Progress Towards an International Whole Vehicle Type Approval Scheme

Sub-group “UN R0” of the IWVTA Informal Group
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1. Overview of IWVTA
   1. UN Regulation No. 0 (UN R0)
   2. Objective of IWVTA - Who benefits from IWVTA?
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2. Issues for WP.29 to note
   1. Working Assumptions
   2. Contents of draft UNR0 and its Technical Requirements
   3. Items for Further Discussion

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

**Current System**
- Mutual recognition of approval of vehicle systems and parts
- Vehicle type approval required to be obtained from each country

**Vision for IWVTA**
- Mutual recognition of approval at the whole vehicle level
- Vehicle type approval not required to be obtained from each country
Objective of IWVTA

The principal objective of IWVTA is expanding the mutual recognition of vehicle systems and components to whole vehicles by:

- Achieving wider acceptance of the vehicle/component type approvals pursuant to the UN Regulations;

- Increasing the transparency of vehicle type approval procedures in the Contracting Parties applying the IWVTA regulation;

- Simplifying procedures and minimizing administrative burdens in obtaining national/regional vehicle type approvals; and

- Providing a flexible approach to help Contracting Parties developing their national new-vehicle approval requirements.
Who benefits from IWVTA?

Realising the IWVTA objective is beneficial for:

- **Governments** - in delivering transparent, robust and reliable processes for vehicle type approval.

- **Industry** - by having access to quicker and more cost efficient type approval; and the potential for easier access to markets applying IWVTA.

- **Consumers** - who benefit from vehicles meeting uniform and consistent requirements at lower prices.
Delivering the Vision

We recognise the IWVTA vision cannot be achieved from the very beginning due to:

- the different number of UN Regulations currently applied by CPs, and
- the different requirements at whole vehicle level operated nationally/regionally.

And so;

- in the first version of UN R0 the number of key provisions will not be sufficient to certify a whole vehicle → “partial” IWVTA.
- at a future point this “partial” IWVTA should develop into a complete whole vehicle type approval.
- we are not proposing a timescale for delivering this overall vision.
Visualising our Approach

Current situation in many Contracting Parties

| UN-approvals | National-approvals | Check for a complete vehicle & COP against national approvals | National WVTA |

By March 2016

IWVTA is a shell over a set of separate UN-approvals that flexibly links these UN-approvals with national approval schemes.
What IWVTA comprises

IWVTA has 2 different approaches.

Universal IWVTA (U-IWVTA)
Type approval pursuant to the highest level of stringency of the latest version of the UN Regulations listed in UNR0.

IWVTA of limited Recognition (L-IWVTA)
Type approval to a lower level of stringency (for some Regulations earlier versions than those specified for U-IWVTA and/or no type approvals)

Universal IWVTA
- UN-R A.nn
- UN-R B.nn
- UN-R C.nn
- UN-R D.nn
- UN-R E.nn
- UN-R F.nn
...
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3. Future evolution of UN R0
The informal group has working assumptions for developing the UNR0:

1. Obligation of CPs.
   - shall accept U-IWVTA even where they do not apply all the UN Regulations included.
   - shall accept, for the purpose of issuing an IWVTA, type approvals correctly issued by other CPs (according to the UN Regulations listed in Annex 4, Section 1), including instances where they do not apply those UN Regulations.
   - Shall notify the UN secretariat those UN Regulations where they accept a lower level and/or no approval as part of an IWVTA of limited recognition.
Issues for WP.29 to note

Working assumptions for UNR0;

2. Right of CPs.

- CPs applying UNR0 will be permitted to issue U-IWVTA and/or IWVTA of limited recognition provided that they have ‘technical competence’

“Having regard to Article 2 of the 1958 Agreement ‘technical competence’ means that a Contracting Party has the capability to verify the compliance of a whole vehicle type with UN Regulation No. 0 based on the component type approvals submitted by the manufacturer in the application, and the ability to confirm that the systems and components are installed pursuant to the individual UN Regulations listed in Annex 4 of UN Regulation No. 0.”

3. Routine updating of UNR0.

- Updating UNR0 will be on an annual basis.
- Series of Amendments will be used to provide adequate (legal) visibility of the requirements of the different updates of UNR0.
- Developing our thinking on the possibility of a permanent working group to oversee UNR0.
Contents of draft UNR0

1. Scope
2. Definitions
3. Application for approval
4. Approval
5. Specifications
6. Tests
7. Modification of vehicle type and extension of approval
8. Conformity of production
9. Penalties for non-conformity of production
10. Production definitely discontinued
11. Names and addresses of Technical Services responsible for conducting approval tests and of Administrative Departments
12. Introductory and transitional provisions

13. Special provisions for Contracting Parties applying this Regulation

Annex 1: Communication
Annex 2: Arrangement of the approval mark
Annex 3: Procedures to be followed during I-WVTA of vehicles

