

Relation between Vehicle Type Approval System and UN Regulation - Certification Procedure -

The 16th Public and Private Joint Forum in Asian Region
November 25, 2025



JAPAN AUTOMOBILE STANDARDS INTERNATIONALIZATION CENTER

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- 1) How to implement the adopted UN regulation into National legislation
- 2) Method how to implement UNR into domestic regulation (Japan)

Part 2: Acceptance of UN Certificate

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- 2) Flow of UNR Type Approval Processes
- 3) Flow of WVTA Approval Processes (Japan: Type Designation for vehicles)
- 4) What to check by TS (Acceptance of UN Certificate)
- 5) What can be checked from Approval Authority

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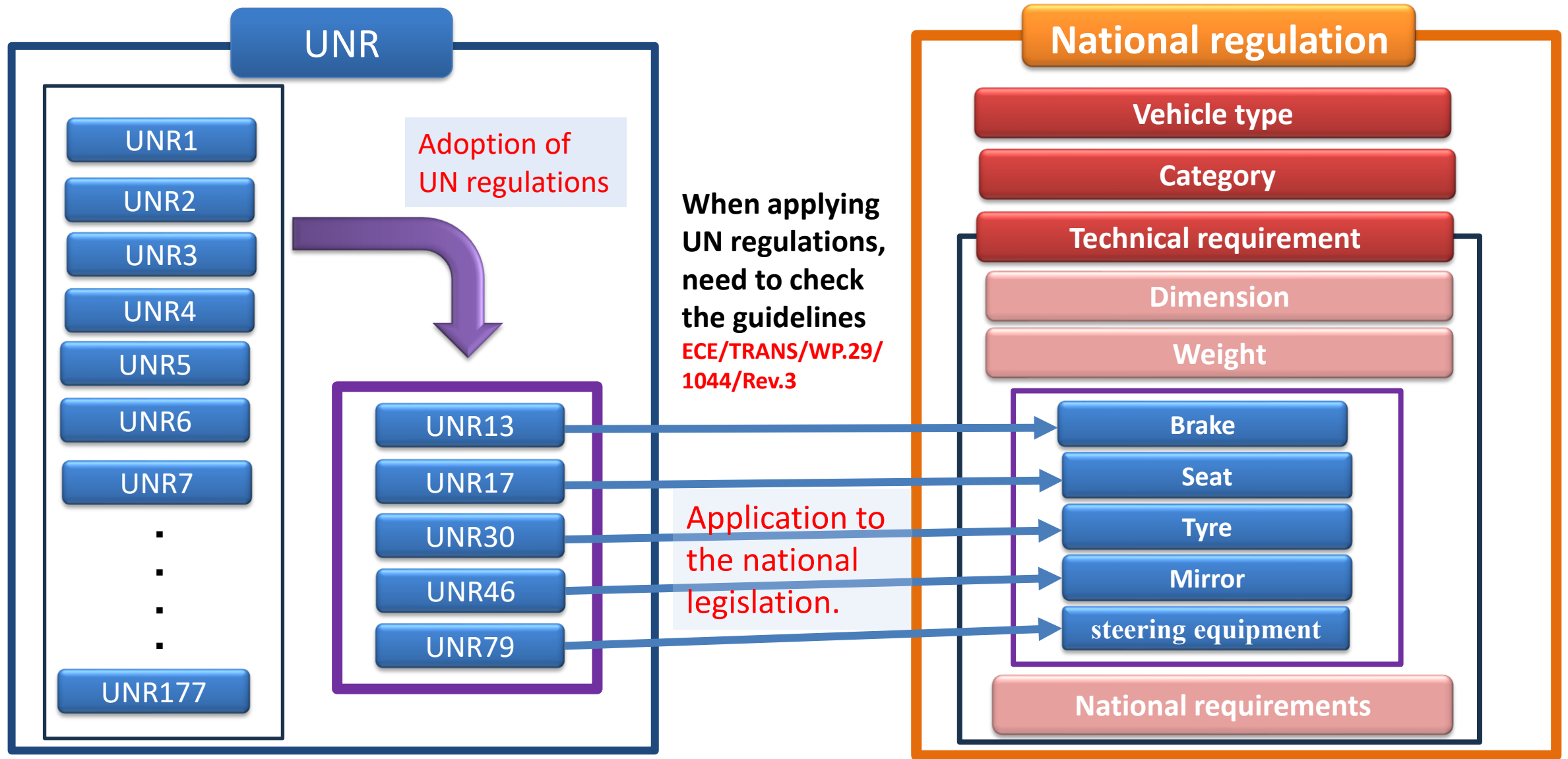
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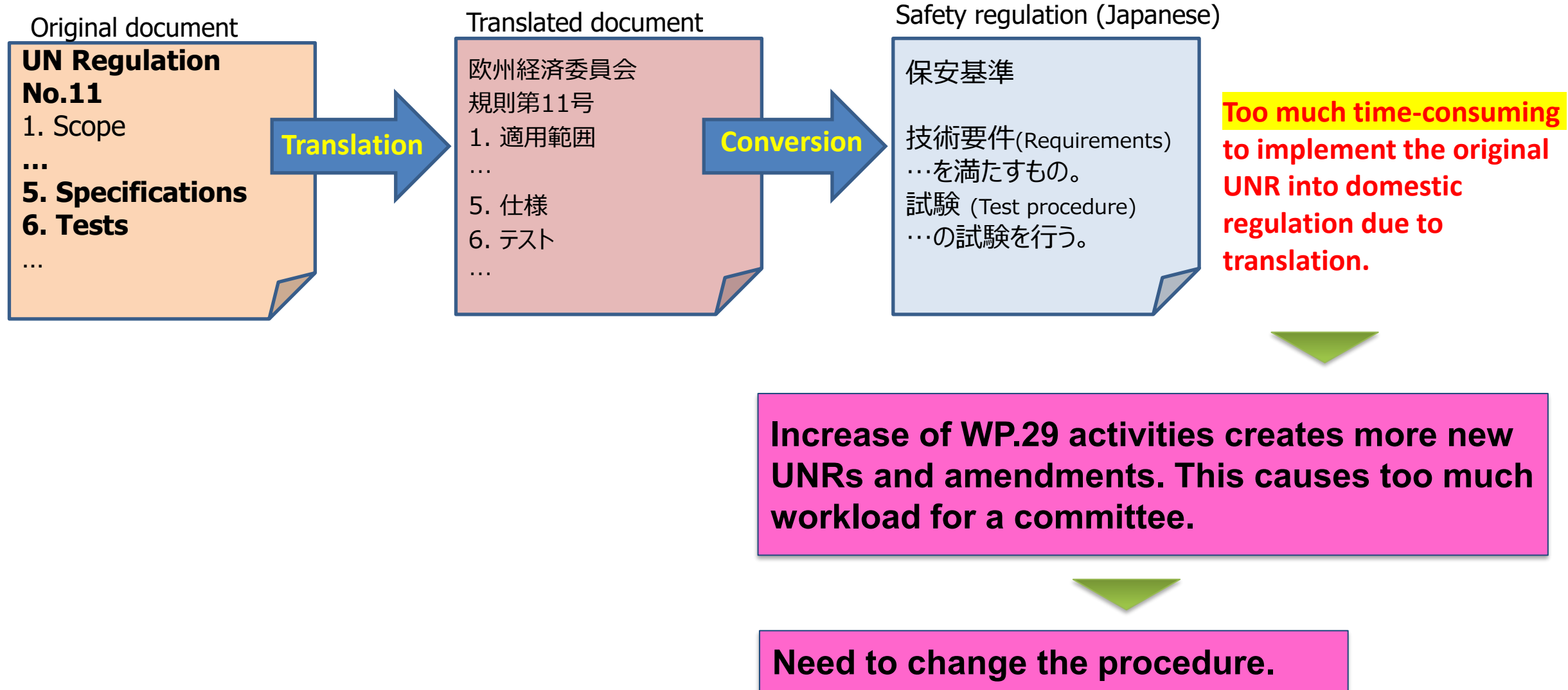
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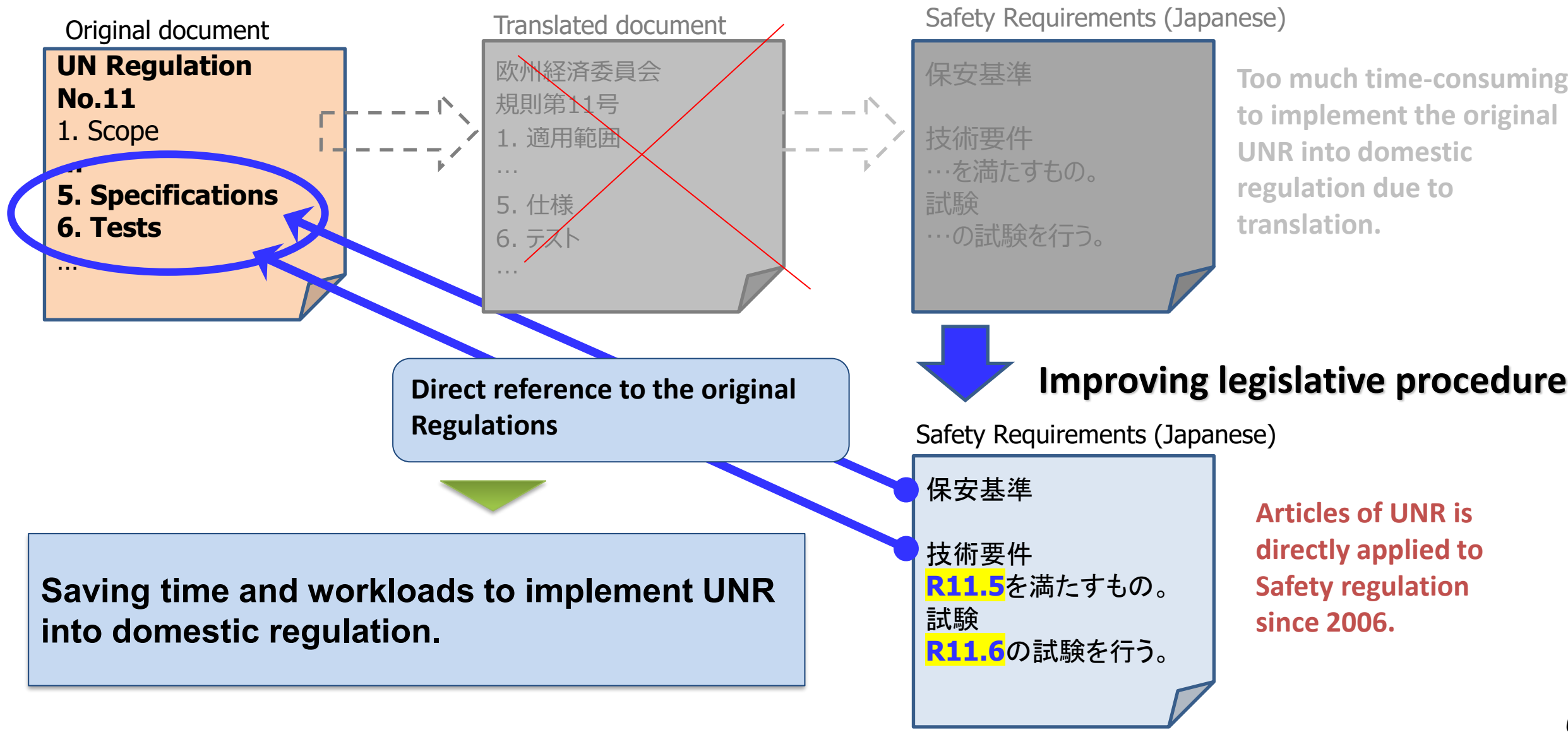
How to implement the adopted UN regulation into National legislation



