

**ANNEX**

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This general approach has already been discussed with the federal states, for example within the Federal Government/Federal State Expert Committee on Automotive Engineering.

**Safety inspection - outline**

Safety inspection of Ukrainian vehicles to demonstrate compliance with operating and road safety requirements in accordance with section 20(3) of the Vehicle Registration and Licensing Regulations (FZV). The tests and scope of the safety inspection for Ukrainian vehicles are to comprise at least the test items of the regular safety check, complemented by a test of the lighting equipment and a check for irregularities in terms of emission and noise performance. Therefore, the following tests have to be carried out:

1. chassis/structure/coupling devices
2. steering
3. tyres/wheels
4. braking system
5. lighting equipment
6. noise behaviour
7. Gas system (motor vehicle types that have been fitted with special equipment or components to use liquefied petroleum gas (LPG), compressed natural gas (CNG), liquefied natural gas (LNG) or hydrogen)
8. High-voltage system
9. a) Simplified CO measurement in idle for positive-ignition engines or  
b) Simplified opacity measurement for compression-ignition engines, in the diagnostic mode of the test device if available (otherwise with the user prompts) in a simplified procedure without entering vehicle data.

Tests 1 to 8 are carried out and evaluated based on the Guidelines for conducting roadworthiness tests (in German: "main inspections" - "HU") and assessing deficiencies identified in vehicles in accordance with Annex VIII and VIIIa of section 29 of the German Road Vehicles Registration and Licensing Regulations (StVZO). (BMVI/StV 22/7341.1/40 of 2 December 2019, Federal Ministry of Transport Gazette P. 871, amended by BMDV/StV22/7345.2/22-1 of 25 November 2021, Federal Ministry of Transport Gazette P. 1175 and correction of 13 June 2022, Federal Ministry of Transport Gazette p. 466) By derogation from the Guidelines for conducting roadworthiness tests, there is also a deficiency assessment such as under the Guidelines on safety checks.

Test 9a) CO in idle: The vehicles have deficiencies if

- the exhaust after treatment system fitted by the manufacturer is missing or is visibly damaged (visual inspection);
- there are leakages affecting emission measurements (visual inspection);
  - a) the exhaust gases exceed the specific values defined by the manufacturer (measurement)
  - b) or, in case there is no information available on these values, if the CO emissions exceed
    - i) 4.5% in vehicles without modern exhaust after treatment systems (measurement)
    - ii) 0.5% in vehicles with modern exhaust after treatment systems when the engine runs in idle (measurement)
  - c) in vehicles with modern exhaust gas after treatment system: on-board diagnostic system (OBD) shows considerable malfunctions.

Test 9b) Measuring the exhaust gas opacity when the vehicle accelerates (without load) from idle speed until the speed is cut-off with the gear lever in a neutral position and the clutch disengaged or reading out the OBD: The vehicles have deficiencies if

- the exhaust after treatment system fitted by the manufacturer is missing or is visibly damaged (visual inspection).
- there are leakages affecting emission measurements (visual inspection);
- the exhaust gas opacity exceeds the value indicated on the manufacturer label at the vehicle (measurement during acceleration). If this information is not available, the maximum is at
  - a. 2.5 m<sup>-1</sup> for naturally aspirated engines (measurement),
  - b. 3.0 m<sup>-1</sup> for turbocharged engines (measurement),

Inspection result:

During the safety inspection of the vehicle

- a. no deficiencies have been found,
- b. deficiencies have been found or
- c. an immediate traffic hazard has been identified.

Note: It is not possible to assess whether the vehicles comply with regulations for any of the tests, because there are no provisions governing this for vehicles that have not been registered in Germany.

## Documentation:

The documentation issued within the context of the safety inspection contains at least the following information:

1. Vehicle Identification Number (VIN or chassis number)
2. Licence plate number of the vehicle and country symbol of the State of registration
3. Place and date of the inspection
4. Odometer reading at the time of the inspection, if available
5. Vehicle category, if applicable
6. List of deficiencies found
7. Result of the inspection
8. Name of inspection organisation/centre and signature or identification of the person responsible for the inspection
9. Other information:
  - a. If deficiencies have been found, it has to indicated under 9. in writing that the deficiencies must be remedied within a month and the vehicle has to be presented again for a retest.
  - b. If an immediate traffic or environmental hazard has been found, it has to be indicated under 9. in writing that,
    - in accordance with section 22 of the Vehicle Registration and Licensing Regulations (FZV), the vehicle must not be used in road traffic anymore and  
that it is possible to carry out a retest within one month.

#### Carrying out safety inspections

The inspection may be carried out by officially recognized inspection organisations (in accordance with Annex VIIIb to StVZO) and vehicle inspection agencies (in accordance with the Motor Vehicle Traffic Experts Act (KfSachVG)).

#### **Cost estimate**

There are no requirements to be met on the basis of the Schedule of Fees for Measures relating to Road Traffic (GebOSt) or remuneration tables.

The total costs for the safety inspection of Ukrainian vehicles including tests 1 to 7 and test 9 are estimated to be at two thirds of the cost per vehicle for a main inspection. The additional costs for test 7 (if necessary) are estimated to correspond to the cost for a gas system retest.

#### **Action to be taken as a result of the safety inspection:**

Within their competence in accordance with section 46 of FZV in conjunction with section 22 of FZV, the federal state authorities may have to restrict the use of a foreign vehicle or impose a ban on operating it altogether.