

**No. 37244. Multilateral**

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES AND THE RECIPROCAL RECOGNITION OF SUCH INSPECTIONS. VIENNA, 13 NOVEMBER 1997 [*United Nations, Treaty Series, vol. 2133, I-37244.*]

RULE NO. 2. UNIFORM PROVISIONS FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES WITH REGARD TO THEIR ROADWORTHINESS. GENEVA, 13 NOVEMBER 2009

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**N° 37244. Multilatéral**

ACCORD CONCERNANT L'ADOPTION DE CONDITIONS UNIFORMES APPLICABLES AU CONTRÔLE TECHNIQUE PÉRIODIQUE DES VÉHICULES À ROUES ET LA RECONNAISSANCE RÉCIPROQUE DES CONTRÔLES. VIENNE, 13 NOVEMBRE 1997 [*Nations Unies, Recueil des Traités, vol. 2133, I-37244.*]

RÈGLE NO 2. PRESCRIPTIONS UNIFORMES RELATIVES AU CONTRÔLE TECHNIQUE PÉRIODIQUE DES VÉHICULES À ROUES EN CE QUI CONCERNE LEUR APTITUDE À LA CIRCULATION. GENÈVE, 13 NOVEMBRE 2009

**Entrée en vigueur :** 3 février 2012, conformément au paragraphe 1 de l'article 2

**Textes authentiques :** anglais, français et russe

**Enregistrement auprès du Secrétariat de l'Organisation des Nations Unies :** d'office, 3 février 2012

PROPOSAL FOR DRAFT RULE No. 2 ON UNIFORM PROVISIONS FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES WITH REGARD TO THEIR ROADWORTHINESS

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 2.4 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 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 (see paragraph 2.1. above);
- 2.3. "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;
- 2.4. "Wheeled vehicle" means motor vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> and trailers of categories O<sub>3</sub> and O<sub>4</sub>, as specified in Consolidated Resolution on the Construction of Vehicles (RE.3) (TRANS/WP.29/78/Rev.1, as amended), used in international transport [whose permissible maximum mass exceeds 3,500 kg, except those used for the carriage of passengers and having not more than eight seats in addition to the driver's seat];
- 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 the use of tools to dismantle or remove any part of the vehicle;

- 2.6. "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;
- 2.7. "Regulation" means a Regulation annexed to the 1958 Geneva Agreement.
- 2.8. "Inappropriate repair or modification" means a repair or modification that adversely affects the road safety of the vehicle.

3. PERIODICITY OF TECHNICAL INSPECTIONS

Vehicle Categories	Maximum Inspection Intervals
Passenger-carrying motor vehicles: M <sub>2</sub> above 3,500 kg and M <sub>3</sub>	One year after the first registration (or if the vehicle is not required to be registered, date of first use) and annually thereafter
Goods vehicles: N <sub>2</sub> and N <sub>3</sub> ;	
Trailers: O <sub>3</sub> and O <sub>4</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. INSPECTION REQUIREMENTS

The inspection shall cover at least the items listed below, provided that these are related to the obligatory equipment of the vehicle being tested in the implementing State concerned.

- 5.1. Identification of the vehicle;
- 5.2. Braking equipment;
- 5.3. Steering;
- 5.4. Visibility;
- 5.5. Lighting equipment and parts of electric system;
- 5.6. Axles, wheels, tyres, suspension;
- 5.7. Chassis and chassis attachments;

- 5.8. Other equipment;
- 5.9. Additional inspections of vehicles for the commercial carriage of passengers.

6. 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 handle them, evaluate noise, etc.

7. 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.

- 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 still may 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 next 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 and issuing the International Technical Inspection Certificates.

Annex

MINIMUM INSPECTION REQUIREMENTS

The inspection shall cover at least the items listed below.

Mandatory		Recommendation			
Item	Method	Main Reasons for Rejection	Defect Assessment		
			MiD	MaD	DD
0. IDENTIFICATION OF THE VEHICLE					
0.1.	Registration number plates (if needed by requirements. 1/)	Visual inspection.	(a) Number plate(s) missing or so insecure/fixd that it is (they are) likely to fall off. (b) Inscription missing or illegible. (c) Not in accordance with vehicle documents or records.	X	
0.2.	Vehicle identification chassis/ serial number	Visual inspection.	(a) Missing or cannot be found. (b) Incomplete, illegible. (c) Not in accordance with vehicle documents or records.	X	
1. BRAKING EQUIPMENT					
1.1. Mechanical condition and operation					
1.1.1.	Service brake pedal/hand lever pivot	Visual inspection of the components while the braking system is operated. <i>Note:</i> Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Pivot too tight. (b) Excessive wear or play.	X	
1.1.2.	Pedal/hand lever condition and travel of the brake operating device	Visual inspection of the components while the braking system is operated <i>Note:</i> Vehicles with power-assisted braking systems should be inspected with the engine switched off.	(a) Excessive or insufficient reserve travel. (b) Brake control not releasing correctly. (c) Anti-slip provision on brake pedal missing, loose or worn smooth.	X	