Previous legislative procedure



Current procedure since 2006



Steering System (Article 13, Detailed Standard (Article 11, Safety Regulation))

1. **The requirements** prescribed in the Announcement of Paragraph 1 of Article 11 of the Safety Regulations in connection with the strength, operating performance, etc. of the steering system of a motor vehicle **shall be the requirements prescribed in the next Paragraph** and Paragraph 3.
2. **The steering system of a motor vehicle** (except motor vehicles in the next Paragraph) **shall comply with the requirements** enumerated below:
 - (1) It shall comply with regulations 5. and 6. of UN Regulation No. 79.
 - (2) **Among control assistance functions** (referring to functions prescribed in regulation 2.3.4. of UN Regulation 79 and functions prescribe in regulation 2.1. of UN Regulation No. 171. Hereinafter the same in this Article, Articles 91, 169 and Attachment 124 "Technical Standard for On-Board Diagnostic Systems to Be Used for Renewal Inspection, etc."), **those that execute lateral and longitudinal control of the vehicle on a sustained basis** (except functions prescribed in 2.3.4.4. and 2.4.8. of Agreement Regulation No. 79) **shall comply with regulations 5. and 6. of UN Regulation No. 171**. Furthermore, if the said control assistance function is the function provided for in regulations 2.3.4.1. or 2.3.4.5. of UN Regulation No. 79, it is acceptable if it complies with the requirements of the preceding Item.
3. (Abbreviated due to requirements for motorcycles.)

Steering System (Article 13, Detailed Standard (Article 11, Safety Regulation))

4. **The requirements** prescribed in the Announcement of Paragraph 2 of Article 11 of the Safety Regulations **in connection with the driver protection performance of the steering system shall be the requirements prescribed in regulations 5 (except paragraph 5.5.) and 6 of UN Regulation No. 12.** However, the provisions of paragraphs 5.1. and 5.3. of UN Regulation No. 12 shall not apply to motor vehicles used exclusively for carriage of passengers with a passenger capacity of 10 persons and motor vehicles similar in shape to those motor vehicles.

5. **Those whose tell-tales** (limited only to those related to the front airbags, among tell-tales enumerated in the “Applicable devices for identification” column of Table 2 of Article 168 or “Applicable devices for identification” column of Table 4 of the same Article.) **of motor vehicles subjected to the application of regulation 5. of UN Regulation No. 121 are not illuminated to indicate defective condition shall be regarded as not complying with the requirements in the preceding Paragraph.**

UN Regulation No. 79: Steering Equipment

UN Regulation No. 12: Steering Mechanism

UN Regulation No. 121: Location and identification of hand control, tell-tales, and indicators

UN Regulation No. 171: Driver Control Assistance System (DCAS)

