

Q&A-Document to explain the UN-Regulation No. 0 and IWVTA (International Whole Vehicle Type Approval)

This document proposes questions and answers related to the international whole vehicle type approval (IWVTA) and the UN Regulation No. 0. Questions are classified into 1) UN Regulation No.0 and IWVTA and their application and 2) Rights and Obligation of Contracting Parties applying UN Regulation No.0.

Note: The text of the following questions and answers is not legally binding. Only the text of Revision 3 of the 1958 Agreement and UN-Regulation No. 0, once they have been adopted, will be legally binding for Contracting Parties. More information on the development of Revision 3 of the 1958 Agreement as well as the explanatory presentation of the development of UN-Regulation No.0 can be found on the UNECE website using the following links:
[add links at later stage]

The list with GENERAL QUESTIONS RELATED TO WP.29 AND ITS SUBSIDIARY BODIES can be found using the following link:

[add link at later stage www.unece.org/trans/main/wp29/faq.html]

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1) UN Regulation No.0 (IWVTA) and its application

Q1: What is UN Regulation No. 0 and International Whole Vehicle Type Approval?

Answer to Q1:

UN Regulation No.0 establishes an International Whole Vehicle Type Approval (IWVTA) scheme in the framework of the 1958 Agreement. IWVTA means an approval whereby a Contracting Party certifies that a type of whole vehicle (a so-called IWVTA type) satisfies the relevant administrative provisions and technical requirements as stipulated by the UN Regulation No. 0. Unlike other UN Regulations, UN Regulation No. 0 does not contain specific technical requirements, but it contains the list of the particular UN Regulations, compliance to which is necessary fully or partly (depending on the IWVTA scheme) in order to have the type approval pursuant to UN Regulation No. 0 granted. The IWVTA shall facilitate trade between Contracting Parties to the 1958 Agreement applying UN Regulation No. 0 based on mutual recognition.

Q2: What is a Whole Vehicle in IWVTA?**Answer to Q2:**

The term “whole vehicle type approval” indicates that type approvals granted pursuant to applicable UN Regulations for the systems, equipment and parts of a vehicle are integrated into an approval of the whole vehicle according to the provisions of the administrative system Whole Vehicle Type Approval (Art. 1 of the 1958 Agreement).

In a first implementation step of the IWVTA scheme, UN Regulation No. 0 applies for whole vehicles of category M₁ which are manufactured (in mass production) in one stage or completed vehicles. Single vehicles, multistage vehicles or other categories of vehicles are not covered by this UN Regulation.

Q3: Does an IWVTA cover all the requirements for a vehicle approval necessary for registration? What is partial IWVTA?**Answer to Q3:**

In the first stage the IWVTA system under the 1958 Agreement is launched incorporating a set of UN Regulations that will likely not cover all requirements that Contracting Parties have in their national/ regional whole vehicle type approval scheme. In this sense the IWVTA is called “partial”. For national/ regional registration of a vehicle additional requirements which are not covered by the partial IWVTA may be required. The aim is to develop the partial IWVTA into a complete IWVTA which is sufficient for national/regional whole vehicle type approval in the Contracting Parties (see also Q21).

Q4: What are a universal IWVTA (U-IWVTA) and an IWVTA with limited recognition (L-IWVTA)?**Answer to Q4:**

“Universal IWVTA” (or U-IWVTA) means an IWVTA where all of the applicable UN Regulations listed in Annex 4, Part A, Section 1 are complied with according to the version listed in that section or any later version. The Universal IWVTA shall be accepted by all Contracting Parties applying the UN Regulation No. 0.

IWVTA of limited recognition” or limited IWVTA (L-IWVTA) means an IWVTA where a Contracting Party certifies that a type of vehicle does not comply with all of the regulations listed in Annex 4 necessary to obtain a universal IWVTA and/or it complies with some earlier version of one or more regulations listed in Annex 4.

An IWVTA of limited recognition may be accepted by Contracting Parties applying the UN Regulation No. 0 but those Contracting parties are not obliged to accept the L-IWVTA under the mutual recognition principle. Contracting Parties accepting L-IWVTA have to notify the UNECE-Secretariat which differences to the universal level they accept.

Q5: Which UN Regulations are mandatory for an IWVTA?

Answer to Q5:

The list of UN Regulations which are required for U-IWVTA are given in Annex 4, Part A, Section I of UN Regulation No. 0.

