**Candidate of technical regulations applicable to IWVTA Phase 2 (2018 – 202X)**

During the development of IWVTA Phase 1 (2011 – 2017) the candidate of technical regulations applicable to IWVTA were reviewed by respective GRs and IWVTA Informal Group.

Now, it is time to review candidate of technical regulations applicable to IWVTA Phase 2.

This document (IWVTA-26-05) is consolidation of the intermediate review by GRs in November 2013 (IWVTA-26-05-Attachment 1) and recently developed new UN Regulations which have not been considered so far for potential inclusion in Annex 4 (IWVTA-26-05-Attachment 2).

It is noted that technical items which were already included in Annex 4, technical items which were judged to be “No” from review points (i) and/or (ii), and technical items which were under study in Japan are dark-painted.

It is proposed to request GRs to review technical items not dark-painted in this list as the candidate of technical regulations applicable to IWVTA Phase 2 with consent by WP.29.

Document IWVTA-26-05-rev.1: Notes for some items are updated.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Group** | **Item** | **UN R** | **Priority** | **Responsible GR /****Sponsor** | **Review Result (IWVTA Review Flow Chart)** | **Notes, Schedule for amendments****(if necessary)** |
| **(i)**Validity | **(ii)**Necessity | **(iii)**Split | **(iv)**Amend | **(v)**Unified | **（vi）**Category |
| (1) | Door latches and hinges | 11 | （a） | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Protective steering | 12 | （a） | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Seat strength | 17 | （a） | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Head Restrains | 25 |  | GRSP | Yes | No | No | No | **-** | **-** | Table clarifies that this item is not necessary. |
| (1) | Seat belt anchorages | 14 | （a） | GRSP | Yes | Yes | No | No | - | - | To be added in Annex 4 in November 2018 |
| (1) | Seat belt and restraint System | 16 | (a) | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Child restraint system(Integrated type only) | 44/ 129 | （a） | GRSP | Yes | Yes | No | No | - | - | R44 is to be superseded by R129. When? |
| (1) | Front impact | 94 | (a)/(b） | GRSP | Yes | Yes | No | Yes | Yes | No | Already included in Annex 4 |
| (1) | Side impact | 95 | （a） | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Pedestrian protection | 127 | （a） | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Battery electric vehicles | 100 | (a) | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Fuel system– High Pressure gas for FCV | 134 | (c) | GRSP |  |  |  |  |  |  |  |
| (1) | Riding accommodation | none | (c) | GRSP |  |  |  |  |  |  | Under study in Japan |
| (1) | Electrical system | none | (c) | GRSP |  |  |  |  |  |  | Under study in Japan |
| (1) | Interior fittings | 21 | (a) | GRSP | Yes | Yes | No | No | - | - | Already included in Annex 4 |
|  | **PSI** | **135** |  | GRSP |  |  |  |  |  |  |  |
|  | **Frontal Impact** | **137** |  | GRSP |  |  |  |  |  |  |  |
|  | **ISOFIX anchorage** | **145** |  | GRSP |  |  |  |  |  |  | To be Added to Annex 4 only after harmonization of ISOFIX anchorages would be realized |
| (1) | Fuel tanks | 34 | (b) | GRSG | Yes | Yes | No | Yes | Yes | No | To be added in Annex 4 in November 2018. |
| (1) | Rear Protective devices | 58 | (a) | GRSG | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Anti-theft / immobilizer | 97 |  |  | No | No | - | - | - | - | This table clarifies that this technical item is neither valid nor necessary. |
| (1) | Protection against unauthorized use | 116 | (a) | GRSG | Yes | Yes | No | No | - | - | R116 is split into three separate regulations, dealing respectively with “antitheft”, “alarm system” and “immobilizer” which are expected to be approved at 176th WP.29 session in November, 2018. |