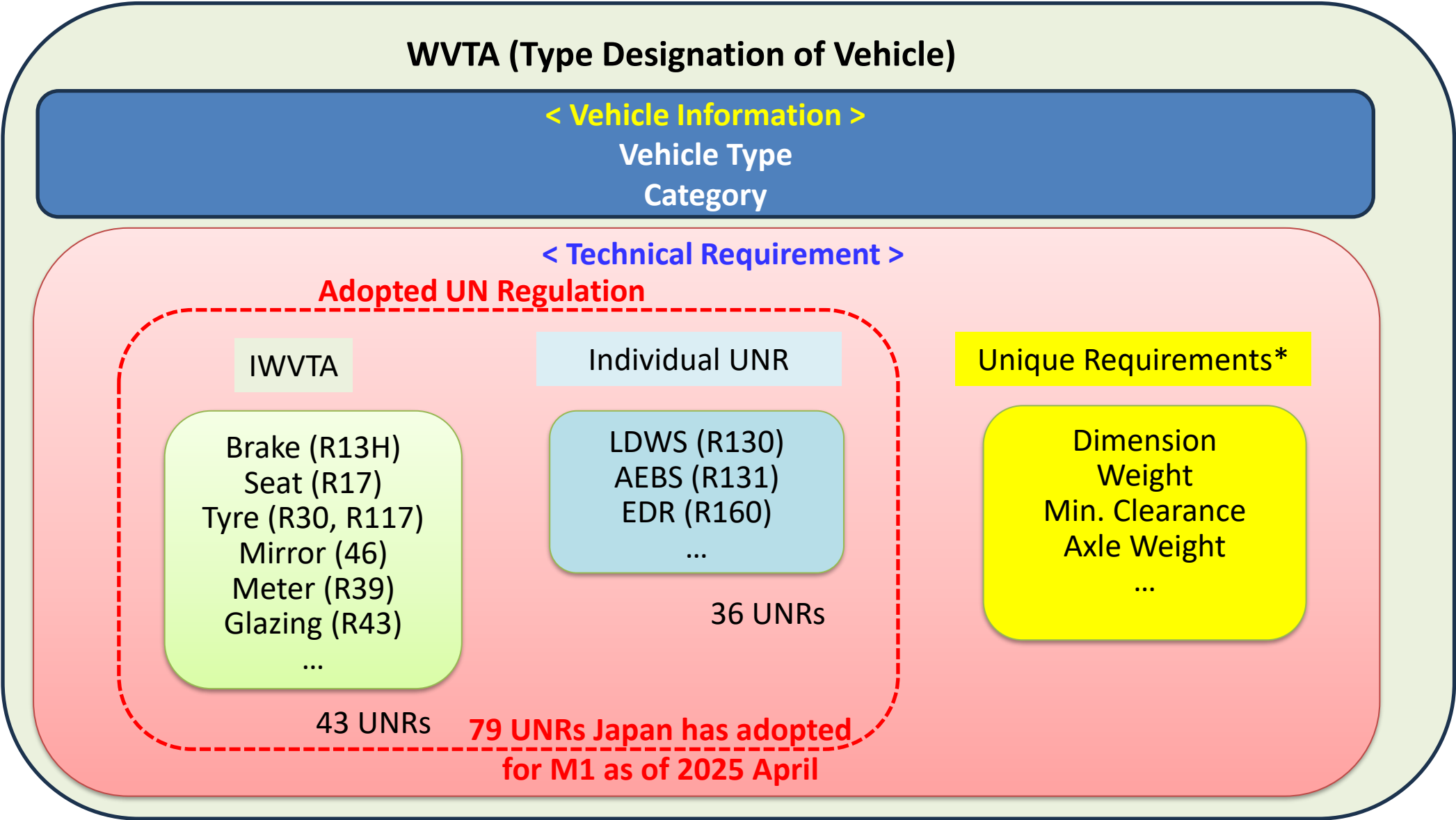
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- 3) Working Process for adoption & implementation of UNR (Japan)

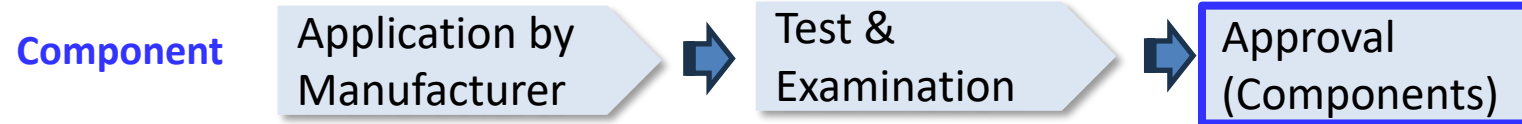
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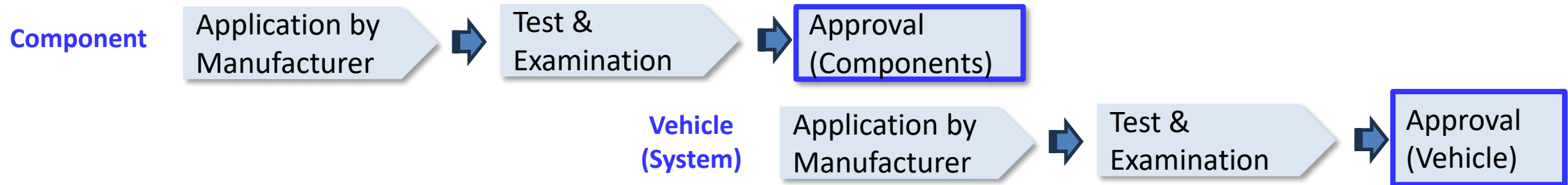


Unique requirements: Technical requirements not covered by UN regulations.

■ UNR Type Approval (Components or Device Only) Ex: CRS, Brake Pad



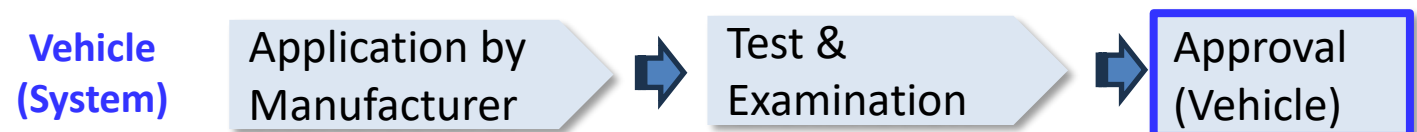
■ UNR Type Approval (Components / Device & Systems)



Note) UN regulation for installation may be changed to different UN regulation.

- UN regulation for installation of the device is the same UN regulation.: Mirror (R46), Glazings (R43)
- UN regulation for installation of the device is different from that for device.: Lighting (R48, R53), Tyre (R142)

■ UNR Type Approval (Systems) Ex: Brake (R13H), LDWS (R130)



Flow of WVTA Approval Processes (Japan: Type Designation for vehicles)



Manufacturer

Application by
Manufacturer

Submission of
information Docs

Submitted UNR Certificates

- 1) IWVTA certificate of the applied vehicles (if available)
- 2) UNR certificates not included in IWVTA

■ UNR Type Approval (Components or Device Only) Ex: Tyre (R30, R54, R75, R117)

Application
→ Certificate
(Components)

■ Device & Systems) Ex: Mirror (R46), Glazings (R43)

Application
→ Certificate
(Components)

■ Vehicle (System)
Application by Manufacturer → Test & Examination → Certificate (Vehicle)

■ Brake (R13H), LDWS (R130)

Application
→ Certificate
(Vehicle)



If available.

