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**ENTR/F1/JPD/ANNEX IV (IVA) VERSION 5.1.**

- 1) INCLUDING CHANGES RESULTING FROM 5TH MEETING ON IVA - 8.9.2009**
- 2) COMPROMISE PROPOSAL SUBMITTED TO TCMV ON 20.11.2009**
- 3) SMALL EDITORIAL CHANGES AFTER CONSULTATION OF EXPERTS**



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 11 December 2009

**Working document  
Version 5.1.**

Draft

**COMMISSION REGULATION (EC) No .../..**

**of [...]**

**amending Annexes IV and VI to Directive 2007/46/EC of the European Parliament and of the Council establishing a framework for the approval of motor vehicles and their trailers and of systems, components and separate technical units intended for such vehicles (Framework Directive)**

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**(Text with EEA relevance)**

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**(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) <sup>1</sup>, and in particular Article 44 (1) and Article 39 (2) thereof,

Whereas:

- (1) Directive 2007/46/EC establishes a harmonised framework containing the administrative provisions and general technical requirements for all new vehicles, systems, components and separate technical units. In particular it includes a list of all regulatory acts which lay down the technical requirements with which vehicles have to comply in order to be granted Community vehicle type-approval. It also includes the templates necessary for issuing the certificates of approval.
- (2) Given the effects of the globalisation in the automotive sector the appeal for vehicles built outside the European Union is growing significantly. Experience shows that appropriate procedures have been put in place under national law in the Member States in order to grant individual approvals to vehicles imported from the third countries. That situation that results from the adoption of Council Directive 70/156/EEC <sup>2</sup> on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers, Directive that has been repealed by Directive 2007/46/EC, has proven to create distortion in the functioning of the internal market. It is therefore necessary to lay down appropriate measures.
- (3) Albeit Article 24 of Directive 2007/46/EC allows Member States to waive under conditions certain provisions of the Regulatory Acts listed in Annex IV to that Directive for the purposes of approval of individual vehicles, the proper functioning of the internal market requires that vehicles approved in application of Article 24 may be sold and registered in any Member State of the European Union. This implies that

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<sup>1</sup> OJ L 263, 9.10.2007, p.1.

<sup>2</sup> OJ L 42, 23.2.1970, p.1.

technical requirements and administrative provisions in respect of individual approvals should be harmonised at Community level. Article 44 (1) provides provisions thereof.

- (4) The same Article 24 allows Member States to waive provisions of the Regulatory Acts listed in Annex IV upon condition that they impose alternative requirements aiming to ensure a level of road safety and environmental protection which is equivalent to the greatest extent practicable to the level provided by Community law. Assuming that vehicles produced in series for third countries with a view to being put into service into domestic markets are built in accordance with the technical legislation in force in the respective countries of origin or destination, it is therefore appropriate to take into account such requirements as well as the work in progress in the “World Forum for Harmonization of Vehicle Regulations (WP.29)” under the auspices of the Economic Commission for Europe of the United Nations in Geneva. This implies that it can be demonstrated that those requirements provide a level of road safety and environmental protection which is at least equivalent to the level of safety and environmental protection required in the Community for the purpose of individual approval, for which given its specific nature the application of the usual type-approval procedure is not feasible.
- (5) Harmonised administrative and technical provisions regarding individual approvals should be laid down in a first step in respect of mass-produced vehicles manufactured outside the European Union.
- (6) The templates of the certificates issued by the approval authorities are described in Annex VI to Directive 2007/46/EC. However they only concern type-approval and not individual approval. In order to facilitate the mutual recognition of individual approvals granted under Article 24 of that Directive, it is important to fix the template of the individual approval certificate to be used.
- (7) The introduction of harmonised technical requirements concerning vehicles imported from third countries which do not comply with the complete set of requirements requested from vehicles under Community whole vehicle type-approval is likely to foster the number of imported vehicles within the Community. It is therefore important to monitor the number of those vehicles that have been granted individual approvals in order to assess the market trends and, if necessary, take appropriate measures to avoid that the procedure could be used by vehicle manufacturers to circumvent the European type-approval system.
- (8) It is appropriate with a view to ensuring the proper operation of the approval system to update the annexes to Directive 2007/46/EC in order to adapt them to the development of scientific and technical knowledge.
- (9) Annexes IV and VI to Directive 2007/46/EC should therefore be amended accordingly.
- (10) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee - Motor Vehicles Committee,

HAS ADOPTED THIS REGULATION:

#### *Article 1*

Annex IV and Annex VI are amended as mentioned in the Annex.

### *Article 2*

1. The Member States shall communicate to the Commission the number of harmonised approvals granted per annum under the provisions of Article 24 of Directive 2007/46/EC.
2. The list of the approvals granted shall be established by manufacturer, commercial name of the vehicle and country of origin or original destination at the 31 December of each year and be sent to the Commission by 1<sup>st</sup> March of the year following the year of reference.

### *Article 3*

This Regulation shall enter into force on the [...12 months after the date of its publication in the Official Journal of the European Union].

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, [...]

*For the Commission*

[...]

*Member of the Commission*

## ANNEX

1. Annex IV is modified as follows:
  - a) The current Appendix is numbered Appendix 1
  - b) The following new Appendix 2 is added:

**Requirements for the approval pursuant to Article 24 of complete vehicles belonging to category M<sub>1</sub> and N<sub>1</sub>, produced in large series in or for third countries**

**0. OBJECTIVE**

0.1. The objective of this appendix is to lay down appropriate requirements in accordance with the provisions of Article 44 (1), with regard to the approval of new vehicles produced in large series in or for third countries.

0.2. For the purposes of individual approval, a vehicle is deemed to be new when:

- a) it has never been registered previously or
- b) it has been registered for less than six months at the time of the application for individual approval.

By registration, it is meant that the vehicle has obtained the administrative authorisation for entry into service in road traffic, involving its identification and the issuing of a registration number. The term registration includes permanent, temporary and short-term registration as well.

**1. ADMINISTRATIVES PROVISIONS**

1.1. Categorisation of the vehicle

Vehicles shall be categorised in relation to the criteria mentioned in Annex II of Directive 2007/46/EC.

For such purposes:

- the actual number of seating positions shall be taken into consideration and
- the technically maximum permissible laden mass shall be the maximum mass stated by the manufacturer in the country of origin and available in his official documentation.

When the vehicle category cannot be determined easily because of the design of the bodywork (e.g. in the case of a van) the conditions referred to in Annex II of Directive 2007/46/EC shall be used.

1.2 Application for individual approval

- a) The applicant shall file an application to the approval authority accompanied by a dossier including all relevant documentation necessary for the operation of the approval process.

The submission of incomplete files, falsified or forged documents shall lead to the rejection of the approval.

- b) Only one application for a particular vehicle may be submitted in only one

Member State.

By a particular vehicle, it shall be understood a physical vehicle the Vehicle Identification Number of which is clearly identified.

For the application of this paragraph, the approval authority may require that the applicant commits himself in writing.

This does not prevent an applicant from applying for individual approval in another Member States in respect of a vehicle which is identical, similar or not to one which has been granted individual approval, subject to the condition mentioned in Point 1.2. a).

- c) The model of the application form and the layout of the file shall be laid down by the approval authority.

Particulars may only consist in an appropriate selection of the information included in Annex I to Directive 2007/46/EC.

- d) The technical requirements to be satisfied are those laid down in Section 4 of this Appendix.

They shall be those ones applicable to new vehicles belonging to a vehicle type currently in production, in relation to the date of the submission of the application.

- e) With respect to those destructive tests or tests deemed likely to impair the proper functioning of the vehicle after the test has been conducted, the applicant shall supply a statement of compliance with recognised international standards or regulations. The statement in question may only be issued by the vehicle manufacturer.

By “statement of compliance”, it is meant a statement issued by the office or department within the manufacturer’s organisation which is duly authorised by the management to fully engage the legal responsibility of the manufacturer with respect to the design and the construction of a vehicle.

The regulatory acts for which such a statement has to be supplied are mentioned in Section 4 of this Appendix.

When a statement allows uncertainty to persist, the manufacturer may be required to bring along any conclusive piece of evidence, for example a test report, in order to corroborate his statement.

### 1.3. Technical services entrusted with individual approvals

- a) The technical services entrusted with individual approvals shall be of category A as mentioned in Article 41 (3) of this Directive, it being understood that the term “tests” covers checking of compliance with the provisions included in this Appendix.

- b) By way of derogation to the provisions of Article 41 (4) 2<sup>nd</sup> Indent of Directive 2007/46/EC, technical services shall comply with the following standards:

- EN ISO/IEC 17025 : 2005 when they perform themselves tests;

- EN ISO/IEC 17020 : 2004 when they check compliance of the vehicle with the requirements included in this Appendix.

- c) When specific tests requiring specific skills have to be conducted at the request of the applicant (e.g. destructive tests), they shall be conducted by one of the technical services notified to the Commission at the choice of the applicant.

For example, when a frontal impact test has to be conducted at the request of the applicant in order to be granted an approval in a Member State 'A', the test may be conducted by a technical service in a Member State 'B'.

#### 1.4. Test reports

- a) Test reports shall be drafted in accordance with the provisions of Section 5.10.2. of Standard EN ISO/IEC 17025 : 2005.

- b) They shall be drafted in one of the languages of the Community determined by the approval authority.

When in application of the provisions of point 1.3. c) a test report has been established in a Member State other than the one entrusted with the individual approval, the approval authority may require that the applicant submits a true translation of the test report.

- c) They shall include a description of the vehicle tested including its unambiguous identification. The conditions of the test shall be reported. The parts which play a significant role with regard to the results of the tests shall be described.

