



Type Approval Authorities Meeting

12 – 13 May 2011 - Riga, Latvia

Meeting Minutes

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Type Approval Authorities Meeting

12 – 13 May 2011 - Riga, Latvia

Held in the Avalon Hotel

Attendees

Austria	Mr. Franz Wurst
Belgium	Mr. Tim Geerts Mr. Wim Camps Mr. Wim Vandenplas Mr. Patrick De Valck
Bulgaria	Mr. Ivan Lerinsky Mrs. Tsvetelina Ilieva-Yordanova Mrs. Galya Stoeva
Cyprus	Not represented
Czech Republic	Mr. Lubomir Kincl Mr. Martin Tichy
Denmark	Not represented
Estonia	Mr. Jürgo Vahtra Mr. Martin Harak Mr. Sander Salmu
European Commission	Not represented
Finland	Mr. Marko Sinerkari Mr. Jukka Vedenoja
France	Mr. Pierre Bazzucchi Mr. Matthieu Desinde Mrs. Severine Guillaume
Hungary	Ms. Erika Nemeth
Germany	Mr. Frank Wrobel Mr. Mark Wummel
Greece	Not represented
Iceland	Mr. Einar Einarsson
Ireland	Mr. Kieran Hogan
Italy	Mr. Luca Rocco
Latvia	Mr. Juris Puntaks Chair Mr. Valdis Blekte Secretary Mr. Jānis Liepiņš Mr. Aldis Adiņš
Lithuania	Mr. Justas Rašomavičius Mr. Virginijus Čiškauskas

Luxembourg	Mr. Claude Liesch Mr. Romain Lamberty
Malta	Not represented
Netherlands	Mr. Harry Jongenelen Mr. Jan Muns
Norway	Mr. Einar Årdalsbakke
Poland	Mr. Jerzy Kownacki Mr. Filip Skibinski
Portugal	Not represented
Romania	Mr. Eugen Alexandrescue Mr. Bogdan Toader
Slovakia	Mr. Peter Kalman Mr. Lubomir Moravčik
Slovenia	Mr. Tomaž Svetina
Spain	Mr. Ignacio Blanco Mr. Javier Fadrique Mr. Lluís Sans Gomis
Sweden	Mr. Pasi Paavola Ms. Linda Dahlgren
Switzerland	Mr. Stefan Wenger
United Kingdom	Mr. Derek Jones Mr. Mike Protheroe

AGENDA

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2. Adoption of the Agenda

3. Adoption of the minutes from Sibiu, Romania (23 - 24 September 2010)

4. Follow up on actions from the previous meetings

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- 4.2. Sibiu Agenda item 4.3.; Sofia Agenda item 5.3 2007/46/EC, Annex II, subparagraph 4.3: Symbol G *Swiss 2*
- 4.3. Sibiu Agenda item 4.10.; Sofia Agenda item 8.4 - Adoption of vehicles to use for disabled persons *Sweden 5*
- 4.4. Sibiu Agenda item 5.14. 2006/40/EC: Mobile Air Conditioning Systems *Germany 3*
- 4.5. Sibiu Agenda item 4.5.; Sofia Agenda item 5.7. - 2007/46/EC: CoC – Type of bodywork and wheelbase for single- axle trailers (*Germany 3*) *Sweden*

5. Items relating to Framework Directive 2007/46/EC (Motor Vehicles)

- 5.1. 2007/46/EC: Application to new vehicle type for Motor-caravans *France 1*
- 5.2. 2007/46/EC: Application of article 32 : recall of vehicles *France 4*
- 5.3. 2007/46/EC, EC661/2009: National type approval of small series *Sweden 1*
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- 5.5. 2007/46/EC: Certificate of Conformity for complete or completed vehicles of category N *Netherlands 4*
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- 5.7. 2007/46/EC: Body builder guidelines – status *Norway 1*
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- 5.9. 2007/46/EC: Retroactive extensions *Germany 4*
- 5.10. 2007/46/EC, EC661/2009: Numbering of GSR approvals *Netherlands 1*
- 5.11. 2007/46/EC, EC715/2007: Repair and Maintenance Information *France 2*
- 5.12. 2007/46/EC, EC715/2007: Framework directive 2007/46/EC – CoP measures and CO2 responsibilities *Germany 1*
- 5.13. EC183/2011: Individual approval of category M1 and N1 *Lithuania 2*
- 5.14. EC715/2007, EC385/2009, EC183/2011: Alternative Requirements *Austria 1*
- 5.15. EC715/2007, ECE R83: Requirements for petrol engines with stop-start technology *UK 1*
- 5.16. EC715/2007: New approval or extension and list of separate approvals according to Annex III, Part III *Germany 2*
- 5.17. 2005/55/EC: EC certificates of natural gas engines *France 6*
- 5.18. EC661/2009: Definition of “New type of vehicle” AEBS/LDWS *Spain 1*
- 5.19. EC661/2009: Installation of Daytime Running Lamps *Spain 2*
- 5.20. ECE Regulations: E-mark on the vehicle *Netherlands 2*
- 5.21. 2001/85/EC, ECE R107: Buses and coaches *Netherlands 7*
- 5.22. ECE R107, ECE R13: EC braking and carriage of passengers *France 5*
- 5.23. ECE R13: Braking system *Lithuania 3*
- 5.24. ECE R13: R13 test reports according annexes 19-21 *Germany 6*
- 5.25. 2007/46/EC, EC3821/85, 75/443/EC: EC speedometer and tachograph measurement method *France 7*
- 5.26. 70/221/EEC: Fuel tanks installed on trailers *Latvia 2*
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- 5.28. 72/245/EEC: 24GHz narrowband short-range radar *UK 3*
- 5.29. ECE R48: Section 6.2.8 tell-tale operation *UK 5*
- 5.30. ECE R48: Location of front retro reflectors on O category trailers *Latvia 3*
- 5.31. 76/756/EEC, ECE R48: Installation of lighting and light-signalling devices *Germany 3*
- 5.32. 2007/35/EC, ECE R48: Conspicuity markings *Lithuania 1*
- 5.33. 91/226/EEC: Spray-suppression systems *Netherlands 5*
- 5.34. 91/226/EEC: Text of Directive 91/226/EEC *Germany 5*
- 5.35. EU19/2011: Statutory plate *Netherlands 6*
- 5.36. 76/114/EEC Completion of statutory plate *Norway 2*

6. Items relating to Framework Directive 2002/24/EC (Motor Cycles)

- 6.1. 2002/24/EC, 93/93/EEC: Mass of the passenger *France 3*

7. Items relating to Framework Directive 2003/37/EC (Agricultural and Forestry Tractors)

- 7.1. 97/68/EC: Certificate approval number format for petrol engines *UK 4*
- 7.2. 2005/25/EC, 97/68/EC: Approval of engines for tractors with a power output of 19 – 37 kW *Romania 2*

8. Miscellaneous

- 8.1. Short report of the ETAES-Meeting *Germany*
- 8.2. Short report of the Multi-Stage Subgroup *Germany*
- 8.3. Launching a questionnaire concerning the national procedures applicable for the registration in the following situations *Romania 3*
- 8.4. Commission attendance at the TAAM *Germany*
- 8.5. Mobile Air Conditioning refrigerant *Germany*
- 8.6. Information shown on Certificate of Conformity *Romania*

9. Future Meetings

- 9.1. 2011 Q3/Q4: to be discussed
- 9.2. 2012 Q1/Q2: to be discussed

1. Opening of the meeting

TAAM Minutes:

The delegates were welcomed by the Minister of Transport of the Republic of Latvia Mr. Uldis Augulis. The meeting was chaired by Mr. Juris Puntaks (Road Traffic Safety Directorate).

2. Adoption of the Agenda

TAAM Minutes:

The proposed meeting Agenda was accepted with the addition of three informal questions under Miscellaneous as follows:

8.4 Commission attendance at the TAAM - Germany

8.5 Mobile Air Conditioning refrigerant - Germany

8.6 Information shown on Certificate of Conformity - Romania

3. Adoption of the minutes from Sibiu, Romania (23-24 September 2010)

TAAM Minutes:

The minutes from the previous TAAM meeting held in Sibiu, Romania (23-24 September 2010) were adopted subject to amendments to the conclusions for Item 5.1 Question 2 and Item 5.10 Questions 1 and 2 as follows:

Item 5.1

Question 2: Solution A. The meeting accepted that a manufacturer may have more than one representative to cover a range of vehicle types but there can only be one representative designated for each vehicle type.

Item 5.10

Question 1: The meeting agreed that virtual testing for ESC is allowed (Solution 1B) because R13H is accepted by 2007/46/EC for Whole Vehicle approvals (under the provisions of Annex IV Part II), and because R13H itself specifically allows virtual testing (Annex 9 -Appendix 1 - use of the dynamic stability simulation).

Question 2: The meeting supported Solution 2B noting that a Type Approval Authority can always ask for a copy of the test report, if more clarification is required.

4. Follow up on actions from the previous meetings

- 4.1. Sibiu Agenda item 4.1.; Sofia Agenda item 4.1.; Brdo Agenda Item 4.2.;
Bern Agenda Item 4.3.; Edinburgh Agenda Item 5.2. - 2007/46/EC Annex XVII:
Multi-stage EC type approval, *the Netherlands 2*

Questions by the TAAM delegation of the Netherlands

Directive or Regulation number:
- 2007/46/EC
Subject:
WVTA; Multi-stage EC Type-Approval

Reference to Annex, etc in the Directive or Regulation:
- Annex XVII; Procedures to be followed during multi-stage EC Type-Approval 1 General 1.1

Text:
<i>The satisfactory operation of the process of multi-stage EC type-approval requires joint action by all the manufacturers concerned. To this end approval authorities must ensure, before granting first and subsequent stage approval, that suitable arrangements exist between the relevant manufacturers for the supply and interchange of documents and information such that the completed vehicle type meets the technical requirements of all the relevant regulatory acts as prescribed in Annex IV or Annex XI. Such information must include details of relevant system, component and separate technical unit approvals and of vehicle parts which form part of the incomplete vehicle but are not yet approved.</i>

Question:
What proof is required to be provided by the last stage (incomplete and completed vehicles) manufacturer to be in compliance with this requirement?

Solutions:		
A	A signed contract between the manufacturers involved	
B	A signed contract with the importer (not being the official representative) is also sufficient	
C	Prove that the manufacturer can have access to the part Approvals of the previous stage(s)	

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A	X	
B		X
C		X

Authority:	
Type approval Authority e/E	4

Remarks:

TAAM Minutes:
It has been agreed that Agenda item 4.1. will be discussed together with the Agenda item 8.2. in the light of report of Multi-stage Subgroup.

4.2. Sibiu Agenda item 4.3.; Sofia Agenda item 5.3 2007/46/EC, Annex II, subparagraph 4.3: Symbol G, *Switzerland 2*

BACKGROUND

One of the conditions mentioned in directive 2007/46/EC (annex II, subparagraph 4.3) for classification of a lorry (category N₃) as an off-road vehicle is that all wheels can be driven simultaneously. Recently more and more vehicles with auxiliary drive (for instance hydrostatical front wheel drive) have been put on the market. Some manufacturers count these vehicles as all-wheel drive vehicles, though the auxiliary drives are often limited in speed and torque.

<i>Wording of directive 2007/46/EC, annex II, subparagraph 4.3:</i>
<i>4.3. Vehicles in category M3 with a maximum mass exceeding 12 tonnes or in category N3 are to be considered to be off-road vehicles <u>either if the wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following requirements are satisfied:</u></i>

Major Concern

Considering that directive 2007/46/EC, annex II, subparagraph 4.3 doesn't say anything about neither a minimum torque nor a minimum speed of a drive wheel, we fear that manufacturers of vehicles with very weak or very slow auxiliary drives (or even token auxiliary drives) could demand to classify their vehicles as off-road vehicles in the sense of the directive in order to obtain the associated facilitations and advantages.

Questions:

1.) Do you always consider a wheel that is propelled by an auxiliary drive as a drive wheel or do you support a limitation for slow or weak auxiliary drives? **Answer:**

- A) We think that wheels propelled by an auxiliary drive should always be considered to be drive wheels.
- B) We support the idea that weak and slow auxiliary drive wheels can only be counted as drive wheels when certain minimal requirements are met.

2.) In case you have chosen answer B, do you support adding a corresponding detailed definition in directive 2007/46/EC? **Answer:**

- A) yes
- B) no

Comments:

Authority:

TAA code: „e”
 „E”

TAAM Minutes:

It was noted that there had not yet been a response from the Commission and, furthermore, this issue is not addressed by the draft text for amending Annex 2 of 2007/46/EC.

There was some concern that manufacturers might present 'artificial' specifications to avoid some specific legislative requirements and it was agreed that this item should be referred to the next Type Approval Authorities Experts Group meeting (to be held on 6 June 2011).

In the meantime, it was agreed that the Authorities should deal with this issue on a case by case basis.

4.3. Sibiu Agenda item 4.10.; Sofia Agenda item 8.4 - Adoption of vehicles to use for disabled persons, *Sweden 5*

SUBJECT: Adaption of vehicles to use for disabled persons

DIRECTIVE: Miscellaneous

The approach on how to approve vehicles that are adapted, e.g. by using special seats (or other equipment besides the regulated wheel chair places) to be used by disabled persons is different in the member states. In most states a WVTA is compulsory, and there are also a few vehicle manufacturers that include adapted vehicles as variants in their WVTA's, but in some states even though a WVTA is compulsory there is a possibility to get exemptions for this type of adaption.

The Swedish authority has been contacted by CAPI that is an international organization working for a mutual approach in the member states in matters concerning vehicles to be used by disabled persons. One of their goals is to make it possible to get type approvals for components to be used in M₁ vehicles for adaptation of the vehicle for disabled persons.

Our question is if we may send a query to the member states of the TAAM to find out

- 1) How this is regulated in your country and
- 2) If you have any interest in a possible mutual view on these questions

TAAM Minutes:

The Swedish delegation did not report any development on the subject matter. It has been agreed to remove this item from the Agenda. The Swedish delegation will then re-introduce this item when they have information to present.

4.4. Sibiu Agenda item 5.14. 2006/40/EC: Mobile Air Conditioning Systems, *Germany 3*

Issue

With effect from 1 January 2011 Member States shall no longer grant EC type-approval or national type-approval for a type of vehicle fitted with an air conditioning system designed to contain fluorinated greenhouse gases with a global warming potential (GWP) higher than 150.

The anticipated new refrigerant with a GWP < 150 is R-1234yF.

The directive 2006/40/EC has apart from the GWP no requirements for the refrigerant. The new refrigerant is under discussion in Germany because of the chemical characteristics (flammability, potential outcome of hydrofluoric acid in case of fire).

With regard to the refrigerant and to the type-approval process there are some open points to discuss:

Question:

1. There are no technical requirements for air conditioning systems or components with a **GWP < 150** (e.g. no leakage rate). Is a type-approval still necessary for such systems or components?
2. Is there a discussion in your country about the risks of R-1234yF?
3. Will you take into account the possible risks by the refrigerant R-1234yF when granting a system approval or a whole vehicle type-approval?

Prescription

Directive 2006/40/EC and Regulation (EC) No 706/2007.

Possibilities of solution

Comments

1	A	Yes, a type-approval of the system is still necessary	It's a type-approval without technical requirements (the manufacturer shall deliver only the information document to the approval authority)
1	B	No, an approval of the system is not necessary.	
1	C	Yes, a type-approval of components is still possible	There are no requirements in the directive and regulation.
1	D	No, a type-approval of components is not longer possible.	

Type approving authority "e"	1
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Selection of solution		accepted	Refused
	A	X	
	B		X
	C		X
	D	X	

TAAM Minutes:

The German delegation reported that the assessment of manufacturer's measures against potential risks associated with the use of new refrigerant HFO-1234yf (2,3,3,3-Tetrafluoropropene) is ongoing.

Question is reported to next TAAM pending the outcome of the assessment.

4.5. Sibiu Agenda item 4.5.; Sofia Agenda item 5.7. - 2007/46/EC: CoC – Type of bodywork and wheelbase for single- axle trailers (*Germany 3*), *Sweden*

The Swedish Registration Centre has quite a lot of problems with this issue.

We have not received any information if Part B in the Sofia 5.7 question (the question is included on page 2) has been handled in the Masses and dimensions subgroup of TCMV.

Has this item been handled in the TCMV? Does any MS have more information in this matter?

TAAM Minutes:

In order to avoid possible confusion arising from an uncertainty concerning the definition of the wheelbase given in Annex I of the Directive 2007/46/EC and the data required on the CoC, this item should be referred to the next Type Approval Authorities Experts Group meeting (to be held on 6 June 2011).

5. Items relating to Framework Directive 2007/46/EC (Motor Vehicles)

5.1. 2007/46/EC: Application to new vehicle type for Motor-caravans

France 1

- **Regulation number :**

- Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

- **Text of Directive 2007/46/EC**

ANNEX XVIII – Certificate of origin

[...]

ANNEX XIX – Timetable for the enforcement of this directive in respect of type-approval

Categories concerned	Enforcement dates		
	New types of vehicles Optional	New types of vehicles Obligatory	Existing types of vehicles Obligatory
M1	s.o. (*)	29 april 2009	s.o. (*)
Special-purpose vehicles of category M1	29 april 2009	29 april 2011	29 april 2012
Incomplete and complete vehicles of category N1	29 april 2009	29 october 2010	29 october 2011
Completed vehicles of category N1	29 april 2009	29 october 2011	29 april 2013
Incomplete and complete vehicles of categories N2, N3, O1, O2, O3, O4	29 april 2009	29 october 2010	29 october 2012

- **Issue**

Motor-caravans are approved in 2 or 3 steps based actually on a certificate of origin for the first stage incomplete vehicle (application of annex XVIII of 2007/46, because of the non-mandatory of WVTA for N1 or N2 vehicle up to now.