IWVTA
Certificate

It does not
matter which
country (TA)
issued UN
certificates.

MLIT

Order
examination

CoP Assessment
(Quality management)

Grant VTA
Approval

NTSEL

Accept UN
certificate

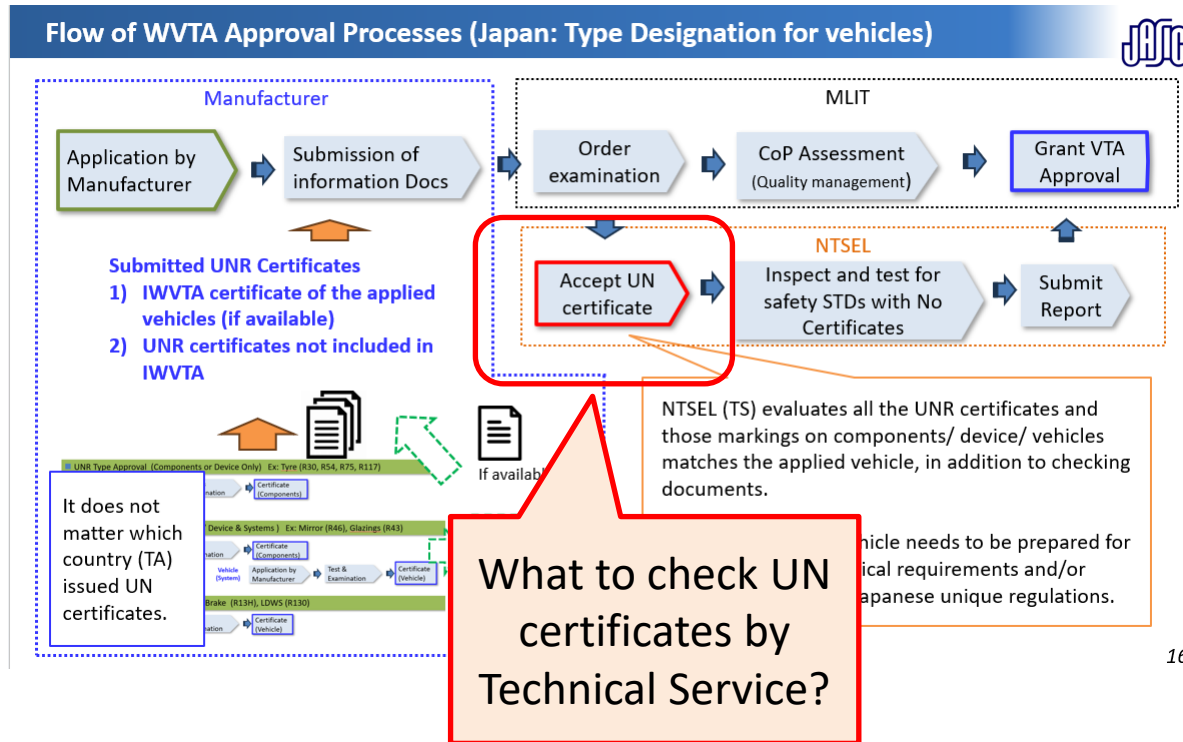
Inspect and test for
safety STDs with No
Certificates

Submit
Report

NTSEL (TS) evaluates all the UNR certificates and those markings on components/ device/ vehicles matches the applied vehicle, in addition to checking documents.

The representative vehicle needs to be prepared for checking, by TS, technical requirements and/or testing stipulated on Japanese unique regulations.

What to check by TS (Acceptance of UN Certificate)



<Checking items>

- 1) Certificate Number, TA issued certificate
- 2) Vehicle type of WVTA request is contained in each UN certificate
- 3) Markings of components match the documentations.

※ Possibility of false UN certificate
Submission of false documentation creates penalties and notification to the public, resulting in quite damage to the reliability of manufacturer.
Therefore, submission of false documentation can be ignorable.

There two checking method.

1) Contact TA who issued certificate directly.

3 documents such as UN certificate, Information documents, and test report can be provided in an electrical format.

2) Check with “DETA”, UN database and view 3 documents.

Note) Not all UNR certificates are available.

Only registered representative of TA of 1958 agreement is allowed to operate DETA.

DETA
Document search condition

- ◆ Approved Authority: E43
- ◆ Regulation : R13H
- ◆ Approval Number:
- ◆ Approval Date:
- ◆ Manufacture:
- ◆ ...
- ◆ ...



Search result

Approval Number	Approval Authority	UNR No	Approval Date	Manufacture
ABC11023	E43	R13H	...	
ABD00234	E43	R13H	...	
BAA15952	E43	R13H	...	
...	E43	R13H	...	
...	E43	R13H	...	

<https://unece.org/transport/vehicle-regulations>

DETA orientation will be demonstrated at Workshop held at the end of January in Japan.

UNECE TRANSPORT VEHICLE REGULATIONS

Vehicle Regulations

About us

Meetings & Documents

World Forum for Harmonization of Vehicle Regulations

Pollution and Energy

Noise and Tyres

Lighting and Light-Signalling

General Safety Provisions

Passive Safety

Automated/Autonomous and Connected Vehicles

Meeting Documents before 2021 (ARCHIVE)

Agreements and Regulations

Roadmap for accession

Reference Material

Publications

Contact us

Vehicle Regulations

Introduction

World Forum for the harmonization of vehicle regulations (WP.29)

The UNECE Sustainable Transport Division provides the secretariat services to WP.29, the World Forum that incorporates into its regulatory framework the technological innovations of vehicles to make them safer and more environmentally sound and thus contributing to the implementation of SDGs 3, 7, 9, 11 and 13.

