



RDW

**TYPE APPROVAL
AUTHORITIES MEETING**

MEETING MINUTES

**22 - 23 March 2007
Zoetermeer - The Netherlands**

Attendees:

Austria	Mr FranzWurst,
Belgium	Mr Wim Vandenplas, Mr Jacques Van Den Berghe, Mr Tim Geerts
Bulgaria	Mrs Galya Stoeva, Mr Galin Bankov, Mr Latchezar Denkov
Czech Republic	Mr Lubonir Kincl, Mr Josef Pokorný
Estonia	Mr Meelis Münt
European Commission	Mr Wolfgang Schneider
Finland	Mr Sami Peuranen, Mr Marko Sinerkari
France	Mrs Cariline Iborra, Mr Lionel Mis, Mr Thierry Bourdillon
Germany	Mr Frank Wrobel; Mr Sven Paeslack
Iceland	Mr Einar Einarsson
Latvia	Mr Janis Liepinš
Luxembourg	Mr Romain Lamberty, Mr Claude Liesch
Netherlands	Mr Peter Striekwold (chairman), Mr Freek Plancius, Mr Jan Muns, Mr Harry Jongenelen, Mr Erik Sætre
Norway	Mr Jerzy W.Kownacki, Mr Jerzy Krol; Mr Filip Skibinski
Poland	Mr Eugen Alexandrescu; Mr Claudiu Mija
Romania	Mr Robert Jeroncic; Mr Tomaz Svetina
Slovenia	Mr Robert Jeroncic; Mr Tomaz Svetina
Spain	Mr Xavier Casals, Mr Javier Fadrique, Mr Ignacio Blanco, Mr Carlos Anton
Sweden	Mrs Ingela Sundin; Mrs Tanja Vainionpaa
Switzerland	Mr Stefan Wenger
United Kingdom	Mr Derek Jones, Mr Tony Stenning

AGENDA

- 1. Opening of the meeting**
- 2. Adoption of the Agenda**
- 3. Adoption of the minutes from VIENNA, 28 and 29 September 2006**
- 4. Follow up on actions from the Vienna meeting**
 - 4.1 (Vienna 6.15) Couplings with two functions, 94/20/EC;
 - 4.2 (Vienna 6.21) Recyclability of vehicles, name of competent authorities, 2006/64/EC;
 - 4.3 (Vienna 6.22) Frontal Protection Systems, Interpretation of Annex 1, Par. 2.1.9, M1, 2005/66/EC;
 - 4.4 (Vienna 6.25) HDV Emissions, 2005/55/EC;
 - 4.5 (Vienna 7.10) Replacement catalytic converters, 2005/30/EC.
- 5. General Items**
 - 5.1 Time line TAAM
 - 5.2 Recast of Framework Directive 70/156/EEC
 - 5.3 Recast of Framework Directive 70/156/EEC
- 6. Items relating to framework directive 70/156/EEC (motor vehicles)**
 - 6.1 2005/55/EC, Emissions of diesel CNG and LPG engines
 - 6.2 2001/85/EC, Buses and coaches
 - 6.3 2001/85/EC, Buses and coaches
 - 6.4 76/756/EEC/ ECE R48, Installation of lighting and light-signalling devices
 - 6.5 2006/96/EC, Accession of Bulgaria and Romania,
 - 6.6 70/156/EEC, Date of origin for existing type,
 - 6.7 70/156/EEC, multi-stage approval manufacturers,
 - 6.8 72/245/EEC, EMC and GPS,
 - 6.9 72/245/EEC, GSM remote controlled activation of vehicle functions,
 - 6.10 94/20/EC, Coupling devices,
 - 6.11 2001/56/EC, heating systems for caravans,
 - 6.12 70/156/EEC, approval of motor caravans,
 - 6.13 74/60/EEC, interior fittings,
 - 6.14 70/157/EEC / Regulation 51, monitoring phase when testing motor vehicles on noise,
 - 6.15 70/157/EEC, noise and exhaust system,
 - 6.16 70/220/EEC and UNECE/R83, Emission of gas vehicles,
 - 6.17 70/220/EEC, multi-step and emission-requirements,
 - 6.18 2005/66/EC, frontal protection systems on motor vehicles,
 - 6.19 2003/97/EC, Mirrors on mobile cranes,
 - 6.20 2003/97/EC, Combined approval of class IV and V mirror
 - 6.21 2003/102/EC, Protection of pedestrians
- 7. Items relating to framework directive 92/61/EEC and 2002/24/EC (motor cycles)**
 - 7.1. 2002/24/EC, Certificate of Conformity
 - 7.2. 2002/24/EC, Annex II, information document
 - 7.3. 2002/24/EC, Model for CoC
 - 7.4. 2002/24/EC, special tricycle for wheelchair users
 - 7.5. 97/24/EC, Chapter 7, Anti-tampering,
 - 7.6. 97/24/EC, Chapter 7, Anti-tampering,
- 8. Items relating to framework directive 74/150/EEC and 2003/37/EC (agricultural and forestry tractors)**
 - 8.1 2000/25/EC Tractor emissions,
 - 8.2 2003/37/EC, Seat belt anchorages,

- 8.3 2003/37/EC, Vehicle combination maximum mass,
- 8.4 2003/37/EC, Maximum mass of a trailer towed by an agricultural tractor,
- 8.5 2003/37/EC, Type-approval certificate numbering system,

9. Miscellaneous

- 9.1 Short report of the ETAES-Meeting
- 9.2 Emissions of engines for mobile machinery,

10 Next meetings

MINUTES OF THE MEETING

1 OPENING OF THE MEETING

Mr Peter Striekwold, manager of the Type-Approval Department of RDW, welcomed the delegates to Zoetermeer, especially Bulgaria and Romania being a Member State of the European Union as from 1 January 2007.

2. ADOPTION OF THE AGENDA

The agenda was adopted without amendments.

3. ADOPTION OF THE MINUTES FROM VIENNA, 28 AND 29 SEPTEMBER 2006

The group discussed the minutes of the Vienna meeting and decided that:

- all references to the Member States would be deleted in the version of the report that has to be published on the Commission's web-site; these references will remain in the version for the members of TAAM;
- with regard to item 7.7 Austria will add the relevant drawings in order to clarify the decision taken on this point;
- item 6.2, new vehicle, 70/156/EEE; Directive 2003/37/EC, the section "Possibilities of solutions, comments" will read:
"It is not necessary the definition for type-approval purposes and definition for tax/registration purposes to be the same. /For purpose of type approval, a new vehicle is a vehicle that is registered for the first time or put on the market in a country for the first time.";
- item 6.3, national type approval documents, 70/156/EEC, section "comments" will read:
"No final decision because the national requirements can be different in some countries. Commission would prefer if countries apply the European requirements (EU Directives) for granting national type-approval for vehicles belonging to categories M2, M3, N and O";
- item 6.13 will read:
"Opinion of Member States was that until the wording of the Directive is not modified vehicles can be registered without tyre approval according 2001/43/EC.";
- item 8.1, Agricultural tractors, Small series, time validity of type-approval certificate, 2003/37/EC, section "Decision" will read:
"The TAAs may define a period of validity for type-approval certificates for small series, because it is a type-approval with national validity.".

As one Member State is still in the process of studying the report the Vienna minutes could not be adopted.

4. FOLLOW UP ON ACTIONS FROM THE VIENNA MEETING

4.1 (Vienna 6.15) Couplings with two functions, 94/20/EC,

Issue

Approval authority XXX has noticed a special coupling device on the vehicle side. This coupling has a ball (50) for the coupling with a coupling head and additional a clamping device which is normally not necessary for this kind of connection. The clamping device is open, when the ball coupling is connected with the coupling head.

But it is possible to use this coupling as a non-selfacting drawbar coupling (the ball is the pin). The clamping device is to be closed after putting the drawbar eye over the ball (pin).

Approval authority XXX has generally no objections against a kind of double use of a coupling.

But we have some objections in this special case. We think that the abrasion of the ball may happen at the greatest diameter of the ball, when the ball is used as a pin and connected with a drawbar eye.

This is for this kind of connection (with the drawbar eye) uncritical. But if you use the ball coupling again with a coupling head this abrasion may cause problems.

In our opinion a double use of a coupling device should be not permitted, when an interacting of the safety between the two different kinds of coupling is expected.

Prescription

Directive 94/20/EC

Possibilities of solution

A	The combination of different coupling systems is allowed. The interaction between the different systems must be especially considered.	Not only the two described test procedures in the directive has to be performed. A special view on the abrasion over the life cycle is in this special case necessary.
B	A combination of different coupling systems should not be allowed.	

Approving authority E	X
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Selection of solutions		Accepted	refused
	A	X	
	B		X

Decision:

During the Vienna meeting was decided that two separate approvals are needed. With regard to possible additional tests Member State X might propose an amendment of UN/ECE regulation 55 when experiences with this new device justifies so.

- 4.2 (Vienna 6.21) Recyclability of vehicles, name of competent authorities, 2006/64/EC,**
Members were invited to submit the name of the authority responsible for recyclability with their comments on the draft minutes of the Vienna meeting. Approval authority XXX reported that it has not received any information yet. In a “tour de table” the delegation provided Approval authority XXX with the relevant Ministry or body responsible for recyclability.

- 4.3 (Vienna 6.22) Frontal Protection Systems, Interpretation of Annex 1, Par. 2.1.9, M1, 2005/66/EC;**

With regard to the question whether physical tests are required to demonstrate that the fitting of a frontal protection system does not compromise the vehicle’s performance the Commission clarified that Frontal Protection System STU manufacturers should demonstrate by some means that the fitment of their product still ensures conformity with other type approval directives but they are not expected to conduct crash tests (option B).

