

Periodic roadworthiness tests

The English language version of the Norwegian regulations in relation to periodic roadworthiness tests



Regulations relating to periodic roadworthiness tests for motor vehicles and their trailers

The English language version of these regulations is a translation of the Norwegian language version available at [Lovdata.no, forskrift om periodisk kontroll av kjøretøy](https://lovdata.no/forskrift/om-periodisk-kontroll-av-kjoretoy). In the event of contradiction or inconsistency between the language versions, the Norwegian version shall prevail.

Chapter 1 – Introductory Provisions

Section 1. *To what and to whom these regulations apply*

These regulations concern periodic roadworthiness tests of vehicles registered in Norway, approval of and requirements applying to testing centres, technical managers and inspectors, supervision of and sanctions against these, as well as fees for approval. The regulations also concern Norwegian vehicle manufacturers and their contact points.

The regulations also apply to the collection and reporting of VINs and data on real-world fuel consumption (OBFCEM data) from vehicles presented for periodic roadworthiness tests.

Section 2. *Periodic roadworthiness tests and testing centres*

In these regulations, periodic roadworthiness tests shall mean tests of vehicles as mentioned in Section 4, first paragraph, carried out in accordance with the rules in Chapter 5. A periodic roadworthiness test and approval shall take place within the test deadlines set out in Section 5. The rules for periodic roadworthiness tests also apply to follow-up tests (re-testing), unless otherwise stipulated in these regulations.

In these regulations, a testing centre is a company that meets the requirements of Chapters 3 and 4 and is approved by the Norwegian Public Roads Administration. It is only approved testing centres that may carry out periodic roadworthiness tests of vehicles.

Chapter 2 - Periodic roadworthiness testing of vehicles

Section 3. *Owner's duty to present the vehicle for testing*

The owner of a vehicle as mentioned in Section 4, or the person who on behalf of the owner has the right of possession of the vehicle, shall of his or her own accord present the vehicle for periodic roadworthiness testing, cf. Section 5.

The owner of a vehicle as mentioned in Section 4 is obliged to notify the Norwegian Public Roads Administration if the vehicle has not been given a deadline for the approved periodic roadworthiness test, cf. Section 5.

Section 4. Scope: Vehicles subject to periodic roadworthiness testing

Periodic roadworthiness tests are mandatory for:

- a. passenger cars with a maximum authorised mass exceeding 7,500 kg (vehicle category M1), buses (vehicle categories M2 and M3) and lorries (vehicle categories N2 and N3),
- b. trailers, including semitrailers, with a maximum authorised mass exceeding 3,500 kg,
- c. taxis, limousines, ambulances (including vehicles occasionally used as ambulances), regardless of authorised mass,
- d. passenger cars with a maximum authorised mass not exceeding 7,500 kg (vehicle category M1) and vans (vehicle category N1),
- e. tractors registered for the first time on or after 1 July 2005 with a maximum authorised mass exceeding 3,500 kg, and designed for a maximum speed exceeding 40 km/h;
- f. motorised equipment registered as a mobile crane or
- g. trailer with a maximum authorised mass not exceeding 3,500 kg, which is approved for Tempo 100

The requirement for periodic roadworthiness tests does not apply, however, if the vehicle is:

- a. manufactured or registered before 1 January 1960,
- b. registered for use outside of public roads or as a licensed rally car (number plate with black background),
- c. decommissioned (deregistered),
- d. registered to the Norwegian Armed Forces (number plate with yellow background),
- e. covered by the Regulations relating to the use of foreign motor vehicles in Norway and to special registration of motor vehicles for temporary use (FOR-1967-03-28-9350) or
- f. registered as a trailer for tractors.

Tractors as described in Section 4, first paragraph (e), that are used for transport on own account in primary industry, may, subject to an owner's statement, be exempted from mandatory periodic roadworthiness testing. Exemption shall be granted by the Norwegian Public Roads Administration. If the tractor is used for other purposes than transport on own account in primary industry or for snow-clearing, snow removal, maintenance work or similar purposes on public roads, exemption may not be made from mandatory periodic roadworthiness testing.

Section 5. Date and frequency of testing

Vehicles as mentioned in Section 4, first paragraph (a) (b) (c) and (f) shall be tested and approved no later than 12 years after first-time registration, and then no later than 1 year after the previous periodic roadworthiness test.

Vehicles as mentioned in Section 4, first paragraph (d) (e) and (g) shall be tested and approved no later than 4 years after first-time registration, and then no later than 2 years after the previous periodic roadworthiness test.

Vehicles worthy of preservation, cf. Section 1-9 of the Motor Vehicle Regulations (FOR-1994-10-04-918), that are mentioned in Section 4, first paragraph (a) (b) or (d), and that are tested and approved when the vehicle is 30 years old or more (counting from 1 January in the year of manufacture) shall be tested and approved no later than 5 years after the previous periodic roadworthiness test until it is 50 years old. Vehicles that are tested and approved when they are 50 years or older (counting from 1 January in the year of manufacture) are then exempted from roadworthiness testing.

