Draft update of UN Regulations in Annex 4, Section I of UN R0/06 series of amendments reflecting the outcome of #187, #188 and #189 WP.29

Insert new paragraphs 12.9. to 12.10., to read:

"12.9. As from the official date of entry into force of the 06 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept an IWVTA issued pursuant to this UN Regulation as amended by the 06 series of amendments.

12.10. As from 1 September 2024, Contracting Parties applying this UN Regulation shall not be obliged to accept an IWVTA to the 05 series of amendments to this UN Regulation that were first issued on or after 1 September 2024.

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| **UN Reg.** | **version** | **Date of EIF** | **Transitional provision date (b),**  (Document No.) | **Date for Upgrading \*1** | **Upgrade of UN Regulation;**  **Yes or No** | **Additional information**  (the information in this column would be provided by the experts of OICA.) |
| 12 | 05 | January, 2023 | 13.4.9. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals of vehicles according to the preceding series of amendments, first issued after 1 September 2023.  (ECE/TRANS/WP.29/2022/69) | **Upgrade to UNR12/05 in November, 2023** | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | * Based on GRSP/2021/18 (Netherlands), as amended and adopted by GRSP in December 2021 * Transposes the post-crash EV safety requirements of GTR 20 Phase I into UN R12, as had been done already for UN R94, UN R95, UN R137 * Transitional provisions: * New Types: 1 September 2023 * All Types: None (no Date c) |
| 34 | 04 | [July, 2023] | 17.2. As from 1 September 2026, Contracting Parties applying this UN Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2026.  (ECE/TRANS/WP.29/2022/116) | Upgrade to UNR34/04 in November, 2025 | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | * Based on GRSG/2021/19/Rev.1 (OICA) as amended * Removes installation requirements related to collisions, from Parts II-1, II-2 and IV of the regulation * Aims to avoid duplication of the requirements on fire risks in the events of collisions for M1 and N1 vehicles, currently required both in UN R34 Part II-2 and in UN R94, 95 and 153 |
| 46 | 05 | October,  2022 | 22.19. As from 1 September 2024 Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2024. | **Upgrade to UNR46/05 in November, 2023** | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | Document:  WP.29/2022/52+GRSG/2021/18 amended by SRSG-122-08  Main content:   * aligns radii requirements for Camera Monitor Systems (CMS) of UN R46 with those of UN R26 and R61 (external projections) * Corrects structural errors introduced with Revision 6 * Aligns some CMS outer radius requirements on those of mirrors. * Makes the CMS activation/deactivation requirements less design restrictive. * corrects editorial errors |
| 48 | 08 | June, 2022 | 12.7.2. As of 1 September 2024, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September 2024. | **Upgrade to UNR48/08 in November, 2023** | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | Document:  [WP.29/2021/86](https://unece.org/sites/default/files/2021-09/ECE-TRANS-WP29-2021-086e.docx) + WP29/1161, §82  Main content:   * Activation of the rear position lamps with DRL (except when ambient light conditions are > 7000 lux * Introduction of variable rear function to avoid glaring when vehicles are at short distance or according to environmental conditions * Automatic switching of dipped beam headlamp (with some exceptions) * Clarification on the installation requirements of the foremost side-marker lamps. * Clarification of the determination of the apparent surface |
| 110 | 06 | October,  2023 | 24.32. As from 1 September 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued according to the preceding series of amendments, first issued after 1 September 2024. | **Upgrade to UNR110/06 in November, 2023** | (　) Yes, or  ( ) No  The reasons for not upgrading: | Endorsement expected at the 189th session.   * Based on ECE/TRANS/WP.29/GRSG/2022/23 (task-force on R110), ECE/TRANS/WP.29/GRSG/2022/24 (task-force on R110) and ECE/TRANS/WP.29/GRSG/2022/25 (NL) as amended * Introduces the minimum opening set pressure of the primary Liquid Natural Gas relief valve * Adds a test procedure for temperature-triggered Pressure Relief Device * Aligns the requirements on those of ISO15500 and NGV3.1 (manual valve, chatter flow test) * Corrects editorial errors |
| 117 | 03 | January,  2023 | 12.3. As from 7 July 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals of class C1 tyres to the 02 series of amendments, first issued after 7 July 2024.  (ECE/TRANS/WP.29/2022/83) | **Upgrade to UNR117/03 in November, 2023** | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | * Based on GRBP-74-33 Rev.1 and GRBP/2021/12 as amended by GRBP-74-31 Rev.1 (ETRTO) and GRBP-75-25 Rev.1 (IWG WGWT), as adopted by GRBP in February 2022 * Introduction of class C1 tyres requirements in worn state with regard to adhesion performance on wet surfaces. |

