Participation of WP.29 Activities

China Automotive Technology & Research Center Co., Ltd. (CATARC)
Secretariat of C-WP.29

1. Contracting Party to *1998 Agreement*

As Contracting Party to *1998 Agreement*, China is accordingly performing the rights and obligations, of which includes adoption of provisions within the Global Technical Regulations (GTRs) of which it has voted in favor into its domestic standards.

GTR NO.	Name of GTR	Global Registry Date of GTR	GR	Revision/ Amendment	Adoption Status in China
GTR NO.1	Door locks and door retention components	2004.11.18	GRSP	Amendment 1 Amendment 2	GB 15086-2013 *Motor vehicles – door locks and retention component performance requirements and test methods*， adoption with modification (MOD) of Amendment 2 to UN GTR No. 1 GB 15086 applies to door locks and door retention components of vehicle side door including sliding door or back door used for the entry or exit of occupants on the categories M1 and M2. GTR No.1applies to categories M1 and N.
GTR NO.2	Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO2 emissions and fuel consumption	2005.6.22	GRPE	Corrigendum 1 Corrigendum 2 Amendment 1 Corrigendum 1 to Amendment 1 Amendment 2 Amendment 3	Adopted. The Motorcycle Emission Standard of China in Stage IV issued in 2016 has adopted the test procedure of GTR NO.2 in emission test. At present, the fuel consumption standard is under establishment, which will adopt the test procedure of GTR NO.2 and be predicated to be published within this year.
GTR NO.3	Motorcycle brake systems	2006.11.15	GRVA	Amendment 1 Corrigendum 1 Corrigendum 2 Amendment 2	Adopted. The basic test method of GB 20073-2006 *Performance and measurement method for braking of motorcycles and mopeds* is same to that of GTR NO.3.
GTR NO.4	Test procedure for compression-ignition (C.I.) engines and positive-ignition (P.I.) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants	2006.11.15	GRPE	Amendment 1 Corrigendum 1 to Amendment 1 Corrigendum 2 to Amendment 1 Amendment 2 Amendment 3	Adopted. The National Standard of Heavy Vehicles in Stage VI issued in 2018 has adopted all test procedures of GTR NO.4.
GTR NO.5	Technical requirements for on-board diagnostic systems (OBD) for road vehicles	2006.11.15	GRPE	Corrigendum 1 Amendment 1	Adopted. The National Standard of Heavy Vehicles in Stage VI issued in 2018 has adopted all technical requirements of OBD of GTR NO.5.
GTR NO.6	Safety glazing materials for motor vehicles and motor vehicle equipment	2008.3.12	GRSG	Corrigendum 1 Amendment 1 Corrigendum 2	GB 9656-2003 *Safety glazing materials for road vehicles*, Non-equivalent adoption (NEQ) of ECE R43-2003. At present, GB 9656 is under revision. The new GB 9656 after revision adopts GTR NO.6 with modification (MOD).
GTR NO.7	Head restraints	2008.3.13	GRSP	Original version	Adoption with modification (MOD) of GTR NO.7. GTR NO.7 applies to all category M1 vehicles, category M2 vehicles with gross vehicle mass of less than 4,500 kg, category N vehicles with gross vehicle mass of less than 4,500 kg. GB 11550-2009 *Strength Requirement and Test of Automobile Seats Head Restraints External projections for passenger car* applies to head-restraint devices of category M and category N and does not apply to head-restraint devices which may be fitted to folding seats or seats facing towards the lateral or the rear side.
GTR NO.8	Electronic stability control systems	2008.6.26	GRVA	Corrigendum 1 Corrigendum 2	Adoption with modification (MOD) of GTR NO.8. GB/T 30677-2014 *Performance requirements and testing methods for electronic stability control system (ESC) for light vehicles* modifies the max design total mass of 4536 kg for light vehicles in GTR NO.8 to max design total mass of up to 3.5 tons for passenger vehicles and light commercial vehicles, and adds the test item on ice and snow roads.
GTR NO.9	Pedestrian safety	2008.11.13	GRSP	Corrigendum 1 Corrigendum2 Amendment 1	GB/T 24550—2009 *The protection of motor vehicle for pedestrians in the event of a collision*, identical adoption (IDT) of the Corrigendum 2 to UN GTR No. 9。
GTR NO.10	Off-cycle emissions (OCE)	2009.6.24	GRPE	Original version	Adopted. The National Standard of Heavy Vehicles in Stage VI issued in 2018 has adopted all test requirements of OCE of GTR NO.10.
GTR NO.11	Test procedure for compression-ignition engines to be installed in agricultural and forestry tractors and in non-road mobile machinery with regard to the emissions of pollutants by the engine	2009.11.12	GRPE	Corrigendum 1 Corrigendum 2	Adopted. China published the national standard of Non-road moving machinery in Stage III and Stage IV in 2014, which stipulated the adoption of NRTC for emission test in Stage VI, only with the NRTC form and lack of related test procedure. Now, the Stage VI emission standard of China is under revision and will be supplemented with the test procedure of NRTC, which is predicted to be published this year.
GTR NO.12	Global Technical Regulation concerning the location, identification and operation of motorcycle controls, tell-tales and indicators	2011.11.17	GRSG	Amendment 1	Non-adopted. GB 15365-2008 *Symbols for controls, indicators and tell tales for motorcycles and mopeds* was proposed to make revision with research on the adoption of GTR NO.12, but failed to get project approval.
GTR NO.13	Global Technical Regulation concerning the hydrogen and fuel cell	2013.7.19	GRSP	Original version	GB/T 24549—2009 *Fuel cell electric vehicles - Safety requirements*, identical adoption (IDT) of GTR NO.13.
GTR NO.14	Pole side impact	2013.11.13	GRSP	Original version	Chinese standard has been finished and been waiting for publish approval, which has totally adopted GTR NO.14.
GTR NO.15	Worldwide harmonized Light vehicles Test Procedure	2014.3.12	GRPE	Amendment 1 Amendment 2 Amendment 3	Adopted. The Emission Standard of Light Vehicle of China in Stage VI issued in 2016 has adopted all the test requirements of GTR NO.15.
GTR NO.16	Global Technical Regulation on Tyres	2014.11.13	GRBP	Amendment 1	Adoption with modification (MOD). Content of GB 9743-2015 *Passenger car tyres*, is basically same to requirements of the passenger car tyres in the first stage of GTR NO.16. China will continue to participate in the development of the second stage of GTR NO.16 on the tyres for light truck, aiming to improve the harmonization of Chinese standard with GTR.
GTR NO.17	Crankcase and evaporative emissions of L-category vehicles	2016.11.17	GRPE	Original version	Non-adopted. The Motorcycle Stage IV Emission Standard of China issued in 2016 is different with GTR NO.17 in the field of crankcase, and basically same to GTR NO.17 in the test procedure of evaporative pollutants, but China's standards are stricter and with a wider range of application. At present, China plans to set up the project of developing Stage V emission standard for motorcycles and mopeds in 2020, and has carried out pre-research, which is predicated to adopt the test procedure of crankcase and evaporation emission in GTR NO.17.
GTR NO.18	On-Board Diagnostic (OBD) systems for L-category vehicles	2016.11.17	GRPE	Original version	Non-adopted. China plans to set up the project of developing motorcycles and mopeds Stage V emission standard in 2020, and has carried out pre-research, which is predicated to adopt the test procedure of OBD in GTR NO.18.
GTR NO.19	EVAPorative emission test procedure for the Worldwide harmonized Light vehicle Test Procedure (WLTP EVAP)	2017.6.21	GRPE	Original version	Non-adopted. Earlier than WP.29, China issued the Emission Standard of Light Vehicles in Stage VI in 2016, which stipulates the evaporative emission test procedure. The GTR NO.19 was issued in 2017, which is different with China's State VI standard in test procedure. At present, China plans to promote the drafting of the evaporative emission regulation Stage II in GRPE, aiming to improve the harmonization of Chinese standards with GTR.
GTR NO.20	Electric Vehicle Safety (EVS)	2018.3.14	GRSP	Original version	Adoption with modification (MOD) of GTR NO.20. China has established the standards of *Electric vehicles safety requirements, Electric vehicles traction battery safety requirements, and electric buses safety requirements*, with full coordination with GTR NO.20 and widely soliciting comments of automotive manufacturers both home and abroad. Now the standard content has been completed and at the stage of pending approval from authority.