Annex XIX of 2007/46 will oblige the manufacturers of incomplete vehicle to be European type-approved at 29 October 2011.

At that date, the use of certificate of origin will not be permitted anymore for a N1 incomplete vehicle, so the manufactures of motor-caravans will have to use the WVTA of the N1 incomplete vehicle.

The problem is that some of the second stage approvals are actually 2001/116 approved, but the N1 incomplete vehicle will be a 2007/46 approved, that is quite strange....

Question : the reference to the 2007/46 WVTA of the first stage (other than to the certificate of origin) in the EC type-approval certificate (side 2 ,annexe VI of 2007/46) will impose to have one (or more) 2007/46 New Vehicle Type for the approval of the 2nd stage ?

Remark :

Special-purpose vehicles of category M1 (like motor-caravans) will have to be type-approved under 2007/46 at 29 April 2012 (line 2 of the timetable Annex XIX of 2007/46)

Possibilities of solution

Comments

Question 1 :

	A	Yes, new types of vehicle have to be create	Certificates of origin may use to cover more than one type in WVTA for the first stage. Even if the 2 nd stage vehicle do not change, it is an administrative new vehicle type.
	B	No, this change of reference of the first stage do not impose to create one or more new vehicle type	
	C	Other solution	

Type approving authority « e »	2
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Selection of solutions		Accepted	Refused
Question 1			
	A	X	
	B		X
	C		X

TAAM Minutes:

The view of the meeting was that this issue should be considered on a case by case basis because, depending on the situation, solutions A and B could both be accepted.

- **Regulation number :**

- Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

- **Text of Directive 2007/46/EC**

Article 32 : Recall of vehicles

[...]

2. The manufacturer shall propose to the approval authority a set of appropriate remedies to neutralise the risk referred to in paragraph 1.

The approval authority shall communicate the proposed measures to the authorities of the other Member States without delay.

- **Issue**

, According to article 48 of Directive 2007/46/EC, « Member States shall adopt and publish, before 29 April 2009, the laws, regulations and administrative provisions necessary to comply with the substantive amendments of this Directive. They shall apply those provisions from 29 April 2009 ».

In application of article 32, item 2 of the framework directive 2007/46/EC, France (via the Centre National de Réceptions des Véhicules, responsible of vehicle's recall procedure in France) inform the approval authorities of the other Member States of the recalls of vehicles type-approved by France, as it is state in our national law.

Question :

- A) Who is in charge in your country of the implementation of the provisions of Article 32 of directive 2007/46/EC ?
- B) Secondly, by which method or mean (Rapex, letters, e-mail...), and to which authorities (TAA, ministry of transport, ministry in charge of market surveillance...)?
- C) Finally, do you have a standard document intended to communicate vehicle's recall ?

Type approving authority « e »	2
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Possibilities of solution

Comments

For FRANCE

A	The French TAA is in charge of vehicle's recall	CNRV Autodrome de Linas BP n° 10211 91311 MONTHLERY cedex – France cnav@developpement-durable.gouv.fr christine.force@developpement-durable.gouv.fr
B	Information transmitted by e-mail and letter, to other TAA	
C	A standard document is available	See below

Annexe 8

**MODÈLE DE NOTIFICATION DE RAPPEL DE VÉHICULES
EN APPLICATION DE L'ARTICLE 32 DE LA DIRECTIVE 2007/46/CE**

Formulaire de notification de campagne de rappel

Constructeur :
Interlocuteur au sein de l'entreprise (dont numéro de téléphone et adresse électronique) :.....
Marque :
Numéro de réception européenne des véhicules concernés par l'opération :
Et appellation commerciale des véhicules :
Nombre de véhicules concernés en France :
Nombre de véhicules concernés dans les autres pays (par pays) :
Période de fabrication ou plage des numéros de série à 17 caractères (liste annexée si séries nombreuses) :
Description de l'anomalie/conditions de survenance/conséquences éventuelles :
Nombre et description des incidents survenus/éléments d'appréciation du risque :
Remède/actions correctives/description de l'intervention :
Mode de contact des possesseurs des véhicules (par pays, avec copie des courriers envoyés) :
Mode de contact des réseaux constructeurs (par pays, avec copie des courriers envoyés) :
Date de lancement de l'opération (par pays si différente) :
Objectif de fin de campagne (% et date, par pays si différent) :
Divers :
Annexes (dont liste des interlocuteurs européens si récemment mise à jour) :
Date et signature :

Formulaire d'information aux Etats membres

Numéro de la notification attribué par le CNRV :
Constructeur :
Interlocuteur du pays concerné au sein de l'entreprise (dont numéro de téléphone et adresse électronique) :
Marque :
Numéro de réception européenne des véhicules concernés par l'opération :
Et appellation commerciale des véhicules :
Nombre de véhicules concernés dans le pays :
Période de fabrication ou plage des numéros de série à 17 caractères :
Description de l'anomalie/conditions de survenance/conséquences éventuelles :
Remède/actions correctives/description de l'intervention :
Mode de contact des possesseurs des véhicules dans le pays :
Mode de contact des réseaux constructeurs dans le pays :
Date de lancement de l'opération dans le pays :
Objectif de fin de campagne dans le pays (% et date) :
Date et signature :

TAAM Minutes:

The meeting agreed to use the RAPEX system on condition that VIN and/or Type Approval number is supplied for the affected vehicles.

The meeting agreed to provide the requested information to France.

SUBJECT: National type approval of small series

DIRECTIVE: 2007/46/EC and for example EC-regulation 661/2009

DIRECTIVE 2007/46/EC

TEXT: *Article 3.3*

Article 3.3.national type-approval' means a type-approval procedure laid down by the national law of a Member State, the validity of such approval being restricted to the territory of that Member State;

TEXT: *Article 23*

National type-approval of small series

1. In the case of vehicles produced within the quantitative limits specified in Section 2 of Part A of annex XII, Member States may waive one or more of the provisions of one or more of the regulatory acts listed in Annex IV or Annex XI, provided that they lay down relevant alternative requirements.

'Alternative requirements' mean administrative provisions and technical requirements which aim to ensure a level of road safety and environmental protection which is equivalent to the greatest extent practicable to the level provided for by the provisions of Annex IV or Annex XI, as appropriate.

.....

EC-REGULATION 661/2009 (GSR)

TEXT: *Article 13*

Type-approval of vehicles, components and separate technical units

12. With effect from 1 November 2013 national authorities shall refuse, on grounds relating to the areas of vehicle safety covered in Article 10, to grant EC type-approval or national type-approval in respect of new types of vehicle of categories M 2 , M 3 , N 2 and N 3 , where such vehicles do not comply with this Regulation and its implementing measures.

QUESTION / PROBLEM /CONCERN:

Article 23 of the frame-directive 2007/46/EC says that the member states may have relevant alternative requirements to the requirements listed in Annex IV or XI.

The regulation 661/2009 is a separate regulation for the purposes of the Community type-approval procedure provided for by Directive 2007/46/EC. The regulation amends Annex IV or XI in 2007/46/EC (adds row nr 63). Therefore the requirements in 661/2009 shall apply when issuing an EU-type approval.

Shall these requirements also apply when issuing a national type-approval of a vehicle type produced in small series?

A	The member states must follow article 13.12 in regulation 661/2009 when issuing a national type-approval of a new vehicle type produced in small series - which means that such vehicle types must have an advanced emergency braking system that fulfils the requirements of the regulation and its implementing measures (technical requirements in a new ECE-regulation).	
B	It is up to the member state to regulate advanced emergency braking systems when it comes to national type approval. The member state shall have requirements that ensure a level of road safety and environmental protection which is equivalent to the greatest extent practicable to the level provided for by the provisions of Annex IV or Annex XI in 2007/46/EC.	

Type approving authority "e"	5
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Selection of solution		accepted	refused
	<i>A</i>		
	<i>B</i>		

TAAM Minutes:

The meeting agreed on the solution B, noting that, within the structure of the EC Type Approval Framework Directive, Article 23 takes precedence over Annex IV.

Directive or Regulation number:
2007-46-EG
Subject:
Type approval

Reference to Annex, etc in the Directive or Regulation:
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Text:

Question:
Is it possible to give an European type approval (WVTA and CoC) on vehicles with an Euro IV- engine that may no longer be sold in Europe?

Solutions:		
A	Yes.	
B	No.	

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A		X
B	X	

Authority:	
Type approval Authority e/E	4

Remarks:

TAAM Minutes:

The meeting agreed on the solution B because WVTA applies to EU market together with applicable dates. Consequently, granting of WVTA is not possible later than the given deadline.

Supplementary Notes:

- Although this question relates to vehicles intended for markets outside EU where national authorities may recognize EC Whole vehicle approvals in their respective territories, this does not allow EU MS to disregard the provisions of Acquis.
- For special purpose vehicles covered by Annex XI of 2007/46/EC there may be some derogations related to the emissions standard of the base vehicles.

5.5. 2007/46/EC: Certificate of Conformity for complete or completed vehicles of category N

Netherlands 4

Directive or Regulation number:

2007/46/EC as amended by Regulation (EC) No 385/2009

Subject:

Certificate of Conformity for complete or completed vehicles of category N

Reference to Annex, etc in the Directive or Regulation:

Annex IX, Side 2, points 1. and 1.1.

Text:

1. Number of axles: and wheels:

.....

1.1. Number and position of axles with twin wheels:

Question:

In case of complete or completed vehicles of category N the manufacturer shall indicate on side 2 of the CoC:

1. Number of axles: and wheels:

1.1. Number and position of axles with twin wheels:

In the framework directive for category L vehicles we have the provision that twin-wheels shall be counted as one wheel, but 2007/46/EC has not such a provision. We noticed that different interpretations are possible on the value that has to be given in case of twin wheels.

One interpretation is that a twin wheel shall be counted as one wheel. The entries on the CoC, in case of for example a vehicle with one front axle with single wheels and one rear-axle with twin wheels shall then be:

1. Number of axles:2..... and wheels:4.....

1.1. Number and position of axles with twin wheels:1/2.....

The other interpretation is that a twin wheel is counted as two wheels. The entries on the CoC shall then be:

1. Number of axles:2..... and wheels:6.....

1.1. Number and position of axles with twin wheels:1/2.....

RDW would like to have guidance from TAAM.

Solutions:		
A	A twin wheels shall be counted as one wheel	
B	A twin wheel shall be counted as two wheels	

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A		
B		

Authority:	
Type approval Authority e/E	4

Remarks:

TAAM Minutes:
The meeting agreed on the solution B, bearing in mind that some degree of flexibility is necessary for the manufacturers to introduce this approach.

Issue

Minimum load capacity of the trailers intended for the carriage of goods, like open box, platform, van trailers and others is not stated in regulatory acts related to the whole vehicle type approval or approvals for separate units and parameters. In the information document for WVTA of O1 category vehicles a manufacturer has included trailers with the total mass 750 kg, length 8 m and even more, and mass in running order about 650 kg. Despite of the lack of requirements in regulatory acts, it seems illogical to use a such trailer with the load capacity about 100 kg or in some cases even less. Towing the trailer to carry so small load also contradicts the environment protection issues and traffic safety.

In our opinion, trailers with the parameters mentioned above shall be classified as O2 category, and must be fitted with a braking system. It does not apply to special purpose trailers like compressor, electric generator and others.

Question: What is the minimum practically permissible load capacity of the trailers of O1 category intended for the carriage of goods for whole vehicle type approval purposes?

Possibilities of solutionComments

A	Load capacity must be 250 kg or more	For national type approvals of O1 category vehicles we require at least load capacity 250 kg for trailers intended for carrying of goods
B	Load capacity must be 100 kg or more	
C	Load capacity is not stated in regulatory acts and therefore technical parameters (total mass, length, width and following mass in running order) could be freely determined by the manufacturer and accepted by the type approval authority	

Type approving authority "e"	32
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Selection of solution		accepted	refused
	A	X	
	B		X
	C		X

Other opinion / comment:

TAAM Minutes:
The meeting agreed on the solution C. Minimum load capacity is not required by legislation.

For discussion:

Norwegian Approval Authorities experience that many N1- vehicles have 2. seat rows according to their EC-WVTA and COC. In Norway low-tax N1 vehicles are only accepted with one seat-row (if two or more rows, there is full taxation). As a result one needs a new (2. stage) approval, where the conversion in 2.stage is the removing of rear seat-row.

If the manufacturer in 1.stage refuse to remove the 2. seat row, the importer of the vehicle will apply for 2.stage approval in Norway, with this small conversion. This raises the following questions:

- A. Will the approval authorities in other EC-countries accept an importer of a vehicle as a 2.stage manufacturer in such cases?
- B. If ‘yes’ to question A, the approval authorities in other EC-countries accept the importer of a vehicle as a 2.stage manufacturer if the conversion is done by a 3rd party, and not by the importer him/herself?
- C. According to 2007/46 art. 12 and annex X the COP/quality-systems for the manufacturer is an important part in connection with type-approval. How does the approval authorities in other EC-countries interpret this requirement? Does the approval authority need to check the COP/quality systems for the responsible, 2. stage manufacturer (the importer), the 3rd party, (see question B) or both?

Type approval authority “e”	16
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	Possibilities of solution	Accepted	Refused
A			
B			
C			

TAAM Minutes:

The meeting agreed as follows:

Question A: Importer may act as a second stage manufacturer, if it is agreed by the base vehicle manufacturer. This would be acceptable provided the process is fully compliant with the multi-stage provisions of 2007/46/EC. Guidance is provided in the Multi-stage subgroup report (Agenda item 8.2).

Question B: If the production is carried out by the 3rd party, it could be assumed as an assembly plant of the 2nd stage production. This would be acceptable provided all the COP provisions could be satisfied.

Question C: The COP audit must take account of all aspects of the vehicle manufacturing process. COP shall be done at both manufacturer (importer) and assembly plant (3rd party).

Regulation number:

Directive 2007/46/EC, Article 27, Registration, sale and entry into service of end-of-series vehicles (applicable also for the Directives 2004/24/EC and 2003/37/EC)

Text:

Article 27

1. Subject to the limits specified in Section B of Annex XII, and in respect only of a limited period of time, Member States may register and permit the sale or entry into service of vehicles conforming to a type of vehicle whose EC type-approval is no longer valid.

3. A manufacturer who wishes to benefit from the provisions of paragraph 1 shall submit a request to the competent authority of each Member State concerned by the entry into service of the vehicles in question. The request must specify any technical or economic reasons preventing those vehicles from complying with the new technical requirements.

Background

According to the framework Directive, the request for the 'end-of-series' procedure shall be submit by the vehicle manufacturer (or his representative) to the member state where the vehicle will be registered. A particular case is when the vehicle is individual bought from another member state. In this case, the vehicle is not available on the list submitted to the competent authority of the state of destination. This situation creates administrative problems for the owner of the vehicle and for the competent authority in the application of the 'end-of-series' procedure.

Question 1:

What is the procedure to be followed in the case of a vehicle individual bought from another member state than the state where the vehicle will be registered?

Possibilities of solutions	Comments
A. The owner of the vehicle must request to the dealer a confirmation that his vehicle is on the list submitted by the manufacturer to the approval authority of the state where the vehicle was bought	A such approach is difficult especially for a natural person
B. The approval authority of the state where the vehicle will be registered must request to the approval authority of the state where the vehicle was bought a copy of the list submitted by the manufacturer	A such approach could extend the period of the registration
C. The manufacturer has to submit a copy of his requests (by e-mail) to all approval authorities	This could involve a modification of the framework directive

Type approval authority “e”	19
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Selection of solutions	Accepted	Refused
A.		
B.		
C.		

Question 2:

Having in view the limits provided in Section B of Annex XII, for which state the vehicle is counted?

Selection of solutions	Accepted	Refused
A. For the state where the vehicle was bought		
B. For the state where the vehicle will be registered		

TAAM Minutes:

Question 1:

Having discussed the matter, the meeting confirmed that it is the manufacturer’s responsibility to make the arrangements and agreed on the new Option D which is as follows:

The manufacturer has to submit a request to the Approval Authority of the Member State in which the vehicle is to be registered.

Question 2:

The meeting agreed on the solution 2B.

Issue

The WVTA of a vehicle type is undergoing a constant change and will be amended by several/many extensions and revisions. There are cases where a later extension e.g. exx*2001/116*1234*07 is stating that the changes which have been made will also be applicable for earlier extensions (e.g. ...*05). This is sometimes the case where due to changes in the legislation a technical feature which was always available for that vehicle type is now tested, approved and described in the extension ..*07. (e.g. Brake Assistant System (BAS) of (EC) 78/2009. The CoC of the produced vehicles are already delivered and will refer to the different extensions.

Often the earlier stages would state a level of a single legal act that would no longer allow the vehicle to be registered. (*Transitional provisions or new legislation/single legal act*)

A possible way to deal with this issue would be to change/exchange the CoC using the reference to the newer WVTA-extension.

Question:

Is it possible to state a retroactive validity of a different single approval stage in a later extension and therefore upgrade an older extension? Or would it be the better way to change the CoC and use the newer extension? (Since from a technical point of view the vehicle hasn't been changed)

Prescription**Framework directive 2007/46/EC****Possibilities of solution****comments**

1	No	It is not possible to 'upgrade' an older approval-extension concerning a single legislation inside the WVTA. The vehicle has to undergo the end-of-series scheme if the concerned single legislation is no longer fulfilled for that extension stage.
2	Yes	A later extension can also upgrade earlier extensions if the vehicle hasn't been changed until then.
3	No and it's allowed to exchange the CoC	The CoC referring to ext....*05 may be exchanged by a new CoC referring to*07

Type approving authority "e"	1
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Selection of solution		accepted	Refused
	1	X	
	2		X
	3	?	