“Description of the part” means the physical identification of the part, which may be limited but not only to its part number.

Examples of parts: the silencers in the case of noise measurement, the engine management system (ECU) in the case of measurement of tail pipe emissions.

- d) At the request of an applicant, a test report delivered for a particular vehicle related to an entry in this Appendix (i.e. system approval) may be presented repeatedly either by the same or another applicant for the purposes of individual approval of another vehicle.

In such a case the approval authority shall ensure that the technical characteristics of the vehicle are properly inspected against the test report.

Inspection of the vehicle and the documentation accompanying the test report shall lead to the conclusion that the vehicle for which an individual approval is sought has the same the characteristics as the vehicle described in the report.

- e) Only authenticated copies of a test report may be submitted.
- f) Test reports referred to in Point 1.4. d) do not include the reports drawn up in order to grant the vehicle individual approval.

#### 1.5. It is inherent to the individual approval process that each particular vehicle is inspected physically by the technical service.

No exemption to this principle shall be permitted.

- 1.6 When the approval authority is satisfied that the vehicle meets the technical requirements specified in this Appendix and conforms to the description included in the application it shall grant approval in accordance with the provisions of Article 24 of Directive 2007/46/EC.
- 1.7. The certificate of approval shall be the model D described in Annex VI to Directive 2007/46/EC.
- 1.8. The approval authority shall keep record of all approvals granted under Article 24.

## **2. EXEMPTIONS**

- 2.1. Due to the specific nature of the individual procedure, the articles relating to type-approval shall not apply. In particular, the provisions of the following articles including their relevant annexes shall be waived:
  - a) Article 12 of Directive 2007/46/EC relating to conformity of production arrangements;
  - b) Articles 8, 9, 13, 14 and 18 relating to vehicle type-approval procedure.
- 2.2. Vehicle type identification
  - a) Whilst individual approval procedure cannot be confused with type-approval procedure, a vehicle built in series is usually identified by a type, variant and version code which is given in its country of origin. As far as possible, it has to be referred to in the approval certificate.
  - b) When it is not possible to identify the type, the variant and the version because of the absence of appropriate data, the usual commercial name of the vehicle may be referred to.
  - c) Vehicle Identification Numbers (VIN) constituted of 17 positions shall not be required to include the type of the vehicle.

## **3. REVIEW OF THE TECHNICAL REQUIREMENTS**

The list of the technical requirements included in Section 4 of Appendix 2 to Annex IV will be regularly reviewed in order to take into account the results of the harmonisation work in progress at the World Forum for Harmonization of Vehicle Regulations (“WP.29”) in Geneva and the legislative developments in the third countries.

#### 4. TECHNICAL REQUIREMENTS

##### Part I: Vehicles belonging to category M<sub>1</sub>

Item	Regulatory act reference	Alternative requirements
1	Directive 70/157/EEC (Permissible sound level)	<p><u>Drive-by test</u></p> <p>a) A test shall be conducted in accordance with the ‘Method A’ referred to in Annex 3 to UNECE Regulation No 51.</p> <p>Limits are those specified in Section 2.1 of Annex I to Directive 70/157/EEC. One decibel in addition to the permitted limits shall be allowed.</p> <p>The test track shall comply with the provisions of Annex 8 to UNECE Regulation No 51. A test track having different specifications may be used under the condition that correlation tests have been conducted by the technical service. A correction factor shall be applied if necessary.</p> <p>b) Exhaust systems containing fibrous materials need not to be conditioned as prescribed in Annex 5 to UNECE Regulation No 51.</p> <p><u>Stationary test</u></p> <p>A test shall be conducted in accordance with the provisions of Section 3.2. of Annex 3 of UNECE Regulation No 51.</p>

2	Directive 70/220/EEC (Emissions)	<p><u>Tail pipe emissions</u></p> <p>a) A type I test shall be conducted in accordance with the provisions of Annex III to Directive 70/220/EEC using the deterioration factors referred to in paragraph 5.3.6.2. The limits to be applied shall be those specified in paragraph 5.3.1.4. of Annex I to Directive 70/220/EEC.</p> <p>The vehicle shall not be required to exhibit 3 000 km as requested in Section 3.1.1. of Annex III to Directive 70/220/EEC.</p> <p>The nature of the fuel to be used for the test shall be subject to the decision of the technical service. When the fuel is supplied by the applicant, an analysis of its physical and chemical properties may be requested by the technical service.</p> <p>The dynamometer shall be set up in accordance with the technical provisions of section 3.2 of Appendix 2 to Annex III to Directive 70/220/EEC.</p> <p>b) The test referred to in subparagraph a) shall not be conducted when it can be demonstrated that the vehicle complies, as appropriate, with one of the California Regulations mentioned in the prefatory note in Section 5 of Annex I to Directive 70/220/EEC.</p> <p><u>Evaporative emissions</u></p> <p>Vehicles equipped with a petrol fuelled engine shall be fitted with an evaporate emissions control system (e.g. charcoal canister).</p> <p><u>Crankcase emissions</u></p> <p>The presence of a device for recycling crankcase gases shall be required.</p> <p><u>OBD</u></p> <p>The vehicle shall be fitted with an OBD system.</p> <p>OBD-interface shall be able to communicate with common diagnostic tools used for periodic technical inspections.</p>
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2a	Regulation (EC) 715/2007	<p><u>Tail pipe emissions</u></p> <p>a) A type I test shall be conducted in accordance with the provisions of Annex III to Regulation (EC) No 692/2008 using the deterioration factors of paragraph 1.4. of Annex VII to regulation (EC) No 692/2008. The limits to be applied shall be those specified respectively in Table I and Table II in Annex I to Regulation (EC) No 715/2007.</p> <p>The vehicle shall not be required to exhibit 3 000 km as requested in Section 3.1.1. of Annex IV to UNECE Regulation No 83.</p> <p>The nature of the fuel to be used for the test shall be subject to the decision of the technical service. When the fuel is supplied by the applicant, an analysis of its physical and chemical properties may be requested by the technical service.</p> <p>The dynamometer shall be set up in accordance with the technical provisions of section 3.2 of Annex IV to UNECE Regulation No 83.</p> <p>b) The test referred to in subparagraph a) shall not be conducted when it can be shown that the vehicle complies, as appropriate, with the California Regulations referred to in Section 2 of Annex I to Commission Regulation (EC) No 692/2008.</p> <p><u>Evaporative emissions</u></p> <p>For petrol fuelled engines, the presence of an evaporate emissions control system (e.g. charcoal canister) shall be required.</p> <p><u>Crankcase emissions</u></p> <p>The presence of a device for recycling crankcase gases shall be required.</p> <p><u>OBD</u></p> <p>The vehicle shall be fitted with an OBD system.</p> <p>OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p> <p><u>Smoke opacity</u></p> <p>a) Vehicles equipped with a diesel fuelled engine shall be tested in accordance with the tests methods referred to in Appendix 2 to Annex IV to Regulation (EC) No 692/2008.</p> <p>b) The corrected value of the absorption coefficient shall be affixed, conspicuously and in a readily accessible place.</p> <p><u>CO<sub>2</sub> emissions and fuel consumption</u></p> <p>a) A test shall be conducted in accordance with the provisions of Annex XII to Regulation (EC) No 692/2008.</p> <p>The vehicle shall not be required to exhibit 3 000 km as requested in Section 3.1.1. of Annex IV to UNECE Regulation No 83</p> <p>b) When no test concerning tail pipe emissions has to be conducted, Member States shall calculate CO<sub>2</sub> emissions</p>
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3	<p>Directive 70/221/EEC (Fuel tanks - Rear protective devices)</p>	<p><u>Fuel tanks</u></p> <p>Fuel tanks shall comply with the provisions of Section 5 of Annex I to Directive 70/221/EEC with the exception of points 5.1., 5.2. and 5.12. In particular they shall comply with the provisions of points 5.9. and 5.9.1. but no dripping test shall be conducted.</p> <p>LPG and CNG tanks shall be type-approved in accordance with, respectively UNECE Regulations 67 series of amendments 01 or Regulation No 110 <sup>(a)</sup>.</p> <p><u>Specific provisions for fuel tanks made of a plastic material</u></p> <p>The applicant shall submit a statement from the manufacturer establishing that the fuel tank on the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- the provisions of Section 6.3 of Directive 70/221/EEC or</li> <li>- FMVSS No 301 ("Fuel system integrity) or</li> <li>- Annex V to UNECE Regulation 34.</li> </ul> <p><u>Rear protective device</u></p> <p>a) The rear part of the vehicle shall be constructed in accordance with the provisions of Section 5 of Annex II to Directive 70/221/EEC.</p> <p>b) For such purposes, it is sufficient that the provisions of Paragraph 5.2. 2<sup>nd</sup> indent are fulfilled.</p>
4	<p>Directive 70/222/EEC (Rear registration plate space)</p>	<p>Space, inclination, angles for visibility and position of the registration plate shall comply with the provisions of Directive 70/222/EEC.</p>
5	<p>Directive 70/311/EEC (Steering effort)</p>	<p><u>Mechanical systems</u></p> <p>a) The steering mechanism shall be built as to self-centre. In order to check compliance with this provision, a test shall be conducted in accordance with the provisions of paragraphs 5.1.2. and 5.2.1 of Section 5 of Annex I to Directive 70/311/EEC.</p> <p>b) The failure of the power steering equipment may not lead to a complete loss of control of the vehicle.</p> <p><u>Complex electronic vehicle control system ('Drive-by wire' devices)</u></p> <p>Complex electronic control system shall be permitted only if they comply with the provisions of Annex 6 to UNECE Regulation No 79.</p>