For vehicles imported and registered in Norway, the vehicle shall be deemed tested and approved as if the periodic test had been carried out by an approved testing centre in Norway, when an approved roadworthiness certificate from another EEA member state is presented for the vehicle. If a vehicle cannot present an approved roadworthiness certificate from another EEA member state upon import and registration in Norway, the vehicle shall be tested and approved no more than 12 months after registration in Norway. Thereafter it shall be tested and approved in accordance with the applicable requirements set forth in this provision.

For vehicles presented for the periodic roadworthiness test less than 2 months before the test deadline, the deadline for the next test shall be calculated from the original deadline.

A vehicle that has been deregistered and that should ordinarily have been tested and approved during the time while it was deregistered, shall be tested and approved before re-registration.

A trailer that is exempt from periodic roadworthiness testing, but which is to be approved for Tempo 100; cf. Section 4, first paragraph (g), shall be tested and approved for roadworthiness before it can obtain Tempo 100 approval, if the trailer's original test deadline expires before Tempo 100 approval; cf. Section 5, second paragraph, and Section 22, second paragraph.

A tractor that is exempt from periodic roadworthiness testing through an owner's statement, cf. Section 4, third paragraph, and that ordinarily should have been tested and approved during the period when it was exempt from periodic testing, shall be tested and approved before the exemption can be terminated.

A vehicle registered for use outside of public roads (number plates with light yellow characters on a black background) or as a licensed rally vehicle (number plates with white characters on a black background), or to the Armed Forces (number plates with black characters on a yellow background) and which is to be reclassified for ordinary use on public roads, shall be tested and approved prior to reclassification.

For reclassification that results in the vehicle no longer being subject to periodic roadworthiness testing, a periodic roadworthiness test is not required before re-classification, cf. Section 4, second paragraph.

Periodic roadworthiness tests in the first through fifth paragraphs shall not mean follow-up tests.

Section 6. *(Repealed)*

Section 6a. Commission Implementing Regulation (EU) 2019/621 on the obligation to provide access to vehicle technical information etc.

Annex XIII, 16c, of the EEA Agreement (Commission Implementing Regulation (EU) 2019/621)) shall apply as regulations with the adaptations that follow from Annex XIII, Protocol 1 to the EEA Agreement and the Agreement in general.

Chapter 3 – Testing centres, inspectors and technical managers

Section 7. *Categories of testing centres*

Approval of testing centres shall be granted by the Norwegian Public Roads Administration for the following categories:

- a. *Testing centre 01*: Testing centre for periodic roadworthiness tests of vehicles with a maximum authorised mass not exceeding 3,500 kg, with the exception of tractors. These testing centres may be approved specifically for the testing of vehicles with a maximum authorised mass not exceeding 7,500 kg and which are equipped with hydraulic braking systems.
- b. *Testing centre 02*: Testing centre for periodic roadworthiness tests of vehicles with a maximum authorised mass of 3,501 kg to 7,500 kg, with the exception of tractors.
- c. *Testing centre 03*: Testing centre for periodic roadworthiness tests of vehicles with a maximum authorised mass of more than 7,500 kg, with the exception of tractors.
- d. *Testing centre 04*: Testing centre for periodic roadworthiness tests of all vehicles, with the exception of tractors.
- e. *Testing centre 05*: Testing centre for periodic roadworthiness tests of tractors.

Approval as a testing centre as referred to in the first paragraph also includes the testing of trailers in categories O1 and O2.

The Norwegian Public Roads Administration registers information about testing centres in the NPRA's electronic register.

Section 7a. Mobile periodic roadworthiness tests

Testing centres approved pursuant to the present regulations may, upon written application to the Norwegian Public Roads Administration, be granted permission to perform mobile periodic roadworthiness tests. Mobile tests may only be carried out using the testing centre's own equipment, meeting the requirements set out in Section 8 of these regulations, and if the testing centre has the required permits.

Section 8. Requirements for premises and technical equipment for testing centres

Premises and technical equipment shall be suitable for the purpose and have the required permits.

In addition to the required hand tools, testing centres shall have the following equipment, depending on the vehicle types covered by the testing centre's approval:

- a. Brake tester adapted to the vehicles the testing centre is approved for testing
For brake testers, the following minimum requirements for drive-over weight apply:
 1. Testing centres approved for testing vehicles with a maximum authorised mass not exceeding 3,500 kg: 2,000 kg
 2. Testing centres approved for testing vehicles with a maximum authorised mass from 3,501 kg up to and including 7,500 kg: 4,000 kg
 3. Testing centres approved for testing vehicles with a maximum authorised mass of more than 7,500 kg: 13,000 kg

Testing centres approved for testing vehicles with air brakes shall have a roller brake tester that can be used for testing using the reference value method and the one-point method. Such roller brake tester shall comply with Annex A of ISO 21069-1 with the limitations described in

Kontrollinstruks for periodisk kontroll av kjøretøy ("Testing instructions for periodic roadworthiness tests").

