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► **B****COUNCIL DIRECTIVE**

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

(70/156/EEC)

(OJ L 42, 23.2.1970, p. 1)

Amended by:

| | Official Journal | | |
|--|------------------|------|------------|
| | No | page | date |
| ► M1 Council Directive 78/315/EEC of 21 December 1977 | L 81 | 1 | 28.3.1978 |
| ► M2 Council Directive 78/547/EEC of 12 June 1978 | L 168 | 39 | 26.6.1978 |
| ► M3 Council Directive 80/1267/EEC of 16 December 1980 | L 375 | 34 | 31.12.1980 |
| ► M4 Council Directive 87/358/EEC of 25 June 1987 | L 192 | 51 | 11.7.1987 |
| ► M5 Council Directive 87/403/EEC of 25 June 1987 | L 220 | 44 | 8.8.1987 |
| ► M6 Council Directive No 92/53/EEC of 18 June 1992 | L 225 | 1 | 10.8.1992 |
| ► M7 Commission Directive 93/81/EEC of 29 September 1993 | L 264 | 49 | 23.10.1993 |
| ► M8 Commission Directive 95/54/EC of 31 October 1995 | L 266 | 1 | 8.11.1995 |
| ► M9 Directive 96/27/EC of the European Parliament and of the Council of 20 May 1996 | L 169 | 1 | 8.7.1996 |
| ► M10 Directive 96/79/EC of the European Parliament and of the Council of 16 December 1996 | L 18 | 7 | 21.1.1997 |
| ► M11 Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 | L 233 | 1 | 25.8.1997 |
| ► M12 Commission Directive 98/14/EC of 6 February 1998 | L 91 | 1 | 25.3.1998 |
| ► M13 Directive 98/91/EC of the European Parliament and of the Council of 14 December 1998 | L 11 | 25 | 16.1.1999 |
| ► M14 Directive 2000/40/EC of the European Parliament and of the Council of 26 June 2000 | L 203 | 9 | 10.8.2000 |
| ► M15 Commission Directive 2001/92/EC of 30 October 2001 | L 291 | 24 | 8.11.2001 |
| ► M16 Directive 2001/56/EC of the European Parliament and of the Council of 27 September 2001 | L 292 | 21 | 9.11.2001 |
| ► M17 Commission Directive 2001/116/EC of 20 December 2001 | L 18 | 1 | 21.1.2002 |
| ► M18 Directive 2001/85/EC of the European Parliament and of the Council of 20 November 2001 | L 42 | 1 | 13.2.2002 |
| ► M19 Council Regulation (EC) No 807/2003 of 14 April 2003 | L 122 | 36 | 16.5.2003 |
| ► M20 Directive 2003/102/EC of the European Parliament and of the Council of 17 November 2003 | L 321 | 15 | 6.12.2003 |
| ► M21 Directive 2003/97/EC of the European Parliament and of the Council of 10 November 2003 | L 25 | 1 | 29.1.2004 |
| ► M22 Directive 2004/3/EC of the European Parliament and of the Council of 11 February 2004 | L 49 | 36 | 19.2.2004 |
| ► M23 Commission directive 2004/78/EC of 29 April 2004 | L 231 | 69 | 30.6.2004 |

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|---------------------|---|-------|----|------------|
| ▶ <u>M24</u> | Commission Directive 2004/104/EC of 14 October 2004 | L 337 | 13 | 13.11.2004 |
| ▶ <u>M25</u> | Commission Directive 2005/49/EC of 25 July 2005 | L 194 | 12 | 26.7.2005 |
| ▶ <u>M26</u> | Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 | L 310 | 10 | 25.11.2005 |
| ▶ <u>M27</u> | Directive 2005/66/EC of the European Parliament and of the Council of 26 October 2005 | L 309 | 37 | 25.11.2005 |

Amended by:

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|--------------------|---|--------------|---------|-----------------------|
| ▶ <u>A1</u> | Act of Accession of Austria, Sweden and Finland (adapted by Council Decision 95/1/EC, Euratom, ECSC) | C 241 L 1 | 21 1 | 29.8.1994 1.1.1995 |
| ▶ <u>A2</u> | Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland (adapted by Council Decision of 1 January 1973) | L 73 L 2 | 14 1 | 27.3.1972 1.1.1973 |
| ▶ <u>A3</u> | Act of Accession of Greece | L 291 | 17 | 19.11.1979 |
| ▶ <u>A4</u> | Act of Accession of Spain and Portugal | L 302 | 23 | 15.11.1985 |
| ▶ <u>A5</u> | 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 |

Corrected by:

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| ▶ <u>C1</u> | Consolidated text of corrigenda to instruments published in Special Editions 1952-72, p. 71 (70/156/EEC) |
| ▶ <u>C2</u> | Corrigendum, OJ L 265, 19.9.1981, p. 28 (80/1267/EEC) |
| ▶ <u>C3</u> | Corrigendum, OJ L 145, 15.5.1998, p. 63 (92/53/EEC) |
| ▶ <u>C4</u> | Corrigendum, OJ L 102, 19.4.1997, p. 46 (96/27/EC) |
| ▶ <u>C5</u> | Corrigendum, OJ L 291, 13.11.1999, p. 39 (98/14/EC) |
| ▶ <u>C6</u> | Corrigendum, OJ L 103, 19.4.2002, p. 32 (2001/116/EC) |

**COUNCIL DIRECTIVE****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**

(70/156/EEC)

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 100 thereof;

Having regard to the proposal from the Commission;

Having regard to the Opinion of the European Parliament ⁽¹⁾;

Having regard to the Opinion of the Economic and Social Committee ⁽²⁾;

Whereas in each Member State motor vehicles intended for the carriage of goods or passengers must comply with certain mandatory technical requirements; whereas such requirements differ from one Member State to another and consequently hinder trade within the European Economic Community;

Whereas such hindrances to the establishment and proper functioning of the common market can be reduced and even eliminated if all Member States adopt the same requirements, either in addition to or in place of their existing laws;

Whereas it is the established practice of the Member States to check that vehicles comply with the relevant technical requirements before they are placed on the market; whereas this check is carried out on vehicle types;

Whereas the harmonised technical requirements applicable to individual parts and characteristics of a vehicle should be specified in separate Directives;

Whereas at Community level it is necessary to introduce a Community type-approval procedure for each vehicle type in order that compliance with the above requirements can be checked and that each Member State may recognise checks carried out by other Member States;

Whereas that procedure must enable each Member State to ascertain whether a vehicle type has been submitted to the checks laid down by separate Directive and listed in a type approval certificate; whereas that procedure must enable manufacturers to complete a certificate of conformity for all vehicles which conform to an approved type; whereas a vehicle accompanied by such a certificate must be considered by all Member States as conforming to their own laws; whereas each Member State should inform the other Member States of its findings by sending a copy of the type approval certificate completed for each vehicle type which has been approved;

Whereas, as a transitional measure, it must be possible to grant type approval on the basis of Community requirements as and when separate Directives relating to the various vehicle parts and characteristics enter into force, national requirements remaining applicable in respect of parts and characteristics still not covered by such Directives;

Whereas, without prejudice to Articles 169 and 170 of the Treaty, it is advisable, within the framework of co-operation between the competent authorities of the Member States, to lay down provisions to help resolve disputes of a technical nature regarding the conformity of production models to an approved type;

Whereas a vehicle may conform to an approved type but nevertheless have certain features which are potential road safety hazards; whereas

⁽¹⁾ OJ No C 160, 18.12.1969, p. 7.

⁽²⁾ OJ No C 48, 16.4.1969, p. 14.

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it is therefore advisable to prescribe an appropriate procedure to preclude such hazards;

Whereas technical progress requires prompt adjustment of the technical requirements specified in the separate Directives; whereas, in order to facilitate implementation of the measures required for this purpose, a procedure should be prescribed for establishing close co-operation between the Member States and the Commission within the Committee on the Adjustment to Technical Progress of the Directives on the Removal of Technical Barriers to Trade in the Motor Vehicle Sector;

HAS ADOPTED THIS DIRECTIVE:

▼M6*Article 1***Scope**

This Directive applies to the type-approval of motor vehicles and their trailers built in one or more stages, of systems, components and separate technical units intended for use on such vehicles and trailers.

It does not apply to:

- the approval of single vehicles except that Member States granting such approvals shall accept any valid system, component, separate technical unit or incomplete vehicle approval granted under this Directive instead of the relevant national requirement,

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- ‘quadricycles’ within the meaning of Article 1(3) of Council Directive 92/61/EEC relating to the type-approval of two- or three-wheel motor vehicles ⁽¹⁾.

▼M6*Article 2***Definitions**

For the purpose of this Directive:

- *type-approval* means the procedure whereby a Member State certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant technical requirements of this Directive or a separate Directive contained in the exhaustive list set out in Annex IV or XI,
- *multi-stage type-approval* means the procedure whereby one or more Member States certify that, depending on the state of completion, an incomplete or completed vehicle type satisfies the relevant technical requirements of this Directive,
- *vehicle* means any motor vehicle intended for use on the road, being complete or incomplete, having at least four wheels and a maximum design speed exceeding 25 km/h, and its trailers, with the exception of vehicles which run on rails and of agricultural and forestry tractors and all mobile machinery,
- *base vehicle* means any incomplete vehicle, the vehicle identification number of which is retained during subsequent stages of the multi-stage type-approval process,
- *incomplete vehicle* means any vehicle which still needs completion in at least one further stage in order to meet all the relevant requirements of this Directive,
- *completed vehicle* means a vehicle resulting from the process of multi-stage type-approval which meets all the relevant requirements of this Directive,

⁽¹⁾ OJ L 225, 10.8.1992, p. 72.

▼ M6

- *type* of vehicle means vehicles of one category which do not differ in at least the essential respects specified in Annex II.B. A type of vehicle may contain variants and versions (see Annex II.B),
- *system* means any vehicle system such as brakes, emission control equipment, interior fittings, etc. which is subject to the requirements in any of the separate Directives,
- *component* means a device, such as a lamp, subject to the requirements of a separate Directive, intended to be part of a vehicle, which may be type-approved independently of a vehicle where the separate Directive makes express provisions for so doing,
- *separate technical unit* means a device, such as a rear protective device, subject to the requirements of a separate Directive, 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 separate Directive makes express provisions for so doing,
- *manufacturer* means the person or body who is responsible to the approval authority for all aspects of the type-approval process and for ensuring conformity of production. It is not essential that the person or body is directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process,
- *approval authority* means the competent authority of a Member State which is responsible for all aspects of type-approval of a type of vehicle, system, component or separate technical unit, to issue and (if appropriate) to withdraw approval certificates, to serve as the contact point with the approval authorities of the other Member States and which is responsible for verifying the manufacturer's conformity of production arrangements,
- *technical service* means the organization or body that has been appointed as a testing laboratory to carry out tests or inspections on behalf of the approval authority of a Member State. This function may also be carried out by the approval authority itself,
- *information document* means the document set out in Annex I or Annex III to this Directive or the corresponding Annex to a separate Directive that prescribes the information to be supplied by an applicant,
- *information folder* means the total folder or file of data, drawings, photographs, etc. supplied by the applicant to the technical service or the approval authority as prescribed in the information document,
- *information package* means the information folder plus any test reports or other documents that the technical service or the approval authority has added to the information folder in the course of carrying out their functions.
- *index to the information package* means the document in which is listed the contents of the information package suitably numbered or otherwise marked to clearly identify all pages.

*Article 3***Application for type-approval****▼ M12**

1. Applications for vehicle type-approval shall be submitted by the manufacturer to the approval authority of a Member State. An application shall be accompanied by an information folder containing the information required by Annex III, and by the approval certificates for each of the applicable separate Directives as required in Annex IV or XI; also, the information package for system and separate technical unit approvals in respect of each separate Directive shall be made available to the approval authority throughout the period up to the date when the approval is either issued or refused.

