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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****125th session**

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Item 15(b) of the provisional agenda

**Periodical Technical Inspections****Proposal for a new Rule (1997 Agreement)****Submitted by the expert from Informal Working Group on Periodical  
Technical Inspections \***

The text reproduced below was prepared by the expert from Informal Working Group on Periodical Technical Inspections (IWG on PTI). It is based on informal document GRSG-124-11 distributed at the 124th session of the Working Party on General Safety Provisions (GRSG).

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\* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



# I. Proposal

## "Rule No. 5

### **Uniform provisions for periodical technical inspections of accident emergency call systems**

#### Contents

	<i>Page</i>
1. Scope .....	3
2. Definitions .....	3
3. Periodicity of technical inspections .....	4
4. Technical inspection .....	4
5. Methods of inspection.....	4
6. Main reasons for rejection and assessment of defects .....	4
7. Names and addresses .....	4
Annex Minimum inspection requirements .....	5

## 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 safety requirements;
- 1.2. Wheeled vehicles as defined in paragraph 3 covered by the scope of UN Regulation 144 used in international transports 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. «*Accident Emergency Call System (AECS)*» in accordance with UN Regulation 144;
- 2.2. «*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;
- 2.3. «*International Technical Inspection Certificate*» means a certificate about the first registration after manufacture and the periodical technical inspections of wheeled vehicles in compliance with the provisions of Article 1 and Appendix 2 of the Agreement;
- 2.4. «*MIL*» means malfunction indicator light;
- 2.5. «*Periodical Technical Inspection*» means a periodical administrative uniform procedure by which the authorized technical Inspection Centres responsible for conducting the inspection tests declare, after carrying out the required verifications, that the wheeled vehicle submitted conforms to the requirements of this Rule;
- 2.6. «*Type approval*» means an administrative procedure by which the approval authorities of one Contracting Party declare, after carrying out the required verifications that a type of vehicle, equipment or part submitted by the manufacturer conforms to the requirements of the given UN Regulation. Afterwards the manufacturer certifies that each vehicle, equipment or parts put on the market were produced to be identical with the approved product.
- 2.7. «*UN Regulation*» means a Regulation annexed to the 1958 Geneva Agreement.
- 2.8. «*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 the use of tools to dismantle or remove any part of the vehicle;
- 2.9. «*Wheeled vehicle*» means motor vehicles of categories M<sub>1</sub> and N<sub>1</sub>, as specified in Consolidated Resolution on the Construction of Vehicles (RE.3) (TRANS/WP.29/78/Rev.2, as amended), used in international transport and fitted with Accident Emergency Call System;
- 2.10. «*1958 Geneva Agreement*» means the Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, done at Geneva on 20 March 1958 and amended as of 16 October 1995.

### 3. Periodicity of technical inspections

<i>Vehicle categories</i>	<i>Maximum inspection intervals</i>
Passenger-carrying motor vehicles: M <sub>1</sub>	Four years after the first registration (or if the vehicle is not required to be registered, date of first use) and every two years thereafter
Goods vehicles: N <sub>1</sub>	

### 4. Technical inspection

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

Following verification, the International Technical Inspection Certificate shall confirm the compliance with at least the provisions of this annex.

### 5. Methods of inspection

The method of inspection set out in the annex 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 use, where made possible the technical characteristics of the vehicle and where the necessary data is made available, electronic interface.

### 6. Main reasons for rejection and assessment of defects

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

- 6.1. «*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.
- 6.2. «*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 still may be driven to a place for repair and afterwards to a specified location for the repair to be checked.
- 6.3. «*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.
- 6.4. 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 next more serious group if their combined effect makes the vehicle more dangerous.

### 7. 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 and issuing the International Technical Inspection Certificates.

## Annex

### Minimum inspection requirements

The inspection of accident emergency call system (if fitted in accordance with Requirements<sup>1</sup>) shall cover at least the items listed below.

<i>Mandatory</i>		<i>Recommendation</i>	
Item	Method	Main Reasons for Rejection	Defect Assessment
			Mi Ma D D D D
1. Fitment and configuration	Visual inspection	(a) System or any component missing	X
2. Condition	Visual inspection	(b) System or components damaged	X
		(c) AECS malfunction indicator light indicates any kind of failure of the system	X
		(d) Audio components not connected	X
		(e) System indicates failure via the electronic vehicle interface	X
		(f) Audio components not connected	X

<sup>1</sup> «Requirements» are laid down by type-approval requirements at the date of first registration or first entry into service as well as retrofitting obligations or national legislation.