6	Directive 70/387/EEC (Door latches and hinges)	<p>Door latches and hinges shall comply with the provisions of paragraphs 3.2.1., 3.3.2. and 3.4.1. of Annex I to Directive 70/387/EEC.</p> <p>Provisions of paragraph 3.4.1. may be waived only when compliance with Point 6.1.5.4. of UNECE Regulation No 11 Rev.1 Amendment 2 can be demonstrated.</p>
7	Directive 70/388/EEC (Audible warning)	<p><u>Components</u></p> <p>The audible warning devices are not required to be type-approved in accordance with Directive 70/388/EEC. However, they shall emit a continuous sound as required in Point 1.1. of Section 1 of Annex I to that Directive.</p> <p><u>Installation on vehicle</u></p> <p>A test shall be conducted in accordance with the provisions of Section 2 of Annex I to Directive 70/388/EEC.</p> <p>The maximum sound pressure level shall be in accordance with point 2.1.4. of Section 2 of that Annex.</p>
8	Directive 2003/97/EC (Indirect vision devices)	<p><u>Components</u></p> <p>The vehicle shall be fitted with the rear-view mirrors prescribed in Section 2 of Annex III to Directive 2003/97/EC.</p> <p>They are not required to be type-approved in accordance with that Directive.</p> <p>The radii of curvature of the mirrors may not cause significant image distortions. At the discretion of the technical service, the radii of curvature shall be checked in accordance with the method described in Appendix 1 to Annex II to Directive 2003/97/EC. The radii of curvature shall not be less than those required in Section 3.4. of Annex II to that Directive.</p> <p><u>Installation on vehicle</u></p> <p>Measurement shall be conducted in order to ensure that the fields of vision comply with either the provisions of Section 5 of Annex III to Directive 2003/97/EC or Directive 71/127/EEC.</p>

9	<p>Directive 71/320/EEC (Braking)</p>	<p><u>General provisions</u></p> <p>a) The braking system shall be built in accordance with the provisions of Section 2 of Annex I to Directive 71/320/EEC.</p> <p>b) Vehicles shall be fitted with an electronic antilock braking system acting on all wheels.</p> <p>c) The performances of the braking system shall comply with the provisions of Section 2 of Annex II to Directive 71/320/EEC.</p> <p>d) For these purposes, road tests shall be conducted on a track the surface of which possesses high adhesion. The test of the parking brake shall be conducted on a 18 % gradient (up and down).</p> <p>Only those tests mentioned below shall be conducted. In each case, the vehicle shall be in fully laden conditions.</p> <p>e) The road test referred to in subparagraph c) shall not be conducted when the applicant can submit a statement from the manufacturer establishing that the vehicle complies either with the provisions of UNECE Regulation No 13-H including supplement 5 or FMVSS No 135.</p> <p><u>Service brake</u></p> <p>a) A ‘Type 0’ as prescribed in paragraphs 1.2.2. and 1.2.3. of Annex II to Directive 71/320/EEC shall be conducted.</p> <p>b) In addition, a ‘Type I’ test as prescribed in paragraph 1.3. of Annex II to Directive 71/320/EEC shall be conducted.</p> <p><u>Parking brake</u></p> <p>A test shall be conducted in accordance with the provisions of paragraph 2.1.3. of Annex II to Directive 71/320/EEC.</p>
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10	<p>Directive 72/245/EEC (Radio interference (electromagnetic compatibility))</p>	<p><u>Components</u></p> <p>a) Electrical/electronic sub-assemblies are not required to be type-approved in accordance with the provisions of Directive 72/245/EEC.</p> <p>b) However, electric/electronic devices retrofitted shall comply with the provisions of that Directive.</p> <p><u>Emitted electromagnetic radiations</u></p> <p>The applicant shall submit a statement from the manufacturer establishing that the vehicle complies with Directive 72/245/EEC or with the following alternative standards :</p> <ul style="list-style-type: none"> <li>- Broadband electromagnetic radiation: CISPR 12 or SAE J551-2.;</li> <li>- Narrowband electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41.</li> </ul> <p><u>Immunity tests</u></p> <p>Immunity test shall be waived.</p>
11	<p>Directive 72/306/EEC (Diesel smoke)</p>	<p>A test shall be conducted in accordance with the methods described in Annex III and IV to Directive 72/306/EEC</p> <p>The limit values applicable are those mentioned in Annex V to Directive 72/306/EEC.</p> <p>The corrected value of the absorption coefficient referred to in Section 4 of Annex I to Directive 72/306/EEC shall be affixed, conspicuously and in a readily accessible place.</p>

12	Directive 74/60/EEC (Interior fittings)	<p><u>Interior arrangement</u></p> <p>a) With respect to the requirements on energy absorption, The vehicle shall be deemed complying with the provisions of Directive 74/60/EEC if the vehicle is fitted with at least two front airbags inserted into the steering wheel and into the dash board.</p> <p>b) In the case that the vehicle is fitted with only one front air bag inserted in the steering wheel, the dash-board shall be made up of energy absorbing materials.</p> <p>c) The technical service shall check that there are no sharp edges in the zones defined in Sections 5.1. to 5.7. of Annex I to Directive 74/60/EEC.</p> <p><u>Electrical controls</u></p> <p>a) Power-operated windows, roof-panel systems and partitioning systems shall be tested in accordance with the provisions of Section 5.8. of Annex I to Directive 74/60/EEC.</p> <p>The sensitivity of auto-reverse systems referred to in Point 5.8.3. of that Annex may diverge from the provisions of point 5.8.3.1.1.</p> <p>b) Electric windows which cannot be closed when the ignition is off shall be exempt from the requirements concerning auto-reverse systems.</p>
13	Directive 74/61/EEC (Anti-theft and immobiliser)	<p>a) In order to prevent unauthorised use, the vehicle shall be fitted with:</p> <ul style="list-style-type: none"> <li>- a locking device as defined in Section 2.2 of Annex IV to Directive 74/61/EEC and</li> <li>- an immobiliser which meets the technical requirements of Section 3 of Annex V to that Directive and the essential requirements of Section 4, in particular paragraph 4.1.1.</li> </ul> <p>b) If, in application of the provisions of paragraph a), an immobiliser has to be retrofitted it shall be of an approved type in accordance with the provisions of Directive 74/61/EEC or UNECE Regulation No 97 or 116.</p>

14	Directive 74/297/EEC <sup>(d)</sup> (Protective steering)	<p>a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- Directive 74/297/EEC or</li> <li>- FMVSS No 203 (“Impact protection for the driver from the steering control system”) including FMVSS No 204 (“Steering control rearward displacement”) or</li> <li>- Article 11 of JSRRV.</li> </ul> <p>b) A test in accordance with the provisions of Annex II to Directive 74/297/EEC may be conducted on a production vehicle at the request of the applicant.</p> <p>The test shall be conducted by a notified European technical service which has competence thereof. A detailed report shall be issued to the applicant.</p>
15	Directive 74/408/EEC (Seat strength – head restraints)	<p><u>Seats, seat anchorages and adjustment systems</u></p> <p>The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- Directive 74/408/EEC or</li> <li>- FMVSS No 207 (“Seating systems”).</li> </ul> <p><u>Head restraints</u></p> <p>a) When the statement referred to above is based on FMVSS No 207, the head restraints shall fulfil in addition the essential requirements of Section 3 of Annex II to Directive 74/408/EEC and Section 5 of Appendix I to the same Annex.</p> <p>Only the tests described in paragraph 3.10 and Sections 5, 6 and 7 of Annex II to that Directive shall be conducted.</p> <p>b) In the other event, the applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies with FMVSS No 202a (“Head restraints”).</p>
16	Directive 74/483/EEC (Exterior projections)	<p>The external surface of the bodywork shall comply with the general specifications included in Section 5 of Annex I to Directive 74/483/EEC.</p> <p>At the discretion of the technical service the provisions referred to in points 6.1., 6.5., 6.6., 6.7., 6.8. and 6.11. of Annex I to that Directive shall be checked.</p>

17	Directive 75/443/EEC (Speedometer – reverse gear)	<p><u>Speedometer equipment</u></p> <p>The dial shall comply with the provisions of paragraphs 4.1. to 4.2.3. of Annex II to Directive 75/443/EEC.</p> <p>When the technical service has reasonable grounds to believe that the speedometer is not calibrated with sufficient accuracy, it may require that the tests prescribed in Section 4.3 are conducted.</p> <p><u>Reverse gear</u></p> <p>The gear mechanism shall include a reverse gear.</p>
18	Directive 76/114/EEC (Statutory plates)	<p><u>Vehicle identification number</u></p> <p>a) The vehicle shall be fitted with a vehicle identification number comprising a minimum of eight and a maximum of 17 characters. Vehicle identification number comprising 17 positions shall fulfil the provisions of Standards ISO 3779 : 1983 and 3780 : 1983.</p> <p>b) The vehicle identification number shall be located in a clearly visible and accessible position in such a way as it cannot be obliterated or deteriorate.</p> <p>When no vehicle identification number is stamped in the chassis or in the body, a Member State may require that it is retrofitted in application of its national law; subject to the competent authority of that Member State supervises itself the stamping operation.</p> <p><u>Statutory plate</u></p> <p>The vehicle shall be fitted with an identification plate affixed by the vehicle manufacturer.</p> <p>No additional plate shall be requested after the approval has been granted.</p>
19	Directive 76/115/EEC (Seat belt anchorages)	<p>The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- Directive 76/115/EEC or</li> <li>- FMVSS No 210 (“Seat belt assembly anchorages”) or</li> <li>- Article 22-3. of JSRRV.</li> </ul>

