

# The Informal Working Group on Periodical Technical Inspections

## **GENERAL OVERVIEW OF IN-SERVICE COMPLIANCE ASSESSMENT**

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<b>Transport Sustainability</b>				
<b>Safety</b>				<b>Security</b>
<b>CoP</b>	<b>In-Service Conformity</b>	<b>Market Surveillance</b>	<b>PTI/Roadside Inspection</b>	
<b>Legislation</b>				
The 1958 Agreement		National Legislation	The 1997 Agreement	
<b>The legal acts shall be interconnected</b>				
<b>Supervision</b>				
Manufacturer	Manufacturer/ Type Approval Authority	Contracting Parties	Contracting Parties	Manufacturer/ Type Approval Authority
The Manufacturer's Facilities	Automatic remote permanent monitoring			
<b>Continuous Compliance</b>				

# COMPLIANCE MANAGEMENT

## COMPLIANCE

Identification of compliance obligations and evaluating compliance risks

Planning to address compliance risks and to achieve the objectives

Operational planning and control of compliance risks

Performance evaluation and compliance reporting

Managing non-compliance and continual improvement

# PRINCIPLES OF IN-SERVICE COMPLIANCE ASSESSMENT

## Principles of in Service Compliance Enforcement

a shift towards sustainability of transport systems, where all aspects of vehicle use need to be considered, including safety, the environment, mobility, efficiency, productivity and personal security

**INTEGRITY** and **COMPLIANCE** are the basis and opportunity for a sustainable transport system

UN Regulations consider the concept of continuous compliance

the third party assessment and inspection

risk-analysis approach

the increased complexity of vehicles and the need for them to be properly maintained throughout their life

## PRINCIPLES OF IN-SERVICE COMPLIANCE ASSESSMENT

### Principles of in Service Compliance Enforcement

the opportunities afforded by advanced on-board and off-board measurement systems to reduce the cost of compliance

vehicle design and validation methods should demonstrate compliance a vehicle would be expected to perform during a normal operation

vehicle self-diagnosis might play a role in continuous compliance, provided it is trustable and impartial on

access, under well-defined and agreed pre-conditions, to the technical specifications of each individual vehicle and the data needed for objective verification of the functionality of the safety and environment related systems, whether or not the safety and environment-related systems are functioning

# PRINCIPLES OF IN-SERVICE COMPLIANCE ASSESSMENT

## Principles of in Service Compliance Enforcement

development of in service compliance vehicle assessment methods for periodical technical inspection and where appropriate, road side inspection

role of roadworthiness inspections, including PTI, is to verify in-service vehicle compliance

## COMPLIANCE ELEMENTS

<b>SAFETY</b>	<b>CoP</b>
	<b>In-Service Conformity</b>
	<b>Market Surveillance</b>
	<b>PTI/Roadside Inspection</b>

## LEGISLATION

<b>The 1958 Agreement</b>	<b>CoP</b> <b>In-Service Conformity</b>
<b>National Legislation</b>	<b>Market Surveillance</b>
<b>The 1997 Agreement</b>	<b>PTI/Roadside Inspection</b>



# INFORMATION FOR IN-SERVICE CONFORMITY

## In-Service Conformity

Information from Type Approval  
Authority

warranty claims

Contracting Party surveillance  
testing

warranty repair works recorded at  
servicing

**PTI/Roadside Inspection?**

# DURABILITY OF POLLUTION CONTROL (UN R49)

**The tests for durability of pollution control devices undertaken for type approval and testing of conformity of in-service vehicles or engines are to be carried out**

160,000 km or five years, whichever is the sooner, in the case of engines fitted to vehicles of category M<sub>1</sub>, N<sub>1</sub> and M<sub>2</sub>

300,000 km or six years, whichever is the sooner, in the case of engines fitted to vehicles of category N<sub>2</sub>, N<sub>3</sub> with a maximum technically permissible mass not exceeding 16 tonnes and M<sub>3</sub> Class I, Class II and Class A, and Class B with a maximum technically permissible mass not exceeding 7.5 tonnes

700,000 km or seven years, whichever is the sooner, in the case of engines fitted to vehicles of category N<sub>3</sub> with a maximum technically permissible mass exceeding 16 tonnes and M<sub>3</sub>, Class III and Class B with a maximum technically permissible mass exceeding 7.5 tonnes.

## **CONSISTENCY OF THE 1958 AND THE 1997 AGREEMENTS**

**There is the need to, within the work of GRs, explore the feasibility of introducing provisions, relevant for in-use requirements for vehicles, into the relevant UN Regulations.**

## **CONSISTENCY OF THE 1958 AND THE 1997 AGREEMENTS**

**PTI/Roadside Inspection can be the element of in-service conformity.**

**In-use requirements for vehicles and test and inspection methods from the relevant UN Regulations are to be placed into UN Rules.**

## DEFINITIONS TO BE CLARIFIED

<b>DEFINITIONS</b>	<b>in-service conformity</b>
	<b>in-service compliance</b>
	<b>vehicle normal in-service conditions</b>
	<b>vehicle normal useful life period</b>



**Thank you for your kind attention!**