



International Scientific and Professional Conference

Politehnika 2025

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Foreword

The International Scientific and Professional Conference POLITEHNIKA 2025 represents the eighth edition of the POLITEHNIKA scientific and professional events, occurring biannually since its inaugural event in 2011. POLITEHNIKA 2025 upholds a distinguished tradition and commitment to integrating higher education and practical application across a diverse spectrum of disciplines represented by defined thematic scopes.

Organized with the patronage of the Ministry of Education of the Republic of Serbia, the Ministry of Science, Technological Development and Innovation of the Republic of Serbia, the Directorate for Occupational Safety and Health, the Office for Dual Education and National Qualifications Framework, the Chamber of Commerce of Belgrade, the Institute for Standardization of Serbia, Serbian Automotive Cluster - AC Serbia, Center for the Promotion of Science, Engineering Academy of Serbia and the Development Agency of Serbia, POLITEHNIKA 2025 stands as a collaborative platform at the intersection of academia, governmental institutions and industry.

Proudly holding its international status, the Conference POLITEHNIKA 2025 encompasses 10 thematic domains: Environment and Sustainable Development, Occupational Safety and Health and Fire Safety, Smart Management Systems, Graphic Engineering, Design, Traffic Engineering, Biotechnology, Pharmacy and Healthcare, Mechanical Engineering, Ecotourism and Rural development, and Mechatronics. By engaging experts, emerging professionals, and practitioners from these domains, the conference unifies fields of study programs of the Academy of Applied Studies Polytechnic. The thematic scopes, coupled with the structure of the compiled papers in this Proceedings, exhibit a rich diversity and multidisciplinary approach, fundamentally contributing to a holistic examination and resolution of societal and scientific challenges.

Comprising over 200 peer-reviewed contributions, the Proceedings represent a substantial intellectual asset, aligning with the conference's overarching objective of fostering the exchange of knowledge, research findings, and professional experiences among experts from industry, research institutions, and higher education establishments.

The Proceedings of the International Scientific and Professional Conference POLITEHNIKA 2025 serve as a comprehensive snapshot of the current landscape within the thematic realms of the conference, offering both insights and directives for ongoing scientific and professional development. Moreover, it offers concrete solutions to practical challenges grounded in contemporary trends and pertinent insights.

The Academy of Applied Studies Polytechnic extends its sincere appreciation to all conference supporters whose financial contributions played a pivotal role in its successful realization. Special acknowledgment is reserved for the authors of the papers, whose diligence and eagerness to present their work to a wider audience, alongside the reviewers and members of the International Scientific Committee, Program Committee and Organizational Committee, have collectively contributed to the triumph of the International Scientific and Professional Conference POLITEHNIKA 2025.



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MEASURING INSTRUMENTS FOR VEHICLE TECHNICAL INSPECTION IN TECHNICAL REGULATIONS – A REVIEW

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Abstract: Technical regulations governing the process of vehicle technical inspections are very important because they ensure that measuring instruments, devices and tools used at technical inspection lines to assess vehicle compliance with traffic safety and environmental requirements (vehicle roadworthiness) are accurate, reliable and standardized. They also ensure that all vehicle technical inspection units use measuring instruments that meet the same performance criteria, so the results are comparable no matter where the inspection is done. This paper reviews some of the most significant international and national regulations on vehicle technical inspections that direct the work of technical inspection units and contain guidelines for selecting the proper type of measuring instruments to meet specific criteria. Special attention is given to Serbian regulations from this field, starting from Road traffic safety law to the specialized rulebooks on measuring instruments at vehicle inspection units. A review of all mentioned regulations has shown that they might become obsolete if they do not take into account rapid changes in vehicle design and general emerging technologies applied to automotive industry. The key to solving this problem may be in continuous harmonization of regulations and close cooperation between regulating bodies, vehicle and equipment producers and licensed technical inspection units.

