

# Content

- I. Why Periodical Technical Inspection
  
- II. Periodical Technical Inspections(PTI): the 1997 Agreement
  - a) The 1997 Agreement and proposed amendments
  - b) Rule 1 and Rule 2
  - c) Draft Rule 3
  - d) Resolution R.E.6
  
- III. Technical Roadside Inspections / Vehicle Importation



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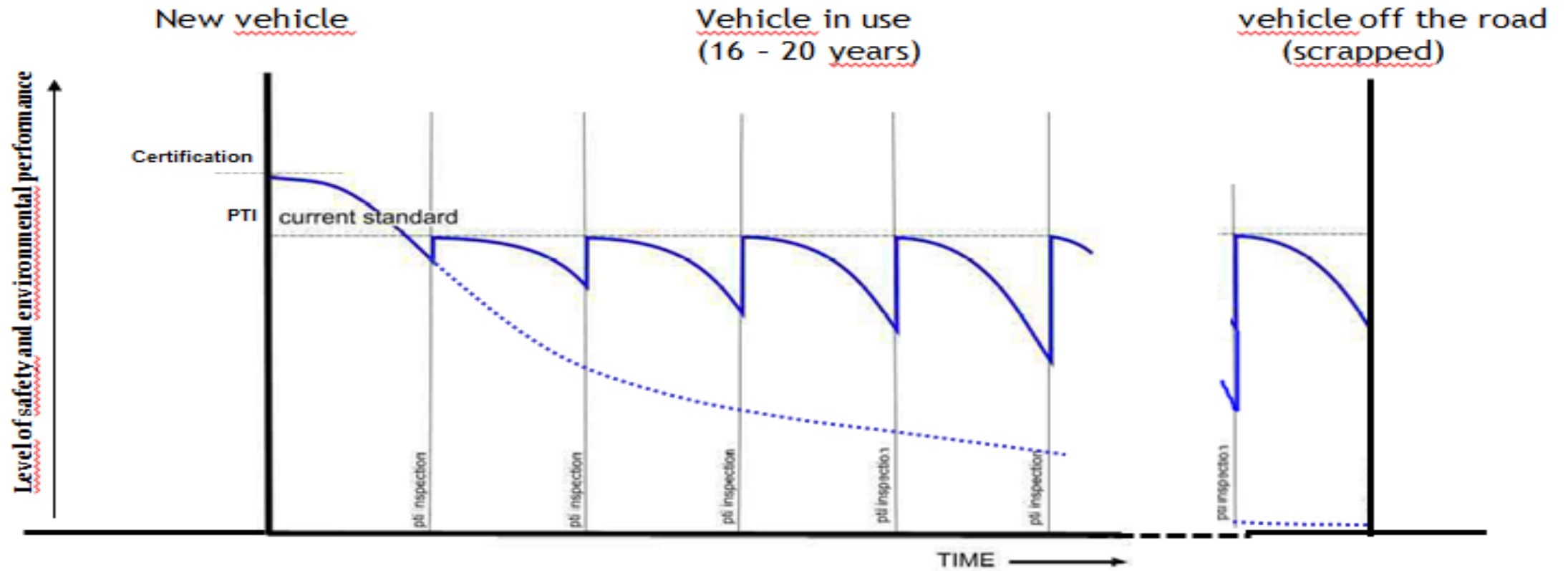


