



STATUTORY INSTRUMENTS

S.I. No. 158 of 2009



EUROPEAN COMMUNITIES (ROAD VEHICLES: TYPE-APPROVAL)
REGULATIONS 2009

(Prn. A9/0606)

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S.I. No. 158 of 2009

EUROPEAN COMMUNITIES (ROAD VEHICLES: TYPE-APPROVAL)
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I, NOEL DEMPSEY, Minister for Transport, in exercise of the powers conferred on me by section 3 (as amended by the European Communities Act 2007 (No. 18 of 2007)) of the European Communities Act 1972 (No. 27 of 1972) and for the purpose of giving effect to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007¹ (as amended by the Regulations of the European Communities specified in Schedule 6), and the Directives specified in Schedule 1, and further effect to the Regulations of the European Communities specified in Schedule 1, in so far as those Directives and Regulations of the European Communities apply to the type-approval of motor vehicles, trailers and components specified in Directive 2007/46/EC, and for the purpose of giving further effect to Articles 11 and 13 of Regulation (EC) No. 715/2007 of the European Parliament and of the Council,² hereby make the following Regulations:

Part 1

Preliminary and General

Citation and commencement

1. (1) These Regulations may be cited as the European Communities (Road Vehicles: Type-Approval) Regulations 2009.

(2) (a) Subject to *paragraph (b)*, these Regulations come into operation on 29 April 2009.

(b) In their application to vehicles of the types and in the circumstances specified in column (1) of the table in Schedule 2, these Regulations come into operation:

(i) in the case of a new type of vehicle of class M1, on 29 April 2009;

(ii) in the context of Article 45(3) of the Framework Directive, in the case of a new type of vehicle of the relevant class and circumstance, other than a vehicle of class M1, on the date specified in column (4) of the table in Schedule 2;

(iii) in the case of an existing type of vehicle of the relevant class and circumstance, on the date specified in column (4) of the table in Schedule 2; and

¹OJ No. L.263, 9.10.2007, page 1.

²OJ No. L.171, 29.6.2007, page 1.

*Notice of the making of this Statutory Instrument was published in
"Iris Oifigiúil" of 5th May, 2009.*

- (iv) in the case that a manufacturer has obtained from the Approval Authority an approval under these Regulations at a date earlier than that manufacturer was obliged to do so in respect of the relevant type of vehicle and circumstance by reference to *subparagraph (b)(ii)* and column (4) of the table in Schedule 2, in respect of that application and any consequent approval only, on the date of that application.

Scope

2. (1) Subject to *paragraphs (2), (3) and (5)*, these Regulations apply to:

(a) the type-approval of:

- (i) a vehicle that is designed and constructed in one or more stages for use on a road, and
- (ii) systems, components and separate technical units designed and constructed for such a vehicle;

(b) the individual approval of:

- (i) a vehicle to which *subparagraph (a)* applies, and
- (ii) a vehicle that has been the subject of type-approval for the purposes of the Framework Directive and which has, prior to its first registration or entry into service after the grant of that type-approval, been modified; and

(c) parts and equipment intended for a vehicle to which *subparagraph (a)* applies.

(2) These Regulations do not apply to:

(a) agricultural or forestry tractors as defined in Directive 2003/37/EC of the European Parliament and of the Council³ and trailers designed and constructed specifically to be towed by them;

(b) two-wheeled or three-wheeled vehicles, or quadricycles as defined in Directive 2002/24/EC of the European Parliament and of the Council;⁴ or

(c) tracked vehicles.

(3) Where *paragraph (4)* applies, these Regulations apply to a vehicle of any of the following types to the extent that that vehicle comes within the requirements of the Framework Directive:

(a) vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities;

³OJ No. L.171, 9.7.2003, page 1.

⁴OJ No. L.124, 9.5.2002, page 1.

(b) vehicles that are designed and constructed for use by the Defence Forces, Civil Defence, fire services or the Garda Síochána; and

(c) mobile machinery.

(4) This *paragraph* applies where:

(a) a manufacturer makes an application under *Regulation 7, Regulation 15, Regulation 19 or Regulation 23* or makes a notification under *Regulation 24*; and

(b) where an application is made under *Regulation 23* or notification is made under *Regulation 24*, at the date of that application or notification:

(i) the vehicle has not been registered in the State under any legislation providing for the licensing and registration of mechanically-propelled vehicles, or

(ii) where the vehicle is not so registrable, no EC certificate of conformity, national small series certificate of conformity or individual approval certificate has effect with respect to the vehicle and it has not been put into service on a road.

(5) Where *paragraph* (6) applies, these Regulations apply with the exception of *Part 2, Part 3* and *Regulations 19 to 22*, to:

(a) vehicles intended exclusively for racing on roads;

(b) prototypes of vehicles which have been specially designed and constructed for use on the road under the responsibility of a manufacturer for the purpose of performing a specific test programme.

(6) This *paragraph* applies where:

(a) a manufacturer makes an application under *Regulation 23* or makes a notification under *Regulation 24* in respect of a vehicle described in *paragraph* (5); and

(b) at the date of that application or notification, as the case may be:

(i) the vehicle has not been registered in the State under any legislation providing for the licensing and registration of mechanically-propelled vehicles, or

(ii) where the vehicle is not so registrable, no EC certificate of conformity or national small series certificate of conformity has effect with respect to the vehicle and it has not been put into service on a road.

(7) *Paragraph* (3) is without prejudice to the European Communities (Machinery) Regulations 2008 (S.I. No. 407 of 2008).

Interpretation

3. (1) In these Regulations:

“1978 Regulations” means the European Communities (Motor Vehicles Type-approval) Regulations 1978 (S.I. No. 305 of 1978);

“1982 Regulations” means the Road Vehicle (Registration and Licensing) Regulations 1982 (S.I. No. 311 of 1982);

“1992 Regulations” means the Vehicle Registration and Taxation Regulations 1992 (S.I. No. 318 of 1992);

“2009 (No. 1) Regulations” means the European Communities (Motor Vehicles Type Approval) Regulations 2009 (S.I. No. 127 of 2009);

“approval authority” has the meaning given by Article 3(29) of the Framework Directive and, unless the context requires otherwise, includes the Approval Authority;

“Approval Authority” has the meaning given to it by Regulation 4;

“approval” means type-approval and individual approval;

“authorised officer” means a person authorised by the RSA under *Regulation 25* or an officer of the Revenue Commissioners authorised under section 858 of the Taxes Consolidation Act 1997 (No. 39 of 1997);

“certificate of conformity” means the document that has been issued by the manufacturer in the prescribed format and which certifies that a vehicle belonging to the relevant type that has been approved in accordance with the Framework Directive or these Regulations complied with all applicable regulatory acts at the time of its production, and includes an EC certificate of conformity and a national small series certificate of conformity;

“component”, in relation to a vehicle, means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;

“Directive 70/156/EEC” means Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (as amended);

“distributor” has the meaning given by Regulation 4 of the 1992 Regulations;

“disabled person’s vehicle” is a vehicle that is adapted or specially constructed so as to enable a person who has a disability to travel in the vehicle, whether as the driver or a passenger, in safety and reasonable comfort;

“EC certificate of conformity” means a certificate that has been completed in accordance with, as the case may be:

- (a) Article 18 of the Framework Directive in the form set out in Annex IX of the Framework Directive, or
- (b) Article 22 of the Framework Directive;

“EC type-approval” has the meaning given by Article 3 of the Framework Directive and includes:

- (a) type-approval for a vehicle pursuant to Article 9 or Article 22 of the Framework Directive, including any amendments to that approval (“EC vehicle type-approval”), and
- (b) type-approval for a system, component or separate technical unit pursuant to Article 10 of the Framework Directive, including any amendments to that approval (“EC system, component or separate technical unit type-approval”);

“EC type-approval (small series)” means EC type-approval pursuant to Article 22 of the Framework Directive for vehicles registered, sold or put into service in any year within the quantitative limits set out in section 1 of Part A of Annex XII to the Framework Directive;

“EC vehicle type-approval certificate” means the certificate issued by an approval authority for a vehicle type as defined in Article 3 of the Framework Directive in the form set out in Annex VI to the Framework Directive;

“EEA agreement” means the Agreement on the European Economic Area signed in Oporto on 2 May 1992 as adjusted by the protocol signed at Brussels on 17 March 1993;

“EEA Member State” means a state that is a contracting party to the EEA Agreement;

“Entry into Service Regulations” means the European Communities (Road Vehicles: Entry into Service) Regulations 2009 (S.I. No. 157 of 2009);

“Framework Directive” means 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 (as amended by the Regulations of the European Communities specified in Schedule 6);

“functions” includes powers and duties and references to the performance of functions includes, as respects powers and duties, references to the exercise of functions and the carrying out of duties;

“incomplete vehicle certificate of conformity” is a certificate of conformity relating to an incomplete vehicle;

“incomplete vehicle” has the meaning given by Article 3 of the Framework Directive;

“individual approval certificate” means the certificate issued by an approval authority of any Member State for an approval of a vehicle granted pursuant to Article 24 of the Framework Directive, or by the Approval Authority under *Regulation 23*;

“individual approval” means the process of certification that a particular vehicle, whether unique or not, satisfies the relevant administrative and technical requirements prescribed by these Regulations;

“information document”, in relation to a particular provision of these Regulations, means the appropriate document:

- (a) completed and provided by the applicant for the purpose of that provision, and
- (b) in the form prescribed by Annex III of the Framework Directive or by the Approval Authority, as the case may be;

“manufacturer” has the meaning given by Article 3(27) of the Framework Directive, as read with Article 5 of that Directive, and includes a manufacturer’s representative;

“Member State” includes an EEA Member State and “approval authority” shall be construed accordingly;

“Minister” means the Minister for Transport;

“mutually-recognised approval” means an approval from the approval authority of another Member State that has been verified by the Approval Authority, for the purposes of these Regulations, as being equivalent to national small series type-approval or individual approval, as the case may be and, for the avoidance of doubt, does not include an EC vehicle type-approval;

“mutually-recognised certificate of conformity” means a certificate that a particular vehicle is the subject of a mutually-recognised approval;

“national small series certificate of conformity” means the certificate issued by the manufacturer and certifying that the vehicle belongs to the series of the type approved in accordance with the certificate issued by the Approval Authority for a vehicle type-approval granted pursuant to Article 23 of the Framework Directive;

“national small series type-approval certificate” means the certificate issued by the Approval Authority for a vehicle type-approval granted pursuant to Article 23 of the Framework Directive;

“national small series type-approval” means type-approval for vehicles registered, sold or put into service in any year within the quantitative limits specified in section 2 of Part A of Annex XII to the Framework Directive;

“registration” means registration of a vehicle under section 131 of the Finance Act 1992 (No. 9 of 1992);

“regulatory acts” means, subject to *paragraph (3)*, any:

- (a) separate Community instrument;
- (b) UNECE Regulation listed in the table in Part II of Annex IV to the Framework Directive,
- (c) Directive or Regulation listed in a table in Annex XI to the Framework Directive, and
- (d) Regulation listed in *Schedule 6*.

“relevant aspects of design, construction, equipment or marking”, in relation to a vehicle, component, separate technical unit or system means those aspects of design, construction, equipment and marking that are the subject of a separate Community instrument;

“relevant vehicle”, in any regulation, means:

- (a) a vehicle to which these Regulations apply, or
- (b) where a part only of these Regulations applies, a vehicle to which that part of these Regulations applies;

“road” has the meaning given by section 2(1) of the Roads Act 1993 (No. 14 of 1993);

“RSA” means the Road Safety Authority established by section 3 of the Road Safety Authority Act 2006 (No. 14 of 2006);

“Schedule 7 vehicle” means a vehicle of a variety to which Schedule 7 applies;

“separate Community instrument” has the meaning given by Article 3(2) of the Framework Directive and includes the directives and regulations specified in Schedule 1;

“separate technical unit” means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;

“special purpose vehicle” has the meaning given in *paragraph 5* of Part A of Annex II of the Framework Directive;

“system” means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;

“trailer” has the meaning given by Article 3(12) of the Framework Directive;

“type-approval mark” means a mark authorised by the Approval Authority under Regulation 5 in accordance with the appropriate separate Community instrument, to be applied in accordance with Regulation 10(3) and the Appendix to Annex VII of the Framework Directive;

“type-approval requirements” means the appropriate requirements, relating to the design, construction, equipment and marking of vehicles, components, separate technical units or systems, of the separate Community instruments;

“type-approval” means the process of certification that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative and technical requirements imposed by, or pursuant to, the Framework Directive, and includes EC type-approval, EC type-approval (small series) and national small series type-approval;

“unique reference number” means the number given by the manufacturer or, in the case of an individual approval, by the Approval Authority, to a particular vehicle at the time of approval, in accordance with the format prescribed by the Approval Authority;

“vehicle type” has the meaning assigned to it in Article 3(17) of the Framework Directive;

“vehicle type-approval certificate” means the certificate that is issued when a vehicle has been given a vehicle type-approval;

“vehicle type-approval” means the procedure whereby an approval authority certifies that a type of vehicle satisfies the relevant technical requirements of a regulatory act;

“vehicle” means a vehicle to which these Regulations apply and, for the avoidance of doubt, includes a trailer;

“wheelchair accessible vehicle” has the meaning given in *paragraph 5.5* of Part A of Annex II of the Framework Directive.

(2) (a) A word or expression that is used in these Regulations and which is also used in a directive or regulation of the European Communities that is referred to in these Regulations has, unless the contrary intention appears, the same meaning in these Regulations as it has in the directive or regulation in which reference to the particular word or expression is made.

(b) For the avoidance of doubt, *subparagraph (a)* applies in respect of the Framework Directive.

(3) Any reference in these Regulations, however phrased, to a requirement imposed under a regulatory act:

- (a) in the case of a UNECE Regulation listed in the table in Part II of Annex IV to the Framework Directive, is a reference to a requirement imposed by that Regulation including the amendments specified in relation to it in the third column of that table,
 - (b) is to be construed in accordance with any explanation or qualification of the act or its requirements contained in Annex IV or XI to the Framework Directive, and
 - (c) is not to be construed as imposing a requirement contained in a provision of the act for which the time for implementation has not passed.
- (4) In these Regulations, unless the context requires otherwise, a reference to:
- (a) a national small series type-approval,
 - (b) a national small series type-approval certificate,
 - (c) an individual approval, or
 - (d) an individual approval certificate,

is a reference to a relevant approval or certificate granted or issued by the Approval Authority.

Approval Authority

4. (1) For the purpose of Article 4(4) of the Framework Directive, the National Standards Authority of Ireland established by section 6 of the National Standards Authority of Ireland Act 1996 (No. 18 of 1996) is appointed as the approval authority for Ireland and, in these Regulations, “Approval Authority” shall be construed accordingly.

(2) The Approval Authority shall perform the functions and have the powers and responsibilities conferred upon it by the Framework Directive and by these Regulations.

(3) Where the Approval Authority designates a technical service for the purposes of Chapter XVI of the Framework Directive, the authority must comply with the requirements of Articles 41 to 43 of the Framework Directive.

- (4) The Approval Authority may:
- (a) provide and maintain places where examinations of vehicles, components, separate technical units and systems to which these Regulations apply may be carried out for the purposes of these Regulations and may provide and maintain apparatus for carrying out such examinations; and
 - (b) subject to such terms and conditions as the Approval Authority may specify consistent with these Regulations and with the Framework Directive:

- (i) appoint and engage any person, within the State or otherwise, from that other person's own premises or otherwise, to assist the Approval Authority in performing any of the authority's functions in respect of applications for national small series type-approval or individual approval, or the assessment or approval of such applications, or to assist the Approval Authority in respect of any part of such procedures and assessments, and
- (ii) appoint and engage any consultant or adviser to assist the Approval Authority in the performance of any of the Approval Authority's functions as the approval authority for the State.

Approval: general

5. (1) A manufacturer that applies to the Approval Authority for approval shall comply with these Regulations and with the Framework Directive.

(2) The Approval Authority may approve only such vehicles, systems, components or separate technical units as satisfy the requirements of these Regulations and those of the Framework Directive.

(3) No prohibition, restriction or impediment may be placed on the circulation on the road of a vehicle, component or separate technical unit, on grounds related to aspects of its construction and functioning covered by these Regulations and the Framework Directive, if that vehicle, component or separate technical unit (as the case may be) satisfies the requirements of these Regulations and those of the Framework Directive.

(4) An application for approval must be made in the format that may be prescribed by the Approval Authority.

Obligations of manufacturer

6. (1) The manufacturer is responsible to the Approval Authority for all aspects of the approval process and for ensuring conformity of production, whether or not the manufacturer is directly involved in all stages of the construction of a vehicle, system, component or separate technical unit.

(2) (a) In the case of multi-stage type-approval, each manufacturer is responsible for the approval and conformity of production of the systems, components or separate technical units added at the stage of vehicle completion handled by that manufacturer.

(b) A manufacturer that modifies components or systems already approved at earlier stages is responsible for the approval and conformity of production of those components and systems.

(3) For the purposes of these Regulations, a manufacturer that is not established in a Member State must appoint a representative that is established in a Member State to represent the manufacturer before the Approval Authority.

Part 2

EC Type-Approval*Applications for EC type-approval*

7. (1) A manufacturer requiring:

- (a) EC vehicle type-approval, or
- (b) EC system, component or separate technical unit type-approval,

must apply to the Approval Authority.

(2) A manufacturer may not apply under *paragraph (1)* if that manufacturer has, at the time, applied in respect of that type of vehicle, system, component or separate technical unit:

- (a) under any other provision of these Regulations, or
- (b) in another Member State.

(3) A manufacturer that applies under *paragraph (1)* may not apply for approval in respect of that type of vehicle, system, component or separate technical unit in any other Member State.

(4) An application under *paragraph (1)* must:

- (a) be in writing; and
- (b) (i) in the case of an application for an EC vehicle type-approval, comply with any requirement made in pursuance of Article 6 of the Framework Directive, and
- (ii) in the case of an application for an EC system, component or separate technical unit type-approval, comply with any requirement made in pursuance of Article 7 of the Framework Directive.

(5) *Paragraphs (3) and (4)* are subject to Regulation 15 in a case where that regulation applies.

Grant of EC type-approval: obligations of Approval Authority

8. (1) The Approval Authority must:

- (a) subject to *paragraph (2)*, make the decision whether to grant or refuse an application for EC type-approval in accordance with Articles 8 to 11 of the Framework Directive and any relevant regulatory acts, and
- (b) not grant an EC type-approval without first being satisfied that adequate arrangements have been made to ensure that production vehicles, systems, components or separate technical units conform to the approved type.

(2) The Approval Authority:

- (a) may grant an EC system, component or separate technical unit type-approval in respect of a system, component or separate technical unit which incorporates technologies or concepts that are incompatible with a regulatory act; but
- (b) if the authority intends doing so, must comply with the requirements of Article 20 of the Framework Directive.

(3) Where the Approval Authority decides to grant an EC type-approval the authority must issue an EC type-approval certificate in the form and manner specified in the Framework Directive, or, as the case may be, a relevant regulatory act, without unjustified delay. Such a certificate shall be numbered in accordance with the method prescribed by Article 8 of the Framework Directive.

(4) The Approval Authority may, consistent with Article 10(4) of the Framework Directive, grant an EC system, component or separate technical unit type-approval subject to restrictions on the use, or conditions for the fitment, of the system, component or separate technical unit of the type to which the approval relates.

(5) The Approval Authority may refuse to grant an EC vehicle type-approval if the authority is not satisfied that the applicant has made adequate arrangements to comply with the obligations imposed on an applicant by *Regulations 9 to 12 and 13(2), (3) and (4)*.

(6) The Approval Authority may refuse to grant an EC system, component or separate technical unit type-approval if the authority is not satisfied that the applicant has made adequate arrangements to comply with the obligations imposed on an applicant by *Regulations 9 to 12 and 13(2), (3), (6) and (7)*.

(7) Where the Approval Authority decides:

- (a) not to grant an EC type-approval, or
- (b) to grant an EC type-approval subject to restrictions or conditions of any kind,

notice of the decision must be given to the applicant unless *paragraph (8)* applies.

(8) This *paragraph* applies where the applicant has, before the Approval Authority makes the decision, agreed to accept the grant of type-approval subject to the restrictions or conditions that are attached to the approval.

(9) Following the grant of an EC type-approval the Approval Authority must comply with the requirements of Articles 8(5) to (8) and 12(1) and (2) of the Framework Directive.

(10) No EC type-approval may be based or rely, in any respect, on any national small series type-approval or any individual approval, whether the relevant national approval is granted by the Approval Authority or by any other approval authority.

Amendments to EC type-approvals

9. (1) The holder of an EC type-approval certificate granted by the Approval Authority must notify the Approval Authority immediately of any change in the particulars recorded in the information package relating to that approval.

(2) Following receipt of a notification under *paragraph (1)* and consultation with the certificate-holder, the Approval Authority must determine whether an amendment is required to the type-approval certificate and notify the certificate-holder accordingly.

(3) An application for the approval to be amended must be:

(a) made in writing to the Approval Authority, and

(b) accompanied by such documents as the Approval Authority requests.

(4) *Regulation 8* applies in respect of an application under this regulation as it applies in respect of an application for the first grant of an EC type-approval under *Regulation 7*.

(5) The Approval Authority must comply with the requirements imposed on the authority in Articles 14 to 16 of the Framework Directive and the holder of the EC type-approval certificate must co-operate with the Approval Authority where co-operation is necessary to facilitate such compliance.

EC certificates of conformity and approval marks

10. (1) The holder of an EC type-approval granted by the Approval Authority must comply with the requirements of the following Articles of the Framework Directive:

(a) in the case of a holder of an EC vehicle type-approval, Article 18, and

(b) in the case of a holder of an EC system, component or separate technical unit type-approval, Article 19.

(2) The holder of an EC vehicle type-approval granted by the Approval Authority must:

(a) keep a record, in relation to each EC certificate of conformity issued by that holder, of:

(i) the serial number of the certificate,

(ii) the identification number of the vehicle in respect of which the certificate is issued, and

- (iii) the Community reference numbers of all regulatory acts with which the vehicle conforms, and
 - (b) retain all such records for 10 years commencing on the date of issue or for such lesser period as the Approval Authority may from time to time agree in writing.
- (3) (a) The manufacturer of a component or separate technical unit, whether or not it is part of a system, shall affix to each component or separate technical unit manufactured in conformity with the approved type the type-approval mark, required by the relevant separate Community instrument.
- (b) Where no type-approval mark is required, the manufacturer shall affix at least the manufacturer's trade name or trade mark, and the type number or an identification number, or both the type number and an identification number.
- (c) The type-approval mark must be in accordance with the Appendix to Annex VII of the Framework Directive.
- (4) A person must not use on a component or separate technical unit of a vehicle a mark which would be liable to cause confusion between a component or separate technical unit in respect of which a type-approval mark has been issued and is in force and another component or separate technical unit.

Tests and associated checks

11. Where the holder of an EC type-approval granted by the Approval Authority has given an undertaking to the Approval Authority as to the carrying out at specified intervals of tests or associated checks to verify conformity of production, the holder must, unless otherwise agreed by the Approval Authority:

- (a) comply with the undertaking, and
- (b) keep a record of the results obtained from such tests and associated checks and retain the records for 10 years commencing on the date of the test or check in question or for such lesser period as the Approval Authority may from time to time agree in writing.

Duty to co-operate with Approval Authority

12. The holder of an EC type-approval granted by the Approval Authority must permit the Approval Authority to carry out the obligations of the State under Article 12(1) and (2) of the Framework Directive in relation to the approval and must co-operate with any person acting on behalf of the Approval Authority in connection with those obligations, whether or not that person is appointed under *Regulation 4*.

Information for users and other manufacturers

13. (1) A manufacturer must not supply to any person any technical information in respect of an EC type-approval related to the particulars provided for

in the Framework Directive or in any relevant regulatory act which diverges from the particulars approved by the Approval Authority in giving that approval.

(2) Where a regulatory act so provides, a manufacturer must make available to users of vehicles, systems, components or separate technical units, as the case may be, all information relevant to the needs of users and necessary instructions describing any special conditions or restrictions attaching to the use of a vehicle, system, component or a separate technical unit.

(3) The information referred to in *paragraph (2)*:

(a) must be made available in the official languages of the European Community, and

(b) where the Approval Authority agrees, may be provided in an appropriate supporting document, such as the owner's manual or the maintenance book.

(4) Subject to *paragraph (5)*, a manufacturer of a vehicle must make available to a manufacturer of any system, components or separate technical unit all those particulars (including any drawings specifically listed in an annex or appendix to a regulatory act) that are necessary for obtaining:

(a) an EC system, component or separate technical unit type-approval, or

(b) an authorisation:

(i) granted by the Approval Authority under Regulation 17, or

(ii) granted pursuant to Article 31 of the Framework Directive by an approval authority other than the Approval Authority,

(5) A manufacturer of a vehicle may impose a binding agreement on a manufacturer of a system, component or separate technical unit to protect the confidentiality of any information that is not in the public domain, including information that is related to intellectual property rights.

(6) The holder of an EC system, component or separate technical unit type-approval that:

(a) has been granted by the Approval Authority, and

(b) is subject to restrictions on the use of the system, component or unit or any special conditions of fitment (or both together) under *Regulation 8(4)*,

must not supply the system, component or separate technical unit to a vehicle manufacturer unless it is accompanied by a document setting out those restrictions or conditions.

(7) Where a regulatory act so provides, the manufacturer of a component or separate technical unit must provide, with that component or separate technical unit, instructions regarding any restriction on its use or special conditions of fitment (or both together).

(8) Breach of an obligation imposed by *paragraph (1), (2), (4), (6) or (7)* is actionable to the extent that damage is caused to any person.

Withdrawal or suspension of EC type-approval

14. (1) In this regulation, a reference to a failure to conform to an approved type is to be construed in accordance with Article 30(2) of the Framework Directive.

(2) The Approval Authority may withdraw or suspend an EC type-approval by notice to the holder of that approval where the authority is satisfied that a vehicle, system, component or separate technical unit:

- (a) is accompanied by a certificate of conformity or bears a type-approval mark, and
- (b) fails to conform to the approved type.

(3) The Approval Authority may not withdraw or suspend an EC type-approval unless the authority (or a person acting on behalf of the authority) has made an examination of at least two (or, if a separate Community instrument specifies a greater number, that greater number of):

- (a) vehicles associated with a single EC vehicle type-approval granted by the Approval Authority, or
- (b) systems, components or separate technical units associated with a single EC system, component or separate technical unit type-approval, granted by the Approval Authority.

(4) If, as a result of the Approval Authority carrying out (with or without the co-operation of another Member State) the obligations of the State under Article 12(2) of the Framework Directive in respect of an EC type-approval which the Approval Authority has issued, the authority is satisfied that:

- (a) the arrangements made by the holder of the approval for ensuring that production vehicles, systems, components or separate technical units conform to the approved type no longer continue to be adequate, or
- (b) the holder has otherwise failed to comply with a requirement imposed on the holder of an approval by or under *Regulations 7 and 9 to 12*,

the Approval Authority may suspend the EC type-approval by notice given to the holder.

(5) If the Approval Authority is considering withdrawing or suspending an EC type-approval the authority must give the holder of the approval notice of that consideration.

(6) Where the Approval Authority gives notice to the holder under *paragraph (5)*:

- (a) the holder may, within the period of 28 days beginning with the day on which the notice is given, make representations concerning the proposed withdrawal or suspension,
- (b) the Approval Authority must not make a decision on the withdrawal or suspension of the approval until that period has expired, and
- (c) before deciding whether or not to withdraw or suspend the approval, the Approval Authority must take into account any representations made by the holder during that period.

(7) If the holder of an EC type-approval that has been suspended under this regulation purports by virtue of that approval to:

- (a) issue an EC certificate of conformity with respect to a vehicle, or
- (b) affix a type-approval mark to a component or separate technical unit,

the certificate or mark is invalid but a suspension does not affect the validity of any certificate of conformity issued before the approval was suspended.

(8) A suspension remains in force until it is revoked by the Approval Authority.

(9) The Approval Authority may, by notice under *paragraph (5)* or by subsequent notice given to the holder, exempt from *paragraph (7)* EC certificates of conformity or classes of EC certificates of conformity specified in the notice.

(10) If, following a request by the holder, the Approval Authority refuses to exercise powers under *paragraphs (8)* or *(9)* in respect of an EC type-approval that has been suspended under this regulation, the authority must give notice of that decision to the holder.

(11) The Approval Authority must:

- (a) inform all other Member States of any measures that the authority has taken under this regulation;
- (b) comply with the obligations imposed on a Member State (or on the approval authority of that state) by Article 30(1), (3), (4) and (5) of the Framework Directive.

(12) (a) If the manufacturer of a vehicle or component in respect of which an EC type-approval certificate or type-approval mark has been issued and is in force proposes to cease manufacturing the vehicle or

component, or so to alter the manufacture that any information supplied in the relevant information document is no longer correct, the manufacturer or its representative shall:

- (i) as soon as possible, notify the Approval Authority in writing of the proposal, indicating the date when the manufacture is to cease or the alteration is to be made, and
- (ii) not later than 14 days after the manufacture ceases or the alteration is made, notify the Approval Authority in writing of that fact, giving the relevant date and, if appropriate, the frame or chassis number of the last such vehicle manufactured or the component or serial number (if any) of the last such component manufactured.

- (b) If the Approval Authority considers that an alteration of manufacture does not require an amendment to the existing type-approval certificate or completion of a substitute type-approval certificate, it shall so inform the manufacturer and shall send to the competent authorities of the other member States in periodic batches copies of amendments to information documents already distributed.

(13) For the purposes of this regulation:

- (a) a vehicle is associated with an EC vehicle type-approval if an EC certificate of conformity relating to that type-approval has been issued in respect of that vehicle, and
- (b) a system, component or separate technical unit is associated with an EC system, component or separate technical unit type-approval if it bears an EC type-approval mark which relates to that type-approval.

EC type-approval of small series

15. (1) This regulation applies where a manufacturer of a relevant vehicle of a class in category M1 (other than a special purpose vehicle) makes an application under Regulation 7 requesting an EC type-approval (small series).

(2) If the Approval Authority does not make the decision whether to grant or refuse EC type-approval wholly in accordance with Articles 8 to 11 of the Framework Directive and any relevant regulatory acts, the authority must not grant that approval without being satisfied that:

- (a) the requirements of Article 22(1) of the Framework Directive have been met, and
- (b) the requirements of Article 18(6) of the Framework Directive will be met.

(3) Upon granting that EC type-approval (small series), the Approval Authority must issue to the manufacturer an EC type-approval certificate which complies with Article 22(3) of the Framework Directive.

(4) The holder of an EC type-approval (small series) must, during each year of production, issue certificates of conformity which comply with Article 18(6) of the Framework Directive.

(5) In this regulation, “year”, in respect of any particular EC type-approval (small series), means, as the case may be, the period of one year from the date of issue of the first EC small series certificate of conformity based on that EC type-approval (small series), and the period of one year from each anniversary of that date of first issue of an EC small series certificate of conformity in respect of that approved type.

Validity of EC type-approvals

16. (1) Subject to *paragraphs (2) and (3)*, an EC type-approval ceases to be valid with respect to a vehicle, including for the purposes of the Entry into Service Regulations, at the date when:

- (a) a new requirement imposed by a regulatory act becomes a mandatory condition for the registration, sale or entry into service of the vehicle,
- (b) production of the vehicle is voluntarily discontinued, or
- (c) it expires by virtue of a special restriction to which it is subject.

(2) An EC type-approval does not cease to be valid in relation to a class of vehicles by virtue of *paragraph (1)(a)* if, at the date on which the new requirement becomes a mandatory condition, it has been updated to ensure that that class of vehicles complies with the new requirement.

(3) An EC type-approval which applies to vehicles of more than one class ceases to be valid only with respect to those classes of vehicle to which the circumstances described in *paragraph (1)(a), (b) or (c)* apply.

(4) Where an EC type-approval granted by the Approval Authority is about to become invalid the holder must inform the Approval Authority of that fact without delay.

(5) Where the Approval Authority becomes aware that an EC type-approval is about to become invalid the authority must inform the approval authority in each other Member State of all the relevant details, as soon as reasonably practicable.

(6) Except as provided in:

- (a) *paragraph (7)*, and
- (b) the Entry into Service Regulations,

an EC certificate of conformity has no effect for the purposes of *Part 2* of these Regulations if the type-approval under which it is issued has ceased to be valid with respect to the vehicle in respect of which it is issued.

(7) In this regulation:

“EC type-approval” means a type-approval granted under:

- (a) the 1978 Regulations,
- (b) the 2009 (No. 1) Regulations, or
- (c) under these Regulations;

“EC certificate of conformity” includes, as well as any certificate of conformity within the meaning of Article 3(36) of the Framework Directive:

- (a) a certificate of conformity issued in accordance with the 1978 Regulations,
- (b) a certificate of conformity issued in accordance with the 2009 (No. 1) Regulations, and
- (c) a certificate of conformity issued under the law of a Member State other than the State in accordance with Directive 70/156/EEC.

Part 3

Unsafe or Harmful Vehicles and Vehicle Parts

Parts and equipment which may pose a significant risk to the correct functioning of essential systems

17. (1) A manufacturer of a part or equipment that is included in the list established under Article 31 of, and Annex XIII to, the Framework Directive must not permit that part or equipment to be sold or enter into service unless first authorised to do so by:

- (a) the Approval Authority in accordance with this regulation, or
- (b) the approval authority in a Member State other than the State, in accordance with Article 31 of the Framework Directive.

(2) The manufacturer must send to the Approval Authority an application for approval and a test report drafted by a designated technical service each of which complies with Article 31(5) of the Framework Directive.

(3) The Approval Authority must issue a certificate of authorisation to the manufacturer as soon as reasonably possible authorising the sale or entry into service of those parts or equipment if the authority is satisfied that:

- (a) the parts or equipment referred to in the application comply with the requirements of Article 31(4) of the Framework Directive, and
- (b) the manufacturer has in place suitable arrangements for ensuring effective control of the conformity of production of those parts or equipment.

- (4) A manufacturer who holds a certificate of authorisation must:
- (a) ensure that the part or equipment is produced under the conditions under which the certificate is issued,
 - (b) inform the Approval Authority without delay of any change in those conditions, and
 - (c) ensure that each part or piece of equipment that is sold or enters into service is marked in accordance with Article 31(6) of the Framework Directive.
- (5) If the Approval Authority believes that a part or equipment no longer complies with the conditions under which the certificate of authorisation was given the authority may:
- (a) withdraw the certificate of authorisation, or
 - (b) require the manufacturer to bring the part or equipment back into conformity with those conditions.
- (6) If required to do so by the Approval Authority under *paragraph (5)(b)*, the manufacturer must take any necessary measures to ensure that the part or equipment in question is brought back into conformity with the conditions under which the certificate of authorisation was issued.

Recall of vehicles

18. (1) A manufacturer must inform the Approval Authority immediately if Article 32(1) of the Framework Directive applies to that manufacturer.
- (2) Where *paragraph (1)* applies, the manufacturer shall propose to the Approval Authority a set of appropriate remedies in accordance with Article 32(2) of the Framework Directive.
- (3) The Approval Authority may withdraw an EC vehicle type-approval if the manufacturer does not propose and implement effective remedies.
- (4) This regulation shall also apply to vehicle parts that are not subject to any requirement under a regulatory act.