2. China’s history of participating in WP.29

1996年

Deployed experts to participate into WP.29/GRs meetings

2000年

Signed *1998 Agreement*, as Contracting Party, officially participated into WP.29 meetings and *Executive Committee of 1998 Agreement(WP.29/AC3)*

2006年

Established *Chinese Committee of WP.29(C-WP.29)* with the authorization of the state government; organized the whole Chinese auto industry to fully join WP.29 activities and make relevant research

2012年

Elected as Vice Chair of *IWG Electric Vehicle Safety(EVS)* under GRSP and *IWG Electric Vehicle and Environment(EVE)* under GRPE

2016年

Acted as Chair of *IWG Additional Sound Emission Provisions(ASEP)* under GRB, took the lead of developing relevant content in Revision 3 of ECE Regulation No.51(Noise) which was released in 2016

2017年

Elected as Vice Chair of *IWG Hydrogen and Fuel Cell Vehicles (HFCV) – Phase 2* under GRSP

2018年

Led to establish *UN GTR No.20(EVS)* which was released in 2018

2019年

Elected as Vice Chair of GRVA; developed *Framework Document on Automated/autonomous Vehicles* together with EU, Japan and U.S., which was approved in WP.29 178th session

Elected as Co-Chair of *IWG Functional Requirements for Automated and Autonomous Vehicles(FRAV)*

3. Our interests or focused agenda among WP.29

1 Automated/autonomous Vehicles

- AV certification and management
- Functional Requirements for AV
- Test and assessment methods, test scenario for AD vehicles safety
- OTA(Over The Air) and V2X application

2 Electric Vehicles

- EVS: traction battery thermal diffusion, vibration, seawater immersion etc.
- EVE: power of hybrid electric vehicle, fire test, cycle life.

3 Tyre & Noise under GRBP

- Additional Sound Emission Provisions （ASEP）
- Warning tone for vehicle reversing
- Research on wet performance of worn tyre

4. Obstacles

1. Technical capacity

Lack of competent technical experts.

2. Language skills

Most Chinese representatives are not proficient in English language.

3. High frequency in changes of regulations

The UN Regulations and UN GTRs change rapidly.

4. Regulation verification

A large number of tests should be taken, as regulations are updated frequently.

5. Difficult to be harmonized

Due to different technical and economic interest, it is difficult to coordinate comments of Contracting Parties.

6. Budget

There is not sufficient fund in international travel, verification test, document translation etc.

Thank you for your attention!