

2006 CITA CONFERENCE

Conclusions

WORKSHOP 6

Intelligent Vehicle Inspection

Chairperson

Mr. Mark Warden

VOSA

Great Britain

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CITA

'The future of Vehicle Inspection – Contributing to Sustainable Road Transport'

'Developments in Inspection of 2 & 3 Wheeled Vehicles'

Presentations from:

GOCA – Pascal Buekenhoudt

ITS – Professor Merkisz

VOSA – Mark Warden

Secretary : Luc Saeys, GOCA

Attendance: 113 delegates

OBD Research in Belgium

Summary:

1. GOCA, in collaboration with Delphi, have developed a bespoke scan tool.
2. From Nov 2006 vehicles for re-sale will require an OBD test report.
3. Introduction to PTI may follow once GOCA have a thorough understanding of its capabilities.

Targeted Enforcement in Great Britain

Reducing the burden on compliant truck operators and targeting serious and serial non compliance.

1. New Equipment

Weigh In Motion Sensors

Automatic Number Plate Recognition

Mobile Compliance PDA for real time data for 'at risk' vehicles

2. Operator Licensing conditions; initial risk score and exit criteria

3. Operator Compliance Risk Score and the potential to score drivers and vehicles in the same way

4. Opportunities for shared databases in Europe for PTI and roadside checks

OBD Research in Poland

Summary:

- Quick and trouble free diagnosis requires in-depth training for staff
- It is essential that the diagnostic scan tools have up-to-date software
- Implementation level of the EOBD system is improving rapidly for newer vehicles but at present OBDII gives more information than EOBD, for example.....

Current monitors

■ obligatory

○ recommended

Monitors	OBD II	EOBD
Misfire	■	■
Fuel System	■	○
Comprehensive Component	■	■
Catalyst	■	■
Heated Catalyst	■	—
EVAP	■	■
EGR	■	○
Secondary Air	■	—
A/C Refrigerant System	■	—
O2 Sensor	■	■
O2 Heater	■	○
Positive Crankcase Ventilation	■	—

Conclusions of WS6

1. EOBD testing is becoming more and more likely but there are still obstacles to overcome
2. Inspection authorities would benefit more from upstream collaboration with manufacturers for new technology development
3. KSi reduction can be influenced through the policy of continuous compliance