

Informal document WP.29-157-08,
agenda item 7.2

WP. 29: 157 Session 25-29 June 2012

Development of the 1997 Agreement Rule 1 and Rule 2 for PTI

Background

84. As a follow-up of the completion of the Agreement with the entry into force of UN Rule No. 2, WP.29 agreed to extend the scope of UN Rule Nos. 1 and 2 to cover vehicles of categories M₁, N₁ and O₁ making the Agreement more useful for emerging economies and for those countries not having a periodical technical inspection (PTI) system. Accordingly, WP.29 agreed to defer at a later stage the alignment of the provisions of both UN Rules to the corresponding EU Directive.

85. The World Forum noted the offer by the International Motor Vehicle Inspection Committee (CITA) for a continued cooperation on the development of the 1997 Agreement, in particular for the extended scope of both UN Rules.

CITA Roadmap

- WP.29 157 Session 25-29 June 2012
 - Present differences between:
 - UNECE 1997 Agreement Rule 1 and Rule 2 and
 - Commission Directive 2010/48/EU and Commission Recommendation 2010/378/EU
- WP.29 158 Session 12-16 Nov 2012
 - Present draft upgrade Rule 1 and Rule 2 to the 1997 Agreement

Differences: Rule 1

- Overall, spirit generally the same but phrasing different. However also some significant differences which are identified in excel spreadsheet, main ones:
 - Defect assessment
 - Not included in Rule 1
 - Noise suppression
 - Not included in Rule 1
 - Emissions
 - OBD not included in Rule 1 for petrol engines

Differences: Rule 2

- Overall, very similar (phrasing included) but some significant differences which are identified in excel spreadsheet. Main ones are:
 - Electronic Controlled Systems not included in Rule 2
 - Electronic Parking Brake, Electronic Power Steering, Airbag, Supplementary Restraint System, Electronic Stability Control,
 - Parking Brake performance
 - Rule 2 has different requirement braking ratio (18% cf 16%)
 - Defect assessment
 - Difference in definition, e.g. MaD, Rule 2 states, 'cannot be used on road except to drive it to place of repair or re-examination', Directive states 'further use of vehicle on road subject to conditions, which should be set by competent authorities'
 - Some differences in defect assessment for individual items, e.g. tyre rubbing against other components, Rule 2 includes MaD, DD, Directive only includes MaD

End of presentation