

Document submitted by the expert of ETRTO

WP.29 183rd session
Document WP.29-183-07
Agenda item 4.4



UNECE 1958 Agreement Rev. 3
Contracting Parties not following its rules
ETRTO guidance request to WP.29

Geneva, March 2021

1. Background



During WP.29 182nd session in November 2020 ETRTO indicated that the Tyre Industry was facing cases where the ETRTO's interpretation of the Revision 3 of the 1958 Agreement rules is not fully respected, and that intended to present to the next WP.29 session an Informal Document regarding these issues.

This Informal Document is aimed to inform WP.29 on those cases that in ETRTO's interpretation are not compliant with the Rev. 3 of 1958 Agreement rules.

The target is to receive from WP.29 guidance and correct interpretation for correctly tackling these cases

2. UNECE type approval process



UNECE type approval process based on E/ECE/TRANS/505/Rev.3: Schedules 2 and 3

Prerequisites to Type Approval ...

Manufacturer Obligations

Initial Assessment per plant of **Quality System & Procedures**

Input existence of **Quality Management System certification** by certification body, including the name of assembly plants and applied regulations
EN ISO 9001:2015 (renewed every 3 years) or IATF 16949:2016 (renewed every 3 years)

Technical Service Obligations

Assessment of the skills of Technical Service by a competent authority.

Technical Service accreditation to ISO 17020 and/or ISO 17025 and Laboratory accreditation to ISO 17025.

Technical Service designation per regulation by TAA⁽¹⁾ of Contracting Party

Contracting Party **notification to UNECE Secretariat** of designated Technical Services per regulation linked to the UNECE webpage

Type Approval Work

Tyre testing done or supervised by Technical Service.

Application for Certification of tyre type to TAA, either by manufacturer

TAA Verification of test reports and of certification application

TAA Grant of type approval
(Certificate delivered to Manufacturer)

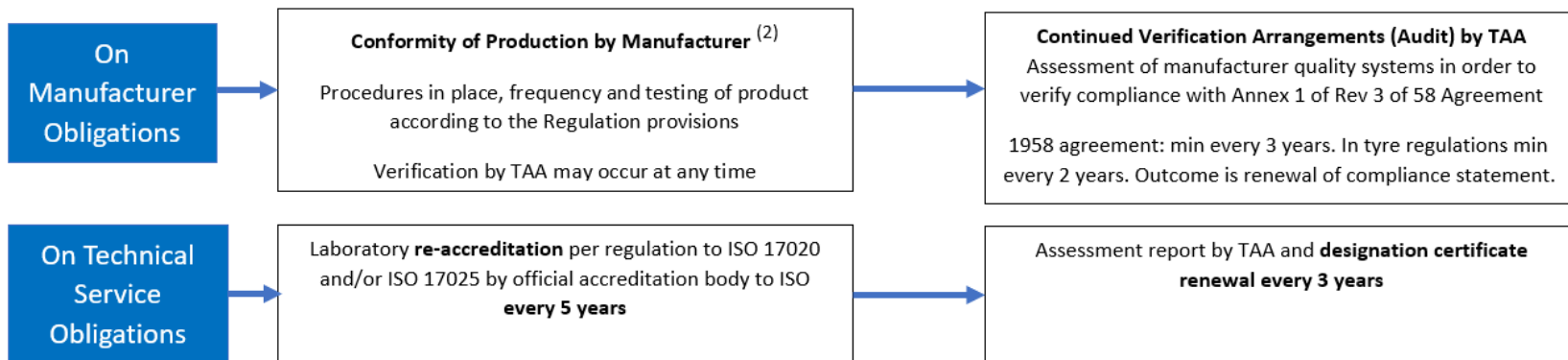
(1) TAA = Type Approval Authority of a Contracting Party, e.g. RDW for E4

(2) Any tyre approved under this Regulation shall be so manufactured as to conform to the performance characteristics of the type of tyre approved and satisfy the requirements

2. UNECE type approval process



... After Type Approval Work – Verification Processes (CoP and audits)



(1) TAA = Type Approval Authority of a Contracting Party, e.g. RDW for E4

(2) Any tyre approved under this Regulation shall be so manufactured as to conform to the performance characteristics of the type of tyre approved and satisfy the requirements

The UNECE Type Approval process provides very clear rules for a robust Type Approval process that permits the **Mutual Recognition of Type Approvals' certificates** among the 1958 Agreement Contracting Parties.