# Why Periodical Technical Inspections

## Vehicle Lifecycle

Vehicle certification

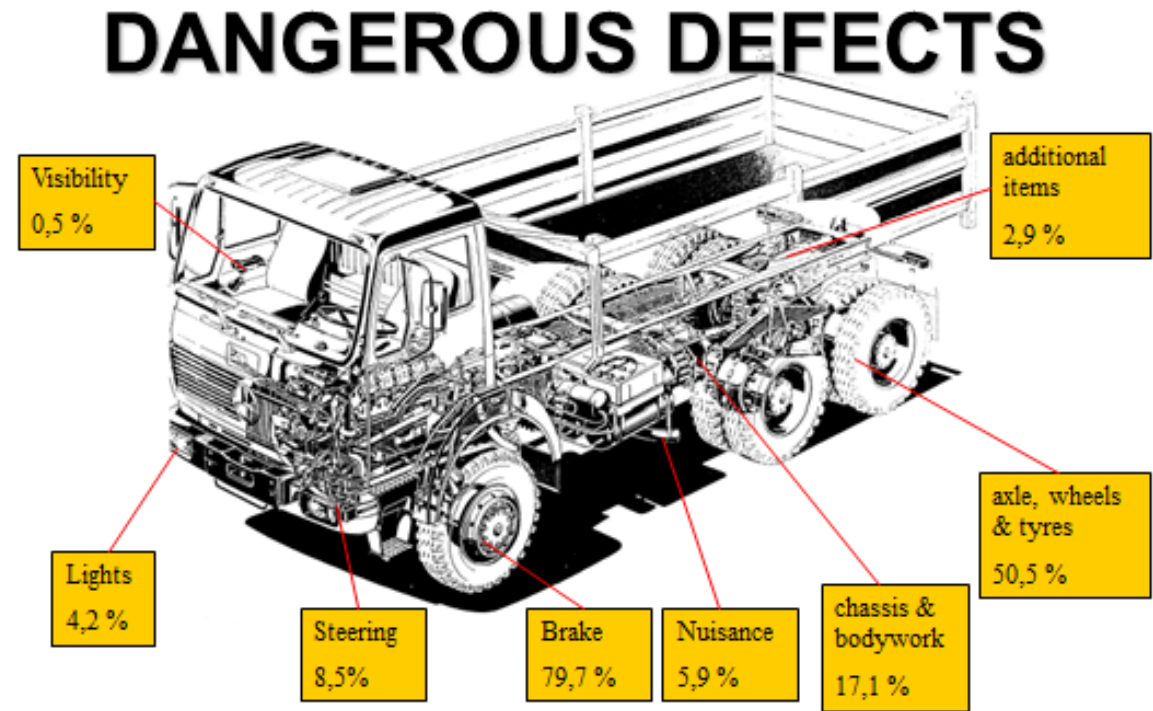
Periodic Technical Inspection



# Why Periodical Technical Inspections

- Evidence base:
  - Technical defects related to fatal accidents (based on in-depth accident analysis)
    - 8 to 15% in high income countries (EU)
    - 15 to 25% in middle income countries

Example of results of technical roadside inspections  
(Austria '08)



# Why Periodical Technical Inspections

- So called “low hanging fruit”
- Immediate effect on road safety
- Covers existing fleet



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**d) Resolution R.E.6**

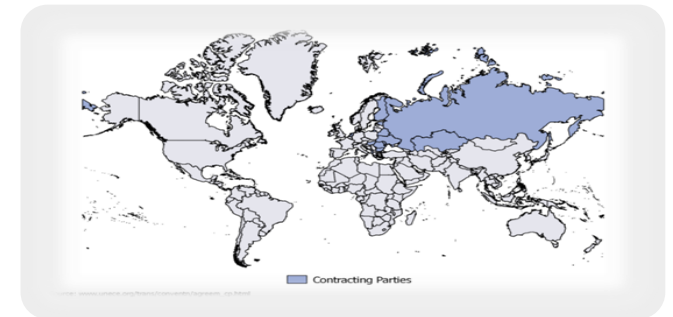
III. Technical Roadside Inspections / Vehicle Importation



# Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:

Members of UN



The 1997 Agreement provides:

Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use

Reciprocal recognition of certificates of such inspections for cross-border use of vehicles



# Principal Elements of the 1997 Agreement

1997 Agreement

UN Rule No. 1

UN Rule No. 2

(UN Rule No.3)