Part 4

National Approvals

Applications for national small series type-approval

19. (1) A vehicle manufacturer may apply to the Approval Authority for:
- (a) a national small series type-approval in respect of a relevant vehicle, or
 - (b) an amendment of a national small series type-approval which the manufacturer holds.

(2) An application under *paragraph (1)* may follow:

- (a) the step-by-step type-approval procedure,
- (b) the single-step type-approval procedure, or
- (c) the mixed type-approval procedure,

and, at the request of the applicant, the Approval Authority may, if it is thought appropriate, proceed by means of multi-stage type-approval.

(3) An application under *paragraph (1)* must be in a form specified by the Approval Authority which:

- (a) has been completed so as to provide all the information reasonably required by the authority in relation to the class of vehicle in respect of which the application is made, and
- (b) is accompanied by:
 - (i) all the documents mentioned in the form as being required for the purposes of the application, and
 - (ii) the prescribed fee.

(4) In this regulation, “mixed type-approval”, “multi-stage type-approval”, “single-step type-approval” and “step-by-step type-approval” have the meanings given in Article 3 of the Framework Directive but as if, in that article, the words “type-approval certificates under Article 23” were in each case substituted for “EC type-approval certificates”.

(5) No national small series type-approval or amendment of such an approval may be based or rely, in any respect, on any individual approval, whether the individual approval is granted by the Approval Authority or by any other approval authority.

Grant of national small series type-approval

20. (1) The Approval Authority:

- (a) must make the decision whether or not to grant a national small series type-approval in accordance with Article 23 of the Framework Directive, and
- (b) may grant the approval only if it is satisfied that adequate arrangements have been made to ensure that production vehicles conform to the approved type.

(2) For the purposes of *paragraph (1)(a)*, the alternative requirements that are required to be laid down under Article 23(1) of the Framework Directive are the technical requirements specified in *Parts 1 to 4 of Schedule 3*.

(3) (a) Where the Approval Authority decides to grant or amend a national small series type-approval the authority must issue a type-approval certificate which complies with *paragraph (12)*.

(b) Where the Approval Authority decides to refuse to grant or amend a national small series type-approval the authority must notify the applicant accordingly.

(4) If the holder of a national small series type-approval so requests, the Approval Authority must send, by registered or electronic mail, a copy of the type-approval certificate and any attachments relating to it to an approval authority other than the Approval Authority.

(5) Upon receiving a request from a person wishing to sell, register or put into service in a Member State other than the State a vehicle manufactured in conformity with a national small series type-approval, the Approval Authority must supply:

(a) to that person, or

(b) to the approval authority in that Member State,

a copy of the type-approval certificate and any attachments relating to it.

(6) The Approval Authority may refuse to grant a national small series type-approval if the authority is not satisfied that the applicant has made adequate arrangements to comply with the provisions specified in *paragraph (7)*.

(7) The provisions to which *paragraph (6)* refers are *Regulations 10(2), 11 and 12*, but with the modifications specified in *paragraph (9)*.

(8) *Regulation 14* (in so far as it applies to vehicle type-approvals) applies to:

(a) the holder of a national small series type-approval, and

(b) vehicles to which a national small series type-approval relates, but with the modifications specified in *paragraph (9)*.

(9) The relevant modifications are that:

(a) *Regulation 14(4)(b)* is omitted,

(b) for each reference in a regulation to an EC type-approval there is substituted a reference to a national small series type-approval,

(c) for each reference in a regulation to an EC certificate of conformity there is substituted a reference to a national small series certificate of conformity, and

(d) where a regulation (or any part of a regulation) has effect by reference to a provision of the Framework Directive, for any reference in that

provision to an EC type-approval there is substituted a reference to a national small series type-approval.

(10) The holder of a national small series type-approval must:

- (a) issue, in respect of each vehicle (whether incomplete, complete or completed) that is manufactured in conformity with that approval a certificate of conformity which complies with *paragraph (13)*, and
- (b) observe, in relation to the certificate of conformity, the requirements set out in Article 18(1) (second *subparagraph*), 18(3) and 18(4) of the Framework Directive.

(11) The Approval Authority may not grant a national small series type-approval to a vehicle if the effect of doing so would be to exceed the maximum permitted number of units that is prescribed for the type of vehicle in *Schedule 4*.

(12) A national small series type-approval certificate must be in the form set out in *Part 1 of Schedule 5* (or a form to the like effect).

(13) A national small series certificate of conformity must be in the same format as that prescribed in Annex IX to the Framework Directive for an EC certificate of conformity relating to a vehicle of the same category and class containing such particulars as are relevant to the vehicle in respect of which it is issued, except that:

- (a) the certificate must carry the heading “National Small Series Certificate of Conformity (Ireland)”;
- (b) for each reference to an EC type-approval there must be substituted a reference to a national small series type approval, and
- (c) for “EC type-approved”, in each place the expression occurs, there must be substituted “nationally type-approved”.

(14) A manufacturer of a vehicle to which this regulation applies shall not manufacture more than the maximum permitted number for the relevant vehicle.

(15) In this regulation:

“maximum permitted number”, for any type of vehicle, means the number shown in column (2) of the table in *Schedule 4* in relation to the vehicle category to which that type belongs;

“year”, in respect of any particular national small series type-approval, means, as the case may be, the period of one year from the date of issue of the first national small series certificate of conformity based on that national small series type-approval, and the period of one year from each anniversary of that date of first issue of a national small series certificate of conformity in respect of that approved type.

Validity of national small series type-approvals

21. (1) Subject to *paragraphs (2) and (3)*, a national small series type-approval ceases to be valid with respect to a vehicle for the purposes of the Entry into Service Regulations at the date when:

- (a) an amendment to the alternative requirements becomes a mandatory condition for the registration, sale or entry into service of the vehicle,
- (b) production of the vehicle is voluntarily discontinued, or
- (c) it expires by virtue of a special restriction to which it is subject.

(2) A national small series type-approval does not cease to be valid by virtue of *paragraph (1)(a)* to the extent that it can be updated to ensure that any class of vehicles in respect of which it is granted complies with the amended alternative requirements.

(3) A national small series type-approval which applies to vehicles of more than one class ceases to be valid only with respect to those classes of vehicle to which the circumstances described in *paragraph (1)(a), (b) or (c)* apply.

(4) Except as provided in *Regulation 23*, a national small series certificate of conformity has no effect for the purposes of the Entry into Service Regulations if the type-approval under which it is issued has ceased to be valid with respect to the vehicle for which it is issued.

(5) Without prejudice to *Regulation 20(8)*, *Regulation 14(12)* applies as though in *Regulation 14(12)* “national small series type-approval certificate” were substituted for “EC type-approval certificate” on each occasion on which the latter occurs.

(6) In this regulation, “alternative requirements” means the requirements specified in *Regulation 20(2)*.

Recognition of national type-approvals (small series) granted in other Member States

22. (1) A manufacturer may, pursuant to the provisions of Article 23(6) of the Framework Directive, apply to the Approval Authority requesting the Approval Authority to accept a small series type-approval granted to that manufacturer under the law of a Member State other than the State (in this regulation, a “non-Irish type-approval (small series)”).

(2) An application may not be made under *paragraph (1)* if an application in respect of the same type of vehicle has been made under *Regulation 19* (and may not be proceeded with if an application under that regulation is made later).

- (3) (a) Not later than 60 days after receiving from the competent authority in that Member State the type-approval certificate and its attachments (including a statement of the technical provisions against which the vehicle type was approved), the Approval Authority must decide whether or not to accept the non-Irish type-approval (small series).

- (b) The Approval Authority must accept the non-Irish type-approval (small series) unless the Approval Authority has reasonable grounds to believe that the technical provisions under which the approval was granted are not equivalent to those applying in the State.
- (4) If Approval Authority accepts the non-Irish type-approval (small series) then, as soon as practicable, the Approval Authority must:
 - (a) notify that fact to:
 - (i) the applicant, and
 - (ii) the competent authority in the Member State which granted it; and
 - (b) issue a formal confirmation that the relevant non-Irish type-approval (small series) is accepted by the Approval Authority.
- (5) If the Approval Authority does not accept the non-Irish type-approval (small series) then, within 60 days of receipt of the application requesting the Approval Authority to accept the relevant non-Irish type-approval (small series), the Approval Authority must notify:
 - (a) the applicant, and
 - (b) the competent authority in the Member State which granted the non-Irish type-approval (small series),

that the Approval Authority does not accept that non-Irish type-approval (small series).

- (6) For the purposes of this regulation, and without prejudice to its entitlement to identify other grounds for the purposes of the Framework Directive, the Approval Authority has reasonable grounds to believe that the technical provisions under which the non-Irish type-approval (small series) was granted are not equivalent to those applying in the State if (but not only if) the authority is not satisfied that:
 - (a) the applicant has made adequate arrangements (including for co-operating with the Approval Authority and the approval authority in the Member State which granted the approval) to ensure that production vehicles, systems, components or separate technical units covered by the non-Irish type-approval (small series) conform to the approved type, or
 - (b) vehicles supplied in the State are constructed or adapted for use in left-hand traffic and use metric units of measurement for the speedometer.

(7) For the avoidance of doubt, for the purposes of *paragraph (6)(b)*, it shall be sufficient that the speedometers of the relevant vehicles use units of measurement other than metric in combination with metric units of measurement.

Individual approval

23. (1) A qualifying applicant may apply to the Approval Authority for individual approval of a relevant vehicle.

(2) An application under *paragraph (1)* must be in a form specified by the Approval Authority which:

(a) has been completed so as to provide all the information reasonably required by the authority in relation to the vehicle for which the application is made, and

(b) is accompanied by:

(i) the documents mentioned in the form as being so required, and

(ii) the prescribed fee.

(3) The Approval Authority may, if reasonably necessary, carry out an examination of the vehicle to which the application relates and, in that event, must, as soon as reasonably practicable after receiving the application, send to the applicant a notice stating:

(a) the address at which the examination of the vehicle is to be carried out, and

(b) the date and time at which the examination is to begin.

(4) The Approval Authority must make the decision whether or not to grant an individual approval in accordance with Article 24 of the Framework Directive and *paragraph (5)*.

(5) (a) For the purposes of *paragraph (4)* and subject to *subparagraph (b)*, the alternative requirements that Article 24(1) of the Framework Directive requires to be imposed are the technical requirements specified in *Part 5 of Schedule 3*.

(b) In the case of a Schedule 7 vehicle, the technical requirements mentioned in *subparagraph (a)* are those same technical requirements, subject to any modification of or addition to a technical requirement which modification or addition is stipulated in *Part 5 of Schedule 3* as being applicable to a Schedule 7 vehicle.

(6) (a) Where the Approval Authority decides to grant an individual approval the authority must issue a certificate which complies with *paragraph (7)*.

- (b) Where the Approval Authority decides to reject an application for an individual approval the authority must notify the qualifying applicant of that decision.

(7) An individual approval certificate must be in the form set out in *Part 2 of Schedule 5* which is appropriate to the category of vehicle in respect of which it is issued (or a form to the like effect).

(8) In this regulation, “qualifying applicant” means:

- (a) the manufacturer of the vehicle,
- (b) the owner of the vehicle, or
- (c) a person established in a Member State who is acting on behalf of the manufacturer or owner.

Recognition of individual approvals granted in other Member States

24. (1) This regulation applies where a qualifying applicant notifies the Approval Authority, in the form that the Approval Authority prescribes from time to time and in accordance with *paragraph (2)*, that the qualifying applicant wishes to have the Approval Authority accept that, in respect of a particular vehicle:

- (a) a non-Irish type-approval,
- (b) a certificate of conformity in respect of a non-Irish type-approval, or
- (c) a non-Irish individual approval,

should be a mutually-recognised approval, including for the purposes of the Entry into Service Regulations.

(2) A notification to the Approval Authority under this regulation must be accompanied by:

- (a) a copy of the non-Irish type-approval, certificate of conformity in respect of a non-Irish type-approval or non-Irish individual approval certificate, and
- (b) a copy of the attachments to the non-Irish document,

and, in the case of a vehicle that has the benefit of an approval under Article 24 of the Framework Directive from the approval authority of a Member State other than the State, must include a statement from the approval authority that granted it of the technical provisions against which the vehicle was approved.

(3) The Approval Authority must recognise a non-Irish type-approval, a certificate of conformity in respect of a non-Irish type-approval or a non-Irish individual approval, as the case may be, in respect of which notification has been given under *paragraph (1)*, unless there are reasonable grounds to believe that

the technical provisions under which the relevant approval was granted or certificate was issued are not equivalent to those applying in the State.

(4) (a) For the purposes of *paragraph (3)*, the Approval Authority has reasonable grounds to believe that the technical provisions under which an approval was granted are not equivalent to those applying in the State if (but not only if) the authority is not satisfied that the vehicle for which the application is made is constructed for use in left-hand traffic and uses metric units of measurement for the speedometer.

(b) For the avoidance of doubt, for the purposes of *subparagraph (a)*, it shall be sufficient that the speedometer of the relevant vehicle uses units of measurement other than metric in combination with metric units of measurement.

(5) Where the Approval Authority decides that there are reasonable grounds to believe that the technical provisions under which the relevant approval was granted or certificate was issued are not equivalent to those applying in the State, the authority must notify:

(a) the qualifying applicant, and

(b) the Commissioners,

of that decision.

(6) In this regulation:

“non-Irish individual approval” means an individual approval of that vehicle granted, pursuant to Article 24 of the Framework Directive, under the law of a Member State other than the State;

“non-Irish type-approval” means a type-approval granted by the approval authority of a Member State other than the State;

“qualifying applicant” has the meaning given in *Regulation 23*.

Part 5

Enforcement

Offences and prosecution

25. (1) A person commits an offence if he or she:

(a) in making any application, supplying any information or producing any document for any purpose of or relating to any one or more of these Regulations, the Framework Directive or a separate Community instrument:

- (i) makes a statement or a declaration which that person knows to be false in a material particular or recklessly makes a statement or a declaration which is false in a material particular,
 - (ii) produces, provides, sends or otherwise makes use of a document which that person knows to be false in a material particular or recklessly produces, provides or sends or otherwise makes use of a document which is false in a material particular,
- (b) falsifies test results to be submitted as part of an application for type-approval or in-service conformity,
 - (c) withholds from the Approval Authority data or technical specifications that could lead to the recall or withdrawal of a type approval, or
 - (d) refuses to allow the Approval Authority access to information, being access to information that the Approval Authority reasonably requires for the purposes of these Regulations.
- (2) A person commits an offence if he or she:
- (a) contravenes *Regulation 11*;
 - (b) contravenes *Regulation 14(12)*;
 - (c) contravenes *Regulation 17(1)*;
 - (d) contravenes *Regulation 18(1)*;
 - (e) contravenes *Regulation 20(10)*;
 - (f) contravenes *Regulation 20(14)*;
 - (g) contravenes *Regulation 21(5)*;
 - (h) without reasonable excuse fails or refuses to comply with any request or requirement made by an authorised officer,
 - (i) obstructs, impedes, interferes with or assaults an authorised officer in the exercise by that authorised officer of a power under these Regulations,
 - (j) gives to an authorised officer information that is false or misleading in a material respect,
 - (k) alters, suppresses, or destroys any certificate, book, document or record which the person concerned has been required to produce, or reasonably expected to be required to produce, or
 - (l) makes use of any defeat device.

- (3) In *paragraph (2)(l)* “defeat device” has the meaning given by Article 3(10) of Regulation (EC) No. 715/2007.
- (4) (a) An offence under these Regulations may be prosecuted summarily or on indictment.
- (b) A person guilty of an offence under these Regulations is liable:
- (i) on summary conviction, to a fine not exceeding €5,000 or to imprisonment for a term not exceeding 6 months or both, and
- (ii) on conviction on indictment, to a fine not exceeding €100,000 or imprisonment for a term not exceeding 12 months or both.
- (5) (a) Where an offence under these Regulations has been committed by a body corporate and it is proved to have been so committed with the consent or connivance of or to be attributable to any neglect on the part of any person who, when the offence was committed, was a director, manager, secretary or other officer of the body corporate, or a person purporting to act in any such capacity, that person, as well as the body corporate, shall be guilty of an offence and shall be liable to be proceeded against and punished as if he or she were guilty of the first-mentioned offence.
- (b) Where the affairs of a body corporate are managed by its members, *subparagraph (a)* shall apply in relation to the acts and defaults of a member in connection with the functions of management as if he or she were a director or manager of the body corporate.
- (6) A summary offence under these Regulations may be prosecuted by the RSA or by the Approval Authority.
- Authorised officers*
26. (1) The RSA may appoint a person to be an authorised officer for the purposes of these Regulations.
- (2) An authorised officer:
- (a) who is not an officer of the Revenue Commissioners authorised under section 858 of the Taxes Consolidation Act 1997 shall be furnished with a warrant of his or her appointment, and
- (b) when exercising a power conferred on him or her under this Regulation shall, if requested by any person affected, produce the warrant of his or her appointment, or his or her identification as an officer of the Revenue Commissioners authorised under section 159 of the Finance Act 1992, as the case may be, to that person who is affected, for inspection.
- (3) An authorised officer may for the purpose of ensuring that these Regulations are being complied with:

- (a) require the manufacturer or the distributor of a vehicle for which a declaration for registration was submitted to the Revenue Commissioners or, in the case of a vehicle for which registration is not required, the supplier, to produce to the authorised officer any or all of the following:
 - (i) record of notification to the Approval Authority,
 - (ii) the EC type-approval certificate for the vehicle type to which the vehicle concerned purports to conform,
 - (iii) in the case of a vehicle subject to national small series type-approval, the national small series type-approval certificate, and
 - (iv) one or more of the separate Community instrument approval certificates that were required to accompany the application for vehicle type-approval for the vehicle type to which the vehicle concerned purports to conform;
- (b) enter at any reasonable time any premises or place owned or occupied by a manufacturer of a vehicle or the distributor and search and inspect the premises and any certificates of conformity, EC type-approval certificates, national small series type-approval certificates, separate Community instrument approval certificates, individual approval certificates and books, documents or records relating to the registration of vehicles found therein;
- (c) require any person in charge of the premises or place to produce to him or her any books, documents or records relating to the registration of vehicles which are in the person's power or control (and in the case of such information in a non-legible form to reproduce it in a legible form) and to give to him or her such information as the authorised officer may reasonably require in relation to any entries in such books, documents or records;
- (d) inspect and take extracts from or make copies of any such books, documents or records (including, in the case of information in a non-legible form, a copy of or extract from such information in a legible form);
- (e) remove and retain such books, documents or records for such period as may be reasonable for further examination;
- (f) require any person in charge of the premises or place to maintain such books, documents or records for such period of time, as may be reasonable, as he or she directs;
- (g) require any person in charge of the premises or place to give him or her any information which he or she may reasonably require with regard to the registration of vehicles.

(4) Where an authorised officer in exercise of his or her powers under these Regulations is prevented from entering any premises or place, an application may be made under *paragraph (6)* for a warrant to authorise such entry.

(5) An authorised officer shall not, other than with the consent of the occupier, enter a private dwelling, unless he or she has obtained a warrant under *paragraph (6)* authorising such entry.

(6) If, on the sworn information of an authorised officer, a judge of the District Court is satisfied that there are reasonable grounds for suspecting that information required by an authorised officer for the purpose of this regulation is held at any premises or any place, the judge may issue a warrant authorising an authorised officer, accompanied, if appropriate, by other authorised officers or by a member of the Garda Síochána, at any time or times within one month from the date of issue of the warrant, on production of the warrant, if so requested, to enter those premises or that place, if need be by reasonable force, and exercise all or any of the powers conferred on an authorised officer under this Regulation.

Part 6

Miscellaneous

Type-approval certificates and individual approval certificates: validity and underlying approval

27. (1) Subject to *paragraph (2)*, an EC vehicle type-approval certificate shall not be in force unless the relevant vehicle complies with every separate Community instrument that is applicable to it.

(2) In its application to any specific separate Community instrument, *paragraph (1)* shall be satisfied if, while not complying with a specific separate Community instrument, the relevant vehicle complies with a relevant UNECE Regulation listed in the table in Part II of Annex IV to the Framework Directive.

Duty to give reasons

28. (1) A relevant notice must specify the reasons for the decision to which it relates, the right to request a review under these Regulations and the time limit for making such a request.

(2) In this regulation, a “relevant notice” means a notice under:

- (a) *Regulation 8(7)*;
- (b) *Regulation 9(2)*;
- (c) *Regulation 14(2), (4), (5) or (10)*;
- (d) *Regulation 20(3)(b)*;
- (e) *Regulation 22(5)*;

(f) *Regulation 23(6)(b)*;

(g) *Regulation 24(5)(a)*.

Review

29. (1) Any person aggrieved by a decision of the Approval Authority in relation to an application for or a grant of approval may, in accordance with *paragraphs (2) and (3)* of this Regulation, request the Approval Authority to review the decision.

(2) On a review under this Regulation the Approval Authority:

(a) shall have the same powers and duties as it has on an application for or consideration of an approval of the relevant kind,

(b) may hold an inquiry in connection with the review, and

(c) may appoint an assessor for the purpose of assisting with the review or inquiry.

(3) A review under this regulation shall be made by notice to the Approval Authority which shall be lodged with the Approval Authority not later than 14 days from the date on which notice of the decision in respect of which the review is sought was given.

(4) An application for a review under this regulation must state the grounds on which the review is sought and must be accompanied by the following documents:

(a) a copy of the information document which accompanied the application for an approval of the relevant kind, and

(b) where the review relates to a cancellation, suspension or amendment of a type-approval certificate, a copy of the certificate.

(5) The Approval Authority may confirm, annul or vary the decision that is the subject of the review, including by the addition, deletion or modification of a condition.

(6) A person, whether a member of the Approval Authority or employed by the Approval Authority or otherwise, may not:

(a) undertake or participate in undertaking a review or inquiry under this regulation, or

(b) act as an assessor in a review or inquiry under this regulation,

if he or she has:

(i) made or participated in the making of any decision by the Approval Authority,

- (ii) made any recommendation or report to the Approval Authority or to any person concerned with the making of such decision, or
- (iii) been in receipt of information not publicly available,

in the context of the decision that is the subject of the review.

Service of notices

30. (1) Any document required or authorised by virtue of these Regulations to be given to any person by the Approval Authority may be given:

- (a) by delivering it to that person or by leaving it at that person's proper address,
- (b) by sending it by registered or recorded delivery post to that person at that address,
- (c) if the person is a body corporate, by serving it in accordance with *subparagraph (a) or (b)* on the secretary, clerk or principal officer of that body,
- (d) if the person is a partnership, by serving it in accordance with *subparagraph (a) or (b)* on a partner or a person having the control or management of the partnership business, or
- (e) by means of any form of electronic communication agreed with the person to whom it is to be sent.

(2) Subject to *paragraph (3)*, for the purposes of *paragraph (1)*, the proper address of a person is:

- (a) in the case of an individual, that person's last known address,
- (b) in the case of the secretary, clerk or principal officer of a body corporate, the address of the registered office of the body or its principal office in the State,
- (c) in the case of a partner in, or a person having the control or management of, a partnership, it is the address of the principal office of the partnership in the State.

(3) If a person to be served by virtue of these Regulations with any document by the Approval Authority has notified the Approval Authority of an address within the State other than that person's proper address at which that person, or another acting on that person's behalf, will accept service of any document of that description, that address is the person's proper address.

Pollution control devices

31. (1) Subject to *paragraphs (2) and (3)*, no new replacement pollution control device intended to be fitted on a vehicle approved under Regulation (EC) No. 715/2007 may be sold or installed on a vehicle if it is not of a type in

respect of which a type-approval has been granted in compliance with the said Regulation (EC) No. 715/2007 and these Regulations.

(2) The Approval Authority may grant an extension to EC type-approvals for replacement pollution control devices intended for standards preceding those applied by Regulation (EC) No. 715/2007 under the terms which originally applied, provided that no replacement pollution control device may be sold or installed on a vehicle unless it is of a type in respect of which a relevant type-approval has been granted.

(3) Replacement pollution control devices intended to be fitted on vehicles type-approved prior to the adoption of component type-approval requirements are exempt from the requirements of *paragraphs (1) and (2)*.

Indemnification of approval authorities

32. No action or other legal process lies, except in a case of wilful neglect or default, against an approval authority by reason of, or arising out of, the carrying out of any test under these Regulations.

Saving for applications made, approvals granted and certificates issued under former regulations

33. (1) An application for an EC type-approval made under:

- (a) the 1978 Regulations, or
- (b) the 2009 (No. 1) Regulations,

before the coming into force of these Regulations, has effect as if it had been made under these Regulations.

(2) Despite the amendment and partial revocation of the 2009 (No. 1) Regulations by *Regulation 34*, a certificate of conformity, type-approval, type-approval certificate or type-approval mark issued under those Regulations (or, for the avoidance of doubt, under the 1978 Regulations):

- (a) continues to have effect according to its terms, and
- (b) is to be treated, for the purposes of these Regulations, as if it had been issued under these Regulations.

Amendments and cesser of application

34. (1) With effect from 29 April 2009, the 2009 (No. 1) Regulations cease to apply to components, systems and separate technical units to which the Framework Directive applies.

(2) Subject to *Regulatory 33*, from each relevant date specified in *paragraph (3)*, the 2009 (No. 1) Regulations cease to apply to vehicles of the types and in the circumstances specified in column (1) of the table in *Schedule 2*.

(3) For the purpose of *paragraph (2)*, in the case of each type of vehicle and circumstance specified in column (1) of the table in *Schedule 2*, the 2009 (No. 1) Regulations cease to apply:

- (a) in the case of a new type of vehicle of class M₁, from 29 April 2009;
- (b) in the context of Article 45(3) of the Framework Directive, in the case of a new type of vehicle of the relevant class and circumstance, other than a vehicle of class M₁, from the date specified in column (4) of the table in *Schedule 2*;
- (c) in the case of an existing type of vehicle of the relevant class and circumstance, from the date specified in column (4) of the table in *Schedule 2*; and
- (d) in the case that a manufacturer applies to the Approval Authority for an approval under these Regulations at a date earlier than that manufacturer is obliged to do so in respect of the relevant type of vehicle and circumstance by reference to *subparagraph (b)* and column (4) of the table in *Schedule 2*, in respect of that application and any consequent approval only, from the date of that application.

(4) On 29 April 2009, the 2009 (No. 1) Regulations are amended, in *regulation 18(1)*, by the deletion of *subparagraph (e)*.

(5) For the avoidance of doubt, no revocation effected by this regulation affects any requirement for the type-approval of any vehicle, component, system or separate technical unit to which the Framework Directive does not apply.

TYPE-APPROVAL DIRECTIVES

1 Council Directive 70/157/EEC of 6 February 1970 on sound level and exhaust systems (O.J. L42 of 23.2.70, p.16 (S.E. 1970(1)))**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L73	14	27.3.1972
Commission Directive 73/350/EEC of 7 November 1973	L321	33	22.11.1973
Council Directive 77/212/EEC of 8 March 1977	L66	33	12.3.1977
Commission Directive 81/334/EEC of 13 April 1981	L131	6	8.5.1981
Commission Directive 84/372/EEC of 3 July 1984	L196	47	26.7.1984
Council Directive 84/424/EEC of 3 September 1984	L238	31	6.9.1984
Act of Accession of Spain and Portugal	L302	23	15.11.1985
Council Directive 87/354/EEC of 25 June 1987	L192	43	11.7.1987
Commission Directive 89/491/EEC of 17 July 1989	L238	43	15.8.1989
Council Directive 92/97/EEC of 10 November 1992	L371	1	19.12.1992
Act of Accession of Austria, Sweden and Finland (<i>adapted by Council Decision 95/1/EC, Euratom, ECSC</i>)	C241 L1	21 1	29.8.1994 1.1.1995
Commission Directive 96/20/EC of 27 March 1996	L92	23	13.4.1996
Commission Directive 1999/101/EC of 15 December 1999	L334	41	28.12.1999
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L363	81	20.12.2006
Commission Directive 2007/34/EC of 14 June 2007	L155	49	15.6.2007

2 Council Directive 70/220/EEC of 20 March 1970 on air pollution by emissions from motor vehicles (O.J. L76 of 6.4.70, p.1 (S.E. 1970 (I)))

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
Council Directive 74/290/EEC of 28 May 1974	L 159	61	15.6.1974
Commission Directive 77/102/EEC of 30 November 1976	L 32	32	3.2.1977
Commission Directive 78/665/EEC of 14 July 1978	L 223	48	14.8.1978
Council Directive 83/351/EEC of 16 June 1983	L 197	1	20.7.1983
Council Directive 88/76/EEC of 3 December 1987	L 36	1	9.2.1988
Council Directive 88/436/EEC of 16 June 1988	L 214	1	6.8.1988
Council Directive 89/458/EEC of 18 July 1989	L 226	1	3.8.1989
Commission Directive 89/491/EEC of 17 July 1989	L 238	43	15.8.1989
Council Directive 91/441/EEC of 26 June 1991	L 242	1	30.8.1991
Council Directive 93/59/EEC of 28 June 1993	L 186	21	28.7.1993
Directive 94/12/EC of the European Parliament and the Council of 23 March 1994	L 100	42	19.4.1994
Commission Directive 96/44/EC of 1 July 1996	L 210	25	20.8.1996
Directive 96/69/EC of the European Parliament and of the Council of 8 October 1996	L 282	64	1.11.1996
Commission Directive 98/77/EC of 2 October 1998	L 286	34	23.10.1998
Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998	L 350	1	28.12.1998
Commission Directive 1999/102/EC of 15 December 1999	L 334	43	28.12.1999
Directive 2001/1/EC of the European Parliament and of the Council of 22 January 2001	L 35	34	6.2.2001
Directive 2001/100/EC of the European Parliament and of the Council of 7 December 2001	L 16	32	18.1.2002
Commission Directive 2002/80/EC of 3 October 2002	L 291	20	28.10.2002

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 2003/76/EC of 11 August 2003	L 206	29	15.8.2003
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 303, 8.11.1988, p. 36 (88/436/EEC)

OJ L 270, 19.9.1989, p. 16 (89/458/EEC)

OJ L 104, 21.4.1999, p. 31 (98/69/EC)

OJ L 104, 21.4.1999, p. 32 (98/69/EC)

3 Council Directive 70/221/EEC of 20 March 1970 on fuel tanks and rear protective devices (O.J. L76 of 6.4.70, p.23 (S.E. 1970 (I)))**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
Commission Directive 79/490/EEC of 18 April 1979	L 128	22	26.5.1979
Commission Directive 81/333/EEC of 13 April 1981	L 131	4	18.5.1981
Commission Directive 97/19/EC of 18 April 1997	L 125	1	16.5.1997
Directive 2000/8/EC of the European Parliament and of the Council of 20 March 2000	L 106	7	3.5.2000
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Commission Directive 2006/20/EC of 17 February 2006	L 48	16	18.2.2006
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 65, 15.3.1979, p. 42 (70/221/EEC)

OJ L188, 26.7.1979, p.54 (79/490/EEC)

OJ L 64, 6.3.2001, p. 39 (2000/8/EC)

4 Council Directive 70/222/EEC of 20 March 1970 on mounting and fixing of rear registration plates (O.J. L76 of 6.4.70, p.25 (S.E. 1970 (I)))**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972

5 Council Directive 70/311/EEC of 8 June 1970 on steering equipment (O.J. L133 of 18.6.70, p.10)**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
Commission Directive 92/62/EEC of 2 July 1992	L 199	33	18.7.1992
Commission Directive 1999/7/EC of 26 January 1999	L 40	36	13.2.1999

6 Council Directive 70/387/EEC of 27 July 1970 on doors (O.J. L176 of 10.8.70, p.5 (S.E. 1970 (II)))**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
Commission Directive 98/90/EC of 30 November 1998	L 337	29	12.12.1998
Commission Directive 2001/31/EC of 8 May 2001	L 130	33	12.5.2001

Corrigenda

Consolidated text of corrigenda to instruments published in Special Edition 1952-72, p. 76 (70/387/EEC)

**7 Council Directive 70/388/EEC of 27 July 1970 on audible warning devices
(O.J. L176 of 10.8.70, p.12 (S.E. 1970 (II)))**

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
(adapted by Council Decision of 1 January 1973)	L 2	1	1.1.1973
Act of Accession of Greece	L 291	17	19.11.1979
Act of Accession of Spain and Portugal	L 302	23	15.11.1985
Council Directive 87/354/EEC of 25 June 1987	L 192	43	11.7.1987
Act of Accession of Austria, Sweden and Finland	C 241	21	29.8.1994
(adapted by Council Decision 95/1/EC, Euratom, ECSC)	L 1	1	1.1.1995
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 999, 1.1.1973, p. 77 (70/388)

OJ L 329, 25.11.1982, p. 31 (70/388)

8 Council Directive 71/127/EEC of 1 March 1971 on rear view mirrors/devices for indirect vision (O.J. L68 of 22.3.71, p.1 (S.E. 1971 (I)))

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
(adapted by Council Decision of 1 January 1973)	L 2	1	1.1.1973
Commission Directive 79/795/EEC of 20 July 1979	L 239	1	22.9.1979
Act of Accession of Greece	L 291	17	19.11.1979

	Official Journal No.	page	date
Commission Directive 85/205/EEC of 18 February 1985	L 90	1	29.3.1985
Act of Accession of Spain and Portugal	L 302	23	15.11.1985
Commission Directive 86/562/EEC of 6 November 1986	L 327	49	22.11.1986
Council Directive 87/354/EEC of 25 June 1987	L 192	43	11.7.1987
Commission Directive 88/321/EEC of 16 May 1988	L 147	77	14.6.1988
Act of Accession of Austria, Sweden and Finland (<i>adapted by Council Decision 95/1/EC, Euratom, ECSC</i>)	C 241 L 1	21 1	29.8.1994 1.1.1995
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Directive 2003/97/EC of the European Parliament and of the Council of 10 November 2003	L25	1	29.1.2004
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 999, 1.1.1973, p. 85 (71/127/EEC)

9 Council Directive 71/320/EEC of 26 July 1971 on braking devices (O.J. L202 of 6.9.71, p.37 (S.E. 1971 (III)))

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland	L 73	14	27.3.1972
Commission Directive 74/132/EEC of 11 February 1974	L 74	7	19.3.1974
Commission Directive 75/524/EEC of 25 July 1975	L 236	3	8.9.1975
Commission Directive 79/489/EEC of 18 April 1979	L 128	12	26.5.1979
Commission Directive 85/647/EEC of 23 December 1985	L 380	1	31.12.1985
Commission Directive 88/194/EEC of 24 March 1988	L 92	47	9.4.1988

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 91/422/EEC of 15 July 1991	L 233	21	22.8.1991
Commission Directive 98/12/EC of 27 January 1998	L 81	1	18.3.1998
Commission Directive 2002/78/EC of 1 October 2002	L 267	23	4.10.2002
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 999, 1.1.1973, p. 96 (71/320/EEC)

OJ L 247, 23.9.1975, p. 36 (75/524/EEC)

