

CITA International Conference 2023  
Rotterdam, 6 - 8.6.2023



# On Importance of Access to Information

Marián Rybianský

# On Importance of Access to Information

In general, the PTI *can inspect any vehicle*, regardless of the access to vehicle specific information



But now, in the 21<sup>st</sup> century, the *vehicles are more complex*, full of new systems based on electronics



The vehicle data are not stored as paper documents only. *Almost all data are digital.*

2013	BRANDCENTRUM s.r.o.	22.05.2023 09:02	D5679HI	Prevozá	THBHT128B1272495	SK	ŠKODA	OCTAVIA	Zsolt Bál	Opakovaná previedka	2013-010-35946		EČU:
2042	HILEK group a.s.	22.05.2023 09:02	PH4381F	Prevozá	YD31E3450WH421124	SK	CHATEAU	45C	Peter Kem	Previedka	2042-005-05051		Výber:
8055	SCD - DELTA s.r.o.	22.05.2023 09:02	B0960DE	Prevozá	WBAAT71050F964423	SK	BMW	320	Tomáš Wernický	Previedka	8055-002-87315		Výber:
8102	KHREJAM s.r.o.	22.05.2023 09:01	SN114CA	Prevozá	WVWZZZ1Z1P144486	SK	VOLKSWAGEN	GOLF	Tomáš Vranč	Opakovaná previedka	8102-008-39687		<input type="checkbox"/> Podrobné brzo
6021	BRNO CORTO GAS, spol. s r.o.	22.05.2023 09:01	B5071BA	Prevozá	THBLJ78V4K2038059	SK	ŠKODA	KAROQ	Eduard Hock	Previedka	6021-005-21607		TK s výstupom pre správne konanie:
4024	Control car, s.r.o.	22.05.2023 09:01	LV194EM	Prevozá	KNHHT81LAF7078149	SK	KIA	Carens	Juraj Ginyay	Previedka	4024-001-45200		Výber:
6118	D.A.C., s.r.o.	22.05.2023 09:01	ZV43REJ	Prevozá	6460331	SK	BMW	R 100	Marek Horváth	Previedka	6118-006-38899		Výber dátumu
1029	MA Slovakia, s.r.o.	22.05.2023 09:01	BT280FA	Prevozá	WVGZZZ1ZC0W031336	SK	VOLKSWAGEN	Touareg	Monika Páňková	Previedka	1029-002-07136		Od: 22.05.2023
4072	Audiobila Páňková, s.r.o.	22.05.2023 09:01	ZM713CH	Prevozá	WVWZZZ1ZC0M66270	SK	VOLKSWAGEN	GOLF	Karel Sedivý	Previedka	4072-008-33206		Do: 22.05.2023
1051	DEBRA Slovakia s.r.o.	22.05.2023 09:00	BL040VN	Prevozá	THBMRHEZK0192608	SK	ŠKODA	OCTAVIA	Vilam Tapák	Opakovaná previedka	1051-016-58013		<input type="button" value="Zobraziť údaje"/>
5023	Rudolf Páňek - HRAJEC, s.r.o.	22.05.2023 09:00	CA138DF	Prevozá	THBKS21L6238538226	SK	ŠKODA	OCTAVIA	Roman Tudiak	Previedka	5023-002-33500		
1082	Fotos s.r.o.	22.05.2023 09:00	BL773LV	Prevozá	WV1ZZZ1ZK0604793	SK	VOLKSWAGEN	CADY	Attila Sul	Opakovaná previedka	1082-011-26566		

*Vehicle specific information* allows us to make the inspection *more effective, focused and with higher value for the customer*

In most countries it is done since decades

**Why don't we use it?**

# We have EU Implementing Regulation



23.4.2019

EN

Official Journal of the European Union

L 108/5

## COMMISSION IMPLEMENTING REGULATION (EU) 2019/621

of 17 April 2019

**on the technical information necessary for roadworthiness testing 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**

**(Text with EEA relevance)**

### *Article 1*

#### **Subject matter**

1. This Regulation sets out for the periodic roadworthiness tests of motor vehicles and their trailers:
  - (a) the 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 accordance with point 3 of Annex I of Directive 2014/45/EU; and
  - (b) detailed rules concerning the data format and the procedures for accessing the relevant technical information.