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2. By way of derogation from paragraph 1, in the case where no approval certificates for any of the relevant separate Directives are available, the documents accompanying an application shall comprise an information folder containing the relevant information required by Annex I in relation to the separate Directives specified in Annex IV or XI and, where applicable, Part II of Annex III.
3. In the case of multi-stage type-approval the information to be supplied shall consist of:
 - at stage 1: those parts of the information folder and the approval certificates as required for a complete vehicle which are relevant to the state of completion of the base vehicle,
 - at the second and subsequent stages: those parts of the information folder and the approval certificates which are relevant to the current stage of construction and a copy of the approval certificate for the incomplete vehicle issued at the previous stage of build. In addition, the manufacturer shall supply full details of the changes and additions carried out by him to the incomplete vehicle.
4. Applications for system component or separate technical unit type-approval shall be submitted by the manufacturer to the approval authority of a Member State. An application shall be accompanied by an information folder, the contents of which is given in the information document in the relevant separate Directive.
5. No application in respect of one type of vehicle, system, component or separate technical unit may be submitted to more than one Member State. A separate application shall be submitted for each type to be approved.

*Article 4***The type-approval process**

1. Each Member State shall grant:
 - (a) vehicle type-approval to:
 - vehicle types which conform to the particulars in the information folder and which meet the technical requirements of all the relevant separate Directives as prescribed in Annex IV,
 - special-purpose vehicle types mentioned in Annex XI which conform to the particulars in the information folder and which meet the technical requirements of the separate Directives as denoted in the relevant column of Annex XI.

This process shall be satisfied by the procedures described in Annex V;
 - (b) multi-stage type-approval to base, incomplete or completed vehicle types which conform to the particulars in the information folder and which meet the technical requirements of the relevant separate Directives as prescribed in Annex IV or XI taking account of the state of completion of the vehicle type.

This process shall be satisfied by the procedures described in Annex XIV;
 - (c) system type-approval to vehicle types which conform to the particulars in the information folder and which meet the technical requirements of ►**M12** the relevant separate Directive as mentioned in Annex IV or XI ◀;
 - (d) component or separate technical unit type-approval to all types of component or separate technical unit which conform to the particulars in the information folder and which meet the technical requirements contained in ►**M12** the relevant separate Directive as mentioned in Annex IV or XI ◀ which makes express provision for so doing.

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In the case of a vehicle approval relating to Annex XI or to Article 8(2) (c), or in case of a system, component, or separate technical unit approval relating to Annex XI or to Article 8(2)(c) and including restrictions or exemptions from some provisions of the relevant separate Directive, the approval certificate shall include the restrictions on its validity and the exemptions granted ► **M17** ————— ◀.

Where particulars in the information folders referred to in (a), (b), (c), and (d) above specify provisions for special purpose vehicles as denoted in the relevant columns of Annex XI and its Appendices, the type-approval certificate shall also specify such provisions and exemptions.

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2. However, if a Member State finds that a vehicle, system, component or separate technical unit which complies with the provisions of paragraph 1 is nevertheless, a serious risk to road safety, it may refuse to grant the type-approval. It shall forthwith inform the other Member States and the Commission thereof, stating the reasons on which its decision is based.

3. Each Member State shall complete all applicable sections of a type-approval certificate (models for which are given in Annex VI to this Directive and in an Annex to each of the separate Directives) for each type of vehicle, system, component or separate technical unit which it approves and, in addition, shall complete the relevant sections of the test results attachment to the vehicle approval certificate (the model for which is given in Annex VIII) and shall compile or verify the contents of the index to the information package. Approval certificates shall be numbered in accordance with the method described in Annex VII. The completed certificate and its attachments shall be delivered to the applicant.

4. Where the component or the separate technical unit to be approved fulfils its function or offers a specific feature only in conjunction with other parts of the vehicle and for this reason compliance with one or more requirements can be verified only when the component or separate technical unit to be approved operates in conjunction with other vehicle parts, whether real or simulated, the scope of the type-approval of the component or the separate technical unit must be restricted accordingly. The type-approval certificate for a component or a separate technical unit shall then include any restrictions on its use and shall indicate any conditions for fitting it. Observance of these restrictions and conditions shall be verified at the time of type-approval of the vehicle.

5. The approval authority of each Member State shall, within one month, send to the approval authorities of the other Member States a copy of the vehicle type-approval certificate (together with its attachments) for each vehicle type which it has approved or refused to approve or withdrawn.

6. The approval authority of each Member State shall send monthly to the approval authorities of the Member States a list (containing the particulars shown in Annex XIII) of the system, component or separate technical unit approvals it has granted, refused to grant or withdrawn during that month; in addition, on receiving an application from the approval authority of another Member State, it shall send forthwith a copy of the system, component or separate technical unit type-approval certificate and/or information package for each type of system, component or separate technical unit which it has approved or refused to approve or withdrawn.

▼ M12*Article 5***Amendments to type-approvals**

1. The Member State which has granted type-approval must take the necessary measures to ensure that it is informed of any change in the particulars appearing in the information package.

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2. The application for amendment of a type-approval shall be submitted exclusively to the Member States which granted the original type-approval.

3. In the case of system, component or separate technical unit approval, if particulars appearing in the information package have changed, the approval authority of the Member State in question shall issue revised page(s) of the information package as necessary, marking each revised page to show clearly the nature of the change and the date of re-issue; a consolidated, updated version of the information package accompanied by a detailed description of the change shall also be deemed to meet this requirement.

On any occasion when revised pages or a consolidated, updated version are issued, the index to the information package (which is attached to the approval certificate) shall also be amended to show the latest dates of revised pages or the date of the consolidated, updated version.

If, in addition, any information on the approval certificate (excluding its attachments) has changed or the requirements of the Directive have changed since the date currently on the approval, the amendment shall be designated as 'extension' and the approval authority of the Member State in question shall issue a revised approval certificate (denoted by an extension number) which shall show clearly the reason for extension and the date of re-issue.

If the approval authority of the Member State in question finds that an amendment to an information package warrants fresh tests or checks, it shall inform the manufacturer thereof and issue the documents mentioned in the first, second and third subparagraphs only after the conduct of successful fresh tests or checks.

4. In the case of vehicle type-approval, if particulars appearing in the information package have changed, the approval authority of the Member State in question shall issue revised page(s) of the information package as necessary, marking each revised page to show clearly the nature of the change and the date of re-issue; a consolidated, updated version of the information package accompanied by a detailed description of the change shall also be deemed to meet this requirement.

On any occasion when revised pages or a consolidated, updated version are issued, the index to the information package (which is attached to the approval certificate) shall also be amended to show the latest dates of revised pages or the date of the consolidated, updated version.

► **C5** If, in addition, either further inspections ◀ are required or any information on the approval certificate (excluding its attachments) has changed or the requirements of any of the separate Directives applicable to the date from which first entry into service is prohibited have changed since the date currently on the vehicle approval, the amendment shall be designated as 'extension' and the approval authority of the Member State in question shall issue a revised approval certificate (denoted by an extension number) which shall show clearly the reason for extension and the date of re-issue.

If the approval authority of the Member State in question finds that an amendment to an information package warrants fresh inspections, it shall inform the manufacturer thereof and issue the documents mentioned in the first, second and third subparagraphs only after the conduct of successful fresh inspections. Any revised document shall be sent to all other approval authorities within one month.

5. Where it becomes apparent that a vehicle type-approval is about to become invalid because one or more of the separate Directive approvals referred to in its information package is about to become invalid or because of the introduction of a new separate Directive in Annex IV, Part I, the approval authority of the Member State which granted that approval shall, not less than one month before the vehicle type-approval ceases to be valid, communicate that fact to the approval authorities of the other Member States together with an indication of the relevant date or the vehicle identification number of the last vehicle produced in conformity with the old certificate.

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6. For vehicle categories not affected by a change of requirements in separate Directives or in this Directive, no amendment to the approval shall be required.

▼ **M6***Article 6***Certificate of conformity**

1. The manufacturer, in his capacity as the holder of a vehicle type-approval, shall issue a certificate of conformity (models for which are given in Annex IX), which shall accompany each vehicle, whether complete or incomplete, manufactured in conformity with the approved vehicle type. In the case of an incomplete or completed vehicle type, the manufacturer shall complete only those items on side 2 of the certificate of conformity which have been added or changed at the current stage of approval and, if applicable, shall attach to this certificate all certificates of conformity delivered at the previous stage(s).

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

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2. However, Member States may, for purposes of vehicle taxation or registration, after giving at least three months' notice to the Commission and the other Member States, request particulars not mentioned in Annex IX to be added to the certificate provided that such particulars are explicitly stated in the information package or can be derived from it by a simple calculation.

Member States may also request that the certificate of conformity contained in Annex IX be completed in such a way as to highlight the data necessary and sufficient for the purposes of taxation and registration by the national competent authorities.

3. The manufacturer, in his capacity as the holder of a type-approval for a component or separate technical unit shall affix to each component or unit manufactured in conformity with the approved type the trade name or mark, the type and/or, if the separate Directive so provides, the type-approval mark or number. However, in the latter case, the manufacturer may choose not to affix the trade name or mark and type.

4. The manufacturer, in his capacity as the holder of a type-approval certificate, which in accordance with the provisions of Article 4 (4) includes restrictions on its use, shall deliver with each component or unit manufactured detailed information on these restrictions and shall indicate any conditions for fitting it.

*Article 7***Registration and entry into service**

1. Each Member State shall register, permit the sale or entry into service of new vehicles on grounds relating to their construction and functioning if, and only if, they are accompanied by a valid certificate of conformity. In the case of incomplete vehicles, each Member State shall permit the sale of such vehicles but may refuse their permanent registration and entry into service so long as they are not completed.

2. Each Member State shall permit the sale or entry into service of components or separate technical units if, and only if, they comply with the requirement of the relevant separate Directive and the requirements referred to in Article 6 (3) provided that this shall not apply to components and separate technical units intended for use on vehicles which are fully or partially exempt from or not covered by this Directive.

3. If a Member State finds that vehicles, components or separate technical units of a particular type are a serious risk to road safety although they are accompanied by a valid certificate of conformity or

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are properly marked, then that State may, for a maximum period of six months, refuse to register such vehicles or may prohibit the sale or entry into service in its territory of such vehicles, components or separate technical units. It shall forthwith notify the other Member States and the Commission thereof, stating the reasons on which its decision is based. If the Member State which granted type-approval disputes the risk to road safety notified to it the Member States concerned shall endeavour to settle the dispute. The Commission shall be kept informed and shall, where necessary, hold appropriate consultations for the purpose of reaching a settlement.

*Article 8***Exemptions and alternative procedures**

1. The requirements of Article 7 (1) do not apply to:
 - vehicles intended for use by the armed services, civil defence, fire services and forces responsible for maintaining public order,
 - vehicles approved in accordance with paragraph 2.

2. Each Member State may, at the request of the manufacturer, exempt from one or more of the provisions of one or more of the separate Directives:

(a) *Vehicles produced in small series*

In this case, the number of vehicles of a family of types per year registered, sold or entering service in that Member State shall be limited to not more than the number of units shown in Annex XII. Each year the Member States shall send to the Commission a list of such approvals. The Member State granting such an approval shall send a copy of the approval certificate and its attachments to the approval authorities of the other Member States designated by the manufacturer, stating the nature of exemptions which have been granted. Within three months these Member States shall decide whether, and for which number of units, they accept the type-approval for vehicles to be registered within their territory. For the purposes of approvals granted in accordance with this point (a), the requirements of Articles 3, 4, 5, 6, 10 and 11 shall apply only in so far as they are deemed to be relevant by the approval authority. Where an exemption is granted in accordance with this point (a) the Member State may require a relevant alternative provision;

(b) *End-of-series vehicles*

1. Within the ► **M12** ————— ◀ limits contained in Annex XII, section B and for a limited period Member States may register and permit the sale or entry into service of new vehicles conforming to a type of vehicle whose type-approval is no longer valid under Article 5 (5).