4.4 (Vienna 6.25) HDV Emissions, 2005/55/EC;

QUESTION CONCERNING DIRECTIVE 2005/55/EC (HDV EMISSIONS)

Transmitted by Member State X

Member State X has granted type approvals to HDV vehicles fitted with engines meeting limits of row B2 (EURO 5) and the requirements set in the technical annexes of Directive 2005/55/EC. These vehicles are not equipped with NOx control systems. As known prescriptions concerning NOx control systems have been introduced at a later stage by Directive 2005/78/EC and 2006/51/EC.

Options:

A) The above vehicles need to be re-homologate in accordance to Directives 2005/78/EC and 2006/51/EC in order to be registered after 1st October 2007

B) The above vehicles can be registered after 1st October 2007 without extending type approval.

Member State X thinks that option A is the right one namely the relevant approvals granted according to Directive 2005/55/EC need to be extended in order to cover the requirements introduced by Directives 2005/78/EC and 2006/51/EC.

Selection of solution	accepted	refused
A	x	
B		x

Comments:

Proposed solution "A"

Member State Y suggested that because the question arrived late all Member States should have the opportunity to consider and comment on it when they have received the draft minutes.

Decision: option A was considered to be the correct solution.

4.5 (Vienna 7.10) Replacement catalytic converters, 2005/30/EC.

Issue: Question on replacement exhaust for motorcycles Directive 2005/30/EC

The last TAAM has been held just some weeks ago but some more questions have already arisen to be commented.

I would like to ask for your interpretation on the day of entry into force of Directive 2005/30/EC regarding the replacement catalyst for motorcycles. For new approvals it is clear that the date is 18th May 2006, but I understand that there is not a date covering old approvals and it seems that all exhaust that are going to be sold in Europe from 18th May 2006 will have to fulfil this new Directive.

Nevertheless, there is a new Directive this year (2006/27/EC) that also modifies Directive 2005/30/EC and the day of entry into force is 1st July 2007.

Question: Could you please give me your interpretation on this new Directive?

Delegation X proposed that because no Member State had had time to consider the matter, a decision on this question should be postponed until the next TAAM. There were no objections.

Decision: Directive 2006/120/EC clarifies that old approvals can be used until 1 January 2009; for an exhaust system without catalyst no new type approval is needed.

5. GENERAL ITEMS

5.1. Time line TAAM

The representative of XXX presented a scheme that was drafted for the organisation of the meeting in Zoetermeer. The target was to guarantee that the organising county and the delegations of TAAM will have sufficient time for their preparations and study of the documents. His suggestion to follow these guidelines in future was accepted by the group.

5.2. Recast of Framework Directive 70/156/EEC

Issue: Dates of application for New Framework Directive

Problem: Articles 45, 48, 49 set the application dates for new framework directive. After the entry into force (20 days after publication) there is an 18 months period for transposition but during this 'one and a half year', is it possible to grant a WVTa? If so, are other MS forced to accept it?

Legislation:

Article 45: Application dates for EC type-approval

1. As regards EC type-approval, Member States shall grant EC approval to new types of vehicle from the dates specified in Annex XIX.

2. On application by the manufacturer, Member States may grant EC approval to new types of vehicle from ...* (* 18 months after the date of entry into force of this Directive)

3. Until the dates specified in the fourth column of the table set out in Annex XIX, Article 26(1) shall not apply to new vehicles for which a national approval has been granted before the dates specified in the third column thereof or for which there has been no approval.

Article 48: Transposition

1. Member States shall adopt and publish, before ...***, (***) 18 months after the date of entry into force of this Directive.) the laws, regulations and administrative provisions necessary to comply with the substantive amendments of this Directive. They shall forthwith communicate to the Commission the text of those provisions.

They shall apply those provisions from ...* (*18 months after the date of entry into force of this Directive)

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. They shall also include a statement that references in existing laws, regulations and administrative provisions to the Directive repealed by this Directive shall be construed as references to this Directive. Member States shall determine how such reference is to be made and how that statement is to be formulated.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 49: Repeal

Directive 70/156/EEC is repealed with effect from ...*, without prejudice to the obligations of the Member States relating to the time-limits for transposition into national law and application of the directives set out in Part B of Annex XX.

References to the repealed Directive shall be construed as references to this Directive and shall be read in accordance with the correlation table set out in Annex XXI.

Possibilities of solution**Comments**

A	A1	Yes, it's possible to grant a WVTA but is not mandatory for other MS to accept it.	
	A2	Yes, it's possible to grant a WVTA and other MS has to accept it.	
B	B	No, it is not possible	

Decision: It was not possible to come to a common approach. Some delegations expressed their opinion that it is possible to grant an approval during the transitional period of 18 months but that the manufacturer must be informed that not all Member States might accept the approval yet. Other delegations said that it is juridically not possible to grant an approval during that period.

5.3. Recast of Framework Directive 70/156/EEC

New Framework Directive on type-approval – Recast of Directive 70/156/EEC

Updating of the Annexes to the new Framework Directive in view of WVTA for commercial vehicles

As TAAM experts are certainly aware, the adoption of the new Framework Directive on EC type-approval is currently in its 'second reading' stage of adoption.

Compared to the current Directive 70/156/EEC, most of the articles have been modified in depth and new annexes have been added.

However, the existing annexes have not been adapted and have remained unchanged since the adoption of Directive 2001/116/EC.

The experts in type-approval are aware of the importance of the practical provisions included in the technical annexes of the Framework Directive for the operation of EC type-approval. Therefore, the Commission services would like to invite the experts in type-approval matters to identify the changes necessary in their view regarding the future application of the EC WVTA to commercial vehicles. It would be helpful for the Commission services if those items which are of particular priority for the experts could be discussed in the TAAM. This is deemed useful in order to get a first orientation about the intention of Member States. Further comments can be sent to the attention of the responsible desk officer Mr. Delneufcourt (jean-paul.delneufcourt@ec.europa.eu).

For your information, the Common Position of the Council adopted on 11th December 2006 is available on the web-site of the Council at the following address:

<http://register.consilium.europa.eu/pdf/en/06/st09/st09911-re03.en06.pdf>

Decision: Several delegations indicated that they will provide the Commission with proposals based on their experience with the directive or that they will submit previous proposals that could

not be taken into account in the Council working party.

6. ITEMS RELATING TO FRAMEWORK DIRECTIVE 70/156/EEC (MOTOR VEHICLES)

6.1 2005/55/EC, Emissions of diesel CNG and LPG engines,

SUBJECT: Emission approval of M1 \leq 3500 kg

REFERENCES (DIRECTIVE / ANNEX / ETC):

Directive 2005/55/EC Article 1

QUESTION / PROBLEM / CONCERN:

There are some category NI vehicles which are altered in Member State X to category M1 before their first registration. Emissions of some of these vehicles are approved according to the Directive 2005/55/EC.

According to the Directive 2005/55/EC Article 1, the Directive can't be applied to M1 category vehicles whose total mass is under 3500 kg:

"vehicle" means any vehicle as defined in Annex II section A to Directive 70/156/EEC propelled by a compression ignition or gas engine, with the exception of vehicles of category M1 with a technically permissible maximum laden mass less than or equal to 3,5 t.

Can emissions of an M1 \leq 3500 kg be approved according to the Directive 2005/55/EC ?

A	Yes	
B	No, the Directive 2005/55/EC can't be applied to category M1 vehicles whose technically permissible maximum laden mass is \leq 3500 kg.	

COUNTRY PROPOSAL / SUGGESTION:

Approval authority X X X	Accepted	Refused	Comments
A		X	
B	X		

Decision: Emissions of an M1 \leq 3500 kg can not be approved according to the Directive 2005/55/EC, with the exemption of multi stage approvals and approvals for special purpose vehicles.

6.2 2001/85/EC, Buses and coaches

General construction of public service vehicles M3 category (Audible signal)

Problem

Passenger doors of M3 category vehicles (classes II and III) equipped with audible signal which operates all the time: while door starts to open, remains open, and until the door closes completely.

Requirements of Directive 2001/85/EC concerning audible signal:

“7.6.5.9. If the vehicle is not fitted with a starting prevention device, an audible warning to the driver shall be activated if the vehicle is driven away from rest when any power-operated service door is not fully closed. This audible warning shall be activated at a speed exceeding 5 km/h for doors complying with the requirements of paragraph 7.6.5.6.1.2.3;

7.6.5.1.6. may be protected by a device which can be easily removed or broken to gain access to the emergency control; the operation of the emergency control, or the removal of a protective cover over the control, shall be indicated to the driver both audibly and visually, and;

7.6.7.6. All emergency doors shall be provided with an audible device to warn the driver when they are not securely closed. The warning device shall be operated by movement of the door catch or handle and not by movement of the door itself.”

Possibilities of solution

Comments

A	Functioning of the audible signal in described way is allowable.	If signal sounds all the time, provisions of 7.6.5.9. become useless in the sense of constantly drawing driver's attention. Instead, the person does not feel comfortable because the signal sounds each time the doors are open. If any one of the passenger doors are open, warning device of another door can be acquired only visually (paragraph 7.6.5.1.6.).
B	Signal shall start to sound (in accordance with Directive 2001/85/EC of paragraph 7.6.5.9.) only when vehicle starts moving and that time any of power operated doors are not completely closed. Doors conforming to paragraph 7.6.5.6.1.2.3. shall start to operate at speed exceeding 5 km/h.	

