

## Content

### Motor homes & more: Gas inspection mandatory again

The inspection of liquid gas systems in motor homes and camper trailers is mandatory again. By June 19, 2025, the owners of such vehicles in Germany must be able to provide evidence of inspection in accordance with DVGW Worksheet G 607. DEKRA recommends that any owners who have not yet obtained a certificate make an appointment as soon as possible to ensure a stress-free start to their summer vacation. They will otherwise face a fine.

### What's changing in 2025: End of the road for M+S tires

Drivers face a number of changes in 2025, ranging from the replacement of their licenses and a new color for the roadworthiness sticker to M+S tires. One change is already important in the current winter season: Tires marked only M+S are no longer considered winter tires. Vehicles must be fitted with dedicated winter tires when being driven in wintry road conditions.

### Cannabis consumption by car drivers: Far greater risk of accidents

The partial legalization of cannabis consumption also impacts road safety. Drivers need to know what they must consider if they have smoked a joint. Thomas Wagner, Head of Driver Aptitude Assessment at DEKRA, answers the most important questions.

### Further topics:

- Driving on snow and ice
- Snow chains: Practice fitting at home



*A new sticker (left): Liquid gas systems must be inspected before June 19, 2025*

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## Motor homes & more: Inspection of gas systems mandatory again **Time is running out**

Anyone planning a summer vacation in a motor home or camper trailer needs to be aware of a new regulation. **At the latest by June 19, 2025**, the owners of such vehicles in Germany must be able to provide evidence that their liquid gas (LPG) system has been inspected. Article 60 (1) of Germany's Road Traffic Licensing Regulations (StVZO) has required the inspection of LPG systems in recreational vehicles since June 2024. The one-year transitional period for inspection in accordance with DVGW Worksheet G 607 ends in June 2025. The regulation concerns LPG systems used for heating, cooking, and cooling in recreational vehicles.

**Gas inspections already performed** in accordance with G 607 will remain valid. However, DEKRA recommends that any owners who have not yet obtained a certificate make an appointment as soon as possible to ensure a stress-free start to their summer vacation. Testing capacities could be tight as vacation time approaches. Any violation of the gas system inspection requirement could result in **fines** of 15 euros (overdue by more than two but less than four months), 25 euros (overdue by more than four but less than eight months) and 60 euros (overdue by more than eight months).

The gas system inspection is a **separate inspection** in accordance with G 607 that is conducted independently of the vehicle's roadworthiness inspection. The lack of a gas inspection or a certificate will not affect whether a vehicle passes its roadworthiness inspection or not. If the gas inspection is passed successfully, the technician documents this with a certificate and a **sticker** that is applied next to the vehicle's rear license plate. Like the roadworthiness sticker, this shows the month and year of the next inspection.

Accredited technicians who work for testing bodies like DEKRA are responsible for inspecting liquid gas systems. Inspection in accordance with G 607 is required in three cases: before a system is used for the first time; before a system is used after an inspection-relevant modification; and thereafter every two years.

The inspection involves a visual check, a functional test, and a leak test, covering the functionality of the gas system itself, the appliances it serves, the gas bottle mounting bracket and seals, the safety valves, the connecting hose and pressure regulator, the vents, and the exhaust pipe.  
(DEKRA Info)



*Color change: Vehicles with an orange roadworthiness sticker must be inspected in 2025*

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### What's changing in 2025

## End of the road for M+S tires

Drivers face a number of changes in 2025, ranging from the replacement of their licenses and a new color for the roadworthiness sticker to M+S tires.

**Replacement licenses for drivers born in 1971 or later:** Slowly but surely, time is running out for old gray, pink, or white driving licenses in Germany. All car and motorbike licenses issued before January 19, 2013, must be exchanged for new EU licenses by 2033. The next deadline is January 19, 2025 and concerns those born in 1971 or later. They now have to exchange their licenses if these were issued prior to December 31, 1998. The validity of the new EU licenses is restricted to 15 years.

**End of the road for M+S tires:** This winter, tires marked only M+S are no longer considered winter tires in Germany. Vehicles must be fitted with dedicated winter tires when being driven in wintry road conditions such as ice, packed snow, slush, black ice, or frost. These tires are identified by the three-peaked mountain with snowflake symbol on the side wall. In Austria, winter tires must have a tread depth of at least four millimeters. Drivers risk fines otherwise. DEKRA recommends no longer using tires with a tread depth of less than four millimeters in wintry conditions.

**Roadworthiness inspections for vehicles with orange stickers:** The new year has brought a change in color for the roadworthiness inspection sticker. Vehicles with an orange sticker are due for inspection in 2025. Green stickers lost their validity at the end of 2024. The new stickers being issued in 2025 are yellow and will remain valid until the month shown in 2027. A glance at the sticker on the rear license plate shows when the next inspection is due. The number in the center circle indicates the year and the number at the 12-o'clock position the month. Failure to present a vehicle for inspection by this date may result in a fine. (DEKRA Info)



*On snow and ice: Drive proactively  
and with feeling*

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### Driving on snow and ice

## Plan more time on icy roads

When winter brings snow, slush, ice, and poor visibility to the roads, drivers need to adapt the way they drive accordingly. Andreas Schäuble, an accident researcher at DEKRA, explains what drivers need to look out for.