# We have EU Implementing Regulation

## Article 5

### Procedures for accessing the vehicle technical information

1. The vehicle technical information laid down in the Annex to this Regulation shall be made available to testing centres and relevant competent authorities in a non-discriminatory, readily accessible, unrestricted, timely and consistent manner.
2. The technical information shall be made available not later than 6 months after the registration or entry into service of the vehicle. However, for vehicles registered or put into service between 20 May 2018 and 20 November 2019, this information shall be made available on 20 May 2020.
3. By way of exception to paragraph 2, in the cases set out in the first, second and fifth indents of Article 5(4) of Directive 2014/45/EU, the manufacturer shall provide the technical information to the testing centre and the relevant competent authority upon request and without delay.
4. The manufacturer shall provide subsequent amendments to the technical information to the testing centres and the relevant competent authorities at the same time as amendments and supplements to the technical information are made available to the competent authority of the Member State concerned.
5. The technical information shall be made available in a readily accessible, unrestricted, timely and consistent manner to the competent authority of the Member State concerned.
6. Manufacturers shall designate a contact point responsible for providing the technical information, which shall be made available on the manufacturer's website. The contact point shall be made available to the testing centres and the relevant competent authorities upon request.
7. In order to ensure that a testing centre requesting access to the technical information from the Member States or their competent authorities shall assist the manufacturer in providing the technical information.

## Article 6

### Data format

1. The technical information shall be made available by the manufacturer based on the vehicle identification number of the vehicle in an open source and structured data format:
  - (a) to the competent authorities, upon request, as a collection of offline usable machine readable data files, and
  - (b) to the testing centres and to the competent authorities using an online solution. When using an online solution, the technical information, which has to be provided by the manufacturer at the same time as part of the repair and maintenance information on a website, shall be made available in the same data format. Other vehicle technical information shall be made available in the data format that is used for similar information.
2. The manufacturer may deviate from the requirements defined in paragraph 1 in respect of vehicles in receipt of individual, national or small series type approval as referred to in Regulations (EU) No 167/2013 and (EU) No 168/2013, and Directive 2007/46/EC, or if the manufacturer does not have to comply with Regulations (EC) No 715/2007 and (EU) No 167/2013, or (EU) No 168/2013. However, the information shall be provided in an easily accessible and consistent manner that can be processed with reasonable effort.
3. In the case of vehicles in receipt of step-by-step, mixed or multi-stage type-approval as referred to in Regulations (EU) No 167/2013 and (EU) No 168/2013, and Directive 2007/46/EC, the manufacturer responsible for the particular stage of the build shall be responsible for communicating the vehicle technical information relating to a particular system, component or separate technical unit for that stage to the final manufacturer. The final manufacturer shall be responsible for providing the technical information on the finished vehicle to the competent authorities and the testing centres.
4. Paragraph 3 shall not apply to vehicles in receipt of individual, national or small series approvals as referred to in Regulations (EU) No 167/2013 and (EU) No 168/2013, and Directive 2007/46/EC.

# We have Data



Zur deutschen Version bitte hier klicken

## Periodical Technical Inspection (PTI)

**Quickly obtain inspection-relevant information**

As a vehicle tester, you need to know: Which items need to be inspected? Exactly which regulations need to be observed for the recommended test methods?

In the new Mazda PTI Service Portal you simply need to enter the vehicle's VIN to instantly receive the exact checklist for compliant technical vehicle inspections.

[Mazda PTI Service Portal login](#) [Request access data for the first time](#)

**How the Mazda PTI Service Portal works**

## Access to Scania TIS

Access to Scania TIS is available for operators in the heavy duty vehicle (trucks and buses) after sales market, as defined for RMI by Regulation EU 2018/858 and for Periodical Technical Inspection in accordance with EU2019/621.

Access to "Scania Multi", or a license for the right to use "Scania Diagnos & Programmer" (SDP3) or BST software tools, can be purchased for periods of 1 hour, 1 day, 7 days, 30 days, 90 days or 365 days.

Each time information is purchased through "Multi RMI" or "Multi Parts", the information may be accessed and used for one session on a single site, until the time-based licence has expired. A new, time-based licence can be purchased from Scania TIS at any time.

Each purchased licence for SDP3

To use Scania RMI products, you must apply for an account. The Scania or BST diagnostic tools gives you the right to activate and use the software on a single, stand-alone PC or laptop during the time-frame defined by the licence. You should only use once for each PC or laptop you wish to activate. When a licence has expired you should then only purchase licence updates, referencing the unique licence key you received at your application will inform you when your licence is about to expire. A licence update can be purchased in advance, and installed when required. The time-based licence will only start after it has been installed on the PC, not from the time of purchase.

## Account

To use Scania RMI products, you must apply for an account. To access Scania TIS, you must first register for an account. Please review our Terms and Conditions and Privacy policy.

and enter your personal details. We will also ask you for information about your company/business. Your e-mail address will be used for all confirmations and receipts sent by us. Please make a note of your chosen password.

