TESTEK, a.s.

Authorized Technical Service for Technical Inspections of Vehicles

Vehicle Technical Inspections in the Slovak Republic

(September 2016)

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TESTEK Group

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.

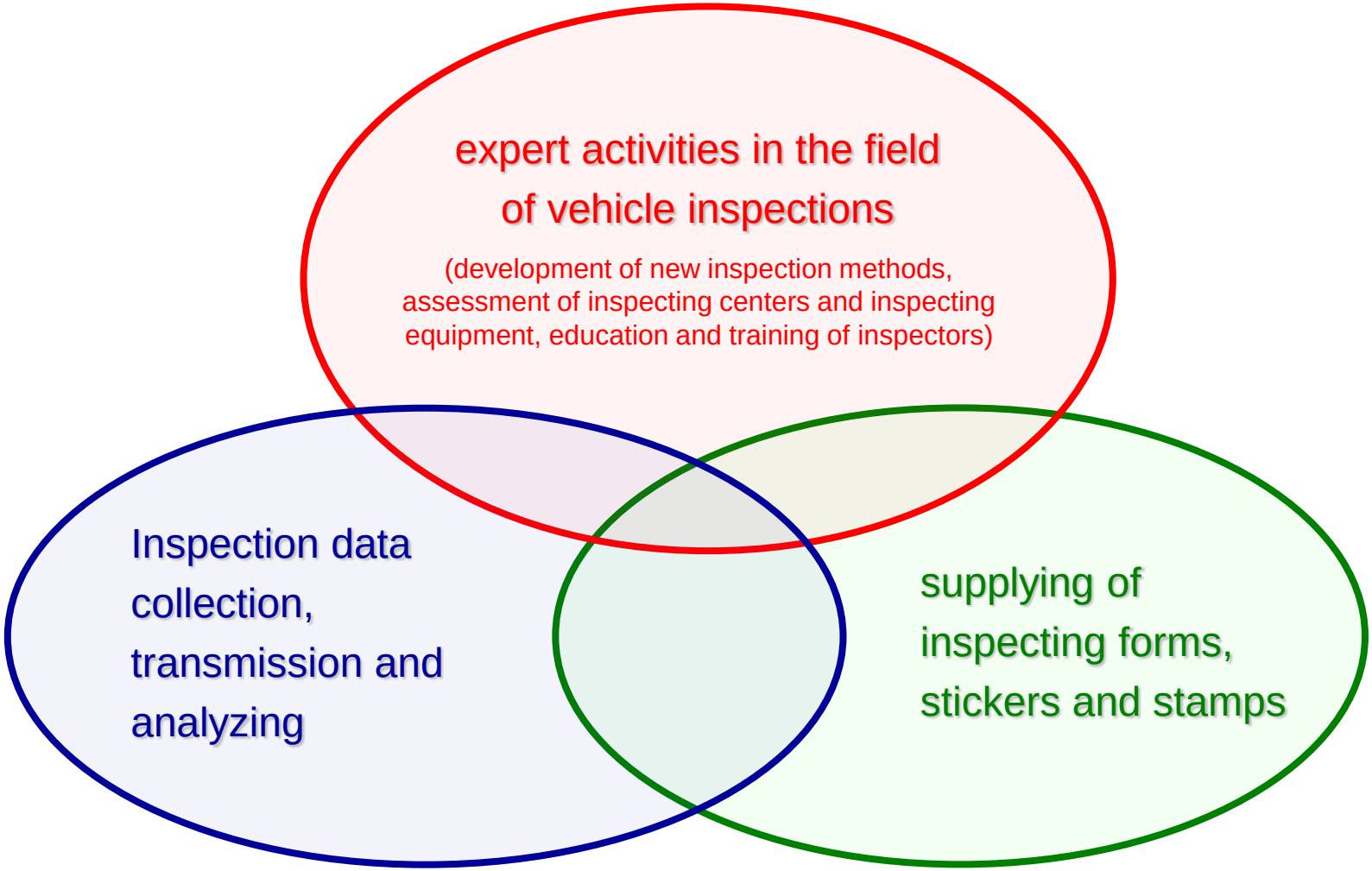
Therefore, a part of specialists on this field, former employees of Slovdekra (member of DEKRA Group) founded TESTEK, that finally, in 2005, had won the tender called for by the Ministry of Transport. TESTEK started its activities as the "technical service for technical vehicle inspections" in December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

