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TECHNICAL INSPECTIONS OF VEHICLE IN USE

OICA COMMENTS

Introduction

With the entry into force of the 1997 Agreement on Periodical Technical Inspections of Wheeled Vehicles, WP29 is now expected to elaborate detailed individual technical rules relating to vehicle in-use inspections.

OICA, as the representative of the world-wide motor vehicle industry, would like to use the opportunity of the entry into force of the 1997 Agreement to make known its opinion on the subject.

OICA clearly supports the objectives of the 1997 Agreement. It is indeed of utmost importance for our environment and our safety that vehicles in use continue to meet minimum levels of safety and environment requirements throughout their life. Regular vehicle inspections, conducted with the necessary professionalism, will ensure that the necessary maintenance is performed, according to manufacturers' instructions.

Technical requirements for vehicle inspections

Draft rules 1 and 2, to be appended to the 1997 Agreement, have been submitted to the approval of WP29.

Although OICA does not have particular technical comments at this time, OICA would like to explain its principle point of view, already presented orally during the 121st WP29 session (TRANS/WP29/735, paragraph 102). OICA consider it of utmost importance that requirements for vehicles in use should be in harmony with those applicable at time of certification and registration.

Not only limit values, but also test procedures are involved. Recent examples of potential sources of conflict are:

- suspension tests not covered by type approval, whereby even new vehicles with perfectly safe suspension systems fail the test;
- measuring points for pneumatic braking systems, thereby necessitating drastic modifications to original designs, entailing major safety risks.

OICA is concerned that rules for technical inspections may be dictated only by consideration of facilitation of these same inspections. OICA believes that, while technical inspection agencies are appointed to verify conformity to established rules, these rules should be set by the responsible authorities, not by the private agencies themselves.

OICA would also like to avoid unnecessary or excessive design changes which are only aimed at facilitating inspections, having no regard for the fundamental operating principles of a motor vehicle, with no further justification.

Conclusion

OICA is strongly convinced that any new test procedure should, as for certification requirements, be duly justified to ensure that the objectives of safety and environment protection are reached.

Due account should be taken of the necessity to avoid inspection rules which conflict with vehicle construction and certification.

Consequently, OICA believes that any rule for technical inspection should be thoroughly discussed by the respective Working Parties, depending on the subject.
