

# Report from Japan concerning the study on establishing the common bases for mutual recognition of International whole vehicle type approval

- Following the presentation made by Japan at the 142<sup>nd</sup> session of WP29 -

At the 142<sup>nd</sup> WP29 in June 2007, Japan introduced JASIC's work to establish the common bases for mutual recognition of International Whole Vehicle Type Approval (IWVTA) in WP29 as a part of its next ten year activities.

## Progress report from Japan regarding the establishment of the common bases for mutual recognition of International Whole Vehicle Type Approval

### Points of view for establishing the common bases for mutual recognition of International Whole Vehicle Type Approval (IWVTA).

#### Point #1 Coping with the necessity to specify things related to type approval procedures

##### (Background)

Currently, regulations annexed to the 1958 agreement don't have specifications of forms of application documents, specifications of vehicles necessary to be chosen for tests so-called "worst cases" and specifications of ranges of changes requiring the applications of so-called "extensions" and "revisions" in type approval procedures.

Furthermore, vehicle types, variants and versions to classify vehicles for IWVTA need to be specified to identify vehicles in type approval procedures.

Therefore, it is necessary to implement the study to specify these things as the common bases for mutual recognition of IWVTA.

##### (Elements of the study)

- Specifications of vehicle types, variants and versions
- Specifications of forms of application documents
- Specifications of "worst cases"
- Specifications of "extensions" and "revisions"

## Point #2 Coping with the necessity to have the common definitions of vehicles

(Background)

Currently, though S.R.1 (Special Resolution No. 1 concerning the common definitions of vehicle categories, masses and dimensions) is established in WP29, definitions of categories, masses and dimensions (length, width, height) of vehicles are still different among countries.

This situation sometimes brings inconsistency in specifying vehicles and applying technical regulations among countries.

Furthermore, the definitions included in S.R.1 is not enough for IWVTA.

Therefore, it is necessary to implement the study to establish the definitions of categories, masses and dimensions for IWVTA based on S.R.1 in WP29 as the common bases for mutual recognition of IWVTA. .

(Elements of the study)

Definitions of vehicle categories, masses and dimensions (length, width, height)

### Point #3 Assuring vehicle safety and environmentally friendly performance

#### (Background)

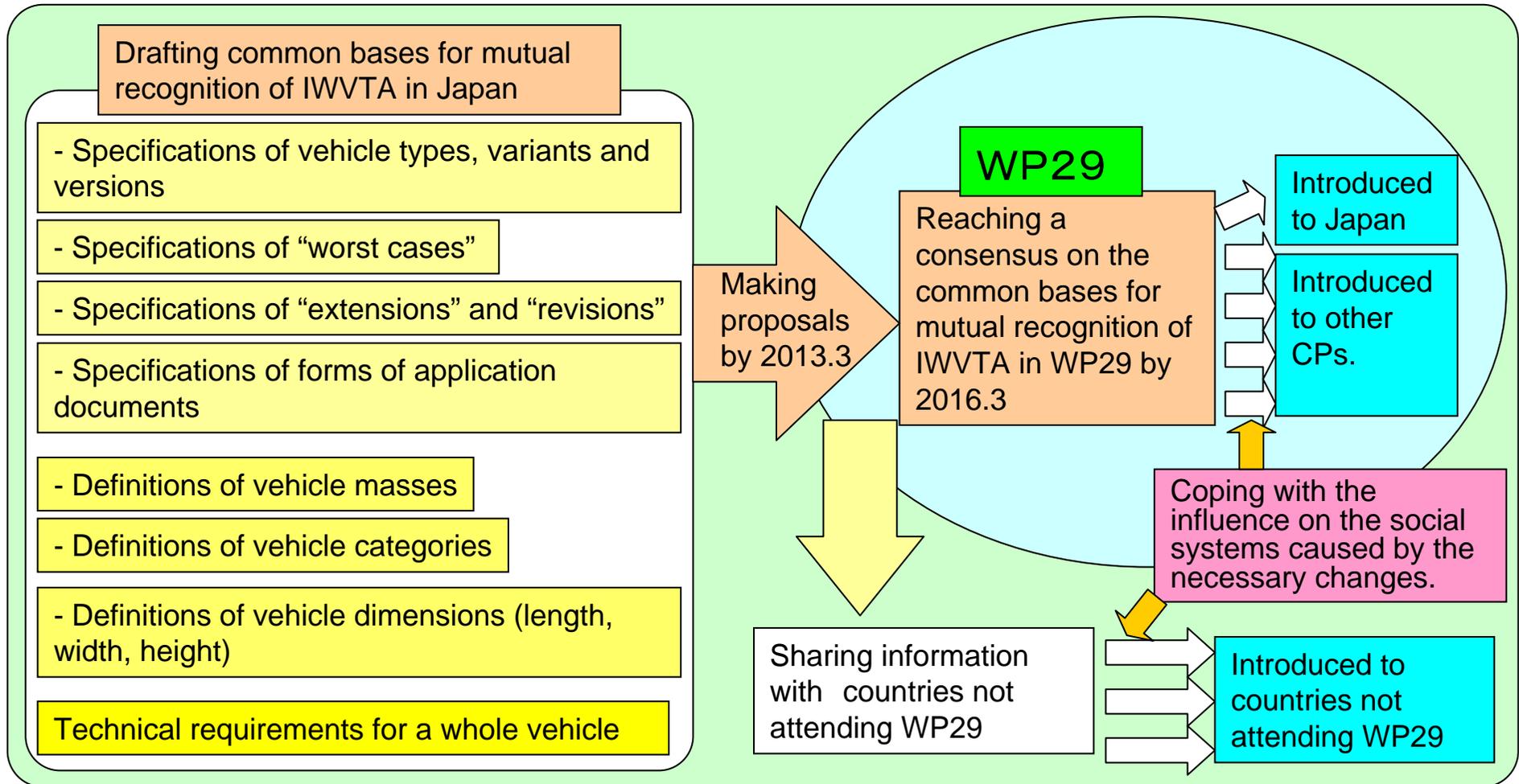
Technical requirements for a whole vehicle for WVTA are essential to ensure safety and environmentally friendly performance.

Therefore, it is necessary to implement the study to establish technical requirements for a whole vehicle based on the requirements of the regulations annexed to the 1958 agreement as the common bases for mutual recognition of IWVTA. .

#### (Elements of the study)

Technical requirements for a whole vehicle

## Outline of the JASIC project to establish the Common Bases for Mutual Recognition of IWVTA in WP29



Establishing the system for mutual recognition of IWVTA in WP29 in the future

\* "IWVTA" stands for "International Whole Vehicle Type Approval".