This provision shall apply only to vehicles which:

- were in the territory of the European Community, and
- were accompanied by a valid certificate of conformity which had been issued

when the type-approval of the vehicle in question was still valid, but which had not been registered or put into service before the said type-approval lost its validity.

This option shall be limited to a period of 12 months for complete vehicles and 18 months for vehicles completed as from the date on which the type-approval lost its validity.

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2. For point 1 to be applied to one or more types of a given category, the manufacturer must submit a request to the competent authority of each Member State concerned by the entry into service of such types of vehicle. The request must specify the technical and/or economic reasons on which it is based.

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Within three months these Member States shall decide whether and for which number of units, they accept the vehicle type concerned to be registered within their territory.

Each Member State concerned by the entry into service of such types of vehicle shall be responsible for ensuring that the manufacturer complies with the provisions of Annex XII.B.

Member States shall each year send the Commission a list of exemptions granted.

- (c) *Vehicles, components or separate technical units incorporating technologies or concepts which cannot, owing to their specific nature, comply with one or more of the requirements of one or more of the separate Directives*

In this case, the Member State may grant an approval restricted in validity to its own territory, but shall within one month of so doing, send a copy of the approval certificate and its attachments to the approval authorities of the other Member States and to the Commission. At the same time, it shall send a request to the Commission to be allowed to grant a type-approval in accordance with this Directive. The request shall be accompanied by a file containing the following elements:

- the reason why the technologies or concepts in question prevent the vehicle, component or separate technical unit from complying with the requirements of one or more of the relevant separate Directives,
- a description of the areas of safety and environmental protection concerned and the measures taken,
- a description of the tests and their results that demonstrate at least an equivalent level of safety and environmental protection as is provided by the requirements of one or more of the relevant separate Directives,
- proposals for amendments to the relevant separate Directives or new separate Directive(s) as applicable.

The Commission shall, within three months after the date of receipt of the complete file, submit a draft decision to the Committee referred to in Article 13. The Commission shall, in accordance with the procedure laid down in Article 13, decide whether or not to allow the Member State to grant an approval in accordance with this Directive.

Only the request to grant an approval and the draft decision will be transmitted to the Member States in their national language(s), but Member States may request all the elements of the file in the original language as a prerequisite to a decision being taken in accordance with the procedure laid down Article 13.

If a decision is taken to approve the request, the Member State may issue a type-approval in accordance with this Directive. In such cases, the decision shall also establish whether to place any restrictions (such as a time period) on its validity. In no case should the validity of the approval be less than 36 months.

When the relevant separate Directive(s) have been adapted to technical progress such that the vehicles, components or separate technical units for which approvals have been granted under the provisions of this subparagraph (c), comply with the amending Directive(s), the Member States shall convert such approvals to normal approvals making any necessary allowances for the time needed, e.g. for manufacturers to change approval markings on components. This will include deletion of any reference to restrictions or exemptions ► **M17** ————— ◀.

If the necessary steps to adapt the separate Directive(s) have not been taken, the validity of approvals granted under the provisions of this point may be extended upon request of the Member State

▼ **M12**

which granted the approval by a further decision taken in accordance with the procedure laid down in Article 13.

▼ **M6**

3. Approval certificates issued in accordance with paragraph 2, the models for which are shown in Annex VI, may not carry the heading 'EEC Vehicle Type-Approval Certificate', except in the case mentioned in 2 (c) where the Commission has approved the report.

*Article 9***Acceptance of equivalent approvals**

1. The Council may, acting by a qualified majority on a proposal from the Commission, acknowledge the equivalence between the conditions or provisions for type-approval of systems, components and separate technical units established by the present Directive and the procedures established by international regulations or regulations of third countries, in the framework of multilateral or bilateral agreements between the Community and third countries.

2. The equivalence of the international regulations listed in Part II of Annex IV with the corresponding separate Directives shall be recognized. The approval authorities of the Member States shall accept approvals according to those regulations and, where applicable, the pertaining approval marks, in lieu of the corresponding approvals and/or approval marks according to the equivalent separate Directives. The listed international regulations shall be published in the *Official Journal of the European Communities*.

*Article 10***Conformity of production arrangements**

1. A Member State granting type-approval shall take the necessary measures in accordance with Annex X in relation to that approval to verify, if need be in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that production vehicles, systems, components or separate technical units, as the case may be, conform to the approved type.

2. A Member State which has granted a type approval shall take the necessary measures in accordance with Annex X in relation to that approval to verify, if need be in cooperation with the approval authorities of the other Member States, that the arrangements referred to in paragraph 1 continue to be adequate and that production vehicles, systems, components or separate technical units, as the case may be, continue to conform to the approved type. ► **M12** Verification to ensure that products conform to the approved type shall be limited to the procedures set out in Sections 2 and 3 of Annex X and in those separate Directives that contain specific requirements. ◀

*Article 11***Nonconformity with the approved type**

1. There shall be failure to conform to the approved type where deviations from the particulars in the type-approval certificate and/or the information package are found to exist and where these deviations have not been authorized under Article 5 (3) or (4), by the Member State which granted the type-approval. A vehicle shall not be considered to deviate from the approved type where tolerances are permitted by separate Directives and these tolerances are respected.

2. If a Member State which has granted type-approval finds that vehicles, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the type it has approved, it shall take the necessary measures to ensure that production vehicles, components or separate technical units, as the case may be, again conform to the approved type. The approval authorities of that Member State shall advise those of the other Member

▼ M6

States of the measures taken which may, where necessary, extend to withdrawal of type-approval.

3. If a Member State demonstrates that vehicles, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the approved type it may request the Member State which granted the type-approval to verify that vehicles, components or separate technical units, as the case may be, in production conform to the approved type. Such action shall be taken as soon as possible and in any case within six months of the date of the request.

4. In the case of:

- vehicle type-approval where the nonconformity of a vehicle arises exclusively from the nonconformity of a system, component or separate technical unit, or
- multi-stage type-approval where the nonconformity of a completed vehicle arises exclusively from the nonconformity of a system, component or separate technical unit being part of the incomplete vehicle, or of the incomplete vehicle itself,

the vehicle-approval authority shall request the Member State(s) which granted any relevant system, component, separate technical unit or incomplete vehicle type-approval(s) to take the necessary action to ensure that vehicles in production again conform to the approved type. Such action shall be taken as soon as possible and in any case within six months of the date of the request, if necessary in conjunction with the Member State making the request. Where a failure to conform is established, the approval authorities of the Member State which granted the system, component or separate technical unit type-approval or the approval of the incomplete vehicle shall take the measures set out in paragraph 2.

5. The approval authorities of the Member States shall inform each other within one month of any withdrawal of type-approval and of the reasons for such a measure.

6. If the Member State which granted type-approval disputes the failure to conform notified to it the Member States concerned shall endeavour to settle the dispute. The Commission shall be kept informed and shall, where necessary, hold appropriate consultations for the purpose of reaching a settlement.

*Article 12***Notification of decisions and remedies available**

All decisions taken pursuant to the provisions adopted in implementation of this Directive and refusing or withdrawing type-approval, or refusing registration or prohibiting sale, shall state in detail the reasons on which they are based. Any decisions shall be notified to the party concerned who shall, at the same time, be informed of the remedies available to him under the laws in force in the Member States and of the time limits allowed for the exercise of such remedies.

*Article 13***Adaptation of the Annexes****▼ M19**

1. The Commission shall be assisted by a committee referred to as the 'Committee for Adaptation to Technical Progress'.

▼ M6

2. All the amendments necessary for adapting:

- the Annexes to this Directive, or
- the provisions of the separate Directives, save as otherwise provided therein,

▼ **M6**

shall be adopted in accordance with the procedure laid down in paragraph 3. This procedure shall also apply to the introduction of provisions on the type-approval of separate technical units into the separate Directives.

▼ **M19**

3. Where reference is made to this Article, Articles 5 and 7 of Decision 1999/468/EC ⁽¹⁾ shall apply.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

▼ **M6**

4. Should the Council, acting on a proposal from the Commission, adopt a new separate Directive, it shall on the basis of that same proposal adopt appropriate amendments to the relevant Annexes to this Directive.

▼ **M12**

5. Should the Commission adopt amendments to a separate Directive, it shall on the basis of the same amendments adopt appropriate amendments to the relevant Annexes to this Directive.

▼ **M19**

6. The committee shall adopt its rules of procedure.

▼ **M6**

Article 14

Notification of approval authorities and technical services

1. The Member States shall notify to the Commission and to the other Member States the names and addresses of:

- the type-approval authorities and, if applicable, the disciplines for which the authorities are responsible, and
- the technical services which they have appointed, specifying for which test procedures each of these services has been appointed. The notified services must satisfy the harmonized standards on the operation of testing laboratories (EN 45001) subject to the following provisos:
 - (i) a manufacturer cannot be accredited as a technical service except where the separate Directives make express provision;
 - (ii) for the purposes of this Directive it is not considered exceptional for a technical service to use outside equipment, subject to the agreement of the approval authority.

2. A notified service shall be presumed to satisfy the harmonized standard but, where appropriate, the Commission may request Member States to provide supporting evidence.

Third country services may only be notified as an appointed technical service in the framework of a bilateral or multilateral agreement between the Community and the third country.

⁽¹⁾ OJ L 184, 17.7.1999, p. 23.

▼ **M17***LIST OF ANNEXES*

| | |
|------------|--|
| Annex I | Complete list of information for the purposes of vehicle EC type-approval |
| Annex II | Definition of vehicle categories and vehicle types |
| Annex III | Information document for the purpose of vehicle EC type-approval |
| Annex IV | List of requirements for the purposes of vehicle EC type-approval |
| Annex V | Procedures to be followed during vehicle EC type-approval |
| Annex VI | Vehicle EC type-approval certificate |
| Annex VII | EC type-approval certificate numbering system |
| Annex VIII | Test results |
| Annex IX | EC Certificate of conformity |
| Annex X | Conformity of production procedures |
| Annex XI | Nature of and provisions for special purpose vehicles |
| Annex XII | Small series and end-of-series limits |
| Annex XIII | List of EC type-approvals issued pursuant to separate Directives |
| Annex XIV | Procedures to be followed during multistage EC type-approval |
| Annex XV | Certificate of origin of the vehicle — Manufacturer's declaration of base/incomplete vehicle of category other than M ₁ . |

▼ **M17***ANNEX I ^(a)***COMPLETE LIST OF INFORMATION FOR THE PURPOSES OF VEHICLE EC TYPE-APPROVAL**

All information documents in this Directive and in separate Directives must consist only of extracts from, and adhere to the item numbering system of, this total list.

The following information, if applicable, must be supplied in triplicate and include a list of contents. Any drawings must be supplied in appropriate scale and in sufficient detail on size A4 or on a folder of A4 format. Photographs, if any, must show sufficient detail.

If the systems, components or separate technical units have electronic controls, information concerning their performance must be supplied.

