

Submitted by the Co-Chairman of IWVTA Informal Group

WP.29-165-15-rev.1
(agenda item 4.3.)

SGR0-15-06-rev.1

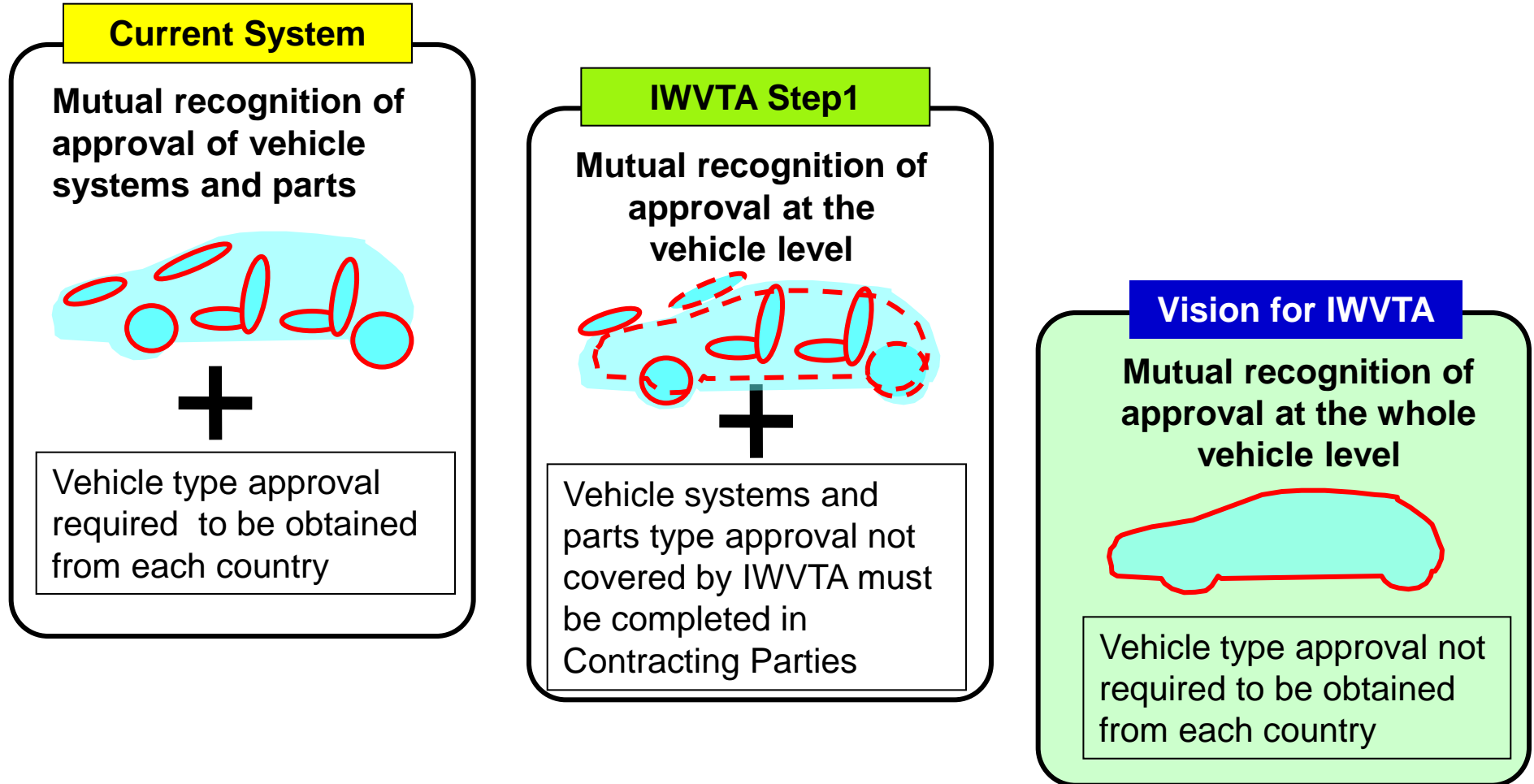
*Outline of UN Regulation No.0 third draft
and request for guidance by WP.29*

