

No.

Amendment to the ‘Guidelines for the Conduct of Roadworthiness Tests (HU) and the Assessment of Defects Identified in Vehicles in accordance with Section 29 and Annexes VIII and VIIIa of the Road Traffic Licensing Regulations (StVZO) (“HU-Richtlinie”)

(Transport Gazette (VkBl.). 2019, No. 176, p. 871, as amended by the VkBl. 2021, No. 232, p. 1175, VkBl. 2022, No. 100, p. 466, VkBl. 2024, No. 77, p. 344)

Bonn, XX.XX.2026
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I. Justification

For the roadworthiness test, or for individual parts of the roadworthiness test, proof of accreditation for the inspection body is mandatory. This precludes any interruption of the roadworthiness test or of individual parts of the roadworthiness test for the purpose of rectifying any defects identified. If work is carried out on the vehicle – such as repairs, servicing or maintenance – after the inspection has begun but before it has been completed, the roadworthiness test or the relevant part thereof must be repeated. Consequently, point 3.1.4.6 of Annex VIII StVZO shall no longer have effect and shall be deleted at the next adaptation of the provisions. Analogously, Section 4.2 of this guideline will be deleted.

The European Commission has adopted new rules for the eCall emergency call system (Regulation (EU) 2024/1180) in view of the forthcoming switch-off of 2G/3G networks. In future, eCall will use packet-switched data transmission over the 4G/5G networks. Vehicles with an eCall system based on 2G/3G may continue to be placed on the market until 31 December 2026 (Article 2(3) of Regulation (EU) 2024/1180). In the case of eCall systems that use older mobile networks (2G/3G) where those networks are no longer in operation and the eCall system indicates a malfunction, this does not constitute grounds for a finding of a defect. Inspection point 7.13 is therefore supplemented by a footnote which must be observed. In anticipation of expected amendments to Directive 2014/45/EU (general approach adopted in December 2025 by the Council Working Party) and the alignment of terminology relating to alarm and fire suppression systems with the current version of UN Regulation No. 107 in

Notified pursuant to Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17/9/2015, p. 1).

conjunction with Regulation (EU) 2019/2144 (GSR II), inspection points 109.1 have been revised.

Furthermore, editorial errors in the ‘HU Guidelines’ have been corrected (inspection points D 5.2.3 b), 5.3.2 b), 6.1.3 f), D 6.1.3 e), D 6.1.3 f) and D 8.2.1.2 b).

II. Amendment to the guideline text

Amendment to the Guidelines on the Conduct of Roadworthiness Tests (HU) and the Assessment of Defects Identified in Vehicles during such Inspections pursuant to Section 29 and Annexes VIII and VIIIa of the Road Traffic Licensing Regulations (StVZO) (‘HU Guidelines’)

(Transport Gazette (VkBl.). 2019, No. 176, p. 871, as amended by the VkBl. 2021, No. 232, p. 1175, VkBl. 2022, No. 100, p. 466, VkBl. 2024, No. 77, p. 344)

With reference to point 1.2.1 of Annex VIII and point 3 of Annex VIIIa StVZO, the following amendment is notified with the consent of the competent highest federal state authorities:

1. The information on Union Code 4 in point 3.3 is revised as follows: “Odometer reading at the time of the test (if available)”.

2. Point 4 is recast:

4. Check-list for identifying faults during the roadworthiness test

4.1. In order to ensure a consistent approach to the classification of defects identified into the various defect categories and thus to ensure that vehicle owners are treated equally when their vehicles are assessed, Annex 2 to No. 4 lists the most common defects and their allocation to the inspection points (items).

The application of Annex 2 to No. 4, including the defect assessment, is mandatory; changes or deviating classifications, except those referred to in point 4.3 by the automated information and inspection procedure are not permitted. The technical testing agencies and supervisory bodies must also ensure this in their user programs for the automated information and inspection procedure.

4.2 The defects listed in Annex 2 to No. 4 are supplemented by a more detailed description (“defect tree”) covering individual scenarios and types of damage. This defect tree must be agreed upon by all technical testing agencies and supervisory bodies and applied by all inspection bodies in the same format and with the same content. This gives the automated information and inspection procedure the assignment and classification of the defects on the basis of Annex 2 to No. 4. This leads to an improvement in the quality of the inspections. Furthermore, to include a “specified

fault” in the inspection report makes it considerably easier for the vehicle owner to rectify the faults.

