

Workshop on the Implementation of the 1958/1998 Agreement
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1958 Agreement
-Short introduction-

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1958 Agreement

Agreement concerning:

- the Adoption of **Harmonized Technical United Nations Regulations** for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles

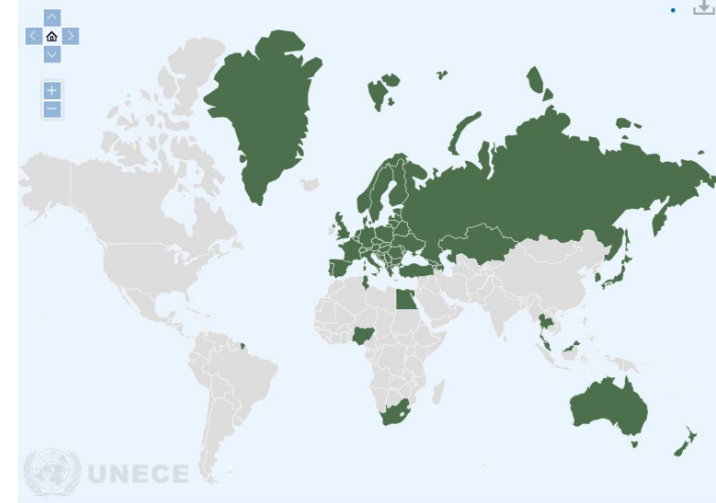
and

- the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these **United Nations Regulations** (Revision 3)

Adopted in 1958, revised thrice, Revision 3 EIT: 14 Sep 2019

Facts

- Currently: 147 UN Regulations in force
- Safety, pollutant and CO2 emissions, anti theft
- 5 new UN Regulations about to enter into force



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- ... and their sub-systems and parts

Structure of the Agreement

- 16 Articles
 - Dealing e.g.:
 - Definitions
 - UN Regulations
 - IWVTA, etc.
- Appendix (RoP of AC.1)
- Schedules:
 - Conformity of Production
 - Technical Services
 - UN Regulations procedures
 - Numbering of type approvals
 - Circulation of type approvals
 - Interpretation issues resolution
 - Exemption approvals
 - Virtual testing methods

Highlighted features

- Approval number
- Approval marking
- DETA
- IWVTA
- Acceptance of approval according to former versions / series



New tools supporting the Agreement

- Notification to the secretariat
 - Approval authorities
 - Technical services
- Access to Type Approval Documentation
 - DETA
- Accessible on our website
 - ➔ <http://www.unece.org/trans/main/wp29/datasharing.html>



Implementation of 1958 Agreement

- **Amendments to national legislation**
 - Requirements for vehicle approval (e.g. reference to UN Regulations)
 - Requirements for reciprocal recognition of UN Type Approvals
 - Requirements for vehicle registration (e.g. vehicle approval as pre-requisit)
 - Responsibilities and sanctions
- **Type Approval Authority**
 - Administrative procedures for granting, extending, suspension of approvals
 - Assessment, designation and notification of technical services
 - Conformity of production procedures
 - Acting as liaison point to other TAAs and the WP.29 secretariat
- **Technical Services**
 - May also be private or located outside the country/in any other Contracting Party

Added values

The 1958 Agreement provides:

- *Off the shelf* up-to-date technical prescriptions
- Establishing national structures related to technical prescriptions regarding vehicles, according to harmonized and best practices
- A sound basis for implementation/transposition of UN GTRs under the 1998 Agreement
- Access to state of the art technologies

Why does it matter?

Why vehicle regulations?

Several versions of a given model, because:

- Left Hand Drive
- Right Hand Drive
- The US/Canada version
- The Rest of the World (e.g. for countries with low fuel quality)...



Why does it matter?

The same model of a same brand can have various levels of performance



Euro NCAP hat Global NCAPs Foto geteilt.
2. März 2016 · 🌐

The Groupe Renault is using an unauthorised Euro NCAP logo to promote some of their models (Clio and Mégane) in various countries of Latin America. Most of the cars don't have the same level of safety standards in this region of the world, and therefore the Euro NCAP star rating is not valid. The Renault Clio and Mégane have not been tested by Latin NCAP.

“

TO DATE NO RENAULT MODEL HAS EVER BEEN RATED AS FIVE STAR BY LATIN NCAP. RENAULT'S ADVERTISING IN LATIN AMERICA IS SERIOUSLY MISLEADING AND IS A CLEAR BREACH OF YOUR COMPANY'S OWN CODE OF ETHICS.”

DAVID WARD
SECRETARY GENERAL
GLOBAL NCAP

GLOBAL NCAP
www.globalncap.org

Global NCAP
2. März 2016 · 🌐

Misleading Renault ads in Latin America breach company's code of ethics. Read full letter: <http://bit.ly/1OOXTvT>

Thank you

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