Q6: Is it intended to extend the list of requirements in Annex 4 of UN Regulation 0? If so, are there candidate UN Regulations for such extension?

Answer Q6:

Yes, the list of UN Regulations contained in Annex 4 of UN Regulation No.0 is considered as a starting point for IWVTA. It is planned to include more Regulations once these are acceptable for the Contracting Parties applying the UN Regulation No.0. In particular the Regulations and topics contained in the following table are considered to be significantly important and are subject to a review by the competent subsidiary working parties of WP.29 for their inclusion in IWVTA.

the list of candidates for the UN-R0; status on September 15, 2016

UN Regulation	Topic	UN Regulation	Topic
14	Belt anchorages	129	Advanced CRS
34	Fuel tanks	To be discussed	WLTP; Emission pollutants, CO2 emissions
116	Anti-theft/ immobilizer		

Q7: What does “applying UN Regulation No. 0” mean?

Answer to Q7:

The term "applying UN Regulation No. 0" means that the UN Regulation No. 0 enters into force for a Contracting Party in accordance with Article 1.1 of the 1958 Agreement, which then invokes rights and obligations for that Contracting Party.

The Contracting Party may issue U-IWVTA and L-IWVTA approvals provided it has the technical competence to do so and in this respect is not limited by the individual UN Regulations that it may also apply.

A Contracting Party has to accept a U-IWVTA (integrating approvals to the UN Regulations as listed in Annex 4 of UN Regulation No. 0), as an alternative to the relevant part of its national/regional legislation.

Q8: How can a Contracting Party apply UN Regulation No. 0?**Answer to Q8:**

In this respect UN Regulation No. 0 will follow the same administrative procedures as the other UN Regulations annexed to the 1958 Agreement. Thus, there are 3 possibilities to officially apply Regulation No. 0:

- (a) For the adoption procedure, UN Regulation No. 0 will be considered as adopted unless, within a period of six months from its notification by the Secretary-General, more than [one-third] of the Contracting Parties at the time of notification have informed the Secretary-General of their disagreement with the UN Regulation. The adopted UN Regulation No. 0 shall enter into force on the date specified therein for all Contracting Parties which did not notify their disagreement. Conversely, CPs shall notify the Secretary-General in the case that they are not ready to apply the Regulation.
- (b) Following the entry into force of UN Regulation No. 0, any Contracting Party not applying UN Regulation No. 0 may, at any time, notify the Secretary-General that it intends henceforth to apply it and UN Regulation No. 0 will then enter into force for this Party on the sixtieth day after this notification.
- (c) During the accession of any new Contracting Party as referred to in Article 6 of the 1958 Agreement the Contracting Party may, at the time of acceding to this Agreement, declare that it intends to apply (or not) certain UN Regulations including UN Regulation No. 0.

Q9: May a Contracting Party vote on amendments to UN Regulation No. 0 if it is not applying this UN Regulation?**Answer to Q9:**

No, only Contracting Parties applying UN Regulation No. 0 have the right to vote on future amendments to UN Regulation No. 0.

Q10: Can a Contracting Party apply UN Regulation No. 0 if this Contracting Party is not applying all UN Regulations listed in Annex 4, of UN Regulation No. 0?**Answer to Q10:**

Yes, a Contracting Party can apply UN Regulation No. 0 regardless of its application of any UN Regulations listed in Annex 4 of UN Regulation No. 0.

Q11: In which circumstances are IWVTAs withdrawn?**Answer to Q11:**

As with any UN approval, non-conformance as set out in the text of the 1958 agreement may require withdrawal. In addition, a U-IWVTA must be withdrawn if new requirements under UN R0 become applicable to an existing (U-IWVTA) type and the respective vehicles cannot meet these new requirements. In this case the U-IWVTA is no longer considered universal and must be withdrawn effective as of the date at which the new requirements become applicable to the existing IWVTA type. A withdrawn U-IWVTA may then be replaced by a new L-IWVTA, effective as of the date of withdrawal. Of course, a manufacturer can always choose to upgrade vehicles to meet new requirements under UN R0 and thus preserve a U-IWVTA. If a manufacturer does not upgrade and fails to request withdrawal of a U-IWVTA, the relevant Approval Authority should withdraw the approval.