OJ L 275, 2.10.1991, p. 36 (91/422/EEC)

10 Council Directive 72/245/EEC of 20 June 1972 on suppression of radio interference (O.J. L152 of 6.7.72, p.15 (S.E. 1972 (II)))**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 89/491/EEC of 17 July 1989	L 238	43	15.8.1989
Commission Directive 95/54/EC of 31 October 1995	L 266	1	8.11.1995
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Commission Directive 2004/104/EC of 14 October 2004	L 337	13	13.11.2004
Commission Directive 2005/49/EC of 25 July 2005	L 194	12	26.7.2005
Commission Directive 2005/83/EC of 23 November 2005	L 305	32	24.11.2005
Commission Directive 2006/28/EC of 6 March 2006	L 65	27	7.3.2006
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 056, 2.3.2005, p. 35 (2004/104)

11 Council Directive 72/306/EEC of 2 August 1972 on emission of pollutants from diesel engines for use in motor vehicles (O.J. L190 of 20.8.72, p.1 (S.E. 1972 (III)))**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 89/491/EEC of 17 July 1989	L 238	43	15.8.1989
Commission Directive 97/20/EC of 18 April 1997	L 125	21	16.5.1997
Commission Directive 2005/21/EC of 7 March 2005	L 61	25	8.3.2005

Corrigenda

OJ L 215, 6.8.1974, p. 20 (72/306/EEC)

OJ L 299, 23.11.1977, p. 27 (72/306/EEC)

12 Council Directive 74/60/EEC of 17 December 1973 on certain interior fittings (O.J. L38 of 11.2.74, p.2)**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 78/632/EEC of 19 May 1978	L 206	26	29.7.1978
Directive 2000/4/EC of the European Parliament and of the Council of 28 February 2000	L 87	22	8.4.2000

Corrigenda

OJ L 215, 6.8.1974, p. 20 (74/60/EEC)

OJ L 53, 25.2.1977, p. 30 (74/60/EEC)

13 Council Directive 74/61/EEC of 17 December 1973 on anti-theft devices (O.J. L38 of 11.2.74, p.22)**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 95/56/EC of 8 November 1995	L 286	1	29.11.1995

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 215, 6.8.1974, p. 20 (74/61)

OJ L 40, 13.2.1998, p. 19 (95/56)

14 Council Directive 74/297/EEC of 4 June 1974 on the behaviour of steering mechanisms in the event of impact (O.J. L165 of 20.6.74, p. 16)**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 91/662/EEC of 6 December 1991	L366	1	31.12.91

15 Council Directive 74/408/EEC of 22 July 1974 on strength of seats and their anchorages (O.J. L221 of 12.8.74, p.1)**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Council Directive 81/577/EEC of 20 July 1981	L 209	34	29.7.1981
Commission Directive 96/37/EC of 17 June 1996	L 186	28	25.7.1996
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Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

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OJ L 221, 31.8.1996, p. 71 (96/37/EC)

16 Council Directive 74/483/EEC of 17 September 1974 on external projections (O.J. L266 of 2.10.74, p.4)

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Commission Directive 2007/15/EC of 14 March 2007	L 75	21	15.3.2007

17 Council Directive 75/443/EEC of 26 June 1975 on reverse and speedometer equipment (O.J. L196 of 26.7.75, p.1)

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Commission Directive 97/39/EC of 24 June 1997	L177	15	5.7.97

18 Council Directive 76/114/EEC of 18 December 1975 on location and attachment of statutory plates and inscriptions (O.J. L24 of 30.1.76, p.1)

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OJ L 56, 4.3.1976, p. 38 (76/114)

OJ L 329, 25.11.1982, p. 31 (76/114)

19 Council Directive 76/115/EEC of 18 December 1975 on anchorages for safety belts (O.J. L24 of 30.1.76, p.6)**Amended by**

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20 Council Directive 76/756/EEC of 27 July 1976 on lighting and light signalling devices (O.J. L262 of 27.9.76, p.1)**Amended by**

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Council Directive 83/276/EEC, of 26 May 1983	L 151	47	9.6.1983

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OJ L 111, 30.4.1980, p. 22 (80/233/EEC)

OJ L 131, 17.5.1984, p. 50 (84/8/EEC)

OJ L 135, 22.5.1984, p. 27 (84/8/EEC)

OJ L 114, 27.4.1989, p.52 (89/278/EEC)

21 Council Directive 76/757/EEC of 27 July 1976 on reflex reflectors (O.J. L262 of 27.9.76, p. 32)**Amended by**

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22 Council Directive 76/758/EEC of 27 July 1976 on end outline marker lamps, side lamps, rear lamps and stop lamps (O.J. L262 of 27.9.76, p.54)

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23 Council Directive 76/759/EEC of 27 July 1976 on direction indicator lamps (O.J. L262 of 27.9.76, p.71)

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OJ L 114, 27.4.1989, p.52 (89/277/EEC)

24 Council Directive 76/760/EEC of 27 July 1976 on rear registration plate lamps (O.J. L262 of 27.9.76, p.85)**Amended by**

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25 Council Directive 76/761/EEC of 27 July 1976 on headlamps and filament lamps for them (O.J. L262 of 27.9.76, p.96)**Amended by**

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26 Council Directive 76/762/EEC of 27 July 1976 on front fog lamps and filament lamps for them (O.J. L 262 of 27.9.76, p.122)

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27 Council Directive 77/389/EEC of 17 May 1977 on towing devices (O.J. L145 of 13.6.77, p.41)

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O.J. L40 of 13.2.98, p. 19 (77/389)

28 Council Directive 77/538/EEC of 28 June 1977 on rear fog lamps (O.J. L220 of 29.8.77, p.60)

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OJ L 284, 10.10.1978, p. 11 (77/538)

29 Council Directive 77/539/EEC of 28 June 1977 on reversing lamps (O.J. L220 of 29.8.77, p.72)**Amended by**

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OJ L 284, 10.10.1978, p. 11 (77/539)

30 Council Directive 77/540/EEC of 28 June 1977 on parking lamps (O.J. L220 of 29.8.77, p.83)**Amended by**

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OJ L 284, 10.10.1978, p. 11 (77/540)

31 Council Directive 77/541/EEC of 28 June 1977 on safety belts and restraint systems (O.J. L220 of 29.8.77, p.95)**Amended by**

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OJ L 105, 26.4.2005, p. 5 (2000/3/EC)

32 Council Directive 77/649/EEC of 27 September 1977 on field of vision (O.J. L267 of 19.10.77, p.1)**Amended by**

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Corrigenda

OJ L 150, 6.6.1978, p. 6 (77/649/EEC)

33 Council Directive 78/316/EEC of 21 December 1977 on identification of controls, tell-tales and indicators (O.J. L81 of 28.3.78, p.3)**Amended by**

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34 Council Directive 78/317/EEC of 21 December 1977 on windscreen defrosting and demisting systems (O.J. L81 of 28.3.78, p.27)**Corrigenda**

O.J. L194 of 19.7.78, p 30 (78/317)

35 Council Directive 78/318/EEC of 21 December 1977 on windscreen wiper and washer systems (O.J. L81 of 28.3.78, p.49)**Amended by**

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OJ L 194, 19.7.1978, p. 30 (78/318)

36 Council Directive 78/549/EEC of 12 June 1978 on wheel guards (O.J. L168 of 26.6.78, p.45)**Amended by**

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
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37 Council Directive 78/932/EEC of 16 October 1978 on head restraints (O.J. L325 of 20.11.78, p.1)**Amended by**

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OJ L 329, 25.11.1982, p. 31 (78/932)

38 Council Directive 80/1268/EEC of 16 December 1980 on fuel consumption of motor vehicles (O.J. L375 of 31.12.80, p.36)

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Corrigenda

OJ L 42, 15.2.1994, p. 27 (93/116/EC)

OJ L 163, 4.7.2000, p. 38 (1999/100/EC)

39 Council Directive 80/1269/EEC of 16 December 1980 on engine power of motor vehicles (O.J. L375 of 31.12.80, p.46)

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Corrigenda

OJ L 105, 26.4.1988, p. 34 (88/195/EEC)

40 Council Directive 89/297/EEC of 13 April 1989 on lateral protection (side guards) (O.J. L124 of 5.5.89, p.1)

41 Council Directive 91/226/EEC of 27 March 1991 on spray-suppression systems (O.J. L103 of 23.4.91, p.5)

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42 Council Directive 92/21/EEC of 31 March 1992 on masses and dimensions of certain motor vehicles (O.J. L129 of 14.5.92, p.1)

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OJ L 304, 16.12.1995, p. 60 (95/48)

43 Council Directive 92/22/EEC of 31 March 1992 on safety glazing and glazing materials (O.J. L129 of 14.5.92, p.11)

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44 Council Directive 92/23/EEC of 31 March 1992 on tyres (O.J. L129 of 14.5.92, p.95)

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45 Council Directive 92/24/EEC of 31 March 1992 on speed limitation devices (O.J. L129 of 14.5.92, p.154)

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46 Council Directive 92/114/EEC of 17 December 1992 on external projections forward of the cab's rear panel of motor vehicles of category N (O.J. L409 of 31.12.92, p.17)

47 Directive 94/20/EC of the European Parliament and of the Council of 30 May 1994 on mechanical coupling devices of motor vehicles and their trailers and their attachment to those vehicles (O.J. L195 of 29.7.94, p.1)

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Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

48 Directive 95/28/EC of the European Parliament and of the Council of 24 October 1995 on burning behaviour of materials used in the interior construction of certain categories of motor vehicles (O.J. L281 of 23.11.95, p.1)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

49 Directive 96/27/EC of 20 May 1996 on the protection of occupants of motor vehicles in the event of a side impact (OJ L 169, 8.7.1996)

Corrigenda

OJ L 102, 19.4.1997, p. 46 (96/27)

50 Directive 96/79/EC of the European Parliament and of the Council of 16 December 1996 on the protection of occupants of motor vehicles in the event of a frontal impact (O.J. L18 of 21.1.1997, p.1)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 1999/98/EC of 15 December 1999	L 9	14	13.1.2000

Corrigenda

OJ L 83, 25.3.1997, p. 23 (96/79)

51 Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 relating to the masses and dimensions of certain categories of motor vehicles and their trailers (OJ L 233, 25.8.1997, p.1)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Directive 2001/85/EC of the European Parliament and of the Council of 20 November 2001	L 42	1	13.2.2002
Commission Directive 2003/19/EC of 21 March 2003	L 79	6	26.3.2003

Corrigenda

OJ L 125, 21.5.2003, p. 14 (2001/85/EC)

52 Directive 98/91/EC of the European Parliament and of the Council of 14 December 1998 relating to motor vehicles and their trailers intended for the transport of dangerous goods by road (OJ L 11, 16.1.1999, p.25)

53 Directive 2000/40/EC of the European Parliament and of the Council of 26 June 2000 on the approximation of the laws of the Member States relating to the front underrun protection of motor vehicles (OJ L 203, 10.8.2000, p.9)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

54 Directive 2001/56/EC of the European Parliament and of the Council of 27 September 2001 on heating systems (O.J. L292 of 9.11.2001, p.21)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Act concerning the conditions of accession of the Czech Republic, the Republic of Estonia, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Republic of Hungary, the Republic of Malta, the Republic of Poland, the Republic of Slovenia and the Slovak Republic and the adjustments to the Treaties on which the European Union is founded	L 236	33	23.9.2003
Commission Directive 2004/78/EC of 29 April 2004	L 231	69	30.6.2004
Commission Directive 2006/119/EC of 27 November 2006	L 330	12	28.11.2006
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

55 Directive 2001/85/EC of the European Parliament and of the Council of 20 November 2001 on buses and coaches (O.J. L42 of 13.2.2002, p.1)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

Corrigenda

OJ L 125, 21.5.2003, p. 14 (2001/85)

56 Directive 2003/97/EC of the European Parliament and of the Council of 10 November 2003 on the type-approval of devices for indirect vision and of vehicles equipped with these devices (O.J. L25, 29.1.2004, p.1)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 2005/27/EC of 29 March 2005	L 81	44	30.3.2005
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006

57 Directive 2003/102/EC of the European Parliament and of the Council of 17 November 2003 on protection of pedestrians and other vulnerable road users (O.J. L321 of 6.12.2003, p.15)

58 Directive 2005/55/EC of the European Parliament and of the Council of 28 September 2005 on emission of gaseous and particulate pollutants from diesel or gas engines for use in vehicles (O.J. L275 of 20.10.2005, p.1)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Directive 2005/78/EC of 14 November 2005	L 313	1	29.11.2005
as amended by Commission Directive 2006/81/EC	L362	92	20.12.2006
Commission Directive 2006/51/EC of 6 June 2006	L 152	11	7.6.2006
Commission Directive 2008/74/EC of 18 July 2008	L 192	51	19.7.2008

59 Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on reusability, recyclability and recoverability (O.J. L310 of 25.11.2005, p.10)

60 Directive 2005/66/EC of the European Parliament and of the Council of 26 October 2005 on frontal protection systems (O.J. L309 of 25.11.2005, p.37)

Amended by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Council Directive 2006/96/EC of 20 November 2006	L 363	81	20.12.2006
and including the test procedures required by Commission Decision 2006/368/EC	L362	33	29.5.2006

61 Directive 2006/40/EC of the European Parliament and of the Council of 17 May 2006 on emissions from air-conditioning systems (O.J. L161 of 14.6.2006, p.12) including the administrative procedures required by

	<i>Official Journal No.</i>	<i>page</i>	<i>date</i>
Commission Regulation (EC) No.706/2007 of 21 June 2007	L 161	33	22.6.2007

62 Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (O.J. L171 of 29.6.2007, p.10)

SCHEDULE 2

Regulations 1(2)(b)
and 34.

COMMENCEMENT, REVOCATIONS AND AMENDMENTS

(1) Categories Concerned	Enforcement Dates		
	(2) New Vehicles (Optional) at Request of Manufacturer	(3) New Types of Vehicles (Obligatory)	(4) Existing Types of Vehicles (Obligatory)
M ₁	29 April 2009	29 April 2009	29 April 2009
Special-purpose vehicles of category M ₁	29 April 2009	29 April 2011 (*)	29 April 2012
Incomplete and complete vehicles of category N ₁	29 April 2009	29 October 2010 (*)	29 October 2011
Completed vehicles of category N ₁	29 April 2009	29 October 2011 (*)	29 April 2013
Incomplete and complete vehicles of categories N ₂ , N ₃ , O ₁ , O ₂ , O ₃ , O ₄	29 April 2009	29 October 2010 (*)	29 October 2012
Incomplete and complete vehicles of categories M ₂ , M ₃	29 April 2009	29 April 2009 (*)	29 October 2010
Special-purpose vehicles of categories N ₁ , N ₂ , N ₃ , M ₂ , M ₃ , O ₁ , O ₂ , O ₃ , O ₄	29 April 2009	29 October 2012 (*)	29 October 2014
Completed vehicles of categories N ₂ , N ₃	29 April 2009	29 October 2012 (*)	29 October 2014
Completed vehicles of categories M ₂ , M ₃	29 April 2009	29 April 2010 (*)	29 October 2011
Completed vehicles of categories O ₁ , O ₂ , O ₃ , O ₄	29 April 2009	29 October 2011 (*)	29 October 2013

(*) For the purposes of the application of Article 45(3) of the Framework Directive, this date is postponed until the date shown in the fourth column.

PART 1

**Technical Specification and Technical Requirements for National Small Series
Type-Approval for Category M Vehicles**

(small series limit: for M₁ is 75 vehicles per type per year; for M₂ or M₃ is 250 vehicles per type per year)

To enable representative testing the vehicle will be delivered in a presentable state and capable of being laden to maximum authorised weight.

A representative of the manufacturer must be present to enable access to all parts of the vehicle, to assist in explanation of features of that vehicle, and to cooperate in any testing.

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>1. Sound Level</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 5 to Annex I to Directive 70/157/EEC as last amended by Directive 1999/101/EC or Directive 2007/34/EC <p>Or</p> <ul style="list-style-type: none"> • Paragraph 6 to UNECE Regulation 51.02 	<p>Directive 70/157/EEC, Annex I, <i>paragraphs</i> 5.3.1.1, 5.3.1.2. and 5.3.1.3 shall not apply.</p> <p>Vehicles for which an approval or test report has been issued prior to modification of the exhaust system down stream of the catalyst, a Stationary Noise Test</p> <p>“Stationary Noise Test” means:</p> <p>a) in the case of a modified exhaust system a stationary test as defined in <i>paragraphs</i> 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157 and shall not exceed the equivalent stationary value recorded on the Certificate of Conformity, Approval Certificate or test report for that vehicle by more than 2dB(A) at 0.5m.</p> <p>b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report is required to <i>paragraph</i> 5.4 of Annex I to Directive 70/157/EC except that this shall not apply if air brake silencers are fitted.</p> <p>Modification of the exhaust system length after last silencer not exceeding 2m is permissible without further test.</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p>	<p>Laden or unladen vehicle.</p> <p>Approval or Test Report</p> <p>And</p> <p>For modified systems a Stationary Noise Test</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>2. Emissions (Light Duty Vehicles)</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • paragraph 5 of Annex I to Directive 70/220/EEC as last amended by Directive 2003/76/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulations 83.05 <p>Or</p> <ul style="list-style-type: none"> • Regulation (EC) No. 715/2007 	<p>Applies to M₁ and M₂ vehicles and M₃ with positive ignition.</p> <p>Directive 70/220/EEC as amended shall cease to apply from 2 January 2013.</p> <p>Vehicles are exempt from the requirements of On Board Diagnostic systems.</p> <p>This item does not apply to vehicles approved to item 41.</p> <p>Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p> <p>An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass</p> <p>Only modifications specified above will be accepted without further test.</p> <p>Any other modifications may be assessed at the discretion of the Approval Authority</p>	<p>Laden or unladen vehicle.</p> <p>Approval or Test Report</p> <p>And</p> <p>Inspection of modifications (if applicable)</p>
<p>3. Fuel Tanks / Rear Protective Devices</p> <p>For fuel tanks: The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 70/221/EEC as last amended by directive 2006/20/EC <p>Or</p> <ul style="list-style-type: none"> • For liquid fuel tanks: UNECE Regulation 34.02. <p>For vehicles using gaseous fuels: UNECE Regulations 67.01 and 115 for LPG. UNECE Regulations 110.00 and 115 for CNG.</p> <p>And</p> <p>For rear underrun: The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 5 of Annex II to Directive 70/221/EEC as last amended by directive 2006/20/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 58.01 	<p>Fuel tanks for liquid fuels at ambient temperature must:</p> <p>comply with the requirements given in column 1 except that the approval or test report, need not be for the same vehicle type: and</p> <p>subsequent modifications to the pipe-work or relocation of a tank excluding the tank, the cap/filler device or the venting device, may be accepted by the Approval authority.</p> <p>Note: The requirements for liquid fuel tanks apply only to fuel tanks used primarily for the propulsion of the vehicle.</p> <p>Rear Protection Device:</p> <p>An Installation check must be made to confirm that the rear protective device as a separate technical unit is of a type for which:</p> <p>a type approval or test report has been issued;</p> <p>or</p> <p>has been tested and witnessed by the Approval Authority;</p> <p>or</p>	<p>Installation Check that the fuel tank or rear underrun device has been correctly installed in accordance with the technical requirements.</p> <p>Fuel tanks for gaseous fuels: Approval or Test Report</p> <p>Fuel tanks for liquid fuels at ambient temperature: Approval or Test Report</p> <p>Rear Underrun: Approval or Test Report</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
	<p>calculations have been submitted to the satisfaction of the Approval Authority;</p> <p>and a visual inspection that the device has been correctly installed in accordance with the technical requirements.</p> <p>If the vehicle is fitted with a fuel tank for petrol the fuel tank shall be so constructed that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of not less than 23.6mm without the aid of a device (such as a funnel) not fitted to the vehicle.</p> <p>The fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the forces, vibration and corrosive environment to which it is likely to be subject. It shall also be so fitted as to avoid the risk of damage, such as abrasion, due to fouling of other parts, and to minimise the risk of fire in the event of any leakage of fuel.</p>	
<p>4. Rear Registration Plate Space</p> <p>The technical provisions of <i>paragraphs</i> 1 and 2 to Directive 70/222/EEC</p>	<p>A check that the positional, dimensional and the visibility requirements are met.</p>	<p>Approval or Test Report Or A dimensional and the visibility check</p>
<p>5. Steering Effort</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 70/311/EEC as last amended <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 79.01 	<p>Where a vehicle is constructed using a base vehicle of a different category the provisions applicable to the base vehicle category at its maximum mass may apply.</p> <p>For a modified system manoeuvrability test in accordance with <i>paragraph</i> 5 of 1992/62/EEC</p>	<p>Laden vehicle. Approval or Test Report</p>
<p>6. Door Latches and Hinges</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 70/387/EEC as last amended by Directive 2001/31/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 11.03. 	<p>Applies to M₁ vehicles</p> <p>Does not apply to any power operated door which meets the technical requirements of <i>paragraph</i> 7.6.5 of Annex I to Directive 2001/85/EC</p>	<p>Approval or Test Report Or Evidence that suitable proprietary parts from approved vehicles are used</p>
<p>7. Audible Warning</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 2 of Annex I to Directive 70/388/EEC as last amended by 87/354/EC <p>Or</p> <ul style="list-style-type: none"> • Paragraph 14 to UNECE Regulation 28.00 	<p>Inspection to confirm the presence of approval marks and operation of the device including a Sound Level Check which is a vehicle test as described in the technical provisions given in column 1 except that a voltage test is not required.</p>	<p>Component: Approval or Device must be “e” / “E” marked</p> <p>Vehicle: Approval or Test Report Or Inspection to confirm the presence and operation of the device including a Sound Level Check.</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>8. Indirect Vision Devices</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 2003/97/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 46.02. 	<p>Field of view requirements do not apply to Optional mirrors.</p> <p>“Optional mirrors” are mirrors not intended to give a clear view to the rear, side or front of the vehicle within the fields of vision defined in 2003/97/EC; therefore they are in no way a substitute for rear view mirrors</p>	<p>Component Approval:</p> <p>Approval or Test Report</p> <p>Vehicle Approval:</p> <p>Approval or Test Report</p> <p>Specify the numbers and class(es) of mirror required for each vehicle category.</p>
<p>9. Braking</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 2 of Annex I to Directive 71/320/EEC as last amended by Directive 1998/12/EC and tests as defined in associated Annexes as may be applicable. <p>Or</p> <ul style="list-style-type: none"> • Paragraph 5 of UNECE Regulation 13.09 or 13H.00 and tests as defined in associated Annexes as may be applicable. 	<p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p>	<p>Laden and Unladen vehicle</p> <p>Approval or Test Report</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>10. Suppression (Radio) / Electro-magnetic Compatibility</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 72/245/EEC as last amended by Directive 2006/28/EC, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 10.03 	<p>Items for which approval has been granted as part of the base of incomplete vehicle approval do not need re-approval.</p> <p>If adding additional electrical/electronic components to the vehicle then these additional components should be “e” / “E” marked. If they are not “e” / “E” marked then the additional components will require EMC testing as per 2004/104/EC and a test report will be required for evidence of this.</p>	<p>Components:</p> <p>Approval or Test Report</p> <p>Installation:</p> <p>Approval or Test Report</p> <p>Or</p> <p>A Test / Inspection restricted to a check for “e” / “E” marked components and ESA approval for safety critical items.</p>
<p>11. Diesel Smoke</p> <ul style="list-style-type: none"> • Directive 72/306/EEC as last amended by Directive 2005/21/EC section 5 of Annex I and tests as defined in Annexes IV and V <p>Or</p> <ul style="list-style-type: none"> • EC Regulation 715/2007 <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 24.03 	<p>A free acceleration test such that the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed-</p> <ul style="list-style-type: none"> a) for an M₁ vehicle, 1.5 per metre or b) for an M₂ or M₃ vehicle: <ul style="list-style-type: none"> i) if the engine of the vehicle is turbo-charged, 3.0 per metre or ii) in any other case, 2.5 per metre is allowed as an alternative. <p>“co-efficient of absorption” is to be construed in accordance with <i>paragraph 3.5</i> of Annex VII to Directive 72/306/EEC;</p> <p>“free acceleration” has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC.</p> <p>A test report for a modified system need only refer to the engine as long as the installation conditions are not violated.</p> <p>Vehicles fitted with proprietary engines which have already been satisfactorily tested for emissions to 72/306 may gain approval for the vehicle based on the engine results provided that similar conditions of installation to those on the test report are used. Where “similar” means installation tolerances in the directive. Data should be provided to show that Intake and Exhaust specifications are within the ranges specified in the 72/306/EEC type approval information document.</p> <p>Directive 72/306/EEC as amended shall cease to apply from 2 January 2013.</p>	<p>Approval or Test Report</p>
<p>12. Interior Fittings</p> <p>The essential Technical</p>	<p>Applies to M₁ vehicles</p> <p>The following shall not apply:</p>	<p>Approval or Test Report</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
requirements of: Directive 74/60/EEC or ECE Regulation 21.01	<ul style="list-style-type: none"> Directive 74/60/EEC, Annex I, <i>paragraphs</i> 5.1.2, 5.2.4, 5.3.4.1, 5.4.2.2, 5.7.1.2 and the second sentence of 5.2.3.1. And <ul style="list-style-type: none"> ECE Regulation 21.01, paragraphs 5.1.2, 5.2.3.1, 5.2.4, 5.3.4.1, 5.4.2.2, 5.4.2.3, 5.7.1.2. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.	
13. Anti-theft and Immobiliser The technical provisions of: <ul style="list-style-type: none"> Directive 74/61/EEC as last amended by Directive 95/56/EC. Or <ul style="list-style-type: none"> UNECE Regulations 18.03, 97.01 and 116 as applicable. 	Immobilisers must be approved as part of the base vehicle or as a Separate Technical Unit. Alarms must be approved as part of the base vehicle or as a Separate Technical Unit. The following shall not apply: Directive 74/61/EEC Annex IV, <i>paragraphs</i> 3.9, 4.1.3, 4.1.4, 4.2.4, 4.2.6, and 4.3.5; And UNECE Regulation 18, <i>paragraphs</i> 5.8, 6.1.3, 6.1.4, 6.2.4, 6.2.6, 6.3.5. In the case of devices to prevent unauthorised use the manufacturer may as an alternative to an approval or test report issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an Installation Check will be conducted including any check the Approval Authority considers necessary and in the case of an immobiliser or alarm system a completed installation certificate. In the case of an immobiliser or alarm system an Installation Check An “ Installation Check ” means: An inspection of installed components as the approval authority deem necessary and in the case of an immobiliser or alarm system a completed installation certificate. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.	Device to prevent unauthorised use: Approval or Test Report Immobilisers and Alarm Systems Approval or Test report And Installation Check
14. Protective Steering The essential technical provisions of: <ul style="list-style-type: none"> Directive 74/297/EEC as last amended by Directive 91/662/EEC Or <ul style="list-style-type: none"> UNECE Regulation 12.03 	Applies to M ₁ vehicles The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.	Approval or Test Report

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>15. Seat Strength</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 74/408/EEC as amended by Directive 2005/39/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 17.07 	<p>Side facing seats may be fitted in accordance with Directive 74/408/EEC as amended by Directive 2005/39/EC, Article 3a, <i>paragraph</i> 3, until 20 October 2010.</p> <p>The installation of side facing seats shall be prohibited in vehicles of categories M₁, M₂ (Class B or III) and M₃ (Class B or III).</p>	Approval or Test Report
<p>16. Exterior Projections</p> <p>The essential technical requirements of:</p> <ul style="list-style-type: none"> • Directive 74/483/EEC <p>Or</p> <ul style="list-style-type: none"> • ECE Regulation 26.03 	<p>Applies to M₁ vehicles</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply to the cab only.</p>	Approval or Test Report
<p>17. Speedometer and Reverse Gear</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 75/443/EEC as amended by Directive 97/39/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 39.00 	<p>This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver.</p>	<p>Speedometer Approval or Test Report Or</p> <p>Tachograph fitted and provides adequate visual indication of speed to the driver.</p> <p>Reverse Gear A test to confirm the presence and function of a reverse gear and operation from the driving position.</p>
<p>18. Plates (statutory)</p> <p>The technical provisions of: Directive 76/114/EEC as last amended by Directive 78/507/EEC.</p> <p>And</p> <p>Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate</p>	<p>Inspection to confirm: the presence of a plate bearing details of Make, Model, VIN (or equivalent unique vehicle identifier), and Masses (Maximum Design values for the Axles, Gross Vehicle and Gross Train, King Pin (for semi trailers only)); the initial VIN or unique vehicle identifier is marked on the chassis or other structure on the right hand side of the vehicle. And that it is placed in a clearly visible and accessible position by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.</p> <p>Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.</p>	Inspection
<p>19. Seat Belt Anchorages</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 76/115/EEC as last amended by Directive 2005/41/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 14.06 	<p>Applies to M₁, M₂ (Class B or III), M₃ (Class B or III), And, if fitted, M₂ (Class A, I or II), M₃ (Class A, I or II)</p>	Approval or Test Report

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>20. Installation of Lighting and Light Signalling Devices</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Annex II to Directive 76/756/EEC as last amended by 2007/35/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 48.03, <p>And</p> <p>where applicable: Rear Marker Plates to Statutory Instrument 157 of 1985</p>	<p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply to the cab.</p>	<p>Approval or Test Report</p> <p>All lighting devices must be “e” / “E” marked and of the correct categories to be fitted in appropriate locations; Headlamps must be appropriate for left-hand rule of the road.</p> <p>The manufacturer should provide a list of components, their “e” / “E” numbers and any alternatives covered by test reports.</p>
<p>21. Retro Reflectors, Rear Marker</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/757/EEC as last amended by Directive 97/29/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 3.02 <p>And,</p> <p>2. Where applicable: Rear Marker Plates to Statutory Instrument 157 of 1985</p>		<p>Approval or Devices must be “e” / “E” marked.</p>
<p>22. End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/758/EEC as last amended by Directive 97/30/EC <p>Or</p> <ul style="list-style-type: none"> • For End-Outline, Front-Position (side), Rear-Position (side), and Stop lamps UNECE Regulation 7.02. For Daytime Running Lamps UNECE Regulation 87.00. For Side Marker lamps, UNECE Regulation 91.00 		<p>Approval or Devices must be “e” / “E” marked</p>
<p>23. Direction Indicators</p> <p>The technical and marking requirements of:</p>		<p>Approval or Devices must be “e” / “E” marked</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<ul style="list-style-type: none"> • Directive 76/759/EEC as last amended by Directive 99/15/EC Or UNECE Regulation 6.01		
24. Rear Registration Plate Lamps The technical and marking requirements of: <ul style="list-style-type: none"> • Directive 76/760/EEC as last amended by Directive 97/31/EC Or <ul style="list-style-type: none"> • UNECE Regulation 4.00 		Approval or Devices must be “e” / “E” marked
25. Headlamps including bulbs The technical and marking requirements of: <ul style="list-style-type: none"> • Directive 76/761/EEC as last amended by Directive 99/17/EC Or <ul style="list-style-type: none"> • Equivalent UNECE Regulations 1.02, 5.02, 8.05, 20.03, 31.02, 98.00 and 112 for headlamps, And UNECE Regulations 2, 37.03 and 99.00 for all lamps (bulbs).	An Installation Check will be conducted including any check the Approval Authority considers necessary. A check for left hand rule of the road traffic dipped beam cut off is required. If of self levelling design then a self certification is required.	Headlamps: Approval Or Approval and supplementary test report for modifications Lamps (bulbs): Approval or Devices must be “e” / “E” marked Components be “e” marked Installation check
25A. Cornering Lamps Where fitted: the technical and marking requirements of UNECE Regulation 119		Approval or Devices must be “e” / “E” marked
26. Front Fog Lamps Where fitted: the technical and marking requirements of: <ul style="list-style-type: none"> • Directive 76/762/EEC as last amended by Directive 99/18/EC Or <ul style="list-style-type: none"> • UNECE Regulation 19.02 		Approval or Devices must be “e” / “E” marked
27. Towing Hooks The technical provisions of: Annex II to Directive 77/389/EEC as last amended by Directive 96/64/EC	Not Applicable for M ₁	Approval or Test Report
28. Rear Fog Lamps The technical and marking requirements of: <ul style="list-style-type: none"> • Directive 77/538/EEC as last amended by Directive 99/14/EC Or <ul style="list-style-type: none"> • UNECE Regulation 38.00 		Approval or Devices must be “e” / “E” marked

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>29. Reversing Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 77/539/EEC as last amended by Directive 97/32/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 23.00 		Approval or Devices must be “e” / “E” marked
<p>30. Parking Lamps</p> <p>Where fitted: the technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 77/540/EEC as last amended by Directive 99/16/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 77.00 		Approval or Devices must be “e” / “E” marked
<p>31. Seat Belts and Restraint Systems</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 77/541/EEC as last amended by Directive 2005/40/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 16.05 	<p>Full Directive specification required in all seating positions</p> <p>Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical defect or disability and intended for use solely by such person are exempt.</p> <p>Any vehicle not required to be fitted with seat belt anchorages is exempted from these requirements.</p> <p>A seat belt bearing an approval may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements.</p>	<p>List minimum numbers and classes of seat belt for each vehicle category</p> <p>Components:</p> <p>Approval or Test Report. Devices must be “e” / “E” marked</p> <p>Installation:</p> <p>Approval or Test Report or manufacturer’s test report</p>
<p>32. Forward Vision</p> <p>Technical requirements of:</p> <ul style="list-style-type: none"> • Directive 77/649/EEC as amended by 90/630/EEC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 125 	<p>Applies to M₁ vehicles</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p>	Approval or Test Report
<p>33. Identification of Controls</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 78/316/EEC as amended by Directive 94/53/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 121 	<p>Inspection to check that the prescribed controls are marked in accordance with the requirements of the directive. Other optional controls should be readily identifiable and must not be confusable with other symbols show in the Directive and Regulation. Electronic displays shall follow any appropriate priority protocol.</p>	Approval or Test Report And Inspection
<p>34. Defrost / Demist</p> <p>The essential technical requirements of Annex I paragraphs 5.1.1 and 5.2.1. of Directive 78/317/EEC</p>	<p>For M₁ vehicles:</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply if an adequate system is provided in the</p>	Approval or Test Report Or Documented details of the system plus a functional check Or Where appropriate a check for