TAAM Minutes:

The meeting supported Solutions 1 and 3.

It was agreed that it would be acceptable to issue a replacement CoC for a vehicle, without any technical modification of the vehicle, provided that the vehicle can still be considered to be within the COP control of the manufacturer and that it fully meets the technical specification related to the approval status shown on the new CoC.

Directive or Regulation number:
General Safety Regulation (EG) No. 661/2009 and Framework Directive 2007/46/EC
Subject:
Numbering of GSR approvals

Reference to Annex, etc in the Directive or Regulation:
2007/46/EC, Annex VIII, point 1

Text:

Question:
<p>Annex VIII to 2007/46/EC describes exactly how the approvals for the regulatory acts mentioned in Annex IV have to be numbered. We all know that an approval on 70/222/EEC means a registration plate approval. However, taking the provisions of implementing regulation (EU) 1003/2010 on the space and mounting of rear registration plates as an example, the application of Annex VIII would result in the following type approval number: e4*661/2009*1003/2010*1234*00 for an approval under the General Safety Regulation. After each amendment of the implementing regulation on registration plates section 3 of the type approval number will change and from that moment every recognition of the technical topic covered by that approval from the type approval number will be disappeared. The Commission promised that the implementing measures for the GSR would give a solution for that problem.</p> <p>Annex I, Part 2 of regulation 1003/2010, gives the model for the type approval certificate. In the heading is stated that it “concerns an approval with regard to Regulation (EU) No 1003/2010, as last amended by Regulation (EU) No .../... (1)”. This means that the implementing measures are seen as the base directive and not the GSR. Following this principle the type approval number would be: e4*1003/2010*1003/2010*1234*00. In case of a future amendment of 1003/2010 in 2012 the type approval number would be: e4*1003/2010*.../2012*01.</p> <p>As it is already possible to grant approvals based on 1003/2010 in parallel to directive 70/222/EEC we will be faced with approvals for which the numbering system is not yet available. This has already resulted in a different approach by the Member States and that raised problems for the computer systems of the other Member States. In the absence of any guidance from the Commission the</p>

approval authorities should number the approvals in a harmonised manner.

How shall the type approval authorities number the approvals based on the implementing measures of the GSR, taking regulation 1003/2010 as an example?

Solutions:

A	e4*661/2009*1003/2010*1234*00	This is in line with Annex VIII to 2007/46/EC.
B	e4*1003/2010*1003/2010*1234*00	This is in line with the models for the type approval certificate given in the implementing measure.

Decision:

<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A		X
B	X	

Authority:

Type approval Authority e/E	4
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Remarks:

TAAM Minutes:

The meeting agreed on the solution B.

- **Regulation number :**

- Regulation 715/2007 amended EC/692/2008 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information.
- Directive 2007/46/EC establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

- **Text of Directive 2007/46/EC**

ANNEX XI - appendix 1

[...]

item 2a : Emissions (Euro 5 and 6) light-duty vehicles / access to information

for M1 with Technically permissible maximum laden mass > 2500 Kg and M2, requirement G + Q which :

G means : Requirements according to the category of the base/incomplete vehicle (the chassis of which was used to build the special purpose vehicle). In the case of incomplete/completed vehicles, it is acceptable that the requirements for vehicles of the corresponding category N (based on max. mass) are satisfied.

Q means : Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test. An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in the reference weight.

- **Text of Regulation 715/2007**

Chapter III : access to vehicle repair and maintenance information

Article 6

Manufacturers' obligations

1. Manufacturers shall provide unrestricted and standardised access to vehicle repair and maintenance information to ...

- **Issue**

- Special purpose vehicles of appendix 1 are built in 2 steps based on application of the provisions of Annex XI, appendix 1 of directive 2007/46.

In particular, in application of the letter Q, the first stage approval of requirements of item 2a (emissions) can be used for the 2nd stage, without further testing (if the engine is not changed).

In this case, no test and separate approval according to regulation 715/2007 is made for the 2nd stage manufacturer.

However, the requirements for access to vehicle repair and maintenance information are called by regulation 715/2007 amended 692/2008.

Question 1 : Without test or approval on 715/2007, are these 2nd stage manufacturers of SPV (appendix 1) subject to the requirements of access to vehicle repair and maintenance information ?

- Same approach for the 2nd stage manufacturers who do not have to make another approval on emissions 715/2007 (because the completed vehicle comply to the first stage approval)

for example, a bodybuilder putting a box or a tipper on a first stage chassis-cab, complying with in the reference mass of the first stage approval.

Question 2 : Without test or approval on 715/2007, are these 2nd stage manufacturers subject to the requirements of access to vehicle repair and maintenance information ?

Possibilities of solution

Comments

Question 1 :

A	Yes, These manufacturers have to comply to access to vehicle repair and maintenance information.	If yes, which procedure is used ?
B	No, These manufacturers do not have to comply to access to vehicle repair and maintenance information.	There is no test nor approval regarding regulation 715/2007 (application of letter Q)
C	Other solution	

Question 2 :

A	Yes, These manufacturers have to comply to access to vehicle repair and maintenance information.	If yes, which procedure is used ?
B	No, These manufacturers do not have to comply to access to vehicle repair and maintenance information.	There is no test nor approval regarding regulation 715/2007 (the 1 st stage approval can be used)
C	Other solution	

<i>Type approving authority</i> « e »	2
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Selection of solutions		Accepted	Refused
Question 1			
	A		X
	B	X	
	C		X
Question 2			
	A		X
	B	X	
	C		X

TAAM Minutes:

Noting that the repair and maintenance provisions of 715/2007/EC are not restricted to just emissions related items, the meeting decided to refer this item to the next Type Approval Authorities Experts Group meeting (to be held on 6 June 2011).

Issue

- a) Regulation (EC) 715/2007 (referring to UNECE R101) and the directive 80/1268/EEC are taking care of the CO₂ measurement. Until now the vehicle manufacturer states the Co₂ value without having to fulfil any limit values. The new Regulation (EC) 443/2009 sets target values for the vehicle fleet and provide fines/sanctions (*excess emissions premium*) for not reaching the CO₂ objectives (M1 130g...). For checking of the CoP concerning the emission of CO₂ as stated by the manufacturer there might be different approaches. There are cases where not only the approval authority which granted the approval but also other MS-TAA are visiting the factories to check the CO₂ values and actually carry out CO₂-CoP. Which MS-TAA is responsible for exercising the CoP on the manufacturers plant ? Is it allowed for a TAA which didn't grant the approval to do on site visits and check CoP?
- b) Today the manufacturer is stating the CO₂ value. He has to apply the above mentioned regulation or directive. Since no limit values have to be fulfilled until now to get an approval for CO₂ emissions, the directive and regulation seem to provide not completely clear provisions regarding the type-approval and CoP.

Question:

1. Who has to carry out the CoP checking?

2. Is it necessary to provide new and more clearer definitions and provisions concerning CO₂ emissions? And therefore to amend the (EC) 715/2007 especially for the CoP measures?

Possibilities of solution

comments

a	1	The TAA which granted the system approval?	This provides a clear responsibility and is in line with the 'normal' CoP approach.
	2	The TAA which granted the WVTAs?	There might be also a responsibility regarding the new Reg. (EC) 443/2009.
	3	Other TAA may also carry out CoP.	
b	1	Yes	It is necessary to amend the legislation.
	2	No	All the provisions for TA and CoP are clear enough and an amendment is not necessary.

Type approving authority "e"	1
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Selection of solution		accepted	Refused
	a1		
	a2		
	a3		
	b1		
	b2		

TAAM Minutes:

The meeting agreed on the solution a1 which means that mainly Type Approval Authority which has granted the system approval is responsible for CoP. Type Approval Authority which has granted the WVTA may also carry out the CoP, therefore solution a2 can be accepted.

There was a split view regarding Question 2. The major part of the meeting was in favour of the solution b2, but recognising that any change to the legislation had to be channelled through the appropriate working group (MVEG). It was agreed that those interested in amending the legislation (Germany, France and Spain) should prepare a proposal for consideration at the next TAAM prior to submission to the working group.

Issue

Regulation (EC) No 183/2011 prescribes requirements for the approval pursuant to Article 24 of complete vehicles belonging to category M1 and N1, produced in large series in or for third countries

Legislation:

Regulation (EC) No 183/2011

Appendix 2

"Requirements for the approval pursuant to Article 24 of complete vehicles belonging to category M1 and N1, produced in large series in or for third countries"

0. OBJECTIVE

A vehicle is deemed to be new where:

(a) it has never been registered previously; or

(b) it has been registered for less than 6 months at the time of the application for individual approval.

A vehicle shall be considered registered where it has obtained a permanent, temporary or short-term administrative authorization for entry into service in road traffic, involving its identification and the issuing of a registration number⁽¹⁾.

Question: Is this regulation mandatory to small series production or homemade vehicles?

Possibilities of solutionComments

A	Yes	The requirements should be applied.
B	No	This area is not an objective this regulation.
C	Other	

Type approving authority "e"	36
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Selection of solution		accepted	refused
	A	X	
	B		X

Other opinion / comment:

This regulation will introduce new definitions on new or used vehicles. How should these definitions be interpreted?

Situation: Vehicle was temporary registered in one of EU countries and has temporary documents. After 6 or more months vehicle owner comes to registration institution and wants to register the vehicle. Which registration should be issued: temporary or normal as this vehicle has been identified as used and has been already registered in EU?

TAAM Minutes:

The meeting agreed that requirements of the Regulation (EC) No 183/2011 apply to the vehicles of categories M1 and N1, produced in large series in or for third countries. Member States can choose to apply those requirements to small series production or homemade vehicles. The meeting supported Solution B.

Lithuania will prepare the question for the next TAAM related to the comment above – what kind and what term of the registration is to be determined in order to treat a vehicle as new or used in accordance with the requirements of the Regulation (EC) No 183/2011.

Background:

Art 3 (3) of Regulation (EU) No 692/2008 reads:

“3. As an alternative to the requirements contained in Annexes II, III, V to XI and XVI, small volume manufacturers may request the granting of EC type-approval to a vehicle type which was approved by an authority of a third country on the basis of the legislative acts set out in Section 2.1 of Annex I.”

Annex I, Section 2.1 of Regulation (EU) No 692/2008 reads:

2.1.1. List of legislative acts referred to in Article 3(3):

Legislative Act	Requirements
The California Code of Regulations, Title 13, Sections 1961(a) and 1961(b)(1)(C)(1) applicable to 2001 and later model year vehicles, 1968.1, 1968.2, 1968.5, 1976 and 1975, published by Barclay’s Publishing	Type-approval must be granted under the California Code of Regulations applicable to the most recent model year of light-duty vehicle.

Item 47 of Annex IX of the Framework Directive 2007/46/EC (Regulation (EC) No 385/2009) and the new Model D in Annex VI of the Framework Directive (Regulation (EU) No 183/2011) read:

“47. Exhaust emission level (g): Euro

Question:

What Euro Level should be entered in Item 47 if the California Code of Regulations is applied?

Possibilities of solution

A: Depending of the model year of the vehicle in question:

For vehicles up to model year 2011: Euro 4

For vehicles of model years 2012 ~ 2015: Euro 5

For vehicles of model years 2016 ~ ????: Euro 6

B: other solution

???

Type approving authority "e"	12
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Solution	accepted	refused
A	x	
B		
??		

TAAM Minutes:

The meeting agreed on the solution A with the words 'at least' added as follows:

Depending of the model year of the vehicle in question:

For vehicles up to model year 2011: At least Euro 4

For vehicles of model years 2012 ~ 2015: At least Euro 5

For vehicles of model years 2016 ~ ????: At least Euro 6

The meeting was reminded of the link between this question and Sofia TAAM Agenda Item 5.20.

BACKGROUND

According to the provisions of ECE R83.06 Annex 4 Appendix 1 each Type I Elementary Urban (Part One) test cycle includes 4 idle periods when the vehicle is at rest and the engine is in an idle condition. The notes for the drive cycle for a vehicle with a manual gearbox state that 5 seconds before the end of each of the first three idle periods the driver should depress (disengage) the clutch and select 1st gear.

Operation Number in Type I Urban test cycle	Time at Idle (secs)	Time period when gearbox in neutral and clutch engaged (secs)	Time period when gearbox in 1st gear and clutch disengaged (secs)
1	11	6	5
6	21	16	5
13	21	16	5
25	7	7	-

DISCUSSION

For conventional technology the clutch and gear selection procedure followed during the idle period normally has no effect on the emissions and fuel consumption results.

However, for some vehicles specified with engine stop-start systems and a manual gearbox a literal application of the test cycle procedure would result in up to 15 seconds of engine running (during each elementary urban cycle) when the engine might otherwise be stopped.

This is because many stop-start systems signal the engine to restart when the clutch is disengaged or a gear is selected (or a combination of both actions), rather than when the throttle is depressed and the clutch engaged in order to move off.

VCA's current position is to apply the requirements exactly according to the procedure specified in ECE R83.06 Annex 4 Appendix 1.

QUESTION

For vehicles specified with stop-start systems and a manual gearbox is it acceptable to allow the manufacturer to re-schedule the point at which the clutch is re-engaged and 1st gear is selected?

Possibilities of solution

Comments

	A	No, the Type I test drive cycle is clearly specified and must be followed literally	This will reward stop start systems that restart the engine when the driver begins to depress the throttle and engage the clutch more than those which only stop the engine when the gearbox is in neutral and the clutch is engaged. This reflects the relative benefits of these types of system that would be expected in real world use
	B	Yes, provided that all the non-idle parts drive cycle are followed exactly within the prescribed tolerances	This will provide the same benefit to all types of stop-start technology and may not reflect the relative benefits of the different technologies that would be expected in real world use

TAAM Minutes:

During the discussion it was apparent that, whilst most of the delegates who expressed an opinion were in favour of Solution A, some delegates supported Solution B. However, the delegates who supported Solution B also expressed a willingness to accept Solution A if necessary to achieve consistency.

The meeting recognised the importance of a common and consistent approach for this item and, to this end, the meeting eventually reached a consensus agreement in support of Solution A.

5.16. EC715/2007: New approval or extension and list of separate approvals according to Annex III, Part III

Issue

In the Annex III part III of the 2007/46/EC the vehicle manufacturer has to state the different single approvals for the different variants and versions. In this table the fulfilled emission level for each variant and version is clearly readable, because the emission approval number is including the letter of the table 1 of appendix 6 of Com-Reg. (EC) 692/2008 (attached). Different vehicle categories have to use the appropriate line/letter.

During the live of a vehicle, the system approvals are amended and also a WVTA will be amended with new approvals. There are cases where after fulfilling the emission-level A the same vehicle passes the test for e.g. the level F or J. The approval number therefore will contain the new letter.

Question:

Is it possible to amend an existing approval for a system type and grant an extension to the approval e.g from level A to level F?

Prescription

Framework Directive 2007/46/EC, Annex III, Part III and Reg. (EC) 715/2007 with (EC) 692/2008

Possibilities of solution

Comments

A	Yes	It is possible to grant an extension, because the emission and OBD level is clearly stated by the letter in the approval numbering. (A,F...J,..W..)
B	No	No the new level needs to create a full new approval and therefore contain the extension No*00!

Type approving authority "e"	1
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Selection of solution		accepted	refused
A			
B			

Annex: table 1 of appendix 6 of (EC) 692/2008

Appendix 6

EC Type –Approval Certification Numbering System

1. Section 3 of the EC type-approval number issued according to Article 6(1) shall be composed by the number of the implementing regulatory act or the latest amending regulatory act applicable to the EC type-approval. This number shall be followed by an alphabetical character reflecting the different vehicle categories in accordance with table 1 below. These alphabetical characters shall also distinguish the Euro 5 and 6 emission limit values to which the approval was granted.

Table 1

Character	Emissions standard	OBD standard	Vehicle category and class	Engine	Implementation date: new types	Implementation date: new vehicles	Last date of registration
A	Euro 5a	Euro 5	M, N ₁ class I.	PI, CI	1.9.2009	1.1.2011	31.12.2012
B	Euro 5a	Euro 5	M ₁ to fulfil specific social needs (excluding M ₁ G)	CI	1.9.2009	1.1.2012	31.12.2012
C	Euro 5a	Euro 5	M ₁ G to fulfil specific social needs	CI	1.9.2009	1.1.2012	31.8.2012
D	Euro 5a	Euro 5	N ₁ class II	PI, CI	1.9.2010	1.1.2012	31.12.2012
E	Euro 5a	Euro 5	N ₁ class III, N ₂	PI, CI	1.9.2010	1.1.2012	31.12.2012
F	Euro 5b	Euro 5	M, N ₁ class I.	PI, CI	1.9.2011	1.1.2013	31.12.2013
G	Euro 5b	Euro 5	M ₁ to fulfil specific social needs (excluding M ₁ G)	CI	1.9.2011	1.1.2013	31.12.2013
H	Euro 5b	Euro 5	N ₁ class II	PI, CI	1.9.2011	1.1.2013	31.12.2013
I	Euro 5b	Euro 5	N ₁ class III, N ₂	PI, CI	1.9.2011	1.1.2013	31.12.2013
J	Euro 5b	Euro 5+	M, N ₁ class I.	PI, CI	1.9.2011	1.1.2014	31.8.2015
K	Euro 5b	Euro 5+	M ₁ to fulfil specific social needs (excluding M ₁ G)	CI	1.9.2011	1.1.2014	31.8.2015
L	Euro 5b	Euro 5+	N ₁ class II	PI, CI	1.9.2011	1.1.2014	31.8.2016
M	Euro 5b	Euro 5+	N ₁ class III, N ₂	PI, CI	1.9.2011	1.1.2014	31.8.2016
N	Euro 6a	Euro 6-	M, N ₁ class I	CI			31.12.2012
O	Euro 6a	Euro 6-	N ₁ class II	CI			31.12.2012
P	Euro 6a	Euro 6-	N ₁ class III, N ₂	CI			31.12.2012
Q	Euro 6b	Euro 6-	M, N ₁ class I	CI			31.12.2013
R	Euro 6b	Euro 6-	N ₁ class II	CI			31.12.2013
S	Euro 6b	Euro 6-	N ₁ class III, N ₂	CI			31.12.2013
T	Euro 6b	Euro 6-plus IUPR	M, N ₁ class I	CI			31.8.2015
U	Euro 6b	Euro 6-plus IUPR	N ₁ class II	CI			31.8.2016
V	Euro 6b	Euro 6-plus IUPR	N ₁ class III, N ₂	CI			31.8.2016
W	Euro 6b	Euro 6	M, N ₁ class I	PI, CI	1.9.2014	1.9.2015	

Character	Emissions standard	OBD standard	Vehicle category and class	Engine	Implementation date: new types	Implementation date: new vehicles	Last date of registration
X	Euro 6b	Euro 6	N ₁ class II	PI, CI	1.9.2015	1.9.2016	
Y	Euro 6b	Euro 6	N ₁ class III, N ₂	PI, CI	1.9.2015	1.9.2016	

Key:

'Euro 5a' emissions standard = excludes revised measurement procedure for particulates, particle number standard and flex fuel vehicle low temperature emission testing with biofuel.