- b. A vehicle lifting device or work pit, both with a jacking beam. For vehicle lifts, the following minimum requirements apply to lifting capacity:
 - 1. Testing centres approved for testing vehicles with a maximum authorised mass not exceeding 3,500 kg: 3,000 kg
 - 2. Testing centres approved for testing vehicles with a maximum authorised mass from 3,501 kg up to and including 7,500 kg: 5,000 kg
 - 3. Testing centres approved for testing vehicles with a maximum authorised mass of more than 7,500 kg: 20,000 kg
- c. Testing centres approved for testing vehicles with a maximum authorised mass of more than 3,500 kg shall have a deceleration recording instrument displaying actual deceleration. A printer is not required.
- d. Suitable headlight beam tester, as well as a test area in accordance with the requirements set out in Section 28 of the Motor Vehicle Regulations.
- e. Testing centres approved for testing vehicles with air brake systems shall have a pedal jack.
- f. Testing centres approved for testing vehicles with air brake systems shall have a manometer and connector for measuring pilot/boost pressure and cylinder pressure.
- g. Exhaust gas gauge in accordance with the requirements set out in the Regulations relating to exhaust gas gauge requirements (FOR-2007-12-21-1744).
- h. Sound level meter minimum in accordance with the Precision Sound Level Meter, Type 1, which satisfies the conditions laid down in IEC 61672-1.
- i. Smoke gauge of the opacimeter type, in accordance with Council Directive 72/306/EEC Annex VII as amended. The opacimeter's smoke chamber with supply hoses must be usable down to -10°C without condensing the exhaust before or inside the smoke chamber.
- j. Computer equipment and access to software for reporting electronically the results of completed vehicle tests to the Norwegian Public Roads Administration.
- k. Suitable equipment for detecting fuel leakage in gas-powered vehicles (LNG/CNG/LPG).
 - l. Testing centres approved for testing vehicles with a maximum authorised mass of more than 3,500 kg shall have a wheel play detector with longitudinal and transversal movement of at least 95 mm and a movement speed of 5-15 cm/s.
- m. OBD scan tool for minimum test of a vehicle's electronic emission control system meeting the requirements of ISO standard 15031 parts 3-7.
- n. Testing centres approved for testing tractors shall have a manometer and connection for testing the hydraulic outlet for trailer coupling.
- o. Testing centres that test vehicles with hydraulic brakes shall have equipment for measuring the boiling point of brake fluid. Measurement range 120 °C to 210 °C, maximum permissible measurement uncertainty 15 °C.
- p. Testing centres that test trailers with overrun braking systems shall have equipment for functional tests of the trailer's overrun braking system.

Testing centres approved for testing vehicles with a maximum authorised mass not exceeding 3,500 kg shall have an OBD scan tool for OBFCEM data, cf. Articles 10 and 11 of Regulation 2021/392, as implemented in Section 1 of the Regulations relating to emission performance standards for manufacturers of passenger cars, light commercial vehicles and heavy vehicles (M, N and O). Testing centres only approved for testing vehicles with a maximum authorised mass of more than 3,500 kg shall also have such equipment if they are to offer periodic roadworthiness tests of passenger cars (M1).

Testing centres that only test tractors shall be exempt from equipment requirements pursuant to a, b, d, g, i, l and m. Exemption from a is conditional on equipment and area for measuring deceleration and testing brake effect in practice. Exemption from b is conditional on other suitable lifting equipment.

Technical equipment, including measuring instruments, shall be used and maintained in accordance with the manufacturer's instructions.

Measuring instruments in points a, c, d, g and i, cf. second paragraph, shall be calibrated using an accredited method by a calibration laboratory accredited pursuant to ISO/IEC standard 17025. Calibration shall be performed within the following measuring range and the resulting measurement shall be assessed against the following permissible error limits:

- a. Brake tester: Measuring range according to use and with maximum permissible measurement errors pursuant to Annex A of ISO 21069-1. The same maximum permissible measurement errors shall also apply to brake testers that do not comply with the ISO standard.
- b. Decelerometer: Measuring range between 0 and 8 m/s² and with maximum permissible measurement error ± 0.2 m/s²
- c. Headlight beam tester: Measuring area according to use and with maximum permissible measurement error ± 3 mm per metre
- d. Exhaust gas gauge: Measuring range and maximum permissible measurement errors in accordance with the limit values specified for Class 1 in Sections 24 and 26 of the Regulations relating to exhaust gas gauges (FOR-2007-12-21-1744).
- e. Opacimeter: Measuring range according to use and with maximum permissible measurement error ± 0.3 m⁻¹

Other measuring instruments shall be calibrated using recognised calibration methods. The calibration shall be traceable.

