

Update on IWVTA

Bill Coleman, GRPE Ambassador to IWVTA

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Progress of Regulation 0

- Regulation 0 was published on 10 August 2018 and entered into force on 19 July
- The latest revision (the 02 series of amendments) entered into force on 29 May 2020
- In March 2020 Japan reported that they had issued the world's first approval to Regulation 0
- A review at the November 2020 IWG meeting revealed that the number of approvals issued had doubled!

Inclusion of (GRPE) regulations in UNR 0

(taken from IWVTA-31-03)

- Phase 1 of UNR 0 was its initial development with a „starter list“ of „system“ Regulations which need to be met for approval
- Phase 2 (2018-2022) will extend this list in blocks (~ annually)
- The process for phase 3 is still in discussion:
 - Automatic inclusion (after review by IWG IWVTA)
 - Proposal by a Contracting Party followed by interaction with the responsible GR

Status of future inclusions of GRPE Regulations

Priority*1	The Prioritized UN Regulations by GRs
(i) appropriate to apply these items to IWVTA in Phase 2 (2018-2022)	UNR110 CNG, UNR116 Protection against unauthorized use, UNR134 FCV, UNR135 PSI, UNR137 Frontal Impact, UNR138 QRTV, UNR148 LSD, UNR149 RID, UNR150 RRD, UNR "WLTP" [Provided that Series of Amendments 01 is in force, otherwise (ii)], UNR "RDE" [Provided that the UNR is in force, otherwise (ii)]
(ii) appropriate to apply these items to IWVTA in Phase 3 or later (2023-20xx)	[UNR89 Speed limiters], UNR 24 Diesel smoke, UNR 49 Diesel emissions, UNR67 LPG, UNR 133 Recyclability UNR144 AECS, UNR145 ISOFIX Wheel guards, Defrost/ demist, Washer/ wiper (no UN Regulations available)
(iii) not necessary to apply these items to IWVTA	UNR27 Advance warning triangle, UNR55 Coupling, UNR 101 CO ₂ emissions, UNR122 Heating system Towing hooks, Air-conditioning system (No UN Regulations available)

Open items for GRPE (view of ambassador)

- UNR 154 (WLTP), UNR „RDE“
 - During the development of these UNRs, it was recognised that CPs must be allowed to freely decide whether to apply WLTP, RDE and In-Service Conformity (ISC). It was therefore decided to further develop UNR 83. The EU would for example demand approval to the following 3 Regulations:
 - UNR 154 Level 1a (not in R0) or Level 2
 - UNR „RDE“, adoption by WP.29 delayed
 - UNR 83.08 (possibly .09), draft delayed for second time
 - It would be interesting to see the EU plan for managing the situation until all 3 exist
- UNR 24
 - The Russian Federation proposed inclusion of tractors (GRPE-78-07 – rejected) which led to a discussion of a need to split UNR 24 before inclusion
 - Is a split still desired/necessary and if so, who should propose it?
- UNR 49
 - As UNR 0 applies exclusively to M1 category vehicles, is there a need for inclusion?
- UNR 133
 - Reservations previously expressed by Japan are expected to be resolved before Phase 3 (2023+)