

**Revised OICA comments (superseding WP29-153-02)
to ECE/TRANS/WP.29/2011/48**

**Proposal for guidelines on the scope, administrative provisions
and alternative requirements in Regulations annexed
to the 1958 Agreement**

Introduction

While this paper presented by the WP29 secretariat can generally be supported, it should be reminded that discussions are currently taking place within the WP29 Informal Group on IWVTA regarding possible amendments to the 1958 Agreement. As a consequence, it seems prudent to at least take into account these discussions in order to avoid any contradiction between the activities of the informal group and the WP29 secretariat proposals.

OICA therefore suggests that document ECE/TRANS/WP.29/2011/48 not be finalized at this stage, awaiting further suggestions by the WP29 Informal Group on IWVTA. Should WP.29 however decide to proceed with this document, then it should be recognized that, depending on the final outcome of the IWVTA Informal Group, some further review will be needed in a later stage.

The legal status of document ECE/TRANS/WP29/1044 is understood to be that of a reference material of the 1958 Agreement and therefore currently not legally binding. When discussing amendments to the 1958 Agreement, the legal position of this document should be clarified; possibly, such guidelines could be annexed to 1958 Agreement, while further amendments to such guidelines, whenever needed, could be decided by the Administrative Committee A.C.1. Another possibility could be to define, in the 58 Agreement, the general concepts described here below, without however entering into all details, but specifying that WP29 has the task to define general guidelines (e.g. "When amending a Regulation, care shall be taken to foresee, whenever necessary, proper transitional provisions reconciling the need to introduce the new requirements as soon as feasible taking into account industrial constraints; WP29 shall, if possible, establish general recommendations to be followed when establishing such transitional provisions").

The following detailed comments are preliminary, especially since OICA as well as the IWVTA group still need to study all the implications of the various issues related to the 1958 Agreement. OICA therefore may come back with additional comments at a later stage. The current OICA comments are indicated in bold and strike-through, using the original paper as a basis.

A. Proposal

I. Introduction

1. These general guidelines are intended to provide guidance to the subsidiary bodies of the World Forum for Harmonization of Vehicle Regulations (WP.29) on the procedure of making and amending UNECE Regulations and on drafting their scope, administrative provisions and alternative requirements. This document supersedes the current general guidelines for UNECE regulatory procedures and transitional provisions in UNECE Regulations (TRANS/WP.29/1044).

2. This proposal is for streamlining the future work in the subsidiary bodies and does not alter the current understanding and interpretation of the 1958 Agreement and the existing UNECE Regulations. If there is any inconsistency between these guidelines and the current text of the 1958 Agreement, the latter prevail.

II. Main principles of the 1958 Agreement for the drafting of scope, administrative provisions and alternative requirements in UNECE Regulations

3. Articles 1(3) and 3 of the 1958 Agreement lays down two main principles for UNECE Regulations:

- (a) **Mutual recognition:** A type approval issued according to a UNECE Regulation by a Contracting Party applying that Regulation shall be accepted by all the Contracting Parties applying the said Regulation ~~through type approval~~.
- (b) **UNECE Regulations are optional:** Contracting Parties are free to choose which UNECE Regulations they access to. Furthermore, even when they access to a UNECE Regulation, they have the possibility to keep their own alternative national/regional legislation. If they wish, they may substitute their national/regional ~~type approval~~ legislation by the requirements of UNECE Regulations, but they are not bound by the Agreement to do so. The only obligation concerning UNECE type approvals is to accept them as an alternative to national/regional ~~type approvals~~ certifications.

OICA comment: The above points are the crucial elements of the 58 Agreement and OICA of course strongly supports them, with however one comment, namely that the words "type-approval" should best be deleted. It is indeed possible not to have a national type approval system in place for national legislation, while at the same time accepting valid ECE type approvals and even granting ECE type approvals.

The main point is that a type approval to a UNECE Regulation should be at least accepted by all Contracting Parties applying that Regulation; whether at national level they use type approval or another certification system is irrelevant.

Finally, OICA believes the whole Article 1 should be referred to, to illustrate the concept of optionality of UNECE Regulations.

