

# Progress Towards an International Whole Vehicle Type Approval Scheme

Sub-group “UN R0” of the IWVTA Informal  
Group

# Contents of this presentation

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## 1. Overview of IWVTA

1. UN Regulation No. 0 (UN R0)
2. Objective of IWVTA - Who benefits from IWVTA?
3. Delivering the Vision and Visualising our Approach
4. What IWVTA comprises

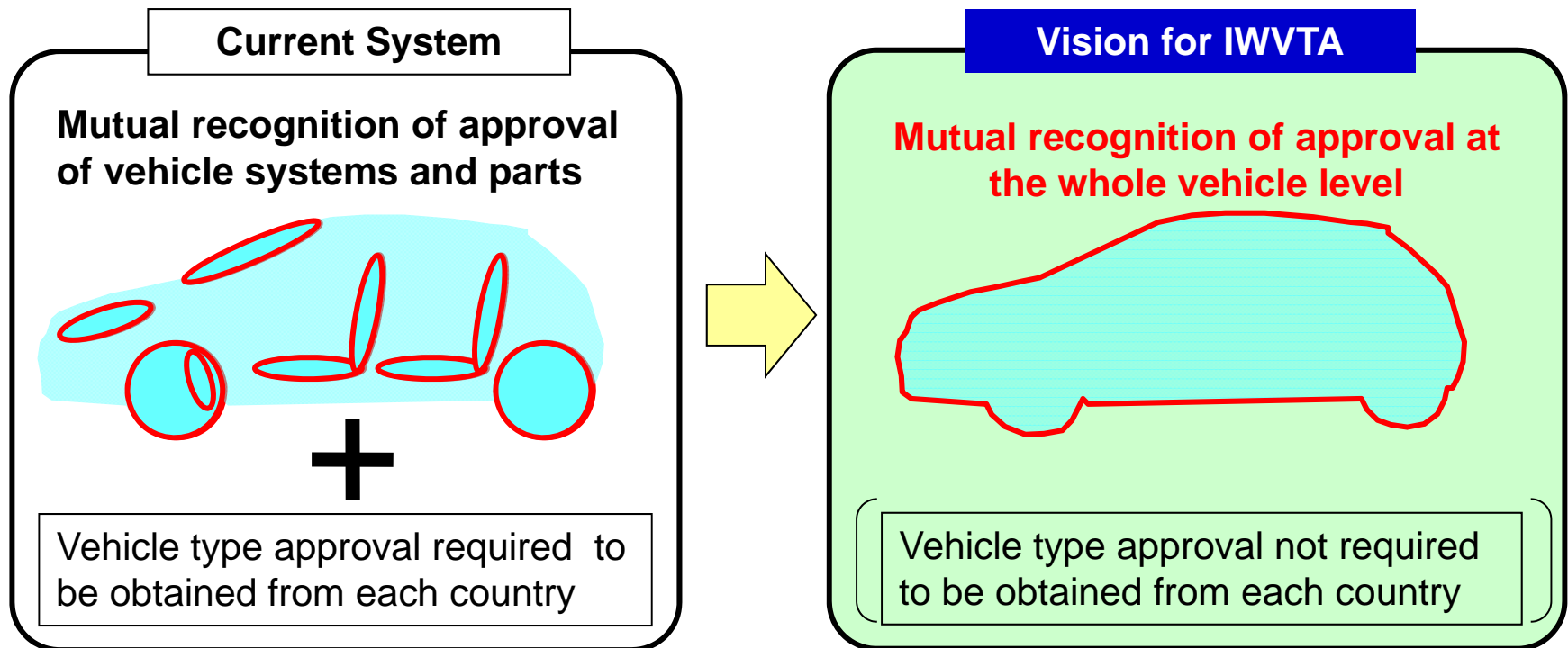
## 2. Issues for WP.29 to note

1. Working Assumptions
2. Contents of draft UNR0 and its Technical Requirements
3. Items for Further Discussion

## 3. Future evolution of UN R0

# UN Regulation No. 0 (UN R0)

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



# Objective of IWVTA

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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?