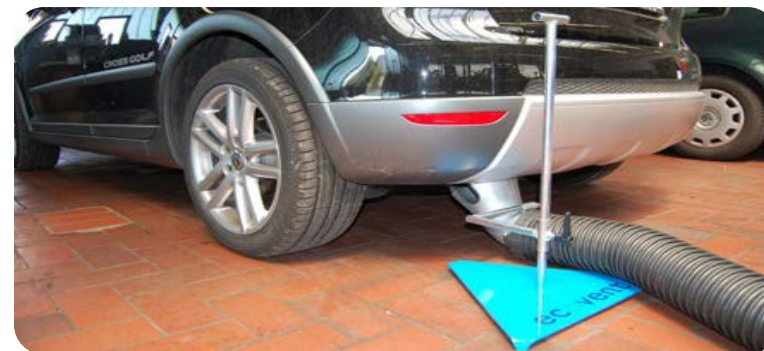
## Resolution R.E.6

- Facilities & equipment
- Skills & training
- Supervision

For environmental issues

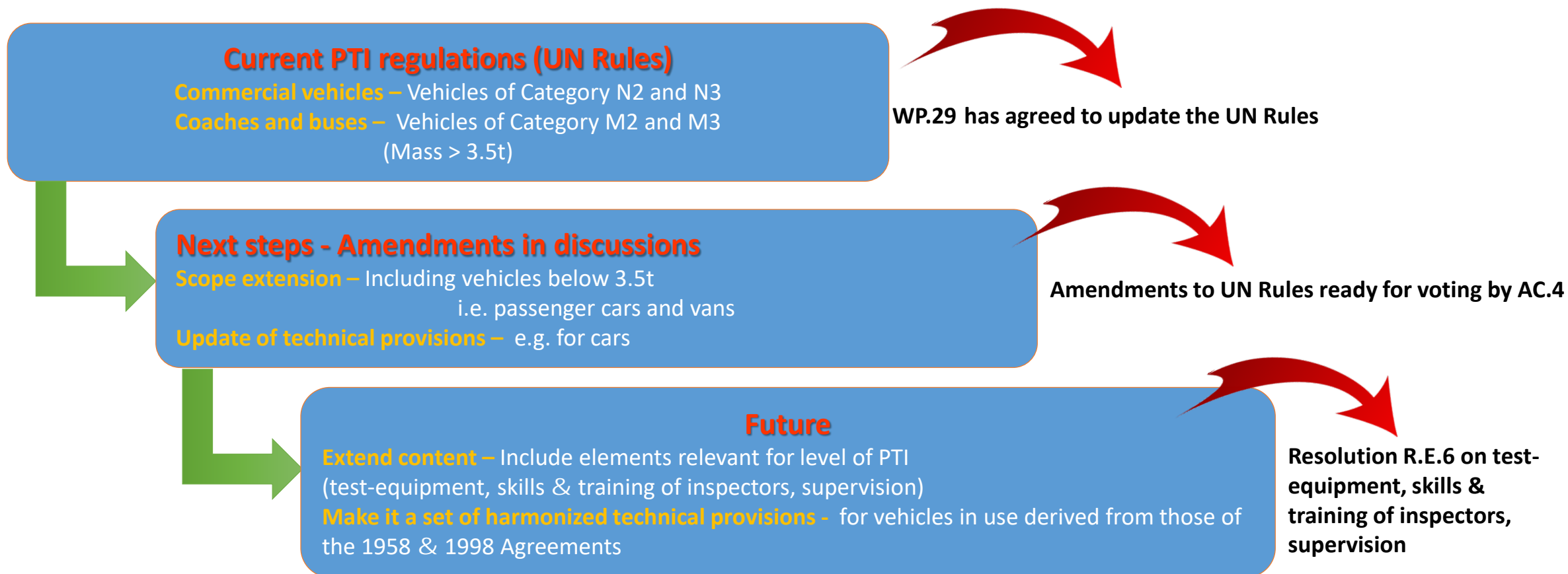
For safety inspection

For LPG/LNG vehicles





# Status of the 1997 Agreement



# 1997 Agreement main provisions

- Treaty body Administrative Committee AC.4
  - Quorum (1/2 of CPs)
  - Election of Chair and Vice-Chair
  - Body where votes take place (2/3 of CPs)
- Provisions on establishing /amending Rules
  - Amendments voted in AC.4 and submitted to Secretary General (NY) by secretariat
  - Notification by Secretary General
  - Contracting Parties six month following notification for rejection (1/3 of CPs)
  - Entry into force immediately after end of six month notification
- Rules shall cover
  - Scope and frequency; items (equipment and/or parts) to be inspected; test methods; conditions for granting inspection certificate and date of entry into force



