

8 May 2018

Agreement

Concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections

(Done at Vienna on 13 November 1997)

Addendum 1 - Rule No. 1

Revision 2

Date of entry into force: 8 February 2018

Uniform Provisions for Periodical Technical Inspections of Wheeled Vehicles with regard to the Protection of the Environment

This document is produced by the secretariat for information.

The authentic and legal binding texts are: ECE/RCTE/CONF/4/Add.1/Rev.1 and ECE/TRANS/WP.29/2017/90.



UNITED NATIONS

Contents

*Page***Rule**

1. Scope	4
2. Definitions	4
3. Periodicity of technical inspections	5
4. Technical inspections	5
5. Inspection requirements	5
6. Methods of inspection	5
7. Main reasons for rejection and assessment of defects	6
8. Names and addresses	6
9. Transitional provisions	6

Annex

Minimum inspection requirements	7
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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 defined in paragraph 2.4 and 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 periodical technical inspections of wheeled vehicles in compliance with the provisions of Article 1 and Appendix 2 of the Agreement;
- 2.3. "*Periodical Technical Inspection*" means a periodical uniform procedure by which the authorized technical Inspection Centres responsible for conducting the inspection tests verify that the wheeled vehicle submitted complies with the requirements of this Rule;
- 2.4. "*Wheeled vehicle*" means motor vehicles of categories M₁, M₂, M₃, N₁, N₂ and N₃, and trailers of categories O₃ and O₄¹ used in international transport;
- 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 Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations, done at Geneva on 20 March 1958 and amended as of 14 September 2017;*

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2. - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

* Note by the secretariat:

Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version);
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

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

3. Periodicity of technical inspections

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

4. Technical inspections

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

Following verification, the compliance with at least the provisions of the annex to this Rule 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. Environmental nuisances;
- 5.3. Noise emissions
- 5.4. Other items related to the protection of the environment

6. Methods of inspections

The method of inspection set out in the annex to this Rule shall be the minimum requirement. Where a method of inspection is given as visual, it means that in addition to looking at the items, the inspector can also handle them, evaluate noise, etc.

7. Main reasons for rejection and assessment of defects

The main reasons for rejection and the assessment of defects are given in the annex to this Rule. The three criteria for assessment of defects are defined as follows.

- 7.1. "*Minor defects*" (MiD) are technical defects that have no significant effect on the safety of the vehicle and other minor non-compliances. The vehicle does not have to be re-examined as it can reasonably be expected that the detected defects will be rectified without delay.
- 7.2. "*Major defects*" (MaD) are defects that may prejudice the safety of the vehicle and/or put other road users at risk and other more significant non-compliances. Further use of the vehicle on the road without repair of the detected defects is not allowed although it may still be driven to a place for repair and afterwards to a specified location for the repair to be checked.
- 7.3. "*Dangerous defects*" (DD) are defects that constitute a direct and immediate risk to road safety such that the vehicle should not be used on the road under any circumstances.
- 7.4. A vehicle having defects falling into more than one defect group should be classified according to the most serious defect. A vehicle showing several defects of the same group can be classified in the subsequent more serious group if their combined effect makes the vehicle more dangerous.

8. 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.

9. Transitional provisions

- 9.1. As from 24 months after the date of entry into force of this Revision, Contracting Parties applying this Rule shall grant the International Technical Inspection Certificates only if the vehicle meets the requirements of this Rule as amended by the Revision 2.
- 9.2. The International Technical Inspection Certificates issued according to previous revision of this Rule will be valid until the expiry date indicated therein.

Annex

Minimum inspection requirements

1. Scope

The inspection shall cover at least the items listed below.

2. Identification of the vehicle

Item	Method	Main Reasons for Rejection	Defect Assessment		
			MiD	MaD	DD
2.1. Registration number plates (if needed by requirements ^a)	Visual inspection.	(a) Number plate(s) missing or so insecure/fixated that it is (they are) likely to fall off. (b) Inscription missing or illegible. (c) Not in accordance with vehicle documents or records.		X X X	
2.2. Vehicle identification chassis/ serial number	Visual inspection.	(a) Missing or cannot be found. (b) Incomplete, illegible, obviously falsified, or does not match the vehicle documents. (c) Illegible vehicle documents or clerical inaccuracies.	X	X X	

^a "Requirements" are laid down by type-approval requirements at the date of approval, first registration or first entry into service as well as retrofitting obligations or national legislation in the country of registration.