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
	<p>front. The defrost system must be capable of melting frost or ice on the surface of the windscreen thereby restoring visibility over the bulk of the area prescribed in the washer and wiper section.</p> <p>The demist system must be capable of removing a film of condensate on the inside surface of the windscreen thereby restoring visibility over the bulk of the area prescribed in the washer and wiper section [A test procedure to determine an adequate system is to be defined]</p> <p>For M₂ and M₃ vehicles:</p> <p>Vehicles shall be fitted with an adequate defrosting and demisting device.</p> <p>“Adequate” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.</p>	adequate system.
<p>35. Wash / Wipe</p> <p>The technical requirements of Annex I <i>paragraph 5</i> of Directive 78/318/EEC</p>	<p>For M₁ vehicles:</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply if an adequate system is provided in the front.</p> <p>For M₂ and M₃ vehicles:</p> <p>Vehicles shall be fitted with adequate washing and wiping devices.</p> <p>“Adequate” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.</p>	<p>Approval or Test Report Or Visual inspection</p> <p>Test to the specifications contained in <i>paragraph 5</i> of 78/318/EEC.</p>
<p>36. Heating Systems</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 2006/19/EC, section 3 of Annex II, and Annexes III, VII and VIII. <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 122 	<p>Systems using waste heat from the engine cooling system need only be checked for presence and operation.</p> <p>Vehicle manufacturer needs to demonstrate the essential requirements are fulfilled. If air is the medium for heat transfer, conduct a test to ensure that CO levels of air coming from vents is not more than 20ppm above the ‘ambient’ air. Normal exhaust measuring equipment may be sufficiently sensitive.</p>	<p>Combustion heaters (if fitted) Approval or Test Report</p> <p>Waste Heat Systems Approval or Test Report Or Installation Check</p>
<p>37. Wheel Guards</p> <p>The technical provisions of Directive 78/549/EEC as amended by 94/78/EC</p>	<p>Applies to M₁ vehicles</p> <p>Vehicle to comply with dimensional requirements, which can be demonstrated by technical drawing</p>	Approval or Test Report or and visual inspection
<p>38. Head Restraints</p> <p>The technical provisions of</p>	<p>Applies to M₁ vehicles</p> <p>For vehicles with a maximum mass equal</p>	Approval or Test Report

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
Directive 78/932/EEC	<p>to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p> <p>This item does not apply to seats not intended for normal use while the vehicle is travelling on a road. Seats that are for use when travelling on a road must be clearly identified to users.</p>	
<p>39. CO₂ Emissions / Fuel Consumption</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 80/1268/EEC as amended by Directive 2004/3/EC. <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 101 	<p>Applies to M₁ vehicles</p> <p>Does not apply to vehicles fitted with an engine approved to item 41.</p> <p>May be tested concurrent with Item 2.</p> <p>May accept validated test report from engine supplier or from another vehicle with proven equivalent characteristics.</p>	Approval or Test Report
<p>40. Engine Power</p> <p>The technical requirements of:</p> <ul style="list-style-type: none"> • Directive 80/1269/EEC as amended by Directive 1999/99/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 85 where applicable 	<p>If standard power unit is fitted the use of the manufacturer's data or a chassis dynamometer check is permitted.</p>	Approval or Test Report
<p>41. Diesel Emissions</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 2005/55/EC as amended by Regulation (EC) No. 715/2007 and Directive 2006/51/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 49.05 	<p>Does not apply to vehicles not fitted with a CI engine except for vehicles fuelled with natural gas or liquefied petroleum gas.</p> <p>Does not apply to vehicles approved under item 2.</p> <p>Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p> <p>Other modifications may be assessed by the Approval Authority.</p> <p>A check will be made that an approved/ tested engine is installed in the vehicle, and is marked in accordance with that approval or test report and the intake and exhaust systems are appropriate so as conform to the installation conditions. The approval label on the engine or control unit shall be checked</p>	Approval or Test Report And Visual Check
<p>42. Lateral Protection</p>	Not Applicable	
<p>43. Spray-suppression systems</p>	Not Applicable	

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>44. Masses and Dimensions (cars)</p> <p>The essential technical requirements of Directive 92/21/EEC as amended by 95/48/EC</p>	<p>Applies to M₁ vehicles</p>	<p>Approval or Test Report</p>
<p>45. Safety Glass</p> <p>The technical and marking provisions of:</p> <ul style="list-style-type: none"> • Directive 92/22/EEC as amended by Directive 2001/92/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 43. 	<p>Exclusions defined in <i>paragraph 1</i> of Annex II to Directive 92/22/EEC as amended.</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p> <p>Directive 92/22/EEC, Annex III, <i>paragraph 2.1.1</i> and <i>2.1.2</i> do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.</p>	<p>Component:</p> <p>Approval And all glazing must be e/E marked</p> <p>Installation:</p> <p>Approval or Test Report or manufacturer's test report and installation check.</p>
<p>46. Tyres</p> <p>The technical provisions and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 92/23/EEC as last amended by Directive 2005/11/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulations 30.02 or 30.03, 54 for durability and 117.01 for noise. <p>And</p> <p>In the case of a temporary use spare wheel (if fitted), The technical provisions and marking requirements of: UNECE Regulation 64.01</p>	<p>Installation Check required to ensure that all tyres (except those that are not accessible) are marked in accordance with the directive including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle. Check that tyres don't foul bodywork</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p>	<p>Component:</p> <p>Approval or Devices must be "e" / "E" marked</p> <p>Installation:</p> <p>Approval or Test Report Or Installation Check</p> <p>Where markings cannot be checked a declaration will be required from the manufacturer</p>
<p>47. Speed Limiters</p> <p>The technical provisions and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 92/24/EC as last amended by Directive 2004/11/EC, <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 89. 	<p>Applies to M₂ and M₃ vehicles</p> <p>Installation Check for presence, component approval markings and the set speed which must be indicated on a plate in a conspicuous position in the driver's compartment.</p>	<p>Component:</p> <p>Approval or Devices must be "e" / "E" marked</p> <p>Installation:</p> <p>Approval or Test Report Or Installation Check</p>
<p>48. Masses and Dimensions</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 97/27/EC as amended, section 7 of Annex I. <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 107.02, Annex 11. 	<p>Applies to M₂ and M₃ vehicles</p>	<p>Approval or Test Report</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
49. External Projections of Cabs	Not Applicable	
50. Couplings Where fitted, the technical provisions of: <ul style="list-style-type: none"> • Annex VII to Directive 94/20/EC Or <ul style="list-style-type: none"> • UNECE Regulation 55.01 		Component: Approval Installation: Approval / Test Report
51. Flammability The technical provisions of: <ul style="list-style-type: none"> • Directive 95/28/EC, section 7 of Annex I. Or <ul style="list-style-type: none"> • UNECE Regulation 118. 	Applies to M ₃ Class III vehicles Inspection shall confirm by physical examination, all materials are either marked as having an approval to the directive or, if this is not possible, documentary evidence (e.g. approval certificate, report).	Approval / Test Report
52. Buses and Coaches The technical provisions of: <ul style="list-style-type: none"> • Directive 2001/85/EC, section 7 of Annex I including references to Annex III, IV, V, VI and VIII. Or <ul style="list-style-type: none"> • UN/ECE Regulation 107.02 Accessibility for vehicles of Class I: The technical provisions of Directive 2001/85/EC Annex VII and Routes and Destination Displays. Vehicles other than Class I: If equipped with devices for people with reduced mobility and/or wheelchairs, shall comply with the relevant requirements of Annex VII as may be applicable to the devices fitted. Optional accessibility approval for vehicles of Class II or III: The technical provisions of Directive 2001/85/EC Annex VII and Routes and Destination Displays.	Applies to M ₂ and M ₃ vehicles Allows Chapters I, II, III and IV of this Schedule as an alternative. Vehicles of Class I, II or III , as defined in 2001/85/EC or UN/ECE Regulation 107.02: As an alternative to Directive 2001/85/EC, Annex VIII, <i>paragraph</i> 7.6.1.14 the upper deck gangway shall be connected by one or more intercommunication staircases to the access passageway of a service door or to the lower deck gangway within 3m of a service door. Vehicles of Class A or B , as defined in 2001/85/EC or UN/ECE Regulation 107.02: As an alternative to Directive 2001/85/EC, Annex I, <i>paragraph</i> 7.11.3.1 a vehicle may be fitted with handrails or handholds on at least one side and in the case of double doors this requirement may be met by a central stanchion or handrail. Vehicles of Class I: As an alternative may comply with Chapter II of this Schedule. Vehicles of Class II: As an alternative may comply with Chapter II of this Schedule. Vehicles of Class III: As an alternative may comply with Chapter III of this Schedule. Vehicles of Class A or B: As an alternative to Directive 2001/85/EC, Annex VII <i>paragraphs</i> 3.6 to 3.8, may comply with Chapter I of this Schedule. Requirements that are not compatible with the intended use do not apply to the following vehicles:	Approval / Test Report

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
	<p>Vehicles for the secure transport of persons,</p> <p>Vehicles designed for use by the Garda Síochána, security and armed forces,</p> <p>Vehicles containing seating for use only while the vehicle is stationary.</p> <p>In the case of a School bus of Class III, Annex I to Directive 2001/85/EC shall be amended as follows:</p> <p>(a) for 225mm in <i>paragraphs</i> 7.7.8.1.1 and 7.7.8.1.2 shall be substituted 200mm;</p> <p>(b) for 680mm in <i>paragraph</i> 7.7.8.4.1 shall be substituted 650mm; and</p> <p>(c) for 400mm in <i>paragraph</i> 7.7.8.2.2 shall be substituted 350mm.</p> <p>Paragraph 7.4 of Annex I to Directive 2001/85/EC shall not apply to:</p> <p>(a) a vehicle of Class B fitted with no more than 16 passenger seats; or</p> <p>(b) any other single deck vehicle fitted with a Vehicle Stability Function for which an approval has been issued in accordance with UN/ECE Regulation 13.11.</p> <p>Vehicles of Class A & B: The frontal barrier collision test in <i>paragraph</i> 7.6.7.2. of Annex I to Directive 2001/85/EC shall not apply to a vehicle in which all passengers have access to at least two doors, being either a service door or an emergency door, one of which is not a sliding door.</p> <p>In the case of any deck of a vehicle without a permanent top, the handrails are required to extend to the ceiling or to a height of not less than 1500mm. A handhold may be substituted for a handrail.</p> <p>A door, not being a service door, may be fitted to the offside of a vehicle.</p> <p>Vehicles of Class B: Directive 2001/85/EC, Annex VII, <i>paragraph</i> 3.3.1. shall not apply.</p> <p>Vehicles of Class B with a variable seating or wheelchair arrangement: Directive 2001/85/EC, Annex VII, <i>paragraph</i> 3.4.1. shall not apply to the extent that it requires a pictogram internally adjacent to a priority seat or a wheelchair space.</p> <p>Directive 2001/85/EC, Annex I, <i>paragraph</i> 7.6.7.6.: In the case of:</p> <p>(i) a manually operated sliding door fitted with a slam lock of the two stage type the activation of the device may be by movement of the door itself;</p>	

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
	<p>(ii) a nearside rear door forming part of a pair of doors fitted at the rear of the vehicle the requirements do not apply if that door is capable of being held securely closed by the other door of that pair.</p> <p>Vehicles of Class I, II or III: May as an alternative to the table in Directive 2001/85/EC, Annex I, <i>paragraph</i> 7.6.1.1. meet the requirements of Table 1.</p> <p>Vehicles of Class B fitted with more than one wheelchair space: In the case of the second and subsequent wheelchair spaces, the space shall be not less than 700mm wide and 1200mm long.</p> <p>Directive 2001/85/EC, Annex VIII, <i>paragraph</i> 7.6.1.4: for the words “emergency exits” shall be substituted the word “exits”.</p>	
<p>53. Frontal Impact</p> <p>If fitted with airbag, Technical requirements of 96/79/EC</p>	Applies to M ₁ vehicles	<p>Component: Approval Installation: Approval / Test Report</p>
54. Side Impact	Not Applicable	
55. Blank		
56. Vehicles Intended for the Transport of Dangerous Goods	Not Applicable	
57. Front Underrun Protection	Not Applicable	
58. Pedestrian Protection	<p>Applies to M₁ vehicles</p> <p>Make check under item 16 (external projections)</p>	

Table 1. Requirement for minimum number of exits in each separate compartment

This table may be used as an alternative to Table 7.6.1.1 in Annex 1 of EC Directive 2001/85/EC

Number of Passengers	Number of Service Doors		
	Class I and A	Class II	Class III and B
9 — 45	1	1	1
46 — 70	2	1	1
71 — 100	2*	2	1
>100	4	3	1

Note * Indicates where the requirement differs from 2001/85/EC

CHAPTER I

WHEELCHAIR ACCESSIBILITY REQUIREMENTS

Definitions;

1. In this Schedule;

“the 1976 Directive” means Council Directive 76/115/EEC (as amended) of 18 December 1975 on the approximation of the laws of the member states relating to anchorages for motor vehicle safety belts;

“the 1977 Directive” means Council Directive 77/541/EEC (as amended) of 28 June 1977 on the approximation of the laws of the member states relating to safety belts and restraint systems of motor vehicles;

“boarding lift” means a lift fitted to a regulated public service vehicle for the purpose of allowing wheelchair users to board and alight from the vehicle;

“boarding ramp” means a ramp fitted to a regulated public service vehicle for the purpose of allowing wheelchair users to board and alight from the vehicle;

“contrast” means a contrast in the amount of light which is reflected by the surfaces of the parts of a regulated public service vehicle or its equipment which is required by these Regulations to contrast;

“dynamic test” means a test which complies with the requirements of *paragraph 3(7)*;

“exit” means an exit from a regulated public service vehicle but does not include an exit which is provided for use only in case of emergency;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit, but does not include a staircase or any space in front of a seat or row of seats which is required only for the use of passengers occupying the seat or row of seats;

“g” means 9.81 m/s²;

“kg” means kilogram(s);

“km/h” means kilometre(s) per hour;

“mm” means millimetre(s);

“m/s” means metre(s) per second and “m/s²” means metre(s) per second per second;

“N” means newton(s);

“optical device” means any system (including a mirror, closed circuit television and optical cable) which provides the driver of a regulated public service vehicle with a view of an area of the vehicle;

“portable ramp” means a ramp which is carried on a regulated public service vehicle for the purpose of allowing wheelchair users to board and alight from the vehicle;

“reference wheelchair” means an occupied wheelchair having the dimensions shown in diagram A of Part II to this Schedule;

“seat” means a seat intended for use by passengers and, accordingly, does not include the driver’s seat or any other seat intended to use solely by a crew member;

“static test” means a test which complies with the requirements of *paragraph 3(5)* and which applies the forces specified in *paragraph 3(6)*;

“wheelchair restraint system” means a system which is designed to keep a wheelchair restrained within the wheelchair space;

“wheelchair user” means a disabled person using a wheelchair, and

“wheelchair user restraint” means a system which is designed to keep a wheelchair user restrained in the wheelchair.

Wheelchair spaces

2. (1) A regulated public service vehicle shall be fitted with not less than one wheelchair space.

(2) Any wheelchair space shall be fitted to the lower deck of a double-deck bus or double-deck coach.

(3) Any wheelchair space on a regulated public service vehicle-

(a) shall comply with the requirements of *paragraph 3*; or

(b) where the vehicle is adapted to carry standing passengers and is not fitted with any seat belts for passengers which are required to be fitted by regulation, may comply with the requirements of *paragraph 4* as an alternative to the requirements of *paragraph 3*.

Forward-facing wheelchairs

3. (1) Any wheelchair space fitted to a regulated public service vehicle shall comply with the following requirements;

(a) a wheelchair space shall not be less than;

(i) 1300mm measured in the longitudinal plane of the vehicle;

- (ii) 750mm measured in the transverse plane of the vehicle; and
 - (iii) 1500mm measured vertically from any part of the floor of the wheelchair space;
- (b) a wheelchair space shall allow the carriage of a wheelchair and a wheelchair user facing the front of the vehicle;
 - (c) a wheelchair space shall be fitted with a wheelchair restraint system suitable for general wheelchair application;
 - (d) a wheelchair space shall be fitted with a wheelchair user restraint system which shall comprise a minimum of two anchorage points and a pelvic restraint (lap belt) designed and constructed of components intended to perform in a similar manner to those of a seat belt conforming to the 1977 Directive;
 - (e) any wheelchair user restraint or wheelchair restraint system fitted to a wheelchair space shall be capable of being easily released in the case of an emergency;
 - (f) any wheelchair restraint system shall either—
 - (i) meet the dynamic test requirements described in *sub-paragraph (7)* and be securely attached to vehicle anchorages meeting the static test requirements in *sub-paragraph (5)*; or
 - (ii) be securely attached to vehicle anchorages such that the combination of restraint and anchorages meets the requirements of *sub-paragraph (7)* when the anchorages comply with *sub-paragraph (7)(d)(ii)*; and
 - (g) any wheelchair user restraint shall either—
 - (i) meet the test requirements described in *sub-paragraph (8)* and be securely attached to vehicle anchorages meeting the static test requirements in *sub-paragraph (5)*; or
 - (ii) be securely attached to vehicle anchorages such that the combination of restraint and anchorages meets the test requirements described in *sub-paragraph (8)* when fitted to a representative section of the vehicle structure as described in *sub-paragraph (5)(g)*.

(2) One or more seats which are capable of being tipped, folded or otherwise moved may lie within the volume specified in *sub-paragraph (1)(a)* or within the gangway specified in *paragraph 7* provided that the seat is capable of being easily moved out of the volume or out of the gangway. In the case of a single-deck or double-deck coach, this may include a seat which may be quickly dismantled or removed provided that the seat can be safely stowed.

(3) The clear space in front of any seat may lie within the volume specified in *sub-paragraph* (1) (a) or within the gangway specified in *paragraph* 7.

(4) There shall be a sign on or near a seat specified in sub-paragraphs (2) and (3) stating the following “Please give up this seat for a wheelchair user” or stating words of equivalent meaning.

(5) A static test shall be carried out on the anchorage points for both the wheelchair restraint system and the wheelchair user restraint in accordance with the following requirements-

- (a) the forces specified in *sub-paragraph* (6) shall be applied by means of a device reproducing the geometry of the wheelchair restraint system;
- (b) the forces specified in *sub-paragraph* (6) shall be applied by means of a device reproducing the geometry of the wheelchair user restraint and by means of a traction device specified in *paragraph* 5.3.4 of Annex 1 of the 1976 Directive;
- (c) the forces in (a) and (b) above shall be applied simultaneously in the forward direction and at an angle of $10^{\circ}\pm 5^{\circ}$ above the horizontal plane;
- (d) the forces in (a) above shall be applied in the rearward direction and at an angle of $10^{\circ}\pm 5^{\circ}$ above the horizontal plane;
- (e) the forces shall be applied as rapidly as possible through the central vertical axis of the wheelchair space;
- (f) the force shall be maintained for a period of not less than 0.2 seconds; and
- (g) the test shall be carried out on a representative section of the vehicle structure together with any fitting provided in the vehicle which is likely to contribute to the strength or rigidity of the structure.

(6) The forces referred to in *sub-paragraph* (5) are—

- (a) in the case of anchorages provided for a wheelchair restraint system fitted to a Category M² vehicle-
 - (i) 11100N applied in the longitudinal plane of the vehicle and towards the front of the vehicle at a height of not less than 200mm and not more than 300mm measured vertically from the floor of the wheelchair space, and
 - (ii) 5500N applied in the longitudinal plane of the vehicle and towards the rear of the vehicle at a height of not less than 200mm and not more than 300mm measured vertically from the floor of the wheelchair space;

- (b) in the case of anchorages provided for a wheelchair restraint system fitted to a Category M₃ vehicle-
 - (i) 7400N applied in the longitudinal plane of the vehicle and towards the front of the vehicle at a height of not less than 200mm and not more than 300mm measured vertically from the floor of the wheelchair space, and
 - (ii) 3700N applied in the longitudinal plane of the vehicle and towards the rear of the vehicle at a height of not less than 200mm and not more than 300mm measured vertically from the floor of the wheelchair space;
- (c) in the case of anchorages provided for a wheelchair user restraint system, the forces shall be in accordance with the requirements of *paragraph 5.4* of Annex 1 of the 1976 Directive;

References to M₂ and M₃ vehicles are references to vehicles of those categories as defined in Annex II (A) to the 1970 Directive.

(7) A wheelchair restraint system shall be subject to a dynamic test carried out in accordance with the following requirements—

- (a) a representative wheelchair test trolley of mass 85kg shall, from a speed of between 48km/h to 50km/h to rest, be subject to a deceleration-time pulse in the forward direction which-
 - (i) exceeds 20g for a cumulative period of at least 0.015 seconds,
 - (ii) exceeds 15g for a cumulative period of at least 0.04 seconds,
 - (iii) is for an overall duration of at least 0.075 seconds and not more than 0.12 seconds,
 - (iv) shall not, for a duration of more than 0.08 seconds, be at 28g, and
 - (v) shall not exceed 28g;
- (b) except as provided in (c) below, a representative wheelchair test trolley of mass 85kg shall, from a speed of between 48km/h to 50km/h to rest, be subject to a deceleration-time pulse in the rearward direction which—
 - (i) exceeds 5g for a cumulative period of at least 0.015 seconds,
 - (ii) shall not, for a duration of more than 0.02 seconds, be at 8g, and
 - (iii) shall not exceed 8g;

- (c) the test in (b) above shall not apply if the same restraints and direction of loading are used for the forward and rearward direction or if an equivalent test has been conducted;
- (d) for the above tests the wheelchair restraint system shall be attached to either-
 - (i) anchorages fixed to the test rig which represents the geometry of the anchorages in a vehicle for which the restraint system is intended, or
 - (ii) anchorages forming part of a representative section of the vehicle for which the restraint system is intended, set up as described in *sub-paragraph (5)(g)*.

(8) A wheelchair occupant restraint shall comply with the test requirements specified in *paragraph 2.7.8.4* of Annex 1 of the 1977 Directive or an equivalent test to the deceleration-time pulse in *paragraph (7)(a)*. A seat belt which has been type approved in accordance with the 1977 Directive, and so marked, shall be deemed to comply.

(9) A test in sub-paragraphs (5), (7) or (8) shall fail unless the following requirements are met—

- (a) no part of the system shall have failed, or shall have become detached from its anchorage or from the vehicle during the test;
- (b) mechanisms to release the wheelchair and user shall be capable of release after completion of the test;
- (c) in the case of the test specified in *sub-paragraph (7)*, the wheelchair shall not move more than 200mm in the longitudinal plane of the vehicle during the test; and
- (d) no part of the system shall be deformed to such an extent after completion of the test that, because of sharp edges or other protrusions, the part is capable of causing injury.

Rearward-facing wheelchairs

4. (1) Any wheelchair space fitted to a regulated public service vehicle shall comply with the following requirements—

- (a) a wheelchair space shall not be less than—
 - (i) 1300mm measured in the longitudinal plane of the vehicle,
 - (ii) 750mm measured in the transverse plane of the vehicle, and
 - (iii) 1500mm measured vertically from any part of the floor of the wheelchair space;

- (b) a wheelchair space shall allow the carriage of a wheelchair and a wheelchair user seated in the wheelchair and facing the rear of the vehicle;
 - (c) a wheelchair space shall be fitted with a backrest which shall—
 - (i) be fitted to the front end of the wheelchair space;
 - (ii) be positioned centrally with respect to the front end of the wheelchair space, and
 - (iii) be fitted with a padded surface facing the rear of the vehicle; and
 - (d) a wheelchair space shall be fitted with a horizontal handrail which shall—
 - (i) be fitted along not less than one of the longitudinal sides of the wheelchair space,
 - (ii) be at a height of not less than 850mm and not more than 1000mm measured vertically from the floor of the wheelchair space,
 - (iii) run continuously from a point not more than 300mm to the rear of the front end of the wheelchair space measured horizontally to a point not less than 1000mm to the rear of the front end of the wheelchair space measured horizontally,
 - (iv) not extend into the wheelchair space by more than 90mm measured horizontally from the edge of the wheelchair space,
 - (v) be capable of being easily and firmly gripped by a wheelchair user,
 - (vi) have a circular cross section with a diameter of not less than 30mm and not more than 35mm,
 - (vii) have clear space of not less than 45mm between any part of the vehicle and all parts of a handrail other than its mountings,
 - (viii) have a slip-resistant surface, and
 - (ix) contrast with the parts of the vehicle adjacent to the handrail.
- (2) Any backrest fitted to a wheelchair space in accordance with *sub-paragraph (1)(c)* shall comply with the following requirements-
- (a) the bottom edge of a backrest shall be at a height of not less than 350mm and not more than 480mm measured vertically from the floor of the wheelchair space;
 - (b) the top edge of a backrest shall be at a height of not less than 1300mm measured vertically from the floor of the wheelchair space;

- (c) a backrest shall have a width of-
 - (i) not less than 270mm and not more than 420mm up to a height of 830mm measured vertically from the floor of the wheelchair space, and
 - (ii) not less than 270mm and not more than 300mm at heights exceeding 830mm measured vertically from the floor of the wheelchair space;
- (d) a backrest shall be fitted at an angle of not less than 4° and not more than 8° to the vertical with the bottom edge of the backrest positioned closer to the rear of the vehicle than the top edge;
- (e) the padded surface of a backrest shall form a single and continuous plane;
- (f) the padded surface of a backrest shall pass through any point on an imaginary vertical plane situated to the rear of the front end of the wheelchair space and situated not less than 100mm and not more than 120mm from the front end of the wheelchair space measured horizontally and not less than 830mm and not more than 870mm from the floor of the wheelchair space measured vertically; and
- (g) a backrest shall be capable of bearing a load of 2000N applied for a minimum of 2 seconds by means of a block 200mm x 200mm square in the longitudinal plane of the vehicle towards the front of the vehicle to the centre of the padded surface of the backrest at a height of not less than 600mm and not more than 800mm measured vertically from the floor of the wheelchair space. The backrest shall not deflect more than 100mm or suffer permanent deformation or damage.

(3) In the lateral plane of the wheelchair space, a clear space of not less than 750mm shall be maintained and, in order to restrict the lateral movement of a reference wheelchair, there shall be a distance not greater than 900mm (measured in the lateral plane of the wheelchair space) between any two of the following adjacent means of support fitted on each side of the wheelchair space-

- (a) a vertical stanchion situated to the rear of the front end of the wheelchair space and running continuously from the floor of the wheelchair space to a height of not less than 1500mm, which shall comply with the following requirements-
 - (i) the base of the stanchion shall be not less than 400mm and not more than 560mm from the front end of the wheelchair space measured horizontally, and
 - (ii) at heights exceeding 775mm measured vertically from the floor of the wheelchair space, the stanchion shall be not less than 540mm

and not more than 560mm from the front end of the wheelchair space measured horizontally; or

- (b) a retractable rail extending continuously from a point not more than 200mm from the front end of the wheelchair space to a point not less than 540mm from the front end of the wheelchair space measured horizontally and at a height of not less than 600mm and not more than 800mm measured vertically from the floor of the wheelchair space; or
- (c) a partition extending continuously from a point not more than 200mm from the front end of the wheelchair space to a point not less than 540mm from the front end of the wheelchair space measured horizontally and at a height of not less than 600mm and not more than 800mm measured vertically from the floor of the wheelchair space; or
- (d) the side wall, or equipment fitted to the side wall, of the vehicle extending continuously from a point not more than 200mm from the front end of the wheelchair space to a point not less than 540mm from the front end of the wheelchair space measured horizontally and at a height of not less than 600mm and not more than 800mm measured vertically from the floor of the wheelchair space.

(4) Any stanchion, retractable rail, partition, or side wall (in this *sub-paragraph* referred to as “the device”) fitted to a regulated public service vehicle in accordance with *sub-paragraph* (3) shall be capable of bearing a load of 1000N applied for a minimum of 2 seconds by means of a block 200mm x 200mm in the transverse plane of the wheelchair space and applied to the centre of the device at a height of not less than 600mm and not more than 800mm measured vertically from the floor of the wheelchair space. The device should not deflect more than 50mm or suffer permanent deformation or damage.

(5) One or more seats which are capable of being tipped, folded or otherwise moved may lie within the volume specified in *sub-paragraph* (1)(a) or within the gangway specified in *paragraph* 7 provided that the seat is capable of being easily moved out of the volume or out of the gangway.

(6) The clear space in front of any seat may lie within the volume specified in *sub-paragraph* (1)(a) or within the gangway specified in *paragraph* 7.

(7) There shall be a sign on or near a seat specified in sub-paragraphs (5) and (6) stating the following “Please give up this seat for a wheelchair user” or stating words of equivalent meaning.

(8) In this paragraph, the phrase “front end of a wheelchair space” means the end of a wheelchair space that is closer to the front of the regulated public service vehicle to which the wheelchair space is fitted.

Boarding lifts and ramps

5. (1) A regulated public service vehicle shall be fitted with not less than one boarding lift or one boarding ramp, or shall carry not less than one portable ramp.

(2) Any boarding lift or boarding ramp fitted in accordance with *sub-paragraph* (1) shall—

- (a) have a safe working load of not less than 300kg;
- (b) when subject to a uniformly distributed mass equal to 125 per cent of the safe working load for a period of not less than 10 seconds, not suffer any permanent deformation or damage when the load is removed;
- (c) have its maximum safe working load marked in a position which is clearly visible to the operator of the lift or ramp; and
- (d) not allow the vehicle in the normal course to be driven away unless the lift or ramp is at its normal position of vehicle travel.

(3) Any boarding ramp fitted to a regulated public service vehicle shall (subject to (d) below) comply with the following requirements—

- (a) a boarding ramp shall have a surface of not less than 800mm in width;
- (b) no part of the surface in *sub-paragraph* (3)(a), and no part of the vehicle, shall present an obstruction greater than 15mm in height measured along a plane parallel to, and above, the surface of the ramp, and in the direction of travel of a reference wheelchair when moved into or from the vehicle;
- (c) with the vehicle on a flat surface, in the normal condition for a wheelchair user to board or alight, and with the boarding ramp extended and sitting on a kerb of 125mm in height measured vertically from and parallel to the ground, the surface of a boarding ramp shall have a slope measured over the surface referred to in *sub-paragraph* (3)(a) of not more than [8°] measured relative to the ground;
- (d) notwithstanding (c) above, a boarding ramp may have—
 - (i) at the intersection of the surface of the kerb and the surface of the ramp described above, a slope not exceeding 15° relative to the ground over a distance of not more than 150mm (measured along the surface of the ramp and parallel to the direction of travel of a reference wheelchair when it is moved from the kerb and onto the ramp surface), and
 - (ii) at any other point a slope not exceeding 15° relative to the ground over a distance of not more than 150mm (measured along the

surface of the ramp and parallel to the direction of travel of a reference wheelchair when it is moved into the vehicle) and rising to a height of not more than 15mm (measured above and parallel to the surface of the ramp or its sections);

- (e) with the vehicle on a flat surface and in the normal condition for a wheelchair user to board or alight, the boarding ramp shall be capable of being extended to and of sitting on that surface and in this position the surface of a boarding ramp shall have a slope of not more than 20° measured over the surface referred to in *sub-paragraph (3)(a)*;
 - (f) a boarding ramp shall be free of sharp edges or other protrusions capable of causing injury; and
 - (g) around and abutting each of the edges of a boarding ramp there shall be a band of colour of not less than 50mm in width which shall contrast with the remainder of the ramp surface.
- (4) Any boarding lift fitted to a regulated public service vehicle shall comply with the following requirements-
- (a) a boarding lift platform shall be not less than 750mm in width and not less than 1200mm in length (excluding the device specified in (b) below);
 - (b) unless a boarding lift platform is in the lowered position and resting on a surface from which a wheelchair user will board, the following shall apply-
 - (i) along any side of the lift platform from which a wheelchair user will move on to, or move from, the lift platform, a device of a height not less than 100mm measured vertically above the surface of the lift platform shall operate automatically as the lift is raised above the lowered position, except that when in the raised position for a wheelchair user to move from the lift platform to the floor of the vehicle, the device shall permit unobstructed access to the floor of the vehicle;
 - (ii) along any other side, there shall be a device or structure of a height not less than 25mm measured vertically above the surface of the lift platform; and
 - (iii) part of the vehicle structure may fulfil the requirements in (i) or (ii) above throughout the operating range of the lift provided that any gaps in the structure are unlikely to cause injury while the lift is in motion;
 - (c) the vertical operating speed of a boarding lift platform shall not exceed 0.15m/s;

- (d) with the vehicle on a flat surface and in the normal condition for a wheelchair user to board or alight, the lift shall be capable of being lowered to and of sitting on that surface;
 - (e) where the vertical travel of the lift platform exceeds 500mm, at least one side of the lift platform shall be fitted with a handrail where—
 - (i) in the case of a handrail fitted to the lift platform, a secure horizontal handrail shall be provided at a height of not less than 650mm or more than 1100mm measured vertically from the surface of the lift platform; or
 - (ii) in the case of a handrail that does not move with the lift platform, a vertical handrail shall provide a grasping point at the same heights above the lift platform throughout the range of the vertical travel; and
 - (f) around and abutting each of the edges of a boarding lift there shall be a band of colour of not less than 50mm in width which shall contrast with the remainder of the lift surface.
- (5) Any power-operated boarding lift or power-operated boarding ramp fitted to a regulated public service vehicle shall (subject to *sub-paragraphs* (6) to (9))—
- (a) be capable of operation—
 - (i) by means of a control situated in the driver's cab, or
 - (ii) by means of a control situated adjacent to the lift or ramp which shall only be capable of operation by means of a master control situated in the driver's cab;
 - (b) produce an audible signal when in operation;
 - (c) be capable of being manually operated, or where the vehicle is fitted with more than one lift or ramp, not less than one lift or ramp capable of being manually operated shall be accessible to each wheelchair user;
 - (d) not be capable of operation when the vehicle is in motion;
 - (e) be fitted with a safety device which stops the movement of the ramp if the ramp is subject to a reactive force not exceeding 150N in any direction and if that motion could cause injury to a passenger; and
 - (f) be fitted with sensors capable of stopping the movement of the lift platform if it comes into contact with any thing or person whilst it is in motion and, once stopped, the lift platform must be capable of being reversed.

(6) *Sub-paragraph (5)(f)* shall not apply to a power-operated boarding lift which can only be operated by a control fitted in accordance with *sub-paragraph (5)(a)(ii)*.

(7) As an alternative to the requirement in *sub-paragraph (5)(c)*, a regulated public service vehicle may carry a portable ramp.

(8) This *sub-paragraph* applies where-

- (a) a power-operated boarding lift is fitted to a regulated public service vehicle, and
- (b) there are areas of that lift which are not visible to a person operating the lift.

(9) Where *sub-paragraph (8)* applies-

- (a) the lift shall be fitted with a stop control which is within easy reach of any user of the lift and which is operable with the palm of the hand, and
- (b) where the stop control is activated, the lift, once stopped, shall be capable of being reversed.

(10) Where a portable ramp is carried in a regulated public service vehicle the ramp shall-

- (a) not easily be moved when it is in the normal position for a wheelchair user to board or alight from the vehicle and it is being so used;
- (b) be provided with a stowage position in a position where it is readily available for use;
- (c) be capable of being securely stowed in the stowing position so as to minimise the risk of injury to the passengers, the driver and any other crew members; and
- (d) comply with the requirements in *sub-paragraph (2)(a), (b) and (c)* and (3) as if references to “boarding ramp” were references to “portable ramp”.

(11) In this *paragraph* “master control” means a control which enables another control to activate the relevant system, but which is not itself alone capable of activating that system.

Entrances and exits

6. (1) Any entrance or exit which is intended to provide access for a wheelchair user shall have a clear unobstructed width of not less than 800mm.