Q12: How can a manufacturer ensure its vehicle remains covered by an IWVTA when new requirements become applicable in UN R0?**Answer to Q12:**

Manufacturers and Approval Authorities will need to monitor development of UN R0 closely, be fully alert to new requirements becoming applicable in UN R0 and assess the possible impact on the IWVTAs issued.

In the case of manufacturers holding a L-IWVTA, if new requirements become applicable under UN R0, this requires no specific action as L-IWVTAs remain valid. However, a manufacturer may wish to upgrade an approval to meet an increase in requirements for acceptance of L-IWVTAs as notified by a Contracting Party to the secretariat of the Administrative Committee.

In the case of manufacturers holding a U-IWVTA, the manufacturers should monitor whether dates (c) (“first registration dates”) of any individual UN regulations included in a higher version of UN R0 than that of the approval are approaching. To maintain a U-IWVTA, manufacturers must upgrade the vehicles as necessary and obtain type approvals according to the newly required versions of these individual UN Regulations. Alternatively, if manufacturers do not intend to maintain a U-IWVTA, they should request the withdrawal of the U-IWVTA and replacement by a new L-IWVTA.

If a manufacturer does not upgrade and fails to request withdrawal of a U-IWVTA, the relevant Approval Authority should withdraw the approval.

Q13: How are approvals to UN Regulation No. 0 affected, if the scope of a UN Regulation listed in Annex 4 of Regulation No.0 is modified?

Answer to Q13:

In case of U-IWVTA the following cases have to be considered:

- **The scope of an individual UN Regulation is narrowed such that vehicles from the IWVTA type which were covered by the scope of that UN Regulation are no longer included in the scope. (This case is expected to be very rare.)**

In this case the validity of the U-IWVTA is not affected by this change of scope. It depends solely on continued compliance to applicable requirements.

- **The scope of an individual Regulation is broadened such that vehicles from the IWVTA type which were not covered by the scope of that UN Regulation are now included in the scope.**

In this case the validity of the U-IWVTA is affected because the newly affected vehicles within the IWVTA type will need to comply with the new requirements, and related type approvals will need to be provided. This is, however, subject to the transitional provisions of the new version of the individual UN Regulation (or of UN-R0 itself if it contains explicit transitional provisions with respect to that separate UN Regulation).

In case of L-IWVTA the approval as such remains valid in any case. However, the acceptance of the approval in Contracting Parties may be affected depending on whether any newly included requirements for the IWVTA type in question are complied with and are not included in the notification of that Contracting Party for acceptance of L-IWVTA.

Q14: Shall the "vehicle type" in national / regional type approval be aligned with the "IWVTA class" in UNR0?

Answer to Q14:

No, the "vehicle type" using at national / regional type approval need not to be aligned with the "IWVTA class and IWVTA type "in UN Regulation No.0. When the definition of "IWVTA class" in UNR0 is different from the "vehicle type" in national / regional type approval scheme, the "IWVTA class" in UNR0 can be transposed into the "vehicle type" in national / regional type approval. The document IWVTA-SGR0-22-06 provides the guidance in detail concerning how the "IWVTA class" in UNR0 is transposed into the "vehicle type" in national / regional type approval, using three concrete examples. This document IWVTA-SGR0-22-06 is found under

[SGR0 22nd session - Transport - Vehicle Regulations - UNECE Wiki](#)

Q15: In which cases can an IWVTA be modified via a revision or via an extension?**Answer to Q15:**

The definition when a revision and when an extension are applicable is given in paragraphs 2.5 and 2.6 of Schedule 3 annexed to the 1958 agreement. For practical guidance the following scheme can be used:

- | | | |
|---|---------|------------------|
| 1. Is there a change in Annex 5 Part I of UN R0 (variants and versions changed or added)? | if yes: | Extension |
| 2. Are separate approvals for systems or components newly included in Annex 5 Part III? | if yes: | Extension |
| 3. Does a change in Annex 5 Part III include a change of the series of amendments to which any system or component is approved? | if yes: | Extension |
| 4. Does a change in Annex 5 Part II (information document) also affect the communication form (Annex I) | if yes: | Extension |
| 5. Answer to all previous questions is no: | | Revision |

Remark concerning Revisions: Modification of an IWVTA via revision needs no separate notification to the other Contracting Parties but the revised approval has to be uploaded on the secure internet database.