3. Environmental nuisances

3.1. Exhaust emissions

3.1.1. Vehicles with positive-ignition engines:

Item	Method	Main Reasons for Rejection	Defect Assessment		
			Minor	Major	Dangerous
3.1. Positive ignition engine emissions					
3.1.1. Exhaust emissions control equipment	Visual inspection	(a) Emission control equipment fitted by the manufacturer absent, modified or obviously defective.		X	

Item	Method	Main Reasons for Rejection	Defect Assessment		
			Minor	Major	Dangerous
		(b) Leaks which would affect emission measurements		X	
3.1.2. Gaseous emissions	<p>For vehicles up to emission classes Euro 5 and Euro V or equivalent:</p> <p>Measurements using an exhaust gas analyser in accordance with the requirements¹ or reading of OBD. Tailpipe testing shall be the default method of exhaust emission assessment. On the basis of an assessment of equivalence, and by taking into account the relevant type approval legislation, Contracting Parties may authorise the use of OBD in accordance with the manufacturer's recommendation and other requirements.</p> <p>For vehicles as of emission classes Euro 6 and Euro VI or equivalent:</p> <p>Measurement using an exhaust gas analyser in accordance with requirements¹ or reading of OBD in accordance with manufacturer's recommendations and other requirements¹.</p> <p>Measurements not applicable for two-stroke engines</p>	<p>(a) Either gaseous emissions exceed the specific levels given by the manufacturer;</p> <p>(b) Or, if this information is not available the CO emissions exceed,</p> <p>(i) For vehicles not controlled by an advanced emission controls system: 4.5%, or 3.5% According to the date of first registration or use specified in requirements¹</p> <p>(ii) for vehicles controlled by an advanced emission control system: - At engine idle: 0.5% - At high idle: 0.3%</p> <p>for vehicles of emission class Euro 5 and Euro 6 or equivalent: - At engine idle: 0.3% - At high idle: 0.2%</p> <p>According to the date of first registration or use specified in requirements¹</p> <p>(c) Lambda coefficient outside the range 1 ± 0.03 or not in accordance with manufacturer's specification;</p> <p>(d) OBD read-out indicating significant malfunction</p>		X	
				X	
					X

Item	Method	Main Reasons for Rejection	Defect Assessment		
			Minor	Major	Dangerous
3.2 Compression ignition engine emissions					
3.2.1. Exhaust emissions control equipment	Visual inspection	(a) Emission control equipment fitted by the manufacturer absent or obviously defective. (b) Leaks which would affect emission measurements		X X	
3.2.2. Opacity Vehicles registered or put into service before 1 January 1980 are exempted from this requirement	For vehicle up to emission classes Euro 5 and Euro V or equivalent: Exhaust gas opacity to be measure during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD. The tailpipe testing shall be the default method of exhaust emissions assessment. On the basis of an assessment of equivalence, Contracting Parties may authorise the use of OBD in accordance with the manufacturer's recommendation and other requirements. For vehicles as of emission classes Euro 6 and Euro VI or equivalent: Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged or reading of OBD in accordance with the manufacturer's recommendations and other requirements ¹ Vehicle preconditioning: 1. Vehicles may be tested without preconditioning, although for safety reasons checks should be made that the engine is warm and in a	(a) For vehicle registered or put into service for the first time after the date specified in the requirements ¹ Opacity exceeds the level recorded on the manufacturer's plate on the vehicle.		X	

