

Message 001

Communication from the Commission - TRIS/(2026) 1976

Directive (EU) 2015/1535

Notification: 2026/0387/DE

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20261976.EN

1. MSG 001 IND 2026 0387 DE EN 21-07-2026 DE NOTIF

2. Germany

3A. Bundesministerium für Wirtschaft und Energie, Referat EB3

3B. Bundesministerium für Verkehr, Referat StV 32

4. 2026/0387/DE - T40T - Urban and road transport

5. Amendment to the 'Guidelines for Conducting Periodic Technical Inspections (HU)' and the assessment of defects identified in vehicles during such inspections pursuant to Section 29, Annexes VIII and VIIIa of the StVZO ('HU Guidelines')

6. Conducting periodic technical inspections

7.

8. The main aim of the changes is to standardise the assessment of defects during periodic technical

inspections (HU) across the country and to improve the quality and traceability of these tests.

Material changes

Changes to the way mileage is recorded: The existing entry on Union Code 4 is clarified. In the future, it shall read as follows: 'Odometer reading at the time of the test (if available)'.

Revised version of the assessment criteria for defects (No. 4): The defects listed in Annex 2 and their related assessments must be applied in accordance with the provisions set out therein. Deviating classifications by testing centres are not permitted in principle. Technical testing centres and monitoring organisations must also implement these requirements in their testing programmes.

Introduction or mandatory use of a 'defect categorisation structure':

The defects listed in Annex 2 are supplemented by detailed descriptions and damage patterns. All testing organisations must use the same defect categorisation structure. This is intended to facilitate a more uniform assessment of defects. For vehicle owners, the test reports will become more comprehensible, as the defects will be described with greater detail.

Update to the list of defects:

The structure of Annex 2 is based on the EU Directive 2014/45/EU. In addition, national German defect categories have been retained. These are marked with a 'D' or with numbers starting from '100' and are intended to improve road safety.

9. The guidelines have been revised to reflect technical progress.

9a. Uniform application of the regulations lies in the public interest. With these amendments and changes, the periodic technical inspection can be conducted more uniformly.

9b. Timely implementation of these adjustments is particularly necessary owing to the shutdown of the 2G and 3G networks and due to the assessment of defects associated with the E-Call system.

9c. The adjustments are proportionate.

10. Reference to the basic texts:

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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