

- 1) Changes to the GTMR**
- 2) MOT future standards**
- 3) Brake testing**
- 4) MOT Compliance**
- 5) MPRS**

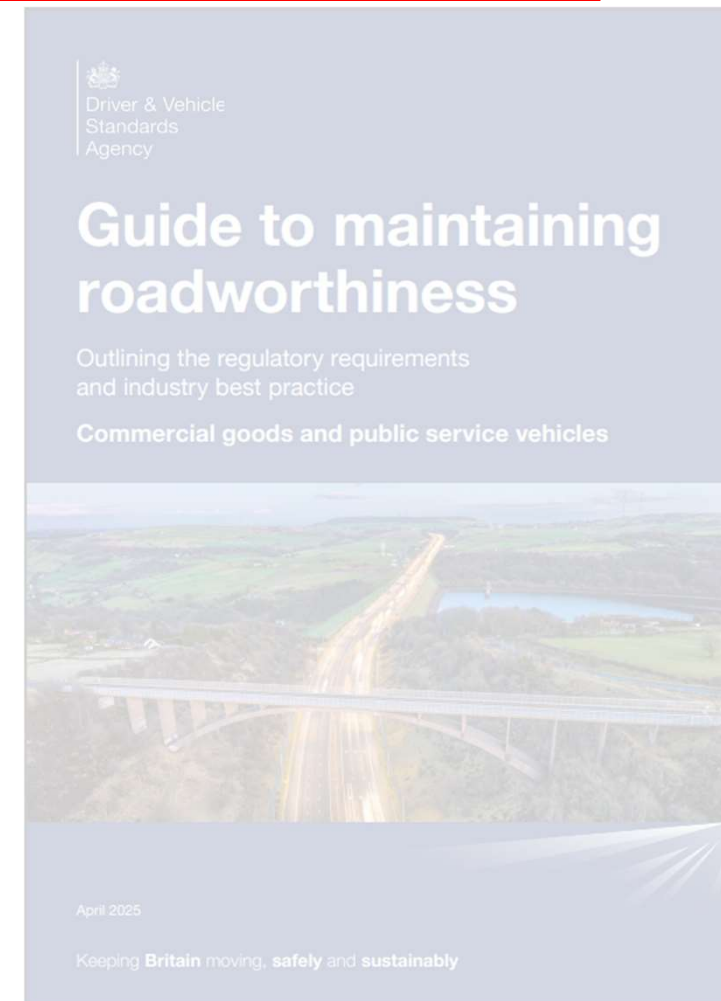
1) Changes to the GTMR

(Guide To Maintaining Roadworthiness)

GTMR: April updates

- New introduction regarding use of the guide.
- Additional clarification / guidance for driver checks.
- Clarification for brake Assessments.
- Maintenance Provision Rating Scheme (MPRS).
- General grammatical changes including images.

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2) MOT future standards

(**Note:** None of the following is agreed, but are considerations that need to be given)

4) Future standards: What the future holds

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- Transition to zero emissions – gas, BEV, HFC.
- Enhanced emissions testing – diesel/petrol?
- ADAS/GSR equipment and functionality testing?
- AI impact – predictive maintenance/inspections?
- Autonomous vehicle?:
 - ❖ equipment
 - ❖ software updates
 - ❖ functionality
 - ❖ performance (OBD interface).
- And possibly others?



4) Future standards: Technical skills

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- BAU – updates, licence accreditation, etc.
- Diagnostic.
- Gas, BEV, HFC:
 - ❖ Level 1 – Drivers, maintenance support staff (tyres fitters, workshop reception, etc)
 - ❖ Level 2 – maintenance: inspecting & minor repairers (mechanical or body)
 - ❖ Level 3 and above – maintenance: diagnostics & investigations, major repairs (mechanical or body)
- ADAS (including DVS, etc) fitment, testing and calibration.
- Transition from repair to predictive maintenance!



4) Future standards: Do it yourself or outsource?

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What percentage of work do you anticipate outsourcing in the future:

- a) Inspection
- b) Maintenance
- c) Diagnostic/repairs
- d) Body
- e) Tyres
- f) Others

More / Less / No change – what will this mean!!!