(For explanatory notes, please refer to last page of this Annex)

- 0. GENERAL
- 0.1. Make (trade name of manufacturer):
- 0.2. Type:
- 0.2.0.1. Chassis:
- 0.2.0.2. Bodywork/complete vehicle:
- 0.2.1. Commercial name(s) (if available):
- 0.3. Means of identification of type, if marked on the vehicle ^(b):
- 0.3.0.1. Chassis:
- 0.3.0.2. Bodywork/complete vehicle:
- 0.3.1. Location of that marking:
- 0.3.1.1. Chassis:
- 0.3.1.2. Bodywork/complete vehicle:
- 0.4. Category of vehicle ^(c):
- 0.4.1. Classification(s) according to the dangerous goods which the vehicle is intended to transport:
- 0.5. Name and address of manufacturer:
- ▶^(d)Name and address of authorised representative, if any:◀
- 0.6. Location and method of attachment of statutory plates and location of vehicle identification number
- 0.6.1. On the chassis:
- 0.6.2. On the bodywork:
- 0.7. In the case of components and separate technical units, location and method of affixing of the EC approval mark:
- 0.8. Address(es) of assembly plant(s):
- 1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
- 1.1. Photographs and/or drawings of a representative vehicle:
- 1.2. Dimensional drawing of the whole vehicle:
- 1.3. Number of axles and wheels:

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- 1.3.1. Number and position of axles with double wheels:
- 1.3.2. Number and position of steered axles:
- 1.3.3. Powered axles (number, position, interconnection):
- 1.4. Chassis (if any) (overall drawing):
- 1.5. Material used for the side-members ^(d):
- 1.6. Position and arrangement of the engine:
- 1.7. Driving cab (forward control or bonneted) ^(e):
- 1.8. Driving position: left/right ⁽¹⁾
- 1.8.1. Vehicle is equipped to be driven in right-hand/left-hand traffic ⁽¹⁾.
- 1.9. Specify if the motor vehicle is intended to tow semi-trailers or other trailers and, if the trailer is a semi-, drawbar or centre-axle trailer, specify vehicles specially designed for the controlled-temperature carriage of goods:
- 2. MASSES AND DIMENSIONS ^(e) (in kg and mm) (Refer to drawing where applicable)
- 2.1. Wheel base(s) (fully loaded) ^(f):
- 2.1.1. In the case of semi-trailers
- 2.1.1.1. Distance between the axis of the fifth wheel kingpin and the rearmost end of the semi-trailer:
- 2.1.1.2. Maximum distance between the axis of the fifth wheel kingpin and any point on the front of the semi-trailer:
- 2.1.1.3. Semi-trailer special wheelbase (as defined in point 7.6.1.2 of Annex 1 to Directive 1997/27/EC of the European Parliament and of the Council (OJ L 233, 25.8.1997, p. 1)):
- 2.2. In the case of semi-trailer towing vehicles
- 2.2.1. Fifth wheel lead (maximum and minimum; indicate the permissible values in the case of an incomplete vehicle) ^(g):
- 2.2.2. Maximum height of the fifth wheel (standardised) ^(h):
- 2.3. Axle track(s) and width(s)
- 2.3.1. Track of each steered axle ⁽ⁱ⁾:
- 2.3.2. Track of all other axles ⁽ⁱ⁾:
- 2.3.3. Width of the widest rear axle:
- 2.3.4. Width of the foremost axle (measured at the outermost part of the tyres excluding the bulging of the tyres close to the ground):
- 2.4. Range of vehicle dimensions (overall)
- 2.4.1. For chassis without bodywork
- 2.4.1.1. Length ^(j):
- 2.4.1.1.1. Maximum permissible length:
- 2.4.1.1.2. Minimum permissible length:
- 2.4.1.2. Width ^(k):

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| 2.4.1.2.1. | Maximum permissible width: |
| 2.4.1.2.2. | Minimum permissible width: |
| 2.4.1.3. | Height (in running order) ^(l) (for suspensions adjustable for height, indicate normal running position): |
| 2.4.1.4. | Front overhang ^(m) : |
| 2.4.1.4.1. | Approach angle ^(na) : degrees. |
| 2.4.1.5. | Rear overhang ⁽ⁿ⁾ : |
| 2.4.1.5.1. | Departure angle ^(nb) : degrees. |
| 2.4.1.5.2. | Minimum and maximum permissible overhang of the coupling point ^(nd) : |
| 2.4.1.6. | Ground clearance (as defined in point 4.5 of Section A of Annex II) |
| 2.4.1.6.1. | Between the axles: |
| 2.4.1.6.2. | Under the front axle(s): |
| 2.4.1.6.3. | Under the rear axle(s): |
| 2.4.1.7. | Ramp angle ^(nc) : degrees. |
| 2.4.1.8. | Extreme permissible positions of the centre of gravity of the body and/or interior fittings and/or equipment and/or payload: |
| 2.4.2. | For chassis with bodywork |
| 2.4.2.1. | Length ^(l) : |
| 2.4.2.1.1. | Length of the loading area: |
| 2.4.2.2. | Width ^(k) : |
| 2.4.2.2.1. | Thickness of the walls (in the case of vehicles designed for controlled-temperature carriage of goods): |
| 2.4.2.3. | Height (in running order) ^(l) (for suspensions adjustable for height, indicate normal running position): |
| 2.4.2.4. | Front overhang ^(m) : |
| 2.4.2.4.1. | Approach angle ^(na) : degrees. |
| 2.4.2.5. | Rear overhang ⁽ⁿ⁾ : |
| 2.4.2.5.1. | Departure angle ^(nb) : degrees. |
| 2.4.2.5.2. | Minimum and maximum permissible overhang of the coupling point ^(nd) : |
| 2.4.2.6. | Ground clearance (as defined in point 4.5 of Section A of Annex II) |
| 2.4.2.6.1. | Between the axles: |
| 2.4.2.6.2. | Under the front axle(s): |
| 2.4.2.6.3. | Under the rear axle(s): |
| 2.4.2.7. | Ramp angle ^(nc) : degrees. |
| 2.4.2.8. | Extreme permissible positions of the centre of gravity of the payload (in the case of non-uniform load): |

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- ▶⁽¹⁾ 2.4.2.9. Position of centre of gravity of the vehicle at its technically permissible maximum laden mass in the longitudinal, transverse and vertical directions:
- ▶⁽²⁾ 2.4.3. For bodywork approved without chassis
 - 2.4.3.1. Length ⁽¹⁾:
 - 2.4.3.2. Width ⁽²⁾:
 - 2.4.3.3. Nominal height (in running order) ⁽¹⁾ on intended chassis type(s) (for suspensions adjustable for height, indicate normal running position):
- 2.5. Mass of the bare chassis (without cab, coolant, oils, fuel, spare wheel, tools and driver):
- 2.5.1. Distribution of this mass among the axles:
- 2.6. Mass of the vehicle with bodywork and, in the case of a towing vehicle of a category other than M₁, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted, and driver and, for buses and coaches, a crew member if there is a crew seat in the vehicle) ⁽²⁾ (maximum and minimum for each variant):
- 2.6.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point (maximum and minimum for each variant):
- 2.7. Minimum mass of the completed vehicle as stated by the manufacturer, in the case of an incomplete vehicle:
- 2.7.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point:
- 2.8. Technically permissible maximum laden mass stated by the manufacturer ⁽²⁾ ^(*):
- 2.8.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point ^(*):
- 2.9. Technically permissible maximum mass on each axle:
- 2.10. Technically permissible maximum mass on each axle group:
- 2.11. Technically permissible maximum towable mass of the motor vehicle in case of
 - 2.11.1. Drawbar trailer:
 - 2.11.2. Semi-trailer:
 - 2.11.3. Centre-axle trailer:
 - 2.11.3.1. Maximum ratio of the coupling overhang ⁽²⁾ to the wheel base:
 - 2.11.3.2. Maximum V-value: kN.
 - 2.11.4. Technically permissible maximum mass of the combination ^(*):
 - 2.11.5. Vehicle is/is not ⁽¹⁾ suitable for towing loads (point 1.2 of Annex II to Council Directive 77/389/EEC (OJ L 145, 13.6.1977, p. 41))
 - 2.11.6. Maximum mass of unbraked trailer:
- 2.12. Technically permissible maximum static vertical load/mass on the vehicle's coupling point
- 2.12.1. Of the motor vehicle:

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- 2.12.2. Of the semi-trailer or centre-axle trailer:
- 2.12.3. Maximum permissible mass of the coupling device (if not fitted by the manufacturer):
- 2.13. Swept path:
- 2.14. Engine power/maximum mass ratio: kW/kg
- 2.14.1. Engine power/technically permissible maximum laden mass of the combination ratio (as defined in point 7.10 of Annex I to Directive 97/27/EC): kW/kg
- 2.15. Hill-starting ability (solo vehicle) (**+): %
- 2.16. Intended registration/in service maximum permissible masses (optional: where these values are given, they shall be verified in accordance with the requirements of Annex IV to Directive 1997/27/EC): ..
- 2.16.1. Intended registration/in service maximum permissible laden mass (*several entries possible for each technical configuration* ^(#)):
- 2.16.2. Intended registration/in service maximum permissible mass on each axle and, in the case of a semi-trailer or centre-axle trailer, intended load on the coupling point stated by the manufacturer if lower than the technically permissible maximum mass on the coupling point (*several entries possible for each technical configuration* ^(#)):
- 2.16.3. Intended registration/in service maximum permissible mass on each axle group (*several entries possible for each technical configuration* ^(#)):
- 2.16.4. Intended registration/in service maximum permissible towable mass (*several entries possible for each technical configuration* ^(#)):
- 2.16.5. Intended registration/in service maximum permissible mass of the combination (*several entries possible for each technical configuration* ^(#)):
3. POWER PLANT ⁽⁴⁾ (In the case of a vehicle that can run either on petrol, diesel, etc., or also in combination with another fuel, items shall be repeated ^(*))
- 3.1. Manufacturer:
- 3.1.1. Manufacturer's engine code as marked on the engine:
- 3.2. Internal combustion engine
- 3.2.1. Specific engine information
- 3.2.1.1. Working principle: positive ignition/compression ignition, four stroke/two stroke ⁽¹⁾
- 3.2.1.2. Number and arrangement of cylinders:
- 3.2.1.2.1. Bore ⁽⁷⁾: mm
- 3.2.1.2.2. Stroke ⁽⁷⁾: mm
- 3.2.1.2.3. Firing order:
- 3.2.1.3. Engine capacity ⁽⁸⁾: cm³
- 3.2.1.4. Volumetric compression ratio ⁽²⁾:
- 3.2.1.5. Drawings of combustion chamber, piston crown and, in the case of positive ignition engines, piston rings:
- 3.2.1.6. Normal engine idling speed ⁽²⁾: min⁻¹
- 3.2.1.6.1. High engine idling speed ⁽²⁾: min⁻¹

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- 3.2.1.7. Carbon monoxide content by volume in the exhaust gas with the engine idling ⁽²⁾: . . . % as stated by the manufacturer (positive ignition engines only)
- 3.2.1.8. Maximum net power ⁽³⁾: kW at min⁻¹ (manufacturer's declared value)
- 3.2.1.9. Maximum permitted engine speed as prescribed by the manufacturer: min⁻¹
- 3.2.1.10. Maximum net torque ⁽³⁾: Nm at min⁻¹ (manufacturer's declared value)
- 3.2.2. Fuel: diesel oil/petrol/LPG/NG/ethanol ⁽¹⁾
- 3.2.2.1. RON, leaded:
- 3.2.2.2. RON, unleaded:
- 3.2.2.3. Fuel tank inlet: restricted orifice/label ⁽¹⁾
- 3.2.3. Fuel tank(s)
- 3.2.3.1. Service fuel tank(s)
- 3.2.3.1.1. Number, capacity, material:
- 3.2.3.1.2. Drawing and technical description of the tank(s) with all connections and all lines of the breathing and venting system, locks, valves, fastening devices:
- 3.2.3.1.3. Drawing clearly showing the position of the tank(s) in the vehicle:
- 3.2.3.2. Reserve fuel tank(s)
- 3.2.3.2.1. Number, capacity, material:
- 3.2.3.2.2. Drawing and technical description of the tank(s) with all connections and all lines of the breathing and venting system, locks, valves, fastening devices:
- 3.2.3.2.3. Drawing clearly showing the position of the tank(s) in the vehicle:
- 3.2.4. Fuel feed
- 3.2.4.1. By carburettor(s): yes/no ⁽¹⁾
- 3.2.4.1.1. Make(s):
- 3.2.4.1.2. Type(s):
- 3.2.4.1.3. Number fitted:
- 3.2.4.1.4. Adjustments ⁽²⁾
- 3.2.4.1.4.1. Jets:
- 3.2.4.1.4.2. Venturis:
- 3.2.4.1.4.3. Float-chamber level:
- 3.2.4.1.4.4. Mass of float:
- 3.2.4.1.4.5. Float needle:
- 3.2.4.1.5. Cold start system: manual/automatic ⁽¹⁾
- 3.2.4.1.5.1. Operating principle(s):
- 3.2.4.1.5.2. Operating limits/settings ⁽¹⁾ ⁽²⁾