3. Revision 3 of 1958 Agreement



Extract of the WP.29 report of 177th session (March 2019)

Document ECE/TRANS/WP.29/1145
World Forum for Harmonization of Vehicle Regulations

29 March 2019
177th session, Geneva, 12-14 March 2019

87. WP.29 recalled that, according to Article 3, paragraph 2 of the revised 1958 Agreement, contracting parties applying UN Regulations shall, by mutual recognition, accept for the placement in their markets, and subject to the provisions of Articles 1, 8 and 12 as well as any special provisions within these UN Regulations, type approvals granted pursuant to these UN Regulations, **without requiring any further testing, documentation, certification or marking concerning these type approvals** and that DETA was intended to facilitate the access of those contracting parties to the type approval documentation.

and

Questions and answers of Rev 3 of 1958 Agreement. ([Microsoft Word - WP.29-173-16e \(unece.org\)](#))

4. ETRTO case identification



ETRTO identified 3 cases where in ETRTO's interpretation the Rev 3 - 1958 Agreement rules are not completely respected.

These 3 cases are representing 1958 Agreement Contracting Parties signatory of the concerned tyre regulations.

4.1 Case 1 – LOCAL RE-CERTIFICATION



Local re-certification is requested in addition to UNECE certification.

In order to get the local certification, the Contracting Party requires the following **documents** (in **addition to** UNECE Type Approval certificates of the product):

- **ISO 9001/IATF 16949 certificates** of the production plants
- **Pictures** of both tyre's sidewalls
- and for **OE, the target vehicle**

The certification body might ask for **sample tyres** which shall be tested at a local ISO 17025 accredited test laboratory.

All locally manufactured tyres (for passenger car and commercial vehicle) must be UNECE certified.

The **production plants** must be ISO 9001 or IATF 16949 certified.

Also existing types of tyres that are not complying with UNECE must get a local certification.

4.2 Case 2 – LOCAL IMPORT CERTIFICATION



The Contracting Party accepts UN Type Approval Certificates delivered by the Vehicle Manufacturers for **OE tyres** without any other documentation from OE Tyre manufacturers.

For imported **REPLACEMENT tyres** an import certificate is required: UN Type Approval Certificate + **additional documentation:**

- Application for certification in the form established by local certification body
- Manufacturing plant audit
- Annual plant Conformity of Production audit
- Test of sampled tyres made by an authorized testing laboratory located in the Contracting party territory
- ISO 9001 certificate of manufacturing plant
- Tyres' Drawings with technical descriptions that were submitted for UN Type Approval

Without this **specific certificate**, it is not allowed to import UN Type Approved tyres to be sold in the REPLACEMENT market of the **Contracting Party** .

4.3 Case 3 - TEST REPORT REQUESTED



Tyre companies have to provide **test reports**, in **addition** to UN Type Approval certificates, for the import clearance of tyres.

On top of that, the Import Authority need time for the verification of the authenticity of **UN Type Approval certificates**. During this time the imported shipments have to be kept at a bonded warehouse with the costs being attributed to the local importer.

Further concern is that the **test reports** – which contain confidential information – cannot be submitted to the Authorities directly by the tyre manufacturer, but only through the local importers.

5. Guidance request to WP.29



Is the ETRTO's interpretation correct that the 3 above cases are not following the Rev 3 - 1958 Agreement - Rules of Procedure?

Before being able to use DETA, how should contracting parties act to confirm Type Approval certificates validity and at the same time being compliant with Rev 3 - 1958 Agreement ?

What can WP.29 do to support ETRTO to have the Contracting Parties compliant with the Rev 3- 1958 Agreement - Rules of Procedure?



Thank you