Item	Method	Main Reasons for Rejection	Defect Assessment		
			Minor	Major	Dangerous
	satisfactory mechanical condition				
	<p>2. Precondition requirements:</p> <p>(i) Engine shall be fully warm, for instance the engine oil temperature measured by a probe in the oil level dipstick tube to be at least 80°C or normal operating temperature if lower, or the engine block temperature measured by the level of infrared radiation to be at least an equivalent temperature. If, owing to the vehicle configuration, this measurement is impractical, the establishment of the engine's normal operating temperature may be made by other means, for example by the operation of the engine cooling fan.</p> <p>(ii) Exhaust system shall be purged by at least three free acceleration cycles or by an equivalent method.</p>				
	<p>Test procedure:</p> <p>1. Engine and any turbocharger fitted, to be at idle before the start of each free acceleration cycle. For heavy-duty diesels, this means waiting for at least 10 seconds after the release of the throttle.</p> <p>2. To initiate each free acceleration cycle, the throttle pedal must be fully depressed quickly and continuously (in less than one second) but not violently, so as to obtain maximum delivery from the injection pump.</p>	<p>(b) Where this information is not available or requirements¹ do not allow the use of reference values,</p> <ul style="list-style-type: none"> - For naturally aspirated engines: 2.5 m⁻¹ - For turbo-charged engines: 3.0 m⁻¹ - For vehicles identified in requirements¹ or first registered or put into service for the first time after the date specified in requirements: for vehicles of emission classes Euro 5 and Euro V or equivalent 1.5 m⁻¹ for vehicles of emission classes Euro 6 		X	

Item	Method	Main Reasons for Rejection	Defect Assessment		
			Minor	Major	Dangerous
	3. During each free acceleration cycle, the engine shall reach cut-off speed or, for vehicles with automatic transmissions, the speed specified by the manufacturer or, if this data is not available, then two thirds of the cut-off speed, before the throttle is released. This could be checked, for instance, by monitoring engine speed or by allowing a sufficient time to elapse between initial throttle depression and release, which in the case of vehicles of categories M2, M3, N2 and N3, should be at least two seconds.	and Euro VI or equivalent 0.7 m^{-1}			
	4. Vehicles shall only be failed if the arithmetic means of at least the last three free acceleration cycles are in excess of the limit value. This may be calculated by ignoring any measurement that depart significantly from the measured mean, or the result of any other statistical calculation that takes account of the scattering of the measurements. Contracting Parties may limit the number of test cycles. 5. To avoid unnecessary testing, Contracting Parties may fail vehicles which have measured values significantly in excess of the limit values after fewer than three free acceleration cycles or after the purging cycles. Equally to avoid unnecessary testing, Contracting Parties may pass vehicles which have measured values significantly below the limits after fewer than three free acceleration cycles or after the purging cycles.				

3.3. Test equipment

Vehicle emissions are tested using equipment designed to establish accurately whether the limit values prescribed or indicated by the manufacturer have been complied with.

4. Noise emissions

<i>Item</i>	<i>Method</i>	<i>Main Reasons for Rejection</i>	<i>Defect Assessment</i>		
			<i>MiD</i>	<i>MaD</i>	<i>DD</i>
4.1. Noise suppression system	Subjective evaluation (unless the inspector considers that the noise level may be borderline, in which case a measurement of noise emitted by stationary using a sound level meter may be conducted).	(a) Noise levels in excess of those permitted in the requirements ¹ . (b) Any part of the noise suppression system loose, damaged, incorrectly fitted, missing or obviously modified in a way that would adversely affect the noise levels. (c) Very serious risk of falling off.		X X	 X

5. Other items related to the protection of the environment

<i>Item</i>	<i>Method</i>	<i>Main Reasons for Rejection</i>	<i>Defect Assessment</i>		
			<i>MiD</i>	<i>MaD</i>	<i>DD</i>
5.1. Fluid leaks		(a) Any excessive fluid leak, other than water, likely to harm the environment or to pose a safety risk to other road users. (b) Steady formation of drops that constitutes a very serious risk.		X	 X

6. Electromagnetic interference suppression (Recommended)

<i>Item</i>	<i>Method</i>	<i>Main Reasons for Rejection</i>	<i>Defect Assessment</i>		
			<i>MiD</i>	<i>MaD</i>	<i>DD</i>
6.1. Radio-interference (*) ²	Visual inspection	Any of the requirements ¹ not met.	X		

¹ "Requirements" are laid down at the date of approval, first registration or first entry into service as well as by retrofitting obligations, by in use conformity requirements if any or by national legislation in the country of registrations. These reasons for failure apply only when compliance with requirements has been checked.

² (*) identifies items which relate to the condition of the vehicle and its suitability for use on the road but which are not considered essential in a roadworthiness test