20	Directive 76/756/EEC (Installation of lighting and light signalling devices)	<p>a) The lighting installation shall meet the essential requirements of UNECE Regulation No 48 series of amendments 03 with the exception of the provisions of Annex 5 and 6 to Regulation 48.</p> <p>b) No exemption shall be permitted in respect of the number, the essential design characteristics, the electrical connections, and the colour of light emitted or retro-reflected of the lights and signalling devices referred to in Entries 21 to 26 and in Entries 28 to 30.</p> <p>c) Lights and signalling devices which in application of the above must be retrofitted shall bear an “E” type-approval mark.</p> <p>d) Lamps fitted with gas-discharged light source are only permitted in conjunction with the installation of headlamp cleaning device and an automatic headlamp-levelling device where appropriate.</p> <p>e) Headlamp dipped-beams shall be adapted to the direction of traffic legally in force in the country where the vehicle is granted approval.</p>
21	Directive 76/757/EEC (Retro reflectors)	Two additional retro reflectors bearing either a EC or a EEC approval mark shall be added at the rear, the position of which shall comply with the provisions of UNECE Regulation No 48.
22	Directive 76/758/EEC (End-outline, front position (side), rear-position (side), stop, side marker, daytime running lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
23	Directive 76/759/EEC (Direction indicators)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
24	Directive 76/760/EEC (Rear registration plate lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.

25	Directive 76/761/EEC (Headlamps (including bulbs))	<p>The illumination produced by the passing beam of the headlamps fitted to the vehicle shall be checked under the provisions of Section 6 of UNECE Regulation No 112 concerning headlamps emitting an asymmetrical passing beam. The tolerances included in Annex 5 of that Regulation may be referred to for that purposes.</p> <p>The same decision shall apply <i>mutatis mutandis</i> to the passing beam of headlamps covered by UNECE Regulation No 98 or 123.</p>
26	Directive 76/762/EEC (Front fog lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
27	Directive 77/389/EEC (Towing hooks)	The requirements of this Directive shall be waived.
28	Directive 77/538/EEC (Rear fog lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
29	Directive 77/539/EEC (Reversing lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
30	Directive 77/540/EEC (Parking lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
31	Directive 77/541/EEC (Seat belts and restraint systems)	<p><u>Components</u></p> <p>Seat belts shall not be required to be type-approved in accordance with Directive 77/541/EEC.</p> <p>However, each seat belt assembly shall bear an identification label.</p> <p>The indications on the label shall be consistent with the statements referred to in Entry 19 “Directive 76/115/EEC (Seat belt anchorages).</p> <p><u>Installation requirements</u></p> <p>a) The vehicle shall be fitted with seat belts in accordance with the requirements included in Annex XV to Directive 77/541/EEC.</p> <p>b) If, in application of the provisions of paragraph a), a number of seat belts have to be retrofitted they shall be of an approved type in accordance with the provisions of Directive 77/541/EEC or UNECE Regulation No 16.</p>

32	Directive 77/649/EEC (Forward vision)	<p>a) No obstruction in the 180° forward field of vision of the driver as defined paragraph 5.1.3. of Section 5 of Annex I to Directive 77/649/EEC shall be permitted.</p> <p>b) By derogation to the provisions of paragraph a) the “A pillars” and the equipment listed in point 5.1.3. of Annex I to that Directive shall not be considered as obstruction.</p> <p>c) The number of “A pillars” shall not exceed 2.</p>
33	Directive 78/316/EEC (Identification of controls, tell-tales and indicators)	<p>a) The symbols including the colour of their respective tell-tales the presence of which is required and mentioned in Annex II to Directive 78/316/EEC shall comply with the provisions of this Directive.</p> <p>b) When it is not the case, the technical service shall verify that the symbols, tell-tales and indicators fitted to the vehicle provide the driver with understandable information about the operation of the controls in question.</p>
34	Directive 78/317/EEC (Defrost / Demist)	<p>The vehicle shall be equipped with adequate windscreen defrosting and windscreen demisting devices.</p> <p>By “adequate”, it is meant a device which complies at least with point 5.1.1. of Annex I to Directive 78/317/EEC with respect to defrosting devices and with point 5.2.1. of Annex I to that Directive with respect to demisting devices.</p>
35	Directive 78/318/EEC (Wash / Wipe)	<p>The vehicle shall be equipped with adequate windscreen washing and windscreen wiping devices.</p> <p>By “adequate”, it is meant an automatic device which is at least operating under the conditions set up in paragraph 5.1.3. of Annex I to Directive 78/318/EEC.</p>
36	Directive 2001/56/EC (Heating systems)	<p>a) The passenger compartment shall be fitted with a heating system.</p> <p>b) Combustion heaters and their installation shall comply with the provisions of Annex VII to Directive 2001/56/EC. In addition, LPG combustion heaters and LPG heating systems shall fulfil the requirements of Annex VIII to that Directive.</p> <p>c) Additional heating systems which are retrofitted shall comply with the requirements of Directive 2001/56/EC.</p>

37	Directive 78/549/EEC (Wheel guards)	<p>a) The vehicle shall be designed as to protect other road users against thrown-up stones, mud, ice, snow and water and to reduce the dangers due to contact with the moving wheels.</p> <p>b) The technical service may check that the essential technical provisions of Annex I to Directive 78/549/EEC are complied with.</p> <p>c) The provisions of Section 3 of Annex I to that Directive shall not apply.</p>
38	Directive 78/932/EEC (Head restraints)	The requirements of this Directive shall not apply insofar as they are covered by entry 15.
39	Directive 80/1268/EEC (CO <sub>2</sub> emissions/fuel consumption)	<p>a) A test shall be conducted in accordance with the provisions of Section 5 of Annex I to Directive 80/1268/EEC.</p> <p>The provisions of paragraph 5.1.1. of that Annex shall not apply.</p> <p>b) When no test concerning tail pipe emissions is conducted in application of the provisions referred to in Entry 2, CO<sub>2</sub> emissions and fuel consumption shall be calculated with the formula laid down in the explanatory notes <sup>(b)</sup>(<sup>c</sup>).</p>
40	Directive 80/1269/EEC (Engine power)	<p>The applicant shall submit a statement from the manufacturer mentioning the maximum engine power output in kW as well the regime corresponding in revolutions per minute.</p> <p>An engine power output curve providing the same information may be referred to as alternative.</p>

41	<p>Directive 2005/55/EC (Emissions (Euro IV and V) heavy duty vehicles – OBDs – Smoke opacity)</p>	<p><u>Tail pipe emissions</u></p> <p>A test shall be conducted in accordance with the provisions of Section 6.2. of Annex I to Directive 2005/55/EC using the deterioration factors prescribed in paragraph 3.6. of Annex II to Directive 2005/78/EC.</p> <p>Limits shall be those specified in Table I or Table 2 as applicable, in Annex I to Directive 2005/55/EC.</p> <p><u>OBD</u></p> <p>The vehicle shall be fitted with an OBD system.</p> <p>OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p> <p><u>Smoke opacity</u></p> <p>a) Vehicles equipped with a diesel fuelled engine shall be tested in accordance with the tests methods referred to in Annex VI to Directive 2005/55/EC.</p> <p>b) The corrected value of the absorption coefficient shall be affixed, conspicuously and in a readily accessible place.</p>
44	<p>Directive 92/21/EEC (Masses and dimensions)</p>	<p>a) The provisions of Section 3 of Annex II to Directive 92/21/EEC shall be fulfilled.</p> <p>b) For the application of the above provisions, the masses to be considered are:</p> <ul style="list-style-type: none"> <li>- the mass in running order defined in Paragraph 2.6. of Annex I to Directive 2007/46/EC as measured by the technical service and</li> <li>- the laden masses either stated by the vehicle manufacturer or shown on the manufacturer's plate including stickers or information available in the owner's manual. Those masses shall be deemed the technically permissible maximum laden masses.</li> </ul> <p>c) No exemption shall be permitted in respect of the maximum permissible dimensions.</p>

45	Directive 92/22/EEC (Safety glazing)	<p><u>Components</u></p> <p>a) The glazing shall be made either of tempered or laminated safety glass.</p> <p>Fitting of plastic glazing shall be permitted only on locations situated behind the “B” pillar.</p> <p>b) Glazing shall not be required to be approved under the provisions of Directive 92/22/EC.</p> <p><u>Installation</u></p> <p>a) The installation prescriptions included in Annex 21 of UNECE Regulation No 43 shall be fulfilled.</p> <p>b) No tinted films which would reduce the regular light transmission under the required minimum shall be permitted on the windscreen and on the glazing located in front of the ‘B’ pillar.</p>
46	Directive 92/23/EEC (Tyres)	<p><u>Components</u></p> <p>Tyres shall bear an “E” type-approval mark including the symbol ‘s’ (sound)</p> <p><u>Installation</u></p> <p>a) The dimensions, load capacity, index and speed category of the tyres shall fulfil the requirements of Annex IV to Directive 92/23/EEC.</p> <p>In particular the speed index shall fit to the maximum speed achievable by the power train, irrespective of the presence of a speed limiter.</p> <p>b) For the application of the above provisions, the maximum speed of the vehicle shall be stated by the vehicle manufacturer.</p> <p>However, the technical service may assessed the maximum theoretical speed of the vehicle by using the engine maximum power output, the maximum number of revolutions per minute and data regarding the kinematic chain.</p>

