



12th SCUNV Meeting

CITA Recommendation 1: Inspection of vehicles M, N and O

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Very similar to:

- **1997 Agreement's Rules**
- **Annex I to Directive 2014/45/EU**

Some principles

- **Without dismantling or removing parts**
- **Inspection time for M1 \leq 30'**
- **Visual inspection method includes handling, noise assessment, etc**

Content (1/2)

0. Identification of the vehicle;

1. Braking equipment;

2. Steering;

3. Visibility;

4. Lighting equipment and parts of electric system;

5. Axles, wheels, tyres, suspension;

• 7. Other equipment;

Content (2/2)

6. Chassis and chassis attachments;

7. Other equipment;

8. Nuisance.

Some examples (1/6)

<p>1.1.5. Hand operated brake control valve</p>	<p>Visual inspection of the components while the braking system is operated.</p>	<ul style="list-style-type: none">(a) Control cracked, damaged or excessively worn.(b) Malfunction of control valve.(c) Control insecure on valve or valve insecure.(d) Loose connections or leaks in system.(e) Unsatisfactory operation.
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Some examples (2/6)

<p>1.2.2. Efficiency</p>	<p>Test with a static brake testing machine or, if one cannot be used for technical reasons, by a road test using either an indicating or recording decelerometer. For goods vehicles, the laden braking system performance should be assessed by testing the vehicle laden, by evaluation using a method based on extrapolation or by some other acceptable means.</p>	<p>Does not give at least the minimum figure as follows:-</p> <table data-bbox="1523 705 2237 948"> <tr> <td>Category N1 -</td> <td>45%</td> </tr> <tr> <td>Category M1, M₂ and M₃ -</td> <td>50% ^{3/}</td> </tr> <tr> <td>Category N₂ and N₃ -</td> <td>43% ^{4/}</td> </tr> <tr> <td>Category O₃ and O₄ -</td> <td>40% ^{5/}</td> </tr> </table>	Category N1 -	45%	Category M1, M ₂ and M ₃ -	50% ^{3/}	Category N ₂ and N ₃ -	43% ^{4/}	Category O ₃ and O ₄ -	40% ^{5/}
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Some examples (3/6)

<p>2.2.2. Steering column</p>	<p>With the vehicle over a pit or on a hoist and the mass of the vehicle on the ground, push and pull the steering wheel in line with column, push steering wheel in various directions at right angles to the column. Visual inspection of play, and condition of flexible couplings or universal joints.</p>	<ul style="list-style-type: none"> (a) Excessive movement of centre of steering wheel up or down. (b) Excessive movement of top of column radially from axis of column. (c) Deteriorated flexible coupling. (d) Attachment defective.
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Some examples (4/6)

4.2. Front and rear position lamps, side marker lamps and end outline marker lamps		
4.2.1. Condition and operation	Visual inspection and by operation.	<ul style="list-style-type: none"> (a) Defective light source. (b) Defective lens. (c) Lamp not securely attached.
4.2.2. Compliance with regulations ^{2/}	Visual inspection and by operation.	<ul style="list-style-type: none"> (a) Lamp, emitted colour, position or intensity not in accordance with the regulations. ^{2/} (b) Products on lens or light source which reduce light intensity or change emitted colour. (c) Switch does not operate in accordance with the regulations. ^{2/}

Some examples (5/6)

<p>5.2.3. Tyres</p>	<p>Visual inspection of the entire tyre by either rotating the road wheel with it off the ground and the vehicle over a pit or on a hoist or by rolling the vehicle backwards and forwards over a pit.</p>	<ul style="list-style-type: none"> (a) Tyre size, load capacity or speed rating not in accordance with the regulations. ^{2/} (b) Tyres on same axle or on twin wheels of different sizes. (c) Tyres on same axle of different construction (radial / cross-ply). (d) Any serious damage or cut to tyre. (e) Tyre tread depth not in accordance with the regulations. ^{2/} (f) Tyre rubbing against other components. (g) Re-grooved tyres not in accordance with regulations ^{2/}.
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Some examples (6/6)

<p>6.1.3. Fuel tank and pipes (including heating fuel tank and pipes)</p>	<p>Visual inspection with vehicle over a pit or on a hoist.</p>	<ul style="list-style-type: none"> (a) Insecure tank or pipes. (b) Leaking fuel or missing or ineffective filler cap. (c) Damaged or chafed pipes. (d) Fuel stopcock (if required) not operating correctly. (e) Fire risk due to <ul style="list-style-type: none"> - Leaking fuel - Fuel tank or exhaust improperly shielded - Engine compartment condition. (f) LPG/CNG system not in accordance with regulations ^{2/}.
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Thank you for your attention!

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