(2) Subject to *sub-paragraph* (3), where an entrance or exit which is intended to provide access for a wheelchair user is fitted with a power-operated boarding lift or a power-operated boarding ramp which is not within the direct field of vision of the driver-

- (a) the entrance or exit shall be fitted with an optical device; and
- (b) the optical device shall enable the driver to have a clear unobstructed view of the inside and outside of the door area and of the operation of the lift or ramp.

(3) *Sub-paragraph* (2) shall not apply to a power-operated boarding lift or a power-operated ramp which can only be operated by a control fitted in accordance with *paragraph* 5(5)(a)(ii).

Gangways

7. Any gangway between a wheelchair space and an entrance or exit intended to provide access for a wheelchair user—

- (a) shall allow a reference wheelchair to be moved from an entrance to the wheelchair space and from the wheelchair space to an exit, with the wheelchair user moving in a forward facing direction, and to be moved (in either direction) from the gangway into the wheelchair space in the appropriate direction for travel;
- (b) shall not be less than 750mm wide at any point along the gangway; and
- (c) where a vehicle is fitted with more than one wheelchair space, the requirement in (a) above shall be met with any other wheelchair space occupied with a reference wheelchair.

Signs and markings

8. (1) A regulated public service vehicle shall have a sign conforming with diagram B in Part II of this Schedule, or a sign of equivalent meaning conforming to the dimensions in that diagram, which is;

- (a) coloured white on a blue background,
- (b) of dimensions of not less than 150mm by 150mm when fitted externally or of not less than 60mm by 60mm when fitted internally, and
- (c) situated—
 - (i) on the exterior of the vehicle and adjacent to any entrance for a wheelchair user,
 - (ii) on the interior of the vehicle and adjacent to any exit for a wheelchair user, and

(iii) adjacent to any wheelchair space,

and in a position clearly visible to a wheelchair user.

(2) There shall be situated adjacent to a wheelchair space and in a position clearly visible to a wheelchair user—

- (a) a sign indicating the direction that the wheelchair and the wheelchair user shall face during travel, and
- (b) appropriate safety instructions explaining the use of the wheelchair space.

(3) Where a regulated public service vehicle is fitted with a wheelchair space for a forward facing wheelchair in accordance with the requirements of *paragraph 3*, instructions on the use of the wheelchair restraint system and wheelchair user restraint shall be situated in a position readily visible to any person using the system.

Communication devices

9. (1) A communication device shall be fitted to a regulated public service vehicle in the following positions-

- (a) adjacent to a wheelchair space and in a position readily useable by any person who is using the wheelchair space, and
- (b) on the exterior of the vehicle adjacent to any entrance for wheelchair access which is outside the direct view of the driver, except where that entrance is in the rear of the vehicle in which case the device shall be fitted on the rearmost part of the side face of the vehicle from which passengers will board the vehicle and at a height of not less than 850mm and not more than 1000mm measured vertically from the ground (with the vehicle at its minimum height if it is fitted with a kneeling system) to the centre of the device.

(2) Unless *sub-paragraph (3)* applies, any communication device fitted in accordance with *sub-paragraph (1)* shall comply with the following requirements—

- (a) a communication device shall be operable by the palm of the hand;
- (b) the surround of the communication device shall contrast with the device and with the surface on which the surround is mounted; and
- (c) when operated, a communication device shall activate an audible signal which enables the driver to identify that a device fitted in accordance with *sub-paragraph (1)* has been activated, and where fitted in accordance with *sub-paragraph (1)(a)*, after activating an audible signal may (on being operated subsequently) provide a visual signal

which is visible to the driver until the opening of at least one of the exits.

(3) Where a regulated public service vehicle is required to comply with Schedule 2, any communication device fitted in accordance with *sub-paragraph* (1)(a) shall comply with the following requirements-

- (a) a communication device shall be operable by the palm of the hand;
- (b) the surround of the communication device shall contrast with the device and with the surface on which the surround is mounted; and
- (c) when operated, a communication device-
 - (i) after activating an audible signal to the driver which enables the driver to identify that a device fitted in accordance with *sub-paragraph* (1)(a) or (b) has been activated, may (on being operated subsequently) provide a visual signal to the driver until the opening of at least one of the exits;
 - (ii) shall activate an audible signal which is audible in the passenger area; and
 - (iii) shall activate at least one illuminated stopping sign on each deck of the vehicle or, in the case of an articulated vehicle, on each section of that vehicle, which is or would be within the field of vision of the passengers seated on a majority of the seats on that deck or in that section.

(4) An illuminated stopping sign-

- (a) shall not use only capital letters; and
- (b) shall display illuminated the word “stopping” or a word or words to that effect immediately a communication device is activated and until at least one of the exits is open.

Lighting

10. (1) Lighting shall be fitted to illuminate the interior and exterior of a regulated public service vehicle sufficient to allow a wheelchair user to board and alight from the vehicle in safety.

(2) Any lighting fitted to a regulated public service vehicle in accordance with *sub-paragraph* (1) shall have a means of preventing its operation when the vehicle is in motion if its use is likely to affect adversely the driver’s vision.

Diagram A-Wheelchair Dimensions

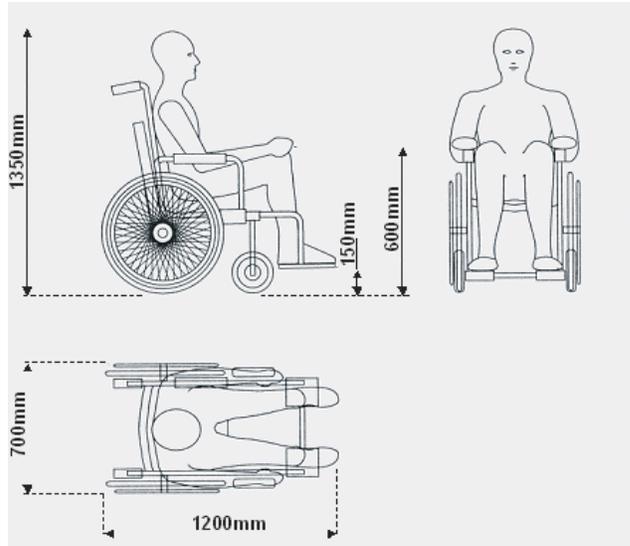


Diagram B-Wheelchair Sign



CHAPTER II

GENERAL ACCESSIBILITY REQUIREMENTS FOR SINGLE-DECK
AND DOUBLE-DECK BUSES (Class I or II)**Definitions**

1. In this Schedule;

“contrast” means a contrast in the amount of light which is reflected by the surfaces of the parts of a regulated public service vehicle or its equipment which is required by these Regulations to contrast;

“cushion” means that part of a seat on which a person using the seat sits, whether padded or not;

“deep” in relation to a step, means the distance from the outer edge of the nosing of the step tread to the riser of the step tread;

“doorway area” means that area which is within one metre of any entrance or exit measured horizontally from any point along the external edge of the door aperture;

“exit” means an exit from a regulated public service vehicle but does not include an exit which is provided for use only in case of emergency;

“external step” means the last step or platform from an entrance or an exit which leads directly from the vehicle to the ground;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit, but does not include a staircase or any space in front of a seat or row of seats which is required only for the use of passengers occupying the seat or row of seats;

“km/h” means kilometre(s) per hour;

“kneeling system” means a system which enables the bodywork of a regulated public service vehicle to be lowered relative to its normal height of travel;

“mm” means millimetre(s);

“N” means newton(s);

“normal height of travel” means the height specified by the vehicle’s manufacturer for normal vehicle travel;

“priority entrance” means an entrance (not being an entrance fitted to the off-side of the vehicle) providing access to the priority floor area in accordance with *paragraph 2(2)(b)*;

“priority exit” means an exit (not being an exit fitted to the off-side of the vehicle) providing access from the priority floor area in accordance with *paragraph 2(2)(b)*;

“priority floor area” means a single continuous area of floor space comprising not less than 35% of the total floor area of a regulated public service vehicle;

“priority seat” means a seat designated as such in accordance with *paragraph 3*;

“seat” means a seat intended for use by passengers and, accordingly, does not include the driver’s seat or any other seat intended for use solely by a crew member; and

“total floor area” means the total floor area of a regulated [public] service vehicle, or in the case of a double-deck bus the total floor area of the vehicle’s lower deck, excluding the driver’s cab, wheelboxes, stepwells, internal staircases and any space designated for the storage of luggage.

Floor and gangways

2. (1) All floors within the total floor area of a regulated public service vehicle shall be slip-resistant.

(2) A regulated public service vehicle shall contain a priority floor area which shall-

- (a) not contain steps;
- (b) provide access to at least one priority entrance to, and one priority exit from, the vehicle or access to steps which lead to such entrances and exits;
- (c) contain all priority seats specified in *paragraph 3*; and
- (d) have a slope of not more than 3° in any direction, or not more than 5° in any direction within the doorway area, when the vehicle is unladen standing on a level surface and in its normal condition of travel.

(3) Any gangway within the priority floor area of a regulated public service vehicle shall have a width of-

- (a) not less than 450mm up to a height of 1400mm measured vertically from the floor of the vehicle, and
- (b) not less than 550mm at heights exceeding 1400mm measured vertically from the floor of the vehicle.

Priority seats

3. (1) A regulated public service vehicle shall have not less than 4 seats designated by signs complying with *sub-paragraph* (3) as priority seats for use by disabled persons.

(2) Any priority seat fitted to a regulated public service vehicle and designated in accordance with *sub-paragraph* (1) shall comply with the following requirements-

- (a) a priority seat shall not be a seat which is capable of being tipped, folded or otherwise moved;
- (b) a priority seat shall face only the front or the rear of the vehicle;
- (c) a priority seat shall not be a seat to which the provisions of *paragraphs* 3(2) and (3) or 4(5) and (6) of Schedule 1 apply;
- (d) a priority seat shall be as close as practicable to a priority entrance;
- (e) there shall be adequate space under or adjacent to at least one priority seat for the comfortable accommodation of a dog trained to assist a disabled person;
- (f) any armrest fitted to a priority seat shall be moveable to the extent required to permit unrestricted access by a disabled person to that seat or to any other priority seat to which access may be gained past the seat;
- (g) a cushion of a priority seat shall have a width of not less than 440mm measured at the widest point across the surface of the cushion, such distance being equally spaced either side of the centreline of the seating position;
- (h) the top surface of a cushion of a priority seat shall be at a height of not less than 400mm and not more than 500mm above the floor of the vehicle measured from the front edge of the seat and along an imaginary line passing vertically from the centreline of the seating position to the floor;
- (i) where a priority seat faces the same direction as a seat situated directly in front of the priority seat-
 - (i) the distance between the front surface of the back of the priority seat and the back surface of the back of the seat in front (measured along an imaginary horizontal line passing along the top surface of the cushion of the priority seat and through the centreline of the seating position of the priority seat) shall not be less than 650mm, and

- (ii) where the back of either seat is adjustable, this measurement shall be made with the seat or seats in the manufacturer's nominal position for normal use;
- (j) where a priority seat faces any other seat-
- (i) the distance between the front surface of the back of the priority seat and the front surface of the back of the facing seat (measured along an imaginary horizontal line passing along the top surface of the cushion of the priority seat and through the centreline of the seating position of the priority seat) shall not be less than 1300mm, and
 - (ii) where the back of either seat is adjustable, this measurement shall be made with the seat or seats in the manufacturer's nominal position for normal use;
- (k) there shall be-
- (i) not less than 1300mm of clear space above any point along the front edge of the top surface of a cushion of a priority seat measured vertically from the top surface of the cushion,
 - (ii) not less than 900mm of clear space above any point along the rear edge of the top surface of a cushion of a priority seat measured vertically from the top surface of the cushion, and
 - (iii) clear space between any point on the top surface of a cushion of a priority seat and an imaginary plane connecting the maximum height of clear space specified in (i) above to the maximum height of clear space specified in (ii) above; and
- (l) where a priority seat faces the same direction as a seat situated directly in front of the priority seat or if the priority seat faces a bulkhead or a partition, there shall be-
- (i) above an imaginary horizontal plane passing along the top surface of a cushion of a priority seat and situated in front of the front edge of the cushion, a volume of clear space of not less than 230mm measured in the longitudinal plane of the priority seat, of not less than 420mm measured in the transverse plane of the priority seat (such distance being equally spaced either side of the centreline of the seating position) and of a height not less than the height of the back of the priority seat;
 - (ii) below an imaginary horizontal plane passing along the top surface of a cushion of a priority seat and situated in front of the front edge of the cushion, a volume of clear space of not less than 230mm measured in the longitudinal plane of the priority seat, of not less than 300mm measured in the transverse plane of the

priority seat (such distance being equally spaced either side of the centreline of the seating position) and of a height not less than the height of the priority seat cushion, and

- (iii) where a priority seat is situated facing a bulkhead or a partition which is more than 1200mm in height measured vertically from the floor of the vehicle, the distances measured in the longitudinal plane of the priority seat referred to in (i) and (ii) above shall not be less than 300mm.

(3) There shall be a sign on or near a priority seat indicating that disabled persons have priority for the use of that seat.

(4) In *sub-paragraph* (2) the phrase “manufacturer’s nominal position for normal use” means the position of an adjustable seat which the manufacturer of the seat recommends, or has nominated, as being the normal position for using that seat.

Steps

4. (1) Steps for use by passengers on a regulated public service vehicle shall (subject to *sub-paragraph* (6)) comply with the following requirements-

- (a) the surface of each tread shall be covered in a slip-resistant material;
- (b) step nosings shall be designed to minimise the risk of tripping;
- (c) across the front edge of each tread there shall be a band of colour not less than 45mm and not more than 50mm in width, which shall contrast with the remainder of the tread;
- (d) the rear of a step shall be closed by a vertical riser between the rear of the tread and either the front edge of the tread above or the floor of the vehicle above;
- (e) any step, other than an external step or a step to a seat fitted to any part of a wheelarch or a step in (f) below, shall-
 - (i) not be less than 120mm and not more than 200mm in height, and
 - (ii) the surface of the tread shall not be less than 300mm deep and not less than 400mm wide;
- (f) any steps between a gangway and a passenger seat or a row of passenger seats, other than a step to any seat fitted to any part of a wheelarch, shall not be more than 250mm in height; and
- (g) in a flight of steps, the difference in height between any two steps shall not be more than 10mm.

(2) The height of a step in *sub-paragraph (1)* shall be measured vertically from the surface of the tread, and at the centre of the tread width, to an imaginary line extended horizontally from the surface of the next tread or floor of the vehicle.

(3) An external step, leading from not less than one priority entrance and to not less than one priority exit, shall-

(a) not be more than 250mm in height measured-

(i) from the surface of the tread of the external step to the ground,

(ii) if the vehicle is fitted with a kneeling system, with the regulated public service vehicle at its minimum height, and

(iii) at the centre of the tread width; and

(b) not be less than 300mm deep.

(4) A regulated public service vehicle shall not be fitted with a step which can project beyond the side of the vehicle adjacent to the step unless—

(a) the step is protected by parts of the vehicle or otherwise so that [it] is not liable to injure pedestrians; or

(b) the step can fold or retract so that it does not project beyond the side face of the vehicle and the vehicle is not capable in the normal course of being driven away unless the step is so folded or retracted.

(5) Where a regulated public service vehicle is fitted with a power-operated step, that step shall—

(a) not be capable of operation whilst the vehicle is in motion, and

(b) be fitted with a safety device which stops the motion of the step if the step is subject to a reactive force not exceeding 150N in any direction and if that motion could cause injury to a passenger.

(6) Sub-paragraphs (1)(d), (e) and (g) shall not apply to those steps in a double-deck bus which lead from the lower deck to the upper deck.

Handrails and handholds

5. (1) A handrail shall (subject to *sub-paragraph (2)*) be fitted in the following positions in a regulated public service vehicle-

(a) along one or both sides of a gangway-

(i) from a position level with the top of the back of a seat extending to the ceiling of the vehicle, or to a height of not less than 1500mm measured vertically from the floor of the vehicle, at

intervals of not more than 1050mm measured in the longitudinal direction of the vehicle, or

- (ii) in areas where there are no seats adjacent to a gangway, [from the floor or, where there is a wheel arch or similar structure, from the lowest height which is practicable to, in either case, the ceiling, or] a height of not less than 1500mm measured vertically from the floor of the vehicle, at intervals of not more than 1050mm measured in the longitudinal direction of the vehicle, and
 - (iii) where the gangway is adjacent to the internal walls of the vehicle, horizontally along the internal wall of the vehicle and parallel to those walls at a height of not less than 1200mm and not more than 1500mm measured vertically from the floor of the vehicle;
- (b) in any area where passengers may stand other than a gangway-
- (i) where the area is adjacent to the internal walls of the vehicle, horizontally along the internal walls of the vehicle and parallel to those walls at a height of not less than 1200mm and not more than 1500mm measured vertically from the floor of the vehicle, and
 - (ii) in any other area, from the floor to the ceiling, or to a height of not less than 1500mm measured vertically from the floor of the vehicle, at intervals of not more than 1050mm measured in the longitudinal direction of the vehicle;
- (c) from the doorway area immediately adjacent to a priority entrance to not less than one of the priority seats at a height of not less than 800mm and not more than 900mm measured vertically from the floor of the vehicle or, where it is not practical to comply with those requirements, the handrail need not be continuous provided any gap does not exceed 1050mm and a vertical handrail is provided on at least one side of the gap extending from a height of at least 1200mm to a height of not less than 1500mm measured vertically from the floor of the vehicle; and
- (d) on both sides of the interior of an entrance or exit-
- (i) in the case of any external step in the vehicle entrance which is fixed, not more than 400mm measured from the outer edge of the step nosing and at a height of not less than 800mm and not more than 1100mm measured vertically from the ground, with the vehicle at its minimum height if the vehicle is fitted with a kneeling system,
 - (ii) in the case of an external step in the vehicle entrance which is not fixed, on both sides of the interior of an entrance or exit not more than 100mm from the outer edge of the step nosing of the lowest

fixed step in the vehicle entrance and at a height of not less than 800mm and not more than 1100mm measured as mentioned in (i) above, and

- (iii) in the case of any other steps leading into a vehicle, for the position appropriate to a particular step, at not more than 600mm measured horizontally and inwards from the outer edge of the step nosing of the tread of a step or the floor of the vehicle and at a height of not less than 800mm and not more than 1100mm measured vertically from the surface of the tread of the step.

(2) Where—

- (a) it is necessary to provide access to and into a wheelchair space, and
- (b) it is not possible to comply with the requirements of *sub-paragraph* (1)(b) or (1)(c),

a horizontal handrail or, at intervals of not more than 300mm, a series of handholds shall be provided across the gap.

(3) Any handrail in a regulated public service vehicle that is fitted in order to comply with this *paragraph* shall comply with the following requirements—

- (a) have a circular cross section with a diameter of not less than 30mm and not more than 35mm, or when fitted at either side of an entrance or exit, an oval cross section the maximum section of which is not more than 35mm and not less than 30mm, and the minimum section of which is not less than 20mm;
- (b) not be less than 800mm or more than 1900mm above the floor of the vehicle;
- (c) have a clear space of not less than 45mm between any part of the vehicle and all parts of a handrail other than its mountings;
- (d) have a slip-resistant surface;
- (e) be capable of being easily and firmly gripped by a passenger; and
- (f) contrast with the parts of the vehicle adjacent to the handrail.

(4) Any handhold in a regulated public service vehicle that is fitted in order to comply with this *paragraph* shall comply with the following requirements—

- (a) not be less than 800mm or more than 1900mm above the floor of the vehicle;
- (b) have a clear space of not less than 45mm between any part of the vehicle and all parts of a handhold other than its mountings;

- (c) have a loop shape, or some other form, designed to prevent a hand from slipping from the handhold;
 - (d) have a slip-resistant surface;
 - (e) be capable of being easily and firmly gripped by a passenger; and
 - (f) contrast with the parts of the vehicle adjacent to the handhold.
- (5) A handhold may be placed within the space of a gangway provided—
- (a) it is unlikely to cause injury; and
 - (b) it is easily moveable to the extent required to permit unrestricted access by a disabled person to a priority seat or to the gangway.

Communication devices

6. (1) A communication device shall be fitted in the following positions in a regulated public service vehicle—

- (a) within reach of each person seated in a priority seat;
- (b) adjacent to not less than every third row of seats; and
- (c) at a height of—
 - (i) not more than 1200mm if the communication device is for the use of seated passengers, or
 - (ii) not more than 1500mm if the communication device is for the use of other passengers,

measured vertically from the floor of the vehicle to the centre of the device.

(2) Any communication device shall comply with the following requirements—

- (a) a communication device shall be operable by the palm of the hand;
- (b) the surround of the communication device shall contrast with the device and with the surface on which the surround is mounted; and
- (c) when operated, a communication device shall—
 - (i) provide a signal to the driver of the vehicle to stop the vehicle,
 - (ii) activate an audible signal which is audible in the passenger areas, and

- (iii) activate at least one illuminated stopping sign on each deck of the vehicle or, in the case of an articulated vehicle, on each section of that vehicle, which is, or would be, within the field of vision of the passengers seated on a majority of the seats on that deck or in that section, and
- (3) An illuminated stopping sign—
- (a) shall not use only capital letters; and
 - (b) shall display illuminated the word “stopping” or a word or words to that effect immediately a communication device is activated and until at least one of the exits is open.

Kneeling Systems

7. (1) Where a regulated public service vehicle is fitted with a kneeling system, the vehicle and system shall comply with the following requirements—
- (a) a switch shall be required to be used to enable operation of the system;
 - (b) any control which initiates the lowering or raising of any part or the whole of the body relative to the road surface must be clearly identified and under the direct control of the driver of the vehicle;
 - (c) the lowering process shall be capable of being stopped and immediately reversed by a control which is both—
 - (i) within reach of the driver whilst seated in the cab, and
 - (ii) adjacent to any controls provided for the operation of the kneeling system; and
 - (d) the kneeling system shall not—
 - (i) allow the vehicle to be driven at a speed of more than 5km/h where the vehicle is lower than the normal height of travel, or
 - (ii) allow the vehicle to be lowered when the operation of an entrance or exit door (other than an emergency door) is prevented for any reason.
- (2) In this *paragraph* “emergency door” means an external door which is generally intended for use only in an emergency.

CHAPTER III

GENERAL ACCESSIBILITY REQUIREMENTS FOR SINGLE-DECK
AND DOUBLE-DECK COACHES (Class III)**Definitions**

1. In this Schedule;

“contrast” means a contrast in the amount of light which is reflected by the surfaces of the parts of a regulated public service vehicle or its equipment which are required by these Regulations to contrast;

“cushion” means that part of a seat on which a person using the seat sits, whether padded or not;

“deep” in relation to a step, means the distance from the outer edge of the nosing of the step tread to the riser of the step tread;

“exit” means an exit from a regulated public service vehicle but does not include an exit which is provided for use only in case of emergency;

“external step” means the last step or platform from an entrance or an exit which leads directly from the vehicle to the ground;

“gangway” means the space provided for obtaining access from any entrance to the passengers’ seats or from any such seat to an exit other than an emergency exit, but does not include a staircase or any space in front of a seat or row of seats which is required only for the use of passengers occupying the seat or row of seats;

“km/h” means [kilometre(s)] per hour;

“kneeling system” means a system which enables the bodywork of a regulated public service vehicle to be lowered relative to its normal height of travel;

“mm” means millimetre(s);

“N” means newton(s);

“normal height of travel” means the height specified by the vehicle’s manufacturer for normal vehicle travel; and

“seat” means a seat intended for use by passengers and, accordingly, does not include the driver’s seat or any other seat intended for use solely by a crew member.

Floors and gangways

2. (1) All floors within a regulated public service vehicle shall be slip-resistant.

(2) Any gangway within a regulated public service vehicle shall have a slope of not more than 5° in any direction, when the vehicle is unladen standing on a level surface and in its normal condition of travel.

Seats

3. (1) Any seat fitted to a regulated public service vehicle shall comply with the following requirements-

- (a) the top surface of a cushion of a seat shall be at a height of not less than 400mm and not more than 500mm above the floor of the vehicle measured from the front edge of the seat and along an imaginary line passing vertically from the centreline of the seating position to the floor;
- (b) any armrest fitted to a seat shall be moveable to the extent required to permit unrestricted access by a disabled person to that seat or to any other seat to which access may be gained past that seat;
- (c) where a seat (referred to below as “the first seat”) faces the same direction as another seat situated directly in front of the first seat-
 - (i) the distance between the front surface of the back of the first seat and the back surface of the back of the seat in front (measured along an imaginary horizontal line passing along the top surface of the cushion of the first seat and through the centreline of the seating position of the first seat) shall not be less than 650mm, and
 - (ii) where the back of either seat is adjustable, this measurement shall be made with the seat or seats in the manufacturer’s nominal position for normal use;
- (d) where a seat faces a bulkhead or a partition-
 - (i) the distance between the front surface of the back of the seat and the bulkhead or partition (measured along an imaginary horizontal line passing along the top surface of the cushion of the seat and through the centreline of the seating position of the seat) shall not be less than 650mm, and
 - (ii) where the back of the seat is adjustable, this measurement shall be made with the seat or seats in the manufacturer’s nominal position for normal use; and
- (e) where a seat (referred to below as “the first seat”) faces either the front or the rear of the vehicle and where the seat also faces any other seat-
 - (i) the distance between the front surface of the back of the first seat and the front surface of the back of the facing seat (measured along an imaginary horizontal line passing along the top surface

of the cushion of the first seat and through the centreline of the seating position of the first seat) shall not be less than 1300mm, and

- (ii) where the back of either seat is adjustable, this measurement shall be made with the seats or seats in the manufacturer's nominal position for normal use.

(2) In this *paragraph*, "manufacturer's nominal position for normal use" means the position of an adjustable seat which the manufacturer of the seat recommends, or has nominated, as being the normal position for using the seat.

Steps

4. (1) Steps for use by passengers on a regulated public service vehicle shall, except as provided in *sub-paragraph* (4), comply with the following requirements-

- (a) the surface of each tread shall be covered in a slip-resistant material;
- (b) step nosings shall be designed to minimise the risk of tripping;
- (c) across the front edge of each tread there shall be a band of colour not less than 45mm and not more than 50mm in width, which shall contrast with the remainder of the tread;
- (d) any steps, other than an external step, in any part of a gangway or staircase between every passenger seat and an entrance or exit complying with *sub-paragraph* (5) shall-
 - (i) not be less than 120mm and not more than 225mm in height, and
 - (ii) the surface of a tread shall not be less than 250mm deep;
- (e) any steps between a gangway and a passenger seat or a row of passenger seats shall not be more than 250mm in height; and
- (f) in a flight of steps, the difference in height between any two steps shall not be more than 10mm.

(2) The height of a step in *sub-paragraph* (1) shall be measured vertically from the surface of the tread, and at the centre of the tread width, to an imaginary line extended horizontally from the surface of the next tread or floor of the vehicle.

(3) Where one flight of steps connects with another, there shall be an area of floor at the point where the two flights connect, on which it is possible to inscribe a circle of a diameter of not less than 450mm.

(4) Where—

- (a) a regulated public service vehicle is a double-deck coach, and

- (b) that vehicle has, for the use of passengers, more than one means of access from the lower deck to the upper deck,

the requirements of *sub-paragraphs* (1)(d) and (3) shall only apply to one of those means of access if that means of access can be used for both access to and from the upper deck and it provides access to an entrance and exit which complies with *sub-paragraph* (5). In this *sub-paragraph* “means of access from the lower deck to the upper deck” means a flight of steps, or two or more connecting flights of steps, which lead from the lower deck to the upper deck of a double-deck coach.

(5) An external step leading from not less than one entrance and to not less than one exit, not being an entrance or exit on the off-side of the vehicle shall—

- (a) not be more than 320mm in height measured—

- (i) from the surface of the tread of the external step to the ground;
- (ii) if the vehicle is fitted with a kneeling system, with the regulated public service vehicle at its minimum height; and
- (iii) at the centre of the tread width; and

- (b) not be less than 250mm deep.

(6) A regulated public service vehicle shall not be fitted with a step which can project beyond the side of the vehicle adjacent to the step unless—

- (a) the step is protected by parts of the vehicle or otherwise so that it is not liable to injure pedestrians; or
- (b) the step can fold or retract so that it does not project beyond the side face of the vehicle and the vehicle is not capable in the normal course of being driven away unless the step is so folded or retracted.

(7) Where a regulated public service vehicle is fitted with a power-operated step, that step shall—

- (a) not be capable of operation whilst the vehicle is in motion, and
- (b) be fitted with a safety device which stops the motion of the step if the step is subject to a reactive force not exceeding 150N in any direction and if that motion could cause injury to a passenger.

Handrails

5. (1) A handrail shall (subject to *sub-paragraph* (2)) be fitted in the following positions in a regulated public service vehicle—

- (a) on both sides of the interior of an entrance or exit (not being an entrance or exit on the off-side of the vehicle):

- (i) not more than 100mm inwards (measured from the outer edge of the step nosing of any fixed external step leading into a vehicle entrance, or, if that step is not a fixed step, from the outer edge of the lowest fixed step in that entrance) and at a height of not less than 800mm and not more than 1100mm measured vertically from the ground, with the vehicle at its minimum height if the vehicle is fitted with a kneeling system, and
 - (ii) in the case of any other steps leading into a vehicle, for the position appropriate to a particular step, at not more than 600mm (measured horizontally and inwards from the outer edge of the step nosing of the tread of a step or the floor of the vehicle) and at a height of not less than 800mm and not more than 1100mm measured vertically from the surface of the tread of the step; and
- (b) in any gangway, above each step for use by passengers—
- (i) not more than 600mm measured horizontally and inwards from the outer edge of the step nosing of the tread of a step or the floor of the vehicle, and
 - (ii) above this point at a height of not less than 800mm and not more than 1100mm measured vertically from the surface of the tread of the step.

(2) Where it is not practicable to comply with the requirements of *sub-paragraph* (1)(a) on both sides of an entrance, a vehicle may, as an alternative to such requirements as they apply to one side of that entrance, be fitted with a vertical handrail in the following location—

- (a) not more than 100mm measured inwards from the outer edge of the step nosing of any external step or, if an external step is not a fixed step, of the lowest fixed step in the vehicle entrance, and
- (b) extending vertically from a height of not more than 800mm to a height of not less than 2000mm or, where this is not practicable due to the vehicle structure or ceiling, to the highest height that can be achieved, measured vertically from the ground with the vehicle at its minimum height if the vehicle is fitted with a kneeling system.

(3) Any handrail in a regulated public service vehicle that is fitted in order to comply with this *paragraph* shall comply with the following requirements-

- (a) have a circular cross section with a diameter of not less than 30mm and not more than 35mm, or when fitted at either side of an entrance or exit, an oval cross section the maximum section of which is not more than 35mm and not less than 30mm, and the minimum section of which is not less than 20mm;

- (b) with the exclusion of a handrail fitted in accordance with *sub-paragraph (2)*, be not less than 800mm or more than 1900mm above the floor of the vehicle;
- (c) have a clear space of not less than 45mm between any part of the vehicle and all parts of a handrail other than its mountings;
- (d) have a slip-resistant surface;
- (e) be capable of being easily and firmly gripped by a passenger; and
- (f) contrast with the parts of the vehicle adjacent to the handrail.

Kneeling Systems

6. (1) Where a regulated public service vehicle is fitted with a kneeling system, the vehicle and system shall comply with the following requirements—

- (a) a switch shall be required to be used to enable operation of the system;
- (b) any control which initiates the lowering or raising of any part or the whole of the body relative to the road surface must be clearly identified and under the direct control of the driver of the vehicle;
- (c) the lowering process shall be capable of being stopped and immediately reversed by a control which is both—
 - (i) within reach of the driver whilst seated in the cab; and
 - (ii) adjacent to any controls provided for the operation of the kneeling system;
- (d) the kneeling system shall not—
 - (i) allow the vehicle to be driven at a speed of more than 5km/h where the vehicle is lower than the normal height of travel, or
 - (ii) allow the vehicle to be lowered when the operation of an entrance or exit door (other than an emergency door) is prevented for any reason.

(2) In this *paragraph* “emergency door” means an external door which is generally intended for use only in an emergency.

CHAPTER IV

ROUTE AND DESTINATION DISPLAYS

1. In this section—

“character” means capital letters or numbers of a specified height and lower case letters of a size relative to that of a capital letter for a given typeface;

“destination” means a word or words to describe the route or final destination; and

“route number” means any combination of numbers or letters which designate a coach route.

2. (1) A regulated public service vehicle shall be fitted with a route number display and a destination display in the following positions—

(a) on the front of the vehicle, as close as practicable to the part of the windscreen which is within the driver’s field of vision; and

(b) on the near-side of the vehicle adjacent to the entrance which is closest to the front of the vehicle at a height of not less than 1.2 metres to the lower edge of the display characters and not more than 2.5 metres to the upper edge of the display characters measured from the ground and, if fitted with a kneeling system, with the vehicle in the normal condition for vehicle travel.

(2) A regulated public service vehicle shall be fitted with a route number display on the rear of the vehicle.

(3) Any route number display shall be capable of displaying—

(a) characters of not less than 200mm in height on the front and rear of the vehicle and not less than 70mm in height on the side of the vehicle;

(b) characters that contrast with the display background;

(c) characters that are provided with a means of illumination; and

(d) not less than three characters.

(4) Any destination display shall be capable of displaying—

(a) characters of not less than 125mm in height when fitted to the front of a vehicle and not less than 70mm in height when fitted to the side of a vehicle;

(b) characters that contrast with the display background;

(c) characters that are provided with a means of illumination; and

(d) not less than fifteen characters.

(5) Destination information shall not be written in capital letters only.

PART 2

**Technical Specification and Technical Requirements for
National Small Series Type-Approval for
Category N Vehicles**

(small series limit: for N₁ is 500 vehicles per type per year; for N₂ or N₃ is 250 vehicles per type per year)

To enable representative testing the vehicle will be delivered in a presentable state and capable of being laden to maximum authorised weight.

A representative of the manufacturer must be present to enable access to all parts of the vehicle, to assist in explanation of features of that vehicle, and to cooperate in any testing.