Type approving authority "e" **X**

Selection of solution		accepted	refused
A			X
B		X	

Other opinion / comment:

Decision: Although the text of the directive does not forbid a continuous sound signal for the power operated service doors all delegations accepted option B. Member State X was requested to propose an amendment to the text of directive 2002/85/EC. A continuous signal for the emergency door is permitted. In case a service door carries out a function of emergency door, provisions related to service doors apply.

6.3 2001/85/EC, Buses and coaches

SUBJECT: Bus directive (2001/85/EC). Is it allowed for the door in the rear face of the vehicle to become a service door?



Background:

The paragraph 7.6.2.6. of the directive 2001/85/EC says: “A door shall, provided that it is not a service door, be permitted in the rear face of the vehicle.”

The above paragraph does not allow any exception.

In the case of class B vehicle with the provision for carriage of a wheelchair user(s), the only practical location for the wheelchair user(s) space is in the rear of the vehicle. Then, the rear door becomes service door for the wheelchair user(s). This is not allowed according to the paragraph 7.6.2.6.

NB. It is exactly the same situation in the case of UN ECE Regulation No. 107 rev. 1, para. 7.6.2.6.

Question:

Is it possible to grant a type-approval certificate according to the separate directive 2001/85/EC that would cover such a seat / wheelchair user(s) space arrangement? If yes, should the certificate have then any remark concerning paragraph 7.6.2.6.?

COMMENTS

TAA code: „e”
„E”

Decision: Annex VI, paragraph 1.2 and Annex I, paragraph 7.6.2.1 permit such a service door.

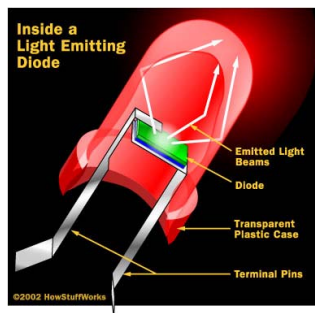
6.4 76/756/EEC/ ECE R48, Installation of lighting and light-signalling devices

Directive or Regulation number:
- 76/756/EEC - Installation of lighting and light-signalling devices. - ECE R48 - Installation of lighting and light-signalling devices for vehicles.
Subject:
LED direction indicator.

Reference to Annex, etc in the Directive or Regulation:
- R48, 6. Individual specifications, 6.5. Direction indicator lamp.

Text:
<i>ECE R48 - 6. Individual specifications – 6.5. Direction indicator lamp - 6.5.8. Tell-tale</i> <i>Operating tell-tale mandatory for front and rear direction-indicator lamps. It may be visual or auditory or both. If it is visual it shall be a flashing light which, at least in the event of the malfunction of any of the front or rear direction-indicator lamps, is either extinguished, or remains alight without flashing, or shows a marked change of frequency. If it is entirely auditory it shall be clearly audible and shall show a marked change of frequency, at least in the event of the malfunction of any of the front or rear direction-indicator lamps...</i>

Question:
As stated in point 6.5.8. an operating tell-tale for a direction indicator is mandatory and it also has to warn the driver in case of a malfunction of one of his direction indicators. With a filament lamp this was easy to do, the lamp either worked or not. But nowadays we see more and more LED light units. These units usually consist of more than one LED (Light Emitting Diode) to meet the photometric requirements.



LED – Light Emitting Diode



LED light unit consisting of some 30 LED's

We would like to know the opinion of the other participants of TAAM on when they deem a LED direction indicator unit is malfunctioning.

Opinion:

Authority:
Type approval Authority e/E

Remarks:

Decision: This is a point of discussion in GRE and the approval authorities should wait for an amendment of the relevant UN/ECE regulations.

6.5 2006/96/EC, Accession of Bulgaria and Romania EFFECT ON APPROVAL NUMBERS

BACKGROUND

EC Directive 2006/96/EC adapts several of the whole vehicle systems Directives to add distinguishing numbers for Bulgaria (e34) and Romania (e19).

LEGISLATION

70/156/EEC

ANNEX VII - EC TYPE-APPROVAL CERTIFICATE NUMBERING SYSTEM

1. *The EC type-approval number shall consist of four sections for whole vehicle type-approvals and five sections for system, component, and separate technical unit type-approvals as detailed below. In all cases, the sections shall be separated by the “*” character.*

Section 1: The lower case letter “e” followed by the distinguishing number of the Member State issuing the EC type-approval:

Section 2: The number of the base Directive.

Section 3: The number of the latest amending Directive applicable to the EC type-approval.

- *In the case of whole vehicle EC type-approvals, this means the latest Directive amending an Article (or Articles) of Directive 70/156/EEC.*
- *Means the latest Directive containing the actual provisions with which the system, component or technical unit conforms.*
- *Should a Directive contain different implementation dates referring to different technical standards, an alphabetical character shall be added to specify to which standard the approval was granted.*

Section 4: A four-digit sequential number (with leading zeros as applicable) for EC whole vehicle type-approvals, or four or five digits for EC type-approval pursuant to a separate Directive to denote the base type-approval number. The sequence shall start from 0001 for each base Directive.

Section 5: A two-digit sequential number (with leading zeros if applicable) to denote the extension. The sequence shall start from 00 for each base approval number.

TAAM DISCUSSION

2006/96/EC is a purely administrative amendment that does not affect the technical content of the European Vehicle Type Approval Directives.

XXX's opinion is that, according to the second item of Section 3 in 70/156/EEC Annex VII (*'the latest Directive containing the actual provisions with which the system, component or technical unit conforms'*) it is not necessary for the approval numbering of any of the European Vehicle Type Approval Directives to be influenced by 2006/96/EC.

This means, for example, that a UK noise approval can still follow the format **'e11*70/157*1999/101*1234*00'** and will not become **'e11*70/157*2006/96*1234*00'**.

XXX wishes like to seek the concurrence of the other TAAM members to this approach.

Possibilities of Solution

A	Approval numbering of the various Directives does not need to be affected by 2006/96
B	Section 3 of Approval number for all the Directives listed in 2006/96/EC must be changed to *2006/96* .

Decision: As far as it concerns approvals according directive 70/157/EEC a majority applies solution A; those delegations in favour of option B indicated not to refuse approvals that are numbered according option A.

6.6. 70/156/EEC, Date of origin for existing type

70/156/EEC (EC WHOLE VEHICLE DIRECTIVE):

DATE OF ORIGIN FOR EXISTING TYPE

ISSUE

EC Directives for the approval of vehicle systems typically have two implementation dates - one for new types and one for existing types.

The test programme necessary for certification of all the vehicle systems necessary for an EC Whole Vehicle approval can be spread over several months.

During this time the requirements for an amending version of a Directive can come into force for new types but may not yet be necessary for existing types.

When considering the appropriate Directive level for systems approvals submitted for a new 70/156/EEC (as amended) Whole Vehicle approval, is the classification of a vehicle as a 'New Type' or 'Existing Type' based on the issue date of the respective systems approval or on the date the Whole Vehicle certification?

BACKGROUND

This question was first raised by XXX at the September 2005 TAAM in Sweden but it was not possible to reach a clear consensus.

The meeting agreed that a common approach is required and the Commission delegate was requested to seek a ruling on this issue from the Commission's Legal Department.

XXX are keen to achieve a consensus and hence this question is re-submitted for further consideration/guidance from the Commission.

TAAM DISCUSSION

Possibilities of solution

Comments

A	<p>When considering the appropriate Directive level for systems approvals submitted for a new 70/156/EEC (as amended) Whole Vehicle approval, a vehicle will be considered to be a New Type at the time of the Whole Vehicle certification.</p> <p>In this case all the systems approvals will have to be to the latest level required for New Vehicle Types <u>at the time the Whole Vehicle Approval is granted</u> irrespective of the date when the individual systems approvals were actually issued.</p>	
B	<p>When a vehicle is presented for European Whole Vehicle Approval the requirements related to New Types and Existing Types will be considered separately against each of the separate EWVTA subjects and will therefore be based on the issue date for that systems approval and not on the issue date for the Whole Vehicle Approval</p>	

Decision: There is no majority for any of the options. Option B will be accepted by all delegations, even when it has not their preference.

6.7 70/156/EEC, multi-stage approval manufacturers

ISSUE

Annex XIV in the European Whole Vehicle Framework Directive makes provision for multi-stage approvals.

In one example, the manufacturer of a vehicle chassis could approve the chassis as a first stage approval and then allow an independent bodybuilder to complete the vehicle as a second stage approval.

In a second example, the same chassis manufacturer might wish to complete some of the vehicles by also fitting all the bodywork.

This second example could, of course, be covered as a complete single stage approval but, as an alternative approach, would it be acceptable for the chassis manufacturer to split the approval into two stages so that the chassis itself can have a common 'first stage' approval regardless of whether the bodywork is completed by the original chassis manufacturer or by an independent bodybuilder?

XXX's opinion is that it is acceptable for the same manufacturer to be responsible to more than one stage in a multi-stage vehicle approval but it would like to seek the opinion of the other TAAM members.

LEGISLATION

ANNEX XIV - PROCEDURES TO BE FOLLOWED DURING MULTI-STAGE EC TYPE-APPROVAL

1. GENERAL

- 1.1. *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 separate Directives 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.*
- 1.2. *EC type-approvals in accordance with this Annex are granted on the basis of the current state of completion of the vehicle type and must incorporate all approvals granted at earlier stages.*
- 1.3. *Each manufacturer in a multi-stage EC type-approval process is responsible for the approval and conformity of production of all systems, components or separate technical units manufactured by him or added by him to the previously built stage. He is not responsible for subjects which have been approved in an earlier stage except in those cases where he modifies relevant parts to an extent that the previously granted approval becomes invalid*

TAAM DISCUSSION

Possibilities of solution

A	It is acceptable for the same manufacturer to be responsible to more than one stage in a Multi-Stage vehicle approval
B	The same manufacturer cannot be responsible for more than one stage in a multi-stage vehicle approval

Decision: Option A is supported unanimously, after presenting the opinion of majority.