'Euro 6a' emissions standard = excludes revised measurement procedure for particulates, particle number standard and flex fuel vehicle low temperature emission testing with biofuel.

'Euro 5+' OBD standards = includes relaxed in use performance ratio (IUPR), NO_x monitoring for petrol vehicles and tightened PM threshold limits for diesel.

'Euro 6-' OBD standards = relaxed diesel OBD threshold limits, no in use performance ratio (IUPR).

'Euro 6- plus IUPR' OBD = includes relaxed diesel OBD threshold limits and relaxed in use performance ratio (IUPR)

Note: Article 4(7) only permits type-approvals according to characters W, X and Y to be performed once Euro 6 OBD thresholds have been introduced.

2. Examples of type-approval certification numbers.

- 2.1. An example is provided below of a first approval without any extensions of an Euro 5 light passenger vehicle. The approval was granted to the base regulation and its implementing regulation so the fourth component is 0001. The vehicle is of category M₁ represented by letter A. The approval was issued by the Netherlands:

e4*715/2007*692/2008A*0001*00

- 2.2. This second example shows a fourth approval for the second extension of an Euro 5 light passenger vehicle of category M₁G meeting the special social needs requirements (letter C). The approval was granted to the base regulation and an amending regulation in the year 2009 and was issued by Germany:

e1*715/2007*.../2009C*0004*02

TAAM Minutes:

The discussion indicated different approaches among the Authorities with the majority supporting the solution A.

All delegates indicated a willingness to be flexible, and the meeting eventually reached a consensus agreement in favour of the solution A noting that, once an extension has been granted to move to a new emissions approval level, it is not possible to further extend the approval to revert back to the earlier level.

- **Regulation number :**

Directive 2005/55/EC last amended 2008/74/EC relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles

- **Text of Directive 2005/55/EC last amended 2008/74/EC**

Annex 1

[...]

5. ENGINES MARKINGS

5.1 The engine approved as technical unit must bear :

[...]

5.1.4 In case of an NG engine one of the following markings to be placed after the EC type approval number

- L in case of the engine being approved and calibrated for the L range of gases
- HL in case of the engine being approved and calibrated for both the H range and L range of gases
- Ht in case of the engine being approved and calibrated for a specific gas composition in the H range of gases and transformable to another specific gas in the H-range of gases by fine tuning of the engine fuelling
- Lt in case of the engine being approved and calibrated for a specific gas composition in the L range of gases and transformable to another specific gas in the L-range of gases by fine tuning of the engine fuelling
- HLt in case of the engine being approved and calibrated for a specific gas composition in either the H range or the L range of gases and transformable to another specific gas in either the H range or the L-range of gases by fine tuning of the engine fuelling

- **Issue**

Considering natural gas engines and according to the point 5.1.4 of annex I, shall EC type approval number of gas natural engines include the markings previously described (e.g 2005/55*2008/74GL) ?

Possibilities of solution**Comments**

	A	Yes, EC type approval number of gas natural engines shall include the markings	
	B	No, EC type approval number of gas natural engines shall not include the markings	

<i>Type approving authority</i> « e »	2
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Selection of solutions		Accepted	Refused
	A	X	
	B		X

TAAM Minutes:

The meeting agreed on the solution B, that is, marking shall be placed after last section of the type approval number.

Directive or Regulation number
Regulation (EC) No 661/2009
Subject:
Definition of “New type of vehicle” AEBS/LDWS

Text:
<p><i>efinition of type of vehicle according to General Safety Regulation 661/2009:</i></p> <p>Regulation 661/2009 article 13, point 12</p> <p>“With effect from 1 November 2013 national authorities shall refuse, on grounds relating to the areas of vehicle safety covered in Article 10, to grant EC type-approval or national type-approval in respect of <u>new types of vehicle</u> of categories M2, M3, N2 and N3, where such vehicles do not comply with this Regulation and its implementing measures.”</p> <p>Regulation 661/2009 article 3, definitions</p> <p>“For the purposes of this Regulation, the definitions lay down in Article 3 of Directive 2007/46/EC shall apply.”</p> <p>Directive 2007/46/EC article 3, point 17</p> <p>“‘type of vehicle’ means vehicles of a particular category which do not differ in at least the essential respects specified in Section B of Annex II. A type of vehicle may contain variants and versions as defined in Section B of Annex II”</p> <p>Definition of type of vehicle according to AEBS proposal:</p> <p>Proposal AEBS (UNECE Regulation), definitions point</p> <p>“Vehicle type with regard to its Advanced Emergency Braking” means a category of vehicles which do not differ in such essential respects as:</p> <p>(a) <i>The manufacturer's trade name or mark,</i></p> <p>(b) <u>Vehicle features which significantly influence the performances of the Advanced Emergency Braking System,</u></p> <p>(c) <i>The type and design of the Advanced Emergency Braking System.</i></p> <p>Definition of type according to LDWS proposal:</p> <p>Proposal LDWS (UNECE Regulation), definitions point</p> <p>“Vehicle type with regard to its Lane Departure Warning System” means a category of vehicles which do not differ in such essential respects as:</p> <p>(a) <i>the manufacturer's trade name or mark,</i></p> <p>(b) <u>vehicle features which significantly influence the performances of the Lane Departure Warning System,</u></p> <p>(c) <i>the type and design of the Lane Departure Warning System.</i></p>

Concern:

The application date of the installation of AEBS and LDWS are defined in the General Safety Regulation. This application date could be understood as applicable for new type of vehicles (interpreted as a new WVTA) or for new system type approval (interpreted as a new type of vehicle in accordance to AEBS / LDWS regulation).

Questions:

A vehicle obtains the WVTA before 1 November 2013. After this date and before 1 November 2015 (application date for new registrations, sales and entries into service), could this vehicle change all braking system and increase its GVW (obtaining a new STA according UNECE Regulation No 13):

- a) Without being forced to install the AEBS?
- b) Without being forced to install the LDWS?

Solution			Accepted	Refused
A	Yes	This case is not understood as a new type of vehicle according to General Safety Regulation. Thus, it is not mandatory to install AEBS in this vehicle.	X	
	No	To change all the braking system and/or GVW will be understood as a new type of vehicle according to AEBS. Thus, it is mandatory to install AEBS in this vehicle.		
B	Yes	This case is not understood as a new type of vehicle according to LDWS regulation. Thus, it is not mandatory to install LDWS in this vehicle.	X	
	No	To change all the braking system and/or GVW will be understood as a new type of vehicle according to LDWS. Thus, it is mandatory to install LDWS in this vehicle.		
Authority				

TAAM Minutes:

The meeting agreed to await the relevant implementing measure for General Safety Regulation 661/2009. Question is reported to the next TAAM.

Directive or Regulation number
Regulation (EC) No 661/2009
Subject:
Installation of Daytime Running Lamps

Text:					
<p>UNECE Regulation 48 (04 series):</p> <p>According to this legislation, it is mandatory to install Daytime Running Lamps <u>only for new types</u> of vehicles from:</p> <ul style="list-style-type: none"> • N1 and M1 categories: 7/02/2011 • Other categories: 11/07/2012 <p>Directive 2008/89 amending Directive 76/756:</p> <p>According to this last amendment, it is mandatory to install Daytime Running Lamps <u>only for new types</u> of vehicles from:</p> <ul style="list-style-type: none"> • N1 and M1 categories: 07/02/2011 • Other categories: 07/08/2012 <p>Adopted proposal of amendments of Annex IV of General Safety Regulation 661/2009 “List of UNECE Regulations which apply on a compulsory basis”</p> <p>This annex IV indicates Regulation 48 amended as <u>04 series</u>:</p> <table border="1"> <tr> <td>48</td> <td>Installation of lighting and light-signalling devices on motor vehicles</td> <td>04 series of amendments</td> <td>OJ L 135, 23.05.2008, p. 1</td> <td>M,N,O</td> </tr> </table> <p>General Safety Regulation 661/2009:</p> <p>Application dates to fulfil UNECE Regulations:</p> <ul style="list-style-type: none"> • New types of vehicles: 01/11/2012 • New registrations, sales and entries into service: 01/11/2014 	48	Installation of lighting and light-signalling devices on motor vehicles	04 series of amendments	OJ L 135, 23.05.2008, p. 1	M,N,O
48	Installation of lighting and light-signalling devices on motor vehicles	04 series of amendments	OJ L 135, 23.05.2008, p. 1	M,N,O	

TAAM Minutes:

The meeting agreed that, for the example given, DRL would be required from 1 November 2014.

Supplementary note:

There was an additional discussion concerning the implications of the DRL introduction dates for an M1 category vehicle approved using the multi-stage process.

Taking the example of an existing type of vehicle with a valid R48 approval without DRLs, it was noted that if any lamps were modified, or added, during a second stage approval it would be necessary for the second stage manufacturer to obtain a new R48 approval.

This would now represent a 'new type' and, as such, the vehicle would now need to be fitted with DRLs (noting that Footnote G in Annex XI could provide some opportunity for derogation in the case of some types of special purpose M1 Category vehicles, e.g. motor homes based on N2, N3, M2 or M3 Category vehicles).

Directive or Regulation number:
All ECE Regulations
Subject:
E-mark on the vehicle

Reference to Annex, etc in the Directive or Regulation:
Various

Text:
<p>According to the various ECE legislations you have to put an E-mark on the vehicle. When checking some vehicles from the market the E-markings are not always there. Sometimes there are only a few presented and sometimes none. According to the legislation it is mandatory, to put this E-mark on the vehicle.</p> <p>From the manufacturers there is some resistance putting this E-mark on the vehicle. For EU they already have a WVTA number marked on the vehicle and they don't see the benefit of putting these additional markings.</p> <p>For countries outside the EU it seems that they not always requiring this E-mark either.</p>

Question:
<p>Q1. Do you agree that ECE should no longer declare it mandatory to put E-mark if there already is a WVTA- mark?</p> <p>Q2. Do you accept vehicles that do not have the mandatory E-marks?</p>

Solutions:		
Q1	A. Yes, E-marks should not be mandatory if there already is a WVTA-mark	
	B. No, E-mark should stay mandatory even though there already is a WVTA-mark	
Q2	C. Yes, but only if the vehicle has a WVTA-mark	
	D. No	

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
Q1-A	X	
Q1-B		X
Q2-C	X	
Q3-D		X

Authority:	
Type approval Authority e/E	4

Remarks:

TAAM Minutes:

The meeting agreed on the solutions 1A and 2C.

An agreement of the previous TAAM was re-confirmed, that vehicles with EC Whole Vehicle Approval would be accepted for registration in European Member States without the need for separate E mark labels to identify each of the vehicle system approvals covered by ECE Regulations.

Supplementary note:

The rationale for this is that the purpose of the E mark labels is to provide information about the range of vehicle systems held by a particular vehicle specification. In the case of a vehicle with WVTa, the range of valid systems approvals is already defined by the WVTa and it is therefore not necessary to duplicate this information by means of the separate E mark labels.

Directive or Regulation number:
2001/85/EC and ECE regulation 107
Subject:
Buses and coaches

Reference to Annex, etc in the Directive or Regulation:
Annex 3, paragraph 7.7.1.8.

Text:
<p>7.7.1.8. However, one or more folding seat(s) for use by the crew may obstruct the access passage to a service door when in the position of use provided that:</p> <p>7.7.1.8.1. ...</p> <p>7.7.1.8.2. ...</p> <p>7.7.1.8.3. the door is not considered to be a mandatory exit for the purpose of paragraph 7.6.1.4.,</p> <p>(For more relevant text, see annex)</p>

Question:
<p>Paragraph 7.7.1.8. of Annex 3 to ECE Regulation 107 permits under certain conditions that a folding crew seat obstructs the access passage to a service door. One of those conditions is that the door is not considered to be a mandatory exit for the purpose of paragraph 7.6.1.4. That paragraph prescribes the minimum required exits.</p> <p>The reference to paragraph 7.6.1.4. leads to different interpretations. One of them is that by just adding an emergency window the provision of this paragraph can be met without the service door and that obstruction of the access passage by the folding seat for the crew is permitted.</p> <p>The question is as follows: May the folding seat for the crew always obstruct the access passage to the service door when there are more exits than the minimum required by paragraph 7.6.1.4?</p>

Solutions:	
A	Yes, the present wording permits this
B	No, this is not in line with the spirit of the regulation.

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
1A		X
1B	X	

Authority:	
Type approval Authority e/E	4

Remarks:

Annex

Annex 3 to Regulation 107

7.7. Interior arrangements

.....

7.7.1.8. However, one or more folding seat(s) for use by the crew may obstruct the access passage to a service door when in the position of use provided that:

7.7.1.8.1. ...

7.7.1.8.2. ...

7.7.1.8.3. the door is not considered to be a mandatory exit for the purpose of paragraph 7.6.1.4.,

7.7.1.8.4.

7.6.1. Number of exits

7.6.1.1. The minimum number of doors in a vehicle shall be two, either **two service doors or one service door and one emergency door**. Every double-deck vehicle shall have two doors on the lower deck (see also paragraph 7.6.2.2.). The minimum number of service doors required is as follows:

Number of passengers	Number of service doors		
	CLASS I & A	CLASS II	CLASS III & B
9 - 45	1	1	1
46 - 70	2	1	1
71 - 100	3	2	1
	(2 in the case of a double-deck vehicle)		
> 100	4	3	1

7.6.1.2. ...

7.6.1.3. ...

7.6.1.4. The minimum number of emergency exits shall be such that the total number of exits in a separate compartment is as follows:

Number of passengers and crew to be accommodated in each compartment	Minimum total number of exits
1 - 8	2
9 - 16	3
17 - 30	4
31 - 45	5
46 - 60	6
61 - 75	7
76 - 90	8
91 - 110	9
111 - 130	10
>130	11

TAAM Minutes:

The meeting agreed on the solution A because that it is in line with the wording of the legislation provided that the service door in question is not one of the designated emergency exits and that the total number of emergency exits for the vehicle is as prescribed.

However, several delegates expressed concern that, whilst they accepted the conclusion of the meeting because it is in line with the wording of paragraph 7.7.1.8, they still considered that Solution A was not fully within the overall spirit of the legislation.

- **Regulation number :**
 - Regulation ECE107 relating to the uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction
 - Regulation ECE13 relating to the to the uniform provisions concerning the approval of category M, N and O with regard to braking
- **Text of the ECE107 regulation**

Annex 3

7.6.5.1

In the event of an emergency, every power-operated service door shall be capable, when the vehicle is stationary or driving at a speed less than or equal to 5 km/h, of being opened from inside and, when not locked, from outside by controls which, whether or not the power supply is operating

[...]

7.6.5.8

A starting prevention device, if fitted, shall be effective only at speeds of less than 5 km/h and shall be incapable of operation above that speed.

[...]

- **Issue**

The ECE13 regulation only allows braking devices to be operated by the driver.

Nevertheless, ECE107 regulation allows starting prevention device effective at speeds of less than 5km/h, which is often linked to the braking system.

Consequently, if a bus (or a coach) is driving at a speed less than 5km/h and someone is activating the emergency opening of the door, the bus (or the coach) will brake.

Is this starting prevention device (linked to the braking system) in the scope of the ECE13 regulation or is there a contradiction between ECE107 and ECE13 ?

Possibilities of solution**Comments**

A	No, the starting protective device is not in the scope of the ECE13	
B	<p>Yes, this starting protective device shall be covered by an ECE13 certificate</p> <p>Nevertheless, even there is a contradiction between ECE13 and ECE107, the fact that anyone could “brake” the bus (or the coach) is acceptable since the speed of the vehicle is always less than 5km/h</p>	
C	Yes, there is a contradiction between ECE13 and ECE107 : no decision can be here taken	

<i>Type approving authority</i> « e »	2
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Selection of solutions		Accepted	Refused
	A		X
	B	X	
	C		X

TAAM Minutes:

Whilst noting that the starting protection device would not necessarily have to involve the vehicle’s braking system (it could be achieved by engine throttle control, for example), the meeting expressed concern that a system that did use the vehicle’s brakes could result in a situation whereby a passenger could effectively override the driver and “apply” the vehicle’s brakes by opening the service door.

