

MOT CHANGES FROM 20TH MAY 2018

May 2018 introduced 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 includes the way that defects uncovered during the MOT are now categorised. With this new system, vehicle defects are 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 be not be driven until the problem has been rectified.	Fail
Major	The problem "may affect the vehicle's safety, put other road uses 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 are impacted by these MOT changes as stricter, lower limits on the acceptable level of emissions emitted from the vehicle's exhaust were put in place from 20th May 2018. Additionally, more stringent checks are now 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, 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 they must be able to provide evidence of this or be prepared to face the fact that their car will be considered illegal to drive on the road in this condition.

These new guidelines differ from the previous MOT rules which stated that a car should only be rejected if its DPF was 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 also affected the MOT from 20th May 2018. All MOT stations were 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 Emissions Standards, which aims to significantly reduce the levels of harmful exhaust emissions produced by diesel engines. Euro 6 was introduced in December 2015, where all mass-produced cars sold in Europe had to meet these emission requirements.

WHAT DOES THE NEW EMISSIONS STANDARDS MEAN FOR MOT TESTERS?

Since 20th May 2018, it has been 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.

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EXCEEDING EXPECTATIONS