6.8 72/245/EEC, EMC and GPSDIRECTIVE: **72/245/EEC last amended by 2006/28/EG (2004/104/EC incl.)**

RELEVANT SECTION:

DIRECTIVE 72/245/EEC Annex I, item 2.1.12.

2.1.12. Immunity-related functions are:

- (a) functions related to the direct control of the vehicle:
- by degradation or change in: e.g. engine, gear, brake, suspension, active steering, speed limitation devices
 - by affecting driver's position, e.g. seat or steering wheel positioning,
 - by affecting driver's visibility: e.g. dipped beam, windscreen wiper;
- (b) functions related to driver, passenger and other road-user protection:
- e.g. airbag and safety restraint systems;
- (c) functions which, when disturbed, cause confusion to the driver or other road users:
- optical disturbances: incorrect operation of e.g. direction indicators, stop lamps, end outline marker lamps, rear position lamp, light bars for emergency system, wrong information from warning indicators, lamps or displays related to functions in clauses (a) or (b) which might be observed in the direct view of the driver,
 - acoustical disturbances: incorrect operation of anti-theft alarm, horn, for example;
- (d) functions related to vehicle data bus functionality:
- by blocking data transmission on vehicle data bus-systems, which are used to transmit data, required to ensure the correct functioning of other immunity-related functions;
- (e) functions which, when disturbed, affect vehicle statutory data: e.g. tachograph, odometer.

QUESTION / PROBLEM / CONCERN:

Can a GPS be considered to effect immunity related functions?

	A	Yes	
	B	No	

Can a CD/Radio be considered to effect immunity related functions?

	A	Yes	
	B	No	

Type approving authority "e"

Selection of solution		accepted	refused
GPS	A		
GPS	B		
CD/Radio	A		
CD/Radio	B		

Decision: The majority is of the opinion that GPS and audio systems are not immunity related; the Commission clarifies that fixed aftermarket devices need not be type-approved if they are not immunity related.

There may need to be special consideration of after market devices that are connected to the vehicles electrical system if, in so doing, they are able to access the vehicle's main CAN bus system.

6.9 72/245/EEC, GSM remote controlled activation of vehicle functions

Issue

Vehicle manufacturers are asked by insurance companies and creditors to equip vehicles with electronic devices which can be operated by GSM signals. The main purpose of such a device is to lock a vehicle on demand for e. g. creditors in cases of unpaid instalments.

The question is whether remote controlled activations of vehicle functions via GSM shall be permitted provided that the EMC requirements of the system are fulfilled. EC-Directives do not directly prohibit this but the use of it would probably violate national legislation of the Member States.

Prescription

Directive 72/245/EEC and national legislation

Possibilities of solution

Comments

1	A	GSM remote controlled activation of vehicle functions is prohibited. This nature of operation shall not be covered by EMC approvals.	
	B	GSM remote controlled activation of vehicle functions is permitted. This nature of operation could be covered by EMC approvals.	

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

Decision: Some representatives believe that these devices should not be permitted as it is in conflict with article 8 of the Vienna Convention and that they should neither be type approved for EMC. As the police of Member State X uses remote controlled systems for activating vehicle functions the representative of Member State X requested a reservation on this decision.

6.10 94/20/EC, Coupling devices

RELEVANT SECTION:

DIRECTIVE 94/20/EC Annex I, Definitions

2.1.5. The *drawbars* in Section 1.3.5 comprise overrun devices and similar items of equipment mounted on the front of the towed vehicle or to the vehicle chassis, which is suitable for coupling to a towing vehicle by means of drawbar eyes, coupling heads and similar coupling devices.

Drawbars can be attached to the trailer so as to move freely in the vertical plane and therefore support no vertical load, so called hinged drawbars, or be fixed in the vertical plane so as to support a vertical load, so called rigid drawbars. Drawbars fixed in the vertical plane can be either rigid or sprung.

Drawbars may also comprise more than one component, be adjustable or cranked. This Directive concerns drawbars only of the type which forms a separate unit, which is not part of the chassis of the towed vehicle.

2.1.6. The *drawbeams* in Section 1.3.6 are all parts and devices placed between the coupling devices, such as coupling balls and drawbar couplings, and the frame (e.g. rear cross member), the load-bearing bodywork or the chassis of the towing vehicle.

QUESTION / PROBLEM / CONCERN:

Can an approval that is part of the frame be accepted as a coupling device (drawbar/drawbeam) and get a type-approval accepted by the member states even though it can not be dismantled?

A	Yes	
B	No	

Type approving authority "e"

Selection of solution		accepted	refused
	A		
	B		

Decision: The delegations informed Member states X about their view on this question without reaching a common approach.

6.11 2001/56/EC, heating systems for caravans

DIRECTIVE: 2001/56/EC last amended with 2006/119/EC

RELEVANT SECTION:

DIRECTIVE 2001/56/EC Annex III

SAFETY REQUIREMENTS FOR LPG COMBUSTION HEATERS AND LPG HEATING SYSTEMS

1. LPG HEATING SYSTEMS FOR ROAD USE IN MOTOR VEHICLES

1.1. If an LPG heating system in a motor vehicle can also be used when the vehicle is in motion, the LPG combustion heater and its supply system shall comply with the following requirements:

1.1.1. The LPG combustion heater shall comply with the requirements of the harmonised standard on specifications for dedicated LPG appliances — Room sealed LPG space heating equipment for installation in vehicles and boats (EN 624:2000) ⁽¹⁾.

1.1.2. In cases of a permanently installed LPG container all components of the system that are in contact with LPG in the liquid phase (all components from the filling unit to the vaporiser/pressure regulator) and the associated liquid phase installation shall comply with the technical requirements of UN/ECE Regulation No 67, Parts I and II and the Annexes 3 to 10, 13 and 15 to 17 ⁽²⁾.

1.1.3 The gaseous phase installation of the LPG heating system in a vehicle shall comply with the requirements of the harmonised standard on specifications for the Installation of LPG systems for habitation purposes in leisure accommodation vehicles and in other road vehicles (EN 1949:2002) ⁽³⁾.

1.1.4. The LPG supply system shall be so designed that.....

2. LPG HEATING SYSTEMS FOR STATIONARY USE ONLY IN MOTOR VEHICLES AND THEIR TRAILERS

2.1. The LPG-combustion heater and its supply system of an LPG heating system that is intended to be used only when the vehicle is not in motion, shall comply with the following requirements:

2.1.1. Permanent labels shall be attached on the compartment where the portable LPG cylinders are stored and in close proximity to the control device for the heating system, giving instructions that the LPG heater shall not be in operation and that the valve of the portable LPG cylinder shall be closed when the vehicle is in motion.

2.1.2. The LPG combustion heater shall comply with the requirements of section 1.1.1.

2.1.3. The gaseous phase installation of the LPG heating system shall comply with the requirements of section 1.1.3.

QUESTION / PROBLEM /CONCERN:

What are the requirements for a Trailer/Caravan with LPG heating system intended for road use? Is it allowed to have a LPG heating system intended for road use in a trailer/caravan? There is no clear regulation or opinion in the directive.

Decision: The problem is that the only applicable requirements (section 2 of Annex III) cover stationary use and require a permanent label saying the valve of the LPG-cylinder cannot be used during motion. The opinions of the Member States is that as it is not permitted to have passengers in the trailer there is no need for specific requirements for a heating system for road use in a trailer. The suggestion was done that Member State X could consider national provisions that permit the functioning of the heating system when the trailer is in road use even though the permanent label is fitted.

6.12 2001/56/EEC, Approval of Motor Caravans DIRECTIVE: 70/156/EEC

RELEVANT SECTION:

DIRECTIVE 70/156/EEC Annex II**DEFINITION OF VEHICLE CATEGORIES AND VEHICLE TYPES**

Category M: Motor vehicles with at least four wheels designed and constructed for the carriage of passengers.

Category N: Motor vehicles with at least four wheels designed and constructed for the carriage of goods.

5. Special purpose vehicle' means a vehicle of category M, N or O for conveying passengers or goods and for performing a special function for which special body arrangements and/or equipment are necessary.

5.1. 'Motor caravan' means a special purpose M category vehicle constructed to include living accommodation which contains at least the following equipment:

- seats and table,
- sleeping accommodation which may be converted from the seats,
- cooking facilities, and
- storage facilities.

This equipment shall be rigidly fixed to the living compartment; however, the table may be designed to be easily removable.

QUESTION / PROBLEM /CONCERN:

Can a motor caravan have a combined function with loading area and still be considered a M1-vehicle and get an EC-WVTA? See examples.

<p>Loading area, doors in the rear for loading goods, equipment, horses, bikes, cars</p>	<p>Seats/Table/Cooking Sleeping accommodation Storage facilities</p>	<p>Drivers position/ passenger seat over the engine</p>
--	--	---

<p>Table/ Cooking-area/Storage facilities Foldable seats and foldable sleeping accommodation when folded the area can be used as loading area. Doors in the rear for loading/unloading</p>	<p>Drivers position/ passenger seat over the engine</p>
--	---

Decision: The formula of Annex II, part III, under point 1 of the framework directive for distinction between M₁ and other vehicle categories has only to be used in case of a multi-purpose vehicle.