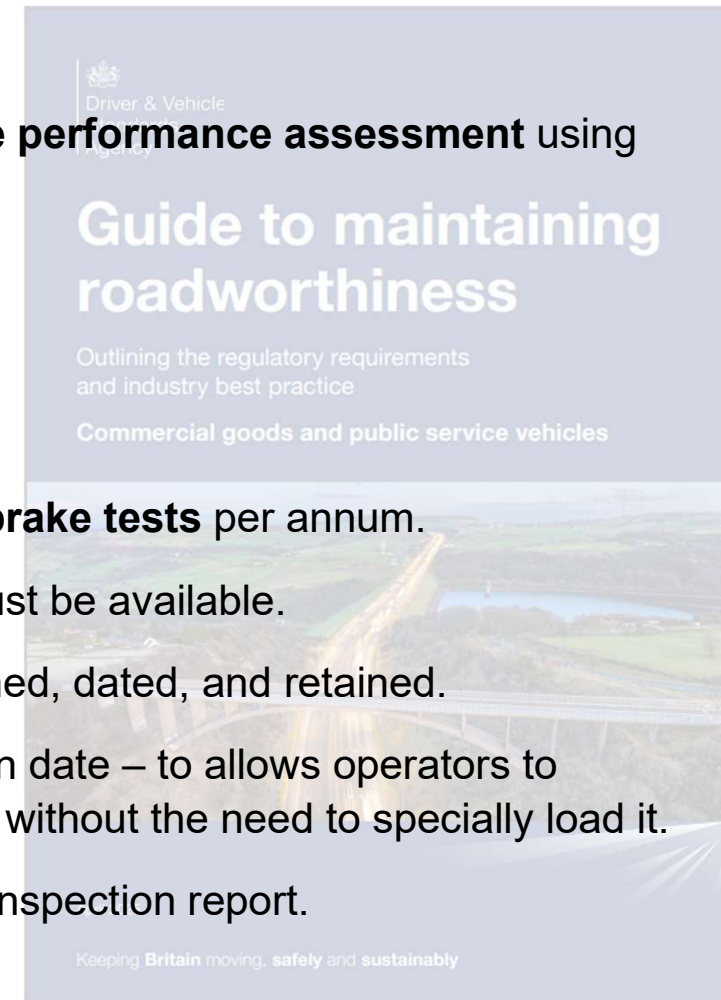
3) Brake testing

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3) Brake Testing: April 2025

5.3 Braking performance assessment requirements from April 2025

- There is an expectation that every safety inspection will include a **brake performance assessment** using either a:
 - ❖ Roller Brake Tester
 - ❖ Suitable electronic brake performance monitoring system (EBPMS)
 - ❖ Decelerometer with temperature readings, or
 - ❖ Plate tester.
- If EBPMS is not used, it is expected there is a minimum of **four laden brake tests** per annum.
- Where laden brake tests are not carried out, then a risk assessment must be available.
- If EBPMS used, report must be evaluated before safety inspection, signed, dated, and retained.
- Brake tests can be conducted up to 14 days before the safety inspection date – to allow operators to conduct a **laden brake tests** during the vehicle/trailer normal activities, without the need to specially load it.
- Now specifies that decelerometer and temp reading to be recorded on inspection report.



4) MOT compliance

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4) MOT: Results

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Volume of Motor Vehicle Annual Tests by Year

Financial Year	Abandoned	Fail	Pass	Prohibition	PRS	Total
2023-2024	973	31,021	371,706	1,754	14,667	420,121
2024-2025	837	29,101	376,320	1,653	14,323	422,234
Total	1,810	60,122	748,026	3,407	28,990	842,355

+ 0.5%

Motor Vehicle Annual Tests Overall Rate by Year

Financial Year	Abandon Rate	Fail Rate	Pass Rate	Prohibition Rate	PRS Rate
2023-2024	0.23%	7.38%	88.48%	0.42%	3.49%
2024-2025	0.20%	6.89%	89.13%	0.39%	3.39%

+ 0.65%



Volume of Trailer Annual Tests by Year

Financial Year	Abandoned	Fail	Pass	Prohibition	PRS	Total
2023-2024	286	17,925	248,311	349	5,134	272,005
2024-2025	240	16,267	251,819	365	5,051	273,742
Total	526	34,192	500,130	714	10,185	545,747

+ 0.6%

Trailer Annual Tests Overall Rate by Year

Financial Year	Abandon Rate	Fail Rate	Pass Rate	Prohibition Rate	PRS Rate
2023-2024	0.11%	6.59%	91.29%	0.13%	1.89%
2024-2025	0.09%	5.94%	91.99%	0.13%	1.85%

+ 0.7%



4) MOT: Outcome

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Motor Vehicle

% change from 22-23	2024/25	Position	2022/23
-0.70%	Lamps	1	Aim of Headlamps
-4.91%	Aim of Headlamps	2	Lamps
-8.48%	Brake Systems and Components	3	Brake Systems and Components
-4.25%	Service Brake Performance	4	Service Brake Performance
-9.10%	Suspension	5	Steering
-13.59%	Steering	6	Suspension
2.91%	Parking Brake Performance	7	Condition of Tyres



The data set used last time

Trailer

% change from 22-23	2024/25	Position	2022/23
-12.05%	Service Brake Performance	1	Service Brake Performance
-10.93%	Parking Brake Performance	2	Parking Brake Performance
-7.38%	Brake Systems and Components	3	Brake Systems and Components
-5.95%	Lamps	4	Lamps
-9.79%	Suspension	5	Suspension
-6.23%	Markers and Reflectors	6	Markers and Reflectors
-14.81%	Spray Suppression, Wings and Wheel Arches	7	Spray Suppression, Wings and Wheel Arches



4) MOT: Summary 2024/25 V 2023/24

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Notwithstanding the improvements shown between 2022/23, comparing 2024/25 V 2023/24, then.....