III. General guidelines on the scope of UNECE Regulations

4. The scope shall specify:

- (a) For which categories of vehicles (M, N, etc.) UNECE type approvals according to the Regulation can be issued;
- (b) Which components, systems, parts are covered by the Regulation;
- (c) If necessary, which vehicle categories, components, systems, parts are not covered by the Regulation **and for which therefore no UNECE type approval may be issued**.

OICA comment: This seems a good way to clarify the intention of a scope in a Regulation, by clearly stating that "Approvals to this Regulation may be issued to vehicles of categories ...". This would clarify that UNECE Regulations are not necessarily mandatory requirements. The current wording of scope in UNECE Regulations may indeed sometimes lead to misinterpretations.

5. When drafting the scope of a Regulation, experts of subsidiary bodies of WP.29 shall focus on the two principles mentioned in paragraph 3 above. In particular, all UNECE type approvals issued for vehicles covered by the scope of the Regulation shall be accepted by all the Contracting

Parties applying the said Regulation. Furthermore, the choice to make the requirements of a Regulation mandatory on a national/regional basis is to be dealt nationally/regionally and shall therefore not be addressed within the scope of a Regulation. Finally, when including vehicle/categories/components/systems/parts in the scope of the Regulation, experts shall ensure that these new vehicle/categories/components/systems/parts are clearly defined and shall review the existing requirements accordingly.

OICA comment: While OICA fully supports the above statements, one must recognize that in some cases the mandatory installation of some equipment in some Regulations cannot be avoided (e.g. safety belts, etc.). Care must however be taken that any mandatory installation requirements are drafted in such a way that they are clearly understood as conditions for being approved in accordance with the Regulation in question, and not as general mandatory installation requirements.

IV. General guidelines on alternative requirements in UNECE Regulations

6. When considering alternative requirements within a Regulation, experts of the subsidiary bodies of WP.29 shall bear in mind the two principles mentioned in paragraph 3 above.

7. Alternative technical requirements (e.g. alternative test procedure) may be used in UNECE Regulations (Art. 1.2(b) of the 1958 Agreement) provided that all UNECE type approvals issued in accordance with any of the alternative requirements in the Regulations are accepted by all Contracting Parties applying that Regulation.

8. Bearing in mind that UNECE Regulations are only optional, UNECE Regulations shall not include options to cope with the national/regional mandatory application of their provisions. This issue has to be dealt with nationally/regionally.

9. Options in a UNECE Regulation permitting Contracting Parties to refuse some UNECE type approvals go against the principle of mutual recognition (A UNECE type approval shall be accepted by all the Contracting Parties applying the concerned UNECE Regulation). The only exception given by the 1958 Agreement (Articles 12.1 and 12.2) concerns a transitory period during which two series of amendments may be used as alternative. In this case, only the latest series of amendments (i.e. the safest configuration) have to be recognized by all Contracting Parties. To avoid such options, Contracting Parties have to focus on the mutual recognition principle and consider which vehicle/component configuration(s) (e.g. the safest configuration) will be accepted in all Contracting Parties, not which configuration will be mandated in each national market. For example, vehicles fitted with Electronic Stability Control (ESC) ~~may~~ **must** be accepted by all Contracting Parties without necessarily being rendered mandatory in each Contracting Party.

OICA comment: While OICA generally supports the above statements, it should be recalled that the IWVTA informal group is reviewing the whole concept of "options". In OICA's views, "options" within an ECE Regulations are different levels of severity, i.e. previous series of amendments, whereby Contracting Parties signatory to the Regulation may grant and/or recognize any of these different levels. Other Contracting Parties shall however not be obliged to accept any of these lower severity options, except for the latest series of amendment. OICA understands this is exactly the situation as described in the statements of item 9 above.

OICA proposes that it should in the future be possible to obtain ECE Approvals to earlier versions of Regulations, in general, without this being an exceptional possibility described in Article 12. Such approvals to earlier series could then be used in and recognised by those countries accepting them; on the other hand, such approvals to earlier series could be refused by those countries requiring a later level; in other words, the latest series of amendments should obviously always be accepted by all signatories under the mutual recognition principle, but individual countries would keep the right to grant and use, in their territories, approvals to an earlier series.

In addition, the IWVTA informal group recognised that the 58 Agreement is not totally clear in the use of the terms "alternatives" and "options".