Annex 4: List of requirements for the purpose of I-WVTA: List of regulatory acts

Annex 5: Information document for the purpose of I-WVTA of vehicles
Annex 6: Definition of the vehicle type
The technical requirements – The “A” list

<table>
<thead>
<tr>
<th>Number</th>
<th>Topic</th>
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<tbody>
<tr>
<td>1</td>
<td>Retro reflectors</td>
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<tr>
<td>2</td>
<td>Direction indicators</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>End-outline, stop, side marker, front/rear position (side)</td>
<td>7</td>
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<tr>
<td>4</td>
<td>Radio interference</td>
<td>10</td>
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<tr>
<td>5</td>
<td>Door latches + hinges</td>
<td>11</td>
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<td>6</td>
<td>Steering impact</td>
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<td>7</td>
<td>Belt anchorages</td>
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<td>8</td>
<td>Seats + head restraints</td>
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<td>9</td>
<td>Front fog lamps</td>
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<td>Interior fittings</td>
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<td>11</td>
<td>Reversing lamps</td>
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<td>External projections</td>
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<td>13</td>
<td>Audible warning signals</td>
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<td>Tyres</td>
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<td>15</td>
<td>Light sources</td>
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<td>16</td>
<td>Rear fog lamps</td>
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<td>17</td>
<td>Speedometer</td>
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<td>18</td>
<td>Safety glazing</td>
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<td>Headlamp cleaners</td>
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<td>20</td>
<td>Installation of Lighting equipment</td>
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The technical requirements – The “B” list

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<td>Safety belts</td>
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<td>Fuel tanks</td>
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<td>Integrated child restraints</td>
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<td>8</td>
<td>Indirect vision devices</td>
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<td>Permissible sound level</td>
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<td>10</td>
<td>Temporary tires/ TPMS</td>
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<td>CO2 emissions and fuel consumption</td>
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<td>12</td>
<td>Anti-theft/ immobilizer</td>
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<td>13</td>
<td>Tyre installation</td>
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<td>WLTP</td>
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</table>

Sub-Group hopes that more UN Regulations in the “B” list be included in the "A" list after proper revision.
Issues for WP.29 to note

The informal group continues to discuss:

1. Which UN Regulations to include within IWVTA
   - Based on the Ambassadors/GR reviews, and
   - In the first step will be “A” items
   - Ambition list comprising “B” items

2. Routine updating of UNR0.
   - The role of a permanent working group to oversee UNR0
   - How to synchronize introduction dates for series of amendments to individual UN Regulations with updates to UNR0 (due to the range of topics included in IWVTA).

3. Exchange of information between CPs
   - Whether to create and maintain a status document on UN Regulations for those CPs accepting IWVTA of limited recognition.

4. How to include the concept of a Certificate of Conformity (CoC)
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3. Future evolution of UN R0
Future evolution of UN R0

- The major objective of IWVTA is the complete mutual recognition of vehicle type approvals - without any additional national requirements or additional approvals.

- To move forward the followings should be addressed after UN R0 is established at March 2016.
  - How to increase the number of applicable UN Regulations in Annex 4
  - How to reduce national requirements
  - How to extend the scope to include vehicles other than M1

XXX. 20XX

Ultimate goal

Progressive steps

Mar. 2016
The IWVTA Vision

**IWVTA sits over a limited subset of component/system UN approvals, as agreed by the CPs adopting IWVTA through R0**

**Goal for March 2016**

- “partial” IWVTA
  - Component/system UN approvals
  - Remaining National approvals
  - Check for a complete vehicle against UN approvals and for COP
  - Check for a complete vehicle against National approvals and for COP

= National WVTA

**Increased scope of IWVTA, more UN approvals brought into R0, reduced need for national requirements**

**After March 2016**

- “partial” IWVTA
  - Component/system UN approvals
  - Remaining National approvals
  - Check for a complete vehicle against UN approvals and for COP
  - Check for a complete vehicle against National approvals and for COP

= National WVTA

**Ultimate Goal**

- IWVTA
  - Component/system UN approvals
  - Remaining National approvals
  - Check for a complete vehicle against UN approvals and for COP

= IWVTA = National approval
Conclusion

1. By March 2016, "partial" IWVTA is established and at a future point it should develop into a complete IWVTA.

2. IWVTA has 2 different approaches; U-IWVTA and L-IWVTA.

3. The informal group has working assumptions on the followings for developing the UNR0;
   1. Obligation of CPs
   2. Right of CPs
   3. Routine updating of UNR0

4. The informal group continues to discuss:
   1. Which UN Regulations to include within IWVTA
   2. Routine updating of UNR0
   3. Exchange of information between CPs
   4. How to include the concept of a Certificate of Conformity (CoC)
Where to find the details

The IWVTA sub group SGR0 documents are available at the informal group section of the UN-ECE website.

The most recent version of the draft UNR0 is SGR0-08-13

https://www2.unece.org/wiki/download/attachments/14320328/SGR0-08-13.docx