Depending on the number of seating positions the vehicle can be an M₁ vehicle. No decision was reached as the actual question concerns motor caravans and not MPV's.

6.13 74/60/EEC, interior fittings

Issue: The Directive 74/60/EC in its Annex III (Procedure for testing energy dissipating materials) and its point 1.4 says:

At every point of impact on the surface to be tested, the direction of impact shall be the tangent to the trajectory of the head form of the measuring apparatus described in Annex II

Background: In practice it is usual to carry out the tests with the trajectory inside of the vertical plane parallel to the median longitudinal plane of the vehicle.

Problem: According to that point it is not clear if the trajectory must be inside of the vertical plane passing through the H point of the frontal seat and the point of impact or inside of the vertical plane that passing through the point of impact remaining parallel to the median longitudinal plane of the vehicle.

Legislation:

Directive 74/60/EC Annex II Article 1.4

Possibilities of solution

Comments

A	At every point of impact on the surface to be tested, the direction of impact shall be the tangent to the trajectory of the head form inside of the vertical plane parallel to the median longitudinal plane of the vehicle.	In this case, in general the deceleration values are higher than in case B
B	At every point of impact on the surface to be tested, the direction of impact shall be the tangent to the trajectory of the head form inside of the vertical plane passing through the H point of the frontal seat and the point of impact (oblique angle).	In this case, in general the deceleration values are lower than in case A, but it is more realistic.
C	At every point of impact on the surface to be tested, the direction of impact (A or B) shall be chosen by the technical service conducting approval tests to give the most adverse conditions.	It shall be chosen (A or B) taking in consideration the surface to be tested, the estimated deceleration and the sharp edges.

Decision: Several delegations gave their view on this subject. There is a choice between a full speed test and a test at reduced speed. Most manufacturers perform a test in longitudinal direction at full speed as a worst case.

6.14 70/157/EEC / Regulation 51, monitoring phase when testing motor vehicles on noise, European Commission 2

The Commission would like to discuss the necessary administrative provisions for the coming monitoring phase.

The UN/ECE Working Group on vehicle noise (GRB) has developed a new test cycle that shall replace the existing test protocol with a better measurement method reproducing the sound levels generated by vehicles during normal driving in urban traffic. Before this method can be used for type-approval purposes, new limit values for this method need to be established. In order to obtain representative data to determine those values and for a solid impact assessment, vehicle manufacturers shall carry out the old and the new measurement method in parallel. The old method will continue to be required in order to receive type-approval and the new method will be used for monitoring purposes.

From 1 July 2007 on all new motor vehicles, in order to receive type-approval on noise according to UN/ECE Regulation 51, will have to undergo noise tests following Annex 3 and Annex 10. The results of these tests have to be communicated to the European Commission and those Contracting Parties that express an interest. A similar provision will be introduced in Directive 70/157/EEC and will become applicable in the beginning of 2008.

The Commission services have received some questions about the amount of data to be communicated. It seems to be appropriate to discuss this question with the type-approval authorities as they will be in most cases responsible for collecting and transmitting the data. The Commission services have prepared a draft data sheet as basis for discussion in the TAAM (see Annex).

Decision: the Commission clarified that the data should be presented for all vehicle categories; the format of the document is not mandatory and a test report containing the relevant data will also be acceptable for the Commission. All authorities were requested to send their remarks on the document to the Commission before the end of April 2007.

Annex EC item 2: Information to be communicated to EC

Noise (ECE R51)

Vehicle							
Trade mark		Vehicle type		Model year			
Body type		Identification no.					
Engine type				Eng. Capacity			cm ³
Engine power		kW	Pmax at	rpm	Pmax ¾		rpm
Engine position			Engine torque	Nm	at		rpm
Gearbox type					MT / AT		
No. of gears			Drive axle				Axle ratio
2nd gear ratio			3rd gear ratio				4th gear ratio
Gear selected (i)			gear ratio (i)				gear ratio (i+1)
Vehicle weight		kg	Vehicle length		m	PMR	kW/t
Tyre mark			Tyre type			Tyre size	
Partial power factor kp							

Noise reduction system			
Insulation		Engine hood	Below engine
Intake silencer		Resonator	
Pre-Katalysator		Main-Kat.	DPF
Centre silencer			
Rear silencer			

Measurement Method A									
Test Track:				Absorption Factor				Date:	
Ambient conditions									
Cal. of analyser		Target:		dB(A)		Actual before		dB(A)	
Ambient noise		dB(A)				Actual after		dB(A)	
Air Temperature		°C		Test track temp.		°C		Air pressure	
Wind speed		m/s		Wind direction		°		Air humidity	
2nd gear real		km/h		Speed indication		km/h		Engine rpm	
3rd gear real		km/h		Speed indication		km/h		Engine rpm	
Driving noise		1	2	3	4	5	Maximum value		Mix
2nd gear	left						2nd		(- 1dB(A)=)
	V [km/h]								
	right								
3rd gear	left						3rd		Result
	V [km/h]								
	right								

Measurement Method B									
Test Track:				Absorption Factor				Date:	
Ambient conditions									
Cal. of analyser		Target:		dB(A)		Actual before		dB(A)	
Ambient noise		dB(A)				Actual after		dB(A)	
Air Temperature		°C		Test track temp.		°C		Air pressure	
Wind speed		m/s		Wind direction		°		Air humidity	
Target acceleration a urban									
Reference acceleration a wot ref									
Achieved acceleration a wot test									
Pos. of pre-accl.		m(i)		V A-A		km/h		V B-B	
Driving noise		1	2	3	4	1	2	3	4
Gear (i) (A/D)	left								
	V P-P								dB(A)
	Accel.					const.	const.	const.	const.
	Right								km/h
Gear (i+1)	left								dB(A)
	V P-P								km/h
	Accel.					const.	const.	const.	m/s ²
	Right								dB(A)
Pos. of pre-accel.		m(i+1)		V A-A		km/h		V B-B	
Result LWOTRep		dB(A)		LCRSRep		dB(A)		LURBAN	

Stationary vehicle noise									dB(A)
Comment									

6.15 70/157/EEC, noise and exhaust system

Issue

Annex I, point 5.2.2.4.3.2 states that for automatic transmission without manual override the sound level of the moving vehicle shall be tested at approach speeds of 30, 40, and 50 km/h. The test result is that obtained at the speed which produces the maximum sound level.

Apart from forward and reverse driving CVT gear boxes generally do not have manual override. For a few years now this type of gear boxes can be controlled electronically by means of external switches or manual override in a manner that different transmission steps can be achieved. Shall these external switches regarded as manual override for the purpose of the Directive?

Prescription

Directive 70/157/EEC, Annex I No. 5.2.2.4.3.2

Possibilities of solution

Comments

1	A	If the CVT gear box can be shifted like a common automatic transmission gear box by an external switch to different transmission steps, the tests shall be conducted as described for automatic transmission gear boxes.	
	B	CVT gear boxes don't have manual override and shall be considered as automatic transmission gear box without manual override.	

Type approving authority "e"

Selection of solution		accepted	refused
	A		
	B		

Decision: Option A in amended form is the correct option and reads:

If the CVT gear box can be shifted like a common automatic transmission gear box by an external switch to different transmission steps, the tests shall be conducted as described for automatic transmission gear boxes with manual override.

6.16 70/220/EEC and UNECE/R83, Emission of gas vehicles

Issue

Vehicles fuelled with NG or LPG can be type approved pursuant to the above mentioned requirements. Due to the different fuel qualities the type I test has to be carried out with different test fuels. This is required to demonstrate the adaptability of the fuel system.

Depending on the used test fuel different test results will be achieved. If a vehicle not belonging to a family of vehicles has been tested it will not be clear which of the results the final emission value is. The final emission value has to be transferred to the table "test results" under Annex VIII of Directive 70/156/EEC and to the CoC under Annex IX as well.

Prescription

Directive 70/220/EEC, Annex I No. 5.3.1.2.1.1, Annex III No. 3.2.1 und Annex XII

Possibilities of solution

Comments

1	A	The highest emission value of the tests with different gases is considered to be the result.	
	B	The emission value of the test with the "worst" gas is considered to be the result.	

Type approving authority "e"

Selection of solution		accepted	refused
	A		
	B		

Decision: The directive is not clear on this point and the Member States indicate different values varying from a mixture of all fuels to a sum of the highest values. Member State X will make a proposal for amending the Euro 5/6 regulation.

6.17 70/220/EEC, multi-step and emission-requirements

DIRECTIVE: 70/220/EEC, Annex I ; 70/156/EEC, Annex XI

RELEVANT SECTION: 70/220/EEC Annex I

SCOPE, DEFINITIONS, APPLICATION FOR EC TYPE-APPROVAL, GRANTING OF EC TYPE-APPROVAL, REQUIREMENTS AND TESTS, EXTENSION OF EC TYPE-APPROVAL, CONFORMITY OF PRODUCTION AND IN-SERVICE VEHICLES, ON-BOARD DIAGNOSTIC (OBD) SYSTEMS

1. SCOPE

This Directive applies to

- *tailpipe emissions at normal and low ambient temperature, evaporative emissions, emissions of crankcase gases, the durability of anti-pollution devices and on-board diagnostic (OBD) systems of motor vehicles equipped with positive-ignition engines, and*
- *tailpipe emissions, the durability of anti-pollution devices and on-board diagnostic (OBD) systems of vehicles of category M1 and N1 (1), equipped with compression-ignition engines,*

covered by Article 1 of Directive 70/220/EEC in the version of Directive 83/351/EEC, with the exception of those vehicles of categories N1 for which type-approval has been granted pursuant to Directive 88/77/EEC (2).