After balancing and final calibration, measuring instruments shall meet the requirements for maximum permissible measurement errors within the measuring ranges. Testing centres must have documentation showing that such calibration has been performed and that the measuring instruments comply with the requirements for measuring ranges and maximum permissible measurement errors.

The interval between two consecutive calibrations shall not exceed 12 months. The requirement for calibration of measuring instruments also applies to new equipment before it is taken into use.

A testing centre cannot be approved unless it has the equipment and tools to carry out the tests in a professionally satisfactory manner. Nor can a testing centre be approved unless it has an OBD scan tool for OBFCM data in accordance with the third paragraph.

When approving a testing centre, the Norwegian Public Roads Administration may grant exemption from the requirement for own equipment where the requirement would seem unreasonable due to the size of the testing centre. In such cases, the testing centre must have entered into a written agreement on access to equipment.

Section 9. Rules etc.

A testing centre shall at all times have available updated rules for testing in addition to the necessary technical data for the vehicles to be tested.

Section 10. Technical manager and deputy

A testing centre shall have a technical manager and a deputy technical manager that are approved by the Norwegian Public Roads Administration. When approving a testing centre, the Norwegian Public Roads Administration may grant exemption from the requirement for a deputy where the requirement would seem unreasonable due to the size of the enterprise.

The technical manager is responsible for the enterprise and shall be in full-time occupation. The technical manager shall participate actively in the work to guide the inspectors and ensure that the tests are carried out in accordance with requirements laid down in laws and regulations. The technical manager is responsible for ensuring that the testing activities are carried out in accordance with these regulations and for coordinating testing activities, and is the testing centre's contact person towards the Norwegian Public Roads Administration.

In the technical manager's absence, the technical manager's duties and responsibilities are incumbent on the deputy. The deputy must have approval as a technical manager, cf. Section 11.

The Norwegian Public Roads Administration registers information, including personal data, about technical managers and their deputies in the Norwegian Public Roads Administration's electronic register in connection with applications, approvals, supervision and sanctions.

Section 11. Requirements applying to technical managers

The technical manager of a testing centre shall have a craft certificate (*fagbrev*) and relevant practical experience as specified. Practical experience shall have been acquired as an inspector at the Norwegian Public Roads Administration, at an approved testing centre or as a mechanic at an approved vehicle workshop. In addition, the technical manager must be approved as an inspector, cf. Section 12.

The technical manager of a testing centre must meet the following requirements:

- a. *Testing centre 01*: For periodic roadworthiness tests of vehicles with a maximum authorised mass of 3,500 kg or less: Craft certificate as a "motor vehicle mechanic, heavy vehicles" (*bilmekaniker, tunge kjøretøy*) or as a "motor vehicle mechanic, light vehicles" (*bilmekaniker, lette kjøretøy*) and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- b. *Testing centre 02*: For periodic roadworthiness tests of vehicles with a maximum authorised mass from 3,501 kg to 7,500 kg: Craft certificate as a "motor vehicle mechanic, heavy vehicles" and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- c. *Testing centre 03*: For periodic roadworthiness tests of vehicles with a maximum authorised mass of more than 7,500 kg: Craft certificate as a "motor vehicle mechanic, heavy vehicles" and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- d. *Testing centre 04*: For periodic roadworthiness tests of all vehicles: Craft certificate as a "motor vehicle mechanic, heavy vehicles" and 4 years of relevant practical experience after passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.
- e. *Testing centre 05*: For periodic roadworthiness tests of tractors designed for a maximum speed of more than 40 km/h: Craft certificate as an "agricultural machinery mechanic" (*landbruksmaskinmekaniker*), "heavy equipment mechanic" (*anleggsmaskinmekaniker*) or as a "motor vehicle mechanic, heavy vehicles" and 4 years of relevant practical experience after

passing the certifying examination, alternatively 8 years of relevant practical experience in addition to passing the certifying examination.

Requirements applying to technical managers shall be deemed to be met on the basis of other relevant education, training or practical experience if the Norwegian Public Roads Administration finds this equivalent to the above-mentioned qualifications.

Requirements applying to technical managers may also be deemed to be met based on similar professional qualifications acquired in another EEA country or Switzerland, cf. the Professional Qualifications Act and Regulations relating to the recognition of professional qualifications (FOR-2017-12-22-2384).

