations for all vehicle categories</td>
<td>102</td>
</tr>
<tr>
<td><strong>Total number of PTI stations</strong></td>
<td><strong>138</strong></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
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 banned from road traffic and should be towed from the PTI station**: Vehicle is not roadworthy
PTI results statistics

Total number of PTIs in 2015:

1,143,004

Comparison of the years from 2004 to 2015:

<table>
<thead>
<tr>
<th>Year</th>
<th>Roadworthy (%)</th>
<th>Not Roadworthy (%)</th>
<th>Temporary Roadworthy (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>88.58</td>
<td>3.18</td>
<td>4.26</td>
</tr>
<tr>
<td>2005</td>
<td>90.61</td>
<td>2.42</td>
<td>4.44</td>
</tr>
<tr>
<td>2006</td>
<td>92.81</td>
<td>1.65</td>
<td>4.26</td>
</tr>
<tr>
<td>2007</td>
<td>94.46</td>
<td>1.65</td>
<td>3.44</td>
</tr>
<tr>
<td>2008</td>
<td>95.20</td>
<td>1.47</td>
<td>2.83</td>
</tr>
<tr>
<td>2009</td>
<td>95.48</td>
<td>1.34</td>
<td>2.83</td>
</tr>
<tr>
<td>2010</td>
<td>95.97</td>
<td>1.40</td>
<td>2.63</td>
</tr>
<tr>
<td>2011</td>
<td>96.31</td>
<td>1.26</td>
<td>2.63</td>
</tr>
<tr>
<td>2012</td>
<td>96.65</td>
<td>1.34</td>
<td>2.00</td>
</tr>
<tr>
<td>2013</td>
<td>98.20</td>
<td>1.44</td>
<td>0.44</td>
</tr>
<tr>
<td>2014</td>
<td>94.58</td>
<td>2.30</td>
<td>4.12</td>
</tr>
<tr>
<td>2015</td>
<td>91.37</td>
<td>3.13</td>
<td>4.44</td>
</tr>
</tbody>
</table>

All PTI stations in 2015: Roadworthy 91.37%, Not Roadworthy 4.20%, Temporary Roadworthy 4.44%
Major and dangerous defects of L, M1, N1, O1 and O2 category vehicles in 2014
Major and dangerous defects of M2, M3, N2, N3, O3, O4, T a R category vehicles in 2014
Vehicle inspection information system

• Data of all vehicle technical inspections and emission checks performed in Slovakia are stored in an extensive database accessible through the World Wide Web

• It is part of the central vehicle inspection information system, a modern web client-server application

• The system’s database is always in up-to-date state, because data are inserted at the same time as the inspection is performed

• State authorities can therefore easily supervise inspectors’ work in real-time mode and use the stored data for enforcement of vehicle inspections regulation
The Slovak PTI information system ISTK: 10 years of technical innovations

- **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**
- **2006**: drafting concept of the technical solution for camera monitoring and picture transfers to ISTK
- **2007**: software development, drafting legislation and testing of the camera monitoring and picture transfers to ISTK
- **2008**: from 1st Jul. 2013 camera monitoring and picture transfers to ISTK in all PTI Stations
- **2009**: 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
- **2010**: development and testing of the automated data transfer to ISTK
- **2011**: from 1st Jan. 2009 automated data transfer to ISTK in all PTI stations
- **2012**: drafting concept of the technical solution for extended data transfers to ISTK
- **2013**: software development, drafting legislation and testing of the extended data transfers to ISTK
- **2014**: from 1st Apr. 2016 extended data transfer to ISTK in all PTI stations
- **2015**: ISTK information system Data transfers from PTI stations
Automated vehicle inspection monitoring
Final stage of the new extended data transfer

Roller brake tester (RBT) 

Extended set of transferred values

Brake test evaluation will not be done by ISTK user

PTI report

ISTK server

Integrated algorithm for calculation and evaluation of brake test

Currently under preparation

Roadworthy
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