Vehicles

	Pass		Advisory defects	Minor defects		Major defects	Dangerous defects	Total fail defects
2023-24	88.48%		146,101	26,717		73,170	10,351	83,521
2024-25	89.13%		152,193	27,276		68,354	9,745	78,099
Change	0.65%		4.17%	2.09%		-6.58%	-5.85%	-6.49%

Vehicles

- 0.5% increase in test volumes
- 0.65% improvement in pass rate
- 6.49% reduction in fail defects

Trailers

	Pass		Advisory defects	Minor defects		Major defects	Dangerous defects	Total fail defects
2023-24	91.29%		38,112	15,262		19,481	14,034	33,515
2024-25	91.99%		36,921	15,077		17,627	12,648	30,275
Change	0.70%		-3.13%	-1.21%		-9.52%	-9.88%	-9.67%

Trailers

- 0.6% increase in test volumes
- 0.7% improvement in pass rate
- 9.67 reduction in fail defects

Logistics UK have produced new guidance to help technicians in addressing top MOT defects.

5) MPRS.

(Maintenance Provision Rating Scheme)

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MPRS

Maintenance Provision
Rating Scheme

MPRS Explained

Maintenance Provision Rating Scheme



MPRS

An industry-supported single rating scheme for workshops and maintenance facilities aimed at raising standards in facilities and skills across the industry.

Competency level of
technicians/engineers



Provision of facilities to
undertake safety inspections



MPRS
Maintenance Provision
Rating Scheme

For the industry, by the industry

Steered by the **Institute of Road Transport Engineers (IRTE)**, the scheme is brought to the industry by:

- Logistics UK
- SMMT
- RHA
- CPT
- DVSA
- DfT
- Office of the Traffic Commissioner
- BVRLA
- NFDA

Daimler Truck UK was the first of the major manufacturers to take part in the MPRS pilot.

Levels Explained



How will it work?

Staff and inspection facilities are assessed separately to identify which of the 5 rating apply, which every is the lower rating (Staff Competency, or Facilities) will determine the workshops overall MPRS ratings.

L1 &
2

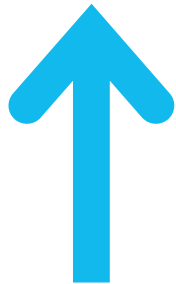
Workshop will be able to undertake and report their own 'self-declared' assessment. Applications will have to be supported with documentary evidence, i.e. photos of the workshop and copies of staff qualifications.

L3
and
above

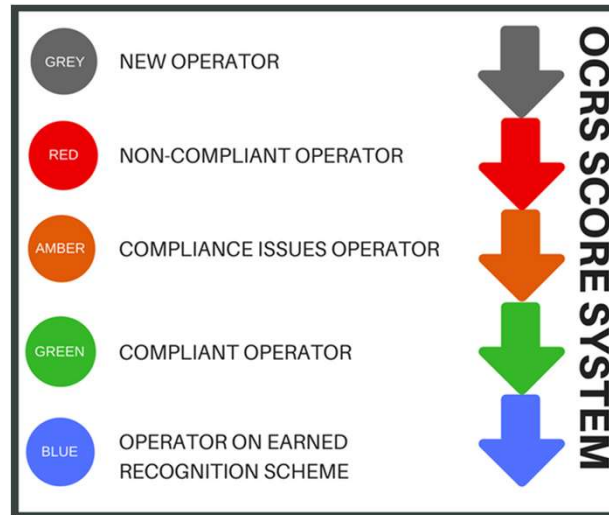
An independent audit will be required. Applications will have to be validated and be supported with documentary evidence, i.e. photos of the workshop and copies of staff qualifications.

Impact

Responsibility



Workshops



Workshops may be responsible, but it's the operator who is accountable

Accountability



Operator

What success looks like

People

- Increased numbers of engineers trained in inspection techniques.
- Increased numbers of engineers trained to work on electric/hybrid vehicles.
- Increased CPD for engineers.
- More Master Technicians.
- Supervision/management with a better understanding of QC and compliance.

Places

- Improved inspection facilities.
- Better equipped facilities.
- Increased ATF type facilities.

Outcomes

- Higher levels of compliance.
- Lower MOT failure rates.

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Thank you!

Compliance: *“Prevention is better than a cure”*