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>1. Sound Level</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • paragraph 5 of Annex I to Directive 70/157 as last amended by Directive 1999/101/EC or 2007/34/EC <p>Or</p> <ul style="list-style-type: none"> • Paragraph 6 to UNECE Regulation 51.02 	<p>Directive 70/157/EEC, Annex I, <i>paragraphs</i> 5.3.1.1, 5.3.1.2. and 5.3.1.3 shall not apply.</p> <p>Vehicles for which an approval or test report has been issued prior to modification of the exhaust system down stream of the catalyst, a Stationary Noise Test where a Stationary Noise Test means:</p> <p>a) in the case of a modified exhaust system a stationary test as defined in <i>paragraphs</i> 5.2.3.4.2 and 5.2.3.4.3 of Annex I to Directive 70/157 and shall not exceed the equivalent stationary value recorded on the Certificate of Conformity, Approval Certificate or test report for that vehicle by more than 2dB(A) at 0.5m.</p> <p>b) in the case of vehicles having a maximum permissible mass exceeding 2800kg fitted with a modified air brake system, a test report is required to <i>paragraph</i> 5.4 of Annex I to Directive 70/157/EC except that this shall not apply if air brake silencers are fitted.</p> <p>Modification of the exhaust system length after last silencer not exceeding 2m is permissible without further test.</p>	<p>Laden or unladen vehicle.</p> <p>Approval or Test Report And for modified systems a Stationary Noise Test</p>
<p>2. Emissions (Light Duty Vehicles)</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • paragraph 5 of Annex I to Directive 70/220/EEC as last amended by Directive 2003/76/EC <p>Or</p>	<p>Applies to N₁ and N₂ vehicles</p> <p>Directive 70/220/EEC as amended shall cease to apply from 2 January 2013.</p> <p>As from 1st Sep 2010 in the case of new types of N₂ vehicles, seeking small series national type approval must comply with Regulation (EC) No. 715/2007.</p> <p>As from 1st Jan 2012 in the case of N₂ vehicles,</p>	<p>Laden or unladen vehicle.</p> <p>Approval or Test Report And Inspection of modifications (if applicable)</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<ul style="list-style-type: none"> • UNECE Regulations 83.05 Or • Regulation (EC) No. 715/2007 	<p>manufactured after that date seeking individual vehicle approval must comply with Regulation (EC) No. 715/2007.</p> <p>Vehicles are exempt from the requirements of On Board Diagnostic systems.</p> <p>This item does not apply to vehicles approved to item 41.</p> <p>Modification of exhaust system length after the last silencer is permissible without any further test.</p> <p>An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in the reference mass.</p> <p>Only modifications specified above will be accepted without further test. Any other modifications may be assessed at the discretion of the Approval Authority.</p>	
<p>3. Fuel Tanks / Rear Protective Devices</p> <p>For fuel tanks: The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 70/221/EEC as last amended by directive 2006/20/EC Or • For liquid fuel tanks UNECE Regulation 34.01 <p>For vehicles using gaseous fuels: Regulations 67.01 and 115 for LPG. Regulation 110.00 and 115 for CNG.</p> <p>And</p> <p>For rear underrun: The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 5 of Annex II to Directive 70/221/EEC as last amended by directive 2006/20/EC Or • UNECE Regulation 58.01 	<p>Fuel tanks for liquid fuels at ambient temperature must:</p> <p>(a) comply with the requirements given in column 1 except that the approval or test report, need not be for the same vehicle type; and (b) subsequent modifications to the pipework or relocation of a tank excluding the tank, the cap/filler device or the venting device, may be accepted by the Approval authority.</p> <p>Note: The requirements for liquid fuel tanks apply only to fuel tanks used primarily for the propulsion of the vehicle.</p> <p>Rear Protection Device</p> <p>An Installation check must be made to confirm that the rear protective device as a separate technical unit is of a type for which:</p> <p>(a) a type approval or test report has been issued; or (b) has been tested and witnessed by the Approval Authority; or (c) calculations have been submitted to the satisfaction of the Approval Authority; and a visual inspection that the device has been correctly installed in accordance with the technical requirements.</p> <p>If the vehicle is fitted with a fuel tank for petrol</p>	<p>Installation Check that the fuel tank or rear underrun device has been correctly installed in accordance with the technical requirements</p> <p>Fuel tanks for gaseous fuels Approval or Test Report</p> <p>Fuel tanks for liquid fuels at ambient temperature Approval or Test Report Rear Underrun Approval or Test Report</p>

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	<p>the fuel tank shall be so constructed that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of not less than 23.6mm without the aid of a device (such as a funnel) not fitted to the vehicle.</p> <p>The fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the forces, vibration and corrosive environment to which it is likely to be subject. It shall also be so fitted as to avoid the risk of damage, such as abrasion, due to fouling of other parts, and to minimise the risk of fire in the event of any leakage of fuel.</p>	
<p>4. Rear Registration Plate Space</p> <p>The technical provisions of paragraphs 1 and 2 to Directive 70/222/EEC</p>	<p>A check that the positional, dimensional and the visibility requirements are met.</p>	<p>Approval or Test Report Or A dimensional and the visibility check</p>
<p>5. Steering Effort</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 70/311/EEC as last amended <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 79.01 	<p>For a modified system manoeuvrability test in accordance with <i>paragraph 5</i> of 1992/62/EEC</p>	<p>Laden vehicle. Approval or Test Report</p>
<p>6. Door Latches and Hinges</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 3 of Annex 1 of Directive 70/387/EEC as last amended by Directive 2001/31/EC <p>Or</p> <ul style="list-style-type: none"> • Paragraph 5 of UNECE Regulation 11.03. 	<p>Evidence that suitable proprietary parts from approved vehicles are used may, at the discretion of the Approval Authority, remove the need for testing</p>	<p>Approval or Test Report Or Evidence that suitable proprietary parts from approved vehicles are used</p>
<p>7. Audible Warning</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 2 of Annex I to Directive 70/388/EEC as last amended by 87/354/EC <p>Or</p> <ul style="list-style-type: none"> • Paragraph 14 to UNECE Regulation 28.00 	<p>Inspection to confirm the presence of approval marks and operation of the device including a Sound Level Check which is a vehicle test as described in the technical provisions given in column 1 except that a voltage test is not required.</p>	<p>Component: Approval or Device must be “e” / “E” marked</p> <p>Vehicle: Approval or Test Report Or Inspection to confirm the presence and operation of the device including a Sound Level Check.</p>

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<p>8. Indirect Vision Devices</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 2003/97/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 46.02. 	<p>Field of view requirements do not apply to optional mirrors.</p> <p>“Optional mirrors”: are mirrors not intended to give a clear view to the rear, side or front of the vehicle within the fields of vision defined in 2003/97/EC; therefore they are in no way a substitute for rear view mirrors</p>	<p>Component Approval:</p> <p>Approval or Test Report</p> <p>Vehicle Approval: Approval or Test Report</p> <p>Specify the numbers and class(es) of mirror required for each vehicle category.</p>
<p>9. Braking</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Paragraph 2 of Annex I to Directive 71/320/EEC as last amended by Directive 1998/12/EC and tests as defined in associated Annexes as may be applicable. <p>Or</p> <ul style="list-style-type: none"> • Paragraph 5 of UNECE Regulation 13.09 and tests as defined in associated Annexes as may be applicable. 	<p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>	<p>Laden and Unladen vehicle</p> <p>Approval or Test Report</p>
<p>10. Suppression (Radio) / Electro-magnetic Compatibility</p> <p>The essential technical provisions of:</p> <ul style="list-style-type: none"> • Directive 72/245/EEC as last amended by Directive 2006/28/EC, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 10.03 	<p>Items for which approval has been granted as part of the base of incomplete vehicle approval do not need re-approval.</p> <p>If adding additional electrical/electronic components to the vehicle then these additional components should be “e” / “E” marked. If they are not “e” / “E” marked then the additional components will require EMC testing as per 2004/104/EC and a test report will be required for evidence of this.</p>	<p>Components:</p> <p>Approval or Test Report</p> <p>Installation:</p> <p>Approval or Test Report</p> <p>Or</p> <p>A Test / Inspection restricted to a check for “e” / “E” marked components and ESA approval for safety critical items.</p>

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<p>11. Diesel Smoke</p> <ul style="list-style-type: none"> • Directive 72/306/EEC as last amended by Directive 2005/21/EC section 5 of Annex I and tests as defined in Annexes IV and V <p>Or</p> <ul style="list-style-type: none"> • EC Regulation 715/2007 <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 24.03 	<p>A free acceleration test such that the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed-</p> <p>a) for an N₁ vehicle, 1.5 per metre or b) for an N₂ or N₃ vehicle: iii) if the engine of the vehicle is turbo-charged, 3.0 per metre or iv) in any other case, 2.5 per metre is allowed as an alternative.</p> <p>“co-efficient of absorption” is to be construed in accordance with <i>paragraph 3.5</i> of Annex VII to Directive 72/306/EEC;</p> <p>“free acceleration” has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC.</p> <p>A test report for a modified system need only refer to the engine as long as the installation conditions are not violated.</p> <p>Vehicles fitted with proprietary engines which have already been satisfactorily tested for emissions to 72/306 may gain approval for the vehicle based on the engine results provided that similar conditions of installation to those on the test report are used. Where “similar” means installation tolerances in the directive. Data should be provided to show that Intake and Exhaust specifications are within the ranges specified in the 72/306/EEC type approval information document.</p>	<p>Approval or Test Report</p>
<p>12. Interior Fittings</p>	<p>Not Applicable</p>	
<p>13. Anti-theft and Immobiliser</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 74/61/EEC as last amended by Directive 95/56/EC. <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulations 18.03, 97.01 and 116 as applicable. 	<p>Immobilisers must be approved as part of the base vehicle or as a Separate Technical Unit.</p> <p>Alarms must be approved as part of the base vehicle or as a Separate Technical Unit.</p> <p>The following shall not apply: Directive 74/61/EEC Annex IV, <i>paragraphs</i> 3.9, 4.1.3, 4.1.4, 4.2.4, 4.2.6, and 4.3.5; UNECE Regulation 18, <i>paragraphs</i> 5.8, 6.1.3, 6.1.4, 6.2.4, 6.2.6, 6.3.5.</p> <p>In the case of devices to prevent unauthorised use the manufacturer may as an alternative to an approval or test report issue a declaration of the device(s) fitted and that they comply with column 1, and in such case an Installation Check will be conducted including any check the Approval Authority considers necessary and in</p>	<p>Device to prevent unauthorised use:</p> <p>Approval or Test Report</p> <p>Immobilisers and Alarm Systems:</p> <p>Approval or Test report</p> <p>And</p> <p>Installation Check</p>

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	<p>the case of an immobiliser or alarm system a completed installation certificate.</p> <p>An “Installation Check” means: An inspection of installed components as the approval authority deem necessary and in the case of an immobiliser or alarm system a completed installation certificate.</p> <p>In the case of an immobiliser or alarm system an Installation Check</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>	
<p>14. Protective Steering</p> <p>The essential technical provisions of:</p> <ul style="list-style-type: none"> • Directive 74/297/EEC as last amended by Directive 91/662/EEC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 12.03 	<p>Applies to N₁ vehicles.</p> <p>The requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>	<p>Approval or Test Report</p>
<p>15. Seat Strength</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 74/408/EEC as amended by Directive 2005/39/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 17.06 	<p>Except for N₁ category, side facing seats may be fitted in accordance with Directive 74/408/EEC as amended by Directive 2005/39/EC, Article 3a, <i>paragraph 3</i>, until 20 October 2010.</p>	<p>Approval or Test Report</p>
<p>16. Exterior Projections</p>	<p>Not Applicable</p>	
<p>17. Speedometer and Reverse Gear</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 75/443/EEC as amended by Directive 97/39/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 39.00 	<p>This requirement does not apply to a vehicle fitted with a tachograph if the tachograph provides adequate visual indication of speed to the driver.</p>	<p>Speedometer:</p> <p>Approval or Test Report Or Tachograph fitted and provides adequate visual indication of speed to the driver.</p> <p>Reverse Gear:</p> <p>A test to confirm the presence and function of a reverse gear and operation from the driving position.</p>
<p>18. Plates (statutory)</p>	<p>Inspection to confirm: the presence of a plate bearing details of Make,</p>	<p>Inspection</p>

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<p>The technical provisions of: Directive 76/114/EEC as last amended by Directive 78/507/EEC.</p> <p>And</p> <p>Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate</p>	<p>Model, VIN (or equivalent unique vehicle identifier), and Masses (Maximum Design values for the Axles, Gross Vehicle and Gross Train, King Pin (for semi trailers only)); the initial VIN or unique vehicle identifier is marked on the chassis or other structure on the right hand side of the vehicle. And that it is placed in a clearly visible and accessible position by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.</p> <p>Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.</p>	
<p>19. Seat Belt Anchorages</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 76/115/EEC as last amended by Directive 2005/41/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 14.06 		Approval or Test Report
<p>20. Installation of Lighting and Light Signalling Devices</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Annex II to Directive 76/756/EEC as last amended by 2007/35/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 48.03 <p>And</p> <p>where applicable: Rear Marker Plates to Statutory Instrument 157 of 1985</p>	<p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.</p>	<p>Approval or Test Report</p> <p>All lighting devices must be “e” / “E” marked and of the correct categories to be fitted in appropriate locations; Headlamps must be appropriate for left-hand rule of the road.</p> <p>The manufacturer should provide a list of components, their “e” / “E” marks and any alternatives covered by test reports.</p>

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<p>21. Retro Reflectors, Rear Marker Plates and Conspicuity Markings</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/757/EEC as last amended by Directive 97/29/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 3.02 <p>And</p> <p>Where applicable Rear Marker Plates to Statutory Instrument 157 of 1985 and UNECE 104 (conspicuity markings)</p>	<p>Conspicuity Markings to be red to the rear and white or yellow to the side.</p>	<p>Approval or Devices must be “e” / “E” marked</p>
<p>22. End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/758/EEC as last amended by Directive 97/30/EC <p>Or</p> <ul style="list-style-type: none"> • For End-Outline, Front-Position (side), Rear-Position (side), and Stop lamps UNECE Regulation 7.02. For Daytime Running Lamps UNECE Regulation 87.00. For Side Marker lamps, UNECE Regulation 91.00 		<p>Approval or Devices must be “e” / “E” marked</p>
<p>23. Direction Indicators</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/759/EEC as last amended by Directive 99/15/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 6.01 		<p>Approval or Devices must be “e” / “E” marked</p>

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<p>24. Rear Registration Plate Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/760/EEC as last amended by Directive 97/31/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 4.00 		<p>Approval or Devices must be “e” / “E” marked</p>
<p>25. Headlamps including bulbs</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/761/EEC as last amended by Directive 99/17/EC <p>Or</p> <p>Equivalent UNECE Regulations 1.02, 5.02, 8.05, 20.03, 31.02, 98.00 and 112 for headlamps,</p> <p>And</p> <ul style="list-style-type: none"> • UNECE Regulations 2, 37.03 and 99.00 for all lamps (bulbs). 	<p>An Installation Check will be conducted including any check the Approval Authority considers necessary.</p> <p>A check for left-hand rule of the road dipped beam cut off is required.</p> <p>If of self levelling design then a self certification is required.</p>	<p>Headlamps: Approval Or Approval and supplementary test report for modifications</p> <p>Lamps (bulbs): Approval or Devices must be “e” / “E” marked</p> <p>Components be e-marked</p> <p>Installation check</p>
<p>25A. Cornering Lamps</p> <p>Where fitted: the technical and marking requirements of UNECE Regulation 119</p>		<p>Approval or Devices must be “e” / “E” marked</p>
<p>26. Front Fog Lamps</p> <p>Where fitted: the technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/762/EEC as last amended by Directive 99/18/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 19.02 		<p>Approval or Devices must be “e” / “E” marked</p>
<p>27. Towing Hooks</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Annex II to Directive 77/389/EEC as last amended by Directive 96/64/EC 	<p>Not Applicable for N₁</p>	<p>Approval or Test Report or manufacturer’s test report</p>
<p>28. Rear Fog Lamps</p> <p>The technical and marking requirements of:</p>		<p>Approval or Devices must be “e” / “E” marked</p>

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<ul style="list-style-type: none"> • Directive 77/538/EEC as last amended by Directive 99/14/EC Or <ul style="list-style-type: none"> • UNECE Regulation 38.00 		
<p>29. Reversing Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 77/539/EEC as last amended by Directive 97/32/EC Or <ul style="list-style-type: none"> • UNECE Regulation 23.00 		Approval or Devices must be “e” / “E” marked
<p>30. Parking Lamps</p> <p>Where fitted: the technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 77/540/EEC as last amended by Directive 99/16/EC Or <ul style="list-style-type: none"> • UNECE Regulation 77.00 		Approval or Devices must be “e” / “E” marked
<p>31. Seat Belts and Restraint Systems</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 77/541/EEC as last amended by Directive 2005/40/EC Or <ul style="list-style-type: none"> • UNECE Regulation 16.05 	<p>Full Directive specification required in all seating positions</p> <p>Seat belts which have been specially designed or adapted for use by an adult or young person suffering from some physical defect or disability and intended for use solely by such person are exempt.</p> <p>Any vehicle not required to be fitted with seat belt anchorages is exempted from these requirements.</p> <p>A seat belt bearing an approval may be fitted, whether or not the seat belt has been type approved for the anchorages to which it is fitted, provided that the seat belt complies with the installation requirements.</p>	<p>List minimum numbers and classes of seat belt for each vehicle category</p> <p>Components: Approval or Test Report. Devices must be “e” / “E” marked</p> <p>Installation: Approval or Test Report or manufacturer’s test report</p>
<p>32. Forward Vision</p>	Not Applicable	
<p>33. Identification of Controls</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 78/316/EEC as amended by Directive 94/53/EC Or <ul style="list-style-type: none"> • UNECE Regulation 121 	<p>Inspection to check that the prescribed controls are marked in accordance with the requirements of the directive.</p> <p>Other optional controls should be readily identifiable and must not be confusable with other symbols show in the Directive and Regulation.</p> <p>Electronic displays shall follow any appropriate priority protocol.</p>	Approval or Test Report And Inspection

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34. Defrost / Demist	<p>The defrost system must be capable of melting frost or ice on the surface of the windscreen thereby restoring visibility over the bulk of the area prescribed in the washer and wiper section.</p> <p>The demist system must be capable of removing a film of condensate on the inside surface of the windscreen thereby restoring visibility over the bulk of the area prescribed in the washer and wiper section.</p> <p>“Adequate” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.</p>	<p>Test Report Or Documented details of the system plus a functional check Or Where appropriate a check for adequate system.</p>
35. Wash / Wipe	<p>Vehicles shall be fitted with adequate washing and wiping devices.</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete based on maximum mass may apply if an adequate system is provided in the front.</p> <p>“Adequate” means sufficiently effective to ensure adequate visibility through the windscreen under all conditions.</p>	<p>Test Report Or Visual inspection</p> <p>Test to the specifications contained in <i>paragraph 5</i> of 78/318/EEC.</p>
36. Heating Systems The technical provisions of: • Directive 2006/19/EC, section 3 of Annex II, and Annexes III, VII and VIII. Or • UNECE Regulation 122	<p>Systems using waste heat from the engine cooling system need only be checked for presence and operation.</p> <p>Vehicle manufacturer needs to demonstrate the essential requirements are fulfilled. If air is the medium for heat transfer, conduct a test to ensure that CO levels of air coming from vents is not more than 20ppm above the ‘ambient’ air. Normal exhaust measuring equipment may be sufficiently sensitive.</p>	<p>Combustion heaters (if fitted):</p> <p>Approval or Test Report</p> <p>Waste Heat Systems:</p> <p>Approval or Test Report Or Installation Check</p>
37. Wheel Guards	Not Applicable	
38. Head Restraints	Not Applicable	
39. CO₂ Emissions / Fuel Consumption The technical provisions of: • Directive 80/1268/EEC as amended by Directive 2004/3/EC. Or • UNECE Regulation 101	<p>Applies to N₁ vehicles</p> <p>Does not apply to vehicles fitted with an engine approved to item 41</p> <p>May be tested concurrent with item 2.</p> <p>May accept validated test report from engine supplier or from another vehicle with proven equivalent characteristics.</p>	<p>Approval or Test Report</p>
40. Engine Power The technical requirements of: • Directive	<p>If standard power unit is fitted the use of the manufacturer’s data or a chassis dynamometer check is permitted.</p>	<p>Approval or Test Report</p>

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80/1269/EEC as amended by Directive 1999/99/EC Or <ul style="list-style-type: none"> • UNECE Regulation 85 where applicable 		
41. Diesel Emissions The technical provisions of: <ul style="list-style-type: none"> • Directive 2005/55/EC as amended by Regulation (EC) No715/2007 and Directive 2006/51/EC Or <ul style="list-style-type: none"> • UNECE Regulation 49.05 	From 1 st Oct 2010 new types of N ₂ vehicles seeking small series national type approval must comply with Regulation (EC) No. 715/2007. Does not apply to vehicles not fitted with a CI engine except for vehicles fuelled with natural gas or liquefied petroleum gas. Does not apply to vehicles approved under item 2. Modification of exhaust system length after the last silencer is permissible without any further test. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. Other modifications may be assessed by the Approval Authority. A check will be made that an approved/ tested engine is installed in the vehicle, and is marked in accordance with that approval or test report and the intake and exhaust systems are appropriate so as conform to the installation conditions. The approval label on the engine or control unit shall be checked.	Approval or Test Report And Visual Check
42. Lateral Protection The technical provisions of: <ul style="list-style-type: none"> • paragraphs 1 to 4 of Directive 89/297/EEC Or <ul style="list-style-type: none"> • UNECE Regulation 73. 	Applies to N ₂ and N ₃ vehicles.	Approval or Test Report
43. Spray-suppression systems Component: Directive 91/226/EEC. Vehicle: The technical provisions of: Directive 91/226/EEC.	Applies to N ₂ of maximum mass exceeding 7.5 tonnes and N ₃ vehicles. Installation Check confirms that approved devices are fitted and installed in accordance with the directive. Except where fitted the requirements do not apply to 'off-road' vehicles as defined in Directive 70/156/EEC, or vehicles in which the presence of spray-suppression devices is incompatible with their use.	Approval or Test Report And Installation Check

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44. Masses and Dimensions (cars)	Not Applicable	
45. Safety Glass The technical and marking provisions of: <ul style="list-style-type: none"> • Directive 92/22/EEC as amended by Directive 2001/92/EC Or <ul style="list-style-type: none"> • UNECE Regulation 43. 	Exclusions defined in <i>paragraph 1</i> of Annex II to Directive 92/22/EEC as amended. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply. Directive 92/22/EEC, Annex III, <i>paragraph 2.1.1</i> and 2.1.2 do not apply provided that driver's forward vision is not distorted and that light transmission of at least 70% is maintained.	Component: Approval And all glazing must be "e" / "E" marked. Installation: Approval or Test Report or manufacturer's test report and installation check.
46. Tyres The technical provisions and marking requirements of: <ul style="list-style-type: none"> • Directive 92/23/EEC as last amended by Directive 2005/11/EC Or <ul style="list-style-type: none"> • UNECE Regulations 30.02 or 30.03, 54 for durability and 117 for noise. And In the case of a temporary use spare wheel (if fitted) UNECE Regulation 64.01	Installation Check required to ensure that all tyres (except those that are not accessible) are marked in accordance with the directive including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle. Check that tyres don't foul bodywork. For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle based on maximum mass may apply.	Component: Approval or Devices must be "e" / "E" marked Installation: Approval or Test Report Or Installation Check Where markings cannot be checked a declaration will be required from the manufacturer.
47. Speed Limiters The technical and marking provisions of: <ul style="list-style-type: none"> • Directive 92/24/EC as last amended by Directive 2004/11/EC, Or <ul style="list-style-type: none"> • UNECE Regulation 89. 	Applies to N ₂ and N ₃ vehicles. Installation Check for presence, component approval markings, and the set speed which must be indicated on a plate in a conspicuous position in the driver's compartment.	Component: Approval or Devices must be "e" / "E" marked Installation: Approval or Test Report Or Installation Check
48. Masses and Dimensions The technical provisions of: Directive 97/27/EC as amended, section 7 of Annex I.		Approval or Test Report

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
49. External Projections of Cabs The technical provisions of: <ul style="list-style-type: none"> • sections 3 & 4 of Annex I to Directive 92/114/EEC Or UNECE Regulation 61		Approval or Test Report
50. Couplings Where fitted, the technical provisions of: <ul style="list-style-type: none"> • Annex VII to Directive 94/20/EC Or <ul style="list-style-type: none"> • UNECE Regulation 55.01 or 102 for close coupling devices 		Component: Approval Installation: Approval / Test Report
51. Flammability	Not Applicable	
52. Buses and Coaches	Not Applicable	
53. Frontal Impact	Not Applicable	
54. Side Impact	Not Applicable	
55. Blank		
56. Vehicles Intended for the Transport of Dangerous Goods The technical provisions of: <ul style="list-style-type: none"> • Directive 98/91/EC, section 4 of Annex I. Or <ul style="list-style-type: none"> • UNECE Regulation 105 	Only applicable to vehicles intended for the transport of dangerous goods.	Approval / Test Report
57. Front Underrun Protection The technical provisions of: <ul style="list-style-type: none"> • section 3 of Annex II to Directive 2000/40/EC Or <ul style="list-style-type: none"> • UNECE Regulation 93.00 	Applies to N ₂ and N ₃ vehicles. Does not apply to off-road vehicles and vehicles where the provision of a front underrun device is incompatible with its use.	Approval / Test Report
58. Pedestrian Protection	Not Applicable	

PART 3

**Technical Specification and Technical Requirements for
National Small Series Type-Approval for
Category O Vehicles**

(small series limit: for O₁ and O₂ is 500 vehicles per type per year; for O₃ or O₄ is 250 vehicles per type per year)

To enable representative testing the vehicle will be delivered in a presentable state and capable of being laden to maximum authorised weight.

A compatible towing vehicle also capable of being laden to maximum authorised must also be supplied.

A representative of the manufacturer must be present to enable access to all parts of the vehicle, to assist in explanation of features of that vehicle, and to cooperate in any testing.

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
1. Sound Level	Not Applicable	
2. Emissions	Not Applicable	
3. Fuel Tanks / Rear Protective Devices For fuel tanks: The technical provisions of: <ul style="list-style-type: none"> • Directive 70/221/EEC as last amended by directive 2006/20/EC Or <ul style="list-style-type: none"> • For liquid fuel tanks UNECE Regulation 34.01 For vehicles using gaseous fuels: • Regulations 67.01 and 115 for LPG. • Regulation 110.00 and 115 for CNG. And For rear underrun: <ul style="list-style-type: none"> • The technical provisions of: Paragraph 5 of Annex II to Directive 70/221/EEC as last amended by directive 2006/20/EC Or <ul style="list-style-type: none"> • UNECE Regulation 58.01 	Fuel tanks for liquid fuels at ambient temperature must: comply with the requirements given in column 1 except that the approval or test report, need not be for the same vehicle type: and subsequent modifications to the pipework or relocation of a tank excluding the tank, the cap/filler device or the venting device, may be accepted by the Approval authority. The requirements for liquid fuel tanks apply to all fuel tanks not just those used primarily for the propulsion of the vehicle. Rear Protection Device Applies to O ₃ and O ₄ vehicles An Installation check must be made to confirm that the rear protective device as a separate technical unit is of a type for which: a type approval or test report has been issued; or	Installation Check that the fuel tank or rear underrun device has been correctly installed in accordance with the technical requirements Fuel tanks for gaseous fuels Approval or Test Report Fuel tanks for liquid fuels at ambient temperature Approval or Test Report Rear Underrun Approval or Test Report

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
	<p>has been tested and witnessed by the Approval Authority; or calculations have been submitted to the satisfaction of the Approval Authority; and a visual inspection that the device has been correctly installed in accordance with the technical requirements.</p> <p>If the vehicle is fitted with a fuel tank for petrol the fuel tank shall be so constructed that it cannot readily be filled from a petrol pump delivery nozzle which has an external diameter of not less than 23.6mm without the aid of a device (such as a funnel) not fitted to the vehicle.</p> <p>The fuel system, including the fuel tank, shall be so designed, constructed and fitted as to withstand the forces, vibration and corrosive environment to which it is likely to be subject. It shall also be so fitted as to avoid the risk of damage, such as abrasion, due to fouling of other parts, and to minimise the risk of fire in the event of any leakage of fuel.</p>	
<p>4. Rear Registration Plate Space</p> <p>The technical provisions of <i>paragraphs</i> 1 and 2 to Directive 70/222/EEC</p>	<p>A check that the positional, dimensional and the visibility requirements are met.</p>	<p>Approval or Test Report</p> <p>Or</p> <p>A dimensional and the visibility check</p>
<p>5. Steering Effort</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 70/311/EEC as last amended <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 79.01 	<p>For a modified system manoeuvrability test in accordance with <i>paragraph</i> 5 of 1992/62/EEC</p>	<p>Laden vehicle.</p> <p>Approval or Test Report</p>
<p>6. Door Latches and Hinges</p>	<p>Not Applicable</p>	
<p>7. Audible Warning</p>	<p>Not Applicable</p>	
<p>8. Indirect Vision Devices</p>	<p>Not Applicable</p>	

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>9. Braking</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> Paragraph 2 of Annex I to Directive 71/320/EEC as last amended by Directive 1998/12/EC and tests as defined in associated Annexes as may be applicable. <p>Or</p> <ul style="list-style-type: none"> Paragraph 5 of UNECE Regulation 13.09 and tests as defined in associated Annexes as may be applicable. 	<p>O₂, O₃, O₄, and O₁ if fitted</p> <p>Category O₂ trailers and O₁ trailers fitted with an inertia type braking system may, as an alternative, comply with the following requirements:</p> <p>(a) technical reports to Directive 71/320/EEC, Annex VIII, Appendix 2 and 3;</p> <p>(b) a compatibility check to Annex VIII, Appendix 4; and</p> <p>(c) compliance with the requirements of Annex I, <i>paragraphs</i> 2.2.2.9 and 2.2.2.10;</p> <p>(d) the technical requirements of Annex VIII, <i>paragraphs</i> 3.1, 3.2, 3.4 excluding drag force check;</p> <p>(e) a visual assessment to Annex VIII, <i>paragraphs</i> 4.1, and of the first sentence of <i>paragraph</i> 4.2;</p> <p>(f) instead of the provisions in (a) to (e) the equivalent provisions of UNECE Regulation 13.09 may apply:</p> <p>and</p> <p>a Park Brake Test</p> <p>A “Park Brake Test” means: A test for O₂ and if fitted O₁ category trailers that the park brake meets the performance requirement of Directive 71/320/EEC, Annex II, <i>paragraph</i> 2.2.2 or UNECE Regulation 13.09.</p>	<p>Laden and Unladen vehicle</p> <p>Approval or Test Report</p>
<p>10. Suppression (Radio) / Electro-magnetic Compatibility</p> <p>The essential technical provisions of:</p> <ul style="list-style-type: none"> Directive 72/245/EEC as last amended by Directive 2006/28/EC, section 6 of Annex I taking into consideration the exemptions in section 8 and tests specified in Annexes IV to X <p>Or</p> <ul style="list-style-type: none"> UNECE Regulation 10.03 	<p>Items for which approval has been granted as part of the base of incomplete vehicle approval do not need re-approval.</p> <p>If adding additional electrical/electronic components to the vehicle then these additional components should be “e” / “E” marked. If they are not “e” / “E” marked then the additional components will require EMC testing as per 2004/104/EC and a test report will be required for evidence of this.</p>	<p>Components:</p> <p>Approval or Test Report</p> <p>Installation:</p> <p>Approval or Test Report</p> <p>Or</p> <p>A Test / Inspection restricted to a check for “e” / “E” marked components and ESA approval for safety critical items.</p>
<p>11. Diesel Smoke</p>	<p>Not Applicable</p>	
<p>12. Interior Fittings</p>	<p>Not Applicable</p>	
<p>13. Anti-theft and Immobiliser</p>	<p>Not Applicable</p>	
<p>14. Protective Steering</p>	<p>Not Applicable</p>	
<p>15. Seat Strength</p>	<p>Not Applicable</p>	
<p>16. Exterior Projections</p>	<p>Not Applicable</p>	
<p>17. Speedometer and Reverse Gear</p>	<p>Not Applicable</p>	

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>18. Plates (statutory)</p> <p>The technical provisions of: Directive 76/114/EEC as last amended by Directive 78/507/EEC.</p> <p>And</p> <p>Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate</p>	<p>Inspection to confirm: the presence of a plate bearing details of Make, Model, VIN (or equivalent unique vehicle identifier), and Masses (Maximum Design values for the Axles, Gross Vehicle and Gross Train, King Pin (for semi trailers only));</p> <p>the initial VIN or unique vehicle identifier is marked on the chassis or other structure on the right hand side of the vehicle. And that it is placed in a clearly visible and accessible position by a method such as hammering or stamping, in such a way that it cannot be obliterated or deteriorate.</p> <p>Where the vehicle is the subject of a multi stage build a plate is required on completion of each stage as appropriate.</p>	<p>Inspection</p>
<p>19. Seat Belt Anchorages</p>	<p>Not Applicable</p>	
<p>20. Installation of Lighting and Light Signalling Devices</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Annex II to Directive 76/756/EEC as last amended by 2007/35/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 48.03 <p>And</p> <p>Where applicable: UNECE 104 and Rear Marker Plates to Statutory Instrument 157 of 1985</p>		<p>Approval or Test Report</p> <p>All lighting devices must be “e” / “E” marked and of the correct categories to be fitted in appropriate locations.</p> <p>The manufacturer should provide a list of components, their “e” / “E” numbers and any alternatives covered by test reports.</p>
<p>21. Retro Reflectors, Rear Marker Plates and Conspicuity Markings</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/757/EEC as last amended by Directive 97/29/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 3.02 <p>And</p> <p>Where applicable Rear Marker Plates to Statutory Instrument 157 of 1985 and UNECE Regulation (conspicuity markings)</p>	<p>Conspicuity Markings to be red to the rear and white or yellow to the side.</p>	<p>Approval or Devices must be “e” / “E” marked</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>22. End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/758/EEC as last amended by Directive 97/30/EC <p>Or</p> <ul style="list-style-type: none"> • For End-Outline, Front-Position (side), Rear-Position (side), and Stop lamps UNECE Regulation 7.02. For Side Marker lamps, UNECE Regulation 91.00 		Approval or Devices must be “e” / “E” marked
<p>23. Direction Indicators</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/759/EEC as last amended by Directive 99/15/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 6.01 		Approval or Devices must be “e” / “E” marked
<p>24. Rear Registration Plate Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 76/760/EEC as last amended by Directive 97/31/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 4.00 		Approval or Devices must be “e” / “E” marked
<p>25. Headlamps including bulbs</p>	Not Applicable	
<p>25A. Cornering Lamps</p>	Not Applicable	
<p>26. Front Fog Lamps</p>	Not Applicable	
<p>27. Towing Hooks</p>	Not Applicable	
<p>28. Rear Fog Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 77/538/EEC as last amended by Directive 99/14/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 38.00 		Approval or Devices must be “e” / “E” marked

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
<p>29. Reversing Lamps</p> <p>The technical and marking requirements of:</p> <ul style="list-style-type: none"> • Directive 77/539/EEC as last amended by Directive 97/32/EC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 23.00 	O ₂ , O ₃ , O ₄ , and O ₁ if fitted	Approval or Devices must be “e” / “E” marked
30. Parking Lamps	Not Applicable	
31. Seat Belts and Restraint Systems	Not Applicable	
32. Forward Vision	Not Applicable	
33. Identification of Controls	Not Applicable	
34. Defrost / Demist	Not Applicable	
35. Wash / Wipe	Not Applicable	
<p>36. Heating Systems</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • Directive 2006/19/EC, section 3 of Annex II, and Annexes III, VII and VIII. <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 122 	<p>Systems using waste heat from the engine cooling system need only be checked for presence and operation.</p> <p>Vehicle manufacturer needs to demonstrate the essential requirements are fulfilled. If air is the medium for heat transfer, conduct a test to ensure that CO levels of air coming from vents is not more than 20ppm above the ‘ambient’ air. Normal exhaust measuring equipment may be sufficiently sensitive.</p>	<p>Combustion heaters (if fitted):</p> <p>Approval or Test Report</p> <p>Waste Heat Systems:</p> <p>Approval or Test Report Or Installation Check</p>
37. Wheel Guards	Not Applicable	
38. Head Restraints	Not Applicable	
39. CO₂ Emissions / Fuel Consumption	Not Applicable	
40. Engine Power	Not Applicable	
41. Diesel Emissions	Not Applicable	
<p>42. Lateral Protection</p> <p>The technical provisions of:</p> <ul style="list-style-type: none"> • paragraphs 1 to 4 of Directive 89/297/EEC <p>Or</p> <ul style="list-style-type: none"> • UNECE Regulation 73. 	Applies to O ₃ and O ₄ vehicles.	Approval or Test Report
<p>43. Spray-suppression systems</p> <p>Component: Directive 91/226/EEC.</p> <p>Vehicle:</p>	<p>Applies to O₃ and O₄ vehicles.</p> <p>Installation Check confirms that approved devices are fitted and installed in accordance with the directive.</p> <p>Except where fitted the requirements do not</p>	<p>Approval or Test Report</p> <p>And</p> <p>Installation Check</p>

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
The technical provisions of: Directive 91/226/EEC.	apply to 'off-road' vehicles as defined in Directive 70/156/EEC, or vehicles in which the presence of spray-suppression devices is incompatible with their use.	
44. Masses and Dimensions (cars)	Not Applicable	
45. Safety Glass The technical and marking provisions of: <ul style="list-style-type: none"> • Directive 92/22/EEC as amended by Directive 2001/92/EC Or <ul style="list-style-type: none"> • UNECE Regulation 43. 	Exclusions defined in <i>paragraph</i> 1 of Annex II to Directive 92/22/EEC as amended. Directive 92/22/EEC, Annex III, <i>paragraph</i> 2.1.1 and 2.1.2 do not apply.	Component: Approval And all glazing must be "e" / "E" marked. Installation: Approval or Test Report or manufacturer's test report and installation check.
46. Tyres The technical provisions and marking requirements of: <ul style="list-style-type: none"> • Directive 92/23/EEC as last amended by Directive 2005/11/EC Or <ul style="list-style-type: none"> • UNECE Regulations 30.02 or 30.03, 54 for durability and 117 for noise. 	Installation Check required to ensure that all tyres (except those that are not accessible) are marked in accordance with the directive including the appropriate speed and load ratings for their particular axle locations and the intended use of the vehicle. Check that tyres don't foul bodywork.	Component: Approval or Devices must be "e" / "E" marked Installation: Approval or Test Report Or Installation Check Where markings cannot be checked a declaration will be required from the manufacturer
47. Speed Limiters	Not Applicable	
48. Masses and Dimensions The technical provisions of: <ul style="list-style-type: none"> Directive 97/27/EC as amended, section 7 of Annex I. Or <ul style="list-style-type: none"> UNECE Regulation 107.02, Annex 11. 		Approval or Test Report
49. External Projections of Cabs	Not Applicable	

Subject / Requirements	Exemptions / Variations	Test Conditions / Resulting Documentation
50. Couplings Where fitted, the technical provisions of: <ul style="list-style-type: none"> • Annex VII to Directive 94/20/EC Or <ul style="list-style-type: none"> • UNECE Regulation 55.01 or 102 for close coupling devices 		Component: Approval Installation: Approval / Test Report
51. Flammability	Not Applicable	
52. Buses and Coaches	Not Applicable	
53. Frontal Impact	Not Applicable	
54. Side Impact	Not Applicable	
55. Blank		
56. Vehicles Intended for the Transport of Dangerous Goods The technical provisions of: <ul style="list-style-type: none"> • Directive 98/91/EC, section 4 of Annex I. Or <ul style="list-style-type: none"> • UNECE Regulation 105 	Only applicable to vehicles intended for the transport of dangerous goods.	Approval / Test Report
57. Front Underrun Protection	Not Applicable	
58. Pedestrian Protection	Not Applicable	

PART 4

Technical Specification and Technical Requirements

(Supplementary) for National Small Series Type-Approval

for Special Purpose Vehicles

(small series limit for Special Purpose vehicles are the same as for their parent category)

This supplement should be read in conjunction with Technical Specification and Inspection Procedure for the category of vehicle on which it is based.