The meeting was unable to reach a conclusion and it was agreed that advice should be sought from the UN ECE Working Party on Brakes and Running Gear (GRRF) and that this item should then be discussed again at the next TAAM.

Issue

UN/ECE regulation No 13 (11 series) prescribes new entry into the force dates of different requirements for the various categories of the vehicles.

Legislation:

UN/ECE Regulation No 13 (11 series)

Add a new paragraph 12.4, to read (including note (*)):

'12.4. Mandatory provisions for vehicles equipped with a vehicle stability function

12.4.1. Requirements for the equipment of vehicles with vehicle stability functions as specified in paragraphs 5.2.1.32 and 5.2.2.23 of this Regulation, as amended by the 11 series of amendments, shall be applied as follows:

Vehicle category	Application date (as from the date after entry into force of the 11 series of amendments)	
	Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 11 series of amendments	Contracting Parties applying this Regulation may refuse first national or regional registration of a vehicle which does not meet the requirements of the 11 series of amendments to this Regulation
M ₂	60 months	84 months
M ₃ (Class III) (*)	12 months	36 months
M ₃ < 16 tonnes (pneumatic transmission)	24 months	48 months
M ₃ (Class II and B) (hydraulic transmission)	60 months	84 months
M ₃ (Class III) (hydraulic transmission)	60 months	84 months
M ₃ (Class III) (pneumatic control transmission and hydraulic energy transmission)	72 months	96 months
M ₃ (Class II) (pneumatic control transmission and hydraulic energy transmission)	72 months	96 months
M ₃ (other than above)	24 months	48 months
N ₂ (hydraulic transmission)	60 months	84 months
N ₂ (pneumatic control transmission and hydraulic energy transmission)	72 months	96 months
N ₂ (other than above)	48 months	72 months
N ₃ (2 axle tractors for semi-trailers)	12 months	36 months
N ₃ (2 axle tractors for semi-trailers with pneumatic control transmission (ABS))	36 months	60 months
N ₃ (3 axles with electric control transmission (EBS))	36 months	60 months
N ₃ (2 and 3 axles with pneumatic control transmission (ABS))	48 months	72 months
N ₃ (other than above)	24 months	48 months
O ₃ (combined axle load between 3,5 - 7,5 tonnes)	48 months	72 months
O ₃ (other than above)	36 months	60 months
O ₄	24 months	36 months

(*) Class III as defined in Regulation No 107.

Question: Will this regulation be applied in other EU member countries by these dates as mandatory requirements?

Possibilities of solution

Comments

A	Yes	The Requirements must be applied.
B	No	These are not requirements of obligation.
C	Other	

Type approving authority "e"	36
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Selection of solution		accepted	refused
	A	X	
	B		X

Other opinion / comment:

TAAM Minutes:

The meeting agreed on the solution A, taking into account the corresponding provisions of the General Safety Regulation.

Issue

The UNECE-R 13 defines:

The application for approval of a vehicle type with regard to braking shall be submitted by the vehicle manufacturer or by his duly accredited representative.

A component approval or partial system approval is not possible according to the Regulation.

The Regulation allows in some cases alternative procedures for type approving vehicles, utilizing information from test reports issued to brake component or system suppliers (e.g. Annex 11, 19 and 20).

This test reports (for e.g. Trailer anti-lock braking system, Vehicle stability function simulation tools, Vehicle stability function, spring brakes) should be signed by the Technical Service and by the TAA.

This test reports can be used directly by the vehicle manufacturers for the type-approval of the vehicles.

In the past, the KBA signed a lot of reports for braking systems and components for trailers. But these reports are not used for type-approval (at least not in Germany). This will be changed with the obligatory type-approval for trailers and heavy duty motor vehicles.

The R-13 defines no administrative requirements for the approval authority with regard to these reports.

Question:

1. (How) do you check the report (as a normal report in the type-approval procedure)?
2. Do you perform an initial assessment / COP before you sign the report?
3. Do you accept such kind of reports (issued from another TAA) without any additional checks for type-approval?
4. How could the vehicle manufacturer be responsible for the whole vehicle brake if he uses reports delivered by the suppliers without special suitable arrangements with the supplier?
5. Could this procedure be used in the future for ESC-Systems for motor vehicles, too (a first proposal for this was discussed in the GRRF – the vehicle manufacturer have some doubts) ?

The KBA has serious doubts that the approvals based on this reports are in all cases sound without clear administrative provisions.

Possible solution:

Amendment of the UNECE-R 13 as follows:

1. Delete the signature of the TAA in the test reports
2. Delete the unimportant test reports (e.g. spring brakes)
3. Define clear responsibilities for the whole procedure and for all documents and reports (vehicle manufacturer)
4. Require suitable arrangements between the vehicle manufacturer and supplier, when the supplier delivers test reports together with the components and systems which should be used for type-approval
5. Check of the whole documentation and of all test reports by the TAA when granting the brake approval of the vehicle.

Type approving authority "e"	1
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Selection of solution		accepted	Refused
	1	X	
	2	X	
	3	X	
	4	X	
	5	X	

TAAM Minutes:

Noting that any proposed amendments to ECE R13 would be processed via the UN ECE Working Party on Brakes and Running Gear (GRRF), the meeting discussed the five questions and agreed to send post-meeting responses to Germany.

- **Regulation number :**

- Framework directive 2007/46/EC last amended EC/183/2011.
- Regulation EC/3821/85 last amended EC/219/2009 on recording equipment in road transport.
- Directive 75/443/EC last amended 97/39/EC relating to the reverse and speedometer equipment of motor vehicles

- **Text of the framework Directive 2007/46/EC last amended EC/183/2011**

Annex I

[...]

4.8. Speedometer

4.8.1 Method of operation and description of drive mechanism

4.8.2 Instrument constant

4.8.3 Tolerance of the measuring mechanism (pursuant to item 2.1.3 of Annex II to Directive 75/443/EC)

4.8.4 Overall transmission ratio (pursuant to item 2.1.2 of Annex II to Directive 75/443/EC) or equivalent data

4.8.5 Diagram of the speedometer scale or other forms of display

4.9 Tachograph : yes/no

4.9.1 Approval mark :

[...]

- **Issue**

Complying with the EC/3821/85 regulation, the tachograph can play the role of a speedometer for the driver.

- Considering, on one hand, a speedometer complying with the 75/443/EC directive and, on the other hand, a tachograph complying with EC/3821/85 regulation, both systems giving the speed to the driver: should the tachograph and the speedometer take the speed data from the same origin ?
- If only a tachograph is installed on the vehicle, playing the role of a speedometer : shall the tachograph be covered by a 75/443/EC or ECE39 certificate ?

Possibilities of solution**Comments**

A	Yes, speedometer and tachograph cannot be independent. Either the information of the speedometer and the tachograph comes from the same origin (e.g. the ABS system) or both systems are linked : the speed information of the tachograph comes from the speedometer or vice-versa	
B	No, speedometer and tachograph may be independant.	For example, the speedometer takes the speed information from the ABS and the tachograph takes the speed information from the gearbox and both speeds can be displayed.
C	Yes, a 75/443/EC or ECE39 certificate is necessary	
D	No, the conformity of the EC/3821/85 regulation is sufficient	

<i>Type approving authority</i> « e »	2
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Selection of solutions		Accepted	Refused
	A	X	
	B		X
	C	X	
	D		X

TAAM Minutes:

The meeting agreed on the solutions B and C noting that, under the provisions of 75/443/EEC Annex II Section 1, an approved tachograph can be fitted as an alternative to a speedometer.

The meeting was reminded that, regardless of the approach used to cover the speedometer/tachograph requirements, all vehicles still need to be approved to confirm the presence of a device for reversing (i.e. reverse gear).

Issue

Directive 70/221/EEC prescribes requirements for liquid fuel tanks and rear underrun protection of motor vehicles and their trailers. In the Definitions is stated that "Tank", means the tank(s) designed to contain the liquid fuel *primarily* for the propulsion of the vehicle, what does not exclude applying of the requirements also for tanks containing the fuel for engines designed for driving of special equipment, like compressors, electric generators, refrigerators etc. Therefore such tanks for liquid fuel installed on O category vehicles also must be approved.

Legislation:

Directive 70/221/EEC

Article 1 (last amended by 2000/8/EC):

For purpose of this Directive, "vehicle" means any motor vehicle and its trailers as defined in Annex II section A to directive 70/156/EEC.

Annex I (last amended by 2000/8/EC):

2. Definitions

2.4. "Tank", means the tank(s) designed to contain the liquid fuel, as defined in Section 2.6, used primarily for the propulsion of the vehicle excluding its accessories (filler pipe (if it is a separate element), filler hole, cap, gauge, connections to the engine or to compensate interior excess pressure, etc).

2.6. "Liquid fuel", means a fuel which is liquid in normal ambient conditions.

Question: Has the certificate or test report been issued for a fuel tanks not intended for propulsion of the vehicle installed on O category trailers in accordance with the requirements of the Directive 71/221/EEC?

Possibilities of solutionComments

A	Yes	Requirements of Directive 70/221/EEC, including the provisions for fuel tanks, apply to trailers
B	No	Only fuel tanks containing the liquid fuel used for the propulsion of the vehicle must be approved

Type approving authority "e"	32
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Selection of solution		accepted	refused
	A	X	
	B		X

Other opinion / comment:

TAAM Minutes:

A clear meeting consensus could not be achieved.

The legislation applies to fuel tanks designed to contain the liquid fuel used primarily for the propulsion of the vehicle. A tank mounted on a trailer to supply fuel to other equipment but not used for propulsion of the vehicle itself would therefore be outside the scope of the legislation. Nevertheless type approval certificates are granted by some of the Type Approval Authorities for the fuel tanks installed on the trailers. Member States have a different approach and nobody wishes to change his opinion.

BACKGROUND

EU and ECE Legislation for Forward Vision (77/649/EEC, as amended, and ECE R125.00) and Indirect Vision (2003/97/EC, as amended, and ECE R46.02) makes provision for specific fields of view to be visible to the driver through the vehicle's glazing and mirrors respectively

R43 covers component approval and vehicle installation requirements for "Safety glazing material requisite for driver visibility". This is further clarified by Section 2.18 (2.18.1 and 2.18.2) to mean "Safety glazing material requisite for driver visibility" **through which the driver can view the road when driving or manoeuvring the vehicle.**

Under the provisions of ECE R43, safety glazing used on vehicles must be approved and appropriately marked. In the case of rigid plastic glazing the marking will be VIII together with one of the following symbols:

/A for forward facing panels

/B for side, rear and roof glazing

/C in locations where there is little or no chance of head impact

The test requirements for rigid plastic glazing include abrasion tests (see Paragraph 8.2.1.2 and Annex 14 Section 6.1). There are two performance levels identified for the abrasion test and these are identified via addition markings as follows:

- High Performance: /L for panes with a light scatter not exceeding 2 per cent after 1,000 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annexes 14 and 16, paragraph 6.1.3.1.)

- Lower Performance: /M for panes with a light scatter not exceeding 10 per cent after 500 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annexes 14 and 16, paragraph 6.1.3.2.)

DISCUSSION

Many cars are now specified with rigid plastic glazing and, in addition to glazing used to meet the forward and indirect (rearward) vision legislation prescribed by 2007/46/EC, plastic glazing is also often used for supplementary glazing and even for vehicle styling purposes.

It is clear that, according to EC R43, all safety glazing used for installation on vehicles must be approved and appropriately marked.

The installation requirements in Annex 21 (Paragraph 4.2.2) state that plastic safety glazing used for the driver's forward and/or rearward vision shall bear an additional symbol A/L or B/L, as defined in paragraphs 5.5.5 (noting that, as an alternative, the rear glazing in the folding roof of a convertible vehicle may bear the additional symbol /B/M).

It therefore also seems clear that all plastic glazing must be subjected to one of the two abrasion tests and that plastic glazing used for the regulated fields of view must be marked A/L or B/L (depending on its location)

However Annex 21 Paragraph 4.2.3 also makes some provisions for ‘other safety glazing’ and it is not completely clear whether there is some flexibility for the lower performance abrasion test to be accepted for glazing located in areas not used to meet the prescribed R125 and R46 fields of view.

QUESTION 1

When a vehicle is specified with rigid plastic glazing that is not needed in order to meet the fields of view prescribed by ECE Regulations 46 and 125, but through which it is still possible to see the road surface, is it necessary for the glazing to be marked with the additional symbol A/L or B/L (depending on its location) or would A/M or B/M respectively (i.e. a lower level of abrasive resistance) be acceptable?

Possibilities of solution

Comments

A	The glazing must be marked with the additional symbol A/L or B/L (depending on its location)	
B	The glazing may be marked with the additional symbol A/M or B/M (depending on its location) for glazing not needed in order to meet the fields of view prescribed by ECE R46 and ECE R125	

QUESTION 2

Would plastic sheet with any light transmission above zero be considered to be glazing?

Possibilities of solution

Comments

A	Yes, any plastic sheet located within the scope of R43 Section 2.18 and with any light transmission above zero would be considered to be glazing and would have to be approved accordingly	
B	No	In this case what would be the threshold for light transmission? This can be identified during the TAAM discussion

LEGISLATION

ECE R43 (Supplement 13)

1. SCOPE

This Regulation applies to:

- (a) *safety glazing materials intended for installation as windscreens or other panes, or as partitioning, on vehicles of category L with bodywork, M, N, O, and T 1/;*
- (b) *vehicles of category M, N and O with regard to the installation of these materials;*

in both cases, to the exclusion of glazing for lighting and light-signalling devices and instrument panels, of special bullet-proof glazing and of double-windows. [r43s13-9]

2. DEFINITIONS

2.18. *"Safety glazing material requisite for driver visibility"*

2.18.1. *"Safety glazing material requisite for the driver's forward field of vision" means all the glazing situated in front of a plane passing through the driver's R point and perpendicular to the longitudinal median plane of the vehicle through which the driver can view the road when driving or manoeuvring the vehicle.*

2.18.2. *"Safety glazing material requisite for the driver's rearward vision" means all glazing situated behind a plane passing through the driver's R point perpendicular to the longitudinal median plane of the vehicle through which the driver can view the road when driving or manoeuvring the vehicle.*

2.19. *"Opaque obscuration" means any area of the glazing preventing light transmission.*

4. MARKINGS

4.1. *Every piece of safety glazing material, including the samples and test pieces submitted for approval, shall bear a trade name or mark as listed under item 3 of annex 1. Manufactured parts must bear the ECE Regulation No. 43 number allocated to the prime manufacturer. The marking shall be clearly legible and indelible.*

5. APPROVAL

5.5.5. VIII *In the case of rigid plastic glazing. In addition the appropriate application will be signified by:*

/A for forward facing panels

/B for side, rear and roof glazing

/C in locations where there is little or no chance of head impact

In addition, for plastic glazing which has been submitted to the abrasion resistance tests described in annex 3, paragraph 4, the following markings shall also be applied as appropriate:

/L for panes with a light scatter not exceeding 2 per cent after 1,000 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annexes 14 and 16, paragraph 6.1.3.1.)

/M for panes with a light scatter not exceeding 10 per cent after 500 cycles on the outer surface and 4 per cent after 100 cycles on the inner surface (see annexes 14 and 16, paragraph 6.1.3.2.)

6. GENERAL REQUIREMENTS

- 6.1. *All glazing materials, including glazing material for the manufacture of windscreens, shall be such that, in the event of shattering, the danger of bodily injury is reduced as far as possible. The glazing material shall be sufficiently resistant to the incidents likely to occur in normal traffic, and to atmospheric and temperature conditions, chemical action, combustion and **abrasion**.*
- 6.2. *Safety glazing materials shall in addition be **sufficiently transparent**, shall not cause any noticeable distortions of objects as seen through the windscreen, and shall not give rise to any confusion between the colours used in road-traffic signs and signals. In the event of the windscreen's shattering, the driver must still be able to see the road clearly enough to be able to brake and stop his vehicle safely.*

7. PARTICULAR REQUIREMENTS

All types of safety glazing shall, depending on the category to which they belong, comply with the following particular requirements:

- 7.1. *as regards toughened-glass windscreens, the requirements contained in annex 4;*
- 7.2. *as regards uniformly-toughened glass panes, the requirements contained in annex 5;*
- 7.3. *as regards ordinary laminated-glass windscreens, the requirements contained in annex 6;*
- 7.4. *as regards ordinary laminated-glass panes other than windscreens, the requirements contained in annex 7;*
- 7.5. *as regards treated laminated-glass windscreens, the requirements contained in annex 8;*
- 7.6. *as regards safety-glass panes faced with plastics material, in addition to the relevant requirements listed above, the requirements contained in annex 9;*
- 7.7. *as regards glass-plastics windscreens, the requirements contained in annex 10;*
- 7.8. *as regards glass-plastics panes other than windscreens, the requirements contained in annex 11;*
- 7.9. *as regards double-glazed units, the requirements contained in annex 12.*
- 7.10. as regards rigid plastic glazings, the requirements contained in annex 14.**
- 7.11. *as regards flexible plastic glazings, the requirements contained in annex 15.*
- 7.12. *as regards rigid plastic double-glazed units, the requirements contained in annex 16.*

8. TESTS

- 8.2.1.1. *Safety glass panes shall be subjected to the tests listed in the following table*

Plastics other than windscreen:

Rigid Plastics for motorised vehicles:

- Abrasion : A14/6.1

Annex 14 - RIGID PLASTIC GLAZINGS OTHER THAN WINDSCREENS

6. TEST RESISTANCE TO THE ENVIRONMENT

6.1. TEST OF RESISTANCE TO ABRASION

6.1.3. Interpretation of results

6.1.3.1. *In the case of glazing of class L, the abrasion test shall be considered to have given a satisfactory result if the total light scatter after abrasion does not exceed 2 per cent after 1,000 cycles on the outer surface of the test sample and 4 per cent after 100 cycles on the inner surface of the test sample.*

6.1.3.2. In the case of glazing of class M, the abrasion test shall be considered to have given a satisfactory result if the total light scatter after abrasion does not exceed 10 per cent after 500 cycles on the outer surface of the test sample and 4 per cent after 100 cycles on the inner surface of the test sample.