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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

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

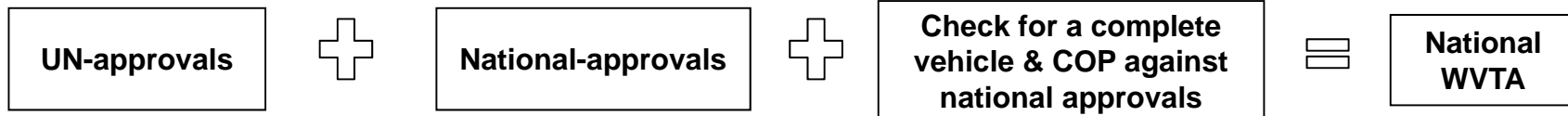
- the different number of UN Regulations currently applied by CPs, and
- the different requirements at whole vehicle level operated nationally/regionally.

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.

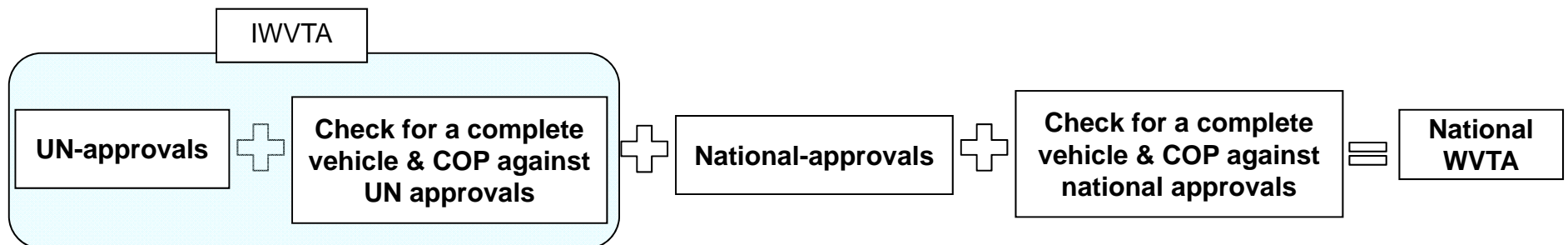
# Visualising our Approach

## Current situation in many Contracting Parties

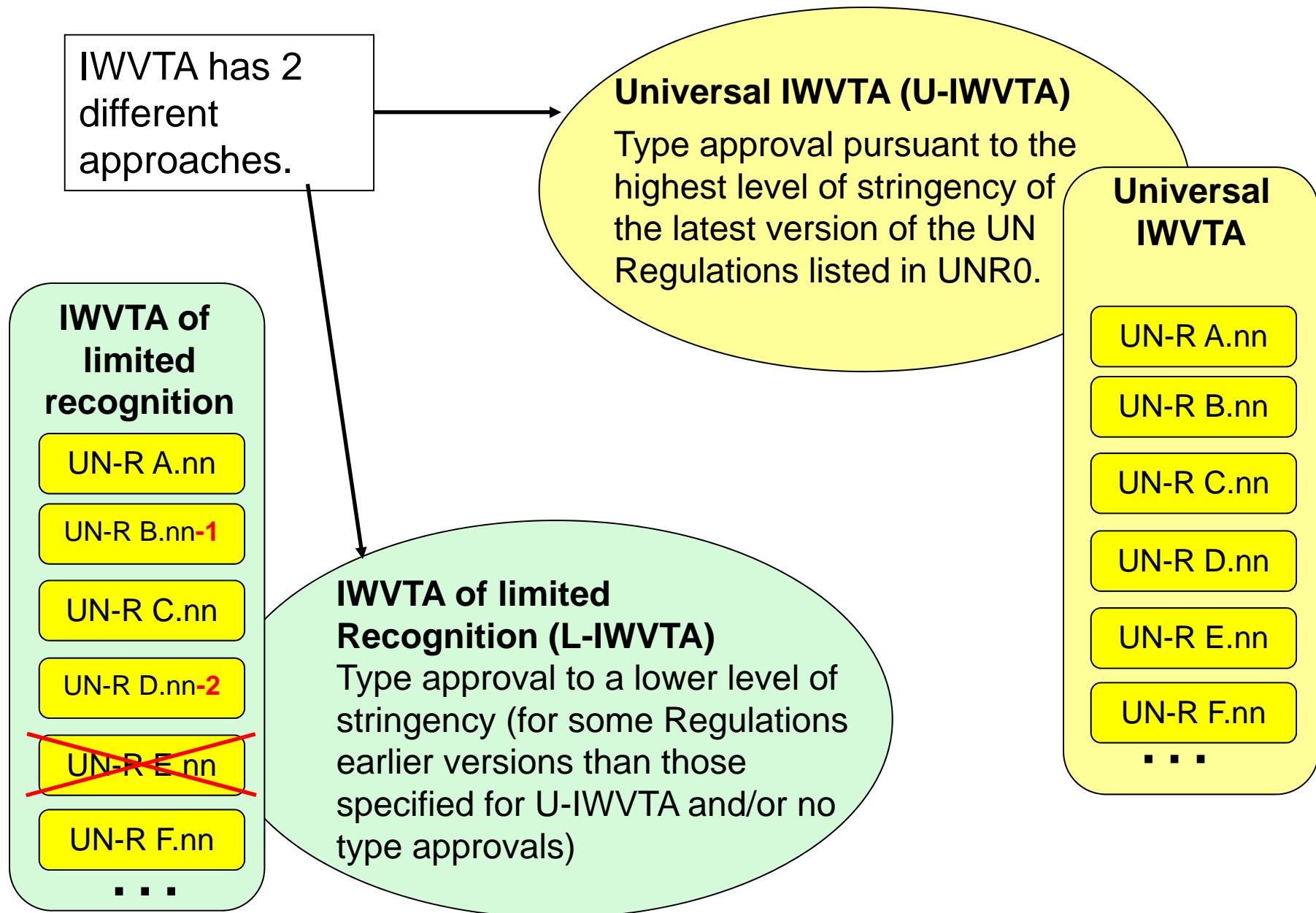


By March 2016

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



# What IWVTA comprises





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# Issues for WP.29 to note

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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

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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

Number	Topic	UN-Regulation
1	Retro reflectors	3
2	Direction indicators	6
3	End-outline, stop, side marker, front/rear position (side)	7
4	Radio interference	10
5	Door latches + hinges	11
6	Steering impact	12
7	Belt anchorages	14
8	Seats + head restraints	17
9	Front fog lamps	19
10	Interior fittings	21
11	Reversing lamps	23
12	External projections	26
13	Audible warning signals	28
14	Tyres	30