At the request of the manufacturers, type-approval pursuant to this Directive may be extended from M1 or N1 vehicles equipped with compression ignition engines which have already been type approved, to M2 and N2 vehicles having a reference mass not exceeding 2 840 kg and meeting the conditions of section 6 of this Annex (extension of EEC type-approval).

This Directive also applies to the EC type-approval procedure for replacement catalytic converters as separate technical units intended to be fitted on vehicles of category M1 and N1.

(1) As defined in Part A of Annex II to Directive 70/156/EEC.

(2) OJ L 36, 9.2.1998, p. 33.

RELEVANT SECTION: 70/156/EEC Annex XI, Appendix 1

			M1 ≤ 2 500 kg	M1 > 2 500 kg	M2	M3
2	Emissions	70/220/EEC	Q	G+Q	G+Q	G+Q

G 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 maximum mass) are satisfied.

Q 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.

QUESTION / PROBLEM / CONCERN:

1/ A N1 or M1 incomplete vehicle (stage I) can have an issued type approval according to 70/220/EEC, up to the reference mass 2 840 kg.

Can such approval be used for a stage II/stage III approval of a motor caravan (M1) even though the motor caravan in fact has a reference mass over 2 840 kg when rebuilt? (mass in running order increases to over 2 815 kg).

2/ Can a 70/220/EEC approval for a M1 vehicle with a maximum mass of more than 3 500 kg be granted?

3/ What are the requirements for type I and type V tests for the vehicle in question 2?

Decisions/remarks:

Question 1: there is no problem to increase the mass as from a certain mass the reference mass remains unchanged;

Question 2: it was concluded that it is possible to grant a 70/220/EEC approval for a M₁ vehicle with a maximum mass of more than 3 500 kg;

Question 3: it was indicated that there are no requirements and that type II and III test are applicable for petrol vehicles above 3500 kg.

6.18 2005/66/EC, frontal protection systems on motor vehicles

Issue

Directive 2005/66/EC with Commission Decision 2006/368/EC contains no definitions about a type of a frontal protection systems (FPS) as separate technical unit (STU). There are only criteria for a vehicle type. Criteria for the definition of a type of FPS can be derived from:

- 1.1 annex I 2005/66/EC, article 1 (2) 2006/368/EC:
type approval of a FPS as STU for the use with one vehicle type
- 3.2.2. of annex II with 3.1.1. of annex I 2005/66/EC Type-Approval Mark and test provisions:
Type-Approval Mark with or without asterisk with regard to the test provisions

In any case tests have to be carried out on all versions of the FPS and the respective test results have to be reported in the addendum to the EC type-approval certificate.

For the clearness of type-approvals and to avoid that one manufacturer may get one approval for all possible versions of a FPS for one vehicle type there should be more concrete criteria taken into account in the type-approval process. These criteria may be:

- differences in material (e.g. steel, plastic, light alloy)
- differences in construction (e.g. one piece, multi-part, tubular sheet metal)
- differences in the connection to the vehicle

What are the experiences of the type-approval authorities ?

Is it necessary to take into account concrete criteria for the definition of the type of a FPS in the type approval process as stated above?

Prescription

Directive 2005/66/EC

Possibilities of solution

Comments

I	A	Concrete criteria for the definition of the type of a FPS as a STU in the type approval process are necessary	
	B	Experiences have shown that concrete criteria for the definition of the type of a FPS as a STU in the type approval process are not necessary	

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

Opinions:

- the definition can be found in §2.2 of the annex;
- test must be performed for different configurations, but can be combined in one type approval and the documentation should be clear.

6.19 2003/97/EC, Mirrors on mobile Cranes**Question :**

Is it a requirement for mobile cranes undergoing whole vehicle type approval to meet the requirements of the revised mirror Directive 2003/97/EC (which includes requirements to fit additional blind spot mirrors and enhanced field-of-view requirements for other mirrors) ?

Answer:

No, Appendix 4 to Annex XI to the Framework Directive concerning requirements for mobile cranes refers to the original Directive on mirrors (71/127/EEC) rather than the new Directive (2003/97/EC). Therefore existing approvals to the original 71/127/EEC Directive are still valid for compliance with WVTA. However, according to Article 2(2) of Directive 2003/97/EC, any new approvals to the mirror Directive for N₃ category vehicles issued since January 2006 will need to be to the new mirror Directive (21003/97/EC) rather than 71/127/EEC.

After 24 January 2010, according to Article 6 of 2003/97/EC, Directive 71/127/EEC shall be repealed and all references to that Directive shall be construed as being made to Directive 2003/97/EC. Hence from 2010 on, special-purpose vehicles, including mobile cranes, will need to comply with 2003/97/EC in order to obtain ECWVTA.

Decision: TAAM confirmed the position of the relevant delegation.

6.20 2003/97/EC, Combined approval of class IV and V mirrors,**Directive or Regulation number:**

2003/97/EC Indirect vision

Subject:

Combined approval of Class IV and V mirrors

Reference to Annex, etc in the Directive or Regulation:

Annex 1, type definition and approval

Text:

- 1.1.4. 'Type of device for indirect vision' means devices that do not differ on the following essential characteristics:
- design of the device inclusive, if pertinent, the attachment to the bodywork;
 - in case of mirrors the class, the shape, the dimensions and radius of curvature of the mirror's reflecting surface;
- 5.1. Once the relevant requirements have been met, EC component type-approval shall be granted and a component type-approval number, in accordance with Annex VII to Directive 70/156/EEC, issued in respect of any mirror or device for indirect vision other than a mirror.
- 5.2. This number shall not be assigned to any other type of device for indirect vision.

Question:

Is it possible to issue an approval for combined Class IV and V?

Solutions:

A	No, a type is defined also by the class	
B	Yes, the mirror can be used for both purposes	

Decision:		
Type approval Authority e/E	X	
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A	x	
B		x

Remarks:
Solution B saves having to use 2 approval numbers for the same device

Decision: It is not possible to grant an approval for a combined class IV and V mirror.

6.21 2003/102/EC, Protection of pedestrians

RELEVANT SECTION: 2003/102/EC, Annex 1

ANNEX I

TECHNICAL PROVISIONS

1. SCOPE

The Directive applies to the frontal surfaces of vehicles. For the purpose of this Directive, vehicle means any motor vehicle as defined in Article 2 of and Annex II to Directive 70/156/EEC of category M1 of a maximum mass not exceeding 2,5 tonnes and to N1 vehicles derived from M1, of a maximum mass not exceeding 2,5 tonnes.

QUESTION / PROBLEM / CONCERN:

Do the regulation apply for N1 vehicles derived from M1 of a maximum mass not exceeding 2,5 tonnes or for N1 vehicles when derived from M1, having a maximum mass not exceeding 2,5 tonnes?

Decision: the scope shall cover M1 vehicles not exceeding 2,5 tons and N1-vehicles not exceeding 2,5 tons derived from M1.

7. ITEMS RELATING TO FRAMEWORK DIRECTIVE 92/61/EEC AND 2002/24/EC (MOTOR CYCLES)

7.1 2002/24/EC, Certificate of Conformity

Issue:

Many Certificates of Conformity for L category (especially those exported from Asia) do not comply with point 1 Article 7 Directive 2002/24/EC. Those CoCs are not protected with the vehicle manufacture's identification mark.

Other problem, manufacturers fill in CoC in several steps with different fonts

Requirement of Directive 2002/24/EC

“Article 7

Point 1

Paragraph 2

The certificate of conformity shall be made in such a way as to prevent any forgery. For this purpose, the printing shall be made on paper protected either by coloured graphics or watermarked with the vehicle manufacturer's identification mark."

A- Do you accept CoC (see attachments) for the vehicle? (see 6 attachments)

B- Which institution has to control CoCs (paper, form, fonts, protective features etc.)?

Possibilities of solution

Comments

A 1	CoC for ArtiCat	3 sheets, main sheet without protection
A 2	CoC for BASHAN	colored paper without manufacturer's ident. mark
A 3	CoC for XINXIANG ect.	colored paper with very small grey and suspicious manufacturer's ident. mark
A 4	CoC for SANILI	simple white paper with diagonal yellow text
A 5	CoC for HAIZHIMENG	colored text and mark, but fonts different (VIN and engine number)
A 6	CoC for SMC	grey colour manf. mark, bur fonts different (VIN and engine number)
B	type approval granting authority	

Type approving authority "e"	X
-------------------------------------	----------

Selection of solution		accepted	refused
	A 1	x	
	A 2		x
	A 3	x	
	A 4	x	
	A 5		x
	A 6		x
	B	x	

Other opinion / comment:

Decision: directive 2002/24/EC requires either a watermark with the manufactures mark or any coloured graphic. These provisions are considered to be insufficient for preventing forgery.

7.2 2002/24/EC, Annex II, information document

Issue

Number of seats in motorcycles or quads-bikes

Prescription

2002/24 CE ANNEX II

INFORMATION DOCUMENT

2.7. Seats

2.7.1. Number:

2.7.2. Location:

2.7.3. Coordinates or drawing of the R point (i)

2.7.3.1. Driving seat:

2.7.3.2. Other seats:

2.7.4. Intended seat-back inclination

2.7.4.1. Driving seat:

2.7.4.2. Other seats:

2.7.5. Seat adjustment range, where appropriate

2.7.5.1. Driving seat:

2.7.5.2. Other seats:

2006/27 CE

'SAFETY-BELT ANCHORAGES AND SAFETY-BELTS OF THREE-WHEEL MOPEDS, TRICYCLES AND QUADRICYCLES';

1.6. "seat" means a structure, whether or not forming an integral part of the vehicle structure and including its trim, which offers a seated position for an adult, the term designating both an individual seat and part of a bench corresponding to a seating position. A saddle is not considered to be a seat for item 2.1.