All requirements related to the parent category apply unless specific exemptions or variations are listed here.

To enable representative testing the vehicle will be delivered in a presentable state and capable of being laden to maximum authorised weight.

For Special Purpose vehicles based on O category vehicles, a compatible towing vehicle also capable of being laden to maximum authorised must also be supplied.

A representative of the manufacturer must be present to enable access to all parts of the vehicle, to assist in explanation of features of that vehicle, and to cooperate in any testing.

Subject	Exemptions / Variations related to Special Purpose Vehicles
<p>1. Sound Level</p>	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>If a motor-caravan, ambulance, hearse, or other special purpose vehicle is type approved and the exhaust system is subsequently modified after the last silencer by not more than 2m in length, no further test is required.</p> <p>In the case of a mobile crane point 5.2.2.1 of Annex I to Directive 70/157/EEC the following limit values are applicable: 81 dB(A) for vehicles with an engine power of less than 75 kW 83 dB(A) for vehicles with an engine power of not less than 75 kW but less than 150 kW 84 dB(A) for vehicles with an engine power of not less than 150 kW.</p>
<p>2. Emissions (Light Duty Vehicles)</p>	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of a motor-caravan, ambulance, hearse or other special purpose vehicle, an EC type-approval issued to the most representative base vehicle remains valid irrespective of change in reference weight.</p> <p>In the case of an armoured vehicle exemption from one or more of the provisions in column 2 is permissible where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>In the case of a wheelchair accessible vehicle the modification of the exhaust system is permitted without any further test provided: (a) the emission control devices including particulate filters (if any) are not affected; and No new evaporative test shall be required on the modified vehicle on condition that the evaporative control devices are kept as fitted by the manufacturer of the base vehicle.</p>
<p>3. Fuel Tanks / Rear Protective Devices</p>	<p>No Exemptions or Variations</p>
<p>4. Rear Registration Plate Space</p>	<p>In the case of all special purpose vehicles exemption from one or more of the provisions in column 2 is permissible where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply provided that a Irish registration plate can be mounted and remain visible.</p>
<p>5. Steering Effort</p>	<p>In the case of a mobile crane, a crab steering system may be fitted.</p> <p>In the case of a disable person's vehicle Directive 70/311/EEC, Annex I, <i>paragraphs</i> 4.1.1.2 and 4.2.1.1.2. shall not apply to a steering control system designed to meet the needs of a driver with a physical disability.</p>

Subject	Exemptions / Variations related to Special Purpose Vehicles
6. Door Latches and Hinges	<p>In the case of a mobile crane exemption from one or more of the provisions in column 2 is permissible where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>For the purpose of this provision the seat cushion of a wheelchair is considered to be a seat. A door for wheelchair access must comply with <i>paragraph 3.3</i> of Annex I to the directive.</p>
7. Audible Warning	<p>In the case of an armoured vehicle:</p> <p>(a) exemption from one or more of the provisions in column 2 is permissible where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply; and</p> <p>(b) additional panic alarm devices are permitted.</p> <p>Optional panic alarm not forming part of an alarm system shall comply with the following:</p> <p>(a) The alarm signal shall be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above.</p> <p>(b) The technical requirements of Directive 74/61/EEC as last amended by Directive 95/56/EC, Annex VI, Part II, <i>paragraphs</i> 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11. inclusive.</p> <p>(c) unsettling the panic alarm shall immediately cut the alarm signal.</p> <p>(d) any reference to “alarm” or “AS” shall be taken to mean “panic alarm”.</p>
8. Indirect Vision Devices	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of an armoured vehicle, exemption from one or more of the provisions in column 2 is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p>
9. Braking	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of a mobile crane with more than 4 axles derogations are permitted provided that:</p> <p>(a) they are justified by the particular construction; and</p> <p>(b) all the braking performances relating to parking, service and secondary braking are fulfilled.</p> <p>In the case of a disabled person’s vehicle, the requirements for the driver to be able to operate the service braking system while keeping both hands on the steering control, and the secondary braking system while keeping at least one hand on the steering control, shall not apply to, so long as the vehicle is adapted for a disabled driver to enable him to control the steering at all times while operating either braking system.</p> <p>Where supplementary controls are fitted for a disabled driver both the standard and supplementary shall comply with the technical requirements.</p>
10. Suppression (Radio) / Electro-magnetic Compatibility	No Exemptions or Variations

Subject	Exemptions / Variations related to Special Purpose Vehicles
11. Diesel Smoke	No Exemptions or Variations
12. Interior Fittings	<p>For the purpose of this requirement a wheelchair shall be considered to be a seat.</p> <p>In the case of an armoured vehicle exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.</p>
13. Anti-theft and Immobiliser	<p>In the case of a wheelchair accessible vehicle, motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p>
14. Protective Steering	<p>This item shall not apply to an armoured vehicle.</p> <p>If a disabled person's vehicle had been adapted, then the requirements of this item shall not apply to the vehicle insofar as the adaptation prevents the vehicle from complying with any of the requirements of this item.</p>
15. Seat Strength	<p>In the case of a motor-caravan, ambulance, hearse, armoured vehicle, mobile crane or other special purpose vehicle, any seats which are not designated for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of a disabled person's vehicle this item does not apply to the anchorages of any seat designed for a disabled person, so long as such a seat is securely attached to the vehicle but shall comply with all other technical requirements.</p> <p>In the case of a wheelchair accessible vehicle:</p> <p>(a) a wheelchair location shall be considered as a seating position but the requirements do not apply to the wheelchair.</p> <p>(b) For each wheelchair sufficient space shall be provided. The longitudinal plane of the special area shall be parallel to the longitudinal plane of the vehicle.</p> <p>Appropriate adaptations may be made to the seats of the vehicle provided that their anchorages, mechanisms and head restraints guarantee the same level of performance provided for in Directive 2005/39/EC.</p>
16. Exterior Projections	<p>In the case of all special purpose vehicles those parts of a special purpose vehicle other than the driver's cabin shall be exempted from any requirement of this item if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>In the case of an armoured vehicle exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>In the case of a wheelchair accessible vehicle the requirements shall apply to boarding aids when in the position for vehicle travel.</p>
17. Speedometer and Reverse Gear	No Exemptions or Variations

Subject	Exemptions / Variations related to Special Purpose Vehicles
18. Plates (statutory)	No Exemptions or Variations
19. Seat Belt Anchorages	<p>In the case of a motor-caravan, ambulance, hearse, mobile crane or other special purpose vehicle, Any seats which are not designated for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of an armoured vehicle exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.</p> <p>In the case of a wheelchair accessible vehicle:</p> <p>(a) Each wheelchair location shall be fitted with an integrated restraint system which consists of a restraint system for the wheelchair and a restraint system for the wheelchair user.</p> <p>(b) Anchorages for restraint systems shall resist forces as prescribed in Directive 76/115/EEC and in Standard ISO 10542-1: 2001.</p> <p>(c) Webbing and hardware intended to secure the wheelchair (tie-down mechanisms) shall meet the requirements of Directive 77/541/EEC and of the relevant part of Standard ISO 10542.</p> <p>Tests shall be performed by the technical service which has been appointed for testing and checking in accordance with the Directives referred to above. The criteria are those included in these Directives. Tests shall be performed with the surrogate wheelchair described in Standard ISO 10542.</p>
20. Installation of Lighting and Light Signalling Devices	<p>In the case of a motor-caravan, ambulance, hearse, armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply provided that all mandatory lighting devices are fitted and, except in the case of a mobile crane, that the geometric visibility is not affected.</p> <p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply to the cab. In the case of an incomplete/completed vehicle, it is acceptable that the requirement relating to the cab for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p>
21. Retro Reflectors	No Exemptions or Variations
22. End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps	No Exemptions or Variations
23. Direction Indicators	No Exemptions or Variations
24. Rear Registration Plate Lamps	No Exemptions or Variations
25. Headlamps including bulbs	No Exemptions or Variations
25A. Cornering Lamps	No Exemptions or Variations
26. Front Fog Lamps	No Exemptions or Variations

Subject	Exemptions / Variations related to Special Purpose Vehicles
27. Towing Hooks	<p>In the case of an armoured vehicle, mobile crane, or other special purpose vehicle, exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>In the case of a motor-caravan, ambulance or hearse, the requirements apply only to the front of the vehicle.</p>
28. Rear Fog Lamps	No Exemptions or Variations
29. Reversing Lamps	No Exemptions or Variations
30. Parking Lamps	No Exemptions or Variations
31. Seat Belts and Restraint Systems	<p>In the case of a motor-caravan, ambulance, hearse, mobile crane or other special purpose vehicle, Any seats which are not designated for use when travelling on a road must be clearly identified to users by means of a pictogram or a sign with appropriate text.</p> <p>In the case of a motor-caravan, ambulance, or hearse, at least lap belts are required for rear seating positions.</p> <p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of an armoured vehicle, exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p> <p>In the case of a prison vehicles seat belts are required to be fitted for the driver's and any front passenger's seat. Any other optional seat belts fitted must also comply.</p> <p>In the case of a wheelchair accessible vehicle when, due to the conversion, anchorage points for the safety belts need to be moved outside the tolerance provided for in point 2.7.8.1. of Annex I to Directive 77/541/EEC, the technical service shall check whether the alteration constitutes a worst case or not. If that is the case, the test provided for in Annex VII to Directive 77/541/EEC shall be performed. Extension to the EC type-approval does not need to be issued. This does not apply to a seat that is a wheelchair.</p>
32. Forward Vision	<p>In the case of an armoured vehicle the light transmission factor shall be at least 60% and the 'A' pillar obstruction angle shall not exceed 10°.</p> <p>In the case of a wheelchair accessible vehicle adapted for a wheelchair to be used as the driver's seat, it shall be sufficient to demonstrate to the satisfaction of the Approval Authority that the driver's forward vision is comparable to that of the original driver's seat when the vehicle was first approved to the directive when the seat height adjustment of the original seat shall be set in the mid position.</p>
33. Identification of Controls	No Exemptions or Variations
34. Defrost / Demist	In the case of an armoured vehicle exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.
35. Wash / Wipe	In the case of an armoured vehicle exemption from any requirement of this item is permitted if it can be demonstrated to the satisfaction of the Approval Authority that it is impossible for the vehicle to comply due to its special purpose.

Subject	Exemptions / Variations related to Special Purpose Vehicles
36. Heating Systems	No Exemptions or Variations
37. Wheel Guards	No Exemptions or Variations
38. Head Restraints	Does not apply to a seat which is a wheelchair.
39. CO ₂ Emissions / Fuel Consumption	<p>Does not apply to special purpose vehicles other than a wheelchair accessible vehicle.</p> <p>In the case of a wheelchair accessible vehicle a new measurement relating to CO₂ emissions does not need to be performed when no fresh tests have to be performed with regard to tail pipe emissions.</p>
40. Engine Power	No Exemptions or Variations
41. Diesel Emissions	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of a mobile crane compliance with Directive 97/68/EC can be accepted.</p>
42. Lateral Protection	No Exemptions or Variations
43. Spray-suppression systems	No Exemptions or Variations
44. Masses and Dimensions (cars)	<p>In the case of wheelchair accessible vehicles:</p> <p>(a) For the purposes of calculations, the mass of the wheelchair including the user shall be assumed to be 100 kg. The mass shall be concentrated at the H point of the three dimensional machine.</p> <p>(b) The technical service shall also consider the possibility to use electric wheelchair(s), the mass of which, including the user, is assumed to be 250 kg.</p> <p>Whether the vehicle is suitable for an electric wheelchair and any limitation in the passenger capacity resulting from the use of electric wheelchair(s) shall be recorded in the type-approval certificate and in an appropriate language thereto shall be included in the certificate of conformity.</p>
45. Safety Glass	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of a motor-caravan, ambulance or hearse, mobile crane, or other special purpose vehicle, the requirements for all window glazing, other than the driver's cab glazing (windshield and side glazing), the material may be either safety glass or rigid plastic glazing.</p> <p>This item does not apply to an armoured vehicle.</p>
46. Tyres	<p>In the case of a motor-caravan, ambulance or hearse, the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.</p> <p>In the case of an armoured vehicle, or mobile crane, save as required by <i>paragraph 3</i>, exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.</p>

Subject	Exemptions / Variations related to Special Purpose Vehicles
	In the case of a mobile crane the provision in <i>paragraph 2</i> above applies on condition that the requirements in ISO 10571 — 1995 (E) or ETRTO Standards Manual 1998 are fulfilled.
47. Speed Limiters	No Exemptions or Variations
48. Masses and Dimensions	<p>Exemption from Annex I, <i>paragraph 7.3.1</i>: a trailer for abnormal indivisible loads of exceptional length; a trailer being a drying or mixing plant designed for the production of asphalt or of bituminous or tar macadam and used mainly for the construction, repair or maintenance of roads; a road planing machine;</p> <p>In the case of a semi-trailer which is a car transporter for the distance mentioned in Annex I, <i>paragraph 7.3.1.4.1</i> shall be substituted 12.5 m and for <i>paragraph 7.3.1.4.2</i> shall be substituted 4.19 m.</p> <p>Exemption from Annex I, <i>paragraph 7.6</i>: “Abnormal Indivisible Load” vehicle; a semi-trailer low loader; a semi-trailer step-frame low loader.</p> <p>In the case of a semi-trailer being a car transporter Annex I, <i>paragraph 7.6</i> shall apply save that any part of the semi-trailer forward of the transverse plane passing through the king pin may be ignored.</p>
49. External Projections of Cabs	In the case of an armoured vehicle , exemption from one or more of the provisions in column 2 is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply.
50. Couplings	In the case of a motor-caravan, ambulance or hearse , the requirements according to the base/incomplete vehicle may apply. In the case of an incomplete/completed vehicle, it is acceptable that the requirement for vehicles of the corresponding category N (based on maximum mass) are satisfied.
51. Flammability	<i>Flammability only applies to M₃</i>
52. Buses and Coaches	In the case of an armoured vehicle , exemption from one or more of the provisions is permitted where it can be demonstrated to the satisfaction of the Approval Authority that the special purpose of the vehicle makes it impossible to fully comply
53. Frontal Impact	Not Applicable
54. Side Impact	Not Applicable
55. Blank	
56. Vehicles Intended for the Transport of Dangerous Goods	No Exemptions or Variations
57. Front Underrun Protection	No Exemptions or Variations
58. Pedestrian Protection	Not Applicable

PART 5

Technical Specification and Technical Requirements (Supplementary)**For Individual Approvals**

This supplement should be read in conjunction with National Small Series Type Approval Technical Specification and Inspection Procedure for the category of vehicle.

All requirements related to the equivalent NSSTA apply unless specific alternatives or variations are listed here.

Vehicle requirements will relate to age of vehicle (except full current seat belt requirements will be required)

To enable representative testing the vehicle will be delivered in a presentable state and capable of being laden to maximum authorised weight.

For O category vehicles, a compatible towing vehicle also capable of being laden to maximum authorised must also be supplied.

A representative of the manufacturer must be present to enable access to all parts of the vehicle, to assist in explanation of features of that vehicle, and to cooperate in any testing.

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
1. Sound Level	No Alterations or Variations except for Schedule 7 Vehicles : 1. The vehicle shall be fitted with an exhaust system including a silencer such that the exhaust gases shall not escape into the atmosphere without first passing through the silencer. 2. When- (a) the vehicle is held stationary on a level surface such that there is an unobstructed area not less than 3 metres wide all around the vehicle; and (b) the engine by which the vehicle is propelled is run at a constant rotational speed of $\frac{3}{4}$ S ("S" means the rotational speed at which maximum power is produced). The noise measured at 0.5 metres from the exhaust outlet at 45 degrees to the axis of the outlet pipe in a horizontal plane, shall not exceed 99db(A).	
2. Emissions (Light Duty Vehicles)	Directive 70/222/EEC as amended by Directive 98/69/EC, Annex I, <i>paragraph 5</i> (Row B Limits) Or	Test(s) for modifications not covered in column 2

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>ECE Regulation 83.03, <i>paragraph 5</i> (Row B Limits). For Schedule 7 Vehicles: The vehicle shall not emit any avoidable smoke or avoidable visible vapour. When the engine by which the vehicle is propelled is running without load at a normal idling speed, the carbon monoxide content of the exhaust emissions from the engine shall not exceed -0.3% of the total exhaust emissions from the engine by volume. If the engine by which the vehicle is propelled is run without a load at a rotational speed of 2,000 revolutions per minute, the hydrocarbon content of the exhaust emission from the engine shall not exceed 0.12% if the vehicle is one to which <i>paragraph 2(b)</i> or (c) applies and the engine by which it is propelled is run without a load at a fast idling speed-</p> <p>(a) the carbon monoxide content of the exhaust emissions from the engine shall not exceed 0.3% of the total exhaust emissions from the engine by volume;</p> <p>(b) the hydrocarbon content of the exhaust emissions from the engine shall not exceed 0.02% of the total exhaust emissions from the engine by volume; and</p> <p>(c) the lambda value shall be between the relevant limits.</p> <p>Modification of exhaust system length after the last silencer not exceeding 2m is permissible without any further test.</p> <p>For vehicles with a maximum mass equal to or exceeding 2500kg the requirements according to the category of the base or incomplete vehicle or of the corresponding N category vehicle based on maximum mass may apply.</p> <p>Only modifications specified above will be accepted without further test. Any other modifications may be assessed at the discretion of the Approval Authority.</p> <p>Vehicles are exempt from the requirements of On Board Diagnostics</p>	
<p>3. Fuel Tanks / Rear Protective Devices</p>	<p>No Alternatives or Variations except For Schedule 7 Vehicles: 1. The technical provisions of Section 5 of Annex I of Directive 70/221/EC as last amended by 2006/20/EC, with the exception of <i>paragraphs 5.1, 5.2, and 5.12</i>. No dripping test shall be performed. 2. Vehicles (except those not fitted for fuels liquid at normal ambient conditions) must comply with the requirements of <i>paragraphs 5.1.2</i> (run on unleaded petrol) of Directive 70/220/EEC as amended by 2001/100/EC. 3. For vehicles using gaseous fuels: Or ECE Regulation 34.02 for liquid fuels Or ECE Regulation 67.01 for LPG Or</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>ECE Regulation 110 for CNG Or ECE Regulation 115 for LPG or CNG retro-fit.</p> <p>Rear Protective Devices: The technical provisions of <i>paragraph 5</i> of Annex II to Directive 70/221/EEC as last amended by directive 2006/20/EC As an alternative to the installation requirements above for a rear protective device fitted to a vehicle, an Installation Check where an Installation Check means: A check to confirm that the rear protective device as a separate technical unit is of a type for which: (a) a type approval or test report has been issued; or (b) has been tested and witnessed by the Approval Authority; or (c) calculations have been submitted to the satisfaction of the Approval Authority; and a visual inspection that the device has been correctly installed in accordance with the technical provisions of <i>paragraph 5</i> of Annex II to Directive 70/221/EEC as last amended by directive 2006/20/EC</p>	
4. Rear Registration Plate Space	<p>No Alternatives or Variations or</p> <p>For Schedule 7 Vehicles: The technical provisions of Directive 70/222/EEC Or Sufficient space (width 520mm, height 120mm. OR width 340mm, height 240mm) shall be provided for a registration plate.</p>	
5. Steering Effort	<p>In the case of a Manual or Power Assisted System, and where an approval or test report has been issued for that system prior to its modification, a test will be conducted to ensure no obvious defect or undue stiffness is evident.</p>	<p>Laden vehicle: Manoeuvrability test for modified systems. Test for establishing undue stiffness in steering system.</p>
6. Door Latches and Hinges	<p>No Alternatives or Variations</p>	
7. Audible Warning	<p>The vehicle shall be fitted with an audible warning device which when operated emits a continuous uniform sound capable of giving audible warning of the approach or position of the vehicle to which it is fitted.</p>	
8. Indirect Vision Devices	<p>An Installation Check</p> <p>For Schedule 7 Vehicles: 1. Directive 2003/97/EC, Annex II, <i>paragraph 1.4</i> shall not apply.</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>2. In the case where the longitudinal plane of the exterior bodywork on either side of the vehicle adjacent to the driver's position on which an exterior rear view mirror may be mounted is more than 150mm inwards from a longitudinal plane passing through the outer edge of the rear tyre(s) on that side of the vehicle the following may apply: Directive 2003/97/EC, Annex III, <i>paragraphs</i> 5.3.1 and 5.3.2, in the second <i>paragraph</i> in each case, for 1m shall be substituted 2.125m and for 4m shall be substituted 10m.</p> <p>3. Field of view requirements do not apply to optional mirrors.</p> <p>4. Vehicles manufactured before 26 January 2010 may, as an alternative to the provisions comply with Directive 71/127/EEC as amended by Directive 88/321/EEC.</p> <p>"Installation Check" means a check that the devices required are fitted, are securely attached to the vehicle so as to minimize the effects of vibration, and that the field of view requirements are met.</p>	
<p>9. Braking</p>	<p>No Alterations or Variations except</p> <p>For category O2 trailers and O1 trailers fitted with an inertia type braking system may, as an alternative, comply with the following requirements:</p> <p>(a) technical reports to Directive 71/320/EEC, Annex VIII, Appendix 2 and 3;</p> <p>(b) a compatibility check to Annex VIII, Appendix 4; and</p> <p>(c) compliance with the requirements of Annex I, <i>paragraphs</i> 2.2.2.9 and 2.2.2.10;</p> <p>(d) the technical requirements of Annex VIII, <i>paragraphs</i> 3.1, 3.2, 3.4 excluding drag force check;</p> <p>(e) a visual assessment to Annex VIII, <i>paragraphs</i> 4.1, and of the first sentence of <i>paragraph</i> 4.2; and</p> <p>(f) a Park Brake Test.</p> <p>For Schedule 7 Vehicles</p> <p>1. The vehicle shall comply with the requirements of <i>paragraph</i> 2.1 and 2.2 of Annex 1 of Directive 71/320/EEC as last amended by Directive 98/12/EC; but in the application of that Annex (as so amended) for these purposes-</p> <p>(a) the second sentence of <i>paragraph</i> 2.2.1.2.4 shall not apply;</p> <p>(b) <i>paragraph</i> 2.2.1.4.2 shall not apply in relation to a vehicle which is fitted with a braking device having a split-circuit transmission which enables braking of not less than one wheel on each side of the vehicle, in the event of failure in a part of the transmission of the service braking; and</p> <p>(c) <i>paragraph</i> 2.2.1.5.1 shall apply as if for the last sentence there were substituted the words "This condition must be met by automatic means".</p> <p>2. If the vehicle is equipped with an anti-lock device it shall comply with <i>paragraph</i> 2.2.1.23 of 71/320/EEC as last amended by Directive</p>	<p>Laden and [part] laden.</p> <p>Inertia brakes for up to 3.5 ton trailers.</p> <p>Bodied rigid vehicles, so long as the base vehicle has an EC type approval for its brakes this is acceptable with simple brake test on brake roller.</p> <p>When an additional axle is fitted to a tractor unit, will need to pull down tractor unit for brake test. Similarly for addition of extra axle to a semi-trailer.</p> <p>Compatibility test (correct air pressure, signal etc., between vehicle and trailer to ensure balanced braking) for rigid vehicle equipped to tow drawbar trailer.</p> <p>Appointed Test Centre will require calibrated air supply for trailer test</p> <p>Axles supplied by axle manufacturer come with a test report and sufficient information from axle manufacturer to allow manufacturer install axle in such away as to ensure compliance with braking directive.</p> <p>Documentation check plus basic brake test will</p>