Section 12. Requirements applying to inspectors

Inspectors carrying out periodic roadworthiness tests must be approved by the Norwegian Public Roads Administration. To be approved as an inspector, a person needs to

- a. hold a craft certificate relevant for the vehicle category for which the person seeks approval.
- b. have completed basic training for periodic roadworthiness tests relevant for the vehicle category for which the person seeks approval, cf. Section 5 of the Regulations relating to training for periodic roadworthiness testing of vehicles (FOR-2018-05-22-741).
- c. demonstrate by an ordinary police certificate that the person's conduct history is such that the person is deemed fit to be an inspector. Whether the inspector is deemed fit depends on a discretionary assessment of whether approval serves to maintain general trust in the testing scheme. Conviction of making a false statement to a public authority, document forgery, profit crime or financial crime may in particular result in the inspector not being deemed fit.

Inspectors who are to test drive the vehicles they are testing must have a driving licence for this, cf. Regulations relating to driving licences etc. (FOR-2004-01-19-298). The exception in Section 12-2, first paragraph, of the Driving Licence Regulations shall apply.

Inspectors shall have sufficient Norwegian skills to be able to perform tests correctly in accordance with the testing instructions.

Approval as an inspector expires 5 years after the date when training was completed.

In order to maintain their approval, inspectors must complete refresher training for periodic roadworthiness tests relevant for the vehicle category for which the person seeks approval, cf. Regulations relating to training for periodic roadworthiness testing of vehicles (FOR-2018-05-22-741). Upon completion of refresher training, the approval shall be renewed for 5 years calculated from the date when the training was completed.

Inspectors who no longer meet the requirements for approval are obliged to report this to the Norwegian Public Roads Administration.

Requirements applying to inspectors pursuant to the first paragraph (a), shall be deemed to be met on the basis of other relevant education or training if the Norwegian Public Roads Administration finds this equivalent to the above-mentioned qualifications.

Requirements applying to inspectors pursuant to the first paragraph (a), may also be deemed met based on similar professional qualifications acquired in another EEA member state or Switzerland, cf. the Norwegian Professional Qualifications Act and Regulations relating to the recognition of professional qualifications (FOR-2017-12-22-2384).

The Norwegian Public Roads Administration registers information, including personal data and conduct history, about inspectors in its electronic register in connection with applications, training, approvals, supervision and sanctions.

Section 12a. Fees for approvals

For the first-time processing of an application for approval as a testing centre and when approval is extended/upgraded, the testing centre shall pay a fee of NOK 18,660.

For the first-time processing of an application for approval as a technical manager and when approval is extended/upgraded, the applicant shall pay a fee of NOK 5,420.

For the first-time processing of an application for approval as an inspector and when approval is extended/upgraded, the applicant shall pay a fee of NOK 6,850.

When approval as a workshop pursuant to the Regulations relating to Work on Vehicles (FOR-2020-10-28-2170) is granted at the same time as approval as a testing centre pursuant to the present regulations, one fee shall be paid. The same applies when approval as an inspector and technical manager of a testing centre and of a workshop is granted at the same time.

The size of the fees shall be subject to annual index-linked adjustment.

Section 12b. Inspector's certificate of competence

The Norwegian Public Roads Administration shall issue inspector's certificates to inspectors when the conditions for approval are met, cf. Section 12. The certificate shall contain information about the inspector's name, the vehicle category for which the inspector is approved, cf. Section 5 of the Regulations relating to training for periodic roadworthiness testing of vehicles, the name of the authority that has issued the certificate and the dates of issue and expiry.

Section 12c. Impartiality

The technical manager and inspectors of a testing centre for periodic roadworthiness tests are not allowed to test vehicles owned or controlled by themselves or their close associates, cf. Section 6, first and second paragraph, of the Public Administration Act. Nor are they allowed to test vehicles owned or controlled by other employees or superiors of the testing centre.

If the testing centre carries out periodic roadworthiness tests of vehicles owned or controlled by itself or in which the testing centre otherwise has a substantial interest, the testing centre shall have special procedures to ensure objectivity and quality in these tests; cf. Section 14, first paragraph (f).

Chapter 4 - Quality Management System

Section 13. Obligation to establish a quality management system

An enterprise that has been granted approval as an inspection centre shall establish and maintain a quality management system for the inspection centre's activities as described in these regulations and more specifically delimited in the Norwegian Public Roads Administration's decision

on approval. The system shall be developed and updated in cooperation with the technical manager and staff.

The purpose of the quality management system is to ensure that the tests and reports have the right quality, that the tests meet the requirements in these regulations and through continuous improvement contribute to the right test quality.

The quality management system shall contain the necessary descriptions, procedure descriptions and registration requirements to ensure that the purpose is met. Procedure description shall mean a document that specifies the procedure for performing an activity or work process. Registrations shall mean a document proving the result achieved or activities completed.

The technical manager is obliged to oversee that the tests are organised and carried out as specified in the quality system.

