



Driver & Vehicle  
Standards  
Agency

# Gordon Thomson

Head of Vehicle Testing &  
Approvals Policy



Keeping **Britain** moving, **safely** and **sustainably**

# What will be covered

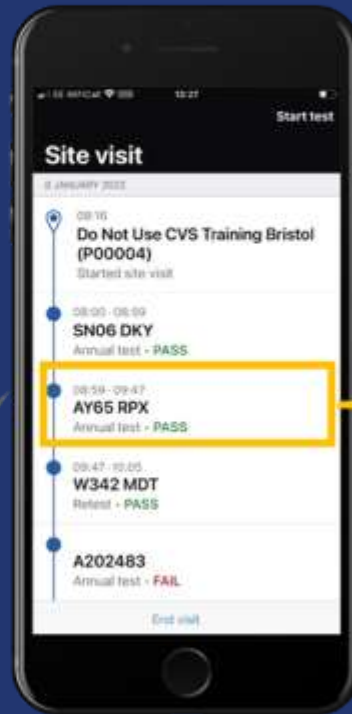
- Service modernisation, including our digital journey.
- ER - call for evidence.
- Improvements to brake testing.
- Testing process, now and the future.



# Service modernisation – a digital approach

## Commercial Vehicle Digital Service (CVS)

### Vehicle Testing Application



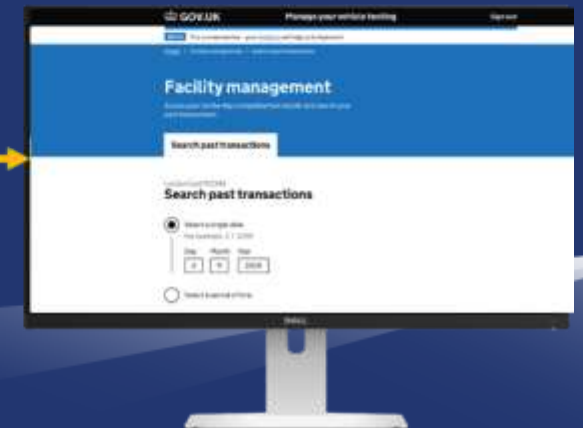
### Vehicle Testing Management



### MOT History Service



### Manage Your Vehicle Testing



# Key changes



## Colleagues

- Availability on mobile device.
- Test result capture at the point of test.
- Initiative processes, reducing errors.
- Technical information at the point of test, enabling accurate pass/fail decisions.
- User friendly systems provided to our support teams.
- Digital by default service.



## Customer

- Simpler interaction through intuitive on-line service.
- Simplified methods of 'topping up and monitoring' accounts for c. 2100 pre-funded account holders which include c.580 ATFs.
- Greater transparency and full visibility of testing and financial transactions.
- Improved cash flow management for customers and DVSA.

Digital take up – 100%.  
Completion rate – c.85%.  
User satisfaction - ^30%+



## Road Safety

- Test results available on GOV.UK in real time (including to enforcement authorities and public).
- Improved compliance through timely, richer data.
- Test expiry reminders available for heavy vehicles.
- Maximised value of the test through richer data, increased understanding of why vehicles fail test, informed decision making and industry awareness.
- Self-serve test documentation through GOV.UK.

# Taking a paperless approach

- Digital by default, for clear Pass (April 24).
- Certificate only printed by exception.
- For now, paper for Fails and other documentation.

Finding MOT information on  
**GOV.UK**

**MOT test certificate (HGV)**

  
Driver & Vehicle Standards Agency

<sup>(1)</sup> Vehicle identification number  
**XLRAEL1500L474959**

<sup>(2a)</sup> Registration number    <sup>(2b)</sup> Country of registration  
**DK18HJY**                      **GB**

Make and model  
**DAF, LF 180 FA**

<sup>(3)</sup> Vehicle category <b>N2</b>	<sup>(4)</sup> Odometer <b>305,601 kilometres</b>	Odometer history <b>214,561 kilometres</b> <b>134,871 kilometres</b>	<b>23.05.2022</b> <b>30.06.2021</b>
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**Pass**

<sup>(5a)</sup> Date of the test                      <sup>(5b)</sup> Expiry date  
**22.05.2023**                              **30.06.2024**

To preserve the anniversary of the expiry date, the earliest you can present your vehicle for test is 01.05.2024.