10. If a UNECE Regulation covers several components/equipment and Contracting Parties do not want to recognize the UNECE type approvals of all of them, a solution to avoid options could

be to split the Regulation into several new Regulations covering the different components/equipment. This approach will enable Contracting Parties to decide nationally/regionally which of these new Regulations will be applied and therefore which equipment shall be fitted on a mandatory basis as a condition for being accepted on their domestic market, whilst respecting the principle of mutual recognition.

11. As a general guideline, provisions for new components/systems which are not yet covered by existing UNECE Regulations shall be introduced through the development of new Regulations and not as options or add-ons to existing Regulations. This approach will avoid difficulties with regard to respecting the principle of mutual recognition of type approvals granted in accordance with a UNECE Regulation.

OICA comment: while OICA fully supports this suggestion, the possibility to still amend existing Regulations in order to introduce new components/systems may need to be retained in some cases. OICA therefore would like to stress the words "As a general guideline".

V. General guidelines on transitional/administrative provisions

12. When drafting administrative/transitional provisions in a UNECE Regulation, experts of subsidiary bodies of WP.29 shall bear in mind the two principles mentioned in paragraph 3 above. Administrative/transitional provisions shall focus on the mutual recognition of UNECE approvals and a UNECE type approval shall be accepted by all the Contracting Parties applying the UNECE Regulation concerned. Administrative/transitional provisions concerning the mandatory application of a UNECE Regulation at national/regional level have to be dealt nationally/regionally and not within a UNECE Regulation.

13. Administrative/transitional provisions concerning the national/regional administrative procedure required (i.e. type approval) to put products on the national/regional market have to be dealt nationally/regionally. For example, a UNECE Regulation can neither prevent nor oblige Contracting Parties to require the type approval system for the sale of some parts in their territories, **while however respecting the particular transitional provisions in terms of leadtime to be granted, if any.**

14. Administrative/transitional provisions may not set requirements for parts/vehicles that are outside the scope of the Regulation.

A. New UNECE Regulation

~~16.15.~~ A new Regulation shall entail the date of the entry into force of the Regulation, as from which manufacturers are able to request UNECE type approvals to the Regulation.

~~15.16.~~ The Contracting Parties who are planning to apply a new UNECE Regulation on a mandatory basis in their national/regional legislation have to be aware that UNECE type approvals to this new UNECE Regulation can be issued only after the date of entry into force, and that lead time could be necessary for manufacturers to provide conforming vehicles.

17. Subject to a discussion in WP.29, the date until which Contracting Parties are recommended not to require an UNECE type approval according to the new UNECE Regulation can be indicated in the report of the WP.29 session in which the UNECE Regulation is adopted.

B. Series of amendments

18. Series of amendments shall be used when changing the technical requirements that the vehicle systems or components shall fulfil as from a certain date, in order to obtain UNECE type approval and, depending on the national or regional legislation, to be able to be registered nationally or regionally, even if the amendments are a minor technical change and do not affect vehicle/component design drastically. In this procedure the modification of the approval marking is ~~always~~ **normally** necessary to differentiate the new approvals to the amended UNECE Regulation (hereinafter referred to as "the new approvals") from the existing approvals to the

preceding amendments or unamended UNECE Regulation (hereinafter referred to as "the existing approvals").

OICA comment: While this is a copy of the existing paragraph in WP29/1044, OICA wonders whether the change of the approval mark is absolutely necessary in all cases. As an example, it may be that approvals of vehicles or parts not affected by the new prescriptions remain valid and there is therefore no need to change the approval mark in such cases.

19. The existing approvals ~~can~~ **shall** remain valid. However, Contracting Parties are not obliged to accept them as from ~~the date of entry into force of the amendments unless otherwise expressly written~~ **a date specified** in the transitional provisions.

OICA comment: The original version of paragraph 19 above is a copy of the existing text of WP29/1044. However, it should be clarified that approvals, already having been granted, shall (rather than "can") remain valid (even though individual Contracting Parties may decide not to accept these previous approvals for national registration). There is indeed no reason for existing approvals to lose their validity, even though of course Contracting Parties are free to require the latest level on their territory.