# 1997 Agreement main provisions (cont.)

- Provisions on amending the agreement
  - Amendments to be proposed by a Contracting Party to Secretary General (NY)
  - Notification by Secretary General
  - Contracting Parties six month following notification for rejection
  - Entry into force three month following end of 6 month notification period only if NO Contracting Party rejected
- Reciprocal recognition of Inspection Certificates in international traffic
- Harmonized International Vehicle Inspection Certificate (incl. specimen)
- National periodical Inspection reports can be used as an alternative
- Accession to agreement and application of rules
- Disputes and arbitration procedures



# 1997 Agreement – Rules Nos. 1 and 2

- Rule 1 focuses on environmental issues
  - Pollutant emissions, noise and leakages
- Rule 2 focuses safety related issues
  - Identification of the vehicle;
  - Braking equipment;
  - Steering;
  - Visibility;
  - Lighting equipment and parts of electric system;
  - Axles, wheels, tyres, suspension;
  - Chassis and chassis attachments;
  - Other equipment;
  - Additional inspections of vehicles for the commercial carriage of passengers.
- Contains: scope, test frequency, inspection items, test methods, reason for failures and guidance on assessment of defects



# 1997 Agreement – Rules Nos. 1 and 2

- Proposed amendments to the agreement
  - Extend scope to M1 and N1 vehicles
  - Maximum intervals between two consecutive inspections (M1, N1: 4-2-2; N2,N3,M2,M3,O3,O4 and taxis & ambulances 1-1-1)
  - System of severity of defects (minor-major dangerous)
  - Clear assessment of defects according to their severity
  - Final assessment of vehicle in accordance to the most severe defect (taking into consideration combined effects of defects)
  - Introduce testing of electronic controlled systems



# 1997 Agreement – Rule 1 & Rule 2

## 3. Periodicity of technical inspections

<i>Vehicle Categories</i>	<i>Maximum Inspection Intervals</i>
<b>Passenger-carrying motor vehicles: M<sub>1</sub>, except taxis and ambulances</b> <b>Goods vehicles: N<sub>1</sub></b>	<b>Four years after the first entry into service of the first registration and every two years thereafter</b>
Passenger-carrying motor vehicles: M <sub>1</sub> used as taxi or ambulances, M <sub>2</sub> and M <sub>3</sub> Goods vehicles: N <sub>2</sub> and N <sub>3</sub> <b>Trailers: O<sub>3</sub> and O<sub>4</sub></b>	<b>One year after the first entry into service of the first registration and annually thereafter-</b>

# 1997 Agreement – Rule 1 & Rule 2

- 7.2. Deficiencies that are found during periodic testings of vehicles shall be categorised in one of the following groups:
- (a) "*Minor deficiencies*" having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;
  - (b) "Major deficiencies" that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;
  - (c) "Dangerous deficiencies", constituting a direct and immediate risk to road safety or having an impact on the environment which justifies that, a Member State or its competent authorities may prohibit the use of the vehicle on public roads.
- 7.3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 7.2. above shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection area as identified in the scope of the test referred to in paragraph 2 of Annex I, may be classified in the next most serious deficiency group if it can be demonstrated that the combined effect of those deficiencies results in a higher risk to road safety.





# 1997 Agreement – Rule 1 & Rule 2

		<i>Minor</i>	<i>Major</i>	<i>Dangerous</i>	
2.1.2. Steering gear casing attachment	With vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate steering / handle bar wheel clockwise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of the attachment of gear casing to chassis.	(a) Steering gear casing not properly attached. Attachments dangerously loose or relative movement to chassis/bodywork visible.		X	X
		(b) Elongated fixing holes in chassis. Attachments seriously affected.		X	X
		(c) Missing or fractured fixing bolts. Attachments seriously affected.		X	X
		(d) Steering gear casing fractured. Stability or attachment of casing affected.		X	X
2.1.3. Steering linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(a) Relative movement between components which should be fixed. Excessive movement or likely to unlink.		X	X
		(b) Excessive wear at joints. A very serious risk of unlinking.		X	X
		(c) Fractures or deformation of any component. Affecting function.		X	X
		(d) Absence of locking devices.		X	
		(e) Misalignment of components (e.g. Track rod or drag link).		X	
		(f) Unsafe modification <sup>(3)</sup> .		X	