Or the curve of fuel delivery plotted against the air flow and settings required to keep to the curve

▼ **M17**

- 3.2.4.2. By fuel injection (compression ignition only): yes/no ⁽¹⁾
- 3.2.4.2.1. System description:
- 3.2.4.2.2. Working principle: direct injection/pre-chamber/swirl chamber ⁽¹⁾
- 3.2.4.2.3. Injection pump
- 3.2.4.2.3.1. Make(s):
- 3.2.4.2.3.2. Type(s):
- 3.2.4.2.3.3. Maximum fuel delivery ⁽¹⁾ ⁽²⁾: ... mm³/stroke or cycle at a pump speed of: ... min⁻¹ or, alternatively, a characteristic diagram:
- 3.2.4.2.3.4. Injection timing ⁽²⁾:
- 3.2.4.2.3.5. Injection advance curve ⁽²⁾:
- 3.2.4.2.3.6. Calibration procedure: test bench/engine ⁽¹⁾
- 3.2.4.2.4. Governor
- 3.2.4.2.4.1. Type:
- 3.2.4.2.4.2. Cut-off point
- 3.2.4.2.4.2.1. Cut-off point under load: min⁻¹
- 3.2.4.2.4.2.2. Cut-off point without load: min⁻¹
- 3.2.4.2.5. Injection piping
- 3.2.4.2.5.1. Length: mm
- 3.2.4.2.5.2. Internal diameter: mm
- 3.2.4.2.6. Injector(s)
- 3.2.4.2.6.1. Make(s):
- 3.2.4.2.6.2. Type(s):
- 3.2.4.2.6.3. Opening pressure ⁽²⁾: kPa or characteristic diagram ⁽²⁾:
- 3.2.4.2.7. Cold start system
- 3.2.4.2.7.1. Make(s):
- 3.2.4.2.7.2. Type(s):
- 3.2.4.2.7.3. Description:
- 3.2.4.2.8. Auxiliary starting aid
- 3.2.4.2.8.1. Make(s):
- 3.2.4.2.8.2. Type(s):
- 3.2.4.2.8.3. System description:
- 3.2.4.2.9. Electronic control unit
- 3.2.4.2.9.1. Make(s):

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- 3.2.4.2.9.2 Description of the system:
- 3.2.4.3. By fuel injection (positive ignition only): yes/no ⁽¹⁾
- 3.2.4.3.1. Working principle: intake manifold (single-/multi-point ⁽¹⁾)/direct injection/other (specify) ⁽¹⁾:
- 3.2.4.3.2. Make(s):
- 3.2.4.3.3. Type(s):
- 3.2.4.3.4. System description
 - 3.2.4.3.4.1. Type or number of the control unit:
 - 3.2.4.3.4.2. Type of fuel regulator:
 - 3.2.4.3.4.3. Type of air-flow sensor:
 - 3.2.4.3.4.4. Type of fuel distributor:
 - 3.2.4.3.4.5. Type of pressure regulator:
 - 3.2.4.3.4.6. Type of micro switch:
 - 3.2.4.3.4.7. Type of idling adjustment screw:
 - 3.2.4.3.4.8. Type of throttle housing:
 - 3.2.4.3.4.9. Type of water temperature sensor:
 - 3.2.4.3.4.10. Type of air temperature sensor:
 - 3.2.4.3.4.11. Type of air temperature switch:
- 3.2.4.3.5. Injectors: opening pressure ⁽²⁾: or characteristic diagram ⁽²⁾:
- 3.2.4.3.6. Injection timing:
- 3.2.4.3.7. Cold start system
 - 3.2.4.3.7.1. Operating principle(s):
 - 3.2.4.3.7.2. Operating limits/settings ⁽¹⁾ ⁽²⁾:
- 3.2.4.4. Feed pump
 - 3.2.4.4.1. Pressure ⁽²⁾ kPa or characteristic diagram ⁽²⁾:
- 3.2.5. Electrical system
 - 3.2.5.1. Rated voltage: V, positive/negative ground ⁽¹⁾
 - 3.2.5.2. Generator
 - 3.2.5.2.1. Type:
 - 3.2.5.2.2. Nominal output: VA
- 3.2.6. Ignition
 - 3.2.6.1. Make(s):
 - 3.2.6.2. Type(s):
 - 3.2.6.3. Working principle:

In the case of systems other than continuous injection give equivalent details.

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| 3.2.6.4. | Ignition advance curve ⁽²⁾ : | |
| 3.2.6.5. | Static ignition timing ⁽²⁾ : | degrees before TDC |
| 3.2.6.6. | Contact-point gap ⁽²⁾ : | mm |
| 3.2.6.7. | Dwell-angle ⁽²⁾ : | degrees |
| 3.2.7. | Cooling system: liquid/air ⁽¹⁾ | |
| 3.2.7.1. | Nominal setting of the engine temperature control mechanism | |
| 3.2.7.2. | Liquid | |
| 3.2.7.2.1. | Nature of liquid: | |
| 3.2.7.2.2. | Circulating pump(s): yes/no ⁽¹⁾ | |
| 3.2.7.2.3. | Characteristics: | or |
| 3.2.7.2.3.1. | Make(s): | |
| 3.2.7.2.3.2. | Type(s): | |
| 3.2.7.2.4. | Drive ratio(s): | |
| 3.2.7.2.5. | Description of the fan and its drive mechanism: | |
| 3.2.7.3. | Air | |
| 3.2.7.3.1. | Blower: yes/no ⁽¹⁾ | |
| 3.2.7.3.2. | Characteristics: | or |
| 3.2.7.3.2.1. | Make(s): | |
| 3.2.7.3.2.2. | Type(s): | |
| 3.2.7.3.3. | Drive ratio(s): | |
| 3.2.8. | Intake system | |
| 3.2.8.1. | Pressure charger: yes/no ⁽¹⁾ | |
| 3.2.8.1.1. | Make(s): | |
| 3.2.8.1.2. | Type(s): | |
| 3.2.8.1.3. | Description of the system (e.g. maximum charge pressure: kPa; wastegate if applicable): | |
| 3.2.8.2. | Intercooler: yes/no ⁽¹⁾ | |
| 3.2.8.3. | Intake depression at rated engine speed and at 100 % load | |
| | minimum allowable: | kPa |
| | maximum allowable: | kPa |
| 3.2.8.4. | Description and drawings of inlet pipes and their accessories (plenum chamber, heating device, additional air intakes, etc.): | |
| 3.2.8.4.1. | Intake manifold description (include drawings and/or photos): | |
| 3.2.8.4.2. | Air filter, drawings: | or |

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- 3.2.8.4.2.1. Make(s):
- 3.2.8.4.2.2. Type(s):
- 3.2.8.4.3. Intake silencer, drawings: or
- 3.2.8.4.3.1. Make(s):
- 3.2.8.4.3.2. Type(s):
- 3.2.9. Exhaust system
- 3.2.9.1. Description and/or drawing of the exhaust manifold:
- 3.2.9.2. Description and/or drawing of the exhaust system:
- 3.2.9.3. Maximum allowable exhaust back pressure at rated engine speed and at 100 % load: kPa
- 3.2.9.4. Exhaust silencer(s): For front, centre, rear silencer: construction, type, marking; where relevant for exterior noise: reducing measures in the engine compartment and on the engine:
- 3.2.9.5. Location of the exhaust outlet:
- 3.2.9.6. Exhaust silencer containing fibrous materials:
- 3.2.10. Minimum cross-sectional areas of inlet and outlet ports:
- 3.2.11. Valve timing or equivalent data
- 3.2.11.1. Maximum lift of valves, angles of opening and closing, or timing details of alternative distribution systems, in relation to dead centres:
- 3.2.11.2. Reference and/or setting ranges ⁽¹⁾
- 3.2.12. Measures taken against air pollution
- 3.2.12.1. Device for recycling crankcase gases (description and drawings):
- 3.2.12.2. Additional anti-pollution devices (if any, and if not covered by another heading)
- 3.2.12.2.1. Catalytic converter: yes/no ⁽¹⁾
- 3.2.12.2.1.1. Number of catalytic converters and elements:
- 3.2.12.2.1.2. Dimensions, shape and volume of the catalytic converter(s):
- 3.2.12.2.1.3. Type of catalytic action:
- 3.2.12.2.1.4. Total charge of precious metals:
- 3.2.12.2.1.5. Relative concentration:
- 3.2.12.2.1.6. Substrate (structure and material):
- 3.2.12.2.1.7. Cell density:
- 3.2.12.2.1.8. Type of casing for the catalytic converter(s):
- 3.2.12.2.1.9. Location of the catalytic converter(s) (place and reference distance in the exhaust line):
- 3.2.12.2.1.10. Heat shield: yes/no ⁽¹⁾
- 3.2.12.2.2. Oxygen sensor: yes/no ⁽¹⁾

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- 3.2.12.2.2.1. Type:
- 3.2.12.2.2.2. Location:
- 3.2.12.2.2.3. Control range:
- 3.2.12.2.3. Air injection: yes/no ⁽¹⁾
- 3.2.12.2.3.1. Type (pulse air, air pump, etc.):
- 3.2.12.2.4. Exhaust gas recirculation: yes/no ⁽¹⁾
- 3.2.12.2.4.1. Characteristics (flow rate, etc.):
- 3.2.12.2.5. Evaporative emissions control system: yes/no ⁽¹⁾
- 3.2.12.2.5.1. Detailed description of the devices and their state of tune:
- 3.2.12.2.5.2. Drawing of the evaporative control system:
- 3.2.12.2.5.3. Drawing of the carbon canister:
- 3.2.12.2.5.4. Mass of dry charcoal: grams
- 3.2.12.2.5.5. Schematic drawing of the fuel tank with indication of capacity and material:
- 3.2.12.2.5.6. Drawing of the heat shield between tank and exhaust system:
- 3.2.12.2.6. Particulate trap: yes/no ⁽¹⁾
- 3.2.12.2.6.1. Dimensions, shape and capacity of the particulate trap:
- 3.2.12.2.6.2. Type and design of the particulate trap:
- 3.2.12.2.6.3. Location (reference distance in the exhaust line):
- 3.2.12.2.6.4. Method or system of regeneration, description and/or drawing:
- 3.2.12.2.7. On-board-diagnostic (OBD) system: yes/no ⁽¹⁾
- 3.2.12.2.7.1. Written description and/or drawing of the MI:
- 3.2.12.2.7.2. List and purpose of all components monitored by the OBD system:
- 3.2.12.2.7.3. Written description (general working principles) for
 - 3.2.12.2.7.3.1. Positive-ignition engines ⁽¹⁾
 - 3.2.12.2.7.3.1.1. Catalyst monitoring ⁽¹⁾:
 - 3.2.12.2.7.3.1.2. Misfire detection ⁽¹⁾:
 - 3.2.12.2.7.3.1.3. Oxygen sensor monitoring ⁽¹⁾:
 - 3.2.12.2.7.3.1.4. Other components monitored by the OBD system ⁽¹⁾:
 - 3.2.12.2.7.3.2. Compression-ignition engines ⁽¹⁾
 - 3.2.12.2.7.3.2.1. Catalyst monitoring ⁽¹⁾:
 - 3.2.12.2.7.3.2.2. Particulate trap monitoring ⁽¹⁾:
 - 3.2.12.2.7.3.2.3. Electronic fuelling system monitoring ⁽¹⁾:

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- 3.2.12.2.7.3.2.4. Other components monitored by the OBD system ⁽¹⁾:
- 3.2.12.2.7.4. Criteria for MI activation (fixed number of driving cycles or statistical method):
- 3.2.12.2.7.5. List of all OBD output codes and formats used (with explanation of each):
- 3.2.12.2.8. Other systems (description and operation):
- 3.2.13. Location of the absorption coefficient symbol (compression ignition engines only):
- 3.2.14. Details of any devices designed to influence fuel economy (if not covered by other items):
- 3.2.15. LPG fuelling system: yes/no ⁽¹⁾
- 3.2.15.1. EC type-approval number according to Council Directive 70/221/EEC (OJ L 76, 6.4.1970, p. 23) (when the Directive will be amended to cover tanks for gaseous fuels.):
- 3.2.15.2. Electronic engine management control unit for LPG fuelling
 - 3.2.15.2.1. Make(s):
 - 3.2.15.2.2. Type(s):
 - 3.2.15.2.3. Emission-related adjustment possibilities:
- 3.2.15.3. Further documentation
 - 3.2.15.3.1. Description of the safeguarding of the catalyst at switch-over from petrol to LPG or back:
 - 3.2.15.3.2. System lay-out (electrical connections, vacuum connections compensation hoses, etc.):
 - 3.2.15.3.3. Drawing of the symbol:
- 3.2.16. NG fuelling system: yes/no ⁽¹⁾
- 3.2.16.1. EC type-approval number according to Directive 70/221/EEC (when the Directive will be amended to cover tanks for gaseous fuels):
- 3.2.16.2. Electronic engine management control unit for NG fuelling
 - 3.2.16.2.1. Make(s):
 - 3.2.16.2.2. Type(s):
 - 3.2.16.2.3. Emission-related adjustment possibilities:
- 3.2.16.3. Further documentation
 - 3.2.16.3.1. Description of the safeguarding of the catalyst at switch-over from petrol to NG or back:
 - 3.2.16.3.2. System lay-out (electrical connections, vacuum connections compensation hoses, etc.):
 - 3.2.16.3.3. Drawing of the symbol:
- 3.3. Electric motor
 - 3.3.1. Type (winding, excitation):
 - 3.3.1.1. Maximum hourly output: kW
 - 3.3.1.2. Operating voltage: V
 - 3.3.2. Battery

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- 3.3.2.1. Number of cells:
- 3.3.2.2. Mass: kg
- 3.3.2.3. Capacity: cm³ Ah (Amp-hours)
- 3.3.2.4. Position:
- 3.4. Other engines or motors or combinations thereof (particulars regarding the parts of such engines or motors):
- 3.5. CO₂ emissions/fuel consumption ⁽⁴⁾ (manufacturer's declared value)
- 3.5.1. mass emissions
- 3.5.1.1. CO₂ mass emissions (urban conditions): g/km
- 3.5.1.2. CO₂ mass emissions (extra-urban conditions): g/km
- 3.5.1.3. CO₂ mass emissions (combined): g/km
- 3.5.2. Fuel consumption
- 3.5.2.1. Fuel consumption (urban conditions): l/100 km/m³/100 km ⁽¹⁾
- 3.5.2.2. Fuel consumption (extra-urban conditions): l/100 km/m³/100 km ⁽¹⁾
- 3.5.2.3. Fuel consumption (combined): l/100 km/m³/100 km ⁽¹⁾
- 3.6. Temperatures permitted by the manufacturer
- 3.6.1. Cooling system
- 3.6.1.1. Liquid cooling
- Maximum temperature at outlet: K
- 3.6.1.2. Air cooling
- 3.6.1.2.1. Reference point:
- 3.6.1.2.2. Maximum temperature at reference point: K
- 3.6.2. Maximum outlet temperature of the inlet intercooler: K
- 3.6.3. Maximum exhaust temperature at the point in the exhaust pipe(s) adjacent to the outer flange(s) of the exhaust manifold: K
- 3.6.4. Fuel temperature
- minimum: K
- maximum: K
- 3.6.5. Lubricant temperature
- minimum: K
- maximum: K
- 3.7. Engine-driven equipment

Maximum permissible power absorbed by the engine-driven equipment as specified in and under the operating conditions of Council Directive 80/1269/EEC (OJ L 375, 31.12.1980, p. 46), Annex I, point 5.1.1, at each engine speed as defined in point 4.1 in Annex III to Council Directive 88/77/EEC (OJ L 36, 9.2.1988, p. 33).

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- 3.7.1. Idling: kW
- 3.7.2. Intermediate: kW
- 3.7.3. Rated: kW
- 3.8. Lubrication system
- 3.8.1. Description of the system
- 3.8.1.1. Position of lubricant reservoir:
- 3.8.1.2. Feed system (by pump/injection into intake/mixing with fuel, etc.) ⁽¹⁾
- 3.8.2. Lubricating pump
- 3.8.2.1. Make(s):
- 3.8.2.2. Type(s):
- 3.8.3. Mixture with fuel
- 3.8.3.1. Percentage:
- 3.8.4. Oil cooler: yes/no ⁽¹⁾
- 3.8.4.1. Drawing(s): or
- 3.8.4.1.1. Make(s):
- 3.8.4.1.2. Type(s):
- 3.9. GAS FUELLED ENGINES (In the case of systems laid-out in a different manner, supply equivalent information).
- 3.9.1. Fuel: LPG/NG-H/NG-L/NG-HL ⁽¹⁾
- 3.9.2. Pressure regulator(s) or vaporiser/pressure regulator(s) ⁽¹⁾
- 3.9.2.1. Make(s):
- 3.9.2.2. Type(s):
- 3.9.2.3. Number of pressure reduction stages:
- 3.9.2.4. Pressure in final stage
- minimum: kPa
- maximum: kPa
- 3.9.2.5. Number of main adjustment points:
- 3.9.2.6. Number of idle adjustment points:
- 3.9.2.7. EC type-approval number according to/...../EC:
- 3.9.3. Fuelling system: mixing unit/gas injection/liquid injection/direct injection ⁽¹⁾
- 3.9.3.1. Mixture strength regulation:
- 3.9.3.2. System description and/or diagram and drawings:
- 3.9.3.3. EC type-approval number according to/...../EC:
- 3.9.4. Mixing unit

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- 3.9.4.1. Number:
- 3.9.4.2. Make(s):
- 3.9.4.3. Type(s):
- 3.9.4.4. Location:
- 3.9.4.5. Adjustment possibilities:
- 3.9.4.6. EC type-approval number according to/ /EC:
- 3.9.5. Inlet manifold injection
 - 3.9.5.1. Injection: single point/multipoint ⁽¹⁾
 - 3.9.5.2. Injection: continuous/simultaneously timed/sequentially timed ⁽¹⁾
 - 3.9.5.3. Injection equipment
 - 3.9.5.3.1. Make(s):
 - 3.9.5.3.2. Type(s):
 - 3.9.5.3.3. Adjustment possibilities:
 - 3.9.5.3.4. EC type-approval number according to/ /EC:
 - 3.9.5.4. Supply pump (if applicable)
 - 3.9.5.4.1. Make(s):
 - 3.9.5.4.2. Type(s):
 - 3.9.5.4.3. EC type-approval number according to/ /EC:
 - 3.9.5.5. Injector(s)
 - 3.9.5.5.1. Make(s):
 - 3.9.5.5.2. Type(s):
 - 3.9.5.5.3. EC type-approval number according to/ /EC:
- 3.9.6. Direct injection
 - 3.9.6.1. Injection pump/pressure regulator ⁽¹⁾
 - 3.9.6.1.1. Make(s):
 - 3.9.6.1.2. Type(s):
 - 3.9.6.1.3. Injection timing:
 - 3.9.6.1.4. EC type-approval number according to/ /EC:
 - 3.9.6.2. Injector(s)
 - 3.9.6.2.1. Make(s):
 - 3.9.6.2.2. Type(s):
 - 3.9.6.2.3. Opening pressure or characteristic diagram ⁽²⁾:
 - 3.9.6.2.4. EC type-approval number according to/ /EC:

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- 3.9.7. Electronic control unit (ECU)
 - 3.9.7.1. Make(s):
 - 3.9.7.2. Type(s):
 - 3.9.7.3. Adjustment possibilities:
- 3.9.8. NG fuel-specific equipment
 - 3.9.8.1. Variant 1 (only in the case of approvals of engines for several specific fuel compositions)
 - 3.9.8.1.1. Fuel composition:

| | | | |
|---|-------------------|-----------------|-----------------|
| methane (CH ₄): | basis: ... % mole | min. ... % mole | max. ... % mole |
| ethane (C ₂ H ₆): | basis: ... % mole | min. ... % mole | max. ... % mole |
| propane (C ₃ H ₈): | basis: ... % mole | min. ... % mole | max. ... % mole |
| butane (C ₄ H ₁₀): | basis: ... % mole | min. ... % mole | max. ... % mole |
| C ₅ /C ₅₊ : | basis: ... % mole | min. ... % mole | max. ... % mole |
| oxygen (O ₂): | basis: ... % mole | min. ... % mole | max. ... % mole |
| inert (N ₂ , He etc.): | basis: ... % mole | min. ... % mole | max. ... % mole |
 - 3.9.8.1.2. Injector(s)
 - 3.9.8.1.2.1. Make(s):
 - 3.9.8.1.2.2. Type(s):
 - 3.9.8.1.3. Others (if applicable):
 - 3.9.8.1.4. Fuel temperature
 - minimum: K
 - maximum: K
 at pressure regulator final stage for gas fuelled engines.
 - 3.9.8.1.5. Fuel pressure
 - minimum: kPa
 - maximum: kPa
 at pressure regulator final stage, NG fuelled gas engines only.
 - 3.9.8.2. Variant 2 (only in the case of approvals for several specific fuel compositions)
- 4. TRANSMISSION (V)
 - 4.1. Drawing of the transmission:
 - 4.2. Type (mechanical, hydraulic, electric, etc.):
 - 4.2.1. A brief description of the electrical/electronic components (if any):
 - 4.3. Moment of inertia of engine flywheel:
 - 4.3.1. Additional moment of inertia with no gear engaged:

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- 4.4. Clutch (type):
- 4.4.1. Maximum torque conversion:
- 4.5. Gearbox
- 4.5.1. Type (manual/automatic/CVT (continuously variable transmission)) ⁽¹⁾
- 4.5.2. Location relative to the engine:
- 4.5.3. Method of control:
- 4.6. Gear ratios

| Gear | Internal gearbox ratios (ratios of engine to gearbox output shaft revolutions) | Final drive ratio(s) (ratio of gearbox output shaft to driven wheel revolutions) | Total gear ratios |
|--------------------------------|---|--|-------------------|
| Maximum for CVT ⁽¹⁾ | | | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| ... | | | |
| Minimum for CVT ⁽¹⁾ | | | |
| Reverse | | | |

⁽¹⁾ Continuously variable transmission

- 4.7. Maximum vehicle speed (in km/h) ^(m):
- 4.8. Speedometer (in the case of tachograph give approval mark only)
- 4.8.1. Method of operation and description of drive mechanism:
- 4.8.2. Instrument constant:
- 4.8.3. Tolerance of the measuring mechanism (pursuant to point 2.1.3 of Annex II to Council Directive 1975/443/EEC (OJ L 196, 26.7.1975, p. 1)):
- 4.8.4. Overall transmission ratio (pursuant to point 2.1.2 of Annex II to Directive 75/443/EEC) or equivalent data:
- 4.8.5. Diagram of the speedometer scale or other forms of display:
- 4.9. Differential lock: yes/no/optional ⁽¹⁾
- 5. AXLES
- 5.1. Description of each axle:
- 5.2. Make:
- 5.3. Type:
- 5.4. Position of retractable axle(s):
- 5.5. Position of loadable axle(s):