20. The new series of amendments shall contain the necessary provisions defining at least the following:

- (a) Update of the series of amendment used in the marking provisions and updated examples of markings **as necessary**
- (b) Date as from which manufacturers are able to request a UNECE type approval in accordance with the amended Regulation (defined as (a) date in Figure 1). In general, this date should be the date of entry into force of the series of amendment.
- (c) Date as from which the vehicle/component must comply with the new requirements to obtain a UNECE type approval **in its new version** (defined as (b) date in Figure 1), and
- (d) Date until which Contracting Parties are required to accept, **for national/regional whole vehicle or parts approval or entry into service**, the existing UNECE approvals (defined as (c) date in Figure 1).

The transitional provisions shall also specify the conditions for granting extensions to existing approvals, i.e. in the case of slight modifications to an existing vehicle type, without affecting the basic definition of type.

OICA comment: The above OICA suggestions reflect the comments to items 9 and 18 above. In particular, it is suggested that there should remain a possibility to grant ECE approvals to previous versions of the Regulations, for use in those countries that are satisfied with that level; this would then also allow mutual recognition of approvals between the various countries in that situation.

Furthermore, OICA suggests clarifying the basic concept of acceptance of UNECE approvals and its purpose, in order to avoid any misinterpretation.

Finally, OICA suggests to clearly specify that the issue of extensions of approvals needs to be studied whenever a UNECE Regulation is amended, in order to avoid subsequent interpretation difficulties.

21. The series of amendments could also contain a transitional provision for Contracting Parties, whose application of the Regulation comes into force after the date of entry into force of the amendments, indicating that such Contracting Parties are not obliged to accept the existing approvals.

22. General guidelines of transitional provisions for a series of amendments are set forth in Annex 1 of this document.

C. Supplement

23. A Supplement addresses an amendment to a Regulation which does not entail modification in the approval marking and is normally used for:

- (a) Clarification of test procedures, not imposing new requirements, or
- (b) Permitting previously unexpected new possibilities. (i.e. extension of scope)

24. A Supplement shall not be used when it is necessary for Contracting Parties to differentiate the new approvals from the existing approvals.

25. A Supplement becomes applicable as from the date of entry into force, after which tests according to the Regulation need to take into account the Supplement in question. In the absence of any other date mentioned, Supplements become applicable for all ~~approval~~ procedures **for new approval** started after the date of its entry into force. **In the absence of specific transitional provisions, extensions of existing approvals may still occur on the basis of the original provisions, in other words, extensions of approvals shall not systematically be considered as new approval procedures.**

OICA comment: Clarifications may be needed in the case of extensions of approvals, especially since Supplements do usually not contain transitional provisions. OICA believes that extensions should always remain attached to the existing approval, and therefore it should in principle always be possible to obtain extensions of existing approvals using the same Regulation version as for the original approval (unless otherwise specified in the transitional provisions).

26. The existing approvals **and their extensions** remain valid and Contracting Parties shall continue to recognize them.

D. Corrigendum

27. A Corrigendum consists of corrections to previously issued texts and is normally used to avoid different interpretations. Corrigenda are deemed ab initio, whereby the date of entry into force indicates the date of circulation by the Depositary, or – as from 16 October 1992 – the date of adoption by WP.29, or – as from 16 October 1995 – the date of adoption by the Administrative Committee AC.1.

E. Consideration for Special Cases

1. Special Cases for Series of Amendments

(a) *Special case 1-1: Introduction of new requirements for installation of components*

28. In the case that requirements for installation of components are added to a Regulation but without modifying the requirements on these components, not being necessary to change the approval and markings of the components, it is recommended to follow the procedure of the series of amendments with a special transitional provision stating:

“xx. Even after the date of entry into force of the XX series of amendments, UNECE type approvals of the components and separate technical units to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.”

(b) *Special case 1-2: Change of requirements only for some categories of vehicles/components*

29. When an amendment modifies the technical requirements of only some of the various categories of vehicles or components in the scope of the Regulation and when the technical requirements for the other categories of vehicles or components remain unchanged, it is recommended to follow the procedure of series of amendments with a special transitional provision stating:

“xx. Even after the date of entry into force of the XX series of amendments, UNECE type approvals of the vehicle categories or the components to the preceding series of amendments to the Regulation which are not affected by the XX series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.”

(c) *Special case 1-3: Indefinite validity of former series of amendments*

30. If the Contracting Parties applying the Regulation in question agree to continue to accept the existing approvals indefinitely, the new series of amendments can contain a special transitional provision, instead of defining the date stipulated in paragraph ~~19(e)~~. **20(c)**, stating:

“xx. Even after the date of entry into force of the XX series of amendments, UNECE type approvals to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.”