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

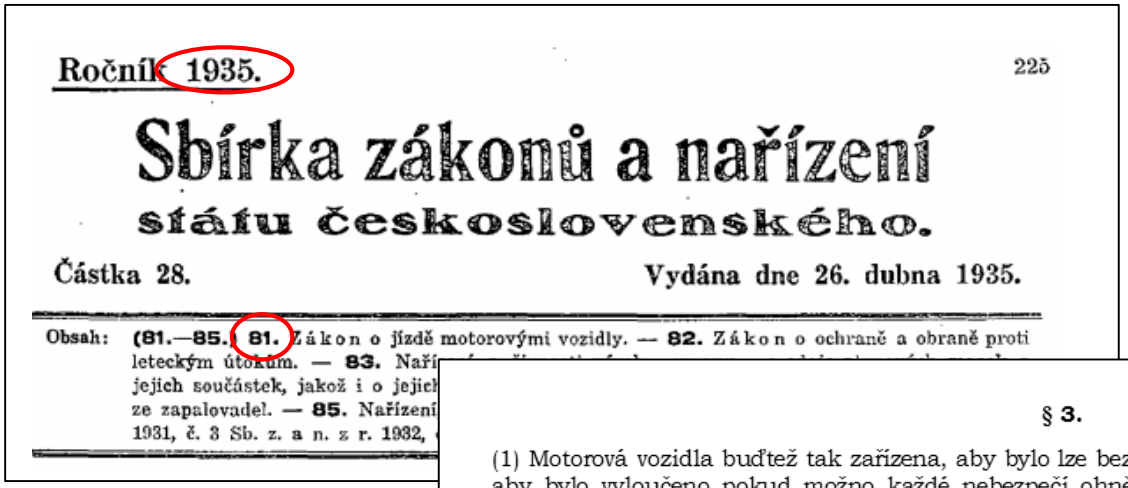
TESTEK is member of the International Motor Vehicle Inspection Committee (CITA).

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



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

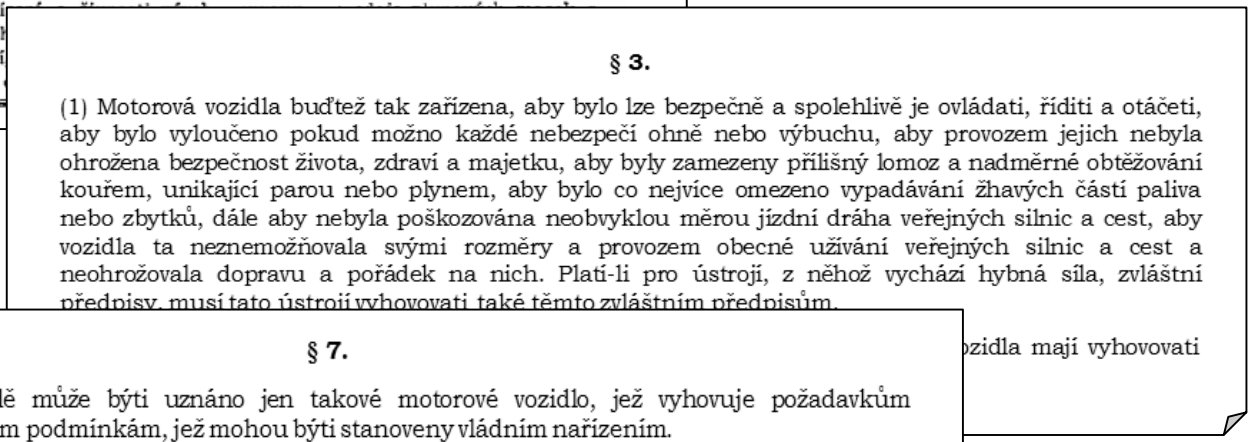


Ročník 1935. 225

Sbírka zákonů a nařízení
státu československého.

Částka 28. Vydána dne 26. dubna 1935.