1.6a. "saddle" means a seating position where the rider or passenger sits astride.';

Possibilities of solution Comments

A	2.7 Seats: filling not applicable	
B	2.7 Seats: filling 1C, 2C	

Type approval authority "e"	X
------------------------------------	----------

Selection of solution		accepted	refused
	A	X	
	B		X

Decision: The Commission clarified that point 2.7 was intended to include saddles.

Where an approval authority has doubts about the number of seats declared by the manufacturer, he will have to refuse that declared number.

7.3 2002/24/EC, Model for CoC,

Article: 7
and
Annex: IV

Question:

A motorcycle manufacturer has WVTA for his vehicle types.
Most of the types are separated into different variants and versions, according to article 2 in the directive.

The COCs which he is granting for the vehicles, identifies, declares and describes each specific vehicle/V.I.N. These COCs however, specifies different/alternative versions for one specific vehicle/VIN. The other descriptions/characters given in the COC are identical for the different versions.

Is this way to specify version acceptable?

Example

(the characters are only for the example):

In the WVTA, the vehicle type AB is separated into the different variants 1 and 2.

Further the variant 2 is separated into the different versions I, II, III and IV (with slightly different characteristics).

The first part of the COC for a specific vehicle is granted as follows:

COC

0.1
0.2 Type: AB
Variant: 2
Version: II / III / IV
0.2.1
0.4
0.4.1
0.5
0.6 V.I.N.: XYZ5DEMO000000101
0.7

Type approval authority "e"	X
-----------------------------	---

	Possibilities of solution	Accepted	Refused
	The COC shall identify, declare and describe one		

A	specific vehicle/V.I.N. This means, if a vehicle type is separated into different variants and/or versions, the COC shall specify the exact variant/version for the particular vehicle/V.I.N.	X	
B	The COC for one specific vehicle/V.I.N., may specify alternative variants or versions for the particular vehicle/V.I.N.		X

Decision: TAAM supported Option A; the versions that are not applicable should be crossed out.

7.4 2002/24/EC, special tricycle for wheelchair users

SUBJECT: Special tricycle for wheelchair users. Are such untypical vehicles subject to special national regulations in your country?



Background:

Vehicles like this are most often manufactured with a large usage of L category EC type-approved vehicle components, but in most cases, separate directive approvals can not be used (even upon the “base” vehicle whole vehicle type-approval owner’s consent), as the vehicle in question differs too much from its predecessor.

Question:

Member State X would appreciate the other countries assistance / opinions concerning national approval / registration regulations that could allow reduce the cost of approval procedure for these low-volume vehicles.

COMMENTS**Opinions:**

- such vehicles can be approved individually;
- these vehicles can not get a registration.

7.5 97/24/EC, Chapter 7, Anti-tampering

v1.00 – 27 February 2007

Directive or Regulation number:

- 2002/24/EC – WVTA (Framework Directive) for motor vehicles with 2 or 3 wheels.
- 97/24/EC – Certain components and characteristics, chapter 7 – Anti-tampering.

Subject:

Anti-tampering requirements for electrically propelled mopeds.

Reference to Annex, etc in the Directive or Regulation:

- 2002/24/EC, Annex I, item 19 Anti-tampering measures for mopeds and motorcycles.

Text:

Annex I LIST OF REQUIREMENTS FOR THE PURPOSE OF VEHICLE TYPE-APPROVAL
Table (fragment)

17	Engine compression ratio (**)	CONF	
18	Maximum torque and maximum net power of engine, whether this is:	SD	95/1/EC
	— of the spark-ignition or compression-ignition type, or	CONF	
	— electric		
19	Anti-tampering measures for mopeds and motorcycles	SD	97/24/EC C7
20	Fuel tank (**)	SD	97/24/EC C6
21	Traction battery/ies	CONF	

Footnote:

(**) Electrically-propelled vehicles are not subject to the requirements relating to this heading. This does not apply to twin-propulsion vehicles in which one of the systems of propulsion is electric and the other thermic.

Question:

In the table in Annex I to Directive 2002/24/EC the (**) is used to mark items which are not applicable to electrically propelled vehicles. Item 19 is not marked thus implying that item 19 (anti-tampering) is applicable to electrically propelled vehicles.

In Directive 97/24/EC, chapter 7, all requirements are for vehicles propelled by two- or four-stroke engines

(thermic), and not for vehicles which are propelled electrically.

Which requirements are applicable to electrically propelled mopeds (2 wheeled)?

Solutions:		
A	Directive 2002/24/EC, Annex I, item 19 is not applicable for electrically propelled vehicles and should therefore be marked with (**)	
B	97/24/EC, C7, Interchangeability of non-identical parts must be checked and marking of the parts including a control plate must be fitted, although this is not specifically mentioned.	

Decision: Option B. Member State X will draft a proposal for amending chapter 7 of directive 97/24/EC in order to include electrical mopeds in the scope of this chapter.

7.6 97/24/EC, Chapter 7, Anti-tampering

Issue

Anti tampering in quad- bikes?

Prescription

3.7. Any component (mechanical, electrical, structural, etc.) which limits full engine load (e.g. a throttle control stop or a twist-grip stop) is forbidden.

Scope of anti tampering only includes mopeds and motorcycles

Possibilities of solution

Comments

A		
B		

Type approval authority "e"

Selection of solution		accepted	refused
A			
B			

Quads bikes approval like quadricycles often show parts that reduces the power to 15 kW. In some cases we can see vehicles up to 800 or 1000 cc where simply is limited the throttle
 Comment It's extremely important to avoid the tampering of the power because it causes to extract the vehicle out of scope of framework directive. 2002/24 EC

Decision: Member State X will draft a proposal for including the quadricycles in the scope the anti tampering measures.

8. ITEMS RELATING TO FRAMEWORK DIRECTIVE 74/150/EEC AND 2003/37/EC (AGRICULTURAL AND FORESTRY TRACTORS)

8.1. 2000/25/EC Tractor emissions

IDENTIFICATION OF STAGE III APPROVALS

BACKGROUND

Directive 2000/25/EC (Tractor emissions) specifies the technical provisions of the Non-Road Mobile Machinery Directive 97/68/EC. The emission levels are regulated in three Stages.

Whilst 97/68/EC requires the approval number to identify the emissions level (Stage I, II or III) and application of the engine, the 2000/25/EC approval number will only differentiate between Stage I and Stage II engines and makes no provision for the identification of Stage III approvals.

LEGISLATION

2000/25/EC

ANNEX I

3. SPECIFICATIONS AND TESTS

The provisions of Directive 97/68/EC, Annex I, Section 4 and Annexes III, IV and V are applicable.

Appendix 4

1. *The EC type-approval number shall consist of five sections, separated by the sign ‘ * ’:*
 Section 1 *A lower-case letter ‘e’ followed by the distinguishing number of the Member State which has granted the type-approval:*

Section 2 *The number of the base Directive followed by a letter A for stage I, letter B for stage II*

Section 3 *The number of the latest amending Directive applicable to the approval. If a Directive contains different implementation dates referring to different technical standards, an alphabetical character shall be added in order to specify the standard in accordance with which the approval was granted*

Section 4 *A four-digit sequential number (with leading zeros as applicable) to denote the base approval number. The sequence shall start from 0001 for each base Directive*

Section 5 *A two-digit sequential number (with leading zeros as applicable) to denote the extension. The sequence shall start from 00 for each approval number*

2. *Example of the third approval by France according to this Directive meeting the requirements of stage I of this Directive:*
*e2*NN/NN(1)A*00/00*0003*00*

3. *Example of the second extension to the fourth approval issued by the United Kingdom according to this Directive meeting the requirements of stage II of this Directive:*
*e11*NN/NN(1)B*00/00*0004*02*

97/68/EC

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:*
 - 11 *for the United Kingdom*
 - 12 *for Austria*
 - 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.*

TAAM DISCUSSION

Whilst the 2000/25/EC approval number will differentiate between a Stage 1 and a Stage II engine how can a Stage III engine be identified?

XXX would like to seek the opinion of the other TAAM members.

Possibilities of Solution

A	No specific marking for 2000/25/EC Stage III engines
B	Use appropriate Stage III marking from 97/68/EC for 2000/25/EC Stage III engines
C	Commission to take action to amend Directive 2000/25/EC

Decision: The marking of the non road mobile machinery should be used in combination with a letter C; there is no need to amend 2000/25/EC as this directive will be repealed.

8.2. 2003/37/EC, Seat belt anchorages

SUBJECT: Application of the directive relating to the type-approval of agricultural or forestry tractors

DIRECTIVE: 2005/67/EEC, Annex II, line 26.1, Chapter B, Part I

Background (original text English)

2. Annex II is amended as follows:

(a) in line 26.1, Chapter B, Part I, the words 'Seat belt attachment points' are replaced by 'Seat belt anchorages ⁽³⁾.

⁽³⁾ The minimum number of anchorage points required for tractors of categories T1, T2, T3, C1, C2 and C3 is two, established in Annex I, Appendix 1 to Directive 76/115/EEC for forward facing centre seats of vehicle category N₃. The test loads laid down in points 5.4.3 and 5.4.4 of Annex I to that Directive for vehicles of category N₃ shall apply to those tractor categories.'

2. Anhang II wird wie folgt geändert:

a) In Kapitel B Teil I Zeile 26.1 wird „Verankerungen der Sicherheitsgurte“ ersetzt durch „Verankerungen der Sicherheitsgurte ⁽³⁾.