50	Directive 94/20/EC (Couplings)	<p><u>Separate technical units</u></p> <p>a) OEM couplings intended for towing a trailer whose maximum mass is not exceeding 1 500 kg shall not be required to be type-approved under the provisions of Directive 94/20/EC.</p> <p>A coupling is deemed OEM equipment when it is described in the owner's manual or an equivalent supporting document provided to the buyer by the vehicle manufacturer.</p> <p>When such coupling is approved with the vehicle, an appropriate text shall be included in the approval certificate stating that the owner is responsible for ensuring compatibility with coupling devices fitted to trailers.</p> <p>b) Couplings other than those referred to in paragraph a) as well couplings retrofitted shall be type-approved in accordance with the provisions of Directive 94/20/EEC.</p> <p><u>Installation on the vehicle</u></p> <p>The technical service shall check that the installation of the coupling devices comply with the provisions of Annex VII to Directive 94/20/EEC.</p>
53	Directive 96/79/EC (Frontal impact) <sup>(c)</sup>	<p>a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>] complies with either:</p> <ul style="list-style-type: none"> <li>- Directive 96/79/EC or</li> <li>- FMVSS No 208 ("Occupant crash protection") or</li> <li>- Article 18 of JSRRV.</li> </ul> <p>b) A test in accordance with the provisions of Annex II to Directive 96/79/EC may be conducted on a production vehicle at the request of the applicant.</p> <p>The test shall be conducted by a notified European technical service which has competence thereof. A detailed report shall be issued to the applicant.</p>

54	Directive 96/27/EC (Side impact)	<p>a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>] complies with either:</p> <ul style="list-style-type: none"> <li>- Directive 96/27/EC or</li> <li>- FMVSS No 214 (“Side impact protection”) or</li> <li>- Article 18 of JSRRV.</li> </ul> <p>b) A test in accordance with the provisions of Section 3 of Annex II to Directive 96/27/EC may be conducted on a production vehicle at the request of the applicant.</p> <p>The test shall be conducted by a notified European technical service which has competence thereof. A detailed report shall be issued to the applicant.</p>
58	Directive 2003/102/EC (Pedestrian protection)	The provisions of this Directive shall be waived until first January 2013.
59	Directive 2005/64/EC (Recyclability)	The provisions of this Directive shall be waived.
60	Directive 2005/66/EC (Frontal protection systems)	<p><u>Component</u></p> <p>Frontal protection system installed on the vehicle shall be type-approved in accordance with the provisions of section 2 of Annex I to Directive 2005/66/EC.</p> <p><u>Installation</u></p> <p>Frontal protection systems installed on a vehicle shall comply with the essential provisions prescribed in Annex I to Directive 2005/66/EC.</p>
61	Directive 2006/40/EC (Air-conditioning system)	The provisions of this Directive shall be waived until first January 2011.

**Part II: Vehicles belonging to category N<sub>1</sub>**

Item	Regulatory act reference	Alternative requirements
1	<p align="center">Directive 70/157/EEC (Permissible sound level)</p>	<p><u>Drive-by test</u></p> <p>a) A test shall be conducted in accordance with the ‘Method A’ referred to in Annex 3 to UNECE Regulation No 51.</p> <p>Limits are those specified in Section 2.1. of Annex I to Directive 70/157/EEC. One decibel in addition to the permitted limits shall be allowed.</p> <p>The test track shall comply with the provisions of Annex 8 to UNECE Regulation No 51. A test track having different specifications may be used under the condition that correlation tests have been conducted by the technical service. A correction factor shall be applied if necessary.</p> <p>b) Exhaust systems containing fibrous materials need not to be conditioned as prescribed in Annex 5 to UNECE Regulation No 51.</p> <p><u>Stationary test</u></p> <p>A test shall be conducted in accordance with the provisions of Section 3.2. of Annex 3 of UNECE Regulation No 51.</p>

2	Directive 70/220/EEC (Emissions)	<p><u>Tail pipe emissions</u></p> <p>a) A type I test shall be conducted in accordance with the provisions of Annex III to Directive 70/220/EEC using the deterioration factors referred to in paragraph 5.3.6.2. The limits to be applied shall be those specified in paragraph 5.3.1.4. of Annex I to Directive 70/220/EEC.</p> <p>The vehicle shall not be required to exhibit 3 000 km as requested in Section 3.1.1. of Annex III to Directive 70/220/EEC.</p> <p>The nature of the fuel to be used for the test shall be subject to the decision of the technical service. When the fuel is supplied by the applicant, an analysis of its physical and chemical properties may be requested by the technical service.</p> <p>The dynamometer shall be set up in accordance with the technical provisions of section 3.2. of Appendix 2 to Annex III to Directive 70/220/EEC.</p> <p>b) The test referred to in subparagraph a) shall not be conducted when it can be demonstrated that the vehicle complies with one of the California Regulations as appropriate, mentioned in the prefatory note in Section 5 of Annex I to Directive 70/220/EEC.</p> <p><u>Evaporative emissions</u></p> <p>Vehicles equipped with a petrol fuelled engine shall be fitted with an evaporate emissions control system (e.g. charcoal canister).</p> <p><u>Crankcase emissions</u></p> <p>The presence of a device for recycling crankcase gases shall be required.</p> <p><u>OBD</u></p> <p>The vehicle shall be fitted with an OBD system.</p> <p>OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p>
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2a	<p>Regulation (EC) 715/2007</p> <p>Emissions (Euro 5 and 6) light duty vehicles/access to information</p>	<p><u>Tail pipe emissions</u></p> <p>a) A type I test shall be conducted in accordance with the provisions of Annex III to Regulation (EC) No 692/2008 using the deterioration factors of paragraph 1.4. of Annex VII to regulation (EC) No 692/2008. The limits to be applied shall be those specified respectively in Table I and Table II in Annex I to Regulation (EC) No 715/2007.</p> <p>The vehicle shall not be required to exhibit 3 000 km as requested in Section 3.1.1. of Annex IV to UNECE Regulation No 83.</p> <p>The nature of the fuel to be used for the test shall be subject to the decision of the technical service. When the fuel is supplied by the applicant, an analysis of its physical and chemical properties may be requested by the technical service.</p> <p>The dynamometer shall be set up in accordance with the technical provisions of section 3.2. of Annex IV to UNECE Regulation No 83.</p> <p>b) The test referred to in subparagraph a) shall not be conducted when it can be shown that the vehicle complies with the California Regulations as appropriate, referred to in Section 2 of Annex I to Regulation (EC) No 692/2008.</p> <p><u>Evaporative emissions</u></p> <p>For petrol fuelled engines, the presence of an evaporate emissions control system (e.g. charcoal canister) shall be required.</p> <p><u>Crankcase emissions</u></p> <p>The presence of a device for recycling crankcase gases shall be required.</p> <p><u>OBD</u></p> <p>The vehicle shall be fitted with an OBD system.</p> <p>OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p> <p><u>Smoke opacity</u></p> <p>a) Vehicles equipped with a diesel fuelled engine shall be tested in accordance with the tests methods referred to in Appendix 2 to Annex IV to Regulation (EC) No 692/2008.</p> <p>b) The corrected value of the absorption coefficient shall be affixed, conspicuously and in a readily accessible place.</p> <p><u>CO<sub>2</sub> emissions and fuel consumption</u></p> <p>a) A test shall be conducted in accordance with the provisions of Annex XII to Regulation (EC) No 692/2008.</p>
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3	<p>Directive 70/221/EEC (Fuel tanks - Rear protective devices)</p>	<p><u>Fuel tanks</u></p> <p>Fuel tanks shall comply with the provisions of Section 5 of Annex I to Directive 70/221/EEC with the exception of paragraphs 5.1., 5.2. and 5.12. In particular they shall comply with the provisions of points 5.9. and 5.9.1. but no dripping test shall be conducted.</p> <p>LPG and CNG tanks shall be type-approved in accordance with, respectively UNECE Regulations 67 series of amendments 01 or Regulation No 110 <sup>(a)</sup>.</p> <p><u>Specific provisions for fuel tanks made of a plastic material</u></p> <p>The applicant shall submit a statement from the manufacturer establishing that the fuel tank on the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- the provisions of Section 6.3 of Directive 70/221/EEC or</li> <li>- FMVSS No 301 (“Fuel system integrity) or</li> <li>- Annex V to UNECE Regulation 34.</li> </ul> <p><u>Rear protective device</u></p> <p>a) The rear part of the vehicle shall be constructed in accordance with the provisions of section 5 of Annex II to Directive 70/221/EEC.</p> <p>b) For such purposes, it is sufficient that the provisions of Paragraph 5.2. 2<sup>nd</sup> indent are fulfilled</p> <p>c) If, in application of the above, a rear protection device has to be retrofitted, it shall comply with the provisions of paragraphs 5.3. and 5.4. of Annex II of Directive 70/221/EEC.</p>
4	<p>Directive 70/222/EEC (Rear registration plate space)</p>	<p>Space, inclination, angles for visibility and position of the registration plate shall comply with the provisions of Directive 70/222/EEC.</p>