6.1.3.3. For sun roofs, no abrasion test is required.

Annex 21 - PROVISIONS REGARDING THE INSTALLATION OF SAFETY GLAZING ON VEHICLES

4. SPECIFIC PROVISIONS APPLICABLE TO VEHICLES OF CATEGORIES M AND N I/

4.2.1.1. The safety glazing through which the driver's forwards field of vision as defined in paragraph 2.18.1. of this Regulation is obtained, must have a regular light transmittance of at least 70 per cent.

4.2.1.2. *Plastic safety glazing shall bear an additional symbol /B/L, as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation.*

4.2.2. Safety glazing requisite for the driver's rearward vision

4.2.2.1. The safety glazing defined in paragraph 2.18.2. of this Regulation must have a light transmittance of at least 70 per cent, but where two exterior rear view mirrors are fitted, the glazing is allowed to have a light transmittance below 70 per cent, provided that it shall bear the additional symbol V specified in paragraph 5.5.2. of this Regulation.

4.2.2.2. *Plastic safety glazing shall bear an additional symbol A/L or B/L, as defined in paragraphs 5.5.5. and 5.5.7. of this Regulation.*

As an alternative, the rear glazing in the folding roof of a convertible vehicle may bear the additional symbol /B/M.

The rear glazing in the folding roof of a convertible vehicle may be made of a flexible plastic pane.

4.2.3. Other safety glazing

4.2.3.1. *The safety glazing not covered by the definitions of paragraphs 2.18.1. and 2.18.2. of this Regulation shall bear the additional symbol V specified in paragraph 5.5.2. of this Regulation, if the light transmittance is below 70 per cent.*

4.2.3.2. *Plastic safety glazings shall bear one of the additional symbols defined in paragraphs 5.5.5., 5.5.6., and 5.5.7. of this Regulation. However, when the vehicle is intended for conveying passengers, glazings with the additional symbols /C/L or /C/M are not allowed at locations where there is a risk of head impact.*

4.2.4. *Exemptions*

In the case of plastic safety glazings, the provisions related to abrasion resistance as referred in paragraphs 4.2.2.2. and 4.2.3.2. of this annex do not apply for the vehicles and glazing locations listed below:

- (a) *ambulances*
- (b) *hearses*
- (c) *trailers, including caravans*
- (d) *sunroofs and glazings located in the roof of a vehicle*
- (e) *all glazings of the upper deck of a double-deck vehicle*

No abrasion test/symbol is required.

TAAM Minutes:

The meeting agreed as follows:

Question 1: solution A

Question 2: solution A

BACKGROUND

According to directive 72/245/EEC, as amended by 2009/19/EC, 24GHz short-range radar equipment must be declared on the approval certificate and Certificate of Conformity and vehicles fitted with such systems will be prohibited by 1 July 2013.

The use of 24GHz short-range radar is required to be monitored according to Commission Decision 2005/50/EC so that the number of vehicles fitted with such a device does not exceed 7% of the total number of new vehicles in circulation in each member state.

Blind-spot warning systems typically use narrowband 24GHz radar systems.

DISCUSSION

The definition of short-range radar equipment is mentioned in paragraph 2.1.13 of Annex I of 2009/19/EC as being in accordance with Article 2(2) of Commission Decision 2005/50/EC and satisfying the performance requirements of Article 4 of that decision.

There appears to be some confusion over whether narrowband short-range radar need to be declared or whether it is only ultra-wide band short-range radar that needs to be considered.

Please see below for extracts from the relevant legislation.

QUESTION

Are narrowband short-range radars required to be declared on the EMC certificate and certificate of conformity and considered under the 7% rule?

Possibilities of solution**Comments**

	A	All types of 24GHz short-range radar (narrowband and ultra-wide band) must be declared	
	B	Only ultra-wide band short-range radar equipment needs to be declared	

LEGISLATION

72/245/EEC as amended by 2009/19/EC

2.1.13. “24 GHz short-range radar equipment” means a radar as defined in Article 2(2) of Commission Decision 2005/50/EC (), and satisfying the performance requirements of Article 4 of that Decision*

Commission Decision 2005/50/EC

Article 2.

2. ‘automotive short-range radar equipment’ means equipment providing road vehicle-based radar functions for collision mitigation and traffic safety applications;

Article 4

The 24 GHz range radio spectrum band shall be available for the ultra-wide band part of automotive short-range radar equipment with a maximum mean power density of -41,3 dBm/MHz effective isotropic radiated power (e.i.r.p.) and peak power density of 0 dBm/50MHz e.i.r.p., except for frequencies below 22 GHz, where the maximum mean power density shall be limited to -61,3 dBm/MHz e.i.r.p.

The 24,05 to 24,25 GHz radio spectrum band is designated for the narrow-band emission mode/component, which may consist of an unmodulated carrier, with a maximum peak power of 20 dBm e.i.r.p. and a duty cycle limited to 10% for peak emissions higher than -10 dBm e.i.r.p.

Emissions within the 23,6-24,0 GHz band that appear 30° or greater above the horizontal plane shall be attenuated by at least 25 dB for automotive short-range radar equipment placed on the market before 2010 and thereafter by at least 30 dB.

TAAM Minutes:

The meeting agreed on the solution A.

BACKGROUND

ECE R48.04 Section 6.2.8 requires a visual tell-tale for dipped beam headlamps to be activated:

- (a) In the event of a malfunction of the displacement of the kink of the elbow of the cut-off (bend lighting)

or

- (b) In case of a failure of any one of the LED module(s) producing the principal dipped-beam.

It shall remain activated while the failure is present. It may be cancelled temporarily, but **shall be repeated whenever the device, which starts and stops the engine, is switched on and off.**

DISCUSSION

There is some ambiguity in the words used in ECE R48.04 Section 6.2.8 and VCA would therefore like to seek a TAAM consensus.

QUESTION 1

In the context of ECE R48.04 Section 6.2.8, must the tell-tale be repeated every time the device, which starts and stops the engine, is switched **on** even when the dipped beam is switched off?

Possibilities of solutionComments

A	The tell-tale must be repeated every time the device, which starts and stops the engine, is switched on even when the dipped beam is switched off	
B	After the device, which starts and stops the engine, is switched on the tell-tale only needs to be repeated when the dipped beam is next switched on	

QUESTION 2

In the context of ECE R48.04 Section 6.2.8, must the tell-tale be repeated every time the device, which starts and stops the engine, is switched **off** even when the dipped beam is switched off?

Possibilities of solution

Comments

A	The tell-tale must be repeated at the time when the device, which starts and stops the engine, is switched off even when the dipped beam is already switched off	
B	The tell-tale only needs to be repeated if the dipped beam is still switched on at the time when the device, which starts and stops the engine, is switched off	
C	It is not necessary for the tell-tale to be repeated at the time when the device, which starts and stops the engine, is switched off	

LEGISLATION

ECE R48.04

6.2. DIPPED-BEAM HEADLAMP (REGULATIONS NOS. 98 AND 112)

6.2.8. Tell-tale

6.2.8.1. Tell-tale optional.

6.2.8.2. A visual tell-tale whether flashing or not is mandatory:

(a) In the case where the whole beam or the kink of the elbow of the cut-off is moved to produce bend lighting; or

(b) If one or more LED modules are used to produce the principal dipped-beam.

It shall be activated:

(a) In the event of a malfunction of the displacement of the kink of the elbow of the cut-off; or

(b) In case of a failure of any one of the LED module(s) producing the principal dipped-beam.

It shall remain activated while the failure is present. It may be cancelled temporarily, but shall be repeated whenever the device, which starts and stops the engine, is switched on and off.

TAAM Minutes:

The meeting agreed as follows:

Question 1: Solution A

Question 2: Solution A

Supplementary note:

The meeting recognised that a core objective of Section 6.2.8 is that the driver should be made aware of a malfunction as soon as it is detected and the warning should continue to be active until the malfunction is corrected. Hence, if the manufacturer chooses to use the option of cancelling the warning temporarily the warning must be repeated at the start and end of each journey.

Issue

In accordance with the requirements of the UNECE Regulation No. 48 front retro-reflectors shall be located at the front of the vehicle. There is no specific definition of the “front of the vehicle”, therefore manufacturers, technical services and approval authorities have a different understanding of this provision. Problem mainly concerns vehicles of O category.

Legislation:

UNECE Regulation No.48

*6.16. FRONT RETRO-REFLECTOR, NON-TRIANGULAR (Regulation No. 3)**6.16.4. Position**6.16.4.3. In length: at the front of the vehicle.*

Question: Can we assume that the vehicles shown in the pictures below correspond to the above mentioned requirements of UNECE Regulation No. 48 regarding the installation of front retro-reflectors?



1. Possibilities of solution

Comments

A	Installation of front retro-reflectors is not correct.	In our opinion, front retro-reflectors shall be installed at least in the first third of the length of a vehicle.
B	Installation of front retro-reflectors corresponds to the provisions of the UNECE Regulation No.48., if requirements of the geometric visibility are met.	

Type approving authority "e"	32
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Selection of solution		accepted	refused
	A	X	
	B		X

Other opinion / comment:

TAAM Minutes:

The meeting agreed on the solution B, although with some reservations concerning the relatively rearward location of the lamps shown in example 4.

Issue:

On many trailers of categories O1 and O2, the lighting devices are hidden by the lowered tailboard while loading/unloading e.g. machinery/mobile machinery. The manufacturers need to use the whole width of the vehicle for the tailboard which is often also being used as a ramp for the machinery.

Exemptions may be given for the required installation of additional lights under the application of paragraph 5.21.2 to 5.21.1. Para. 5.21.2 is not applicable especially for retro-reflectors, which have to be placed/installed in addition according to para. 5.21.1.

Question:

The KBA likes to know the view of other TAA and share the experiences with this trailer categories? How do other Authorities and Technical Services deal with that problem?

Prescription and Reference:

UN/ECE Regulation No 48 Uniform provisions concerning the approval of vehicles with regard to the installation of lighting and light-signalling devices

5.21. The apparent surface in the direction of the reference axis of front and rear position lamps, front and rear direction-indicator lamps and retro-reflectors shall not be hidden more than 50 per cent by any movable component, with or without a light-signalling device installed on it, in any fixed position different from the 'normal position of use'.

If the above requirement is not practicable:

5.21.1. additional lamps satisfying all the position, geometric visibility and photometric requirements for the above indicated lamps shall be activated when the apparent surface in the direction of the reference axis of these lamps is more than 50 per cent hidden by the movable component;

or

5.21.2. a remark in the communication form (item 10.1. of Annex 1) shall inform other Administrations that more than 50 per cent of the apparent surface in the direction of the reference axis can be hidden by the movable components;

and

a notice in the vehicle shall inform the user that in certain position(s) of the movable components other road users shall be warned of the presence of the vehicle on the road; for example by means of a warning triangle or other devices according to national requirements for use on the road.

5.21.3. Paragraph 5.21.2. does not apply to retro-reflectors.

Possibilities of solution

Comments

A	5.21.1 is not taken into account and the application of 5.21.2 is sufficient.	This is based on the fact that the lowered tailboard (used as a ramp) isn't judged to be a normal position of use of a movable component.
B	Trailer retro-reflectors must be installed additionally in any case in accordance with 5.21.1 related to 5.21.3	
C	Any retro-reflectors must be installed additionally in any case in accordance with 5.21.1 related to 5.21.3	And leave the decision to the vehicle trailer manufacturers to use category IA or IIIA retro-reflectors to be fixed on a suitable position.

Type approving authority "e"	1
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Selection of solution		accepted	Refused
	A		
	B		
	C		

TAAM Minutes:

The meeting mainly agreed on the solution B, also solution C can be acceptable.

Issue

Directive 2007/35/EC prescribes requirements for the installation of lighting and light-signalling devices on motor vehicles and their trailers. New requirements regarding conspicuity markings is mandatory from 10th July 2011 as laid down on UN/ECE Regulation No 48.

Legislation:**UN/ECE Regulation No 48**

6.21. CONSPICUITY MARKINGS (Regulation No 104)

Presence

6.21.1.1. *Prohibited: on vehicles of categories M1 and O1.*

6.21.1.2. *Mandatory:*

6.21.1.2.1. *to the rear:*

full contour marking on vehicles exceeding 2 100 mm in width of the following categories:

(a) N2 with a maximum mass exceeding 7,5 tonnes and N3 (with the exception of chassis-cabs, incomplete vehicles and tractors for semi-trailers)

(b) O3 and O4

6.21.1.2.2. *to the side:*

6.21.1.2.2.1. partial contour marking on vehicles exceeding 6 000 mm in length (including the drawbar for trailers) of the following categories:

(a) N2 with a maximum mass exceeding 7,5 tonnes and N3 (with the exception of chassis-cabs, incomplete vehicles and tractors for semi-trailers)

(b) O3 and O4

Directive 76/756/EEC (as amended by Directive 2007/35)

Article 2

With effect from 10 July 2011, if the requirements laid down in Directive 76/756/EEC, as amended by this Directive, are not complied with, Member States, on grounds related to the installation of lighting and light-signalling devices, shall consider Certificates of Conformity which accompany new vehicles in accordance with the provisions of Directive 70/156/EEC to be no longer valid for the purposes of Article 7(1) of that Directive.

Question: Will end of series procedures be applied?

Possibilities of solutionComments

A	Yes	The Requirements laid down in Directive 2007/46/EC (Frameworks Directive) 27 article.
B	No	Directive 2007/35/EC was adopted before Framework Directive, and end of series article on Directive 70/156/EEC is not mentioned.
C	Other	

Type approving authority "e"	36
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Selection of solution		accepted	refused
	A		X
	B	X	

Other opinion / comment:

The Lithuanian roadworthiness requirements will be amended by conspicuity markings from 10th July 2011. If end of series procedures were applied, this date must be updated one more year.

TAAM Minutes:

The meeting agreed on the solution A.

Supplementary note:

This is based on the provisions of 2007/46/EC Article 27 with reference, when applicable, to the Correlation table in 2007/46/EC Annex XXI.

Directive or Regulation number:

91/226/EEC last amended by 2010/19/EU and Regulation (EU) No 109/2011

Subject:

Spray-suppression systems

Reference to Annex, etc in the Directive or Regulation:

- Directive 91/226/EEC last amended by 2010/19/EU, annex III, scope 0.2.
- Regulation (EU) No 109/2011, annex IV, general 0.2.

Text:

- Directive 91/226/EEC last amended by 2010/19/EU, annex III, scope 0.2.
The requirements of this Annex relating to spray-suppression devices, as defined in point 4 of Annex I, are not mandatory for categories N, O1 and O2 vehicles with a permissible maximum laden mass not exceeding 7,5 tonnes, chassis/cab vehicles, unbodied vehicles or vehicles on which the presence of spray-suppression devices would be incompatible with their use. However, if such devices are fitted to those vehicles, they must conform to the requirements of this Directive.
- Regulation (EU) No 109/2011, annex IV, general 0.2.
The requirements of this Annex relating to spray-suppression devices, as defined in Article 2(4), are not mandatory for categories N, O 1 and O 2 vehicles with a permissible maximum laden mass not exceeding 7,5 tonnes, chassis/cab vehicles, unbodied vehicles or vehicles on which the presence of spray-suppression devices would be incompatible with their use. However, if such devices are fitted to those vehicles, they must conform to the requirements of this Regulation.

Question:

In the scope of directive 91/226/EEC last amended by 2010/19/EU the requirements of Annex III relating to spray-suppression devices, as defined in point 4 of Annex I, are not mandatory on vehicles on which the presence of spray-suppression devices would be incompatible with their use.

The text only refers to the spray-suppression device as defined in point 4 of Annex I and not the spray-suppression systems as defined in point 1 of Annex I.

In the scope of Regulation (EU) No 109/2011 the requirements of Annex IV relating to spray-suppression devices, as defined in Article 2(4), are not mandatory on vehicles on which the presence of spray-suppression devices would be incompatible with their use.

The text only refers to the spray-suppression device as defined in Article 2(4) and not the spray-suppression systems as defined in Article 2(1).

Is it correct that within the scope of both directive 91/226/EEC and Regulation (EU) No 109/2011 no exemption can be given for the presence of the spray-suppression system but only for the presence of the spray-suppression device?