15	Light sources	37
16	Rear fog lamps	38
17	Speedometer	39
18	Safety glazing	43
19	Headlamp cleaners	45
20	Installation of Lighting	48

Number	Topic	UN-Regulation
21	Tyres	54
22	Rear protective devices	58
23	Parking lamps	77
24	Steering efforts	79
25	Engine power	85
26	End-outline, stop, side marker, front/rear position (side)	91
27	Frontal impact	94
28	Side impact	95
29	Headlamps	98
30	Light sources	99
31	High voltage	100
32	Headlamps	112
33	Tyre wet grip/Noise/RR	117
34	Cornering lamps	119
35	Controls and tell tales	121
36	Headlamps	123
37	Field of vision	125
38	Pedestrian protection	127
39	Light sources	128

# The technical requirements – The “B” list

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<b>Number</b>	<b>Topic</b>	<b>UN-Regulation</b>
<b>1</b>	<b>Rear registration plate lamps</b>	<b>4</b>
<b>2</b>	<b>Braking</b>	<b>13H</b>
<b>3</b>	<b>ESC</b>	<b>13H</b>
<b>4</b>	<b>BA</b>	<b>13H</b>
<b>5</b>	<b>Safety belts</b>	<b>16</b>
<b>6</b>	<b>Fuel tanks</b>	<b>34</b>
<b>7</b>	<b>Integrated child restraints</b>	<b>44</b>
<b>8</b>	<b>Indirect vision devices</b>	<b>46</b>
<b>9</b>	<b>Permissible sound level</b>	<b>51</b>
<b>10</b>	<b>Temporary tires/ TPMS</b>	<b>64</b>
<b>11</b>	<b>CO2 emissions and fuel consumption</b>	<b>101</b>
<b>12</b>	<b>Anti-theft/ immobilizer</b>	<b>116</b>
<b>13</b>	<b>Tyre installation</b>	<b>-</b>
<b>14</b>	<b>WLTP</b>	<b>-</b>