5	<p>Directive 70/311/EEC (Steering effort)</p>	<p><u>Mechanical systems</u></p> <p>a) The steering mechanism shall be built as to self-centre. In order to check compliance with this provision, a test shall be conducted in accordance with the provisions of paragraphs 5.1.2. and 5.2.1 of Section 5 of Annex I to Directive 70/311/EEC.</p> <p>b) The failure of the power steering equipment may not lead to a complete loss of control of the vehicle.</p> <p><u>Complex electronic vehicle control system ('Drive-by wire' devices)</u></p> <p>Complex electronic control system shall be permitted only if they comply with the provisions of Annex 6 to UNECE Regulation No 79.</p>
6	<p>Directive 70/387/EEC (Door latches and hinges)</p>	<p>Door latches and hinges shall comply with the provisions of paragraphs 3.2.1., 3.3.2. and 3.4.1. of Annex I to Directive 70/387/EEC.</p> <p>Provisions of paragraph 3.4.1. may be waived only when compliance with Point 6.1.5.4. of UNECE Regulation No 11 Rev.1 Amendment 2 can be demonstrated.</p>
7	<p>Directive 70/388/EEC (Audible warning)</p>	<p><u>Components</u></p> <p>The audible warning devices are not required to be type-approved in accordance with the provisions of Directive 70/388/EEC. However, they shall emit a continuous sound as required in Point 1.1. of Section 1 of Annex I to Directive 70/388/EEC.</p> <p><u>Installation on vehicle</u></p> <p>A test shall be conducted accordance with the provisions of Section 2 of Annex I to Directive 70/388/EEC.</p> <p>The maximum sound pressure level shall be in accordance with point 2.1.4. of Section 2 of that Annex.</p>

8	<p>Directive 2003/97/EC (Indirect vision devices)</p>	<p><u>Components</u></p> <p>The vehicle shall be fitted with the rear-view mirrors prescribed in Section 2 of Annex III to Directive 2003/97/EC.</p> <p>They are not required to be type-approved in accordance with that Directive.</p> <p>The radii of curvature of the mirrors may not cause significant image distortions. At the discretion of the technical service, the radii of curvature shall be checked in accordance with the method described in Appendix 1 to Annex II to Directive 2003/97/EC. The radii of curvature shall not be less than those required in Section 3.4. of Annex II to that Directive.</p> <p><u>Installation on vehicle</u></p> <p>Measurement shall be conducted in order to ensure that the fields of vision comply with either the provisions of Section 5 of Annex III to Directive 2003/97/EC or Directive 71/127/EEC</p>
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9	<p>Directive 71/320/EEC (Braking)</p>	<p><u>General provisions</u></p> <p>a) The braking system shall be built in accordance with the provisions of Section 2 of Annex I to Directive 71/320/EEC.</p> <p>b) Vehicles shall be fitted with an electronic antilock braking system acting on all wheels.</p> <p>c) The performances of the braking system shall comply with the provisions of Section 2 of Annex II to Directive 71/320/EEC.</p> <p>d) For these purposes, road tests shall be conducted on a track the surface of which possesses high adhesion. The test of the parking brake shall be conducted on a 18 % gradient (up and down).</p> <p>Only those tests mentioned below shall be conducted. In each case, the vehicle shall be in fully laden conditions.</p> <p>e) The road test referred to in subparagraph c) shall not be conducted when the applicant can submit a statement from the manufacturer establishing that the vehicle complies either with the provisions of UNECE Regulation No 13-H including supplement 5 or FMVSS No 135.</p> <p><u>Service brake</u></p> <p>a) A ‘Type 0’ as prescribed in paragraphs 1.2.2. and 1.2.3. of Annex II to Directive 71/320/EEC shall be conducted.</p> <p>b) In addition, a ‘Type I’ test as prescribed in paragraph 1.3. of Annex II to Directive 71/320/EEC shall be conducted.</p> <p><u>Parking brake</u></p> <p>A test shall be conducted in accordance with the provisions of paragraph 2.1.3. of Annex II to Directive 71/320/EEC.</p>
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10	<p>Directive 72/245/EEC (Radio interference (electromagnetic compatibility))</p>	<p><u>Components</u></p> <p>a) Electrical/electronic sub-assemblies are not required to be type-approved in accordance with the provisions of Directive 72/245/EEC.</p> <p>b) However, electric/electronic devices retrofitted shall comply with the provisions of Directive 72/245/EEC.</p> <p><u>Emitted electromagnetic radiations</u></p> <p>The applicant shall submit a statement from the manufacturer establishing that the vehicle complies with Directive 72/245/EEC or with the following alternative standards :</p> <ul style="list-style-type: none"> <li>- Broadband electromagnetic radiation: CISPR 12 or SAE J551-2.;</li> <li>- Narrowband electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41.</li> </ul> <p><u>Immunity tests</u></p> <p>Immunity test shall be waived.</p>
11	<p>Directive 72/306/EEC (Diesel smoke)</p>	<p>a) A test shall be conducted in accordance with the methods described in Annex III and IV to Directive 72/306/EEC</p> <p>The limit values applicable are those mentioned in Annex V to Directive 72/306/EEC.</p> <p>b) The corrected value of the absorption coefficient referred to in Section 4 of Annex I to Directive 72/306/EEC shall be affixed, conspicuously and in a readily accessible place.</p>
13	<p>Directive 74/61/EEC (Anti-theft and immobiliser)</p>	<p>a) In order to prevent unauthorised use, the vehicle shall be fitted with a locking device as defined in Section 2.2 of Annex IV to Directive 74/61/EEC.</p> <p>b) If an immobiliser is fitted it shall comply with the technical requirements of Section 3 of Annex V to Directive 74/61/EEC and the essential requirements of Section 4, in particular paragraph 4.1.1.</p>

14	Directive 74/297/EEC (†) (Protective steering)	<p>a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- Directive 74/297/EEC or</li> <li>- FMVSS No 203 (“Impact protection for the driver from the steering control system”) including FMVSS No 204 (“Steering control rearward displacement”) or</li> <li>- Article 11 of JSRRV.</li> </ul> <p>b) A test in accordance with the provisions of Annex II to Directive 74/297/EEC may be conducted on a production vehicle at the request of the applicant. The test shall be conducted by a notified European technical service which has competence thereof. A detailed report shall be issued to the applicant.</p>
15	Directive 74/408/EEC Seats strength – head restraints	<p><u>Seats, seat anchorages and adjustment systems</u></p> <p>Seats and their adjustable systems shall comply with the provisions of Annex IV to Directive 74/408/EEC.</p> <p><u>Head restraints</u></p> <p>Head restraints shall fulfil the essential requirements of Section 3 of Annex II to Directive 74/408/EEC and Section 5 of Appendix I to the same Annex.</p> <p>Only the tests described in paragraph 3.10 and Sections 5, 6 and 7 of Annex II to that Directive shall be conducted.</p>
17	Directive 75/443/EEC (Speedometer – reverse gear)	<p><u>Speedometer equipment</u></p> <p>The dial shall comply with the provisions of paragraphs 4.1. to 4.2.3 of Annex II to Directive 75/443/EEC.</p> <p>When the technical service has reasonable grounds to believe that the speedometer is not calibrated with a sufficient accuracy, it may require that the tests prescribed in Section 4.3 are conducted.</p> <p><u>Reverse gear</u></p> <p>The gear mechanism shall include a reverse gear.</p>

18	Directive 76/114/EEC (Statutory plates)	<p><u>Vehicle identification number</u></p> <p>a) The vehicle shall be fitted with a vehicle identification number comprising a minimum of eight and a maximum of 17 characters. Vehicle identification number comprising 17 positions shall fulfil the provisions of Standards ISO 3779 : 1983 and 3780 : 1983.</p> <p>b) The vehicle identification number shall be located in a clearly visible and accessible position in such a way as it cannot be obliterated or deteriorate.</p> <p>When no vehicle identification number is stamped in the chassis or in the body, a Member State may require that it is retrofitted in application of its national law; subject to the competent authority of that Member State supervises itself the stamping operation.</p> <p><u>Statutory plate</u></p> <p>The vehicle shall be fitted with an identification plate affixed by the vehicle manufacturer.</p> <p>No additional plate shall be requested after the approval has been granted.</p>
19	Directive 76/115/EEC (Seat belt anchorages)	<p>The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>], complies either with:</p> <ul style="list-style-type: none"> <li>- Directive 76/115/EEC or</li> <li>- FMVSS No 210 (“Seat belt assembly anchorages”) or</li> <li>- Article 22-3. of JSRRV.</li> </ul>

20	Directive 76/756/EEC (Installation of lighting and light signalling devices)	<p>a) The lighting installation shall meet the essential requirements of UNECE Regulation No 48 series of amendments 03 with the exception of the provisions of Annex 5 and 6 to Regulation 48.</p> <p>b) No exemption shall be permitted in respect of the number, the essential design characteristics, the electrical connections, and the colour of light emitted or retro-reflected of the lights and signalling devices referred to in Entries 21 to 26 and in Entries 28 to 30.</p> <p>c) Lights and signalling devices which in application of the above must be retrofitted shall bear an “E” type-approval mark.</p> <p>d) Lamps fitted with gas-discharged light source are only permitted in conjunction with the installation of headlamp cleaning device and an automatic headlamp-levelling device where appropriate.</p> <p>e) Headlamp dipped-beams shall be adapted to the direction of traffic legally in force in the country where the vehicle is granted approval.</p>
21	Directive 76/757/EEC (Retro reflectors)	Two additional retro reflectors bearing either a EC or a EEC approval mark shall be added at the rear, the position of which shall comply with the provisions of UNECE Regulation No 48.
22	Directive 76/758/EEC (End-outline, front position (side), rear-position (side), stop, side marker, daytime running lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
23	Directive 76/759/EEC (Direction indicators)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
24	Directive 76/760/EEC (Rear registration plate lamps)	The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.

