

September, 2011

China Compulsory Certification and Homologation and Standardization for Vehicles Components in China

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This report, prepared jointly with TÜSİAD Beijing Office, Seconded European Standardization Expert for China Project (SESEC) (www.eu-standards.cn) and Quality Partnership (www.quality-partnership.cn)

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China as one of the fastest growing economy in the world, hit 10.3% of GDP in 2010, and it is very likely to continue on expanding. With this, more and more countries have paid a considerable attention and showed their substantive interests on China's growing market. More Turkish companies also showed significant interest to enter China's growing market. According to the statistics in Quality Partnerships website, 15% (which ranks first) of total visitors who viewed relative informations about Chinese market are Turkish companies. Istanbul, Ankara, Bursa and İzmir are in the top 10 cities of the website visits, While Adana and Antalya are in the top 20. It is crucial to understand the CCC mark and follow with relevant procedures if they plan to export and invest to Chinese market specifically for the Turkish Companies.

➤ **What is China Compulsory Certification**

The China Compulsory Certification (CCC) is a compulsory safety mark for products sold in China. It is integration between CCIB (China Commodity Inspection Bureau) and CCEE (Great Wall Mark) since May 1, 2002, mainly because the two old systems were overlapping with each other and had many aspects in common; the new CCC mark made the procedure more convenient and reduced unnecessary costs. The new scheme was fully effective on 1 August 2003. Since then, exported products to the P.R.China without CCC mark may be held at the border by customs and subject to

penalties. The CCC mark not only protects the companies from pirating, but also ensures the quality to meet certain requirement for both local and foreign produced products. The laboratories and testing facilities are selected by the Chinese government and are entrusted to carry out the testings.

As attractive and gratifying as it may be, accessing the Chinese market is often a cumbersome process. Market access is heavily regulated and includes three to four thousand compulsory standards at national level only.

China's main certification scheme is the CCC, the China Compulsory

Certification. The CCC scheme was established in order for China to comply with WTO/TBT requirements on conformity assessment systems and to create a comprehensive regulation that would apply both to foreign imports and locally produced items.

The mandatory scheme has been implemented since 2002, and became in 2003 the sole certification applicable for both local and foreign produced products. The laboratories are selected by the Chinese government and are entrusted to carry out the tests.

The CCC regulations are issued and implemented by the General Administration of Quality Supervision, Inspection and Quarantine of the PRC (AQSIQ) and the Certification and Accreditation Administration of the PRC (CNCA).

CCC applies both to imported and domestic products and is compulsory for all items listed in the Catalogue of

products subject to compulsory certification. This catalogue is divided in 23 categories covering electrical and electronic products, automotive parts, selected healthcare equipment, agricultural machinery, selected indoor decorating materials, etc.

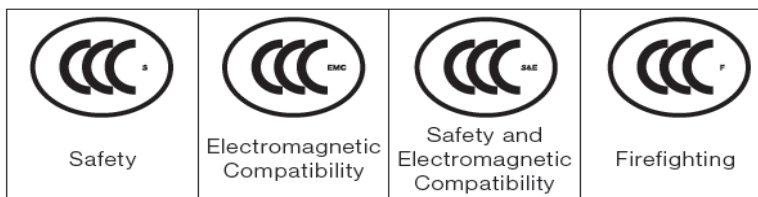
According to current regulations and under normal circumstances, the process for obtaining the CCC mark should not exceed 90 days.

The CCC registration is valid for 5 years and the renewal should be initiated about 3 months before expiration.

Before leaving the factory, the products must be labeled with the appropriate CCC mark, either on the item itself, the packaging, or both. CCC is a type-based approval; variations in product specifications will require separate testing and certification.



CCC certificates



CCC marks

The CCC catalogue lists all categories of products that are subject to CCC compulsory certification (the catalogue can be found at the following [link](#)). Additional licensing schemes can be requested, such as the Network Access License NAL for all components accessing the radio frequency.

➤ **Homologation and Standardization for Vehicles Components in China**

In this report we will analyze how to import motor vehicles to China. By exploring on how to obtain the CCC mark on vehicles components, this article with the help from Seconded European Standardization Expert for China (SESEC), showed the importance of importing procedure in China, and it is necessary for Turkish businesses as references for their products in entering chinese market.