It can take up to 10 working days before we respond to your request.

Please tick or indicate quantity	Products / services	Item	Prices plus VAT.
	SilverDAT PTI Service Mazda VIN-specific information concerning the inspection-related items, technical details and recommended inspection methods for technical monitoring according to the Implementing Regulation (EU) 2019/621.	PTID3T	€ 2.50 per transaction / VIN

### 1. BRAKING EQUIPMENT

#### 1.1. Mechanical condition and operation

REQ		
Item	Method	Information needed
1.1.6. Parking brake activator, lever control, parking brake ratchet, electronic parking brake	Visual inspection of the components while the braking system is operated.	General description for electronic parking brake
ANSWER		
Published on <a href="https://ownerdocumentation.maserati.com/">https://ownerdocumentation.maserati.com/</a> inside the Owner's Manual, see Chapter 5 Driving, Paragraph Parking Brake		

Published on TechDoc, inside the **Workshop Manual**, see procedure **00.AB.0350 SERVICE AND HANDBRAKE**

### and efficiency

REQ	
Method	Information needed
During a test on a brake tester or, if impossible, during a road test, apply the brakes progressively up to maximum effort.	Specific requirements for testing vehicle on a brake tester (test mode)
ANSWER	

On Importance of Access to Information

# Why don't we use it?



## 1. It is not user friendly

- *Every manufacturer has established the access to the PTI information in his own way, user interface and form in which the information is provided vary*
- *In most cases registration is needed to access the data, skipping between Internet browser tabs or Windows may be necessary*
- *Using of the Internet is common in PTI stations, but the user skills of PTI inspectors vary significantly*



# Why don't we use it?



## 2. It is time demanding

- *PTI inspectors shall be able to perform the PTI on a light vehicle in approx. 20 to 30 minutes*
- *But the data are accessible in the same manner as they are used for repair workshops, where they are dealing with the vehicle much longer time (hours, days)*
- *PTI inspector would need to visit a webpage, enter (or copy and paste) VIN and then study and analyze the batch of information*
- *In some cases, there is even just a reference to the specific chapter of the owner's manual or workshop manual with hundreds of pages*

# Why don't we use it?



## 3. It is expensive

- *Usually, the price for a PTI in Europe is in tens of Euros (passenger cars)*
- *In many cases, the access to PTI information is paid (up to 10 Euros per vehicle or payments on a monthly / yearly base)*
- *There is no flat price, prices differ between manufacturers*
- *The access to PTI information might therefore increase the PTI costs / price significantly*
- *The costs connected with PTI would differ and depend on the vehicle manufacturer or type*



**Let's make it  
*easy to access,  
user friendly,  
and inexpensive***



- *Central point* where the PTI information could be accessed
- Definition of the *data format* (XML) for automated communication
- Possibility to *integrate* it into existing national PTI IT systems

# An Example



30.11.2017

EN

Official Journal of the European Union

L 314/3

## COMMISSION IMPLEMENTING REGULATION (EU) 2017/2205

of 29 November 2017

on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection

(Text with ...)

THE EUROPEAN COMMISSION,

### Article 3

#### RSI system

1. The Commission shall set up a messaging system (RSI system) using the system architecture system of the European Registers of Road Transport Undertakings in accordance with Regulation (EU) 2016/480. The RSI system shall facilitate the notification obligation laid down in Article 18(1) of Directive 2014/47/EU.

2. The RSI system shall fulfil the technical specifications laid down in Annexes I, III points 1 and Implementing Regulation (EU) 2016/480 and in the Annex to this Regulation.

<sup>(1)</sup> Directive 95/46/EC of the European Parliament and the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ L 281, 23.11.1995, p. 31).

<sup>(2)</sup> Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data (OJ L 8, 29.1.2001, p. 1).

<sup>(3)</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).

L 314/6

EN

Official Journal of the European Union

30.11.2017

### ANNEX

#### Minimum requirements for the content of the XML messages

##### 1. Header

All the XML messages exchanged with the system shall have the same header to identify the sender, the recipient, the date and time sent, and some technical information.

Common Header		Mandatory
Version	The official version of the XML specifications shall be specified through the namespace defined in the message XML Schema Definition file (XSD) and in the <i>version</i> attribute of the header element of any XML message. The version number ('n.m') shall be defined as fixed value in every release of the XSD.	Yes
Test Identifier	Optional id for testing. The originator of the test shall populate the id and all participants in the workflow shall forward/return the same id. In production it shall be ignored and shall not be used if it is supplied.	No

The End



**Thank you for your attention**

**For further questions, don't hesitate to contact me:**

**marian.rybiansky@testek.sk**

**+ 421 904 555 890**