

Second CITA Regional Roadworthiness Inspection Meeting for Africa

International Developments in Roadworthiness Inspection

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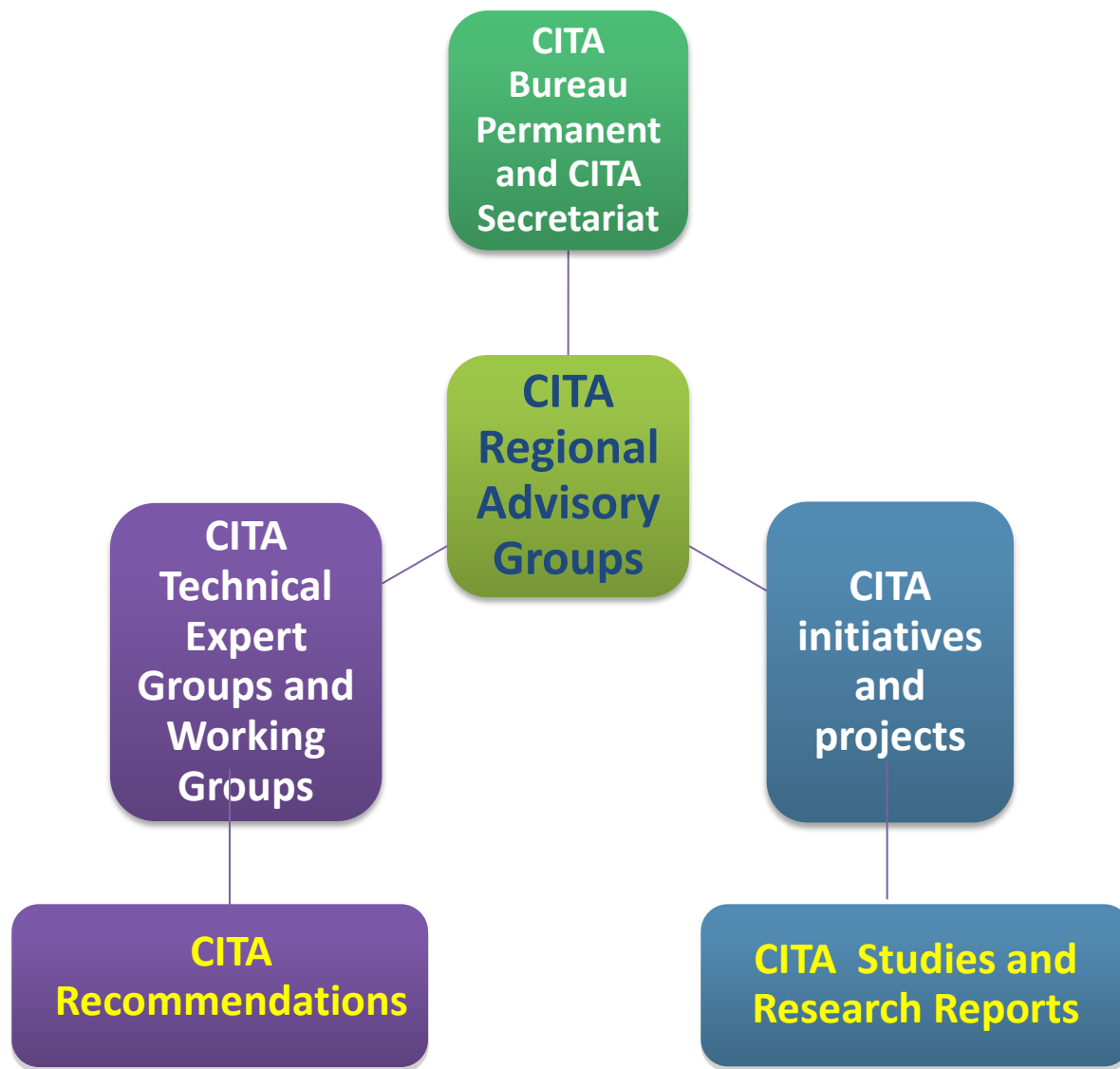
International Developments in Roadworthiness Inspection