The Working Group of Data Collection Offices is responsible for maintaining the defect tree register, updating it in the light of experience gained in practice and, where necessary, directly proposing to the Federal Transport Ministry any resulting amendments to Annex 2 to No. 4.

4.3 If defects are identified during the inspection and are not listed in Annex 2 to No. 4, they must be assigned to the most appropriate inspection point (position). Where such defects occur in large numbers – where the description is inaccurate or only partially accurate – they must be reported by the technical testing agencies manager or the Technical Manager of the supervisory bodies to the Working Group of Data Collection Offices for the purposes of updating Annex 2 to No. 4.

4.4 The structure of Annex 2 to No. 4 corresponds to the structure of the ‘items’ set out in Annex I to Directive 2014/45/EU and also includes purely national defects. These begin with ‘D’ and the numbering of the inspection point in Annex I to Directive 2014/45/EU or with a number from ‘100’ if the inspection point was not previously included in Annex I to Directive 2014/45/EU. The national defects have no equivalent in the annex to be transposed and are to be retained for road safety reasons.

3. Annex 2 to No 4 is recast at the following examination points:

Inspection point (position)	Inspection criterion		Number	Reason for determination of defect (Examples)	Defect assessment			
(component, system)	Mandatory inspections	Supplementary inspections (examples)			Minor defect (GM)	Significant defect (EM)	Dangerous defect (VM)	Defect resulting in the vehicle not being roadworthy, prohibition to use (VU)
1.4 Parking brake: Effect and effectiveness								
...	...	...	...	...	...	...	...	...
1.4.2 Minimum braking performance (parking braking system including park lock, if installed)	- Parking brake performance in accordance with the Main Inspection Brake Guideline - Locking effect caused by an attempt to drive off whilst the parking lock is engaged		1.4.2	Insufficient effect (less than 16 % braking rate)		X		
				less than 50 % of the minimum braking force of the parking brake (equivalent to less than 8 % deceleration)			X	
			D 1.4.2	Parking brake not working			X	
...	...	...	...	...	...	...	...	...
3. View								
...	...	...	...	...	...	...	...	...
3.2.	• Condition	• Condition	3.2 a)	a) Stone impact	X			

Inspection point (position)	Inspection criterion		Number	Reason for determination of defect (Examples)	Defect assessment			
Condition of windscreen and windows	- Interfering with the field of vision - Abnormalities	- Execution - Abnormalities - Assessment in accordance with the conditions for the repair of laminated glass windcreens		(without cracking), discoloured (outside the long-range vision area)				
				Damage to the long-range visibility		X		
				Damage to the windscreen, including cracks		X		
				Impaired long-distance vision or on the external mirrors		X		
			3.2 b)	b) non-compliant ¹⁾ (outside the wiping range of the windscreen wipers and including reflecting or tinted films)	X			
			3.2 c)	Impaired long-distance vision or on the external mirrors		X		
				c) Glass or plastic panes in an inadmissible state		X		
				Visibility in the long-range vision area strongly affected			X	
...	...	...	...	...	...	...	...	...
5.2 Wheels and tyres								
...	...	...	...	...	...	...	...	...
5.2.3 Tyres	- Condition - Abnormalities - Execution - Admissibility		D 5.2.3 b)	Tyre valve cap (motorbike) missing	X			
				Tyre valve damaged; design not permitted		X		
...	...	...	...	...	...	...	...	...
5.3 Suspension								
...	...	...	...	...	...	...	...	...
5.3.2 Shock absorbers, axle damping	- Condition - Abnormalities - Execution - Admissibility	Condition	5.3.2 b)	b) Shock absorber damaged and signs of significant leakage or malfunction		X		
...	...	...	...	...	...	...	...	...
6.1 Chassis or frame and/or parts attached thereto								
...	...	...	...	...	...	...	...	...
6.1.3 Fuel/gas system (propulsion and heating)	- Condition - Abnormalities - Execution - Admissibility - Absence of leaks (gas system)	- Condition - Test and/or replacement periods - Function	6.1.3 f)	f) LPG/CNG/LNG or hydrogen system not compliant ¹⁾ , defective (fire/explosion				X