Solutions:		
A	Yes, within the scope there can only exemption be given for the presence of the spray-suppression device	
B	No, within the scope exemption can be given for the presence of the spray-suppression system	

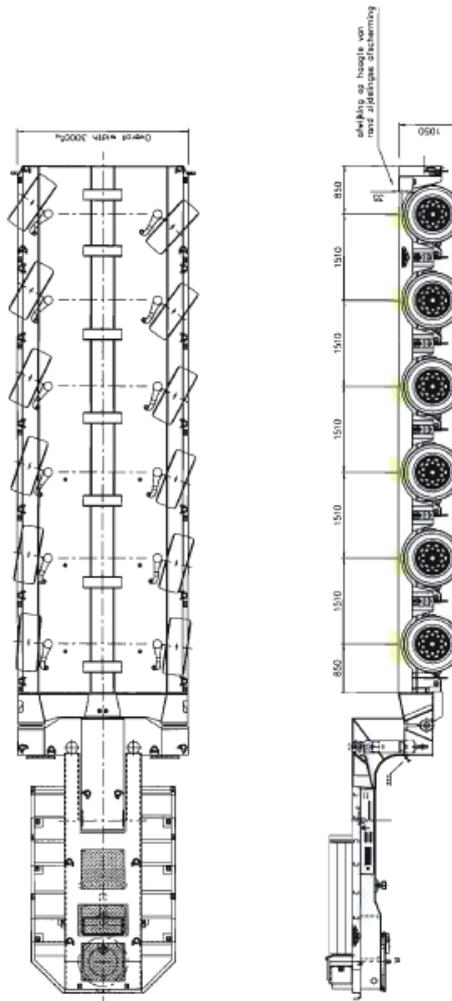
Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A		
B		

Authority:	
Type approval Authority e/E	4

Remarks:

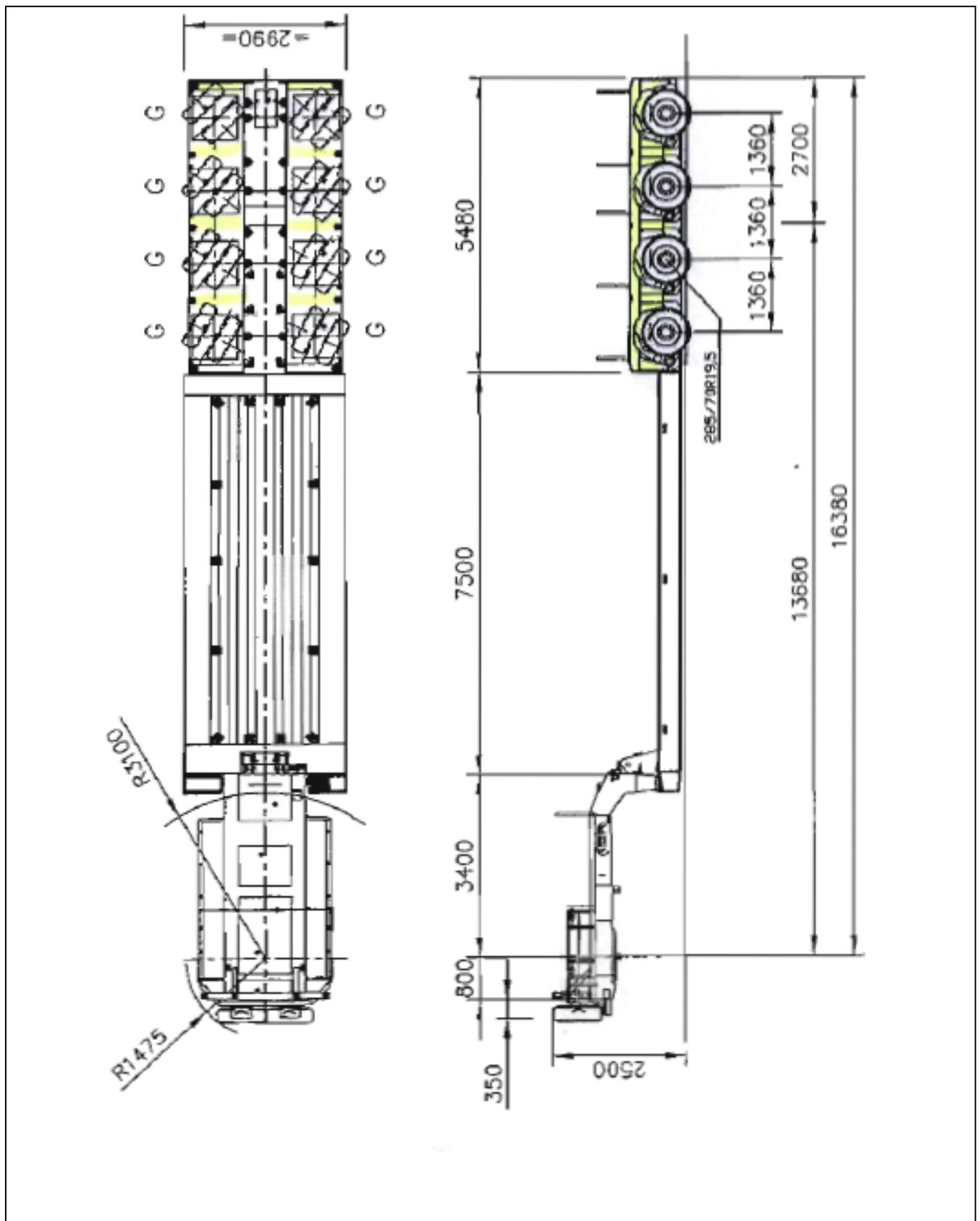
In practice, installing one or more parts of the spray-suppression system on certain vehicles creates problems. Exemption for only the spray-suppression device, whenever the installation incompatible is with the use of the vehicle, is insufficient for these vehicles. By adding points 7.2.5., 7.2.6. and 10 to directive 2010/19/EU it seems that the comission has tried to solve certain problems. This relates in particular to the truck / semi-trailer combinations (point 7.2.6.), steered axels (point 7.2.5.) and swing axles on flatbed trailers (point 10). The same applies to points 6.2.5., 6.2.6. and 9 of Regulation (EU) No. 109/2011. With the addition of these points, however, not all problems are resolved. Member states still need to grant exemption, based on national legislation. See attached examples below.

A low loading surface (in this case a bogie of a flatbed trailer)
It doesn't meet the valance on the outside of 45 mm, see section 7.2.3.



A flatbed trailer with swing axles (axles that have a large steering angle and suspension).

This construction does not allow to mount mudguards, mudflaps and a spray-suppression device between the axles.



TAAM Minutes:

The meeting agreed on the solution A.

(i.e. no exemption can be given for the presence of a spray-suppression system, but it can be given for the presence of the specific spray-suppression device within that system)

Issue

- Text of Directive 91/226/EEC

Annex III / Requirements relating to the EEC type-approval of a type of vehicle with regard to the fitting of spray-suppression systems

SCOPE

0.1. Category N and O vehicles, with the exception of off-road vehicles as defined in Annex II to Directive 2007/46/EC, shall be constructed and/or fitted with spray suppression systems in such a way as to meet the requirements laid down in this Annex. In case of chassis/cab vehicles, these requirements may only be applied to the wheels covered by the cab.

For vehicles of category N1 and N2 with a permissible maximum laden mass not exceeding 7,5 tonnes, the requirements of Directive 78/549/EEC (*) may be applied as alternative to the requirements of this Directive at the request of the manufacturer.

0.2. The requirements of this Annex relating to spray-suppression devices, as defined in point 4 of Annex I, are not mandatory for categories N, O 1 and O 2 vehicles with a permissible maximum laden mass not exceeding 7,5 tonnes, chassis/cab vehicles, unbodied vehicles or vehicles on which the presence of spray-suppression devices would be incompatible with their use. However, if such devices are fitted to those vehicles, they must conform to the requirements of this Directive.

Some trailers for special purpose use (e.g. full trailers for transport of standardized containers and Trailers for combined traffic street/ railway) are technically not able to fulfil the requirements for mudguards and valances, because the container fittings have to be mounted in the area of the steered front axle or the side valances interfere with the loading arms of the crane while loading process to the railway wagons. (see pictures below).

Question:

4. Is it right, that at least the requirements for mudguards and valances as **spray-suppression system** have to be fulfilled even for vehicles on which the presence of **spray-suppression devices** would be incompatible with their use ?
5. Should the directive be amended with special exemptions regarding the mudguards and valances for special purpose vehicles because also these vehicles have to be approved according to 2007/46/EC ?

Prescription

Directive 91/226/EEC amended by 2010/19/EU Spray-Suppression Systems

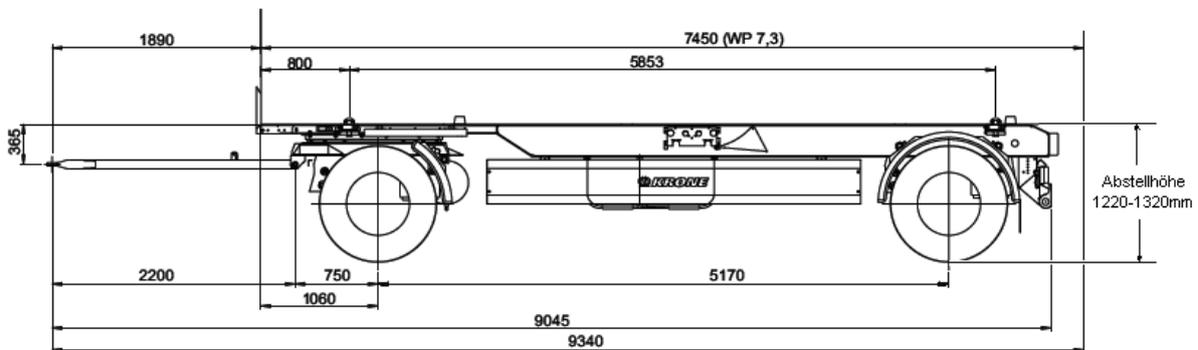
Possibilities of solution

Comments

1	A	Yes	
1	B	No	If a spray-suppression device is incompatible with the use of the vehicle, the requirements for mudguards and valances are also not applicable
2	A	Yes	All trailers of class O4 have to be type approved according to 91/226/EEC because national approvals are invalid after 29.10.2010
2	B	No	There is no need for an amendment because vehicles may be approved as type of vehicles or as single vehicles according to national law

Type approving authority "e"	1
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Selection of solution		accepted	Refused
	A	X	
	B		X
	C	X	
	D		X







TAAM Minutes:

The meeting agreed on the solutions 1A and 2C.

The meeting recognised that some derogation could be considered to be appropriate for the examples shown and it was suggested that a proposal be made to amend the legislation accordingly.

Directive or Regulation number:
Regulation 19/2011
Subject:
Statutory plate

Reference to Annex, etc in the Directive or Regulation:
Annex I Technical requirements Part A <ul style="list-style-type: none"> 1. point 3.1.3 2. point 3.2.1 3. point 3.2.3 c)

Text:
<ul style="list-style-type: none"> 1. 3.1.3. The first axle shall be numbered ‘1’, the second ‘2’ and so on, followed by a hyphen. 2. 3.2.1. With regard to vehicles of category N3, O3 or O4, the technically permissible maximum mass on an axle group shall also be mentioned. The entry corresponding to ‘Axle group’ shall be identified by the letter ‘T’. 3. 3.2.3.c when the requirements of point 3.2.2 are applied, the registration/in-service maximum permissible mass on the group of axles is the sum of the registration/in-service maximum permissible mass on the axles which are part of that axle group.

Question:
<p>This recently published EU Regulation concerning the manufacturer’s statutory plate is not in all aspects clear and unambiguous.</p> <p>Several questions have risen:</p> <ul style="list-style-type: none"> 1.) The hyphen is only mentioned in connection with trailers, it is unclear if for all other vehicle categories a hyphen after the axle number is mandatory or not. In the case no hyphen is allowed, the example in appendix no. 2 MODEL B is not correct. 2.a) For other vehicle categories than N3, O3 and O4 e.g. buses of category M2 and M3, vehicles of category N2, vehicles of categories O1 and O2: Could for these other categories also the letter “T” be quoted with a value as suffix? Reason: in 2007/46/EC annex IX part I no. 14.4 (CoC) the axle group must be stated (see point 16.3. on CoC) 2.b) What to do if a vehicle has more than 1 axle group and the technically permissible maximum mass on an axle group is the sum of the technically permissible maximum mass on the axles which are part of that axle group? In directive 97/27/EC, annex I, point 2.3 it is mentioned that a single axle like a front steered or a third axle (distance according to the rules of directive 96/53/EC) can be determined as an axle group and has to be stated on the CoC. Why not also on the manufacturers plate? In that case it is preferable to include an image presentation on the manufacturer’s plate (see example) with e.g. T1, T2, T3. Without this image it will be difficult to identify which axle(s) are part of which axle group.

3)	For vehicles of category N3: The figure T shall not be stated when 2 columns are filled and the registration permissible mass on the group of axles is the sum of the registration permissible mass on the axles which are part of axle group. Could the letter “T” (T1, T2, T3) be quoted with a value. Reason: in 2007/46/EC annex IX part I no. 14.4 (CoC) the axle group must be stated.
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Solutions:	
1A	The hyphen after the axle number and if applicable after the axle group number shall be mentioned in case of all categories
1B	The hyphen after the axle number and if applicable after the axle group number shall only be mentioned in case of a trailer

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
1A	X	
1B		X

Solutions:	
2aA	For other vehicle categories than N3, O3 and O4 e.g. buses of category M2 and M3, vehicles of category N2, vehicles of categories O1 and O2 also the letter “T” shall be quoted with a value as suffix
2aB	Only for vehicle categories N3, O3 and O4 the letter “T” shall be quoted with a value as suffix

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
2aA	X	
2aB		X

Solutions:	
2bA	If a vehicle has more than 1 axle group and the technically permissible maximum mass on an axle group is the sum of the technically permissible maximum mass on the axles which are part of that axle group for this axle group the letter “T” with a value as suffix shall be quoted on the manufacturer's statutory plate. In this case an image presentation shall be shown on the manufacturer’s plate (see example) with e.g. T1, T2, T3. Without this image it will be difficult to identify which axle(s) are part of which axle group.
2bB	If a vehicle has more than 1 axle group and the technically permissible maximum mass on an axle group is the sum of the technically permissible maximum mass on the axles which are part of that axle group for this axle group the letter “T” with a value as suffix shall not be quoted on the manufacturer's statutory plate.

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
2bA	X	
2bB		X

Solutions:	
3A	<p>When 2 columns are filled and the registration permissible mass on the group of axles is the sum of the registration permissible mass on the axles which are part of axle group the letter “T” with a value as suffix shall be quoted on the manufacturer's statutory plate.</p> <p>In this case an image presentation shall be shown on the manufacturer’s plate (see example) with e.g. T1, T2, T3.</p> <p>Without this image it will be difficult to identify which axle(s) are part of which axle group..</p>
3B	<p>When 2 columns are filled and the registration permissible mass on the group of axles is the sum of the registration permissible mass on the axles which are part of axle group the letter “T” with a value as suffix shall not be quoted on the manufacturer's statutory plate.</p>

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
3A	X	
3B		X

Authority:	
Type approval Authority e/E	4

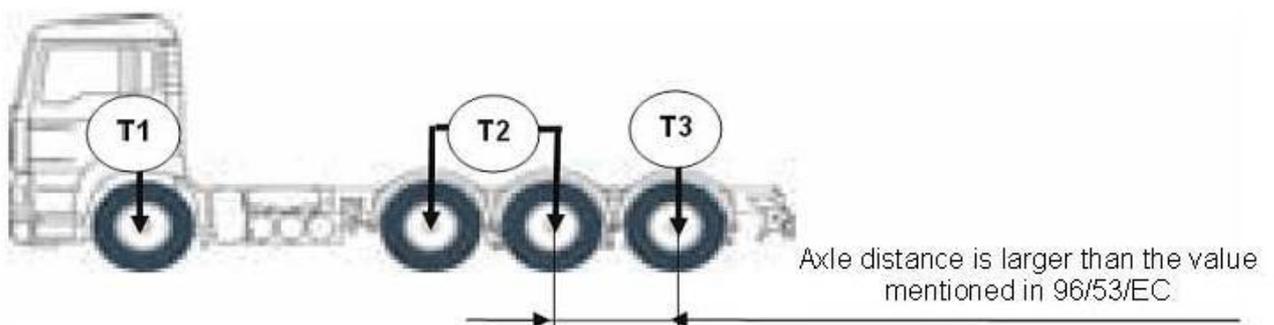
Remarks:

Model of a manufacturer's statutory plate according to regulation (EU) No. 19/2011

Draft:

Name of manufacturer	
e4*2007/46*xxxx	
VIN12345xxxxxxxxxx	
(BE)	
36500 kg	37500 kg
40000 kg	44000 kg
1 - 9000 kg	9500 kg
2 - 9500 kg	9500 kg
3 - 9500 kg	9500 kg
4 - 8500 kg	9000 kg
T1 - - kg	9500 kg
T2 - - kg	18500 kg
T3 - - kg	9000 kg

Axle groups T1, T2 and T3



TAAM Minutes:

The meeting agreed as follows:

Question 1: Solution 1A

Question 2a: Solution 2aA, but with the wording changed from 'shall' to 'may', as follows (and noting that the value quoted could be subject to the provisions of paragraph 3.2.3):

For vehicle categories other than N3, O3 and O4 e.g. buses of category M2 and M3, vehicles of category N2, vehicles of categories O1 and O2 also the letter "T" may be quoted with a value as suffix.

Question 2b: Solution 2bA, but with the wording changed from 'shall' to 'may', as follows (noting that within the current wording of the legislation the image cannot be mandated):

In this case an image presentation may be shown on the manufacturer's plate (see example) with e.g. T1, T2, T3.

Question 3: Solution 3A, but again with the wording changed from 'shall' to 'may'.

In respect of Solutions 2bA and 3A, the meeting acknowledged that the image would have to be located outside the rectangular area designated for the prescribed information (reference EU 19/2011 Annex I Section 4.1).

The UK delagation then asked an additional verbal question concerning the size of characters shown on the Manufacturer's Statutory Plate:

Question 4: Reference EU 19/2011 Annex I Section 2.2: does the 4mm minimum height requirement for the characters shown on the manufacturer's plate apply to lower case alpha characters?

The meeting agreed that the 4mm height requirement only needs to be applied to the capital case alpha characters - noting that mandating this requirement for any lower case characters (in, for example, the manufacturer's name) could result in manufacturers having to significantly resize their existing statutory plate specifications.