WP.29 and SDGs

Key areas of work

Vehicle Regulations Q&A Meetings Regulations **Data Sharing**

In focus

INFO to Meeting Participants

All COVID-related measures have been lifted.

Meetings are held in-person (only), unless otherwise indicated

>Coming sessions

GRE 21-23 October 2025

"DETA"

DETA is the Database for the Exchange of Type Approval documentation. DETA is hosted by Germany. It went live on 18 March 2019. The session report of the 177th WP.29 provides information about the access to DETA. Users accessing to DETA commit to keep the content of DETA confidential.

[Click here to access](#)

Further information is available [here](#).

DETA information

What is DETA?

- DETA is the Database for the Exchange of Type Approval documentation.
- It is currently hosted by Germany.
- Development and operational matters of DETA are under purview of WP.29 and prepared by the Informal Working Group on DETA.

Access to DETA

- Access to DETA is currently limited to Contracting Parties (CP) having signed the 1958 Agreement, to manufacturers as approval holder, to market surveillance authorities of the Contracting Parties and to

TypMaster/TD: Login for user:

User name:

Password:

☐ WP.29 decided that the use of DETA shall be subject to the formal commitment of the user to keep the information confidential to respect intellectual property related to the DETA documents. If you click on the check box, you confirm your formal commitment to keep the information confidential to respect intellectual property related to the DETA documents.

Ok Cancel Change...

ified by their Contracting Party DETA focal point. Type approval approval upload the documents to DETA. Only CP's signatory of the active manufacturer as approval holder get reading access to all reading rights for the certificates will be granted by default to all agreement and designated technical services having an access. DETA. The Contracting Parties of the 1958 Agreement can thereto. This DETA Focal Point shall manage the access and users accounts of to get access to DETA the heads of delegation of the Contracting Parties secretariat (francois.guichard(at)un.org and melissa.archer(at)un.org) with and password will then be submitted to the DETA Focal Point by the DETA Designated Technical Services get access upon request to the DETA point of the CP. ECE/TRANS/WP.29/1145 (paras 86-94 and Annex), ECE/TRANS/WP.29/1173 (para 91) and ECE/TRANS/WP.29/1177

Asian Workshop on Vehicle Type Approval System under the 1958 Agreement

- Date: January 27 (Tue) - 29 (Thu), 2026
- Place: [Tokyo], Japan
- Purpose: Detail explanation of the agenda
- Draft Agenda
 1. How to manage and operate Vehicle Type Approval System
 - Acceptance of UN Certificates issued by other Contracting Parties
 2. Seminars responding requests at the previous workshop
 - Consistency verification between vehicle and document (Authenticity of Certificate)
 - Conformity of Production
 3. Bi-lateral communication available during lunch time or after program each day upon request

General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations

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Example

A. New UN Regulation

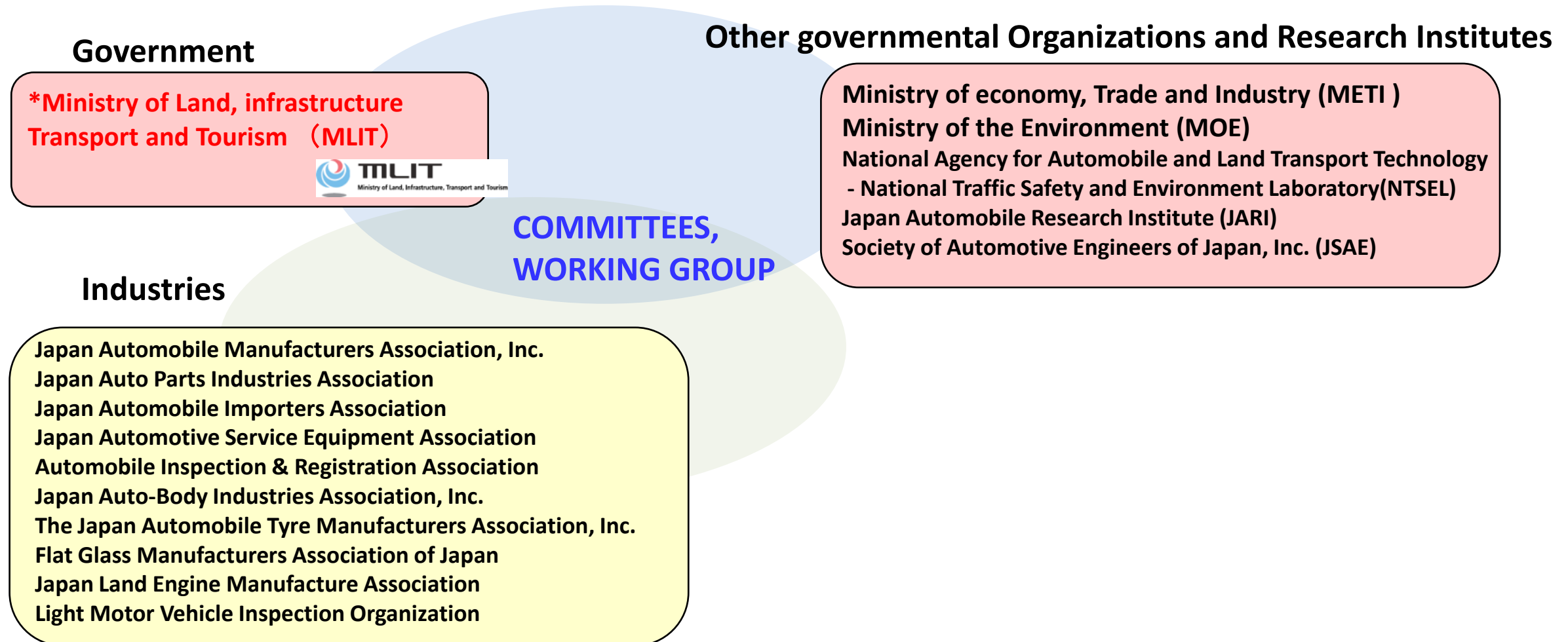
20. A new UN Regulation shall specify the date of the entry into force of the UN Regulation, as from which Contracting Parties applying that Regulation can issue UN type approvals according to that UN Regulation.