- Development of International Best Practice
- Current developments for periodic technical inspection (PTI) under the UNECE 1997 Agreement
- Current developments for Roadworthiness Inspection for the European Union
- Q & A session

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Development of International Best Practice - CITA's main role



CITA Recommendations on International Best Practice

1 Inspections Items for passenger and goods vehicles

2. Additional inspection Items for Large Passenger Vehicles (Buses)

3. Measuring Equipment

4. In-use vehicles with technical modifications

5. Inspection Items for Motorcycles

6. Inspections on LPG Equipment

7. Inspection Station Equipment

8. Brake Testing of Heavy Vehicles & Cars

9a. Quality Systems. Independent Inspection bodies

9b. Quality Systems. Non-independent Inspection Bodies

10. Content is now covered under R1, 2 and 5

11. Roadside inspection Items, Methods & Reasons for Rejection

12. Road Speed Limiter Systems

13. Quality Measurement Methods

14. Testing of Electronically Controlled Safety Systems (DRAFT)

15. European Database for PTI Purposes

16. Suspension Systems (DRAFT)

17. Roles of supervising bodies for vehicle inspection operators under CITA Recommendation 9B

CITA Studies and Research Reports

– Published and Planned

1 Second CITA Programme on Emission Testing 2002

2. Electronically Controlled Systems – (Reliability and Cost-Benefit Analysis) - 2002

3. AUTOFORE – (Study on Future Options for Roadworthiness Testing in the European Union) 2007

4. TEDDIE (Testing of low emission diesel vehicles) - 2011

5. Testing of Electronically Controlled Safety Systems - Current EU Tender

6. European Database for vehicle data and PTI results –Planning phase

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**United Nations Economic
Commission for Europe**

World Forum for Harmonization of Vehicle Regulations - Working Party 29



Construction Standards

1958 Agreement – Adoption of Uniform Technical Prescriptions
(Type Approval Regulations)

1998 Agreement – Global Technical regulations



In-Use Roadworthiness Standards

1997 (Vienna) Agreement - Concerning the Adoption of Uniform Conditions
for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal
Recognition of Such Inspections



United Nations Economic Commission for Europe

1997 Agreement

**Rule 1 for
Environmental
Issues**

**Rule 2 for Safety
Inspection Items**

1997 Agreement



Current Agreement

Large commercial (heavy goods – N2 and N3)
Large Passenger (M2 and M3)

- WP29 agreed in 2012 to upgrade both Rules

Upgrade to extend scope to a wider range of vehicles

Now in line with CITA R1&R2

- 1st Step – Based on proposal from CITA and Russian Federation, WP29 agreed in 2012 to extend to:

- small commercial (N1),
- passenger cars (M1)
- small trailers (O1 and O2)

Upgrade to cover best practices

- 2nd Step – Upgrade to cover:

- new vehicle technologies (i.e. electric and hybrid electric vehicles)

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European Commission

European Commission's 8 Pillars for Roadworthiness Inspection

1. Items to be inspected and inspection method
2. Definition of defects and assessment of results
3. Vehicle classes to be inspected
4. Frequency of testing
5. Equipment to be used
6. Skills and application of staff
7. Supervision of testers and enforcement of the system
8. Data/information exchange



European Commission's Roadworthiness Package

1. Inclusion of 2/3 wheeled vehicles (L category)
2. Higher frequency for passenger cars (M1) over 7 years
3. Higher frequency for light goods vehicles (N1) -4/2/2 to 2/1/1
4. Inspection of 750-3500 kg trailers (02)
5. Testing of electronically controlled safety systems (ECSS)
6. Requirements for inspection equipment
7. Requirements for skills and application of staff
7. Requirements for supervision of testers and enforcement of the system
8. Requirements for Data/information exchange



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