IWVTA Informal Group

1. Development of UN Regulation No.0
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 - 3-2 Uncertainty in the scope of R116
 - 3-3 Handling procedure for spare parts (*requested at the last WP.29 session*)

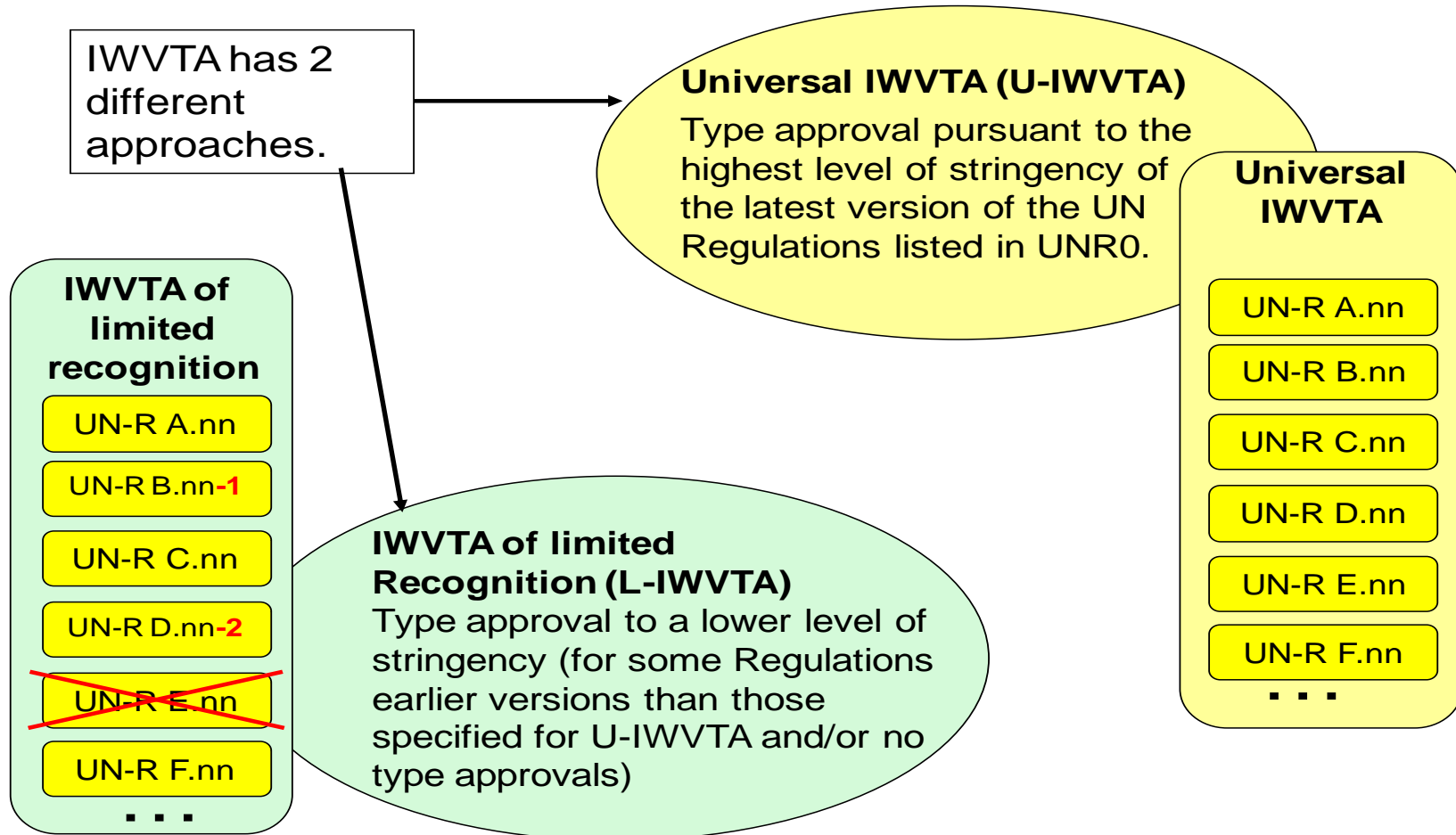
1-1. What is IWVTA?