2. Special Case for Supplements (Special case 2):

31. Even in the case of Supplements which do not change the technical requirements, time may be needed to accommodate the production **or the test equipment** to the provisions of the new Supplement. In this case, Supplements can entail the following transitional provision:

“xx. until ... months after the date of entry into force of the Supplement XX to the XX series of amendments to this Regulation, Contracting Parties applying this Regulation ~~can~~ **shall** continue **on demand of the applicant** to grant ECE type approvals to the un-amended Regulation.”

OICA comment: time may also be needed to adapt the test equipment, including at the technical services. Furthermore, it is suggested to clearly state the obligation to grant approvals to the un-amended version of the Regulation.

3. Miscellaneous

32. When considering amendments of Regulations, the subsidiary bodies of WP.29 shall bear in mind:

- (a) When several amendment proposals to the same Regulation are under consideration, these proposals should, wherever possible, be grouped together into the same series of amendments or Supplement; **depending on the contents of the amendments, however, these may have to be considered separately**
- (b) Before submitting proposals for amendment to Regulations, the experts of the subsidiary bodies are required to study this document carefully and indicate the amendment procedure they want to propose,
- (c) When submitting proposals for a new series of amendments with transitional provisions, the experts of subsidiary bodies shall propose to delete obsolete transitional provisions for the previous series of amendments **whenever deemed suitable**, and
- (d) The issue of transitional provisions, especially the appropriateness of series of amendments or of Supplements, should always be carefully examined.

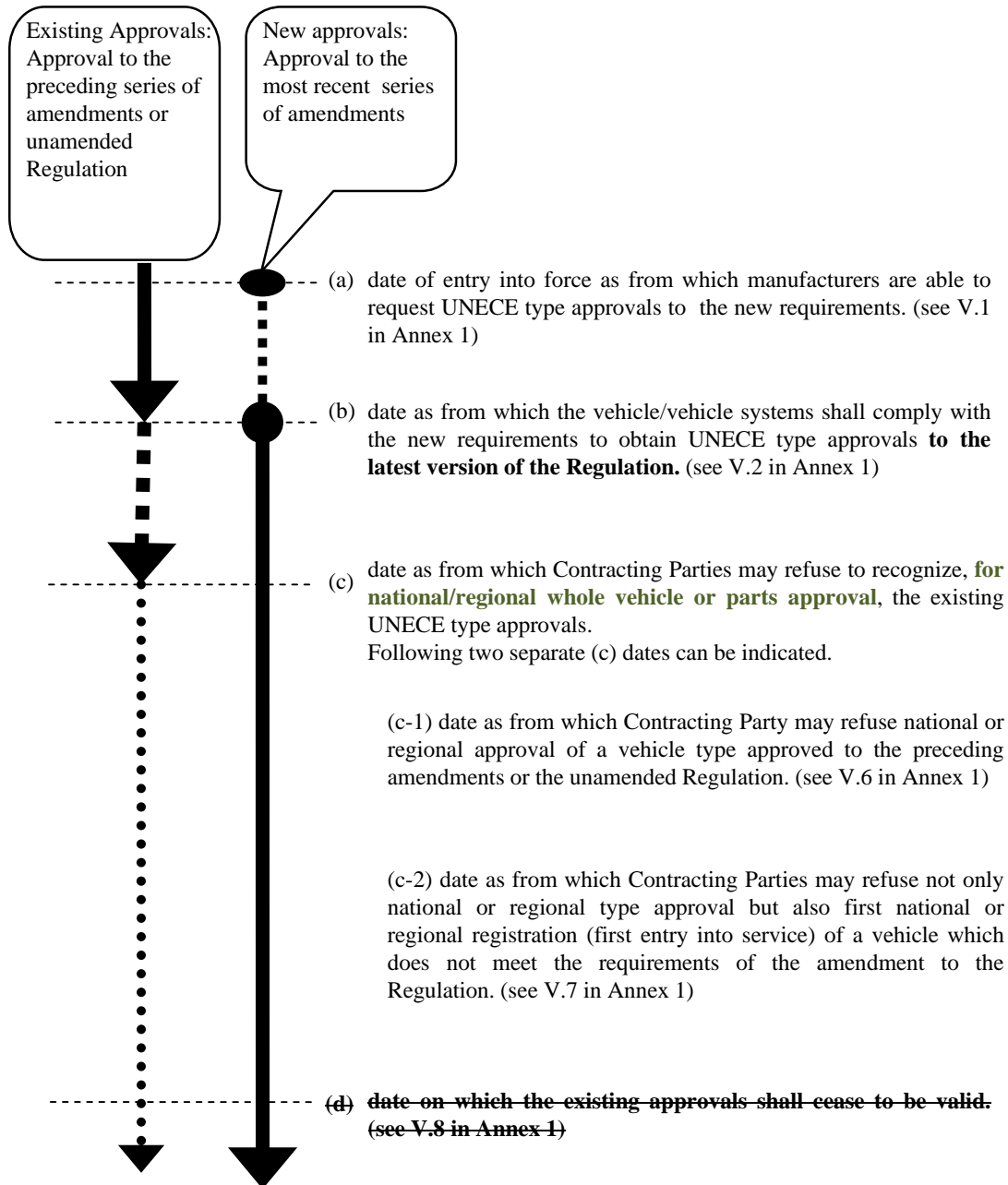
34. If a UNECE Regulation does refer to the requirements of another UNECE Regulation, it shall only refer to the number of the Regulation and shall cite neither the series of amendments nor the number of the supplement.