Keywords: technical regulations, measurement instruments, vehicle technical inspection

1. INTRODUCTION

Vehicle technical inspections have become a very important component of traffic safety since its introduction in 1920s in the USA and later in Europe. At the initiative of the Motor Vehicle Inspection Committee (CITA) and TÜV SÜD AG, World Health Organization has added the periodical technical inspections (PTI) to the list of main factors in reducing risks of road traffic injuries or fatalities (for the first time in this context) in 2023 [1]. The technical inspection of vehicles is a part of maintaining the vehicle in correct technical state and should be carried out with great accuracy in order to recognize the real technical state of vehicle systems. Frequently, vehicle technical inspection is a combination of professional person's diagnostics and application of technical devices for vehicle technical state diagnostics. Therefore, the technical inspection lines should use modern equipment and devices, but it is also necessary to constantly improve knowledge of the professionals that use certain devices for vehicle technical inspection. Thus, it is necessary to approach this problem with great care and on several levels – from the state bodies that make regulations, through the licensed vehicle technical inspection units and equipment producers, to the owners of the motor vehicles. Inspecting the motor vehicle's state is done using selected measuring instruments and equipment that make it possible to check physical parameters of individual assemblies and parts of the motor vehicle, which, in case of failure, may cause vehicle malfunction and endanger the safety of traffic

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participants. Measuring instruments and equipment on the technical inspection lines should provide measurement quality and reliability, compliance checkout of vehicle technical state with current regulations, as well as setting the technical inspection on higher technological level. Consequently, all measuring equipment must be kept in good working order and calibrated properly. Requirements for measuring instruments used at vehicle technical inspection lines are set by a number of international and national regulations that ensure safe road traffic flow across different countries.

2. MAJOR TECHNICAL REGULATIONS ON VEHICLE PTI

United Nations Economic Commission for Europe (UNECE) has adopted the vehicle inspection agreement in 1997 - "Agreement concerning the adoption of uniform conditions for period technical inspection of wheeled vehicles and reciprocal recognition of such inspections" [2] and, consequently, its addenda Rules No. 1, 2, 3 and 4 [3-6]. These form the basis for building national regulations concerning aspects of PTI linked to environmental issues, safety inspection, LPG/CNG driven vehicles and electric (EV) and hybrid electric (HEV) vehicles. Recently, draft proposals have been made to adopt the new rule (Rule No. 5) [7] on uniform provisions for periodical technical inspections of accident emergency call systems. Also, there are two linked UNECE documents in the form of resolutions: 1) Resolution R.E.6 [8] that deals with provisions for conducting technical inspections according to the Rules annexed to the 1997 Agreement which states the minimum requirements for technical inspection facilities and test equipment and 2) Mutual Resolution No. 1 (M.R.1) [9] of the 1958 and the 1998 Agreements that deals with test technical inspection tools and devices used according to the technical prescriptions specified in UN Regulations and UN Global Technical Regulations (GTR).

While UNECE regulations do not directly dictate the specific measuring tools for vehicle PTI, they define the required standards for vehicle performance and testing procedures. The instruments and tools used during vehicle PTI must align with these regulations to ensure that the inspections are compliant with global road safety and environmental and technical standards. For 56 countries following UNECE standards, regular calibration and compliance with these regulations are critical to the integrity of the vehicle PTI process. In European Union, vehicle PTI is governed by EU Directive 2014/45/EU [10], as part of 2014 roadworthiness package (RWP). It sets minimum standards for vehicle roadworthiness inspections. Annex III of this Directive contains minimum requirements concerning roadworthiness facilities and test equipment. The measuring instruments that must be used during vehicle PTI are specified to ensure the accuracy and consistency of inspections across member states. These instruments help check various components such as brakes, suspension, steering, emissions, lights, tires, etc. and must be calibrated, maintained and operated in accordance with strict EU regulations. European Commission has adopted annexes to this Directive, adding a "device to measure particle number emissions with sufficient accuracy" to the list of minimum requirements for equipment at vehicle PTI lines in 2025 [11].

Another part of the RWP package is the EU Directive 2014/47/EU that establishes the rules regarding the roadworthiness of commercial vehicles, focusing particularly on the periodic roadworthiness testing and inspection of vehicles and their components. Under this Directive, all EU member states must perform technical roadside inspections using "mobile inspection units" and "designated roadside inspection facilities" that include "appropriate equipment for carrying out a more detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required" [12].