Section 14. *Design and content of the quality management system*

The quality management system shall as a minimum include the following:

- a. Description of how the testing work is organised; which roles are included, which tasks (work instructions) are linked to the different roles and what individuals hold the different roles at any given time.
- b. Description of the competence requirements that apply when the various roles are to be filled, the company's plan for maintenance of competence, and registrations of the employees' actual competence.
- c. Procedure description for the performance and reporting of tests.
- d. Procedure description for and registrations of inspections of the quality of tests performed and reports submitted.
- e. Procedure description for and registrations of periodic calibration and systematic maintenance of equipment that is subject to approval, including registrations of necessary certificates of approval and other certificates for technical equipment.
- f. Procedure description for ensuring impartiality in the performance of tests.
- g. Procedure description for and registrations of non-conformance management

Section 15. *Documentation*

An enterprise that has been granted approval as a testing centre is responsible for ensuring that its quality management system is documented in writing, updated and available to employees and to the supervisory authority.

Chapter 5 - Performance of tests and testing systems

Section 16. *Duties that testing activities entail*

The testing centre is obliged to provide vehicle owners with the guidance necessary for them to protect their rights and fulfil their obligations pursuant to the regulations.

If, during the test, errors are discovered with regard to the identity of the vehicle (vehicle identification number or licence plate number), or if the vehicle has been altered so that it must be presented to the approval authority, the testing centre shall notify the owner of this by entering a note in the test result sheet.

In the event of changes to circumstances that may affect approval, including termination, relocation, change of organisation number, change of technical manager and/or competent deputy, equipment, written notification shall be given immediately to the Norwegian Public Roads Administration.

Section 17. Testing process

During a periodic roadworthiness test, the inspector shall make an assessment of all the test items that are listed in the testing instructions, cf. Section 30, and that are relevant for the vehicle. Follow-up tests, cf. Section 22, second paragraph, are carried out by a testing centre assessing the deficiencies identified at the periodic roadworthiness test.

The following scale shall be used when assessing deficiencies:

- 1: Minor defects/deficiencies that must be rectified, but that have no significance for whether the vehicle may be approved.
- 2: Major defects/deficiencies that will mean that the Norwegian Public Roads Administration cannot approve the vehicle.
- 3: Dangerous defects/deficiencies that constitute a direct and immediate risk to traffic safety or the environment, and that will mean that the Norwegian Public Roads Administration cannot approve the vehicle. This means that a prohibition on the use of the vehicle must be imposed immediately.
- 4: Not possible to measure at the time of testing due to climatic conditions.

Vehicles for which deficiency notes have been issued to the effect that the vehicle cannot be approved shall be presented for a follow-up test pursuant to the first paragraph, cf. Section 22, second paragraph.

A deficiency note can only be issued by selecting a main reason as specified in the testing instructions. Deficiency notes shall be accompanied by explanatory notes where such are required to describe them.

Section 18. Registration of test data

The testing centre shall register test data from periodic roadworthiness tests in a computer system for immediate reporting to the Norwegian Public Roads Administration. The testing centre must have the necessary security to prevent errors and misuse when recording test data and when transferring data.

Each periodic roadworthiness test shall be assigned a unique test reference number generated by the Norwegian Public Roads Administration. For follow-up tests, reference must always be made to a previously performed test (test reference no.).

Section 19. Test result sheet for vehicle owner

A roadworthiness certificate with proof of test shall be issued by the Norwegian Public Roads Administration on a designated form after receiving a periodic roadworthiness test report. The testing centre shall forward the roadworthiness certificate to the person that has presented the vehicle for the test.

The Norwegian Public Roads Administration may publish registered test data.

Section 20. Reporting of the results of periodic roadworthiness tests (test data) to the Norwegian Public Roads Administration

Only approved inspectors can report the results of roadworthiness tests on behalf of an approved testing centre. Inspectors may only report the results of tests they have performed themselves. The report shall be submitted to the Norwegian Public Roads Administration as specified by the Norwegian Public Roads Administration.

The result of a periodic roadworthiness test shall be reported immediately after the test has been performed, while the tested vehicle is still at the testing centre. The Norwegian Public Roads Administration specifies further requirements relating to the entering of data in the NPRA's electronic register.

The Norwegian Public Roads Administration stores information about all completed periodic roadworthiness tests in its electronic register.

Section 20. Collection and reporting of OBFCM data

Testing centres shall collect OBFCM data, cf. Articles 10 and 11 of Regulation (EU) 2021/392, as implemented in Section 1 of the Regulations relating to emission performance standards for manufacturers of passenger cars, light commercial vehicles and heavy vehicles (M, N and O).

For such collection, the testing centre shall use an OBD scan tool and transmit OBFCM data to the Norwegian Public Roads Administration using secure means of communication, as specified by the Norwegian Public Roads Administration.

The Norwegian Public Roads Administration registers OBFCM data for reporting in line with Articles 10 and 11 of Regulation (EU) 2021/392.