20. CP owes obligation to accept UN certificate in case manufacturer submits UN certificated issued.

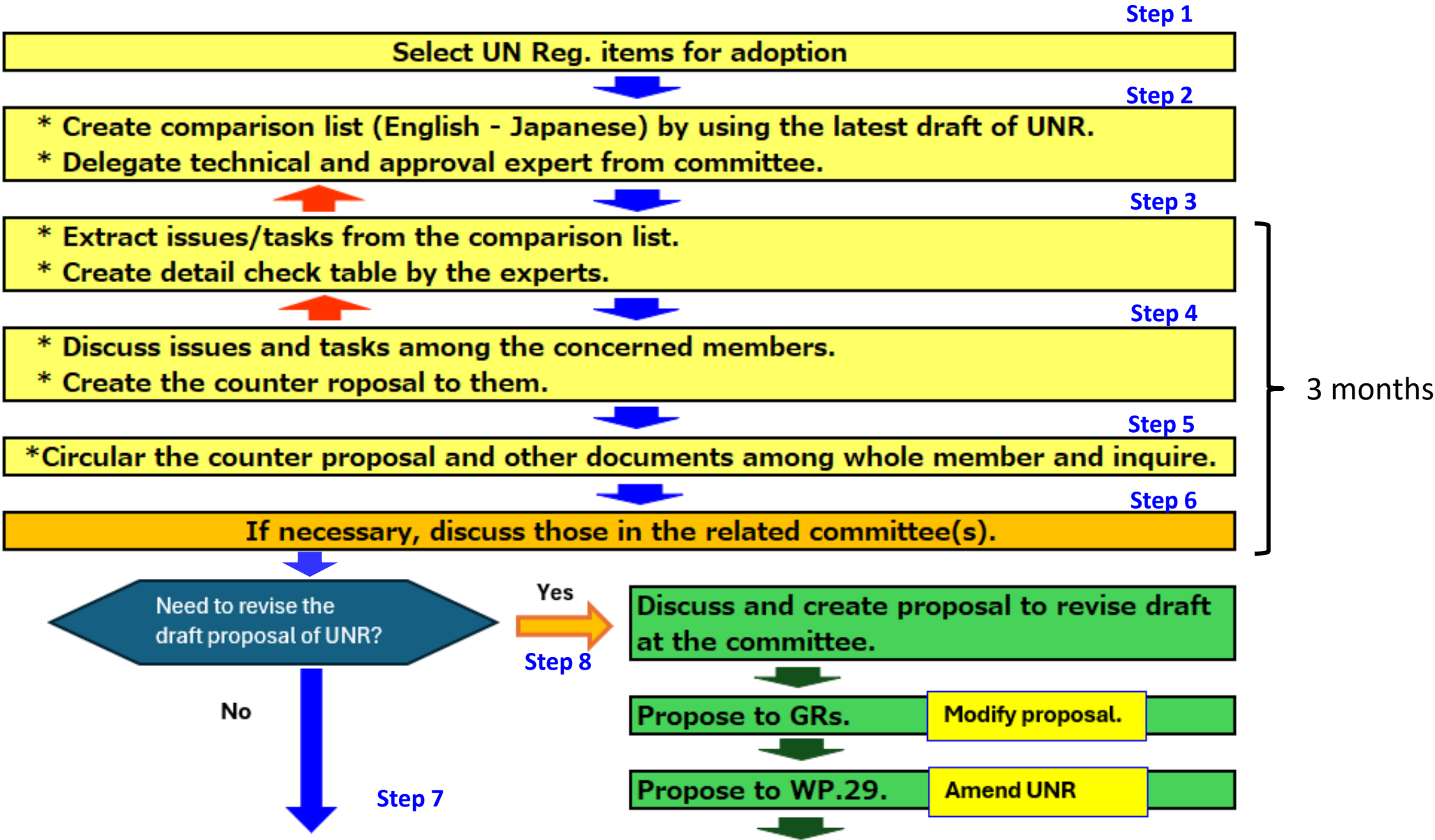
21. The Contracting Parties intending to apply a new UN Regulation on a mandatory basis in their national/regional legislation shall take into account the date of entry into force of that new UN Regulation, as well as industry's need for lead time to adapt products to the new requirements and obtain the necessary approvals.

21. Mandatory basis
CP needs to communicate with manufacturer in advance when to start the obligation in force in the national legislation. As a result, the enforcement date in the national legislation may be 2 or 3 years later than that of UN regulation.