Newer and more advanced approach to vehicle PTI called "electronic periodic technical inspection" (ePTI) has been developed by ISO Work group TC22/SC31/WG07 (ePTI) with standardized implementation of the electronic vehicle interface functions required for PTI. The results were incorporated into ISO 20730 "Road vehicles - Vehicle interface for electronic Periodic Technical Inspection (ePTI)" standard series [13-15]. These standards state the minimum requirements for ePTI external test equipment that perform assessments, measurements and control of vehicle ePTI-relevant systems. However, it does not directly specify any type of test method or equipment for ePTI.

Activities conducted in order to determine the current and predict the future vehicle technical state are regulated by several legal regulations in the Republic of Serbia. The regulations for vehicle PTI in Serbia align with European Union standards but have some country-specific guidelines. Vehicle technical state and participation in traffic are dealt with: "The road traffic safety law" [16], "The rulebook on registration of motor vehicles and trailers" [17] and "The rulebook on technical inspection of vehicles" [18].

In order for "The road traffic safety law" to be applied in practice, competent ministry had to adopt around 40 rulebooks. These rulebooks refer to: road construction, traffic signal installation, vehicle equipment, rules for vehicle technical inspection and registration, obtaining the driver's license, etc. Section XVI of the "The law of traffic safety on the road" deals with technical inspection of motor vehicles and trailers. General stipulations prescribe the types of technical inspections (regular, emergency and control vehicle inspections) and conditions that must be met by company in order to carry out the activities of vehicle technical inspection (regarding building with access and exit routs, devices and equipment for conducting the technical inspection, professional staff, information equipment and video recording system). Measuring instruments used for vehicle technical inspection must meet all the conditions prescribed by metrological regulations. Company performing vehicle technical inspection is obliged to immediately stop working in case the device or the equipment used for technical inspection is faulty [16].

"The rulebook on registration of motor vehicles and trailers" states that the vehicle is registered by entering prescribed data in the records – unified vehicle registry, which is kept in the unified information system of the Ministry of internal affairs. Unified vehicle registry contains data on technical inspection (name and address, code, ID number of technical inspection unit, date of technical inspection). Data on technical inspection unit are also a part of the registration unit of motor vehicle or a trailer [17].

"The rulebook on technical inspection of vehicles" prescribes the manner of conducting the technical inspection of the vehicles and the conditions that must be met by companies performing the technical inspection of the vehicles regarding:

- facility, i.e. a testing ground, for performing technical inspections of vehicles, access roads and other traffic surfaces,
- devices and equipment for performing technical inspections of vehicles,
- professional personnel for performing technical inspections of vehicles and
- regulations and technical documentation.

This rulebook prescribes the necessary devices and equipment that are used on technological lines of the technical inspection units and their required characteristics.

3. MEASURING INSTRUMENTS FOR VEHICLE PTI VIEWED FROM THE ASPECT OF TECHNICAL REGULATIONS IN SERBIA

According to "Metrology Act" [19], a measuring instrument is a device used for measurements - alone or in combination with one or more additional devices. Devices for performing technical vehicle inspections that constitute measuring instruments within the meaning of metrological regulations must be certified by the competent authority within the deadlines specified in those regulations, for which there must be appropriate evidence. On the other hand, devices for which there are no prescribed metrological requirements or for which certification is not required must be calibrated by an accredited organization, for which there must be appropriate evidence [18].