For discussion:

Regarding approval of vehicles with gross weight more than 3500 kg, the Norwegian registration authorities experience that the vehicle manufacturer does not set uniform information on the statutory plates according to directive 76/114/EC.

Furthermore, according to directive 96/53/EC, vehicles M2, M3, N2 and N3 and their trailers in categories O3 and O4, lay down the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic. Information according to directive 96/53/EC may appear in combination with the statutory plate.

- A. How does the approval authorities in other EC-countries interpret the requirements in directive 76/114/EEC as to what information must be indicated on the statutory plate?
- B. How does the approval authorities in other EC-countries relate to relevant information according to directive 96/53/EC when accepting this information onto the statutory plate?
- C. How does the approval authorities in other EC-countries interpret requirements to enter the weights according to directive 96/53/EC when constructive weight of the vehicle is equal to or higher than the maximum weights for that vehicle?

Type approval authority "e"	16
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	Possibilities of solution	Accepted	Refused
A			
B			
C			

TAAM Minutes:

It was expressed during the discussions that technically permissible weights could be indicated on the plate, and that does not exclude a possibility to indicate registration or legal masses according to the 96/53/EC.

The delegates were requested to email information to Norway in reponse to this question.

6. Items relating to Framework Directive 2002/24/EC (Motor Cycles)

6.1. 2002/24/EC, 93/93/EEC: Mass of the passenger

France 3

- **Regulation number :**

- DIRECTIVE 2002/24/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles and repealing Council Directive 92/61/EEC.
- Council Directive 93/93/EEC of 29 October 1993 amended on masses and dimensions of two or three-wheel motor vehicles

- **Text of Directive 93/93/EC amended**

ANNEX : DEFINITIONS, GENERAL AND SPECIFIC REQUIREMENTS

[...]

1.8. *technically permissible maximum mass*

means the mass calculated by the manufacturer for specific operating conditions, taking account of factors such as the strength of the

materials, loading capacity of the tyres, etc.;

1.9. *maximum payload declared by the manufacturer*

means the load obtained by subtracting the mass defined in paragraph 1.6 (mass in running order), with the mass of the rider (defined in paragraph 1.7), from the mass defined in paragraph 1.8 (technically permissible maximum mass).

- **Issue**

Contrary to M-N categories regulations, there is no definition of the mass of the passenger for the 2-3 wheelers and quadricycles in all the regulations applicable for the WVTA of such categories.

So it is the responsibility of the manufacturer to take into account in the definition of the TPMM (technically permissible maximum mass) the maximum mass of the passenger, regarding the number of seating positions for them.

The case is that WVTA are issued with sometimes only 55 kg, 40kg, 24 kg or even 6 kg permissible for the mass of the passenger, to comply with the TPMM declared by the manufacturer or to comply with the formula of the maximum admissible payload of the vehicle.

For evident safety reasons, allowing a vehicle with a seating position for a passenger with a maximum mass of 40 kg or less is not recommended.

European Commission is now working on a new regulation for 2-3 wheelers and quadricycles, with an application intended in 2013. France will pay particular attention to this subject during the discussions.

During the transitional period, France would like to proposed a minimum mass of 68 Kg for the passenger for the calculation of the payload and the TPMM.

Possibilities of solution

Comments

	A	A minimum of 68 kg is required for the mass of the passenger	68 Kg to be in line with M-N regulations (without luggage)
	B	No, a minimum mass of the passenger is not mandatory	France (and other country ?) could not accept all the variants of approvals (if a mass of a passenger is too small), treating them on a case by case, to permit or not the extra passenger
	C	Other solution	

<i>Type approving authority</i> « e »	2	4
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Selection of solutions		Accepted	Refused
Question 1			
	A	X	
	B		X
	C		X

TAAM Minutes:

The meeting agreed on the solution B.

Having the sympathies on solution A, the meeting can not take the final decision recognising that, until the legislation is amended, a 68 kg passenger mass cannot be mandated.

The meeting was reminded of a similar conclusion reached at the February 2004 TAAM (Agenda Item 7.3).

7. Items relating to Framework Directive 2003/37/EC (Agricultural and Forestry Tractors)

7.1. 97/68/EC: Certificate approval number format for petrol engines *UK 4*

BACKGROUND

Annex VIII prescribes the format for the approval number shown on the approval certificate. This states that two alphabetical characters are added to section two and, in some cases, section 3 of the approval number.

These characters are intended to refer to the different application dates for the stages of severity and to the application of the engine for different specification of mobile machinery, on the basis of which type-approval was granted.

The first character is defined in Article 9 and the second character is defined in Annex I, Section 1 with regard to the test mode defined in Annex III.

DISCUSSION

In the case of spark ignition engines there are currently no specific characters to identify the approval stage and Article 9a simply identifies the engines as follows:

Main class S: small engines with a net power ≤ 19 kW

The main class S shall be divided into two categories:

H: engines for hand-held machinery

N: engines for non-hand-held machinery

It is therefore assumed that since there should only be one character related to Article 9a the letter used should be 'S'

For the second character Annex VIII refers to Annex 1 Section 1 and explains that this relates to this test mode defined in Annex III. Since Annex III does not specify test modes for spark ignition engines (they are actually described in Annex IV) it is not clear which letter should be used for the second character. It has therefore been assumed that the character should be the one shown in Annex I Section 1, i.e. Letter 'A'

QUESTION

In the case of spark ignition engine what additional characters should be used for Section 2 of the Approval number?

Possibilities of solutionComments

A	SA	S is the common character for all engine classes A is the common character identified in Annex I Section 1
B	Other characters	To be identified during the TAAM discussion

LEGISLATION

97/68/EC as amended by 2010/26/EU

ANNEX VIII - APPROVAL CERTIFICATE NUMBERING SYSTEM

(see Article 4 (2))

1. *The number shall consist of five sections separated by the ‘*’ character.*

Section 1: the lower case letter ‘e’ followed by the distinguishing letter(s) or number of the Member State issuing the approval:

Section 2: the number of this Directive.

*As it contains different implementation dates and different technical standards, **two alphabetical characters are added.***

These characters refer to the different application dates for the stages of severity and to the application of the engine for different specification of mobile machinery, on the basis of which type-approval was granted.

The first character is defined in Article 9.

The second character is defined in Annex I, section 1 with regard to the test mode defined in Annex III, section 3.6.

Section 3: the number of the latest amending Directive applicable to the approval. If applicable two further alphabetical characters are to be added depending on the conditions described in section 2, even if as a result of the new parameters only one of the characters was to be changed. If no change of these characters apply they shall be omitted.

Section 4: a four-digit sequential number (with leading zeros as applicable) to denote the base approval number. The sequence shall start from 0001.

Section 5: a two-digit sequential number (with a leading zero if applicable) to denote the extension. The sequence shall start from 01 for each base approval number.

2. *Example for the third approval (with, as yet, no extension) corresponding to application date A (stage I, upper powerband) and to the application of the engine for specification A of mobile machinery, issued by the United Kingdom:*

*e 11*98/...AA*00/000XX*0003*00*

3. *Example of the second extension to the fourth approval corresponding to application date E (stage II, medium powerband) for the same specification of machinery (A), issued by Germany:*

*e 1*01/...EA*00/000XX*0004*02*

ARTICLE 9a

Timetable - Spark ignition engines

1. *DIVIDING INTO CLASSES*

For the purpose of this Directive, spark-ignition engines shall be divided into the following classes.

Main class S: small engines with a net power 19 kW

The main class S shall be divided into two categories:

H: engines for hand-held machinery

N: engines for non-hand-held machinery

Class/category

Displacement (cubic cm)

Hand-held engines

Class SH:1 < 20

Class SH:2 $\geq 20 < 50$

Class SH:3 ≥ 50

Non-hand-held engines

Class SN:1 < 66

Class SN:2 $\geq 66 < 100$

Class SN:3 $\geq 100 < 225$

Class SN:4 ≥ 225

ANNEX I – SCOPE, DEFINITIONS, SYMBOLS AND ABBREVIATIONS, ENGINE MARKINGS, SPECIFICATIONS AND TESTS, SPECIFICATION OF CONFORMITY OF PRODUCTION ASSESSMENTS, PARAMETERS DEFINING THE ENGINE FAMILY, CHOICE OF THE PARENT ENGINE

1. SCOPE

This Directive applies to all engines to be installed in non-road mobile machinery and to secondary engines fitted into vehicles intended for passenger or goods transport on the road[2002/88-35].

This Directive does not apply to engines for the propulsion of:

- *vehicles as defined by Directive 70/156/EEC (1), and by Directive 92/61/EEC (2),*
- *agricultural tractors as defined by Directive 74/150/EEC (3).*

Additionally, in order to be covered by this Directive, the engines have to be installed in machinery which meets the following specific requirements:

- A.** *intended and suited, to move, or to be moved with or without road, and with*
- (i) a C.I. engine having a net power in accordance with section 2.4 that is higher than or equal to 19 kW but not more than 560 kW and that is operated under intermittent speed rather than a single constant speed;*

or

 - (ii) a C.I. engine having a net power in accordance with section 2.4 that is higher than or equal to 19 kW but not more than 560 kW and that is operated under constant speed. Limits only apply from 31 December 2006;*

or

 - (iii) a petrol fuelled S.I. engine having a net power in accordance with section 2.4 of not more than 19 kW;*

or

 - (iv) engines designed for the propulsion of railcars, which are self propelled on-track vehicles specifically designed to carry goods and/or passengers;*

or

 - (v) engines designed for the propulsion of locomotives which are self-propelled pieces of on-track equipment designed for moving or propelling cars that are designed to carry freight, passengers and other equipment, but which themselves are not designed or intended to carry freight, passengers (other than those operating the locomotive) or other equipment. Any auxiliary engine or engine intended to power equipment*

designed to perform maintenance or construction work on the tracks is not classified under this paragraph but under A(i[3-36]).

This Directive is not applicable for the following applications

B. Ships, except vessels intended for use on inland waterways[3-37]

D. aircraft;

E. recreational vehicles, e.g.

- snow mobiles,*
- off road motorcycles,*
- all-terrain vehicles;*

ANNEX IV - TEST PROCEDURE FOR SPARK IGNITION ENGINES

3.5. TEST CYCLE

3.5.1. Specification (c) of machinery according to section 1A(iii) of Annex I.

The following test cycles shall be followed in dynamometer operation on the test engine according to the given type of machinery:

cycle D (1): engines with constant speed and intermittent load such as generating sets;

cycle G1: non-hand-held intermediate speed applications;

cycle G2: non-hand-held rated speed applications;

cycle G3: hand-held applications.

TAAM Minutes:

The meeting agreed on the solution A.

Based on the current wording of the legislation, the meeting agreed that the characters 'S' and 'A' are appropriate for spark ignition engines.

7.2. 2005/25/EC, 97/68/EC: Approval of engines for tractors with a power output of 19 – 37 kW

Romania 2

Regulation number:

Directive 2005/25/EC, Article 4, Timetable

Directive 97/68/EC, Article 9, Timetable – compression ignition engines

Background

The two Directives set several stages of implementation regarding the pollutant emissions, depending on the power of the engine. The power of the engine range is different for these stages. The engines with a power output of 19 – 37 kW are included in the stage II (category D) and in the stage IIIA (category K), but they are no longer included in the stages IIIB and IV.

Question:

What are the requirements regarding the pollutant emissions regarding these engines for tractors for which the manufacturers have submitted the application for approval nowadays?

Type approval authority “e”	19
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Selection of solutions	Accepted	Refused
A. These motors do not require any more an approval in terms of polluting emissions		X
B. These engines must still meet the requirements of stage IIIA	X	

TAAM Minutes:

The meeting agreed on the solution B.

8. Miscellaneous

8.1. Short report of the ETAES-Meeting

Germany

TAAM Minutes:

Mr. Frank Wrobel (Chair of the ETAES group) outlined the following key points from the ETAES meeting that was held in Riga on 11 May 2011:

ETAES III Software Update

Development of the ETAES III software is now essentially completed and the next stage will be to establish a date for implementation. The key benefit is that ETAES III uses the HTML base and so will not need the JAVA support that is required for the current software and will be accessible from anywhere via the internet using a standard internet browser.

Participation:

There has still been no progress in ongoing attempts to encourage participation from Portugal. Whilst Italy remains a member of ETAES, it is still not fully active. The meeting supported the idea that a delegation from the ETAES meeting should visit Italy to explain the financial and operational benefits that can result from full participation.

Elimination of the need to exchange Paper Documents:

Proposals to change the wording in the Motor Vehicle, Motorcycle and Agricultural Tractor Whole Vehicle Framework legislation have been submitted to the Commission to formalise the electronic exchange of approvals and, objectively, eliminate the need for the exchange of paper approvals. Whilst the principle was positively received, the wording was modified to remove the mandatory element and thereby retain some opportunities for Member States to exchange information via email or paper.

Source of Official Approval Documents:

The ETAES meeting agreed that it is not acceptable for the Approval Authorities to receive the documents (whether in paper or electronic format) via the manufacturers.

Financing:

2011 invoices will be sent out in October 2011 with payment due by the end of December 2011. Noting that the software development costs for ETAES III are already included in the current fees, it was confirmed that the charges for 2011 will remain the same as for 2010.

Report from DETA meeting (Database for the Exchange of Type Approval documentation):

There have been two meetings of the UN ECE DETA group since the last TAAM and work is progressing well. It has been suggested that a new GR group be created under WP.29 to provide a formal administrative body for DETA with an elected chairman and secretary. Possibilities for UNECE to host, administrate and fund and the costs for the DETA system are also being investigated.

XML Sub-Group:

The main activity of the XML subgroup continues to be the development of a common master XML file which would be used to manage information for several different vehicle registrations and type approval applications (e.g. data for CoC, Annex III/Annex I, sound monitoring, CO2 monitoring, specific national requirements, etc.).

The intention is to develop a consolidated master file that will include all necessary fields. Once the master file has been developed, a trial period with a limited number of Member States will be initiated to progressively further develop and refine the database.

Use of ETAES for National Small Series Approvals:

ETAES has proved to be a very effective and secure means of exchanging data and information between authorities and hence will be used for the exchange of other information, including national small series approvals and notifications concerning the withdrawal of approvals.

TAAM Minutes:

Mr Frank Wrobel (Chairman of the TAAM Multi-Stage subgroup) reminded the meeting that the purpose of this subgroup has been to develop a set of guidelines in order to achieve a common approach for EC multi-stage approvals.

It was reported that excellent progress has now been made and a final report containing the proposed guidelines (jointly prepared by Germany, UK, Netherlands and France) was presented to the TAAM delegates for review.

It was explained that the document will be presented in its current draft form to the TAAEG on 6 June 2011 and the TAAM delegates were requested to send their comments to the Multi-Stage subgroup Chair within 2 months (i.e. by mid July 2011).

8.3. Launching a questionnaire concerning the national procedures applicable for the registration in the following situations

Romania 3

- vehicles equipped to be driven in left hand traffic and which will be registered in countries where the traffic rules are for vehicles equipped to be driven in right hand traffic (the problem is also valid for the reverse case);
- fitting of commercial vehicles with recording equipment in road transport (tachograph);
- fitting of commercial vehicles with speed limitation devices.

Background

The extension of the WVTA will simplify the registration of the vehicles, including commercial vehicles. On the other hand, that could require changes of the national legislation to assure the compliance with some requirements which are not included in the Framework Directive (for instance: fitting with tachograph or Speed Limiting Device). Another problem encountered is that of vehicles equipped to be driven in left hand traffic and which are not adapted for the traffic rules of most MS, the right hand traffic.

Taking into account these situations, RO requires the agreement of the other MS to launch a questionnaire regarding the rules applied in the MS for above mentioned items.

TAAM Minutes:

The delegates were requested to email information to Romania in reponse to this question.

TAAM Minutes:

It was explained that Mr. Wolfgang Schneider who has represented the Commission at previous TAAMs has now moved to a new position, and the Commission has indicated that it no longer plans to send a delegate to attend future meetings.

The TAAM delegates recorded their sincere thanks for the extremely valuable, constructive and productive contributions made by Mr. Schneider during the past 10 years and expressed concern that the lack of Commission participation at future TAAMs would be a significant loss.

TAAM Minutes:

This topic was raised for information only. The German delegate explained that the recent TCMV (February 2011) had discussed production problems caused by the earthquake in Japan, which are expected to affect the supply of Mobile Air Conditioning Refrigerant HFO-1234yf. It was reported that the Commission recognised that there could be some associated Conformity of Production issues.

TAAM Minutes:

The Romanian delegate expressed the view that lot of incompatibilities with the requirements of the regulatory acts are found in the Certificates of Conformity when certain technical data (dimensions, masses, number of the seats and doors etc.) are given in the range, and even more than one commercial name and/or vehicle category is indicated in the same Certificates of Conformity. Attention of Type Approval Authorities was drawn to more careful filling in of the Certificates of Conformity.

Future meetings

9.1. 2011 Q3/Q4: to be discussed

TAAM Minutes:

There were still no volunteers for the hosting of the meeting to be held in Q3/Q4 2011 and therefore, to protect the continuity of the TAAM, delegates from Germany, Netherlands and the UK agreed to jointly organise the next meeting.

The meeting accepted the proposal for Frank Wrobel (Germany) to chair the meeting and for Harry Jongenelen (NL) and Derek Jones (UK) to provide the secretarial support.

The current plan is to hold the meeting at the UN ECE offices in Geneva during the week 46 (14-18 November 2011).

9.2. 2012 Q1/Q2: to be discussed

TAAM Minutes:

There are no volunteers yet for the hosting of the meeting to be held in Q1/Q2 2012.