



IWVTA 03-09

Concept of ECE 0 (IWVTA)

OICA

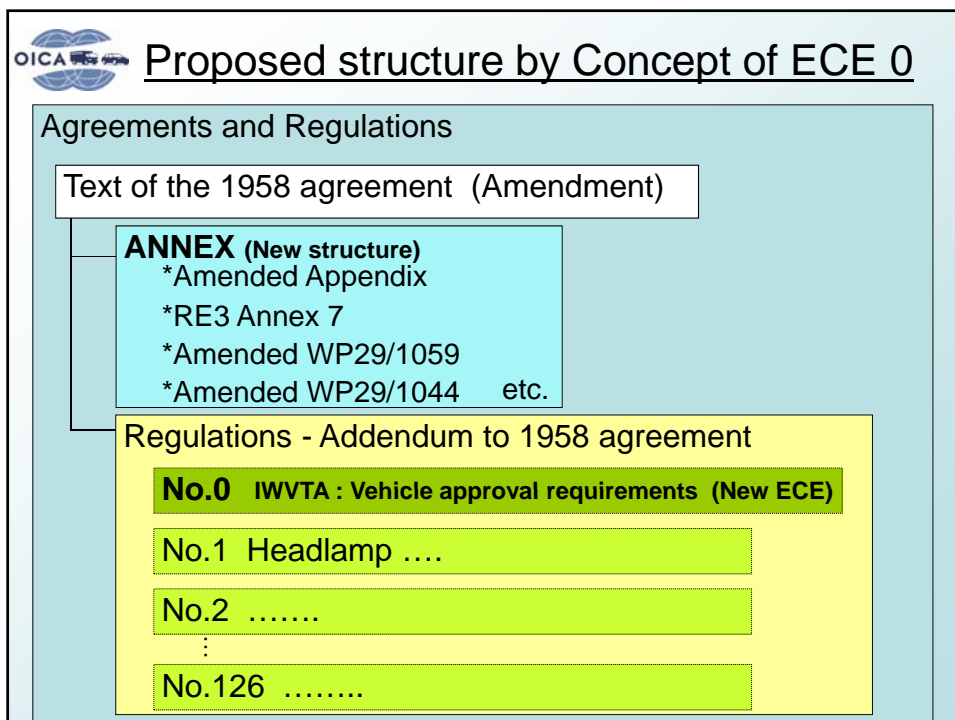
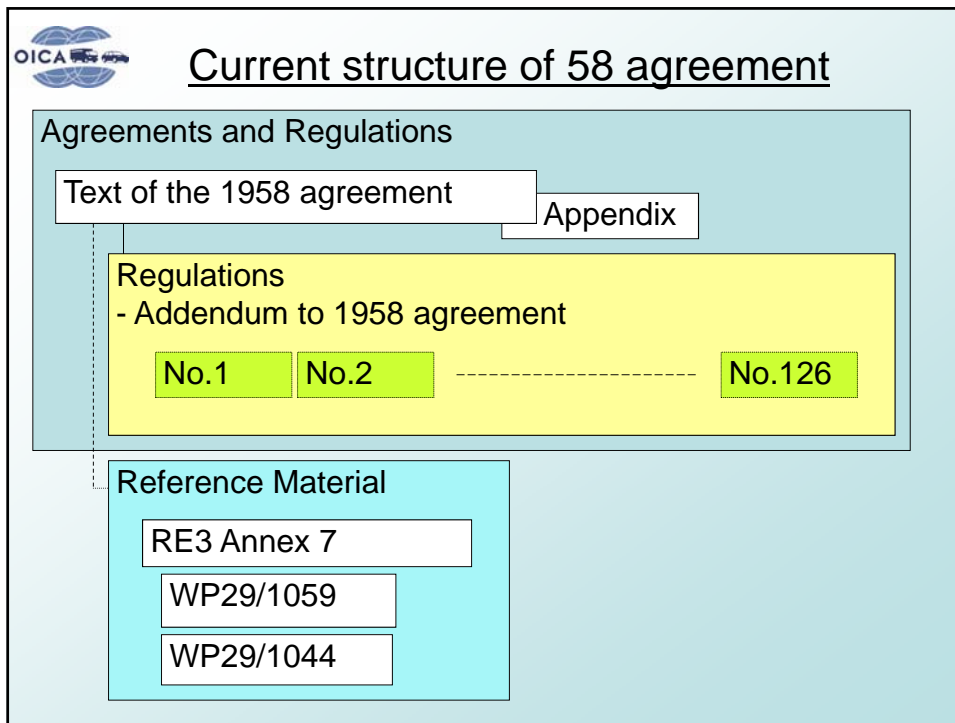
WP29 Informal Group on IWVTA
2010-11-05




Basic idea in establishing IWVTA under 58 agreement

IWVTA should be established in line with the principle of the current 58 agreement, i.e.: "the CPs choose to implement Regulations."

Consequently, OICA proposes the new concept of "the Regulation of IWVTA" as "ECE0".






Contents of ECE 0 (Draft)

IWVTA : Vehicle approval requirements

- **Definitions**
(Vehicle type etc.)
- **List of necessary ECE regulations**
(ECE3,6,7,10....., new ECE Regulation on IWVTA)
⇒ *TBD considering CPs national regulations*
- **Application documents**
- **Certificate of conformity**
- **Procedure for exemptions for new technology under IWVTA**
- **COP requirements**
- ⋮



Principle of ECE 0

1. New requirements for whole vehicle type approval are established. (To include the “necessary IWVTA elements” proposed to WP29 by Japan.)
2. Contracting Parties to the 1958 Agreement (hereafter “Contracting Parties”) can select to adopt ECE0. (No mandatory link between accession to the 1958 Agreement and the adoption of ECE0.)
3. A Contracting Party who has adopted ECE0 (hereafter “ECE0 contracting party”) accepts and issues the ECE0 approvals (pursuant to Article 2 of the 1958 Agreement).
4. The ECE0 contracting party continue to be allowed to accept and issue individual ECE approval (pursuant to Article 2 of the 1958 Agreement).
5. Issue of additional requirements or specifics to be further evaluated
6. Once ECE0 is adopted by a Contracting Party, all the ECE Regulations in the List of necessary ECE regulations also are adopted simultaneously (no additional procedure) by the Contracting Party (but only for the case of M1 vehicles).
7. Once an ECE0 approval is obtained, it shall be unnecessary to obtain and affix each individual ECE type approval mark (Vehicle system approval only).