UN R0 seeks to establish an internationally recognised whole vehicle type approval (IWVTA) scheme within the framework of the revised 1958 Agreement.



1-1. What is IWVTA?

U-IWVTA and L-IWVTA



1-1. What is IWVTA?

Major differences between UN Regulation No.0 and other UN Regulations

	UN Regulation No.0 (IWVTA)	Other UN Regulations
Technical requirements	-The technical requirements for UN R0 are not explicitly contained in itself, but are incorporated by reference to a list of UN Regulations found in Annex 4 of UN R0.	-Contain technical requirements to be complied with
Test procedures	-Where compliance is demonstrated by all required certificates covering the vehicle type, no further testing is foreseen for IWVTA.	-Contain test procedures to be followed in order to demonstrate compliance to technical requirements
Update	-The proposal for UN R0 update shall be put to vote once per year at WP.29 November session	-The proposal to amend UN Regulations can be put to vote at any sessions of WP.29
Transitional provisions	-When granting a IWVTA type approval , the transitional provisions of the UN Regulations applicable to IWVTA shall be respected.	-In order to create transparency about the contents of an IWVTA , it is suggested to provide common commencement date of September 1.
Level of stringency	UN R0 contains different levels of stringency, i.e., U-IWVTA and L-IWVTAs in one series	Level of stringency differs between the series amendments. However, one series amendment has only one level of stringency

1-2. Structure

Sub-Group “UN R0” (SGR0) submitted the 3rd draft UN R0 (WP.29-165-xx) to WP.29.

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- 1. Scope**
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 - 3. Application for approval**
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 - 8. Conformity of production**
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 - 10. Production definitely discontinued**
 - 11. Names and addresses of Technical Services responsible for conducting approval tests and of approval authorities**
 - 12. Introductory and transitional provisions**
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- Annex 1: Communication**
- Annex 2: Arrangement of the approval mark**
- Annex 3: Procedures to be followed for IWVTA**
- Annex 4: List of requirements for the purpose of IWVTA: List of regulatory acts**
- Annex 5: Information document for the purpose of IWVTA**
- Annex 6: Specifications of the Declaration of Conformance (DoC)**
- Annex 7: Definition of the vehicle type**

1-3. Outline of each section

Section	Outline, remarks
1. Scope	-Applies to only vehicles of category M1
2. Definitions	-Adds new definitions of “IWVTA”, “U-IWVTA”, and “IWVTA of Limited recognition (L-IWVTA)” -Adds definition of vehicle type (Annex 7) ← Remaining issue
3. Application for approval	-The application and the accompanying documentation shall be drawn up in English -The manufacture shall provide translation of the documentation, if requested
4. Approval	-Two kinds of approval mark; one is for U-IWVTA (Annex 1, Section 1), and the other is for L-IWVTA (Annex 1, Section2); alternative use of Unique Identifier
5. Specifications	-For a U-IWVTA, type approval certificates to all applicable UN Regulations as listed in Annex 4, Section 1 shall be included. -For a L-IWVTA, one or more type approval certificates required for U-IWVTA can be omitted or replaced by the certificate according to an earlier version of the respective UN Regulation. -If a CP requires so the manufacturer shall provide the necessary information to generate a Declaration of Conformance (DoC) for the vehicle.


1-3. Outline of each section

Section	Outline, remarks
6. Test procedure	-Where compliance to the requirements is demonstrated by providing all required certificates covering the vehicle type, no further testing is foreseen for IWVTA according to this Regulation.
7. Modification of vehicle type and extension or modification of approval	-Every modification of the vehicle type shall be notified to the approval authority -[When new requirements enter into force, a U-IWVTA has to be amended or it become a L-IWVTA.] -No amendment to the type approval shall be required if the new requirements are not applicable to that vehicle type
8. Conformity of Production	-The approval authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. Such verification should primarily be aimed at the whole vehicle and assembly level activities and shall not, without reasonable justification, repeat previous assessments undertaken for the separate UN Regulations comprising part of the IWVTA.
9. Penalties for non-conformity of production	-The approval of a vehicle type may be withdrawn if the requirements are not complied with or if a vehicle bearing the approval mark does not conform to the vehicle type approved.