Q16: How is the level of conformity defining an IWVTA type interpreted in special situations where the scope of a UN Regulation changes?**Answer to Q16:**

The rules concerning the level of conformity within an IWVTA type are laid down in Annex 7, paragraph 1.2.2 of UN Regulation No.0. Additional guidance can be drawn from the following 2 examples:

1. Variant A is a gasoline model. It needs no approval to UN-R 100 (High voltage protection)
Variant B is the same model with a hybrid electric powertrain. It needs to comply to UN-R 100
→ according to Paragraph 1.2.2 (b) both variants can belong to the same IWVTA type
2. Variant A is a gasoline model. It is type-approved according to UN-R 10.03 (EMC)
Variant B is the same model with a plug-in hybrid powertrain. It needs to comply to UN-R 10.05 which adds special requirements for plug-ins and EVs.
→ Even though variant A may not be affected by the changes between UN-R 10.03 and 10.05 according to paragraph 1.2.2 (a) both variants cannot belong to the same IWVTA type unless the approval of variant A is updated to UN-R10.05.

Q17: How can modifications of IWVTA be handled in cases where the level of conformity changes between U-IWVTA and L-IWVTA?

Answer to Q17:

The rules concerning modification of an IWVTA type and modification of approval are given in Paragraph 7 of UN Regulation No.0, in particular in 7.4 and 7.5. Additional guidance can be drawn from a document which discusses concrete examples for the respective cases.

This document IWVTA-SGR0-22-05-rev.2 is found under

[SGR0 22nd session - Transport - Vehicle Regulations - UNECE Wiki](#)

2) Rights and Obligation of Contracting Parties applying UN Regulation No.0

Q18: What are Rights and Obligation of a Contracting Parties applying UN Regulation No.0?

Answer to Q18:

A Contracting Party which applies UN Regulation No. 0 assumes the following **rights**:

- It may vote on future amendments to UN Regulation No. 0.
- Provided it has the technical competence to do so (see paragraph 2.8. of UN Regulation No.0) the Contracting Party may issue type approvals according to UN Regulation No. 0 (both U-IWVTA and L-IWVTA). This is regardless of whether the Contracting Party applies the individual UN Regulations listed in Annex 4.
- It may retain additional requirements in its national/ regional whole vehicle type approval process, but only for vehicle systems, equipment and parts which are not covered by UN Regulation No.0.
- Notwithstanding the obligation to accept U-IWVTA, it may also accept L-IWVTA. If it decides to do so it has the obligation to notify which differences to the universal level it will accept (see paragraph 13.5. of UN Regulation No.0).
- It may notify that it will not accept spare parts for vehicles covered by an IWVTA approved to UN-Regulations which the Contracting Party does not apply.

A Contracting Party which applies UN Regulation No. 0 assumes the following **obligations**:

- It must accept a U-IWVTA as evidence of compliance for all vehicle systems, equipment and parts approved therein.
- It may not ask for additional proof of compliance to national/regional requirements for vehicle systems, equipment and parts which are covered by an IWVTA it accepts.
- Regardless of whether a Contracting Party applies any UN Regulations listed in Annex 4, Part A, Section I it shall for the purpose of granting an IWVTA accept any type approvals issued according to those UN Regulations.
- In case the Contracting Party decides to accept IWVTA with limited recognition it shall notify which differences to the universal level it will accept (see paragraph 13.5. of R-0).
- It shall accept spare parts for vehicles covered by an IWVTA even if these spare parts are approved to UN-Regulations which the Contracting Party does not apply. In the latter case, however, the Contracting Party may notify that it is not bound by this obligation.

Q19: Must a Contracting Party applying UN Regulation No.0 accept a U-IWVTA?**Answer to Q19:**

Yes, based on mutual recognition a Contracting Party to the 1958 Agreement that is applying UN Regulation No. 0 has to accept a universal whole vehicle type approval.

Q20: Must a Contracting Party applying UN Regulation No.0 accept a U-IWVTA even if it is not applying all UN Regulations listed in Annex 4, of UN Regulation No. 0?**Answer to Q20:**

Yes, based on mutual recognition a Contracting Party to the 1958 Agreement that is applying UN Regulation No. 0 has to accept a universal whole vehicle type approval regardless of its application of any UN Regulation listed in Annex 4 of UN Regulation No. 0.