A company that performs vehicle technical inspections (licensed technical inspection unit) must have the following measuring devices [18]:

• for measuring braking forces on the circumference of the wheels, meeting special conditions for the technical inspection of different types of vehicles,

- for measuring the smoke density of diesel engine exhaust gases, which works on the principle of measuring the opacity of the smoke column and which allows measuring the engine speed and operating temperature (smoke meter),
- for measuring exhaust gas emissions from engines with active ignition, which allows measuring the CO level, engine operating temperature and engine speed and calculating the air-fuel ratio (λ factor),
- for measuring tire pressure (manometer),
- for checking direction and intensity of headlights (regloscope),
- for measuring moped speed (only for performing technical inspections of mopeds and motorcycles),
- for measuring vehicle deceleration at performing technical inspection at the testing site (decelerometer),
- for measuring the axle load of a vehicle,
- for measuring the moisture content in brake fluid,
- measuring tapes,
- sliding length ruler,
- callipers for checking the device for connecting the towing vehicle and the trailer,
- device for controlling the gap between the wheels and the chassis and the steering mechanism (stretcher),
- duct crane for lifting a single axle of a vehicle,
- device for functional control of the electrical connections of motor vehicles that tow trailers,
- leakage control device of the gas installation of LPG powered vehicle (gas detector),
- compressor with working pressure that corresponds to mass of inspected vehicle,
- device that has the ability to check the correctness of the system for warning about the malfunction of air pollution control equipment via the vehicle's OBD connection and
- device for checking the correctness of the device for stopping trailer vehicles with inertia command.

"Rulebook on types of measuring instruments subject to legal control" [20] prescribes the types of measuring instruments for which certification is mandatory (also in the case when they are used for purpose of traffic control and traffic safety), as well as the time intervals for periodic certification of these measuring instruments. Detailed requirements for some of the above-mentioned PTI measuring devices are regulated by other specialized rulebooks [21-25], with a field of application that includes measuring instruments used for traffic control and safety purposes during vehicle technical inspection on technical inspection lines.

"Rulebook on regloscopes" [21] applies to regloscopes used for traffic control and safety purposes during vehicle technical inspections on technical inspection lines. It prescribes the requirements for the regloscopes, their marking, method for determining whether the requirements have been met, measurement methods and method and conditions for regloscope certification. The requirements for measuring instruments measuring braking force in motor vehicles and trailers, their marking, the method of determining compliance with these requirements, the method of testing the type of measuring instrument, the measurement methods, as well as the method and conditions for their certification are prescribed by "Rulebook on measuring instruments for measuring braking force in motor vehicles" [22]. "Rulebook on manometers for measuring tire pressure" [23] deals with requirements for tire pressure manometers used for traffic control and safety purposes: during vehicle technical inspections at technical inspection lines, when performing tire repair services and at gas stations. It also has sections dedicated to: measuring results units, manometer marking, method of determining whether the requirements have been met and manometer certification.

Opacimeters used as measuring instruments during technical inspection at the technical inspection lines must meet the requirements from "Rulebook on opacimeters" [24]. This rulebook also states the measuring units, the opacimeter marking, method of determining whether the requirements have been

met and opacimeter certification. "Rulebook on measuring instruments" [25] has annexes dedicated to characteristics and performance of some measuring instruments used at the vehicle technical inspection units, like materialized length gauges (Annex MI-008, Chapter I) and exhaust gas analyzers (Annex MI-010). It is obvious that international and national bodies that make lows and regulations should continuously work on modernization and harmonization of regulations on vehicle technical inspection in order to keep up with technological progress and environmental and road safety issues.

4. CONCLUSION

The measuring instruments, devices and tools used during vehicle PTI are critical for ensuring that vehicles are roadworthy and compliant with environmental regulations. Regular inspection, servicing, cleaning, calibration and compliance with corresponding standards and regulations help guarantee the reliability of the inspection results and road safety. The main objective of the present regulations on vehicle PTI is to significantly reduce road traffic accidents caused by inadequate vehicle maintenance. This means that regulations should timely take into account some new occurrences, like growing presence of electric vehicles and new technologies: artificial intelligence (AI), data analytics and digitalization applied on smart and automated vehicles. Actually, the future of technical regulations on vehicle inspections is likely to be shaped by emerging technologies, environmental goals and increasing emphasis on safety and connectivity. The use of automation, remote diagnostics, AI-driven analysis and data-driven decision-making will redefine how vehicles are inspected and maintained. Accordingly, new rules for technical inspection should prescribe PTI for electric vehicles, new tests for advanced driver-assistance systems (ADAS) and advanced emission test methods for detecting fine particles pollutions.

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