| (1) | Speedometer | 39 | (a) | GRSG | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Forward vision | 125 | (a) | GRSG | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Identification of controls,tell-tales and indicators | 121 | (a) | GRSG | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Heating system | 122 | (c) | GRSG | Yes | Yes/No | No | No | - | - | Taking hot weather areas into account, necessity for IWVTA should be considered before adding UNR122 to Annex 4. |
| (1) | Wheel guards | none | (c) | GRSG/[EU/Japan] | Yes/No | Yes/No | - | - | [Yes/No] |  |  |
| (1) | Safety glazing | 43 | (b) | GRSG | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Equipment for LPG vehicles/ installation | 67 | (c) | GRSG | Yes | Yes | No | No | - | - | To be Added to Annex 4 only after amendments to UN R67 as part of ISO standards renewal are completed. |
| (1) | Specific component for CNG installation | 110 | (c) | GRSG | Yes | Yes | No | No | - | - |  |
| (1) | Engine & Power-trainSystem | none | (c) | GRSG | - | - | - | - | [No] | - | 1.sufficient power for being included in the traffic2. engine to be capable of being started from the driver’s seat3. two accelerator pedal return springsUnder study in Japan |
| (1) | Interior burning behavior of materials | none | (c) | GRSG | - | - | - | - | [No] | - | Maximum burning rate.Under study in Japan |
| (1) | Odometer | 39 | (c) | GRSG | - | - | - | - | [Yes] | - | Already included in Annex 4 |
| (1) | Exterior projections | 26 | (a) | GRSG | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Defrost/ demist | none | (c) | GRSG/EU | - | - | - | - | Yes | - |  |
| (1) | Washer/ wiper | none | (c) | GRSG/EU | - | - | - | - | Yes | - |  |
| (1) | Arrangement of foot control | 35 | (c) | GRSG | No | No | - | - | No | - | This table clarifies that this technical item is neither valid nor necessary. |
| (2) | Indirect vision devices | 46 | (b) | GRSG | Yes | Yes | No | To be discussed | Already included in Annex 4 |
| (2) | Masses and dimensions | none | （c） | GRSG/[EU] | - | - | - | - | [Yes/No] | - | EC reluctant to be a sponsor. Would be a nightmare to expand this worldwide. Item to be studied in depth at GRSG-105 |
|  | **AECS** | **144** |  | GRSG |  |  |  |  |  |  | UN R144 can be applied only if the related infrastructure is available in the country. Therefore, it is important to check the availability of regional infrastructure of CPs before applying UN R144 to IWVTA.  |
| (1) | Electromagnetic compatibility | 10 | [a] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes] | [No] | Already included in Annex 4 |
| (1) | Installation of lighting &light signaling devices | 48 | [b]/[c] | GRE | [Yes] | [Yes] | [No] | [Yes] | [Yes/No] | [Yes/No] | Already included in Annex 4 |
| (1) | Retro reflectors | 3 | [a] | GRE | [Yes] | [Yes] | [No] | [Yes] | [Yes] | [No] | Already included in Annex 4 |
| (1) | End-outline, front position(side), rear position(side), stop, side marker, DRL | 7,　91 | [a] | GRE | [Yes] | [Yes] | [No] | [Yes/No] | [Yes/No] | [Yes/No] | Already included in Annex 4 |
| 87,  | [c] |
| (1) | Direction indicators | 6 | [a] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes] | [No] | Already included in Annex 4 |
| (1) | Front fog lamps | 19 | [a] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes] | [No] | Already included in Annex 4 |
| (1) | Rear fog lamps | 38 | [a] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes] | [No] | Already included in Annex 4 |
| (1) | Reversing lamps | 23 | [a] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes] | [No] | Already included in Annex 4 |
| (1) | Parking lamps | 77 | [a] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes] | [No] | Already included in Annex 4 |
| (1) | Headlamp cleaners | 45 | [b] | GRE | [Yes] | [Yes/No]  | [Yes/No] | [No] | [Yes/No] | [No] | Already included in Annex 4 |
| (1) | Cornering lamps | 119 | [b] | GRE | [Yes] | [Yes/No] | [Yes/No] | [Yes/No]  | [Yes/No] | [Yes/No] | Already included in Annex 4 |
| (1) | Head lamps | 98,112,123 | [b] | GRE | [Yes] | [Yes] | [Yes/No] | [Yes/No]  | [Yes] | [Yes/No] | Already included in Annex 4 |
| (1) | Advance warning triangle | 27 | [b] | GRE | [Yes] | [No] | [No] | [Yes] | [Yes/No] | [No] | Built-in type AWT onlyGRE is to check the necessity of UN R27. (Built-in type may not be in the scope of UN R27.) |
