

# MOT CHANGES FROM 20<sup>TH</sup> MAY 2018

May 2018 will introduce several changes to the UK's MOT structure, including various amendments to emissions testing. With this in mind, we thought it would be useful to explain these changes and what they mean.

## NEW MOT FAULT CATEGORIES:

First and foremost, one of the most drastic changes to the test include the way that defects uncovered during the MOT will now be categorised. With this new system, vehicle defects will be classified in one of three ways depending on the severity of the fault (as determined by the tester) as outlined below:

Defects found during the MOT will be categorised as either:

- Dangerous, Major, Minor

The category the MOT tester gives each item will depend on the type of problem and how serious it is.

What the new categories mean:

Category	What it means about the Category	How it affects the MOT result
Dangerous	A direct and immediate risk to road safety or has a serious impact on the environment. The vehicle should not be driven until the problems has been rectified.	Fail
Major	The problem "may affect the vehicle's safety, put other road users at risk or have an impact on the environment." The vehicle should be repaired immediately.	Fail
Minor	No significant effect on the safety of the vehicle or impact on the environment. The vehicle should be repaired as soon as possible.	Pass
Advisory	It could become more serious in the future.	Pass
Pass	It meets the minimum legal standard.	Pass

## STRICTER RULES FOR DIESEL CAR EMISSIONS

Diesel cars will be impacted by these MOT changes as stricter, lower limits on the acceptable level of emissions emitted from the vehicle's exhaust will be put in place from 20th May 2018. Additionally, more stringent checks will be conducted on vehicles which are required to have a Diesel Particulate Filter (DPF).

Smoke of any colour seen to be coming from the exhaust and any signs that the DPF has been removed or tampered with will result in a 'major' fault, meaning the vehicle automatically fails its MOT. The tester must also refuse to test the car if they suspect the DPF has been tampered with unless the owner can provide a "legitimate" reason for doing so, such as for cleaning. If this is the case then you must be able to provide evidence of this or be prepared to face the fact that your car will be considered illegal to drive on the road in this condition.

These new guidelines differ from the outgoing MOT rules which state a car should only be rejected if its DPF is missing. This change is good news for emissions control as the previous 'spot-check' on DPFs during MOT did not account for any sort of tampering, such as the internal brick (or monolith) being removed from the can, thus allowing harmful, unfiltered emissions to enter the atmosphere. These tougher MOT checks pave a good way in helping to tackle the current emissions crisis as it continues to dominate headlines.

## NEW EMISSIONS STANDARDS

New Emissions Standards affects the MOT from 20th May 2018. All MOT stations will be required to update their emissions testers or buy a compliant Euro 6 machine to test to the new diesel smoke limits set by the Euro 6 legislation and MOT gas data update.

## WHAT IS EURO 6?

Euro 6 is the sixth instalment of the European Union, which aims to significantly reduce the levels of harmful exhaust emissions in diesel engines. Euro 6 was introduced in December 2015, where all mass-produced cars sold in Europe have to meet these emission requirements.

## WHAT DOES THE NEW EMISSIONS STANDARDS MEAN FOR MOT TESTERS?

From the 20th May 2018, it will be a legal requirement for MOT stations to test emissions to the new standards for both petrol and diesel vehicles. However, the new regulations from Euro 6 has permitted a dramatic drop in emissions limits to a maximum of just 80mg/km, compared to 180mg/km that was previously required to meet the Euro 5 emissions standards.

All MOT stations are also responsible for ensuring their emissions gas analyser (EGA) data is up-to-date by May 2018.

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