

Report to WP.29 about results of the 7th meeting of Informal Group on Periodical Technical Inspections

The 7th IWG on PTI meeting was arranged with support of Scientific and Research Institute of Motor Transport (NIIAT) and held on 14 June 2017 in Moscow.

1. Development of new rules for vehicles and their parts and equipment incorporating new technologies

1.1. The group reviewed proposal for a new Rule No. 3 on Periodical Technical Inspections of motor vehicles using Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) in their propulsion system (ECE/TRANS/WP.29/2017/93). CITA proposed to modify the document to make reference to the recently approved Regulation ECE 143 and to remove the reference of 300 ppm to assess gas leakages (Annex 1, item 2.6., b). The proposal was approved. Informal document incorporating the amendments shall be submitted for approval at 172 session of WP.29.

1.2. The group studied the draft provisions for inspection of hybrid and electric vehicles. It was decided to add the draft with definitions of the acronyms and HEV components according to Regulation ECE 100 and provisions for use OBD for inspection. Due to lack of exact information and data the group did not find the solution on periodicity of inspection of the vehicle in question. It was decided to ask guidance of WP.29 for that subject. Informal document incorporating the draft Rule on Periodical Technical Inspections of hybrid and electric vehicles shall be submitted for review at 172 session of WP.29.

2. Possible further steps and items to be treated by the group

The group continued to discuss proposals for possible further steps and items to be treated by the group or WP.29.

It was agreed that providing consistency between Regulations attached to the 1958 Geneva Agreement and Rules of the 1997 Vienna Agreement is relevant direction of future work.

Guidance for establishment of requirements for the performance of equipment and systems including automotive systems in all the relevant driving conditions other than those tested, as well as methods for their evaluation shall be developed.

There are several directions of the work related to the quality of PTI. They include roadside inspections, design modification inspection, inspection of testing centres, education and attestation of the experts, implementing PTI.

Consistency between the provisions of the 1968 Vienna Convention and the technical provisions of Rules in the framework of the 1997 Agreement shall be provided as well.

The group confirmed the proposal to establish a new subsidiary working party on PTI. It can provide a proper preparation of the proposals for solution of the above mentioned problems.

Draft proposals for further items, related to PTI, to be treated by the IWG or the WP.29, had been approved and submitted for review at 172 session of WP.29.

3. Exchange of views and information on the national legal system for PTI

The group continue study supervision systems for PTI established in different countries.

Russian association of motor insurance companies (RAMI) presented an overview of the periodical inspection system of vehicles in the Russian Federation. The group highlighted, as one of the most relevant fact, that PTI is a necessary requirement for insurance, therefore the availability of vehicle insurance guarantees that the vehicle has been inspected and meet the safety requirements.

The group thanked the Russian Federation for the information and decided to continue this activity.

4. Date and place of next meeting

The group considered convenient to meet in September or October this year at a place to be defined in due time. Secretariat of the IWG on PTI will request the members of the group date availability.