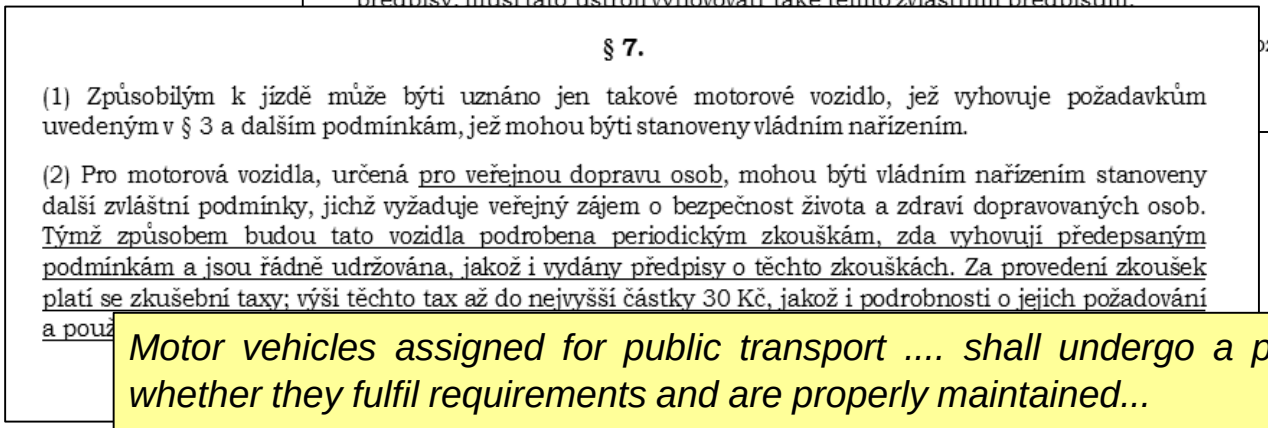
Obsah: (81.—85.) 81. Zákon o jízdě motorovými vozidly. — 82. Zákon o ochraně a obraně proti leteckým útokům. — 83. Naří... jejich součástek, jakož i o jejich... ze zapalovadel. — 85. Nařízení... 1931, č. 3 Sb. z. a n. z r. 1932, ...



§ 3.

(1) Motorová vozidla buďtež tak zařízena, aby bylo lze bezpečně a spolehlivě je ovládati, říditi a otáčeti, aby bylo vyloučeno pokud možno každé nebezpečí ohně nebo výbuchu, aby provozem jejich nebyla ohrožena bezpečnost života, zdraví a majetku, aby byly zamezeny přílišný lomoz a nadměrné obtěžování kouřem, unikající parou nebo plynem, aby bylo co nejvíce omezeno vypadávání žhavých částí paliva nebo zbytků, dále aby nebyla poškozována neobvyklou měrou jízdní dráha veřejných silnic a cest, aby vozidla ta neznemožňovala svými rozměry a provozem obecné užívání veřejných silnic a cest a neohrožovala dopravu a pořádek na nich. Platí-li pro ústrojí, z něhož vychází hybná síla, zvláštní předpisy, musí tato ústrojí vyhovovati také těmto zvláštním předpisům.

...ozidla mají vyhovovati



§ 7.

(1) Způsobilým k jízdě může býti uznáno jen takové motorové vozidlo, jež vyhovuje požadavkům uvedeným v § 3 a dalším podmínkám, jež mohou býti stanoveny vládním nařízením.

(2) Pro motorová vozidla, určená pro veřejnou dopravu osob, mohou býti vládním nařízením stanoveny další zvláštní podmínky, jichž vyžaduje veřejný zájem o bezpečnost života a zdraví dopravovaných osob. Týmž způsobem budou tato vozidla podrobena periodickým zkouškám, zda vyhovují předepsaným podmínkám a jsou řádně udržována, jakož i vydány předpisy o těchto zkouškách. Za provedení zkoušek platí se zkušební taxy; výši těchto tax až do nejvyšší částky 30 Kč, jakož i podrobnosti o jejich požadování a použ...

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

Vehicle categories	*Period*
L1e and L2e (with registration plates only)	4 years after first registration and then every 4 years
L3e, L4e, L5e, L6e, L7e, M1, N1, O1 and O2	4 years after first registration and then every 2 years
M2, N2, N3, O3 and O4	1 year after first registration and then every year
M3	1 year after first registration and then every year, after the 8th year every 6 months
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	1 year after first registration and then every year
T and R	4 years after first registration and then every 2 years
L, M, N and T used as driving school vehicles	1 year after first registration and then every year

PTI stations in the Slovak Republic (3rd March 2016)

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.