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- 6. SUSPENSION
 - 6.1. Drawing of the suspension arrangements:
 - 6.2. Type and design of the suspension of each axle or group of axles or wheel:
 - 6.2.1. Level adjustment: yes/no/optional ⁽¹⁾
 - 6.2.2. A brief description of the electrical/electronic components (if any):
 - 6.2.3. Air-suspension for driving axle(s): yes/no ⁽¹⁾
 - 6.2.3.1. Suspension of driving axle(s) equivalent to air-suspension: yes/no ⁽¹⁾
 - 6.2.3.2. Frequency and damping of the oscillation of the sprung mass:
 - 6.3. Characteristics of the springing parts of the suspension (design, characteristics of the materials and dimensions):
 - 6.4. Stabilisers: yes/no/optional ⁽¹⁾
 - 6.5. Shock absorbers: yes/no/optional ⁽¹⁾
 - 6.6. Tyres and wheels
 - 6.6.1. Tyre/wheel combination(s) (for tyres indicate size designation, minimum load-capacity index, minimum speed category symbol; for tyres of category Z intended to be fitted on vehicles whose maximum speed exceeds 300 km/h equivalent information shall be provided; for wheels indicate rim size(s) and off-set(s))
 - 6.6.1.1. Axles
 - 6.6.1.1.1. Axle 1:
 - 6.6.1.1.2. Axle 2:
 - etc.
 - 6.6.1.2. Spare wheel, if any:
 - 6.6.2. Upper and lower limits of rolling radii
 - 6.6.2.1. Axle 1:
 - 6.6.2.2. Axle 2:
 - etc.
 - 6.6.3. Tyre pressure(s) as recommended by the vehicle manufacturer: kPa
 - 6.6.4. Chain/tyre/wheel combination on the front and/or rear axle that is suitable for the type of vehicle, as recommended by the manufacturer:
 - 6.6.5. Brief description of temporary use spare unit (if any):
- 7. STEERING
 - 7.1. Schematic diagram of steered axle(s) showing steering geometry:
 - 7.2. Transmission and control
 - 7.2.1. Type of steering transmission (specify for front and rear, if applicable):
 - 7.2.2. Linkage to wheels (including other than mechanical means; specify for front and rear, if applicable):

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- 7.2.2.1. A brief description of the electrical/electronic components (if any):
- 7.2.3. Method of assistance (if any):
- 7.2.3.1. Method and diagram of operation, make(s) and type(s):
- 7.2.4. Diagram of the steering equipment as a whole, showing the position on the vehicle of the various devices influencing its steering behaviour:
- 7.2.5. Schematic diagram(s) of the steering control(s):
- 7.2.6. Range and method of adjustment (if any), of the steering control:
- 7.3. Maximum steering angle of the wheels
- 7.3.1. To the right: degrees; number of turns of the steering wheel (or equivalent data):
- 7.3.2. To the left: degrees; number of turns of the steering wheel (or equivalent data):
8. BRAKES
- The following particulars, including means of identification, where applicable, are to be given:
- 8.1. Type and characteristics of the brakes (as defined in Annex I, point 1.6 to Council Directive 1971/320/EEC (OJ L 202, 6.9.1971, p. 37)) with a drawing (e.g. drums or discs, wheels braked, connection to braked wheels, make and type of shoe/pad assemblies and/or linings, effective braking areas, radius of drums, shoes or discs, mass of drums, adjustment devices, relevant parts of the axle(s) and suspension):
- 8.2. Operating diagram, description and/or drawing of the following braking systems (as defined in Annex I, point 1.2 to Directive 71/320/EEC) with, for example, transmission and control (construction, adjustment, lever ratios, accessibility of control and its position, ratchet controls in the case of mechanical transmission, characteristics of the main parts of the linkage, cylinders and control pistons, brake cylinders or equivalent components in the case of electrical braking systems)
- 8.2.1. Service braking system:
- 8.2.2. Secondary braking system:
- 8.2.3. Parking braking system:
- 8.2.4. Any additional braking system:
- 8.2.5. Break-away braking system:
- 8.3. Control and transmission of trailer braking systems in vehicles designed to tow a trailer:
- 8.4. Vehicle is equipped to tow a trailer with electric/pneumatic/hydraulic ⁽¹⁾ service brakes: yes/no ⁽¹⁾
- 8.5. Anti-lock braking system: yes/no/optional ⁽¹⁾
- 8.5.1. For vehicles with anti-lock systems, description of system operation (including any electronic parts), electric block diagram, hydraulic or pneumatic circuit plan:
- 8.6. Calculation and curves according to the Appendix to point 1.1.4.2 of Annex II to Directive 71/320/EEC (or the Appendix to Annex XI, if applicable):
- 8.7. Description and/or drawing of the energy supply (also to be specified for power-assisted braking systems):

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- 8.7.1. In the case of compressed-air braking systems, working pressure p_2 in the pressure reservoir(s):
- 8.7.2. In the case of vacuum braking systems, the initial energy level in the reservoir(s):
- 8.8. Calculation of the braking system: Determination of the ratio between the total braking forces at the circumference of the wheels and the force applied to the braking control:
- 8.9. Brief description of the braking systems (according to point 1.6 of the Addendum to Appendix 1 of Annex IX to Directive 71/320/EEC):
- 8.10. If claiming exemptions from the Type I and/or Type II or Type III tests, state the number of the report in accordance with Appendix 2 of Annex VII to Directive 71/320/EEC:
- 8.11. Particulars of the type(s) of endurance braking system(s):
9. **BODYWORK**
- 9.1. Type of bodywork:
- 9.2. Materials used and methods of construction:
- 9.3. Occupant doors, latches and hinges
- 9.3.1. Door configuration and number of doors:
- 9.3.1.1. Dimensions, direction and maximum angle of opening:
- 9.3.2. Drawing of latches and hinges and of their position in the doors:
- 9.3.3. Technical description of latches and hinges:
- 9.3.4. Details (including dimensions) of entrances, steps and necessary handles where applicable:
- 9.4. Field of vision (Council Directive 77/649/EEC) (OJ L 267, 19.10.1977, p. 1))
- 9.4.1. Particulars of the primary reference marks in sufficient detail to enable them to be readily identified and the position of each in relation to the others and to the R-point to be verified:
- 9.4.2. Drawing(s) or photograph(s) showing the location of component parts within the 180° forward field of vision:
- 9.5. Windscreen and other windows
- 9.5.1. Windscreen
- 9.5.1.1. Materials used:
- 9.5.1.2. Method of mounting:
- 9.5.1.3. Angle of inclination:
- 9.5.1.4. EC type-approval number(s):
- 9.5.2. Other windows
- 9.5.2.1. Materials used:
- 9.5.2.2. EC type-approval number(s):
- 9.5.2.3. A brief description of the electrical/electronic components (if any) of the window lifting mechanism:

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| | | |
|-----------------------|---|----|
| 9.5.3. | Opening roof glazing | |
| 9.5.3.1. | Materials used: | |
| 9.5.3.2. | EC type-approval number(s): | |
| 9.5.4. | Other glass panes | |
| 9.5.4.1. | Materials used: | |
| 9.5.4.2. | EC type-approval number(s): | |
| 9.6. | Windscreen wiper(s) | |
| 9.6.1. | Detailed technical description (including photographs or drawings): | |
| 9.7. | Windscreen washer | |
| 9.7.1. | Detailed technical description (including photographs or drawings) or, if approved as separate technical unit, EC type-approval number: | |
| 9.8. | Defrosting and demisting | |
| 9.8.1. | Detailed technical description (including photographs or drawings): | |
| 9.8.2. | Maximum electrical consumption: | kW |
| ► ⁽¹⁾ 9.9. | Devices for indirect vision | |
| 9.9.1. | Mirrors (state for each mirror): | |
| 9.9.1.1. | Make: | |
| 9.9.1.2. | EC type-approval mark: | |
| 9.9.1.3. | Variant: | |
| 9.9.1.4. | Drawing(s) for the identification of the mirror showing the position of the mirror relative to the vehicle structure: | |
| 9.9.1.5. | Details of the method of attachment including that part of the vehicle structure to which it is attached: | |
| 9.9.1.6. | Optional equipment which may affect the rearward field of vision: | |
| 9.9.1.7. | A brief description of the electronic components (if any) of the adjustment system: | |
| 9.9.2. | Devices for indirect vision other than mirrors: | |
| 9.9.2.1. | Type and characteristics (such as a complete description of the device): | |
| 9.9.2.1.1. | In the case of a camera-monitor device, the detection distance (mm), contrast, luminance range, glare correction, display performance (black and white/colour), image repetition frequency, luminance reach of the monitor: | |
| 9.9.2.1.2. | Sufficiently detailed drawings to identify the complete device, including installation instructions; the position for the EC type-approval mark has to be indicated on the drawings: | ◀ |
| 9.10. | Interior fittings | |
| 9.10.1. | Interior protection for occupants (Council Directive 74/60/EEC (OJ L 38, 11.2.1974, p. 2)) | |
| 9.10.1.1. | Layout drawing or photographs showing the position of the attached sections or views: | |
| 9.10.1.2. | Photograph or drawing showing the reference line including the exempted area (Annex I, point 2.3.1 to Directive 74/60/EEC): | |
| 9.10.1.3. | Photographs, drawings and/or an exploded view of the interior fittings, showing the parts in the passenger compartment and the materials used (with the exception of interior rear view mirrors), arrangement of controls, roof and opening roof, backrest, seats and the rear part of seats (Annex I, point 3.2 to Directive 74/60/EEC): | |
| 9.10.2. | Arrangement and identification of controls, tell-tales and indicators | |
| 9.10.2.1. | Photographs and/or drawings of the arrangement of symbols and controls, tell-tales and indicators: .. | |
| 9.10.2.2. | Photographs and/or drawings of the identification of controls, tell-tales and indicators and of the vehicle parts mentioned in Council Directive 78/316/EEC (OJ L 81, 28.3.1978, p. 3) where relevant: | |

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9.10.2.3. Summary table

The vehicle is equipped with the following controls, indicators and tell-tales pursuant to Annexes II and III to Directive 78/316/EEC:

Controls, tell-tales and indicators for which, when fitted, identification is mandatory, and symbols to be used for that purpose

| Symbol No | Device | Control/indicator available ⁽¹⁾ | Identified by symbol ⁽¹⁾ | Where ⁽²⁾ | Tell-tale available ⁽¹⁾ | Identified by symbol ⁽¹⁾ | Where ⁽²⁾ |
|-----------|--------------------------------------|--|-------------------------------------|----------------------|------------------------------------|-------------------------------------|----------------------|
| 1 | Master light | OK (10) | | | | | |
| 2 | Dipped-beam headlamps | | | | | | |
| 3 | Main-beam head lamps | | | | | | |
| 4 | Position (side) lamps | | | | | | |
| 5 | Front fog lamps | | | | | | |
| 6 | Rear fog lamp | | | | | | |
| 7 | Headlamp levelling device | | | | | | |
| 8 | Parking lamps | | | | | | |
| 9 | Direction indicators | | | | | | |
| 10 | Hazard warning | | | | | | |
| 11 | Windscreen wiper | | | | | | |
| 12 | Windscreen washer | | | | | | |
| 13 | Windscreen wiper and washer | | | | | | |
| 14 | Headlamp cleaning device | | | | | | |
| 15 | Windscreen demisting and defrosting | | | | | | |
| 16 | Rear window demisting and defrosting | | | | | | |
| 17 | Ventilating fan | | | | | | |
| 18 | Diesel pre-heat | | | | | | |
| 19 | Choke | | | | | | |
| 20 | Brake failure | | | | | | |
| 21 | Fuel level | | | | | | |
| 22 | Battery charging condition | | | | | | |
| 23 | Engine coolant temperature | | | | | | |

- ⁽¹⁾ x = yes;
 - = no or not separately available;
 o = optional.
⁽²⁾ d = directly on control, indicator or tell-tale;
 c = in close vicinity.

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Controls, tell-tales and indicators for which, when fitted, identification is optional, and symbols which must be used if they are to be identified

| Symbol No | Device | Control/indicator available ⁽¹⁾ | Identified by symbol ⁽¹⁾ | Where ⁽²⁾ | Tell-tale available ⁽¹⁾ | Identified by symbol ⁽¹⁾ | Where ⁽²⁾ |
|-----------|-------------------------------|--|-------------------------------------|----------------------|------------------------------------|-------------------------------------|----------------------|
| 1 | Parking brake | | | | | | |
| 2 | Rear window wiper | | | | | | |
| 3 | Rear window washer | | | | | | |
| 4 | Rear window wiper and washer | | | | | | |
| 5 | Intermittent windscreen wiper | | | | | | |
| 6 | Audible warning device (horn) | | | | | | |
| 7 | Front hood (bonnet) | | | | | | |
| 8 | Rear hood (boot) | | | | | | |
| 9 | Seat belt | | | | | | |
| 10 | Engine oil pressure | | | | | | |
| 11 | Unleaded petrol | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

⁽¹⁾ x = yes;
 - = no or not separately available;
 o = optional.
⁽²⁾ d = directly on control, indicator or tell-tale;
 c = in close vicinity.