Justification: The version of a referenced UNECE Regulation should be the one valid at the time of application of approval to the referencing Regulation, depending on the transitional provisions of the referenced UNECE Regulation itself.

35. If a UNECE Regulation refers to an ISO standard or any other standard, which has been produced outside the UNECE framework, it shall refer to the number and the specific version of the standard, e.g. “ISO 29234:2004”.

Justification: The UNECE has no influence on the evolution of any standard, and having an open reference would basically result in the UNECE totally relinquishing any control on its own Regulations.

Figure 1
Illustration of a transitional period for a vehicle or vehicle systems Regulation



Note:

If (b) and (c) dates are not written in to the transitional provisions, they are regarded as identical to date (a).

~~If date (d) is not written in the transitional provisions, the e~~Existing approvals ~~can~~ remain valid, but Contracting Parties are not obliged to accept them as from date (c).

Annex 1

General guidelines on transitional provisions for series of amendments

I. Situations to be considered

1. Transitional provisions should consider:
 - (a) UNECE type approvals
 - (b) The acceptance of UNECE type approvals for national/regional type approvals
 - (c) The acceptance of UNECE type approvals for national/regional registrations of new vehicles
 - (d) The acceptance of UNECE type approvals for vehicles and components "in-use"
2. "UNECE type approvals" can relate to:
 - (a) A new Regulation
 - (b) An amended or revised Regulation
 - (c) A previous version of a Regulationor it can be an approval with extended application
3. The products to which type approval (UNECE, regional and national), registration and/or in-use requirements apply can be divided into:
 - V: Vehicles and systems
 - C: Components and separate technical units
 - F: Installation of components or separate technical units in new vehicles
 - R: Replacement parts for vehicles in use
4. The combination of cases of the above paragraphs 1 and 2 with the products under paragraph 3 of this Annex could result in a larger number of transitional provisions. A proper selection of the various clauses has to be made for each individual case.
5. The following four sets of general guidelines should therefore be considered as an "aide-mémoire." In addition, and in spite of their heading, each set should be considered in each case and for each clause to ensure that the provisions are complete, e.g. paragraph R. Replacement parts on vehicles in use also can apply to the transitional provisions C. Components and separate technical units. **Moreover, the following guidelines are a full list of all the possibilities that need to be checked, and some individual clauses within each of the following sections therefore may entail contradictions. A careful examination is needed in each case to determine the path to be followed.**