Lane Type A	Lane Type B	Lane Type C	Lane Type M	
◁	□	◁	◁	*Existing PTI Stations*
◁	□	◁	◁	*Allowed PTI Stations in Preparation*
◁	□	◁	–	*Free Capacity for Establishing of PTI Stations*

Lane Type	*Inspected Vehicle Categories*
A	L, M_1 below 3,5 t, N_1, O_1 and O_2
B	M_1 over 3,5 t, M_2, M_3, N_2, N_3, O_3, O_4, T, R, C, Ps and Ls
C	L, M, N, O, T, R, C, Ps and Ls
M	N_3, O_4, T, R, C, Ps and Ls (mobile PTI Station)

Number of Lanes	1	2	3	4
Symbol (Code)	◁ (A) □ (B) ◁ (C)	◁□ (AB) ◁◁ (AC) ◁◁ (AA)	◁□□ (AAB) ◁□□ (ABC)	◁◁◁◁ (AAAB)

Vehicles and PTI stations in the Slovak Republic (31st December 2015)

Passenger cars	2.034.574
Lorries and special vehicles	324.471
Buses	8.939
Trailers and semi-trailers	272.892
Motorcycles, trikes and quads	129.100
Tractors	65.917
Other (self moving machines, snowmobiles etc.)	7.916
Total number of registered vehicles	**2.843.809**

PTI stations for light vehicles	28
PTI stations for heavy vehicles	8
PTI stations for all vehicle categories	102
Total number of PTI stations	**138**