1-3. Outline of each section

Section	Outline, remarks
10. Production definitely discontinued	-If the manufacture completely ceases to manufacture approved vehicle type, they shall inform the approval authority. That approval authority shall inform the other Contracting Parties using a communication form illustrated in Annex 1.
11. Names and addresses of Technical Services and of approval authorities	-Contracting Parties shall communicate to the United Nations Secretariat the names and addresses of the Technical Services and of the approval authorities.
12. Introductory and Transitional provisions	-As from [9] months after the date of entry into force of UN R0, a Contracting Party shall accept an IWVTA ← <i>Request for guidance by WP.29</i> -When granting an IWVTA, the transitional provisions of the UN Regulations applicable to IWVTA shall be respected

1-3. Outline of each section

Section	Outline, remarks
13. Special requirements for Contracting Parties applying this Regulation	<p>Regardless of whether a Contracting Party applies any UN Regulations listed in Annex 4;</p> <p>13.1 it shall accept a U-IWVTA as evidence of compliance for all vehicle systems, equipment and parts approved therein</p> <p>13.2 it may issue an IWVTA</p> <p>13.3 it shall for the purpose of granting an IWVTA accept any type approvals issued according to UN Regulations listed in Annex 4</p> <p>13.4 [it shall for the purpose of placing on the market of equipment and spare parts for vehicles covered by an IWVTA, accept the individual type approvals referenced in the IWVTA as evidence of compliance for the respective equipment and parts]  <i>Request for guidance by WP.29</i></p> <p>13.5 Subject to notification to the Secretariat of the Administrative Committee, a Contracting Party may accept a L-IWVTA as evidence of compliance for some or all vehicle systems, equipment and parts</p>

1-4. Annex 4 “The technical requirements applicable to IWVTA “

Number	Topic	UN-Regulation
1	Retro reflecting devices	3
2	Illumination of rear registration plates	4
3	Direction indicators	6
4	Front and rear position lamps, stop-lamps & end-outline marker lamps	7
5	Electromagnetic compatibility	10
6	Door latches & retention components	11
7	Steering impact	12
8	Safety Belts	16
9	Seats, their anchorages, & head restraints	17
10	Front fog lamps	19
11	Interior fittings	21
12	Reversing & manoeuvring lamps	23
13	External projections	26
14	Audible warning signals	28
15	Tyres	30
16	Filament lamps	37
17	Rear fog lamps	38
18	The Speedometer equipment	39
19	Safety glazing	43
20	Built-in Restraining device for children	44

Number	Topic	UN-Regulation
21	Headlamp cleaners	45
22	Tyres for commercial vehicles	54
23	Rear underrun protective devices	58
24	Parking lamps	77
25	Steering equipment	79
26	Measurement of engine power	85
27	Side marker lamps	91
28	Frontal collision	94
29	Lateral collision	95
30	Headlamps with gas-charge light sources	98
31	Gas-charge light sources	99
32	Electric power train	100
33	Headlamps with filament lamps and/or LED modules	112
34	Tyre wet grip/Noise/RR	117
35	Cornering lamps	119
36	Hand controls and tell tales	121
37	Adaptive front-lighting systems	123
38	Forward field of vision	125
39	Pedestrian safety performance	127
40	LED light sources	128

1-5. The list of the technical UN Regulations requiring amendments before inclusion in Annex 4

Number	Topic	UN-Regulation
1	Braking	13H
2	ESC	13H
3	BA	13H
4	Safety-belt anchorages	14
5	Fuel tanks	34
6	Indirect vision devices	46
7	Installation of Lighting equipment	48
8	Permissible sound level	51
9	Temporary tires/ TPMS	64
10	Anti-theft/ immobilizer	116
11	Enhanced CRS	129
12	Tyre installation	-
13	WLTP; Emission pollutants, Co2 emissions	-

 *Request for guidance by WP.29*

SGR0 considers that the UN Regulations in List B are significantly important for IWVTA and therefore need to be reviewed by GRs if and how they can be included in draft UN R0.