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

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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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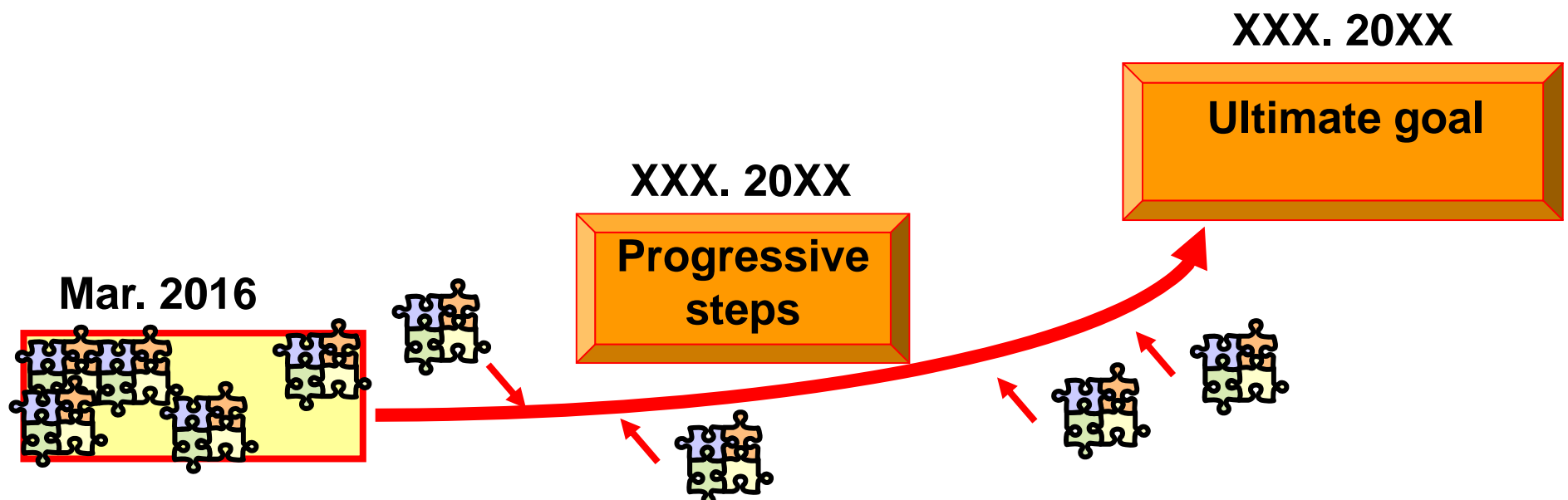
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# Future evolution of UN R0

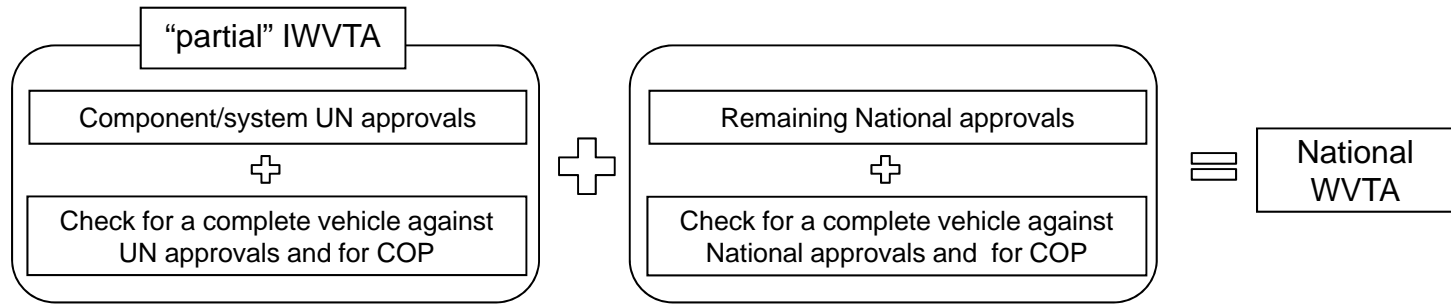
- ✓ The major objective of IWVTA is the complete mutual recognition of vehicle type approvals - without any additional national requirements or additional approvals.
- ✓ To move forward the followings should be addressed after UN R0 is established at March 2016.
  - How to increase the number of applicable UN Regulations in Annex 4
  - How to reduce national requirements
  - How to extend the scope to include vehicles other than M1



