

Ultrasound check to call time on clocking

■ Device can flag if mileage has been tampered with
 ■ Maker aims to get tech introduced as part of MoT



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AE A REVOLUTIONARY device that scans engines via ultrasound to give accurate mileage readings could stop car clocking in the UK and help meet EU targets.

A digital record of a car's history held on a national database is required under EU legislation by 2017, while mileage correction companies will be outlawed, too.

The owners of Tacho-Spion, or Speedo-Spy, believe its patented algorithm could be the answer. The tech has been in development for 10 years and is already being used in Germany, Belgium, Ireland, Poland, Austria and as far afield as the US and Malaysia. Speedo-Spy checks the wear and tear of the engine via an ultrasound scan and gives a result – with five to 10 per cent accuracy – in minutes.

Michael Schmutzenhofer, Tacho-Spion CEO, is now looking for a UK partner with a view to introducing it as part of the MoT. He said: "Our ultrasound engine check simply protects any buyer of a second-hand car from being ripped off in a quick and effective way. If the odometer is clocked, a new owner may believe the next service is some time away when in fact it's long overdue.

"Every country in the EU and actually worldwide is suffering from this widespread problem of odometer fraud."

It's estimated that a third of cars in the EU and half a million in the UK alone have



CLOCK WATCH

Tacho-Spion, or Speedo-Spy, has been developed in Germany and uses ultrasound to check wear of engine and tell whether vehicle has been clocked

inaccurate mileage – and it's a problem that's costing buyers and the economy millions.

The EU's mandated national database aims to curb these numbers, but Schmutzenhofer claims just reading a car's odometer annually is not enough to ensure the database is kept up to date and accurate. He added: "Nations have no choice other than to implement the ultrasound engine check if they seriously want to keep the database accurate."

One potential issue with the tech, though, is if an engine hasn't been serviced or has extreme wear and tear. In this case, the Speedo-Spy results would give a higher mileage than the car has covered. It wouldn't have been clocked, but Schmutzenhofer said it's still handy information for a used buyer.

He added: "Road safety is an important issue, too, which should not be ignored."

SsangYong's 'new Korando' for show

OFFICIAL



Sketches show look of new SsangYong XAV-Adventure

SSANGYONG is set to reveal its sense of adventure at next week's Frankfurt Motor Show with a new SUV concept. The rugged XAV-Adventure – previewed in these official sketches (above) – is described as a modern interpretation of the Korando.

The Korean manufacturer is seemingly aiming to cover all angles of the booming SUV market following the launch of its Tivoli, and Auto Express understands the XAV is set to arrive in the UK in production form.

SsangYong claims that the show star is "targeting active and young generations" yet retains maximum off-road ability. It shares the Tivoli's platform, but has a far more rugged and utilitarian appearance.

We don't have more detail than the sketches, yet the boxy profile and angular body would place the XAV above the Tivoli in SsangYong's line-up. The car is likely to preview a replacement for the five-year-old Korando.

As is stretched Tivoli



XLV-Air's longer body will mean more room than Tivoli

JOINING the XAV-Adventure on SsangYong's Frankfurt stand next week will be a stretched version of the Tivoli, called the XLV-Air. The car will also sit on the small SUV's platform, and is confirmed for production early next year.

Despite the longer body, the XLV-Air will be a strict five-seater with the focus on increasing interior and storage space. The same 1.6-litre petrol and diesel engines from the Tivoli have been confirmed, while two and four-wheel-drive models will also be available.

It's not clear whether SsangYong plans to bring the XLV-Air to showrooms in the UK, but more details will be revealed at Frankfurt. **PAGE 98: Mike Rutherford's view**