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>98/12/EC. 3. The vehicle shall comply with the requirements of <i>paragraphs</i> 2.2.1.11.1 and 2.2.1.11.2 of Directive 71/320/EEC as last amended by Directive 98/12/EC.</p> <p>4. The secondary braking and service braking shall have the same control.</p> <p>5. The brake efficiency shall be not less than-</p> <p>(a) for the service braking</p> <p>(i) in the case of a passenger vehicle, 60%;</p> <p>(ii) in the case of a goods vehicle, 50%</p> <p>or</p> <p>(b) for the secondary braking in the case when the servo-assistance provided for the service braking (if any) fails and a force is applied to the control</p> <p>(i) in the case of a passenger vehicle, 30% when the force applied is 50kg; or</p> <p>(ii) in the case of a goods vehicle, 25% when the force applied is 70kg.</p> <p>(c) 18% for the parking braking.</p> <p>6. The vehicle shall comply with the braking distribution requirements of <i>paragraph</i> 1.1.4.2 of Annex II of 71/320/EEC as amended</p> <p>A Park Brake Test means: A test for O2 and if fitted O1 category trailers that the park brake meets the performance requirement of Directive 71/320/EEC, Annex II, <i>paragraph</i> 2.2.2.</p>	<p>suffice.</p> <p>Inertia brakes are only for small trailers, up to 3.5 ton.</p> <p>NB. Do not approve trailers fitted with inertia brakes that are over 3.5 ton.</p>
<p>10. Suppression (Radio) / Electro-magnetic Compatibility</p>	<p>No Alterations or Variations except</p> <p>The manufacturer may submit a declaration of the relevant components installed, that they, or the vehicle as a whole, comply with the requirements, and in such case an Installation Check will be conducted.</p> <p>“Installation Check” means a manufacturer’s declaration that installed components are compliant with the requirements and inspection of a sample of installed components as the approving authority deem necessary.</p>	
<p>11. Diesel Smoke</p>	<p>No Alternatives or Variations except</p> <p>For Schedule 7 Vehicles:</p> <p>1. A free acceleration test such that the coefficient of absorption of the exhaust emissions from the engine immediately after leaving the exhaust shall not exceed-</p> <p>a) for an M1 or N1 vehicle, 1.5 per metre</p> <p>or</p> <p>b) for an N2, M2, N3 or M3 vehicle:</p> <p>v) if the engine of the vehicle is turbo-charged, 3.0 per metre</p> <p>or</p> <p>vi) in any other case, 2.5 per metre is allowed as an alternative.</p> <p>“co-efficient of absorption” is to be construed in accordance with <i>paragraph</i> 3.5 of Annex VII to Directive 72/306/EEC;</p> <p>“free acceleration” has the same meaning as in Annex II to Directive 77/143/EEC as last amended by Directive 92/55/EEC.</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
<p>12. Interior Fittings</p>	<p>1. No surface (other than a surface of a window) of the vehicle interior which can be contacted by a sphere of 165mm diameter and which is within the specified zone, shall include any fittings (eg controls, including steering controls, and instruments) or design features which have any dangerous roughness or sharp edges.</p> <p>2. Switches and other controls mounted on the instrument panel which project by more than 9.5mm from the surface of the panel, can be contacted by a sphere of 165mm diameter and which are within the specified zone, shall be so constructed and mounted that they would either retract into the surface of the panel or become detached from the panel when a horizontal force of 40kg is applied to them.</p> <p>3. The lower edge of the instrument panel which is within the specified zone shall be rounded to a radius of curvature of not less than 19mm, or if it is covered with non-rigid material, not less than 5mm.</p> <p>4. The rearward and upward-facing parts of seat frames behind which there is a designated seating position, and which are within the head impact zone shall be both covered with non-rigid material and have a radius of curvature of not less than 5mm.</p> <p>5. The handbrake control in the fully released position and the gear-lever control in any forward gear position shall not have any radius of curvature of less than 3.2mm on surfaces which can be contacted by a sphere of 165mm diameter.</p> <p>6. Shelves and other similar items fitted below the level of the highest part of the instrument panel shall be so constructed that their supports have no protruding edges and that all parts facing into the vehicle present a surface not less than 25mm high with edges rounded to a radius of curvature of not less than 3.2mm. This surface shall also be covered with non-rigid material.</p> <p>7. On that part of the inner surface of the roof which is situated above or forward of the occupants and can be contacted by a sphere of 165mm diameter, the width of projecting parts made of rigid material, shall not be less than the length of their projection from the surface and their edges shall have a radius of curvature of not less than 5mm. Roof sticks or ribs made of rigid material with the exception of the header rail of the glazed surfaces and door frames, shall not project downwards by more than 19mm.</p> <p>For the purposes of this item-</p> <p>”air bag” means a flexible bag fitted to a vehicle and designed to be filled with gas under pressure in order to protect the driver or a front seat passenger in the event of a collision involving the front of the vehicle;</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>“designated seating position” means a position where there is a seat designed for normal use while the vehicle is travelling on the road;</p> <p>“head impact zone” has the same meaning as in Directive 74/60/EEC;</p> <p>“non-rigid material” means a material which has a hardness of less than 50 shore A;</p> <p>“rigid material” means a material which has a hardness of no less than 50 shore A;</p> <p>“sharp edge” means an edge of rigid material having a radius of curvature of less than 2.5mm, except in the case of projections of less than 3.2mm from the panel. In this case, the minimum radius of curvature shall not apply provided that the height of the projection is not more than half its width and its edges are blunted;</p> <p>“specified zone” means the zone which-</p> <p>(a) is forward of the transverse plane of the torso reference line of the manikin as defined in <i>paragraph 2.5</i> and appendix 1 of Annex 3 to Directive 77/649/EEC as last amended by Directive 90/630/EEC with the manikin positioned in the rearmost designated seating position;</p> <p>(b) is above the horizontal plane passing through the point 150mm above the lowest part of the top of the front seat cushions; and</p> <p>(c) is outside the areas defined by <i>paragraphs 2.3.1, 2.3.2 and 2.3.3</i> of Annex 1 to Directive 74/60/EEC as last amended by Directive 78/632/EEC.</p> <p>This item shall not apply to a goods vehicle.</p> <p><i>paragraph 1</i> shall not apply to:</p> <p>(a) the edges of any interior fitting (if there is a gap of less than 20 mm wide between the edges);</p> <p>(b) any heating or ventilation grill element; or</p> <p>(c) any control mounted on the heating or ventilation grill element area; so long as they are blunted.</p> <p>Paragraph 1 shall not apply to foot pedal controls.</p> <p>Paragraphs 1 and 2 shall not apply to any switches, controls or associated equipment designed for the use by a disabled person and fitted in a disabled person’s vehicle so long as any edges are blunted.</p> <p>Paragraph 4 shall not apply to any seat designed for a disabled person and fitted in a disabled person’s vehicle.</p> <p>Paragraph 5 shall not apply to-</p> <p>(a) any floor-mounted hand-brake control if, in the fully released position, no part of the control is in the specified zone; or</p> <p>(b) any hand-brake control mounted on or under</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>the instrument panel, if in the fully released position, there is no possibility of the occupants of the vehicle contacting it in the event of a frontal impact.</p> <p>Paragraph 7 shall not apply to parts covered with a non-rigid material and the hood-frames of convertible vehicles. For opening roofs, the requirements shall apply to parts, including devices for opening, closing and adjusting the roof, with the roof in the closed position.</p> <p>Paragraph 1 (in so far as it relates to the surface of an instrument panel) and <i>paragraph 2</i> shall not apply to any vehicle if:</p> <p>(a) it is fitted with air bags for the protection of the driver and the front seat passenger; and</p> <p>(b) those air bags were fitted at the time the vehicle was manufactured, except that this exemption shall not apply to: (i) an amateur-built vehicle, (ii) a vehicle manufactured in very low volume, (iii) a vehicle manufactured using parts of a registered vehicle, and (iv) a rebuilt vehicle.</p>	
<p>13. Anti-theft and Immobiliser</p>	<p>No Alterations or Variations except for Schedule 7 Vehicles:</p> <p>In the case of devices to prevent unauthorised use the manufacturer may as an alternative to an approval or test report issue a declaration of the device(s) fitted and that they comply with column of parent document, and in such case an Installation Check will be conducted.</p> <p>The vehicle shall be fitted with some form of anti-theft device, that is to say, a mechanical, electrical or electronic immobiliser or a combination of these (in addition to any key operated switch normally used to start the engine) that prevents the vehicle being driven or moved under its own power. Such device(s) shall comply with the following:</p> <p>(a) No anti-theft device shall operate on the braking system.</p> <p>(b) If any anti-theft device is, or incorporates, any mechanical device that acts upon a system that affects the control of the vehicle (eg the steering control)-</p> <p>(i) it shall not be possible to start the engine in the normal way until every such mechanical device has been deactivated,</p> <p>(ii) it shall not be possible to activate any such mechanical device while the engine is running, and</p> <p>(iii) the action of activating any such mechanical device shall be distinct and separate from that of stopping the engine.</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
	<p>Any alarm system or immobiliser fitted to a vehicle shall comply with <i>paragraph</i> 1 or 2 as applicable.</p> <p>Optional panic alarm not forming part of an alarm system under <i>paragraphs</i> 1 or 2 shall comply with the following:</p> <p>(a) The alarm signal shall be audible and in addition may include optical alarm devices, or be a radio alarm, or any combination of the above.</p> <p>(b) The technical requirements of Directive 74/61/EEC as last amended by Directive 95/56/EC, Annex VI, Part II, <i>paragraphs</i> 8.2 to 8.8, 9.1.2 to 9.2.1, 9.2.3 to 9.4, 9.6, 9.9 to 9.10, and 9.11.2 to 11. inclusive.</p> <p>(c) unsetting the panic alarm shall immediately cut the alarm signal.</p> <p>(d) any reference to “alarm” or “AS” shall be taken to mean “panic alarm”.</p> <p>An “Installation Check” means an inspection of installed components as the approving authority deem necessary and in the case of an Immobiliser or Alarm system a completed installation certificate except that a panic alarm a test report is required.</p>	
<p>14. Protective Steering</p>	<p>No Alterations or Variations except for Schedule 7 Vehicles:</p> <p>1. No part of the steering control surface directed towards the driver which can be contacted by a sphere of 165mm in diameter shall present any roughness or sharp edges with a radius of curvature of less than 2.5mm.</p> <p>2. The steering control shall be designed, constructed and fitted so as not to embody components or accessories, including the horn control and other assemblies, capable of catching in the driver’s clothing or jewellery in normal driving movements.</p> <p>3. The steering control and column assembly as fitted to the vehicle or the steering control itself shall offer a degree of protection to the driver in the event of a frontal impact by absorbing energy. This requirement shall be treated as met if either-</p> <p>(a) the vehicle complies with the requirements of <i>paragraph</i> 5.2 of Annex 1 of Directive 74/297/EEC; or</p> <p>(b) the steering control complies with the requirements of <i>paragraphs</i> 5.2, 5.4.3, 5.4.4 and 5.4.5 of Directive 74/297/EEC as last amended by Directive 91/662/EEC.</p> <p>4. The vehicle shall comply with the requirements of <i>paragraph</i> 5.1 of Annex 1 of Directive 74/297/EEC.</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
15. Seat Strength	No Alterations or Variations except For vehicles other than category M ₂ (Class B or III) and M ₃ (Class B or III) and not fitted with seat belts a Visual Inspection.	
16. Exterior Projections	No Alterations or Variations plus Handles, hinges, push buttons and fuel tank filler caps shall not project more than 40 mm from the external surface unless they cannot under any circumstance project beyond the extreme outer edge of the vehicle, in which case they may project by up to 50 mm from the external surface . All handles shall be enclosed in a protective surround or be recessed, unless they cannot in any circumstances project beyond the extreme outer edge of the vehicle. The open ends of door handles which rotate parallel to the plane of the door shall be turned back towards the plane of the door. Such open ends shall be directed rearwards unless the handles cannot under any circumstances project beyond the extreme outer edge of the vehicle and at least one of the following requirements is met- (a) the open end of the handle is shielded to the front by a protective surround, or (b) the open end of the handle is recessed into the vehicle bodywork, or (c) the gap measured laterally between the open end of the handle and the vehicle body is no more than 2 mm when the handle is in its normal position with the door latched. The open ends of handles, which pivot outwards in any direction, shall face either rearwards or downwards, unless they have an independent return mechanism and cannot project more than 15 mm from the external surface should the return mechanism fail.	
17. Speedometer and Reverse Gear	No Alternatives or Variations Speedometers require metric only units.	
18. Plates (statutory)	No Alternatives or Variations	
19. Seat Belt Anchorages	No Alternatives or Variations except for Schedule 7 Vehicles tests need not be performed provided that the vehicle is designed to meet the strength characteristics equivalent to those needed to satisfy the requirements of this item.	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
20. Installation of Lighting and Light Signalling Devices	<p>The requirements shall be limited to the installation of approved components as appropriate to the location, of the requisite number, installed in the specified positions, with the required geometric visibility and that operate in accordance with the technical requirements of UNECE Regulation 48.03</p> <p>Dipped beam headlamps shall be suitable for left hand rule of the road traffic.</p> <p>For category M₁ and N₁:</p> <ol style="list-style-type: none"> 1. Paragraphs 6.2.6.2 and 6.2.6.3 (Headlamp levelling) shall not apply except where dipped beam headlamps with light sources having an objective luminous flux which exceeds 2000 lumens is fitted; 2. the requirements relating to S3 devices in <i>paragraph 6.7</i> of UNECE Regulation 48.01 shall not apply; In the case of a rear direction indicator which is one of a number of lamps having a common housing and fitted to a left-hand drive vehicle, <i>paragraph 6.5.4.1</i> of UNECE regulation 48 shall apply as if for “400 mm” there were substituted “480 mm”. 	
21. Retro Reflectors Rear Marker Plates and Conspicuity Markings	<p>No Alternatives or Variations except for M₁ and N₁ category vehicles:</p> <p>This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity, of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.</p>	
22. End-outline, Front-position (side), Rear-position (side), Stop, Side Marker, Daytime Running Lamps	<p>No Alternatives or Variations except for M₁ and N₁ category vehicles:</p> <p>This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity, of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.</p>	
23. Direction Indicators	<p>No Alternatives or Variations except for M₁ and N₁ category vehicles:</p> <p>This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity, of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.</p>	
24. Rear Registration Plate Lamps	<p>No Alternatives or Variations except for M₁ and N₁ category vehicles:</p> <p>This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity, of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.</p>	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
25. Headlamps including bulbs	No Alternatives or Variations except for M ₁ and N ₁ category vehicles: This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.	
25A. Cornering Lamps	No Alternatives or Variations except for M ₁ and N ₁ category vehicles: This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.	
26. Front Fog Lamps	No Alternatives or Variations except for M ₁ and N ₁ category vehicles: This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.	
27. Towing Hooks	An Installation Check “ Installation Check ” means a check to confirm the presence and that towing hooks are securely attached to major structural aspects of the vehicle.	
28. Rear Fog Lamps	No Alternatives or Variations except for M ₁ and N ₁ category vehicles: This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.	
29. Reversing Lamps	No Alternatives or Variations except for M ₁ and N ₁ category vehicles: This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.	
30. Parking Lamps	No Alternatives or Variations except for M ₁ and N ₁ category vehicles: This item, in so far as it requires any reflector or device to bear a particular standard mark (or one of two or more standard marks), shall not apply if it meets the standards as to coefficient of luminous intensity , of the instrument to which the standard mark (or as the case may be one of those standard marks) relates.	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
31. Seat Belts and Restraint Systems	No Alterations or Variations except Seat belts approved to an equivalent standard may be permitted	
32. Forward Vision	The driver shall have a clear and un-obscured view of the road ahead and to the side (180° forward). “Clear” means no tinting.	
33. Identification of Controls	Instead of complying with NSSTA requirements it is sufficient for controls to be clearly identified so as to avoid confusion.	
34. Defrost / Demist	No Alternatives or Variations	
35. Wash / Wipe	No Alternatives or Variations	
36. Heating Systems	No Alternatives or Variations For Schedule 7 Vehicles: The technical provisions of: Directive 2001/56/EC, <i>paragraph 3</i> of Annex II excluding <i>paragraph 3.1</i> .	
37. Wheel Guards	No Alternatives or Variations	
38. Head Restraints	No Alternatives or Variations	
39. CO₂ Emissions / Fuel Consumption	No Alternatives or Variations Not applicable for Schedule 7 Vehicles.	
40. Engine Power	An engine power and maximum power speed shall be determined for each vehicle.	
41. Diesel Emissions	No Alterations or Variations	
42. Lateral Protection	No Alternatives or Variations but Tests are not required where the device is designed to meet the strength characteristics specified in the NSSTA requirements.	
43. Spray-suppression systems	No Alternatives or Variations	
44. Masses and Dimensions (cars)	No Alternatives or Variations	

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
45. Safety Glass	<p>Installation check and Windscreen and windows to side of driver must be safety glass (“e” / “E” marked or BS marked) all other glass must be safety glazing (ie will not shatter — may be plastic). An opacity of 70% is required for all windows (60% if armoured).</p> <p>Directive 92/22/EEC, Annex III, <i>paragraph</i> 2.1.1 and 2.1.2 and UNECE Regulation 43, Annex 21, <i>paragraph</i> 4.1.2 and 4.1.3. do not apply provided that driver’s forward vision is not distorted and that light transmission of at least 70% is maintained.</p>	
46. Tyres	No Alternatives or Variations plus installation check including wheel arch clearance check.	
47. Speed Limiters	No Alternative or Variations	
48. Masses and Dimensions	No Alternative or Variations	
49. External Projections of Cabs	<p>No Alternative or Variations</p> <p>Does not apply to category M vehicles.</p>	
50. Couplings	<p>No Alterations or Variations plus</p> <p>An Installation Check and Securely attached to structural parts of the vehicle.</p> <p>Couplings fitted as original equipment to mass produced vehicles which are compatible with trailer coupling devices complying with the requirements of Annex V to Directive 94/20/EC are permitted.</p> <p>“Installation Check” means confirmation that the components are “e” / “E” marked and securely installed in accordance with supporting information provided by the vehicle manufacturer.</p>	
51. Flammability	No Alterations or Variations	
52. Buses and Coaches	No Alternative or Variations	
53. Frontal Impact	<p>No Alterations or Variations.</p> <p>Not applicable for Schedule 7 Vehicles</p>	
54. Side Impact	No Alteration or Variations	
55. Blank		

Subject	Alternatives / Variations related to vehicles offered for IVA	Test Conditions / Resulting Documentation
56. Vehicles Intended for the Transport of Dangerous Goods	No Alternatives or Variations	
57. Front Underrun Protection	No Alterations or Variations plus an Installation Check Not applicable for category M and N₁ vehicles. “ Installation Check ” means a check to confirm that the device is approved or of the type tested and has been correctly installed.	
58. Pedestrian Protection	No Alternatives or Variations Only applies to category M ₁ and N ₁ vehicles. Not applicable for Schedule 7 Vehicles.	

1. All aspects of the design and construction of the vehicle and its equipment which are not covered by other subject matters in this Schedule, shall be such that no danger is caused or likely to be caused to any person in the vehicle or on a road.

2. In particular, under all normal conditions likely to be encountered while the vehicle is being driven on a road, including when the vehicle is loaded to its maximum gross weight and the axle weight of any one axle equals its maximum permitted axle weight-

- (a) it shall be possible to control the vehicle safely, taking account of the vehicle's speed and acceleration capabilities;
- (b) it shall at all times be possible for the driver, while controlling the vehicle, to have a full view of the road and traffic ahead of the vehicle;
- (c) the clearance between any of the following parts of the vehicle, namely the tyres, wheels, other rotating components associated with the transmission of engine power or braking, moveable parts of the steering mechanism and fixed parts shall be sufficient to ensure no risk of fouling and the wheels and wheel fixings shall be compatible;
- (d) the vehicle structure (chassis or integral chassis-body), shall be so designed and constructed as to withstand the forces and vibration to which it is likely to be subject;
- (e) all entries and exits provided for the vehicle occupants (other than doors) shall be so designed as to allow easy and safe use;
- (f) all aperture covers (other than doors) including tail gates, boot and bonnet lids, shall be capable of being securely latched in the fully closed position;

- (g) the steering, suspension, axles and wheels shall be so designed, constructed and fitted as to withstand the forces and vibration to which they are likely to be subject;
- (h) the electrical system, including the battery, electrical components and wires, shall be securely attached to the vehicle. In particular, the maximum distance between attachments of wires, except those contained within hollow components, shall be 300 mm and wires shall be so fitted and protected as to avoid the risk of damage to insulation, such as abrasion. All components shall be so constructed and fitted as to minimise the risk of corrosion and fire.

SCHEDULE 4

Regulation 20.

MAXIMUM PERMITTED NUMBERS OF VEHICLES
FOR NATIONAL SMALL SERIES TYPE-APPROVAL

(1) Vehicle Category	(2) Maximum Permitted Number
M ₁	75
M ₂ , M ₃	250
N ₁	500
N ₂ , N ₃	250
O ₁ , O ₂	500
O ₃ , O ₄	250

SCHEDULE 5

*Regulations 20(12)
and 23(7).*

FORMS OF CERTIFICATE:

NATIONAL SMALL SERIES TYPE-APPROVAL AND INDIVIDUAL
APPROVAL

Part 1

NATIONAL SMALL SERIES TYPE-APPROVAL CERTIFICATE

The prescribed form for a national small series type-approval certificate is set out overleaf.



NATIONAL SMALL SERIES TYPE-APPROVAL CERTIFICATE

Communication concerning:

- National Small Series type-approval⁽¹⁾:
- Extension of National Small Series type-approval⁽¹⁾:
- Refusal of National Small Series type-approval⁽¹⁾:
- Withdrawal of National Small Series type-approval⁽¹⁾:

Of a type of:

- Complete vehicle⁽¹⁾
- Completed vehicle⁽¹⁾
- Incomplete vehicle⁽¹⁾
- Vehicle with complete and incomplete variants⁽¹⁾
- Vehicle with completed and incomplete variants⁽¹⁾

With regard to Directive 2007/46 EC as last amended by Directive .../.../EC/ Regulation (EC) No. .../...⁽¹⁾.

NSS Type-approval No:

e2d*NKS*xxxx*xx

Reason for extension:

Vehicle Identification Number:

SECTION I

0.1 Make (trade name of manufacturer):

0.2 Type:

0.2.1. Commercial name(s)⁽²⁾

0.3 Means of identification of type, if marked on the vehicle:

0.3.1 Location of that marking:

0.4 Category of vehicle⁽²⁾:

0.5 Name and address of manufacturer of the complete vehicle⁽¹⁾:

Name and address of manufacturer of the base vehicle⁽¹⁾⁽⁴⁾:

Name and address of manufacturer of the latest built stage
of the incomplete vehicle⁽¹⁾⁽⁴⁾:

Name and address of manufacturer of the completed vehicle⁽¹⁾⁽⁴⁾:

0.6 Name(s) and address(es) of assembly plant(s):

Cert No.:

File No.:
Page control

NSS Type-approval No:

e24 *NKS*xxxx*xx

SECTION II

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the vehicle(s) type described above ((a) sample(s) having been selected by the type-approval authority and submitted by the manufacturer as prototype(s) of the vehicle type) and that the attached test results are applicable to the vehicle type.

- 1. For complete and completed vehicles/variants (1):
- 2. For incomplete vehicles/variants (1):

The vehicle type meets/does not meet (1) the technical requirements of the separate Directives listed in the table in Section II.
- 3. The approval is granted/refused/withdrawn (1).
- 4. The approval granted in accordance with Article 20 and the validity of the approval is thus limited to dd/mm/yy.

Dublin
(Place)

(Signature)

XXXXXXXXXXXX
(Date)

Documentation:

Total number of pages.

Attachments: Information package.

Test results (See Annex VIII).

Name(s) and specimen(s) of the signature(s) of the person(s) authorised to sign certificates of conformity and a statement of their position in the company.

A model certificate of conformity.

The validity of this certificate is conditional on the receipt by NSAI, of copies of each Certificate Of Conformity (COC) issued for each vehicle in the series.

Cert No.:

File No.:
Page control

NSS Type-approval No:

e24*NKS*xxxx*xx

National Small Series Type-Approval Certificate

This National Small Series Type-Approval (NSSTA) Certificate is, where incomplete and completed vehicles or variants are concerned, based on the approval(s) for incomplete vehicles listed below:

Stage 1: Manufacturer of the base vehicle:

EC Type-Approval Number ⁽¹⁾:

Irish NSSTA number ⁽¹⁾:

Mutually recognised NSSTA number ⁽¹⁾:

NSSTA number from another Member State equivalent to Irish NSSTA ⁽¹⁾:

Dated:

Applicable to variants:

Stage 2: Manufacturer:

EC Type-Approval Number ⁽¹⁾:

Irish NSSTA number ⁽¹⁾:

Mutually recognised NSSTA number ⁽¹⁾:

NSSTA number from another Member State equivalent to Irish NSSTA ⁽¹⁾:

Dated:

Applicable to variants:

Stage 3: Manufacturer:

EC Type-Approval Number ⁽¹⁾:

Irish NSSTA number ⁽¹⁾:

Mutually recognised NSSTA number ⁽¹⁾:

NSSTA number from another Member State equivalent to Irish NSSTA ⁽¹⁾:

Dated:

Applicable to variants:

Cert No.:

File No.:
Page control

NSS Type-approval No:

e24*NKS*xxx*xx

In the case where the approval includes one or more incomplete variants, list those variants which are complete or completed.

Complete / completed variant(s):

List of requirements applicable to the approved incomplete vehicle or variant (as appropriate, taking account of the scope and latest amendment to each of the separate Directives listed below).

Item	Subject	Directive number	Last amended	Applicable to variants

(List only subjects for which a separate Directive NSS type-approval exists.)

In the case of special purpose vehicles, exemptions granted or special provisions applied pursuant to Annex XI and exemptions granted pursuant to Article 20:

Directive number	Item number	Kind of approval and nature of exemption	Applicable to Variants

Cert No.:

File No.:
Page control

Appendix 1

List of regulatory acts to which the type of vehicle complies

Subject	Regulatory act reference (1)	As amended by	Applicable to variants
1. Sound levels	70/157/EEC		
2. Emissions	70/220/EEC		
3. Fuel tanks/rear protective devices	70/221/EEC		
4. Rear registration plate space	70/222/EEC		
5. Steering effort	70/311/EEC		
6. Door latches and hinges	70/387/EEC		
7. Audible warning	70/388/EEC		
8. Rear visibility	71/127/EEC		
8A. Indirect vision devices	2003/97/EC		
9. Braking	71/320/EEC		
10. Suppression (radio)	72/245/EEC		
11. Diesel Smoke	72/306/EEC		
12. Interior Fittings	74/60/EEC		
13. Anti-theft and immobiliser	74/61/EEC		
14. Protective steering	74/297/EEC		
15. Seat Strength	74/408/EEC		
16. Exterior projections	74/483/EEC		
17. Speedometer and reverse gear	75/443/EEC		
18. Plates (statutory)	76/114/EEC		
19. Seat belt anchorages	76/115/EEC		
20. Installation of lighting and light signalling devices	76/756/EEC		
21. Retro reflectors	76/757/EEC		
22. End-outline front-position (side), rear-position (side), stop, side marker, daytime running lamps	76/758/EEC		
23. Direction indicators	76/759/EEC		
24. Rear registration plate lamps	76/760/EEC		
25. Headlamps (including bulbs)	76/761/EEC		
26. Front fog lamps	76/762/EEC		
27. Towing hooks	77/389/EEC		
28. Rear fog lamps	77/538/EEC		
29. Reversing lamps	77/539/EEC		
30. Parking lamps	77/540/EEC		
31. Seat belts	77/541/EEC		
32. Forward vision	77/649/EEC		
33. Identification of controls	78/316/EEC		
34. Defrost / demist	78/317/EEC		
35. Wash / wipe	78/318/EEC		
36. Heating systems	2001/56/EEC		
37. Wheel guards	78/549/EEC		
38. Head restraints	78/932/EEC		
39. CO2 emissions / fuel consumption	80/1268/EEC		
40. Engine power	80/1269/EEC		

NSS Type-approval No:

e24*NKS*xxxx*xx

Subject	Regulatory act reference ⁽⁵⁾	As amended by	Applicable to variants
41. Diesel emissions	88/77/EEC		
42. Lateral protection	89/297/EEC		
43. Spray-suppression systems	91/226/EEC		
44. Masses and dimensions (cars)	92/21/EEC		
45. Safety glass	92/22/EEC		
46. Tyres	92/23/EEC		
47. Speed limiters	92/24/EEC		
48. Masses and dimensions (other than vehicles referred to in item 44)	97/27/EC		
49. External projections of cabs	92/114/EEC		
50. Couplings	94/20/EC		
51. Flammability	95/28/EC		
52. Buses and coaches	2001/85/EC		
53. Frontal impact	96/79/EC		
54. Side impact	96/27/EC		
56. Vehicles intended for the transport of dangerous goods	98/91/EC		
57. Front underrun protection	2000/40/EC		
58. Pedestrian protection	2003/102/EC		
59. Recyclability	2005/64/EC		
60. Frontal protection system	2005/66/EC		
61. Air-conditioning systems	2006/40/EC		

(1) Delete where not applicable.

(2) If not available at the time of granting the type-approval, this item shall be completed at the latest when the vehicle is introduced on the market.

(3) As defined in Annex IIA

(4) See Section II.

(5) Or UNECE Regulations that are deemed to be equivalent; or performance requirements from other States or Regions that are deemed to be equivalent.

Cert No.:

File No.:

Page control

Part 2

Individual Approval Certificate

The prescribed form for an individual approval certificate is set out overleaf.



INDIVIDUAL VEHICLE APPROVAL CERTIFICATE

Communication concerning:

- Individual Vehicle Approval ⁽¹⁾;
- Refusal of Individual Vehicle Approval ⁽¹⁾;
- Withdrawal of Individual Vehicle Approval ⁽¹⁾;

Of a type of:

- Completed vehicle.

With regard to Directive 2007/46/EC as last amended by Directive .../.../EC/Regulation (EC) No. .../... ⁽¹⁾.

IV approval No:

*e24*IVA*xxxx*xx*

NSS Type-approval No:

*e24*NKS*xxxx*xx*

Reason for extension:

Vehicle Identification Number:

SECTION I

0.1 Make (trade name of manufacturer):

0.2 Type:

0.2.1. Commercial name(s) ⁽²⁾

0.3 Means of identification of type, if marked on the vehicle:

0.3.1 Location of that marking:

0.4 Category of vehicle ⁽²⁾:

0.5 Name and address of manufacturer of the complete vehicle ⁽¹⁾:

SECTION II

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the vehicle described above and that the attached test results are applicable to the vehicle.

The vehicle meets/does not meet ⁽¹⁾ the technical requirements for Individual Vehicle Approval.

The approval is granted/refused/withdrawn ⁽¹⁾.

Dublin
(Place)

(Signature)

XXXXXXXXXXXX
(Date)

Documentation:

Total number of pages.

Attachments: Information package.

Test results.

⁽¹⁾ Delete where not applicable.

⁽²⁾ As defined in Annex IIA

IV approval No:

e24*IV A*xxxx*xx**SECTION III**

1. Wheelbase (mm):

2. Axle track (mm):

Axle 1:

Axle 2:

Axle 3:

Axle 4:

3. Mass:

Mass of the vehicle with bodywork in running order (kg):

Technically permissible maximum laden mass (kg):

Distribution of this mass on each axle (kg):

Axle 1:

Axle 2:

Axle 3:

Axle 4:

Technically permissible maximum mass of the combination (kg):

Maximum towable mass (GCW) for tractor units only (kg):

4. Power plant:

Engine identification number:

Engine capacity (cm³):

Fuel:

Maximum net power (kW at min⁻¹):

Euro status (eg. Euro 2, 3, 4, 5):

CO₂ emissions (combined):

5. Interior arrangement

Number of seating positions (including driver):

Number of standing spaces:

Cert No.:

File No.:

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SCHEDULE 6

AMENDING EUROPEAN COMMUNITIES REGULATIONS

Commission Regulation (EC) No 1060/2008 of 7 October 2008 replacing Annexes I, III, IV, VI, VII, XI and XV 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).⁵

Regulation (EC) No 78/2009 of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users, amending Directive 2007/46/EC and repealing Directives 2003/102/EC and 2005/66/EC.⁶

Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on type-approval of hydrogen-powered motor vehicles, and amending Directive 2007/46/EC.⁷

⁵OJ No. L.292, 31.10.2008, page 1.

⁶OJ No. L.35, 4.2.2009, page 1.

⁷OJ No. L.35, 4.2.2009, page 32.

SCHEDULE 7

Regulation 23(5).

INDIVIDUAL APPROVAL: CERTAIN VARIETIES OF VEHICLE

1. This Schedule applies to a vehicle of a class that:

(1) falls within category M₁ or N₁; and

(2) which is:

(a) a personally-imported vehicle, within the meaning of section 3 of this *Schedule*;

(b) an amateur-built vehicle, within the meaning of section 4 of this *Schedule*;

(c) a vehicle manufactured in very low volume, within the meaning of section 5 of this *Schedule*;

(d) a vehicle manufactured using parts from a registered vehicle, within the meaning of section 6 of this *Schedule*;

(e) a rebuilt vehicle within the meaning of section 7 of this *Schedule*;

(f) a motor caravan;

(g) an armoured vehicle;

(h) an ambulance; or

(i) a hearse.

2. In this *Schedule*:

“ambulance” has the meaning given in *paragraph 5.3* of Part A of Annex II to the Framework Directive;

“armoured vehicle” has the meaning given in *paragraph 5.2* of Part A of Annex II to the Framework Directive;

“hearse” has the meaning given in *paragraph 5.4* of Part A of Annex II to the Framework Directive;

“motor caravan” has the meaning given in *paragraph 5.1* of Part A of Annex II to the Framework Directive.

3. (1) In this Schedule, a vehicle is a “personally-imported vehicle” if the conditions in *subparagraph (2)* are satisfied (“A” being, in the following subparagraphs, the applicant for individual approval).

(2) The conditions in this *sub-paragraph* are satisfied if:

- (a) the vehicle has been imported by A upon entry into the State,
 - (b) A had, prior to the time the vehicle was imported, been normally resident in a country other than the State for a continuous period of at least 12 months,
 - (c) A intends to become normally resident in the State,
 - (d) the vehicle has been in the possession of and used by A in the country where A was normally resident for a period of at least 6 months before its importation, and
 - (e) the vehicle is intended for A's personal or household use in the State.
- (3) Subject to *subparagraphs* (4) to (6), for the purposes of this *paragraph* A is to be treated as being normally resident in a country if:
- (a) A usually lives in that country for a period of, or periods together amounting to, at least 185 days in a period of 12 months; and
 - (b) that period or those periods of residence occur because of A's occupational and personal ties to that country.
- (4) Where A has no occupational ties, *subparagraph* (3)(b) does not apply provided that A's personal ties show close links with that country.
- (5) Where A has occupational ties in one country and personal ties in a second country, A is to be treated, for the purposes of this *paragraph*, as being normally resident in that second country if either:
- (a) A's stay in the first country is in order to carry out a task of a definite duration, or
 - (b) A returns regularly to the second country.
- (6) If A is an Irish citizen whose personal ties are in the State and whose occupational ties are in a country other than the State, A is to be treated as normally resident in that other country if A has lived there for a period of, or periods together amounting to, at least 185 days in the period of 12 months immediately preceding the date of entry into the State.
4. (1) In this Schedule, a vehicle is an "amateur-built vehicle" if:
- (a) the vehicle was:
 - (i) constructed or assembled or
 - (ii) having previously been registered in the State under any legislation providing for the licensing and registration of mechanically-propelled vehicles, structurally modified,

for the personal use of a person (in this Schedule, “R”) who is a relevant individual, and

- (b) the whole, or a substantial part, of the construction, assembly or modification was carried out:
 - (i) by R,
 - (ii) by one or more relevant individuals acting on behalf, and under the direction, of R, or
 - (iii) by R and one or more relevant individuals acting on behalf, and under the direction, of R.

(2) For the purposes of this paragraph, a relevant individual in relation to a motor vehicle is an individual who does not, at any time during the period when the construction or assembly of the vehicle was being carried out, carry on a business in the course of which motor vehicles are normally constructed, assembled or modified.

5. (1) In this Schedule, a vehicle is a “vehicle manufactured in very low volume” if the condition in *subparagraph (2)* is satisfied.

(2) The condition is that the total number of vehicles of the family of types to which the vehicle in question belongs which are manufactured in the world during any period of 12 months falling within the period of 36 months immediately preceding the month in which the vehicle was manufactured does not exceed 300.

6. In this Schedule, a vehicle is a “vehicle manufactured using parts of a registered vehicle” if:

- (a) it is constructed or assembled by a person carrying on a business in the course of which motor vehicles are normally constructed or assembled;
- (b) it is equipped with an engine which has previously been used as the engine of another vehicle which had been registered in the State under any legislation providing for the licensing and registration of mechanically-propelled vehicles; and
- (c) it is equipped with one or more of the following components taken from the same vehicle as the engine:
 - (i) chassis,
 - (ii) body,
 - (iii) suspension,
 - (iv) an axle;

(v) transmission, or

(vi) steering assembly.

7. (1) In this *Schedule*, a vehicle is a “rebuilt vehicle” if it:

(a) is a vehicle to which the Approval Authority is required to assign a vehicle identification number,

(b) is not an amateur-built vehicle or a vehicle manufactured using parts of a registered vehicle, and

(c) has been rebuilt using a replacement chassis, or an integral chassis body, which is of the same design and construction as that of the original vehicle and which:

(i) was supplied for the purpose without having been previously used, or

(ii) previously formed part of a vehicle registered in the State under any legislation providing for the licensing and registration of mechanically-propelled vehicles.

(2) For the purposes of *subparagraph (1)* the Approval Authority is required to assign a vehicle identification number to a vehicle where it appears to the authority upon receipt of an application under *Regulation 23* that the vehicle does not have a vehicle identification number which:

(a) satisfies the requirements set out in *paragraph 3* of the Annex to Council Directive 76/114/EEC⁸,

(b) has previously been assigned under this *Schedule*, or

(c) if it does not fall within *paragraph (a)* or *(b)*, is adequate for the purpose of enabling the vehicle to be identified.

8. For the purpose of determining whether a multi-purpose vehicle falls into category M₁ or N, if the manufacturer so requests a vehicle which has:

(a) 4 or more seats,

(b) a load area not exceeding 40% of its length, and

(c) a maximum technically permissible mass not exceeding 6500 kilogrammes,

may be categorised as M₁.

⁸OJ No. L.24, 30.1.1976, page 1.



GIVEN under my Official Seal,
29 April 2009

NOEL DEMPSEY.
Minister for Transport.

EXPLANATORY NOTE

(This note is not part of the Instrument and does not purport to be a legal interpretation)

These Regulations give effect to Directive 2007/46/EC (as amended principally by Commission Regulation (EC) No. 1060/2008), and to each of the separate directives and EC regulations that individually regulate many components, systems and separate technical units of relevant vehicles, in so far as those Directives relate to the type-approval of certain motor vehicles and of certain components, systems and separate technical units. These Regulations also give further effect to Regulation (EC) No. 715/2007 concerning emissions from light passenger and commercial vehicles (“Euro 5” and “Euro 6”).

These Regulations apply principally to:

- new vehicles (including certain special-purpose vehicles) of categories M₁, M₂, M₃, N₁, N₂, N₃, O₁, O₂, O₃, O₄, and their trailers, whether the relevant vehicle or trailer is complete or incomplete, and, from staggered dates until 2013, existing vehicles and trailers of those categories also; and
- specified components, systems and separate technical units of such vehicles and trailers.

Among excluded categories of vehicle are two- and three-wheeled vehicles and certain agricultural and forestry vehicles, the type-approval of which remains governed by existing law.

These Regulations also replace, in respect of vehicles (with four or more wheels) to which Directive 2007/46/EC applies, on a staggered basis as each type of vehicle comes within the scope of these Regulations, the transitional European Communities (Motor Vehicles Type Approval) Regulations 2009 (S.I. No. 127 of 2009). When these Regulations are fully in force in respect of all vehicle types to which Directive 2007/46/EC applies, ie from 29 October 2014 in every case (although in the case of many vehicle types on dates earlier than that), the European Communities (Motor Vehicles Type Approval) Regulations 2009 will apply exclusively to two- and three-wheeled vehicles (and other vehicles to which Directive 2002/24/EC applies).

Essentially, these Regulations provide that a relevant vehicle or trailer may be type-approved in accordance with:

- the EU scheme (with specific provisions applying in the case of a small series of such vehicles (the number of which is strictly limited)), in which case that type-approval will be valid in every Member State, or
- a national scheme in Ireland (relating only to a small series of such vehicles (the number of which is strictly limited) and to individual vehicles), in which case that type-approval or individual vehicle approval will be valid in Ireland only.

However, other Member States may, on a bilateral basis, choose to recognise national small series type-approvals or individual vehicle approvals that are granted by the Approval Authority for the State (the National Standards Authority of Ireland). Similarly, following a technical assessment by the Approval Authority of the vehicle assessment procedures in another Member State, the State may choose to recognise national small series type-approvals or individual vehicle approvals that are granted by that other Member State.

Relevant components, systems and separate technical units may not be covered by a national scheme and are always subject to the EU scheme.

These Regulations specify:

- the procedures to be followed by a manufacturer who is seeking EC vehicle type-approval (including for a small series of vehicles) or EC system, component or separate technical unit type-approval;
- the procedures to be followed and the technical requirements to be satisfied for a manufacturer or owner who is seeking, respectively, Irish small series type-approval or individual vehicle approval (including certain special category vehicles such as ambulances, motor caravans and hearses); and
- the procedures and processes (including testing) to be carried out by the Approval Authority or any person acting on behalf of the Approval Authority.

An EC vehicle type-approval and an Irish type-approval may each be secured in steps, where a vehicle or trailer is manufactured in stages, with each manufacturer relying on the type-approvals of components, systems and separate technical units that are included within the incomplete vehicle or trailer and securing approval in respect of the incomplete vehicle or trailer in the incomplete state to which that manufacturer develops it.

The Approval Authority for the State is empowered to take action where a type of vehicle or trailer is subject to recall and where parts and equipment may pose a significant risk to the correct functioning of essential systems.

These Regulations penalise certain breaches of their terms and provide for the appointment and powers of authorised officers to ensure their effective implementation. These Regulations also create an internal review procedure regarding decisions of the Approval Authority, and revoke a large number of statutory instruments that have, until now, regulated some of the matters that these Regulations address.

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