# 1997 Agreement – Draft Rule No. 3

- Draft Rule No. 3 focuses on vehicles using Compressed Natural Gas (CNG) and Liquefied Petroleum Gas (LPG)
- Contains: scope, test frequency, inspection items, test methods, reason for failures and guidance on assessment of defects



# 1997 Agreement – Resolution R.E.6

- Establishes minimum requirements for a PTI regime and details specific administrative and technical provisions for PTI
- Minimum requirements for technical inspection facilities and test equipment
  - Test lane with pit or lift
  - Equipment for brake testing; wheel play detector; sound meter; emission test devices (4-gas analyser / smoke meter); headlamp aiming device; tread depth meter; OBD scan tool and LPG/CNG/LNG leakage detector
  - Calibration requirements

# 1997 Agreement – Resolution R.E.6 (cont.)

- Minimum requirements concerning competence, training and certification of inspectors
  - Areas of knowledge and experience
  - Initial and refresher training / examination
  - Certificate of competence
- Supervising bodies
  - Tasks and activities of supervising bodies
  - Requirements concerning supervising bodies
  - Contents of rules and procedures



# Implementation of 1997 Agreement

- Amendments to national legislation
  - Requirements for periodic technical inspection (e.g. reference to UN Rules and R.E.6)
  - Requirements for reciprocal recognition of PTI certificates for cross border traffic
  - Requirements for vehicle registration (e.g. PTI as prerequisite)
  - Responsibilities and sanctions
- National PTI Authority
  - Administrative procedures for granting, extending, suspension of authorisation for PTI test centres and for inspectors
  - Requirements for test centres, equipment, skills&training of inspectors and supervision of test centres
  - Acting as liaison point to other PTI Authorities and the WP.29 secretariat
- Test Centres



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# Technical Roadside Inspections

Mainly, but not only, for commercial transport  
Different areas to be covered

- Driver permit
- Transport license
- Vehicle registrations
- Weights and dimensions
- Driving time and Resting time (AETR)
- Transport of dangerous goods (ADR)
- Technical condition of vehicles
- Securing of cargo



➔ need for specialised body & good cooperation with police

➔ need for specialised equipment  
need for intelligent selection tool  
(risk rating)





# Technical Roadside Inspections

**THE AIM**  
TO IMPROVE  
ROAD-SAFETY  
BY ENFORCEMENT



# Vehicle Importation

- **New vehicle**
- Approved type
  - National TA document
  - Vehicle registration
- Not approved type
  - Individual approval
    - Documentation
    - Testing
  - National IA document
  - Vehicle registration
- **Used vehicle**
- Approved type
  - Individual approval based on TA
  - National IA document
  - Periodical technical Inspection
  - Vehicle registration
- Not approved type
  - Individual approval based
    - Documentation
    - Testing
  - National IA document
  - Periodical technical Inspection
  - Vehicle registration





# Vehicle Registration

- **Main purpose**
  - Final permission to use in road traffic
  - Identification of vehicle by issuing a registration plate and a corresponding registration certificate
  
- Preconditions for registration:
  - Vehicle approval
  - Periodical technical inspection
  - Third party liability insurance
  - Payment of duties and fees



**THANK YOU  
FOR YOUR ATTENTION**

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## SAFE, CLEAN, SECURE AND EFFICIENT MOBILITY FOR PEOPLE AND FREIGHT

Inclusive International Legal Architecture

Effective Public Administration

International Cooperation

Innovative Financing

New Technologies

Social Responsibility

enablers

objectives

Seamless B / C

Facilitated international transport

Reduced GHG emissions

Reduced air / noise pollution

Increased P.T. Mobility Choices

Zero traffic fatalities and injuries

Efficient transport services

Enjoyable walking and cycling

The future  
Inland Transport  
WE WANT!