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

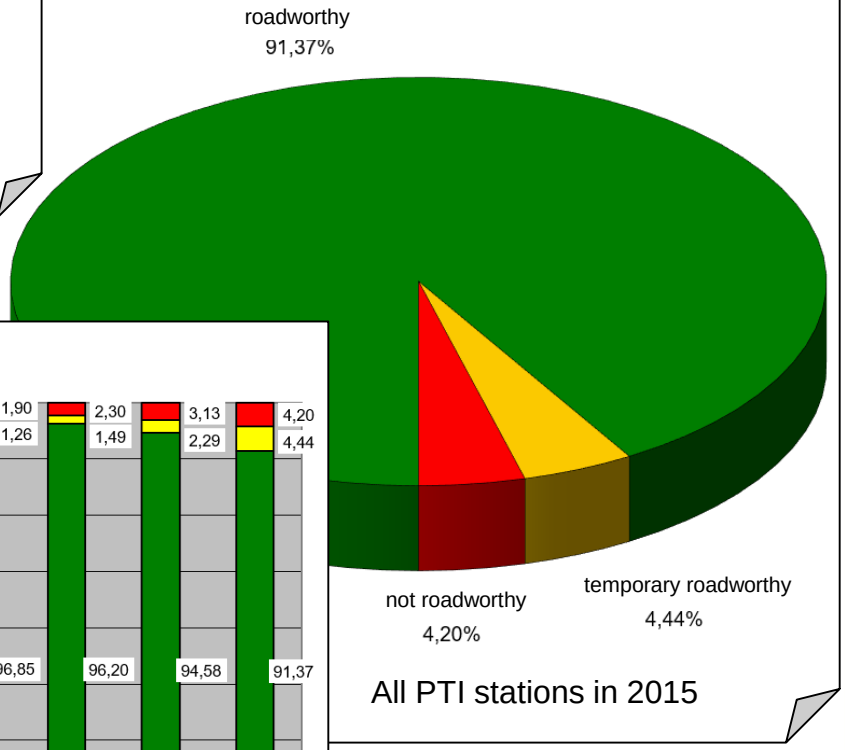
PTI results classification

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**

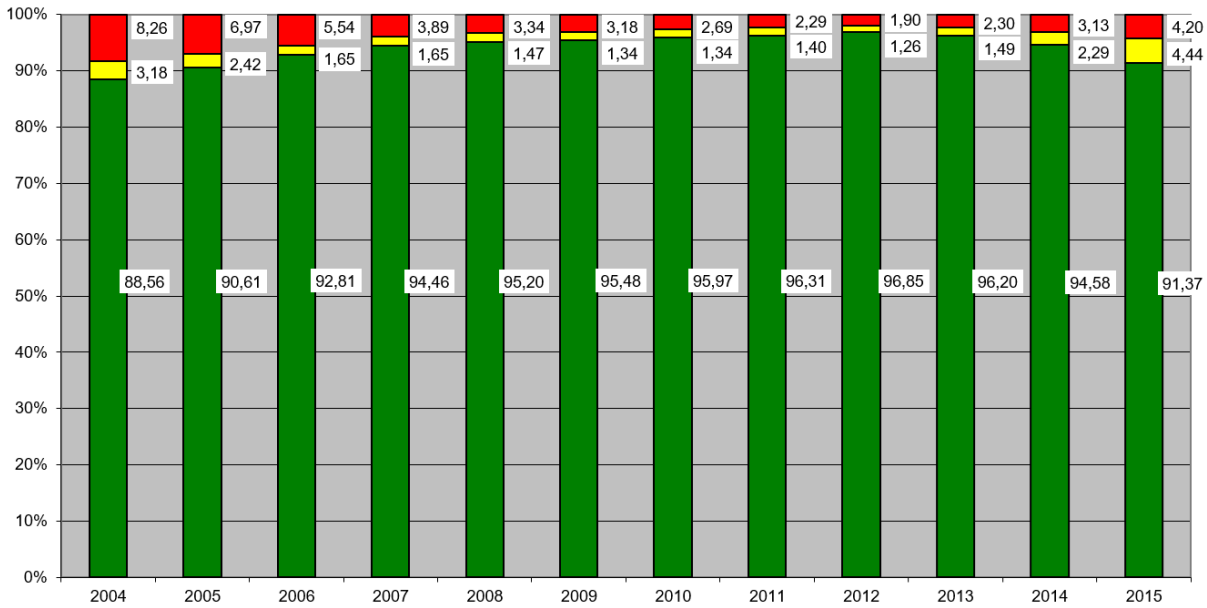
PTI results statistics

Total number of PTIs in 2015:

1.143.004

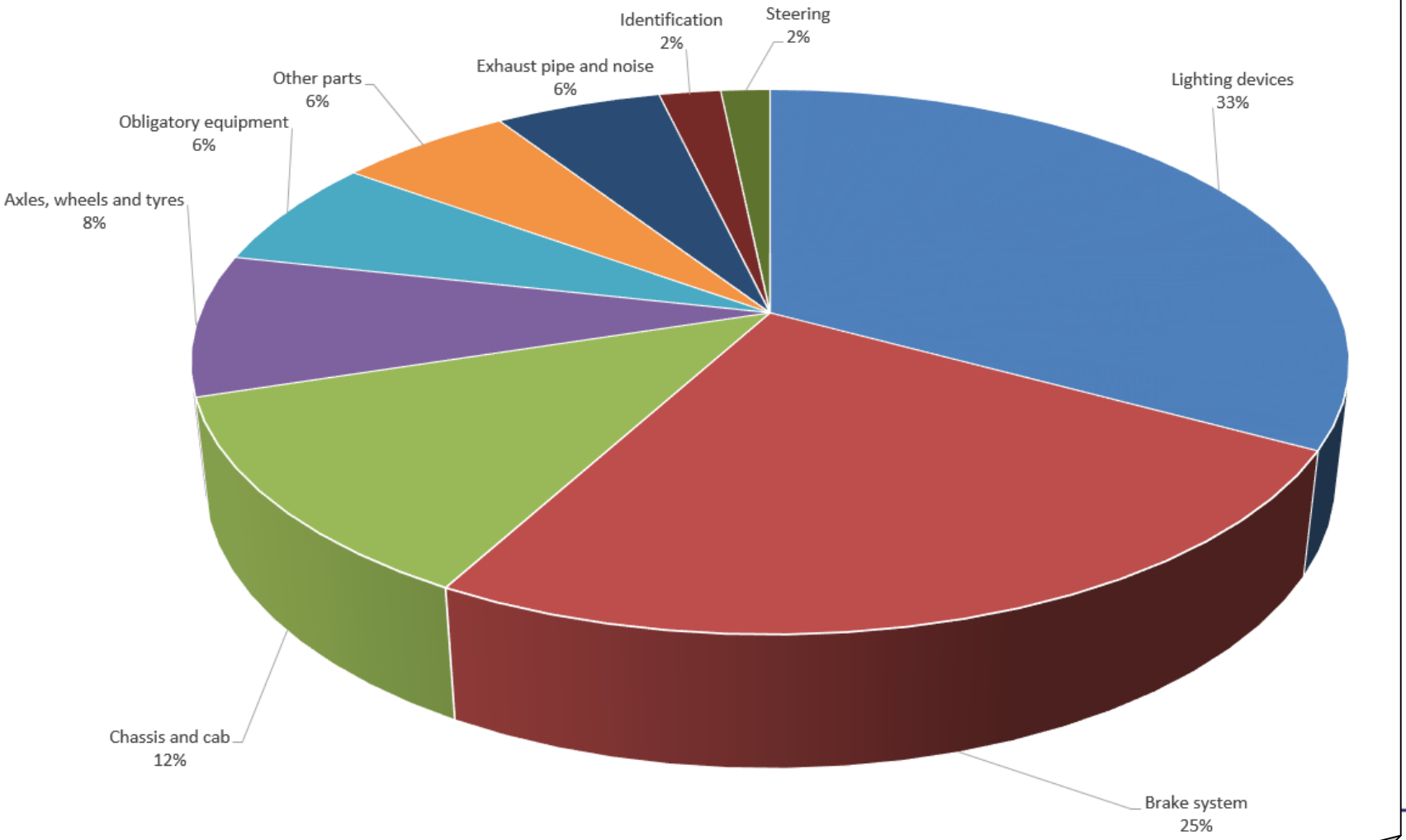


All PTI stations in 2015

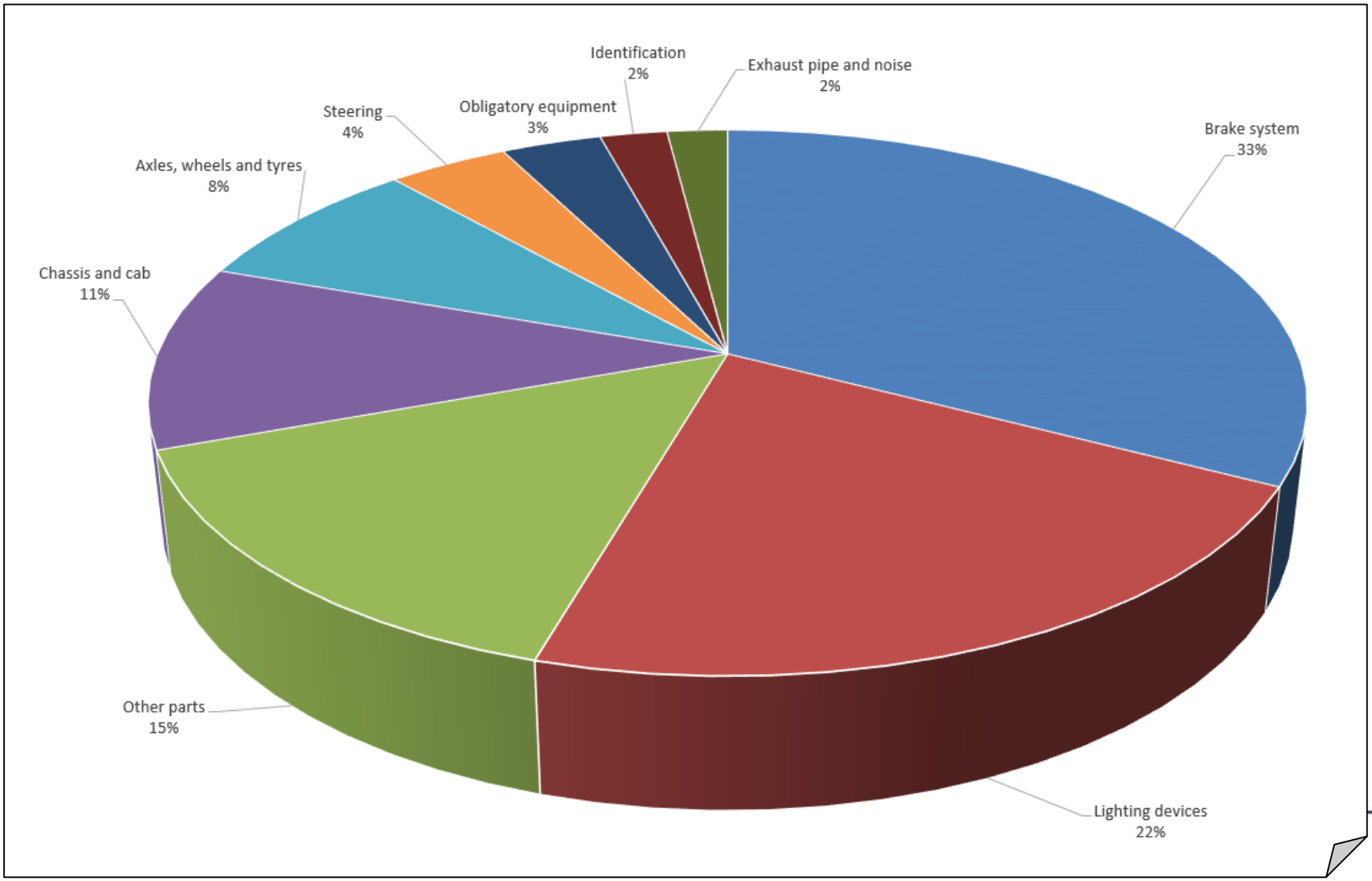


Comparison of the years from 2004 to 2015

