

informal document GRPE-80-14
80th GRPE, 14-17 January 2020
agenda item 11

IWVTA Ambassador report to GRPE 80

William (Bill) Coleman

January 2020

Request for Clarifications by IWG-IWVTA

58A Article 12

4. **Notwithstanding that transitional provisions in any version of UN Regulations may have stipulated otherwise**, Contracting Parties to this Agreement which are applying UN Regulations may, subject to compliance with the provisions of Article 2, nevertheless issue type approvals pursuant to **earlier versions of UN Regulations**.

However, subject to paragraph 3 of this Article, Contracting Parties applying a UN Regulation shall not be obliged to accept type approvals issued pursuant to these earlier versions.

Example 1: UNR 83.01

13. TRANSITIONAL PROVISIONS RELATING TO APPROVED B OR C VEHICLES

13.1 The following provisions shall remain applicable until 31 December 1994 for vehicles newly put into service and type-approved before 1 July 1993:

13.1.1. At the request of the manufacturer, a test equivalent to the type I test for verifying emissions after a cold start may be conducted according to the requirements of paragraphs 13.1.1.1. and 13.1.1.2., for the approval and verification of production of category M1 vehicles equipped with an engine whose capacity is greater than or equal to 1,400 cm³ and fuelled with unleaded petrol or with diesel fuel.

The technical service in this case shall carry out the equivalent test described in annex 4A (EPA cycle) instead of that described in paragraph 5.3.1.

Question: May a Contracting Party still issue approvals to UNR 83.01 based on the EPA cycle? i.e. is this a version of the Regulation?

Answer: No. A version of a Series of Amendments is the valid text (including supplements) at the time of approval.

Example 2: UNR 83.07

Footnote to table of emissions limits:

- (2) Until three years after the dates specified in paragraphs 12.2.1 and 12.2.2 of this Regulation for new type approvals and new vehicles respectively, a particulate number emission limit of $6,0 \times 10^{12}$ #/km shall apply to PI direct injection vehicles upon the choice of the manufacturer.

Question: May a Contracting Party still issue approvals to UNR 83.07 based on the $6,0 \times 10^{12}$ #/km limit? i.e. is this a version of the Regulation? (it is based on the dates of a transitional provision but is not contained in it)

Answer: No. A version of a Series of Amendments is the valid text (including supplements) at the time of approval. This will however be resolved by Supplement 9

Example 3: UNR 83.07

- (7) ...
- not later than sixteen months after the dates set out in point 12.2.1, new type approvals shall only be performed with E10 and B7 fuels,
 - not later than as from dates set out in point 12.2.4, all new vehicles shall be approved with E10 and B7 fuels.

Question: May a Contracting Party still issue approvals to UNR 83.07 based on E5 or B5 fuels? i.e. is this a version of the Regulation?

Answer: No. A version of a Series of Amendments is the valid text (including supplements) at the time of approval. This will however be resolved by Supplement 9

Other points discussed by
IWG-IWVTA
Bonn – November 2019

Unique Identifier

- WP.29 decided in June 2019 to ask all GRs to consider the relationship between UI and Approval Numbering/Marking
- For Info to GRPE:
 - The unique identifier is a means to group Approval numbers from several Regulations into a single marking.
 - This is particularly useful for marking of components such as lighting clusters.

Communication Document (TA Certificate)

- Changes to certificate being considered to include „withdrawal of approval“ and „remarks“ and to remove „Extension number“ as this is included in the Approval number

Concerning:² Approval granted
Approval extended
Approval refused
Approval withdrawn
Production definitively discontinued

of a vehicle type with regard to the emission of gaseous pollutants by the engine pursuant to UN Regulation No. WLTP

Approval No. Extension No.

Reason for extension :.....

Manufacturer's Information Documents

- It would appear that GRPE Regulations are exceptional in the ,58 Agreement (with a few exceptions) as they prescribe a (minimum) format for the M.I.D.
- It was reported that most manufacturers use the EU format for other UN Regulation applications (logical)
- IWG DETA / IWG IWVTA will consider whether a formalisation of the link is desired.

Thank you for your attention