25	Directive 76/761/EEC (Headlamps (including bulbs))	<p>The illumination produced by the passing beam of the headlamps fitted to the vehicle shall be checked under the provisions of Section 6 of UNECE Regulation No 112 concerning headlamps emitting an asymmetrical passing beam. The tolerances included in Annex 5 of that Regulation may be referred to for that purposes.</p> <p>The same decision shall apply <i>mutatis mutandis</i> to the passing beam of headlamps covered by UNECE Regulation No 98 or 123.</p>
26	Directive 76/762/EEC (Front fog lamps)	<p>The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.</p>
27	Directive 77/389/EEC (Towing hooks)	<p>The requirements of this Directive shall be waived.</p>
28	Directive 77/538/EEC (Rear fog lamps)	<p>The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.</p>
29	Directive 77/539/EEC (Reversing lamps)	<p>The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.</p>
30	Directive 77/540/EEC (Parking lamps)	<p>The provisions of this Directive shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.</p>
31	Directive 77/541/EEC (Seat belts and restraint systems)	<p><u>Components</u></p> <p>Seat belts shall not be required to be type-approved in accordance with Directive 77/541/EEC.</p> <p>However, each seat belt assembly shall bear an identification label.</p> <p>The indications on the label shall be consistent with the statements referred to in Entry 19 “Directive 76/115/EEC (Seat belt anchorages).</p> <p><u>Installation requirements</u></p> <p>a) The vehicle shall be fitted with seat belts in accordance with the requirements included in Annex XV to Directive 77/541/EEC.</p> <p>b) If, in application of the provisions of paragraph a), a number of seat belts have to be retrofitted they shall be of an approved type in accordance with the provisions of Directive 77/541/EEC or UNECE Regulation No 16.</p>

33	Directive 78/316/EEC (Identification of controls, tell-tales and indicators)	<p>a) The symbols including the colour of their respective tell-tales the presence of which is required and mentioned in Annex II to Directive 78/316/EEC shall comply with the provisions of this Directive.</p> <p>b) When it is not the case, the technical service shall verify that the symbols, tell-tales and indicators fitted to the vehicle provide the driver with understandable information about the operation of the controls in question.</p>
34	Directive 78/317/EEC Defrost / Demist	The vehicle shall be equipped with adequate windscreen defrosting and windscreen demisting devices.
35	Directive 78/318/EEC Wash / Wipe	The vehicle shall be equipped with adequate windscreen washing and windscreen wiping devices.
36	Directive 2001/56/EC (Heating systems)	<p>a) The passenger compartment shall be fitted with a heating system.</p> <p>b) Combustion heaters and their installation shall comply with the provisions of Annex VII to Directive 2001/56/EC. In addition, LPG combustion heaters and LPG heating systems shall fulfil the requirements of Annex VIII to that Directive.</p> <p>c) Additional heating systems which are retrofitted shall comply with the requirements of Directive 2001/56/EC.</p>
39	Directive 80/1268/EEC (CO <sub>2</sub> emissions/fuel consumption)	<p>a) A test shall be conducted in accordance with the provisions of Section 5 of Annex I to Directive 80/1268/EEC.</p> <p>The provisions of paragraph 5.1.1. of that Annex shall not apply.</p> <p>b) When no test concerning tail pipe emissions is conducted in application of the provisions referred to in Entry 2, CO<sub>2</sub> emissions and fuel consumption shall be calculated with the formula laid down in the explanatory notes <sup>(b)</sup><sup>(c)</sup>.</p>
40	Directive 80/1269/EEC (Engine power)	<p>The applicant shall submit a statement from the manufacturer mentioning the maximum engine power output in kW as well the regime corresponding in revolutions per minute.</p> <p>An engine power output curve providing the same information may be referred to as alternative.</p>

41	<p>Directive 2005/55/EC (Emissions (Euro IV and V) heavy duty vehicles – OBDs – Smoke opacity)</p>	<p><u>Tail pipe emissions</u></p> <p>A test shall be conducted in accordance with the provisions of Section 6.2. of Annex I to Directive 2005/55/EC using the deterioration factors prescribed in paragraph 3.6. of Annex II to Directive 2005/78/EC.</p> <p>Limits are those specified in Table I or Table 2 as applicable, in Annex I to Directive 2005/55/EC.</p> <p><u>OBD</u></p> <p>The vehicle shall be fitted with an OBD system.</p> <p>OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p> <p><u>Smoke opacity</u></p> <p>a) Vehicles equipped with a diesel fuelled engine shall be tested in accordance with the tests methods referred to in Annex VI to Directive 2005/55/EC.</p> <p>b) The corrected value of the absorption coefficient shall be affixed, conspicuously and in a readily accessible place.</p>
45	<p>Directive 92/22/EEC (Safety glazing)</p>	<p><u>Components</u></p> <p>a) The glazing shall be made either of tempered or laminated safety glass.</p> <p>Fitting of plastic glazing shall be permitted only on locations situated behind the “B” pillar.</p> <p>b) Glazing shall not be required to be approved under the provisions of Directive 92/22/EC.</p> <p><u>Installation</u></p> <p>a) The installation prescriptions included in Annex 21 of UNECE Regulation No 43 shall be fulfilled.</p> <p>b) No tinted films which would reduce the regular light transmission under the required minimum shall be permitted on the windscreen and on the glazing located in front of the ‘B’ pillar.</p>

46	Directive 92/23/EEC (Tyres)	<p><u>Components</u></p> <p>Tyres shall bear an “E” type-approval mark including the symbol ‘s’ (sound)</p> <p><u>Installation</u></p> <p>a) The dimensions, load capacity, index and speed category of the tyres shall fulfil the requirements of Annex IV to Directive 92/23/EEC.</p> <p>In particular the speed index shall fit to the maximum speed achievable by the power train, irrespective of the presence of a speed limiter.</p> <p>b) For the application of the above provisions, the maximum speed of the vehicle shall be stated by the vehicle manufacturer.</p> <p>However, the technical service may assessed the maximum theoretical speed of the vehicle by using the engine maximum power output, the maximum number of revolutions per minute and data regarding the kinematic chain.</p>
48	Directive 97/27/EC (Masses and dimensions)	<p>a) The essential provisions of Annex I to Directive 97/27/EC shall be fulfilled.</p> <p>However, the requirements of points 7.8.3., 7.9. and 7.10. of that Annex shall be waived.</p> <p>b) For the application of the above provisions, the masses to be considered are:</p> <ul style="list-style-type: none"> <li>- the mass in running order defined in Paragraph 2.6. of Annex I to Directive 2007/46/EC as measured by the technical service and</li> <li>- the laden masses either stated by the vehicle manufacturer or shown on the manufacturer’s plate including stickers or information available in the owner’s manual. Those masses shall be deemed the technically permissible maximum laden masses.</li> </ul> <p>c) Technical changes such as replacing tyres with tyres with a lower load index aiming at decreasing the maximum laden mass of the vehicle to 3.5 tonnes in order that the latter may be approved under the provisions of this Regulation shall not be permitted.</p> <p>d) No exemption shall be permitted in respect of the maximum permissible dimensions.</p>

49	Directive 92/114/EEC (External projections of cabs)	<p>a) In accordance with the provisions of Section 6 of Annex I to Directive 92/114/EEC, the general provisions included in Section 5 of Annex I to Directive 74/483/EEC shall be fulfilled.</p> <p>b) At the discretion of the technical service the provisions referred to in paragraphs 6.1., 6.5., 6.6., 6.7., 6.8. and 6.11. of Annex I to Directive 74/483/EEC shall be fulfilled.</p>
50	Directive 94/20/EC (couplings)	<p><u>Separate technical units</u></p> <p>a) OEM couplings intended for towing a trailer whose maximum mass is not exceeding 1 500 kg shall not be required to be type-approved under the provisions of Directive 94/20/EC.</p> <p>A coupling is deemed OEM equipment when it is described in the owner's manual or an equivalent supporting document provided to the buyer by the vehicle manufacturer.</p> <p>When such coupling is approved with the vehicle, an appropriate text shall be included in the approval certificate stating that the owner is responsible for ensuring compatibility with coupling devices fitted to trailers.</p> <p>b) Couplings other than those referred to in paragraph a) as well couplings retrofitted shall be type-approved in accordance with the provisions of Directive 94/20/EEC.</p> <p><u>Installation on the vehicle</u></p> <p>The technical service shall check that the installation of the coupling devices comply with the provisions of Annex VII to Directive 94/20/EEC.</p>
54	Directive 96/27/EC (Side impact)	<p>a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, [<i>the VIN number of which has to be specified</i>] complies with either:</p> <ul style="list-style-type: none"> <li>- Directive 96/27/EC or</li> <li>- FMVSS No 214 ("Side impact protection") or</li> <li>- Article 18 of JSRRV.</li> </ul> <p>b) A test in accordance with the provisions of Section 3 of Annex II to Directive 96/27/EC may be conducted on a production vehicle at the request of the applicant.</p> <p>The test shall be conducted by a notified European technical service which has competence thereof. A detailed report shall be issued to the applicant.</p>

56	Directive 98/91/EC Vehicles intended for the transport of dangerous goods	Vehicles intended for the transport of dangerous goods shall comply with the provisions of Directive 94/55/EC.
58	Directive 2003/102/EC (Pedestrian protection)	The provisions of this Directive shall be waived until first January 2013.
59	Directive 2005/64/EC (Recyclability)	The provisions of this Directive shall be waived.
60	Directive 2005/66/EC (Frontal protection systems)	<u>Component</u> Frontal protection system installed on the vehicle shall be type-approved in accordance with the provisions of section 2 of Annex I to Directive 2005/66/EC. <u>Installation</u> Frontal protection systems installed on a vehicle shall comply with the essential provisions prescribed in Annex I to Directive 2005/66/EC.
61	Directive 2006/40/EC (Air-conditioning system)	The provisions of this Directive shall be waived until first January 2011.