1. Development of UN Regulation No.0

1-1 What is IWVTA?

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1-3 Outline of each section

1-4 Annex 4: Technical UN Regulations applicable to IWVTA

1-5 The “B” list :the technical regulations requiring amendments before inclusion in Annex 4

2. Remaining issues

- Definition of the vehicle type

3. Request for guidance by WP.29

3-1 The number of months necessary for CPs to accept IWVTA issued

3-2 Uncertainty in the scope of R116

3-3 Handling procedure for spare parts *(requested at the last WP.29 session)*

2. Remaining issues

Definition of the vehicle type

- Whether or not vehicle type should be differentiated by the level of conformity with respect to the UN Regulations listed in Annex 4**

- Action : formulate a small group to discuss this issue. Sub-group UN R0 continues discussion in June.**

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3. Request for guidance by WP.29

3-1 The number of months necessary for CPs to accept IWVTA issued

The following responses regarding duration between the date of entry into force of UNR0 and the starting date of accepting IWVTA were made;

- Twelve months would be necessary for the Netherland.
- At least six months would be necessary for Germany.
- No additional time would be necessary for Australia and Japan.

CPs may need additional period to make necessary changes to domestic legislation to accept revised set of UN Regulations applicable to IWVTA.

➔ Possible action : IWVTA Informal Group would like to invite WP.29 to ask CPs to the 1958 Agreement how many months after the entry into force of UN R0 would be necessary for them to be prepared to accept IWVTA pursuant to the amended UN R0?

3. Request for guidance by WP.29

3-2. Uncertainty in the scope of R116

SG R0 members do not have common understanding on whether immobilizer system would be mandatory or not by the current text of R116. The Netherlands and Japan regard immobilizer system as optional whereas Germany and UK think that immobilizer system is mandatory.

1. SCOPE of R116

- 1.4. PART IV - Approval of immobilizers and vehicles of category M1 and vehicles of category N1 with a maximum mass of not more than 2 t with regard to immobilizers 2/ 1/.
- 1.8. At the time of application of this Regulation, Contracting Parties shall declare which parts of the Regulation they intend to mandate in their territory for each category of vehicles 3/.

3/ It is recommended that Contracting Parties apply Parts I and IV to approval of M1 category vehicles and Part I only to approval of N1 category vehicles, the other requirements remaining optional. Parts II, III and IV should apply where such equipment is fitted to vehicle categories shown in paragraphs 1.3. to 1.5.

→ Possible action: IWVTA Informal Group would like to invite WP.29 to request GRSG to eliminate uncertainty in R116.

3. Request for guidance by WP.29

3-3 Handling procedure for spare parts *(requested at the last WP.29 session)*

- ◆ UN R-0 allows for the possibility that a Contracting Party applies the UN Regulation while not applying all individual UN Regulations annexed to it.
- ◆ This raises the question of how to deal with the acceptance of spare parts for IWVTA approved vehicles by Contracting Parties not applying the UN Regulation.
- ◆ IWVTA Informal Group develop the following alternatives for handling spare parts;

(1) Contracting Parties shall accept original equipment spare parts covered by IWVTA;

Or,

(2) Contracting Parties shall accept all spare parts having valid UN approvals for vehicles covered by IWVTA [original equipment and after market spare parts.]

2. Remaining issues

3. Request for guidance by WP.29

If these issues are resolved by June session of IWVTA IWG, they will be reported at June session of WP29 as informal document.

Thank you for your attention!

Latest information on UN Regulation No.0 draft (doc.WP.29-165-14) can be found at;

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/geninf165.html>