Motor vehicles and safety parts categories as listed in the CCC catalogue:

- Automotives (M, N, O)
- Motorcycles
- Fire Trucks

- Seat Belts
- Helmets for Motorcycle Users
- Motor Horns
- Retro-reflectors for Vehicles
- Brake Hoses
- Automotive Exterior Lighting and Lighting Signal Devices
- Vehicle mirrors
 - Interior Trimming Materials
- Door Locks and Door Hinges
- Fuel Tank
- Seat and Seat Headrest
- Motorcycle Mirrors
- Motorcycle Lighting and Signal Devices
- Motorcycle Engine
- Automotive Parts (Road Traffic Safety Products):
- Car Body Reflective Mark
- Vehicle Data Recorder

Vehicles components¹ are subject to compulsory CCC certification in China. The CCC catalogue includes 19 sub-categories of products under “Motor vehicles and safety parts”, all subject to compulsory certification. Vehicles

¹ This article describes the access scheme for vehicle components in China; it is important to note that the scheme to import full vehicles is vastly different.

components fall under the jurisdiction of the China National Regulatory Commission for Certification and Accreditation ([CNCA](#)), under the supervision of the Administration for Quality Supervision, Inspection and Quarantine. The main certification body competent for automotive parts is China Certification Centre for Automotive Products ([CCAP](#)).

Appointed testing labs can be found throughout the country (see indicative list below)

- Changchun vehicle testing lab
National Automotive Quality Supervision Test Centre, Changchun
- Xiangfan vehicle testing lab
National Automotive Quality Supervision Test Centre, Xiangfan
- National passenger car quality supervision and inspection centre (under the China Automotive Technology and Research Center CATARC, located in Tianjin)
- Chongqing vehicle testing lab
National Heavy-Duty Vehicle Quality Supervision Test Centre, Chongqing

- Chongqing Zhong Jiao vehicle testing lab
National Bus Vehicle Quality Supervision Test Centre, Chongqing
- Tianjin motorcycle testing lab
National motorcycle quality supervision test centre, Tianjin
- National centre of quality supervision and inspection on motor vehicle products (Shanghai)
- Nanchang motorcycle quality supervision and inspection centre

The process for certification of vehicles component is as follows:

Application in certification body of choice- this is often done by the producer's local agent

Review of application documentation and acceptance of application. The application should be completed with great attention to detail. If applicable, CB reports should be provided at this stage (only CB reports dating from less than three years will be accepted.

Type testing in appointed testing lab -the number of samples requested depends on the product and on the lab requirements.

Initial factory inspection: Chinese auditors will visit the product's manufacturing site. This step can take a significant amount of time (scheduling, visa, etc).

Certificate: the certificate is issued by the certification body. The issuance is subject to a time limit, however any hick-up in the process will restart the clock.

The CCC Printing License is usually issued within one week

It is essential for companies wishing to export vehicle components to China to be aware of the relevant standards. Ideally, information about and involvement in the related technical committee in China should also be sought. There are currently 31 technical committees active in drafting standards for vehicle components, excluding standardization relating to the booming field of electric vehicles.

Existing Chinese Standardization Structures

SAC/ TC 114 : Automotive (Vehicle recycling, Hybrid Vehicle, Fuel Cells)

- TC 114/SC 1: Motorcycle
- TC 114/SC 2: Wheel
- TC 114/SC 3: Basis
- TC 114/SC 6: Non-metallic products
- TC 114/SC 7: Special vehicle
- TC 114/SC 8: Meter
- TC 114/SC 9: Safety glass
- TC 114/SC 10: Vehicle dynamics
- TC 114/SC 11: Brake
- TC 114/SC 13: Trailer
- TC 114/SC 14: Mining vehicle
- TC 114/SC 15: Electric equipment
- TC 114/SC 16: Engine
- TC 114/SC 17: Accessories
- TC 114/SC 18: Car body
- TC 114/SC 19: Whole Car
- TC 114/SC 21: Lamps & lighting
- TC 114/SC 22: Coach
- TC 114/SC 23: Safety glass
- TC 114/SC 24: Vehicle dynamics
- TC 114/SC 25: Spark plug
- TC 114/SC 26: Piston, piston ring
- TC 114/SC 27: Electric vehicle
- TC 114/SC 28: Gas vehicle
- TC 114/SC 29: Automotive electronics and EMC
- TC 114/SC 30: Steering gear
- TC 114/SC 31: Gearbox

By referring to the case of CCC mark on vehicle components, this article suggests on how to get CCC approval in this type of exports and provides general frame and procedure of the CCC. In addition, this method will be similar for most of the other products that export to China, Turkish companies should, therefore, take a close look at this field. It is important for Turkish companies to carefully follow the CCC rules if the company ships certain products that required by CCC scheme so that the company can expand and trade in Chinese market more effectively.

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