II. Aide-mémoire

A. Transitional provisions for vehicles and vehicle systems

- V.1 As from the official date of entry into force of the XX series of amendments, no Contracting Party applying this Regulation shall refuse to grant UNECE type approvals under this Regulation as amended by the XX series of amendments.
- V.2 As from ... months after the date of entry into force, Contracting Parties applying this Regulation shall grant UNECE type approvals **to the XX series of amendments to this Regulation** only if the vehicle type to be approved meets the requirements of this Regulation as amended by the XX series of amendments.
- V.3 Contracting Parties applying this Regulation shall not refuse to grant extensions of UNECE type approvals **to any of the previous versions of the preceding series of amendments** to this Regulation.
- V.4 Contracting Parties applying this Regulation shall continue to grant UNECE type approvals to those types of vehicles which comply with the requirements of this Regulation **in any of its versions as amended by the preceding series of amendments during the ... months' period which follows the date of entry into force of the XX series of amendments.**
- V.5 No Contracting Party applying this Regulation shall refuse **to grant** national or regional type approval of a vehicle type approved to the XX series of amendments to this Regulation.
- V.6 Until ... months after the date of entry into force of the XX series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse **to grant** national or regional type approval of a vehicle type approved to the preceding series of amendments to this Regulation.
- V.7 Starting ... months after the entry into force of the XX series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse (national or regional type approval and may refuse) first national or regional registration (first entry into service) of a vehicle which does not meet the requirements of the XX series of amendments to this Regulation.
- ~~V.8 As from ... months after the date of entry into force of the XX series of amendments to this Regulation, UNECE type approvals to this Regulation shall cease to be valid, except in the case of vehicle types which comply with the requirements of this Regulation as amended by the XX series of amendments.~~
- V.9 Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept UNECE type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/ are only obliged to accept UNECE type approval granted in accordance with the XX series of amendments.
- V.10¹ Notwithstanding paragraph.... (V.7 ~~or V.8~~ type of transitional provisions), UNECE type approvals of the vehicle categories ² to the preceding series of amendments to

¹ Paragraph V.10 can be used in addition to V.7 ~~or V.8~~ only when the amendment follows the procedure of Special Case 1-2.

² It is recommended to clearly specify here the vehicle categories which are not affected by the amendment (e.g. M₁ category of vehicle or N₁ category of vehicle)

the Regulation which are not affected by the XX series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them **for national or regional type approval and first national or regional registration of a vehicle (entry into service).**

V.11³ Even after the entry into force of the XX series of amendments to this Regulation, UNECE type approvals of the vehicles to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them **for national or regional type approval and first national or regional registration of a vehicle (entry into service).**

B. Transitional provisions for components and separate technical units

C.1 As from the official date of entry into force of the XX series of amendments, no Contracting Party applying this Regulation shall refuse to grant UNECE type approval under this Regulation as amended by the XX series of amendments.

C.2 As from ... months after the date of entry into force, Contracting Parties applying this Regulation shall grant UNECE type approvals **to the XX series of amendments to this Regulation** only if the type of component or separate technical unit to be approved meets the requirements of this Regulation as amended by the XX series of amendments.

C.3 Contracting Parties applying this Regulation shall not refuse to grant extensions of UNECE type approval to **any of the previous versions of the preceding series of amendments** to this Regulation.

C.4 Contracting Parties applying this Regulation shall continue to grant UNECE type approvals to those types of component or separate technical unit which comply with the requirements of this Regulation **in any of its versions as amended by the preceding series of amendments during the ... months' period which follows the date of entry into force of the XX series of amendments.**

C.5 No Contracting Party applying this Regulation shall refuse a type of component or separate technical unit approved to the XX series of amendments to this Regulation.

C.6 Until ... months after the date of entry into force of the XX series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse a type of component or separate technical unit approved to the preceding series of amendments to this Regulation.

C.7 Starting ... months after the entry into force of the XX series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse (national or regional type approval and may refuse) the sale of a type of component or separate technical unit which does not meet the requirements of the XX series of amendments to this Regulation (unless the component or separate technical unit is intended as a replacement for fitting on vehicles in use and that it would not be technically feasible for the component or separate technical unit in question to satisfy the new requirements contained in this Regulation as amended by the XX series of amendments.)⁴

C.8 Contracting Parties applying this Regulation shall continue to grant UNECE type approvals for devices (components and separate technical units) on the basis of any previous series of amendments, provided that the devices (components and separate units) are intended as replacements for fitting to vehicles in use and that it is not

³ Paragraph V.11 can be used instead of paragraph V.7 ~~or V.8~~ only when the amendment follows the procedure of Special Case 1-3.

⁴ The text in parentheses may not be necessary in some cases.

technically feasible for the devices (components and separate technical units) in question to satisfy the new requirements of the latest series of amendments.

