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World Forum for Harmonization
of Vehicle Regulations (WP.29)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS
FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES AND THE
RECIPROCAL RECOGNITION OF SUCH INSPECTIONS

DRAFT ADDENDUM 1 - RULE NO. 1: UNIFORM PROVISIONS FOR PERIODICAL TECHNICAL
INSPECTIONS OF WHEELED VEHICLES WITH REGARD TO THE
PROTECTION OF THE ENVIRONMENT

Note: The text reproduced below was adopted by the Administrative Committee of the Agreement at its first session, following the recommendation by WP.29 at its one-hundred-and-twenty-third session. It is based on document ECE/RCTE/CONF./5/FINAL, as amended (TRANS/WP.29/776, para. 134).

DRAFT RULE No. 1

**UNIFORM PROVISIONS FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES
WITH REGARD TO THE PROTECTION OF THE ENVIRONMENT**

1. SCOPE

- 1.1. For the purpose of Article 1 of the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, the items to be inspected are related to environmental requirements;
- 1.2. Wheeled vehicles used in international transport shall satisfy the requirements set out below;
- 1.3. Contracting Parties may decide to extend the requirement of paragraph 1.2. above also to vehicles used in domestic transport.

2. DEFINITIONS

For the purpose of this Rule,

- 2.1. "Agreement" means the 1997 Vienna Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections;
- 2.2. "International Technical Inspection Certificate" means a certificate about the first registration after manufacture and the periodical technical inspections of wheeled vehicles in compliance with the provisions of Article 1 and Appendix 2 of this Agreement;
- 2.3. "Periodical Technical Inspection" means a periodical administrative uniform procedure by which the authorized technical Inspection Centres responsible for conducting the inspection tests declare, after carrying out the required verifications, that the wheeled vehicle submitted conforms to the requirements of this Rule;
- 2.4. "Wheeled vehicle" means motor vehicles of categories M2, M3, N2 and N3, as specified in Consolidated Resolution R.E.3. (document TRANS/WP.29/78/Rev.1/Amend.2), used in international transport whose permissible maximum mass exceeds 3,500 kg, except those used for the carriage of passengers and having not more than eight seats in addition to the driver's seat;
- 2.5. "Verification" means the proof of compliance with the requirements set out in the Annex to this Rule through tests and checks carried out using techniques and equipment currently available, and without dismantling or removing any part of the vehicle;
- 2.6. "1958 Geneva Agreement" means the Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the basis of these

Prescriptions, done at Geneva on 20 March 1958 and amended as of 16 October 1995;

2.7. "ECE Regulation" means a Regulation annexed to the 1958 Geneva Agreement.

3. PERIODICITY OF TECHNICAL INSPECTIONS

Vehicle Categories	Maximum Inspection Intervals
Passenger-carrying motor vehicles: M2 above 3,500 kg and M3	One year after the first registration and annually thereafter
Goods vehicles N2 and N3	

4. TECHNICAL INSPECTION

Vehicles to which these provisions apply must undergo a periodic technical inspection in accordance with the Annex hereafter.

Following verification, the compliance with at least the provisions of this Annex shall be confirmed by the International Technical Inspection Certificate.

5. INSPECTION REQUIREMENTS

The inspection shall cover:

- 5.1. the identification of the vehicle
- 5.2. exhaust emissions
- 5.3. noise emissions
- 5.4. other environment related items listed in paragraph 5 of the annex hereafter.

6. NAMES AND ADDRESSES

The Contracting Parties to the Agreement applying this Rule shall communicate to the United Nations Secretariat basic information on administrative authorities responsible for supervising the inspection tests and issuing the International Technical Inspection Certificates.

Annex**MINIMUM INSPECTION REQUIREMENTS****1. SCOPE**

The inspection shall cover at least the items listed below.

2. IDENTIFICATION OF THE VEHICLE

ITEMS	PRINCIPAL REASONS FOR REJECTION
Registration number plates	<ul style="list-style-type: none"> - number plate(s) missing or so insecure that it is (they are) likely to fall off - inscription missing - illegible
Vehicle identification (serial) number	<ul style="list-style-type: none"> - missing or can not be found - incomplete, illegible

3. ENVIRONMENTAL NUISANCES**3.1. EXHAUST EMISSIONS**

3.1.1. Vehicles with positive-ignition engines:

EXHAUST EMISSIONS		PRINCIPAL REASONS FOR REJECTION
ITEMS		PRINCIPAL REASONS FOR REJECTION
Exhaust system, including exhaust gas treatment system, when applicable		<ul style="list-style-type: none"> - leaking, excessively corroded - missing - incomplete - damaged
CO content when engine is idling	Exhaust emissions not controlled by an advanced control	<ul style="list-style-type: none"> - higher than the limit value specified by the manufacturer at the specified idling speed, or if it is not available, or a Contracting Party decides not to use the reference value: - higher than 4.5 % volume <u>1/</u>, or according to national provisions; - higher than 3.5 % volume <u>2/</u>, or according to national provisions
	Exhaust emissions controlled by an advanced control	<ul style="list-style-type: none"> - higher than the limit value specified by the manufacturer at the specified idling speed, or if it is not available higher than 0.5 % volume <u>2/</u> - higher than 0.3 % volume at high idling speed (at least 2000 min⁻¹) - at high idling speed lambda outside of the range 1 " 0.03, or outside of the manufacturer's specifications

1/ Vehicles registered or put in service the first time before 1 October 1986.

2/ Vehicles registered or put in service the first time after 1 October 1986.

3.1.2. Vehicles with compression ignition engines:

EXHAUST EMISSIONS	
ITEMS	PRINCIPAL REASONS FOR REJECTION
Exhaust system, including exhaust gas treatment system, when applicable	- leaking, excessively corroded - missing - incomplete - damaged
Smoke absorption coefficient (according to ECE Regulation No. 24) <u>1/</u> <u>2/</u>	- higher than limit value indicated by the manufacturer in the type approval mark, or if no reference value is available, or a Contracting Party decides not to use the reference value: - higher than 2.5 m ⁻¹ for naturally aspirated engines; - higher than 3.0 m ⁻¹ for turbocharged engines

- 1/ Vehicles registered or put into service for the first time before 1 January 1980 are exempted from these requirements.
2/ Equivalent measuring methods are allowed.

4. NOISE EMISSIONS

NOISE EMISSIONS	
ITEMS	PRINCIPAL REASONS FOR REJECTION
Noise suppression system	- missing (partially or completely) or seriously defective

5. OTHER ENVIRONMENT-RELATED ITEMS

OTHER ENVIRONMENT-RELATED ITEMS	
ITEMS	PRINCIPAL REASONS FOR REJECTION
Fuel tanks and tubing	- leaking
Engine and transmission	- leaking
Hydraulic braking system	- leaking
Power steering	- leaking
Additional hydraulic units	- leaking
Battery	- leaking
Air conditioning and refrigeration system	- leaking of the cooling medium