- Similar to WP.29 activities, various Committees and Working groups consists of members from Government, Governmental Organization, Research Institutes, and Industries, work together to implement the adopted UN regulation into Safety regulations in Japan.

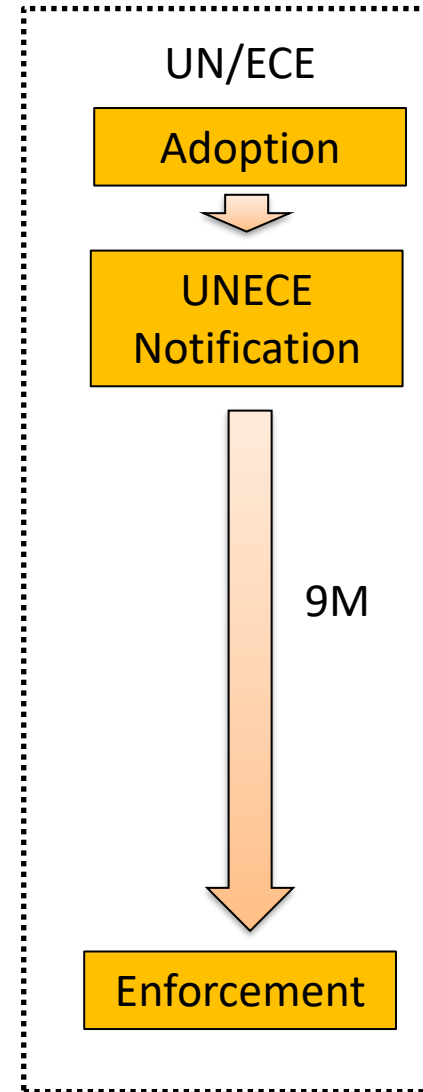
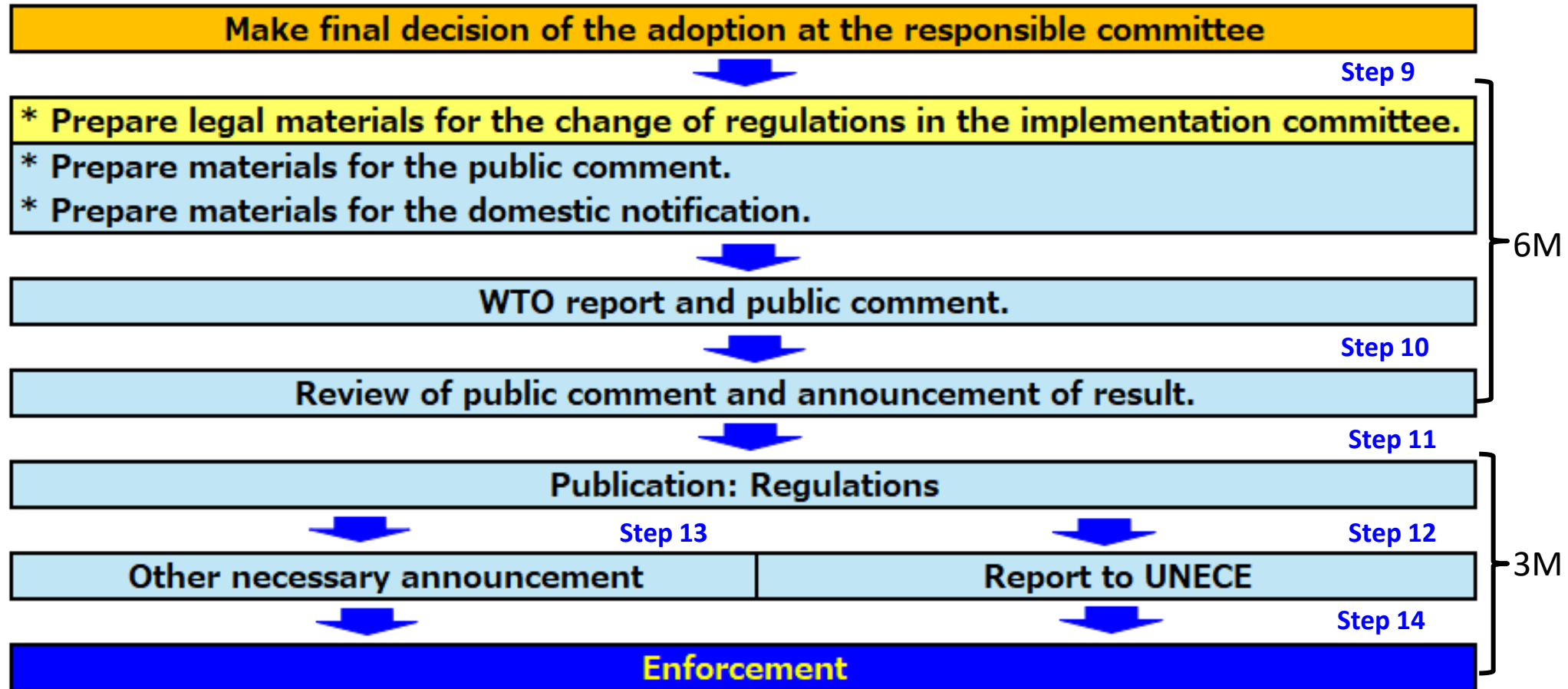


Working Process Chart for adoption of UNR



Working Process Chart after adoption of UNR (Implementation)

Continued from the previous page.



Note) Enforcement does not always mean mandatory requirement. The applicable date for mandatory requirement is established by considering the lead time necessary for manufacturer to prepare to comply with the requirement.