Q21: May a Contracting Party applying UN Regulation No. 0 require, upon the presentation of an IWVTA, other / additional requirements to be fulfilled in addition to the UN Regulations listed in UN Regulation No. 0?**Answer to Q21:**

Yes, as the IWVTA system under the 1958 Agreement is launched with a partial IWVTA in a first stage of implementation (see also Question 4) a Universal IWVTA may not cover all requirements mandated by a Contracting Party for the registration of a vehicle. Consequently, a Contracting Party may require for the purpose of national/regional type approval the proof of compliance for requirements which are not in the scope of IWVTA. This could be:

- (1) UN Regulations not covered by IWVTA but which are mandatory for national/ regional type approval;
- (2) National/regional regulations, not covered by IWVTA and which remain applicable even after UN R0 is adopted.
- (3) National/regional regulations applicable for vehicles not subject to the scope of the corresponding individual UN Regulations listed in Annex4 of UN Regulation No. 0

Q22: Must a Contracting Party accept a L-IWVTA?**Answer to Q22:**

No, A Contracting Party applying UN Regulation No. 0 is not obliged to accept a whole vehicle type approval with limited recognition (L-IWVTA). However, if a Contracting Party chooses to accept an L-IWVTA it shall notify the UNECE Secretariat of all those Regulations for which it will accept type approvals to earlier versions than those specified in Annex 4 of UN Regulation No. 0 and/or the absence of type approvals. In this case, that Contracting Party shall accept as evidence of compliance an IWVTA with limited recognition which includes at least the type approvals in accordance with the notification by the Contracting Party. For all vehicle systems, equipment and parts approved therein approvals to later versions of the individual Regulations than those notified shall also be accepted (unless the Contracting Party has explicitly ruled out later versions in its notification). The versions specified for U-IWVTA always have to be accepted regardless of the details of the notification.

Q23: Must a Contracting Party accept a L-IWVTA regardless of its application of any UN Regulations listed in Annex 4 of UN Regulation No. 0?**Answer to Q23:**

No. The application of any UN Regulations listed in Annex 4 does not affect the acceptance of L-IWVTA. Also see Q 22.

Q24: Does a Contracting Party have to accept the approval for a spare part for a vehicle covered by an IWVTA if it is not applying the individual UN Regulation to which the spare part is approved?**Answer to Q24:**

Yes, a Contracting Party applying UN Regulation No. 0 shall, for the purpose of placing on the market equipment and spare parts for vehicles covered by an IWVTA accepted by that Contracting Party, accept type approvals to the UN Regulations listed in Annex 4 as evidence of compliance for the respective equipment and parts.

However a Contracting Party may notify to the secretariat of the Administrative Committee that it is not bound by this obligation for UN Regulations it is not applying.

Q25: May a Contracting Party applying UN Regulation No. 0 grant an IWVTA if it is not applying all UN Regulations listed in Annex 4, Part A, Section I of UN Regulation No. 0?

Answer to Q25:

Yes, a Contracting Party applying UN Regulation No. 0 can grant an IWVTA for a new type of vehicle, regardless of its application of any UN Regulation listed in Annex 4 of UN Regulation No. 0.

However the Contracting Party applying UN Regulation No.0 shall ensure that:

- (a) it has the competence to verify compliance of the vehicle with UN Regulation No. 0;
- (b) it has verified that the type approvals granted according to the UN Regulations listed in Annex 4 of UN Regulation No. 0 cover all vehicle variants contained in the IWVTA;
- (c) it is satisfied with the arrangements established by the vehicle manufacturer for ensuring conformity of production of the new type of vehicle with the approved type,
- (d) it can ensure through conformity of production procedures that the vehicles conform to the IWVTA type for which IWVTA has been granted.

Q26: May a Contracting Party applying UN Regulation No. 0, for the purpose of granting a U-IWVTA, ask for alternative requirements to be fulfilled instead of the UN Regulations listed in UN Regulation No. 0?

Answer to Q26:

No, a Contracting Party may not establish alternative requirements to those stipulated by the UN Regulations listed in Annex 4, of UN Regulation No. 0. However, with the possibility to grant a L-IWVTA, a Contracting Party may replace a UN Regulation by earlier versions of this UN Regulation or may completely remove a UN Regulation from the list of Annex 4, for the national application in its territory.