Inspection point (position)	Inspection criterion		Number	Reason for determination of defect (Examples)	Defect assessment			
	Implementation in accordance with the CAP/CSP Implementation Directive			hazard)				
			...	...	...	...	...	...
			D 6.1.3 e)	e) Nameplate/markings (tank, container) missing or illegible		X		
			D 6.1.3 f)	f) Tank, container or pipework damaged, weakened by corrosion, poorly secured (no fire hazard)		X		
...	...	...	...	...	...	...	...	...
7.13 eCall (if installed and approved in accordance with the EU type-approval requirements Regulation (EU) 2015/758)⁵⁾								
7.13.1 Installation and configuration	• Condition – Abnormalities	• Execution, – Admissibility – Verification, where applicable, via the electronic interface	...	...	...	...	...	...
...	...	...	7.13.1 b)	b) incorrect software version	X ⁶⁾	X ⁷⁾		
...	...	...	...	...	...	...	...	...
8.2 Exhaust gases								
8.2.1 Discharge of spark-ignition engines								
...	...	...	...	...	...	...	...	...
8.2.1.2 Gaseous emissions/engine management	• Exhaust gas behaviour – Admissibility Implementation in accordance with the AU Guidelines		D 8.2.1.2 b)	Proof of examination of the engine management/exhaust gas purification system is not available, expired, incorrect		X		
...	...	...	...	...	...	...	...	...
A. ADDITIONAL INSPECTIONS FOR VEHICLES USED FOR THE CARRIAGE OF PASSENGERS (general)								
...	...	...	...	...	...	...	...	...
109.1 Alarm system ⁸⁾ , fire suppression system ⁹⁾ (if installed and approved in accordance with the EU type-approval requirements Regulation (EU) 2019/2144)	• Condition, • Function, • Execution	• Condition	D 109.1 a)	Alarm system: not operational (as far as can be ascertained), not functioning correctly		X		
			D 109.1 b)	Alarm system: The system reports faults via the vehicle's electronic interface, or the warning light indicates a malfunction		X		
			D 109.1 c)	Alarm system: lacking		X		
			D 109.1 d)	Alarm system: not working properly ¹⁾		X		
			D 109.1 e)	Fire suppression system: lacking, activated, damaged,		X		
			D 109.1 f)	Fire suppression system: The system reports faults via the vehicle's electronic interface, or the warning light		X		

Inspection point (position)	Inspection criterion		Number	Reason for determination of defect (Examples)	Defect assessment			
				indicates a malfunction				
			D 109.1 g)	Fire suppression system: not compliant ¹⁾		X		
			D 109.1 h)	Fire suppression system: Detection means, extinguishing agent depressurised, empty		X		
			D 109.1 i)	Fire suppression system: Tank inspection and replacement deadline(s) have expired		X		
...	...	...	...	...	...	...	...	...

Comments

- 1) 'Regulations' or 'in accordance with the regulations' refers to the type-approval as at the time of approval, of first registration or initial set-up and operation, as well as to retrofitting requirements or national regulations of the country of registration. These grounds for finding a defect apply only if compliance with the regulations has been verified.
- 2) As soon as a test device is made mandatory at national level, the performance test must be carried out using that device. Until then, the performance test will be carried out without a test device.
- 3) Until the publication of a corresponding guideline, no driving noise measurement is carried out.
- 4) For M+S tyres, Section 36(4a) of the StVZO must be observed; in other words, they will be treated only as equivalent to tyres bearing the Alpine symbol under Section 36(4) of the StVZO until 30 September 2024
- 5) In the case of eCall systems that use older mobile networks (2G/3G) where those networks are no longer in operation and the eCall system indicates a malfunction, this does not constitute grounds for a finding of a defect. Accordingly, eCall systems using 2G/3G networks are no longer to be investigated. If further networks are switched off in the future, the procedure must be followed accordingly.
- 6) In the event of an incorrect software version that does not result in a system failure.
- 7) If the wrong software version is used, leading to a system failure.
- 8) A system according to clause 7.5.1.5 of UN Regulation No. 107, which detects and indicates to the driver, both by an audible and a visual signal and externally by activating the hazard warning lights, any overheating or smoke in the engine compartment, in every individual compartment containing a combustion heater, in the toilets, in the driver's sleeping cabin and in other separate compartments.
- 9) A system for extinguishing fires in the engine compartment and in any individual compartment containing a combustion heater, comprising containers for the extinguishing agent and the propellant, supply lines, a distribution system, nozzles and an activation valve.

The amendment is to be applied immediately after its publication.

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