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| 117 | 04 | October. 2023 | 12.2. As from 7 July 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued according to any preceding series of amendments, first issued after 7 July 2024.  (ECE/TRANS/WP.29/2023/8) | **Upgrade to UNR117/04 in November, 2023** | | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | Endorsement expected at the 189th session.   * Based on * GRBP/2022/12 (EC) as amended by GRBP-76-23 and GRBP-76-32 * GRBP/2022/23 (IWG-WGWT) as amended by GRBP-76-02, GRBP-76-33 Rev.1 and GRBP-76-24 Rev.1 * GRBP/2022/17 as amended by GRBP-76-31 * GRBP/2022/18 * Tighter limits for wet grip performance and improving tyre rolling resistance by 5-15% in view to reduce CO2 emissions. Some amendments to introduce the special use tyres. * Definition of traction tyres is simplified to allow reproducibility of the tests. |
| 127 | 03 | January,  2023 | 11.6. As from 7 July 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 7 July 2024.  (ECE/TRANS/WP.29/2022/70) | **Upgrade to UNR127/03 in November, 2023** | | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | * Based on GRSP/2021/28 (EC), as amended by GRSP-70-21-Rev1 (OICA) and adopted by GRSP in December 2021 * Extension of the head impact area to the windscreen (however not to the A-pillars/cowl/header/) and to WAD 2,500 mm (thereby potentially affecting vehicles with long and/or high hood), in line with EU General Safety Regulation * Transitional provisions: * New Types: 7 July 2024 (1 September 2028 for special provisions) * All Types: 7 July 2026 (1 September 2029 for special provisions) |
| 127 | 04 | [July,  2023] | 11.15. As from 1 September 2026, Contracting Parties applying this UN Regulation shall not be obliged to accept type-approvals to the preceding series of amendments first issued after 1 September 2026.  (ECE/TRANS/WP.29/2022/129) | **Upgrade to UNR127/04 in November, 2023** | | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | To be considered later (in 2025)   * Based on GRSP/2022/4 (Germany) and GRSP-71-15/Rev 3 (OICA) as adopted with amendments by GRSP in May 2022 * Addresses vehicles with adjustable suspensions - Adjustable Ride Height Suspension System (ARHSS). and how to ensure pedestrian protection in all heights * Transitional provisions: * New TA: 1 September 2026 * All types: not applicable |
| 135 | 02 | January,  2023 | 11.7. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type-approvals of vehicles according to the preceding series of amendments, first issued after 1 September 2023.  (ECE/TRANS/WP.29/2022/71) | **Upgrade to UNR135/02 in November, 2023** | | ( X ) Yes, or  ( ) No  The reasons for not upgrading: | * Based on GRSP/2021/21 (Netherlands), as adopted by GRSP in December 2021 * Clarifies the vehicle condition for the measurement of the α angle (definition of flat front vehicles) * Transposes the post-crash EV safety requirements of GTR 20 Phase I into UN R135, as had been done already for UN R94, UN R95, UN R137 * Transitional provisions: * New Types: 1 September 2023 (note: the square brackets in §11.7 and 11.8 need to be deleted) * All Types: None |
| 110 | 05 | June, 2022 | 24.27. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2023. | | No Upgrade | ( ) Yes, or  ( X ) No  The reasons for not upgrading:  The changes in new series of amendments have no influence on M1 category vehicles. | Document:  [ECE/TRANS/WP.29/2021/98](https://unece.org/sites/default/files/2021-09/ECE-TRANS-WP29-2021-98e.docx)  Main content:   * Extends the obligation of labelling to vehicles of categories N2 and N3 * Updates the labelling of M2/N2/M3/N3 vehicles to help the emergency services to identify the fuel energy when approaching these vehicles in case of a fire * Aligns with the labelling of UN R134 and ISO (size, location, colours, layout, symbols) * Transitional provisions: 2023NT/2025AT except for vehicles not affected |
| 134 | 01 | January,  2022 | 13.2. As from 1 September 2022, Contracting Parties applying this UN Regulation shall not be obliged to accept UN type approvals to the original version of this Regulation that were first issued on or after 1 September 2022.  (ECE/TRANS/WP.29/2021/65) | | No Upgrade | ( ) Yes, or  ( X ) No  The reasons for not upgrading:  The changes in new series of amendments have no influence on M1 category vehicles. | Document:  [ECE/TRANS/WP.29/2021/65](https://unece.org/sites/default/files/2021-04/ECE-TRANS-WP29-2021-065e.docx)  Main content:   * Requires labelling on heavy vehicles (M2/M3/N2/N3) with compressed hydrogen system |

Note +1: Bold letters mean the UN Regulation would be upgraded in November, 2023.