IWVTA-SG58-06-08

**Implementation of a harmonised numbering system for type-approvals according UN regulations.**

(submitted by the expert from the Netherlands)

**Background information**The Netherlands has proposed to introduce a harmonised numbering system for the approvals granted according the UN regulations without the need for any changing of the type approval markings on the approved vehicles, systems, components and parts. It should also not be confused with the unique identifier which may be required by the DETA-application as that unique identifier only replaces one or more type approval markings on a device.

The goal of the numbering system is that the type-approval number itself will give more information about the approval that has been granted. This information is needed by the Contracting Parties for verifying the use of UN type-approvals for whole vehicle type approvals and vehicle registrations by means of IT applications.  
  
 The type-approval number shall be composed of 4 sections which give the following information:   
- section 1 indicates which Contracting Party has granted the approval,   
- section 2 indicates which level of a regulation has been applied,   
- section 3 gives the sequential number of the approval issued by the approval authority and  
- section 4 denotes the extension number of the approval.

*Example: E11\*83R03/00/J\*02439\*01*

**Consequences**The consequences of the introduction of a harmonised numbering system are limited. There are no fundamental changes for the manufacturer for the markings of his products. Where he gets at the moment a number from the approval authority for use in his markings, in future he will have to use only the sequential number of section 3 in his markings. The latter has to be clarified in the marking provisions of the regulations. For the remaining there might be some administrative changes where it is requested to give an approval number in required documentation, but for his internal procedures the manufacturer may decide to use only the sequential number of section 3.   
For approval authorities and vehicle registration the introduction of a harmonised numbering system could require amendments of existing computer applications. The costs will depend on the level of flexibility and details of existing applications at the Contracting Parties and is inherent for the ever changing environment in which the automotive section is operating.

As the structure is comparable with the structure of the numbering system within the European Union the consequences for industry and approval authorities will be limited.

**Implementation**

A harmonised numbering can only be applied after incorporation of it in the text of the revised 1958 Agreement, for which a proposal can be found in document IWVTA-SGR0-04-04-Rev.2 In addition to that other decisions have to be made like:

1. For which regulations the harmonised system shall be used. Possibilities are:

a. only for new regulations

b. only for those regulations which requires so

c. for all regulations after their first amendment after the entry into force of the revised 1958 Agreement

d. for all regulations after the entry into force of the revised 1958 Agreement and

e. for all regulations after a certain specified date.

Only options 1d and 1e provide all benefits for all approvals; option 1d was taken into account when drafting document IWVTA-SGR0-04-04-Rev.2.

2. For which approvals the system has to be applied. Possibilities are:

a. for all type-approvals inclusive their revisions and extensions,

b. only for new type-approvals and their extensions,

c. optional application.

Only option 2b seems to be reasonable and to provide all benefits (where an extension of an approval is understood to be no new type-approval).

3. How to implement the decisions above in the text of the revised 1958 Agreement and/or the l regulations annexed to the Agreement. Possibilities are:

a. a general provision overarching all regulations or

b. amendments of each regulation separately.

As option 3b is very labor intensive preference should be given to an overarching (transitional) provision.   
In annex 1 to this document a suggestion is given for an overarching clause which is based on option 2b; it is also clarifies that this proposal does not require any change in the present markings.

**Conclusion**

The use of a harmonised type-approval numbering system (as proposed in document IWVTA-SGR0-04-04-Rev.2) should be mandated for approvals of new types granted after the entry into force of the revised 1958 Agreement or another specified date for all regulations. It has hardly consequences for the manufacturers, while the consequences for the Contracting Parties depend on the details of available software for storing and granting of approvals and for vehicle registration.

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Annex 1

Transitional provisions

(1) As from the entry into force of the [revised] 1958 Agreement Contracting Parties shall issue a type approval number according article 2(3) for each new type approval and each extension of such approvals.

(2) As from the entry into force of the [revised] 1958 Agreement and notwithstanding that the provisions on approval markings in any version of UN regulations may have stipulated otherwise, the manufacturer shall affix an approval mark, if requested, according the provisions of the relevant regulations however utilizing in that marking the first two digits of section 2 and the digits of section 3 of the approval number as mentioned in Annex 1 to appendix 2, Chapter 3 as approval number to each vehicle, system, component or part for which a new approval has been granted or for which such approvals have been extended. The leading zeros to section 3 may be omitted.

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