# The IWVTA Vision

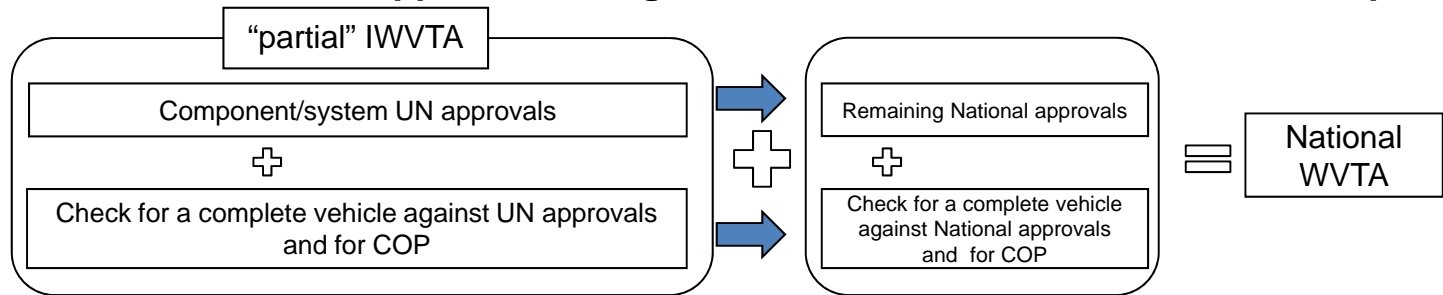
IWVTA sits over a limited subset of component/system UN approvals, as agreed by the CPs adopting IWVTA through R0

**Goal for  
March 2016**

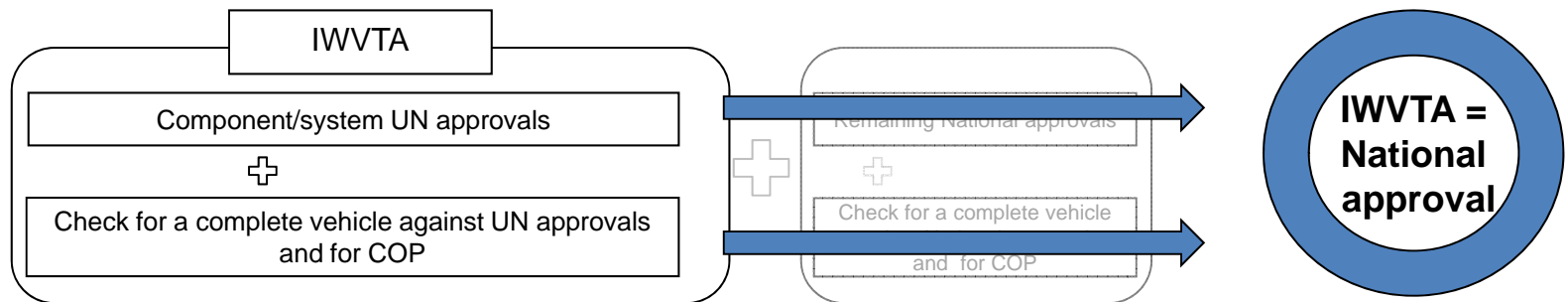


Increased scope of IWVTA, more UN approvals brought into R0, reduced need for national requirements

**After March  
2016**



**Ultimate Goal**



# Conclusion

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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

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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>