~~C.9 As from ... months after the date of entry into force of the XX series of amendments to this Regulation, UNECE type approvals to this Regulation shall cease to be valid, except in the case of types of component or separate technical unit which comply with the requirements of this Regulation as amended by the XX series of amendments.~~

C.10 Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept UNECE type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation / are only obliged to accept UNECE type approval granted in accordance with the XX series of amendments.

C.11⁵ Notwithstanding paragraph...(C.7 ~~or C.9~~ type of transitional provisions), UNECE type approvals of the components or separate technical units ⁶ to the preceding series of amendments to the Regulation which are not affected by the XX series of amendments shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.

C.12⁷ Even after the entry into force of the XX series of amendments to this Regulation, UNECE type approvals of the components and separate technical units to the preceding series of amendments to the Regulation shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.

C. Transitional provisions for the installation of components and separate technical units in new vehicles

F.1 As from the official date of entry into force of the XX series of amendments, no Contracting Party applying this Regulation shall prohibit the fitting on a vehicle of a component or separate technical unit approved under this Regulation as amended by the XX series of amendments.

F.2 Contracting Parties applying this Regulation shall continue to allow the fitting on a vehicle of a component or separate technical unit approved to this Regulation as amended by the preceding series of amendments during the ... months' period which follows the date of entry into force of the XX series of amendments.

F.3 Upon the expiration of a period of ... months after the date of entry into force, Contracting Parties applying this Regulation may prohibit the fitting of a component or separate technical unit which does not meet the requirements of this Regulation as amended by the XX series of amendments on a new vehicle for which national type, regional type or individual approval was granted more than ... months after the entry into force of the XX series of amendments to this Regulation.

F.4 Upon the expiration of a period of ... months after the date of entry into force, Contracting Parties applying this Regulation may prohibit the fitting of a component or separate technical unit which does not meet the requirements of this Regulation as amended by the XX series of amendments on a new vehicle first registered more than ... months after the entry into force of the XX series of amendments to this Regulation.

⁵ Paragraph C.11 can be used in addition to C.7 ~~or C.9~~ only when the amendment follows the procedure of Special Case 1-2.

⁶ It is recommended to clearly specify here the components or separate technical units which are not affected by the amendment (e.g. safety-belts for M₁ category of vehicles).

⁷ Paragraph C.12 can be used instead of paragraph C.7 ~~or C.9~~ only when the amendment follows the procedure of Special Case 1-1 or 1-3.

D. Transitional provisions for replacement parts for vehicles in use

- R.1 Contracting Parties applying this Regulation shall continue to grant UNECE type approvals to those types of component or separate technical unit which comply with the requirements of this Regulation as amended by any previous series of amendments provided that the component or separate technical unit is intended as a replacement for fitting on vehicles in use and that it would not be technically feasible to fit a component or separate technical unit which satisfies the requirements contained in this Regulation as amended by the XX series of amendments.
- R.2 As from the date of entry into force of the XX series of amendments, no Contracting Party applying this Regulation shall prohibit fitting or use on a vehicle in use of a component or separate technical unit approved under this Regulation as amended by the XX series of amendments.
- R.3 Contracting Parties applying this Regulation shall continue to allow fitting or use on a vehicle in use of a component or separate technical unit approved to this Regulation as amended by the preceding series of amendments during the ... months period which follows the date of entry into force of the XX series of amendments.
- R.4 Contracting Parties applying this Regulation shall continue to allow fitting or use on a vehicle in use of a component or separate technical unit approved to this Regulation as amended by any previous series of amendments provided that the component or separate technical unit is intended as a replacement and that it would not be technically feasible for the component or separate technical unit in question to satisfy the new requirements contained in this Regulation as amended by the XX series of amendments.

Annex 2

Example of wording for the scope of Regulations

“1. Scope

1.1. ~~This Regulation applies to the type approval of vehicles of categories~~ **Approvals to this Regulation can be issued to vehicles of categories M₂ or M₃⁸** with regard to their general construction.

1.2. ~~This Regulation does not apply to~~ **Approval to this Regulation shall not be required for the following vehicles:**

1.2.1. Vehicles designed for the secure transport of persons, for example prisoners;

1.2.2. Vehicles specially designed for the carriage of injured or sick persons (ambulances);

1.2.3. Off-road vehicles.

...”

⁸ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), Annex 7 (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4).