Major and dangerous defects of L, M1, N1, O1 and O2 category vehicles in 2014



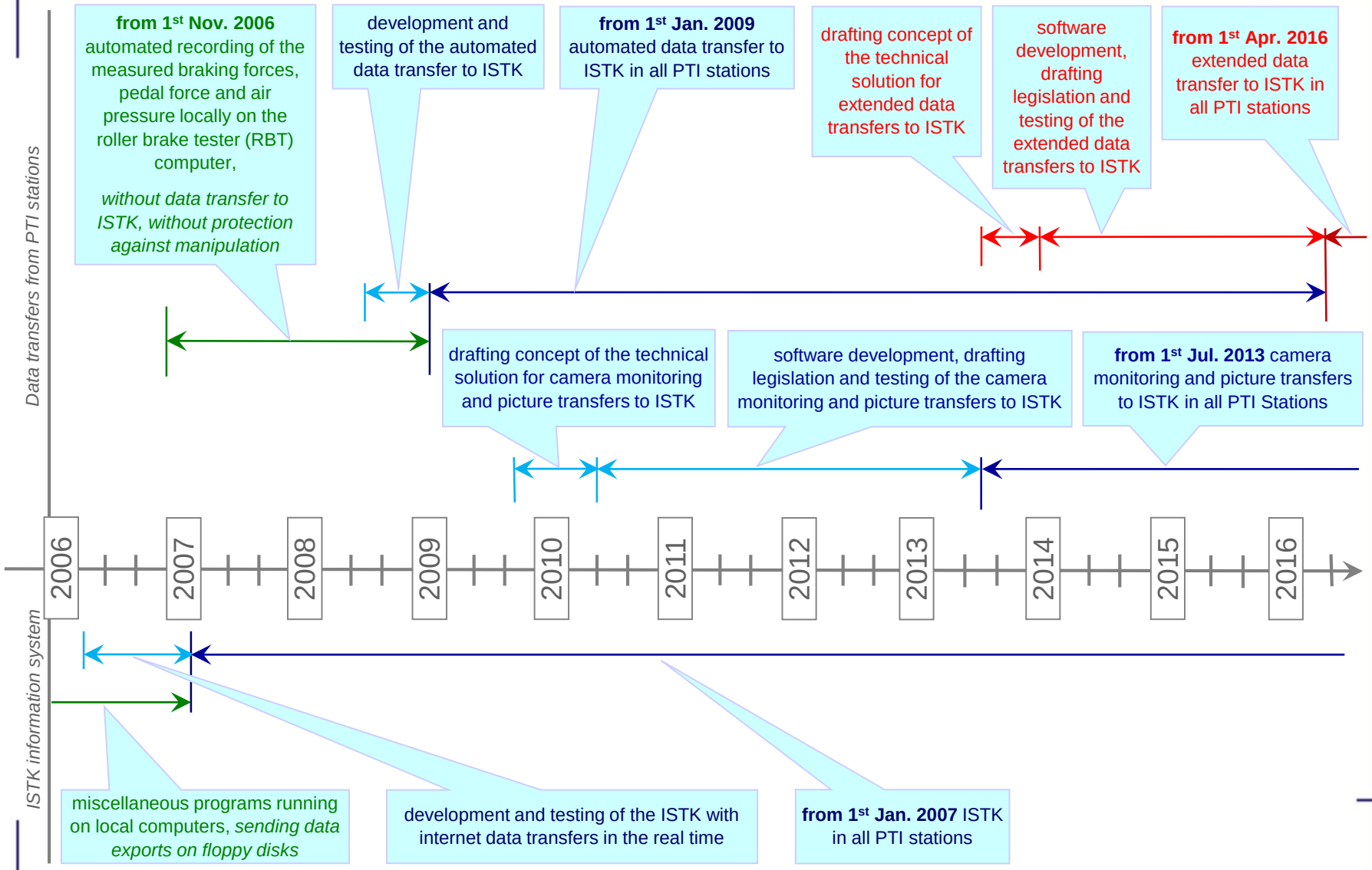
Major and dangerous defects of M2, M3, N2, N3, O3, O4, T a R category vehicles in 2014



