

Report to WP.29 about results of the 19th and 20th meetings of the Informal Working Group on Periodical Technical Inspections

The 19th and 20th IWG on PTI meetings were arranged with support of the International Motor Vehicle Inspection Committee (CITA) and held on February, 4 and March, 1, 2021 in the form of virtual participation.

I. Organization of the IWG on PTI work

It was noted that WP.29 was informed that the Terms of Reference (ToR) of the group had been adopted by the WP.29 at its 175th session held on 19-22 June 2018. At the 181st session of WP.29 (document WP.29-181-11) the group proposed to extend its mandate and discuss an option of permanent mandate for IWG on PTI without time limit since the activity of the group should be, by definition, continuous in the time.

Since WP.29 postponed discussion on the 1997 Agreement the group has not received guidance on the above mentioned requests. In the circumstances the group waits WP.29 feedback regarding the modification of the ToR, an extension of its mandate until the end of 2021 or issue a permanent mandate and the possibility of finding a new title for the group that better describes its activities.

Meanwhile the group continues to review the following draft documents:

- the framework document on in-service compliance assessment the vehicles including automated/autonomous vehicles and their components (further referred as framework document);
- draft UN Rule on Accident Emergency Call Systems (AECS);
- guidance for road-side technical inspections and enforcement;
- measures for detection of tampering.

II. In-service compliance assessment

In the process of further development of the framework document, the group considers the main new proposals as follows.

i) The in-service compliance assessment principles, supported by WP.29, require the need to complement framework for type-approval with an effective market surveillance mechanism ensuring the robust verification of compliance of the automotive products.

ii) The Contracting Parties may apply administrative provisions and technical requirements that aim to ensure a level of functional safety, environmental protection and occupational safety that to the greatest extent practicable is equivalent to the level provided for by one or more of the UN Regulations (alternative requirements).

iii) A vehicle may be maintained in service only if its respective performance is at least equal of the performance prescribed for a new vehicle in UN Regulations or alternative requirements.

iv) The performance of vehicle in service may be verified by methods different from those used for the type approval.

Complement framework for type-approval with an effective market surveillance mechanism may require an amendment to the 1958 Geneva Agreement. The draft amendment on market surveillance was considered by the group. In the result it was decided to ask guidance of the WP.29 for further actions in the direction. The WP.29 may consider IWG on PTI as the

platform for further discussion on market surveillance mechanism to ensure robust verification of compliance of the automotive products.

The main conclusions made in frame of the discussion are as follows.

Additional development of definitions is required.

- New approaches to monitoring vehicles should be considered, taking into account the use of new technologies.
- There are interconnections between the 1997 Agreement and those of 1958 and 1998 with the potential for more efficient coordination.
- The coordinated collaboration with GRs should be deepened. The IWG on PTI members are able to provide a unique experience about the actual use of vehicles. It would be convenient to define the frame of collaboration with GRs.
- The methods for vehicle inspection shall take into account the approval but not necessarily replicate it. An example of that is how PTI assesses breaks using alternative methods to those defined in the homologation.
- It is necessary a coordinated view of the whole vehicle's life from a legal perspective.
- Controls at the end of the production lines of the automotive plants are in some cases similar to vehicle inspection.

The group agreed to create an expert group to discuss the framework document word by word.

III. Measures to detect tampering

The group considered the proposals on disposal of the PN measurement methods. It was noted that the current recommended smoke emission or opacity test as described in the Rule 1 is not suitable for the detection of defective or removed wall flow particulate filters because it has a lack of sensitivity and it was developed for engines with a high particulate emission (without a wall flow particulate filter). The proposal of Rule 1 modification and the WP.29 recommendation on application of PN measurement methods were presented.

The group welcomed the proposals and agreed to request the guidance of WP.29 on whether to aim for a modification of Rule 1 or to produce a recommendation.

IV. Guidance for road-side technical inspections and enforcement

The World Forum approved the two documents ECE/TRANS/WP.29/2019/120 and WP.29-182-13 amending Resolution R.E.6 on requirements for testing equipment, for skills and training of inspectors and for supervision of test centres at its 182-d session. The draft Guidance for road-side technical inspections shall be submitted to AC.4 for voting.