⁽³⁾ Bei Zugmaschinen der Klassen T1, T2, T3, C1, C2 und C3 ist eine Mindestanzahl von zwei Verankerungspunkten erforderlich, wie in Anhang I Anlage 1 der Richtlinie 76/115/EWG für nach vorne gerichtete Mittelsitze der Fahrzeugklasse N₃ festgelegt ist. Die Prüfkräfte, die in Anhang I Nummer 5.4.3 und 5.4.4 der genannten Richtlinie für Fahrzeuge der Klasse N₃ festgelegt sind, gelten auch für diese Zugmaschinenklassen.“

2) l'annexe II est modifiée comme suit:

a) à la ligne 26.1, chapitre B, partie I, il convient de remplacer «points d'ancrage ceintures de sécurité» par «points d'ancrage ceintures de sécurité ⁽³⁾.

⁽³⁾ Le nombre minimum de points d'ancrage exigés pour les tracteurs des catégories T1, T2, T3, C1, C2 et C3 est de deux, comme fixé à l'annexe I, appendice I, de la directive 76/115/CEE concernant les positions assises face à l'avant de la catégorie de véhicules N₃. Les charges d'essai indiquées aux points 5.4.3. et 5.4.4. de l'annexe I de cette directive pour les véhicules de la catégorie N₃ s'appliquent à ces catégories de tracteurs.»

2) L'allegato II è modificato come segue:

a) Alla linea 26.1., capitolo B, parte I, la dicitura «Punti di ancoraggio delle cinture di sicurezza» è sostituita dalla dicitura «Ancoraggi delle cinture di sicurezza ⁽³⁾

⁽³⁾ Il numero minimo di punti di ancoraggio obbligatori per i trattori delle categorie T1, T2, T3, C1, C2 e C3 è di due, come previsto dall'allegato I, appendice I, della direttiva 76/115/CEE per i sedili centrali rivolti verso l'avanti della categoria di veicoli N₃. Per tali categorie di trattori si applicano i carichi di prova previsti ai punti 5.4.3. e 5.4.4. dell'allegato I di tale direttiva per i veicoli della categoria N₃.»

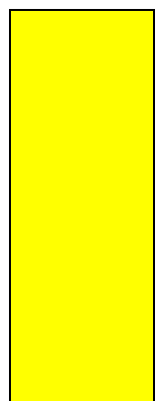
Questions

How do we have to interpret the wording "minimum number of anchorage points ... is two" in the directive about anchorage for tractors (T1, T2, T3)?

A) For a better understanding the text may be changed as follows:

1) The minimum number of anchorage points required for tractors of categories T1, T2, T3, C1, C2 and C3 for **forward facing seats** is two. The test loads laid down in point 5.4.3 and 5.4.4 of Annex I to Directive 76/115/EEC for vehicles of category N3.

Answer:



or

2) The minimum number of anchorage points required for tractors of categories T1, T2, T3, C1, C2 and C3 for **driver seats** is two. The test loads laid down in point 5.4.3 and 5.4.4 of Annex I to Directive 76/115/EEC for vehicles of category N3.

B) others

Decision: The approval authorities will apply option A1; they will also list the problems for existing type approvals for vehicles of category T1, T2 and T3 and discuss this topic in the next meeting

8.3. 74/151/EEC - 2003/37/EC, Vehicle combination maximum mass

Background:

As it is allowed for an agricultural tractor to tow two trailers, it seems appropriate to define the combination maximum mass as a sum of maximum permissible mass of a tractor (18 t), plus the sum of maximum permissible mass of two two-axle trailers (36 t), i.e.: $18\text{ t} + 36\text{ t} = 54\text{ t}$, provided all other requirements (such as for length, width, height and axle loads) are met.

Question:

What is the maximum permissible mass of a vehicle combination that consists of a tractor and multiple axle trailer or trailers?

Example:

First option: for the tractors type-approved **before** the date of entry into force of the directive 74/151/EEC as amended by 2003/37/EC - Annex I: the maximum mass of a vehicle combination consisting of a tractor and two trailers: $14\text{ t} + 36\text{ t} = 50\text{ t}$.

Second option: for the tractors type-approved **after** the date of entry into force of the directive 74/151/EEC as amended by 2003/37/EC - Annex I: the maximum mass of a vehicle combination consisting of a tractor and two trailers: $18\text{ t} + 36\text{ t} = 54\text{ t}$.

Possibilities of solution		Comments
A	First option is accepted	
B	Second option is accepted	

Decision: TAAM decided to apply option B; however these values can be limited by national legislation. The Commission promised to amend the directive.

8.4. 2003/37/EC, Maximum mass of a trailer towed by an agricultural tractor

Background:

As it is allowed for an agricultural tractor to tow trailers, it seems appropriate to define the maximum mass of a towed trailer as a result of the tractor's traction properties (its driven axle(s) load and engine power), rather than resulting from the strength of a coupling device.

Question:

What is the maximum permissible mass of a trailer towed by an agricultural tractor while driven on public road, especially while going uphill (on bridges, viaducts, etc.)?

Example:

First option: for the tractors type-approved **before** the date of entry into force of the directive 89/173/EEC as amended by 2003/37/EC - Annexes I and V: the maximum mass of a trailer may not exceed the strength of a coupling device.

Second option: for the tractors type-approved **after** the date of entry into force of the directive 89/173/EEC as amended by 2003/37/EC - Annexes I and V (taking into account the following suggestions):

- the mass of the non-braked trailer may not exceed 2/3 of tractor the mass;
- the mass of the trailer with inertia-type braked may not exceed the tractor mass;
- the mass of the trailer with an independent brake system may not exceed the 1.5 of the tractor mass;
- the mass of the trailer with a hydraulic brake system may not exceed the 2.0 of the tractor mass;
- the mass of the trailer(s) may not exceed the maximum load of the coupling device;
- the tractor's engine power is at least 5 kW per one tonne of the towed trailer mass.

Possibilities of solution		Comments
A	First option is accepted	
B	Second option is accepted	

Decision: Option A is accepted. With regard to option B Member State X will verify the mentioned values and, in addition to that, this question should be discussed in the Working Group on Agricultural Tractors.

8.5. 2003/37/EC, Type-approval certificate numbering system

Background:

There are different type-approval certificate numbering systems for agricultural tractors in use within the Community. The directive 2003/37/EC defines the type-approval certificate numbering system in its Chapter C, Appendix 1.

In some Member States, the type-approval certificate number consists of the basic directive number (eg. 2003/37/EC) and the number of the most recent amending directive (eg. 2005/67/EC). Other examples contain the basic directive number, and the number of the most recent amending directive is only mentioned in the text, but outside the type-approval certificate number.

Question:

Which type-approval certificate numbering method is the right one?

Examples:

First option (example): **e20*2003/37*2005/67*0001*00;**

Second option (example): **e20*2005/67*0001*00.**

Possibilities of solution		Comments
A	First option is accepted	
B	Second option is accepted	

Decision: the correct number is: e20*2003/37*0001*00

9. MISCELLANEOUS

9.1. Short report of the ETAES-Meeting (Germany)

The ETAES group had his ninth meeting on 21 March.

At this moment 25 countries (inclusive the Commission) are using the system, while Italy has received test facilities. Malta, Cyprus and Portugal are not using the system.

With regard to the financing of the system (€1000 to €3000 per user per year) a contract will be made with the users of the system. Realisation is foreseen for September 2007.

A subgroup is preparing ETAES 2 that will be based on data of the information document in XML-format, which can be used for registration or other purposes. The manufacturer will have to be requested to deliver the data in XML-format, to start with the CoC data.

Furthermore the chairman of ETAES informed that there will be a validation server that has to verify whether the data on the CoC matches the type approval documentation.

The chairman of ETAES presented the system in the March session of WP.29. The ETAES group expressed their intention to cooperate with the so called DETA group that might be established in the June session of WP.29. Participants to DETA could be invited to participate in the ETAES meetings. Everyone (including registration bodies) interested in this work is invited to participate, but for preventing delay in the planning the number of participants per country could be limited.

Germany will make a presentation of ETAES 1 in the next meeting of TAAM (taking approximately half an hour).

9.2. Emissions of engines for mobile machinery

SUBJECT: Application of the directive to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery

DIRECTIVE: 97/68/EC, article 9, item 4 or 4a

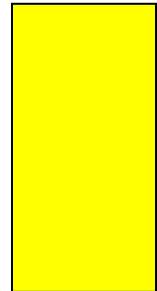
Background

In article 9 "Timetable", item 4 "placing on the market: Engine production dates" attention is invented to each stage with the sentence "for each category, Member States may postpone each date mentioned in the above requirement for two years in respect of engines with a production date prior to the said date." It doesn't exist the same clause as in Annex XIII "flexible scheme" point 1.7 [Original equipment manufacturer (OEM)].

Question**Answer:**

How do you handle the engines which benefits from the two year temporary arrangement?

- a) no control (self declaration from engine- or vehicle manufacturers)
- b) original paper from the vehicle manufacturer including the declaration of the number of chassis (VIN)
- c) original paper from the engine manufacturer including the declaration of the type, engine number and date of production**
- d) original list from the engine manufacturer with a declaration of all engines produced prior to the deadline
- e) others



Decision: The delegations prefer options c) and d).

10 Next meetings

The following meeting locations were already established during the Vienna meeting:
Autumn 2007: Estonia, 27 and 28 September 2007; ETAES on 26 September 2007
Spring 2008: Germany
Autumn 2008: United Kingdom