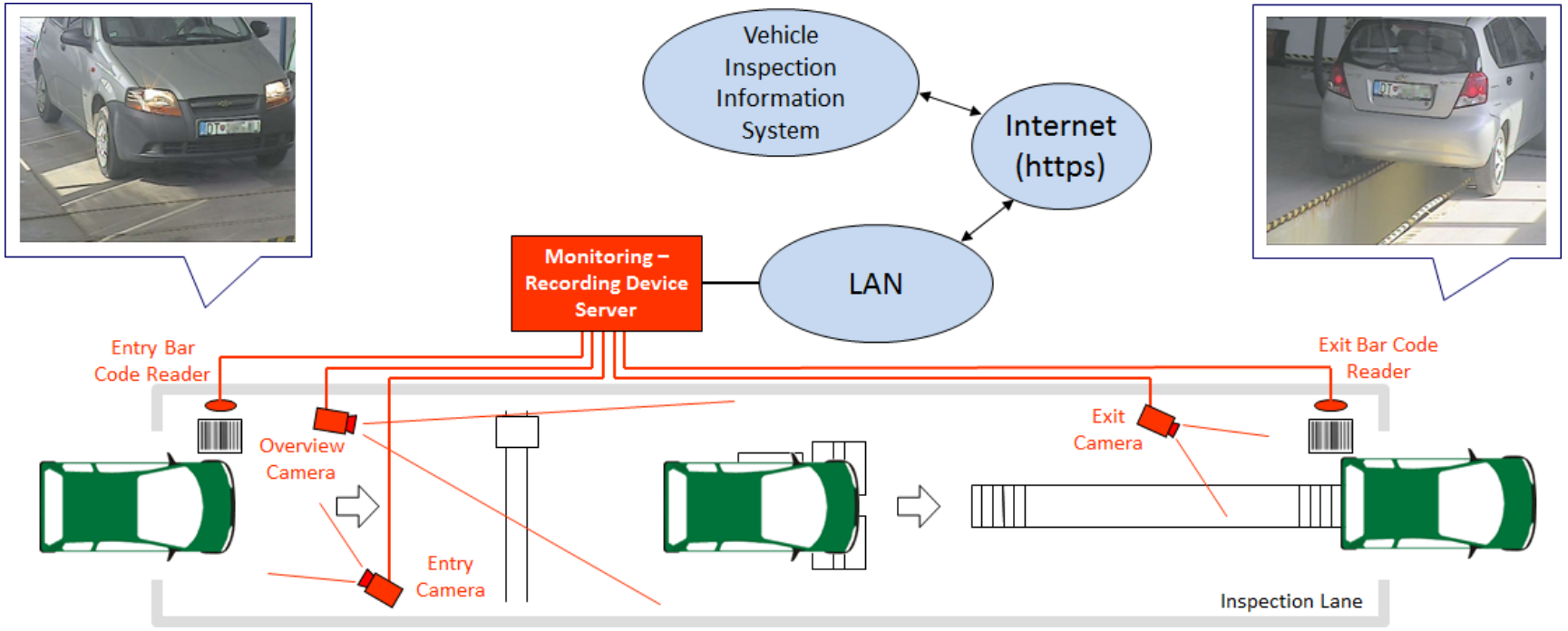
Vehicle inspection information system

- 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



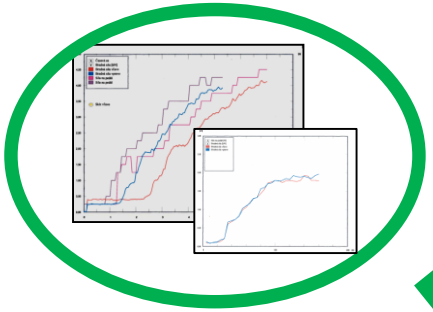
Automated vehicle inspection monitoring

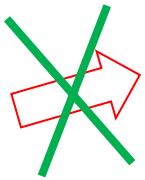


Final stage of the new extended data transfer

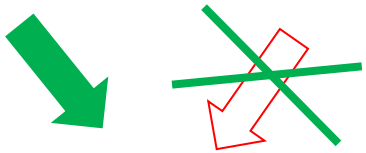
Roller brake tester (RBT)

Extended set of transferred values

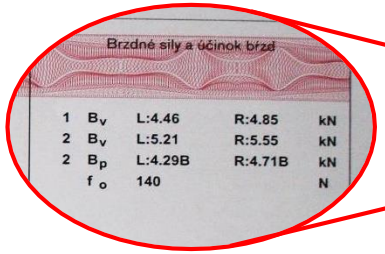


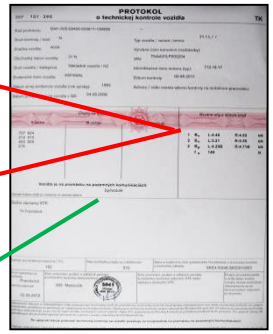


Brake test evaluation will not be done by ISTK user



PTI report





Roadworthy

ISTK server

Integrated algorithm for calculation and evaluation of brake test

Currently under preparation

Vehicle Technical Inspections in the Slovak Republic

Contact information