### **Explanatory notes relating to Appendix 2**

#### 1. Abbreviations used in this document

OEM: original equipment provided by the manufacturer

FMVSS: Federal Motor Vehicle Safety Standard of the U.S Department of Transportation

JSRRV: Japan Safety regulations for Road Vehicles

SAE: Society of Automotive Engineers

CISPR : Comité international spécial des perturbations radioélectriques.

#### 2. Remarks

- a) The complete LPG and CNG installation shall be checked against the provisions of UNECE Regulations No 67 or 110 or 115 as appropriate.

- b) The formula to be used for the assessment of CO<sub>2</sub> emissions shall be as follows:

Petrol engine and manual gearbox:

$$\text{CO}_2 = 0,047 m + 0,561 p + 56.621$$

Petrol engine and automatic gearbox:

$$\text{CO}_2 = 0,102 m + 0,328 p + 9.481$$

Petrol engine and hybrid electric:

$$\text{CO}_2 = 0,116 m - 57.147$$

Diesel engine and manual gearbox:

$$\text{CO}_2 = 0,108 m - 11.371$$

Diesel engine and automatic gearbox:

$$\text{CO}_2 = 0,116 m - 6.432$$

Where: CO<sub>2</sub> is the combined mass of CO<sub>2</sub> emissions in g/km, 'm' is the mass of the vehicle in running order in kg and 'p' the engine power output in kW.

Combined fuel consumption shall be calculated with one decimal place. Then rounded to the nearest whole number as follows:

(a) if the figure following the decimal point is between 0 and 4, the total is rounded down;

(b) if the figure following the decimal point is between 5 and 9, the total is rounded up.

- c) The formula to be used for the assessment of fuel consumption shall be as follows:

$$\text{CFC} = \text{CO}_2 \times k^{-1}$$

Where: CFC is the combined fuel consumption in l/100 km, CO<sub>2</sub> is the combined mass of CO<sub>2</sub> emissions in g/km after it has been rounded in accordance with the rule referred to in Remark 2 b), k a coefficient equal to:

23.81 in the case of petrol engine;

26, 49 in the case of diesel engine.

Combined mass of CO<sub>2</sub> shall be calculated with two decimal places. Then rounded as follows:

(a) if the figure following the first decimal is between 0 and 4, the total is rounded down;

(b) if the figure following the first decimal is between 5 and 9, the total is rounded up.

- d) Directive 74/297/EEC applies to vehicles which are not covered by the scope of Directive 96/79/EC.
- e) Compliance with Directive 96/79/EC exempts vehicles from compliance with Directive 74/297/EEC.
- f) Directive 74/297/EEC applies to N<sub>1</sub> vehicles with a technically maximum permissible laden mass not exceeding 1.5 tonnes.'

2. Annex VI is modified as follows:

a) The first sentence of the heading of Model B is replaced by the following:

**‘MODEL B**

(To be used for type-approval of a vehicle with regard to a system)’

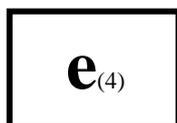
b) A new model is added after Model C as follows:

**‘MODEL D**

(to be used for harmonised individual approval of a vehicle pursuant Article 24)

Maximum format: A4 (210 × 297 mm)

**EC INDIVIDUAL VEHICLE APPROVAL CERTIFICATE**



Name, address, phone number and email-address of the individual approval authority

Communication concerning individual vehicle approval with regard to Article 24 of Directive 2007/46/EC as last amended by Regulation (EC) No .../...

**Section 1**

The undersigned [...*name and position*] hereby certifies that the vehicle:

0.1 Make (trade name of manufacturer):

0.2 Type: Variant: Version:

0.2.1 Commercial name:

0.4. Category of vehicle <sup>(2)</sup>:

0.5 Name and address of the manufacturer:

0.6 Location and method of attachment of the statutory plates:

Location of the vehicle identification number:

0.9. Name and address of the manufacturer's representative (if any):

0.10 Vehicle identification number:

submitted for approval on [...*date of application*]

by [..... Name and address of the applicant]

is granted approval according to the provisions of Article 24 of Directive 2007/46/EC as last amended by Regulation (EC) No .../.... In witness whereof, the following approval number has been allocated: .....

The vehicle complies with the provisions of Annex IV Appendix 2 to Directive 2007/46/EC. It can be permanently registered without further approval in Member States having right/left hand traffic <sup>(1)</sup> and using metric/imperial <sup>(1)</sup> units for the speedometer.

(Place) (Date)

(Signature <sup>(3)</sup>)

(Stamp of the approval authority)

### Attachments

Two photos <sup>(5)</sup> of the vehicle (min resolution 640x480 pixel, ~7x10 cm)

- 
- |  |   |
|--|---|
| (1) Delete where not applicable.   | (4) Distinguishing number of the Member State issuing the individual approval: (see "Section 1" in Point 1, of Annex VII of Directive 2007/46/EC) |
| (2) As defined in Annex II.A.  | (5) One $\frac{3}{4}$ front, one $\frac{3}{4}$ rear   |
| (3) Or visual representation of an "advanced electronic signature" according to Directive 1999/93/EC, including data for verification. |   |

## Section 2 (vehicle category M<sub>1</sub> and N<sub>1</sub>)

### General construction characteristics

1. Number of axles: .....and wheels: .....
- 1.1. Number and position of axles with twin wheels: .....
3. Powered axles (number, position, interconnection): .....

### Main dimensions

4. Wheelbase <sup>(4)</sup>: ..... mm
- 4.1. Axle spacing: 1-2: ...mm 2-3: ...mm 3-4: ...mm
5. Length: ..... mm
6. Width: ..... mm
7. Height: ..... mm

### Masses

- 13. Mass of the vehicle in running order: ..... kg <sup>(b)</sup>
- 16. Technically permissible maximum masses
  - 16.1. Technically permissible maximum laden mass: ..... kg
  - 16.2. Technically permissible mass on each axle: 1. .... kg 2. .... kg 3. .... kg etc.
  - 16.4. Technically permissible maximum mass of the combination: .....kg
- 18. Technically permissible maximum towable mass in case of:
  - 18.1. Drawbar trailer: .....kg
  - 18.2. Semi-trailer: .....kg
  - 18.3. Centre-axle trailer: .....kg
  - 18.4. Unbraked trailer: .....kg
- 19. Technically permissible maximum static vertical mass at the coupling point: .....kg

**Power plant**

- 20. Manufacturer of the engine: .....
- 21. Engine code as marked on the engine: .....
- 22. Working principle: .....
- 23. Pure electric: yes/no <sup>(1)</sup>
- 23.1. Hybrid [electric] vehicle: yes/no <sup>(1)</sup>
- 24. Number and arrangement of cylinders: .....
- 25. Engine capacity: ..... cm<sup>3</sup>
- 26. Fuel: Diesel/petrol/LPG/NG – Biomethane/Ethanol/Biodiesel/Hydrogen <sup>(1)</sup>
- 26.1. Mono fuel/Bi fuel/Flex fuel <sup>(1)</sup>
- 27. Maximum net power <sup>(c)</sup> : ..... kW at ..... min<sup>-1</sup> or maximum continuous rated power (motor).....kW <sup>(1)</sup>

**Maximum speed**

- 29. Maximum speed: ..... km/h

**Axles and suspension**

- 30. Axle(s) track: 1. .... mm 2. .... mm 3. .... mm
- 35. Tyre/wheel combination: .....

**Bodywork**

- 38. Code for bodywork <sup>(d)</sup>: .....
- 40. Colour of vehicle <sup>(e)</sup>: .....
- 41. Number and configuration of doors: .....
- 42. Number of seating positions (including the driver) <sup>(f)</sup>: .....
- 42.1. Seat(s) designated for use only when the vehicle is stationary: .....
- 42.3. Number of wheelchair user accessible position: .....

**Coupling device**

- 44. Approval number or approval mark of coupling device (if fitted): .....

**Environmental performances**

- 46. Sound level
  - Stationary: ..... dB(A) at engine speed: .....min<sup>-1</sup>
  - Drive-by: ..... dB(A)
- 47. Exhaust emission level <sup>(g)</sup>: Euro.....
- Other legislation: .....
- 49. CO<sub>2</sub> emissions/fuel consumption/electric energy consumption <sup>(h)</sup>:
  - 1. all power train except pure electric vehicles

	CO <sub>2</sub> emissions	Fuel consumption
Combined:	..... g/km	..... l/100 km / m <sup>3</sup> /100 km ( <sup>1</sup> )
Weighted, combined	..... g/km	..... l/100 km
2. pure electric vehicles and OVC hybrid electric vehicles		
Electric energy consumption (weighted, combined ( <sup>1</sup> ))		..... Wh/km

52. Remarks

**53. Additional information (mileage<sup>3</sup>, ...)**

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**Explanatory notes relating to Annex VI model D**

item (<sup>1</sup>) Delete where not applicable

- 
- a) This entry shall be only completed when the vehicle has two axles.
  - b) This mass is the actual mass of the vehicle in the conditions referred to in point 2.6. of Annex I to Directive 2007/46/EC.
  - c) For hybrid electric vehicles, indicate both power outputs.
  - d) The codes described in Annex II Letter C shall be used.
  - e) Indicate only the basic colour(s): white, yellow, orange, red, violet, blue, green, grey, brown or black.
  - f) Excluding seats designated for use only when the vehicle is stationary and the number of wheelchair positions.
  - g) Add the number of the Euro level and, if appropriate, the character corresponding to the provisions used for type-approval.
  - h) Repeat for the various fuels which can be used.'

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<sup>3</sup> Not compulsory