<sup>(6a)</sup> Location of the test  
**P50311, Keltruck - West Bromwich**

<sup>(6b)</sup> Testing organisation and inspector  
**DRIVER AND VEHICLE STANDARDS AGENCY**  
**Mark Dennis**

Test number  
**W95V47397**

Check that this document is genuine by visiting [www.gov.uk/check-mot-history](http://www.gov.uk/check-mot-history)

If any of the details are not correct, please contact DVSA by email at [test.errors@dvs.gov.uk](mailto:test.errors@dvs.gov.uk) or by telephone on 0300 1239000.

Receive a free annual MOT reminder by subscribing at [www.gov.uk/mot-reminder](http://www.gov.uk/mot-reminder) or by telephone on 0300 1239000.

# Next on our paperless journey

VTG 6/7 (Ministry Plates) – aim to go digital

- Access to details via MOTH.
- Aim to make available by end Autumn 24.
- Progressing options for non-display of “Ministry Plate”, including Legislation.
- Consultation just ended.
- **Next steps** – review and communicate results.

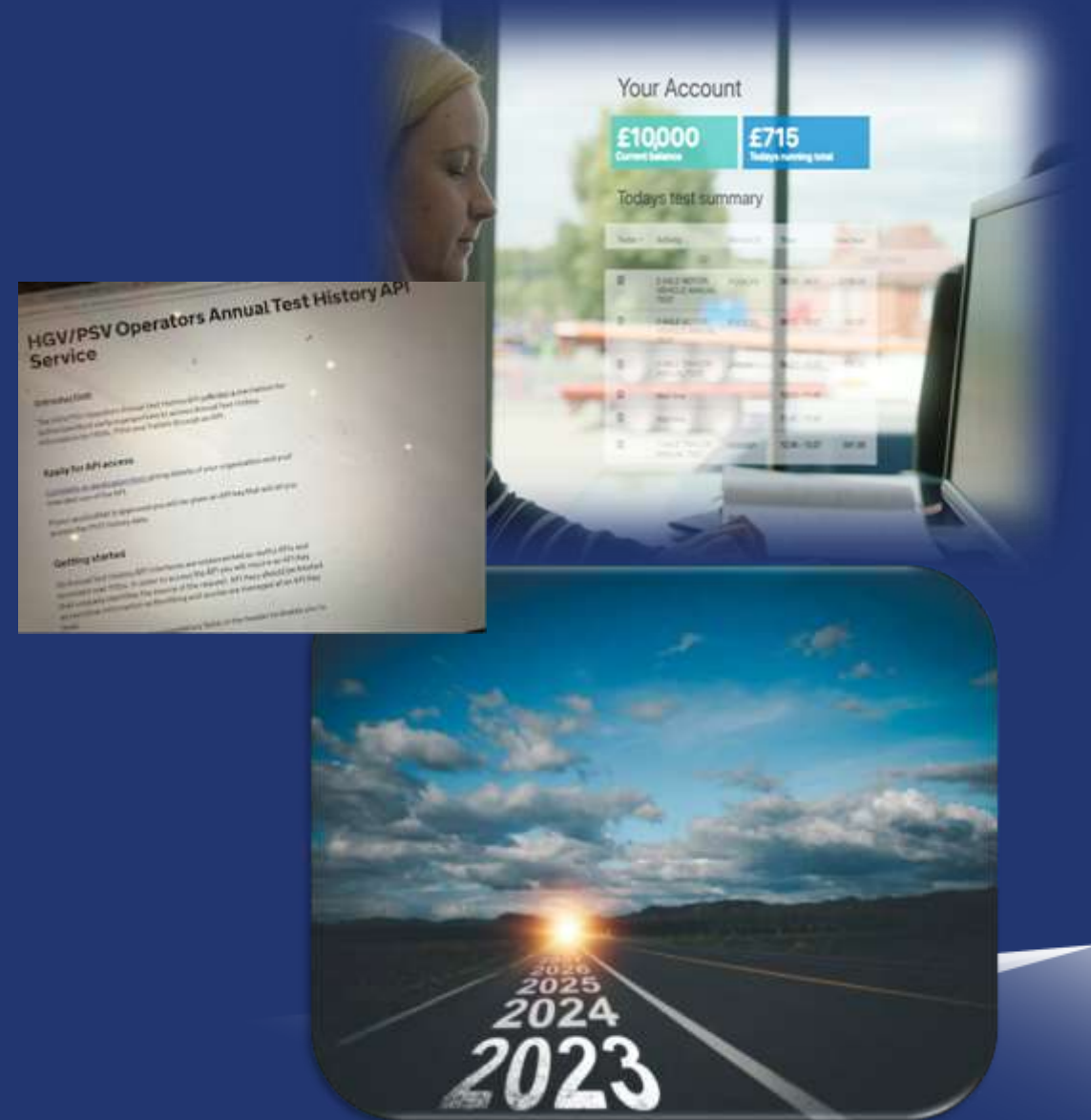


The image shows two copies of the Department for Transport Driver & Vehicle Standards Agency Plating Certificate (VTG 6/7). The forms are filled out with technical data. Key sections include:

- Vehicle Details:** Registration, Make, Model, Year of Manufacture, and Head of Manufacture.
- Weight and Axle Data:** A table with columns for (1) Description of Vehicle, (2) Weights, (3) VED Standard, (4) Design, Length, and Width. It includes rows for Gross Weights, Max. Axle Weights, and Axle Weights (Axle 1 to Axle 4).
- Replacement Section:** A section titled "Replacement" with a "NOTES" area containing instructions for replacement vehicles.

# What's to come

- Other changes will follow – we have a continuous improvement approach, for example;
  - Other test documentation.
  - Improvements around technical tests, ADR, IVA etc.
  - Automated cherished transfers.
  - Richer, open data made available.
- Next focus will be on how we schedule – “enabling ATFs to deliver the service that Operators need”.
- Considering changes for ER Operators.



# Potential change of approach – ER Operators

- Call for Evidence – last financial year.