| (2) | Rear registration plate lamps | 4 | [b] | GRE | [Yes] | [Yes] | [No] | [No] | [Yes/No] | [No] | Already included in Annex 4 |
| (1) | Steering effort | 79 | (a)/(b) | GRRF | Yes | Yes | No | Yes/No | [Yes] | [No] | Already included in Annex 4 |
| (1) | Braking | 13H | (b) | GRRF | Yes | Yes | Yes | No\* | - | - | Already included in Annex 4 |
| (1) | ESC | 140 | (b) | GRRF | Yes | Yes | Yes | No\* | - | - | Already included in Annex 4 |
| (1) | BA | 139 | (b) | GRRF | Yes | Yes | Yes | No\* | - | - | Already included in Annex 4 |
| (1) | Towing hooks | none | (c) | GRRF |  |  |  |  |  |  |  |
| (1) | Tires | 30 | (a) | GRRF | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Tires | 54 | (a) | GRRF | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Tires installation | 142 | (b) | GRRF |  |  |  |  |  |  | Already included in Annex 4 |
| (1) | Temporary Tires  | 64 | (a)/(b) | GRRF | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | TPMS | 141 |  |  |  |  |  |  |  |  | Already included in Annex 4 |
| (1) | Wet grip/RR | 117 | (a) | GRRF | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Speed limiters | 89 |  | GRRF |  |  |  |  |  |  | To be considered |
| (1) | Running system |  | (c) | GRRF |  |  |  |  |  |  | Under study in Japan |
| (2) | Coupling | 55 |  | GRRF |  |  |  |  |  |  | To be considered |
| (1) | Audible warning | 28 | (a) | GRB | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Sound emissions | 51 | (b) | GRB | Yes | Yes | No | Yes | Yes | Yes/No | Already included in Annex 4 |
| (1) | Tire rolling noise | 117 | (a) | GRB | Yes | Yes | No | Yes | - | - | Already included in Annex 4 |
|  | **QRTV** | **138** |  | GRB |  |  |  |  |  |  |  |
| (1) | Engine power | 85 | (a) | GRPE | Yes | Yes | No | No | - | - | Already included in Annex 4 |
| (1) | Air-conditioning system | none | (c) | GRPE | - | Yes/No | - | - | No | - | On progress in GRPE |
| (1) | Diesel smoke | 24 | (c) | GRPE | Yes | Yes | Yes | Yes | No | - |  |
| (1) | CO2 emissions andfuel consumption | 101 | (b) | GRPE | Yes | Yes | No | Yes | No | - | To be considered by GTR15/19 Transposition Task Force |
| (1) | Fuel consumption | 84 | － | GRPE | No | No | - | - | - | - | This table clarifies that this technical item is neither valid nor necessary. |
| (2) | Emissions (Euro5 & 6)Light duty vehicles  | 83 | (c) | GRPE/WLTP IWG | Yes | Yes | Yes | Yes | No |  |  |
| (1) | WLTP  | none | (b) | GRPE | Yes | Yes | - | - | No | - | To be considered by GTR15/19 Transposition Task Force |
| (2) | Diesel emissions | 49 | (c) | GRPE | Yes | Yes | Yes | Yes | No | Yes |  |

“ –” : Review by GRs was not completed for some reason.

“ blank” : Review by GRs was not done for some reason ; e.g. no UN Regulation as of June 2014.

Note)

**Group**

(1) IWVTA items for technical regulations with unified requirements

(2) IWVTA items for potential technical regulations with regionally applicable requirements

(3) IWVTA items for non-technical regulations

**Priority**

(a) Those needing no or only minor amendments, which should be reviewed in the first step (before #160 WP.29 session)

(b) Those needing major amendments or creation of new UN regulations, but still of significant importance, which should be reviewed in the first step (Sponsors should be appointed before #160 WP.29 session.)

(c) Those needing major amendments or creation of new UN regulations, which will be reviewed in the second step

**Items for Review to be reported to WP.29 (by IWVTA Review Flow Chart)**

(i) The validity of the identified UN Regulations

(ii) The necessity of the identified UN Regulations to be included in IWVTA

(iii) The necessity to split the identified UN Regulations

(iv) The necessity to amend the identified UN Regulations

(v) The possibility to develop the unified requirements

(vi) The necessity to separate the identified UN Regulations for the M1 category vehicles and the vehicles of the other categories