Section 21. Prohibition on use

The Norwegian Public Roads Administration shall prohibit the use of a vehicle, cf. Section 36 of the Road Traffic Act, if the vehicle is not approved for roadworthiness at a periodic test before the expiry of the deadline for testing. The Norwegian Public Roads Administration shall also prohibit the use of a vehicle if the testing centre upon a periodic roadworthiness test reveals and reports that a vehicle has dangerous defects or deficiencies as described in Section 17, second paragraph.

Section 22. Approval of vehicles and roadworthiness certificates

On the basis of the result of the periodic roadworthiness test, the Norwegian Public Roads Administration decides immediately upon receiving the test result report whether a vehicle is approved.

If a vehicle is not approved for roadworthiness at a periodic test, defects and deficiencies identified must be rectified and the vehicle must be approved at a follow-up test within 2 months at the latest in order to avoid a prohibition on use, though no later than the original test deadline, cf. Section 5.

For vehicles referred to in Section 4, first paragraph (a) and (b), the Norwegian Public Roads Administration shall issue a roadworthiness certificate to the vehicle owner stating that the vehicle is approved, pursuant to a model established by the Norwegian Public Roads Administration. The certificate may be presented during other technical inspections, cf. Regulations relating to roadside vehicle inspection (FOR-2017-10-13-1615).

Chapter 6 - Supervision of testing centres and sanctions

Section 23. Supervision of testing centres, technical managers and inspectors

The Norwegian Public Roads Administration supervises testing centres, technical managers and inspectors.

Testing centres are obliged to grant the Norwegian Public Roads Administration access to their premises and otherwise provide the necessary assistance to carry out supervision, including presenting and submitting documents related to the performance of tests and the enterprise in general.

As part of its supervision, the Norwegian Public Roads Administration may examine whether the requirements in these regulations are met, including requirements applying to

- a. premises, equipment, competence, registration and reporting, impartiality and quality management.
- b. the contents of the tests, methods for testing and assessment of deficiencies.

Supervision of the contents of the tests, methods for testing and assessment of deficiencies may take place for example through

- a. spot checks at the Norwegian Public Roads Administration's premises, at the testing centre or at roadside inspections, also using equipment for electronic number plate recognition of passing vehicles for selection for inspection
- b. analysis of test results (statistical methods)
- c. tests using vehicles with known deficiencies
- d. targeted inspections, for example based on complaints, tips or previously revealed irregularities.

In order to carry out spot checks on vehicles, the Norwegian Public Roads Administration may order the owner or person who has the right of possession of the vehicle to not to use the vehicle until the spot check has been carried out in accordance with guidelines specified by the Norwegian Public Roads Administration. The testing centre is obliged to contribute to such spot checks.

Section 23a. Requirements applying to supervisors

Personnel carrying out supervision pursuant to these regulations shall have the necessary competence to assess the quality of the testing centres' performance of periodic roadworthiness tests of vehicles and whether the requirements applying to the establishment and operation of testing centres are met, as well as to assess appropriate sanctions.

The Norwegian Public Roads Administration lays down more detailed requirements for the competence and training of individuals who carry out supervision pursuant to these regulations.

Section 24. Sanctions against testing centres

As part of its supervision, the Norwegian Public Roads Administration may issue such orders to testing centres as are necessary to ensure that the tests and collection of OBFCM data comply with the present regulations, and if required issue orders to discontinue testing activities until non-compliance has been rectified or until a final decision regarding revocation has been made.

If rectification has not taken place within a given deadline, the Norwegian Public Roads Administration may impose a coercive fine. The coercive fine may be determined as a lump sum, or as a fine that applies from the time a given deadline for rectification has been exceeded and until rectification has been made. A final decision imposing a coercive fine is enforceable by execution, cf. Section 7-2 of the Enforcement Act. The coercive fine shall be collected by the Norwegian Tax Administration and be paid into the national treasury.

A warning may be issued for less serious transgressions.

The Norwegian Public Roads Administration may temporarily or permanently revoke the testing centre's approval if the following is revealed:

- a. Material or repeated non-compliance with the requirements applying to premises, equipment, competence, registration and reporting, impartiality or quality management
- b. Material or repeated non-compliance with the requirements applying to test contents, methods and assessments
- c. That orders which are necessary to ensure that tests are performed in accordance with the regulations are not complied with or that written warnings are not upheld
- d. That the testing centre evades supervision.
- e. That tests are carried out for which the testing centre is not approved

In the assessment of whether an approval should be revoked, consideration shall be made as to the extent to which the testing centre's administrative management is to blame for the violation mentioned in the fourth paragraph.

A first-time revocation of the approval shall normally apply for 1 to 6 months, the second revocation for 6 to 12 months, and the third revocation for at least 12 months. In special cases approval may be permanently revoked.

Upon revocation of an approval, the Norwegian Public Roads Administration shall revoke the testing centre's certificate of approval.

Section 24a. Sanctions against a technical manager or inspector

As part of its supervision, the Norwegian Public Roads Administration may issue such orders to a technical manager or inspector as are necessary to ensure that the tests comply with the present regulations.

