**Candidate items for technical regulations applicable to IWVTA Phase 2 [2018 – 2022]**

GRs are invited to review candidate items for technical regulations applicable to IWVTA Phase 2 in accordance with the procedure shown in Annex 3 and Annex 4 of informal document WP.29-156-21-Rev.1.

The review results sould be submitted to IWVTA IWG (Phase 2) through IWVTA Ambassadors to GRs.

During the development of IWVTA Phase 1 (2011 – 2017) the candidate items for technical regulations applicable to IWVTA were reviewed by GRs. The review results summarized in November 2013 were indicated in red at Table 1 below for your reference. GRs may replace them with their current positions, if appropriate.

Please enter either (i), (ii) or (iii) in the column “Priority” in Table 1 below.

(i): It is appropriate to apply this candidate item to IWVTA Phase 2 [by 2022].

(ii): It is appropriate to apply this candidate item to IWVTA [in 2023 or later].

(iii): It is not necessary to apply this candidate item to IWVTA.

Table 1

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Candidate Items** | **UN R** | **Priority** | **Responsible GR** | **Review Result (by IWVTA Review Flow Chart)** | **Comments by GRs** | **Comments by IWVTA IWG** |
| **(i)**Validity | **(ii)**Necessity | **(iii)**Split | **(iv)**Amend | **(v)**Unified | **（vi）**Category |
| Child restraint system(Integrated type only) | 44/ 129 |  | GRSP | Yes | Yes | No | No |  |  |  | R44 in Annex 4 of UN R0 is to be superseded by R129. When? |
| Fuel system– High Pressure gas for FCV | 134 |  | GRSP |  |  |  |  |  |  |  |  |
| 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 |
| Coupling | 55 |  | GRSG |  |  |  |  |  |  |  |  |
| Equipment for LPG vehicles/ installation | 67 |  | GRSG | Yes | Yes | No | No |  |  |  | To be Added to Annex 4 only after amendments to UN R67 as part of ISO standards renovation are completed. |
| Specific component for CNG installation | 110 |  | GRSG | Yes | Yes | No | No |  |  |  |  |
| Protection against unauthorized use | 116 |  | GRSG | Yes | Yes | No | No |  |  |  | R116 is to be split into three separate regulations, dealing respectively with “antitheft”, “alarm system” and “immobilizer”. |
| Heating system | 122 |  | GRSG | Yes | Yes/No | No | No |  |  |  | Taking hot-weather areas into account, necessity for IWVTA should be considered before adding UNR122 to Annex 4. |
| 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.  |
| Wheel guards | none |  | GRSG | Yes/No | Yes/No |  |  | [Yes/No] |  |  |  |
| Defrost/ demist | none |  | GRSG |  |  |  |  | Yes |  |  |  |
| Washer/ wiper | none |  | GRSG |  |  |  |  | Yes |  |  |  |
| Towing hooks | none |  | GRSG |  |  |  |  |  |  |  |  |
| Advance warning triangle | 27 |  | GRE | [Yes] | [No] | [No] | [Yes] | [Yes/No] | [No] |  | Built-in type AWT only (Built-in type may not be in the scope of UN R27.) |
| Speed limiters | 89 |  | GRVA |  |  |  |  |  |  |  |  |
| QRTV | 138 |  | GRB |  |  |  |  |  |  |  |  |
| Air-conditioning system | none |  | GRPE |  | Yes/No |  |  | No |  |  | In progress |
| Diesel smoke | 24 |  | GRPE | Yes | Yes | Yes | Yes | No |  |  |  |
| Diesel emissions | 49 |  | GRPE | Yes | Yes | Yes | Yes | No | Yes |  |  |
| CO2 emissions andfuel consumption | 101 |  | GRPE | Yes | Yes | No | Yes | No |  |  | Under consideration by WLTP Transposition Task Force |
| WLTP  | none |  | GRPE | Yes | Yes |  |  | No |  |  | Under consideration by WLTP Transposition Task Force |

Note)

**Review results (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