- What does it mean;
  - Option 1 – Increase the time between tests
  - Option 2 – Delegated testing
  - Option 3 – Reduced test content
  - Option 4 – Improved service for ER Operators
- Low response rate to call for evidence.
- Report published earlier this year.
- Considerations now on way forward.

*Future strategy needs to maintain and/or improve road safety outcomes.*





# Roller Brake Tester specification update – Dec 25

## Drivers

- **Legislation**

- Post 2012 efficiency changes for Drawbar trailers.
- Secondary Imbalance for vehicles.

- **Industry**

- More information on the printout/data – advisories & deficiencies added.
- Tyre protection added.

- **Useability**

- Ability to amend park brake locations (where incorrect) before starting the test.
- Secondary alternative calculated by the RBT.
- Automatic overrule when only one lock detected for transmission brake.
- Real-time warnings where Bind and Ovality thresholds are breached.
- RBT out of calibration warnings on printout/data.
- Rear axle fall-off test added for PSVs with hydraulic brakes.

## Outcomes

- Fewer errors at test.
- Better in-use brakes (sometimes maintenance providers just looked at the result).
- Fewer brake failures at test.
- Speed up the test when DTP numbers are incorrect.
- Increase in operator's confidence of the brake test.

	Pass Value	Test Value	Pass/Fail
Service	50% ULW	40%	Pass
Secondary Parking	25% ULW 16% ULW	17% 6%	Pass Pass
Deficiencies	Axle/brake	Bind	Ovality/Fail-Off
		N/S	O/S
	2/service 2/parking		278kgf
Advisories	Axle/brake	Bind	Ovality/Fail-Off
		N/S	O/S
	2/parking		304
Overall Result	**** OVERALL RESULT: FAILED ****		
Notes	Measured Vehicle Weight: 8660kg Transmission brake result amended		
Tested by	Signed		

# Testing processes, now and future

## Short-term

- Emissions testing (PN).
- ADAS, alternative fuels and using vehicle data.
- Test needs to be repeatable and practicable.

## Longer -term

- DVSA are part of wider CAVPASS programme.
- Engaged in a series of changes and trials, from pilot vehicles to how we do collision investigations.



*But – we can't lose focus on today and getting the basics right.*