If a technical manager or inspector no longer meets the requirements of the regulations, their approval shall be revoked. New approval shall be granted when the requirements once again are met.

In cases of minor non-compliance, a warning may be issued.

Approval as a technical manager or inspector may also be revoked if material or repeated non-compliance with the regulatory requirements is revealed.

In the assessment of whether an approval should be revoked, consideration shall be made as to the extent to which the inspector or technical manager is to blame for the non-compliance.

A first-time revocation of the approval shall normally apply for 1 to 6 months, the second revocation for 6 to 12 months, and the third revocation for at least 12 months. In special cases approval may be permanently revoked.

Chapter 7 – Final Provisions

Section 25. *Administrative provisions*

The Norwegian Public Roads Administration maintains its own electronic register of approved testing centres and approved inspectors, technical managers and deputies.

Section 26. *(Repealed)*

Section 27. *(Repealed)*

Section 28. *Procedural rules*

Section 11, second paragraph, of the Services Act (LOV-2009-06-19-103), stipulating that approval shall be deemed given when the processing deadline has expired, shall not apply to approval of testing centres pursuant to Section 8, approval of technical managers and deputies pursuant to Sections 10 and 11, approval of inspectors pursuant to Section 12, or applications to carry out mobile roadworthiness tests pursuant to Section 7a.

Section 29. *Exemption*

The Norwegian Public Roads Administration may, through individual decisions, grant exemption from Section 4, first paragraph; Section 5, first to fourth paragraph inclusive; Sections 7a, 8, 10, 11 and 12; and Section 22, second paragraph; when justified by particularly weighty reasons.

Section 30. *Appendices*

These regulations shall also include the Testing instructions for periodic roadworthiness tests, version 4.1 (*Kontrollinstruks for periodisk kontroll av kjøretøy 4.1*)

Section 31. *Transitional rules*

The requirement for a craft certificate for inspectors, cf. Section 12, first paragraph (a), does not apply to those who were employed by a testing centre before 1 October 2018 and who carried out tests prior to such date.

The requirement for approved conduct history for inspectors, cf. Section 12, first paragraph (c), also applies to those who were employed by a testing centre and carried out periodic roadworthiness tests before 1 October 2018. These must submit an ordinary police certificate, cf. Section 19a of the Road Traffic Act, no later than 1 October 2021. Violations of the law listed in a police certificate dated before 1 October 2018 shall not affect the approval.

Technical managers and inspectors employed as technical managers and inspectors by a testing centre before 1 October 2018 who carried out periodic roadworthiness tests prior to such date, and who are to be granted personal approval, are exempt from the requirement to pay a fee for the first-time processing of an application for approval, cf. Section 12a, second and third paragraphs.

For vehicles whose latest result of a periodic roadworthiness test or follow-up test were reported before 8 February 2019, but which have not been tested and approved after such date, the requirements in Section 5, first, second, third and fourth paragraphs, and Section 22, second paragraph, of these regulations shall enter into force at the first reported roadworthiness test.

For vehicles first-time registered in Norway before 8 February 2019, the requirements in Section 5, first, second, third and fourth paragraphs, and Section 22, second paragraph, of these regulations shall enter into force at the first reported roadworthiness test.

For vehicles whose test intervals are changed in consequence of a registration, the requirements in Section 5, first, second, third and fourth paragraphs, and Section 22, second paragraph, of these regulations shall enter into force upon such registration.

The requirement for periodic roadworthiness testing of tractors, cf. Section 4, first paragraph (e), shall enter into force on 1 October 2021. The first deadline for passing a periodic roadworthiness test after entry into force, cf. Section 5, cannot be earlier than 1 January 2023.

The requirement for periodic roadworthiness testing of mobile cranes, cf. Section 4, first paragraph (f), shall enter into force on 1 February 2022. The first deadline for passing a periodic roadworthiness test after entry into force, cf. Section 5, cannot be earlier than 1 January 2023.

The requirement for a wheel play detector in Section 8 (l) applying to testing centres testing vehicles with a maximum authorised mass of 3,501 to 7,500 kg shall enter into force on 20 May 2023.

The requirements applying to brake testers in Section 8, second paragraph (a), final sentence, shall enter into force on 1 October 2023.

Testing centres approved before 1 February 2022 must have in place a quality management system in accordance with Sections 13, 14 and 15 by 1 February 2024.

Section 32. *Entry into force*

These regulations shall enter into force on 1 July 2009. Regulations of 15 December 1997 No 1488 relating to the performance of periodic roadworthiness tests (testing instructions), Regulations of 8 August 2002 No 875 relating to periodic roadworthiness tests and roadside vehicle inspection, and Regulations of 18 June 2004 No 959 relating to requirements applying to testing centres for periodic roadworthiness tests and approval of vehicle workshops shall be repealed at the same time.



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