**The basics** in winter include winter tires or all-weather tires with the alpine symbol. A scraper, brush, and antifreeze windshield washer fluid belong in every car. All snow and ice should be removed from the vehicle before any journey. "Drivers can only react effectively if they can see properly – and this is required by law," says the accident researcher.

**Allow plenty of time:** Plan more time for journeys. Rushing, stress, and impatience are poor advisors on wintry roads. "Drivers can be more relaxed if they leave earlier and aren't easily taken by surprise if the road conditions change suddenly," says the accident expert.

**Drive proactively:** Proactive driving increases safety on roads covered with ice, snow, and slush. "Keep an eye on the road, increase your distance to the car in front, and pay attention to any warning signs – and always be ready to brake."

**Drive with feeling:** It is necessary to drive with feeling on wintry roads. Ill-considered acceleration, abrupt braking, and sudden steering movements can easily cause a vehicle to skid.

**Assistance systems** like ESP or ABS anti-skid systems have made driving on slippery roads far safer. "However, they are no substitute for driving carefully. Even the best technology won't stop a car from skidding if you drive into a bend too fast," warns Schäuble. "Don't take any risks, keep your distance, and match your speed to the conditions."

**Eyes open!** Don't get distracted is a rule that applies especially on slippery roads. It is risky to check your emails, program your navigation system, or choose music when driving – and, of course, it is prohibited. When driving at 50 km/h, a distraction of just two seconds means you travel 28 meters blind – and a lot can happen in that time. And it's best to not drive at all if it is really slippery – for example, when freezing rain turns roads into skating rinks. (DEKRA Info)



*Driving under the influence of  
cannabis: Risk of accidents among  
young drivers has tripled*

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### Cannabis consumption by car drivers

## Far greater risk of accidents

The partial legalization of cannabis consumption also impacts road safety. Drivers need to know what they must consider if they have smoked a joint. Thomas Wagner, Head of Driver Aptitude Assessment at DEKRA, answers the most important questions.

**What is the risk to drivers from cannabis consumption?** The effects of cannabis differ greatly from person to person, but one thing is certain: The risk of accidents after consuming cannabis increases by between 25 and 166 percent. Among young drivers under the age of 25, the risk has tripled. The combination of cannabis and alcohol is extremely dangerous, resulting in problems with complex tasks, concentration, and reaction – and in some cases in a greater willingness to take risks.

**What are the limits for drivers?** The law prohibits anyone with 3.5 nanograms or more of tetrahydrocannabinol (THC) – one of the active substances in cannabis – from using a vehicle. Violations will result in a fine of 500 euros; repeat offenders can be fined up to 1,500 euros and required to take a driver aptitude test. It is important to bear in mind that drinking alcohol is prohibited in conjunction with the consumption of cannabis. Also, all drivers under the age of 21 and probationary drivers are prohibited from driving under the influence of cannabis. A zero cannabis limit applies to them.

**When can I drive again after smoking a joint?** We recommend that occasional cannabis users wait around 12 hours before driving again. Even if a driver is below the limit, they could still face prosecution if they have an accident or are considered to have driven unsafely. If the amount of THC in the “weed” is unknown and could be higher, drivers should wait 24 hours before taking the wheel again.

**What about regular users?** So far, there have been no detailed studies of the effects of more regular consumption, i.e., on several weekdays and at weekends. The body is no longer able to break down all the THC. Smoking a fresh joint adds more THC to what has already accumulated in the fatty tissue, increasing the concentration in the body. We therefore recommend taking a break from smoking for as long as the preceding period of regular and continuous consumption. After consuming moderate individual amounts, we assume that it will normally take three to five days for the level of THC to fall below the limit of 3.5 nanograms. (Cont. page 6)



### *Driving under the influence of cannabis:*

*Zero cannabis limit for new drivers  
and those under 21*

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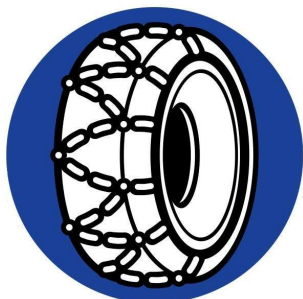
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## Cannabis consumption by car drivers (cont.)

### **Far greater risk of accidents**

#### **What about more frequent cannabis consumption?**

People who use cannabis almost daily may no longer drive and must wait for several weeks before they do. Chronic, daily, or near-daily consumption of large amounts or regular and excessive consumption are indicative of addiction, and this type of user may no longer drive at all. They should only consider doing so again after a prolonged period of abstinence coupled with addiction counseling or therapy.



*Fitting snow chains: Practice  
makes perfect*

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## A trip to the mountains: Don't forget your snow chains

### **Practice fitting at home**

Anyone driving to the mountains for a winter vacation ought to have a set of suitable snow chains in the car. Almost as important is being able to fit the chains in unpleasant conditions like the cold, snowfall, and darkness. It is therefore advisable to practice at home in the garage. Attempting it for the first time on an icy cold night in driving snow is not only difficult but may also harbor risks. And to help drivers keep their fingers from freezing, it is advisable to keep a pair of lined work gloves in the car as well. Another tip is to use a foot mat to avoid having to kneel in the snow or slush. The car's user manual shows where to fit the snow chains. As a rule, the ESP and traction control system are then deactivated. It should be remembered that there is a 50 km/h (30 mph) speed limit for vehicles with snow chains in Germany. DEKRA's experts remind that newly fitted snow chains should be tightened after a short distance. The chains must be removed as soon as the road is snow-free. (DEKRA Info)