- 9.10.3. Seats
- 9.10.3.1. Number:
- 9.10.3.2. Position and arrangement:
- 9.10.3.2.1. Number of seating positions:
- 9.10.3.2.2. Seat(s) designated for use only when the vehicle is stationary:
- 9.10.3.3. Mass:
- 9.10.3.4. Characteristics: for seats not EC type-approved as components, description and drawings of
 - 9.10.3.4.1. the seats and their anchorages:
 - 9.10.3.4.2. the adjustment system:
 - 9.10.3.4.3. the displacement and locking systems:
 - 9.10.3.4.4. the seat belt anchorages (if incorporated in the seat structure):

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- 9.10.3.4.5. the parts of the vehicle used as anchorages:
- 9.10.3.5. Coordinates or drawing of the R-point ⁽⁵⁾
- 9.10.3.5.1. Driver's seat:
- 9.10.3.5.2. All other seating positions:
- 9.10.3.6. Design torso angle
- 9.10.3.6.1. Driver's seat:
- 9.10.3.6.2. All other seating positions:
- 9.10.3.7. Range of seat adjustment
- 9.10.3.7.1. Driver's seat:
- 9.10.3.7.2. All other seating positions:
- 9.10.4. Head restraints
- 9.10.4.1. Type(s) of head restraints: integrated/detachable/separate ⁽¹⁾
- 9.10.4.2. EC type-approval number(s), if available:
- 9.10.4.3. For head restraints not yet approved
- 9.10.4.3.1. A detailed description of the head restraint, specifying in particular the nature of the padding material or materials and, where applicable, the position and specifications of the braces and anchorage pieces for the type of seat for which approval is sought:
- 9.10.4.3.2. In the case of a 'separate' head restraint
- 9.10.4.3.2.1. A detailed description of the structural zone to which the head restraint is intended to be fixed:
- 9.10.4.3.2.2. Dimensional drawings of the characteristic parts of the structure and the head restraint:
- 9.10.5. Heating systems for the passenger compartment
- 9.10.5.1. A brief description of the vehicle type with regard to the heating system if the heating system uses the heat of the engine cooling fluid:
- 9.10.5.2. A detailed description of the vehicle type with regard to the heating if the cooling air or the exhaust gases of the engine are used as heat source, including
- 9.10.5.2.1. layout drawing of the heating system showing its position in the vehicle:
- 9.10.5.2.2. layout drawing of the heat exchanger for heating systems using the exhaust gases for heating, or of the parts where the heat exchange takes place (for heating systems using the engine cooling air for heating):
- 9.10.5.2.3. sectional drawing of the heat exchanger or the parts respectively where the heat exchange takes place indicating the thickness of the wall, used materials and characteristics of the surface:
- 9.10.5.2.4. Specifications shall be given for further important components of the heating system such as, for example, the heater fan, with regard to their method of construction and technical data:
- ⁽¹⁾ 9.10.5.3. A brief description of the vehicle type with regard to the combustion heating system and the automatic control:
- 9.10.5.3.1. layout drawing of the combustion heater, the air inlet system, the exhaust system, the fuel tank, the fuel supply system (including the valves) and the electrical connections showing their positions in the vehicle. ◀
- ⁽²⁾ 9.10.5.4. ◀ Maximum electrical consumption: kW
- 9.10.6. Components influencing the behaviour of the steering mechanism in the event of an impact (Council Directive 74/297/EEC) (OJ L 165, 20.6.1974, p. 16)
- 9.10.6.1. A detailed description, including photograph(s) and/or drawing(s), of the vehicle type with respect to the structure, the dimensions, the lines and the constituent materials of that part of the vehicle forward of the steering control, including those components designed to contribute to the absorption of energy in the event of an impact against the steering control:

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- 9.10.6.2. Photograph(s) and/or drawing(s) of vehicle components other than those described in 9.10.6.1 as identified by the manufacturer in agreement with the technical service, as contributing to the behaviour of the steering mechanism in case of impact:
- 9.10.7. Burning behaviour of materials used in the interior construction of certain categories of motor vehicles (Directive 95/28/EC of the European Parliament and of the Council (OJ L 281, 23.11.1995, p. 1))
- 9.10.7.1. Material(s) used for the interior lining of the roof
- 9.10.7.1.1. Component EC type-approval number(s), if available:
- 9.10.7.1.2. For materials not approved
- 9.10.7.1.2.1. Base material(s)/designation: /
- 9.10.7.1.2.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.1.2.3. Type of coating ⁽¹⁾:
- 9.10.7.1.2.4. Maximum/minimum thickness: / mm
- 9.10.7.2. Material(s) used for the rear and side walls
- 9.10.7.2.1. Component type-approval number(s), if available:
- 9.10.7.2.2. For materials not approved
- 9.10.7.2.2.1. Base material(s)/designation: /
- 9.10.7.2.2.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.2.2.3. Type of coating ⁽¹⁾:
- 9.10.7.2.2.4. Maximum/minimum thickness: / mm
- 9.10.7.3. Material(s) used for the floor
- 9.10.7.3.1. Component EC type-approval number(s), if available:
- 9.10.7.3.2. For materials not approved
- 9.10.7.3.2.1. Base material(s)/designation: /
- 9.10.7.3.2.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.3.2.3. Type of coating ⁽¹⁾:
- 9.10.7.3.2.4. Maximum/minimum thickness: / mm
- 9.10.7.4. Material(s) used for the upholstery of the seats
- 9.10.7.4.1. Component EC type-approval number(s), if available:
- 9.10.7.4.2. For materials not approved
- 9.10.7.4.2.1. Base material(s)/designation: /
- 9.10.7.4.2.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.4.2.3. Type of coating ⁽¹⁾:
- 9.10.7.4.2.4. Maximum/minimum thickness: / mm

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- 9.10.7.5. Material(s) used for the heating and ventilation pipes
- 9.10.7.5.1. Component EC type-approval number(s), if available:
- 9.10.7.5.2. For materials not approved
- 9.10.7.5.2.1. Base material(s)/designation: /
- 9.10.7.5.2.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.5.2.3. Type of coating ⁽¹⁾:
- 9.10.7.5.2.4. Maximum/minimum thickness: / mm
- 9.10.7.6. Material(s) used for luggage racks
- 9.10.7.6.1. Component EC type-approval number(s), if available:
- 9.10.7.6.2. For materials not approved
- 9.10.7.6.2.1. Base material(s)/designation: /
- 9.10.7.6.2.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.6.2.3. Type of coating ⁽¹⁾:
- 9.10.7.6.2.4. Maximum/minimum thickness: / mm
- 9.10.7.7. Material(s) used for other purposes
- 9.10.7.7.1. Intended purposes:
- 9.10.7.7.2. Component EC type-approval number(s), if available:
- 9.10.7.7.3. For materials not approved
- 9.10.7.7.3.1. Base material(s)/designation: /
- 9.10.7.7.3.2. Composite/single ⁽¹⁾ material, number of layers ⁽¹⁾:
- 9.10.7.7.3.3. Type of coating ⁽¹⁾:
- 9.10.7.7.3.4. Maximum/minimum thickness: / mm
- 9.10.7.8. Components approved as complete devices (seats, separation walls, luggage racks, etc.)
- 9.10.7.8.1. Component EC type-approval number(s):
- 9.10.7.8.2. For the complete device: seat, separation wall, luggage racks, etc. ⁽¹⁾
- 9.11. External projections (Council Directive 74/483/EEC (OJ L 266, 2.10.1974, p. 4) and 1992/114/EEC (OJ L 409, 31.12.1992, p. 17))
- 9.11.1. General arrangement (drawing or photographs) indicating the position of the attached sections and views:
- 9.11.2. Drawings and/or photographs, for example, and where relevant, of the door and window pillars, air-intake grilles, radiator grille, windscreen wipers, rain gutter channels, handles, slide rails, flaps, door hinges and locks, hooks, eyes, decorative trim, badges, emblems and recesses and any other external projections and parts of the exterior surface which can be regarded as critical (e.g. lighting equipment). If the parts listed in the previous sentence are not critical, for documentation purposes they may be replaced by photographs, accompanied if necessary by dimensional details and/or text:

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9.11.3. Drawings of parts of the external surface in accordance with Annex I, point 6.9.1 to Directive 74/483/EEC:

9.11.4. Drawing of bumpers:

9.11.5. Drawing of the floor line:

9.12. Safety belts and/or other restraint systems

9.12.1. Number and position of safety belts and restraint systems and seats on which they can be used:

| | Complete EC type-approval mark | Variant, if applicable | Belt adjustment device for height (indicate yes/no/optional) |
|------------------------------------|--------------------------------|------------------------|--|
| First row of seats | L | | |
| | C | | |
| | R | | |
| Second row of seats ⁽¹⁾ | L | | |
| | C | | |
| | R | | |

(L = left-hand side, R = right-hand side, C = centre)

⁽¹⁾ The table may be extended as necessary for vehicles with more than two rows of seats or if there are more than three seats across the width of the vehicle.

9.12.2. Nature and position of supplementary restraint systems (indicate yes/no/optional):

| | Front airbag | Side airbag | Belt pre-loading device |
|------------------------------------|--------------|-------------|-------------------------|
| First row of seats | L | | |
| | C | | |
| | R | | |
| Second row of seats ⁽¹⁾ | L | | |
| | C | | |
| | R | | |

(L = left-hand side, R = right-hand side, C = centre)

⁽¹⁾ The table may be extended as necessary for vehicles with more than two rows of seats or if there are more than three seats across the width of the vehicle.

9.12.3. Number and position of safety belt anchorages and proof of compliance with Directive 76/115/EEC (OJ L 24, 30.1.1976, p. 6), (i.e. EC type-approval number or test report):

9.12.4. A brief description of the electrical/electronic components (if any):

9.13. Safety belt anchorages

9.13.1. Photographs and/or drawings of the bodywork showing the position and dimensions of the actual and the effective anchorages including the R-points:

9.13.2. Drawings of the belt anchorages and parts of the vehicle structure where they are attached (with the material indication):

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9.13.3. Description of the types (**) of safety belt authorised for fitting to the anchorage with which the vehicle is equipped:

| | | Anchorage location | |
|---|------------------|--------------------|----------------|
| | | Vehicle structure | Seat structure |
| <i>First row of seats</i> | | | |
| Right-hand seat | Lower anchorages | outboard | |
| | | inboard | |
| | Upper anchorages | | |
| <hr/> | | | |
| Centre seat | Lower anchorages | right | |
| | | left | |
| | Upper anchorages | | |
| <hr/> | | | |
| Left-hand seat | Lower anchorages | outboard | |
| | | inboard | |
| | Upper anchorages | | |
| <hr/> | | | |
| <i>Second row of seats ⁽¹⁾</i> | | | |
| Right-hand seat | Lower anchorages | outboard | |
| | | inboard | |
| | Upper anchorages | | |
| <hr/> | | | |
| Centre seat | Lower anchorages | right | |
| | | left | |
| | Upper anchorages | | |
| <hr/> | | | |
| Left-hand seat | Lower anchorages | outboard | |
| | | inboard | |
| | Upper anchorages | | |

⁽¹⁾ The table may be extended as necessary for vehicles with more than two rows of seats or if there are more than three seats across the width of the vehicle.

9.13.4. Description of a particular type of safety belt where an anchorage is located in the seat backrest or incorporates an energy dissipating device:

9.14. Space for mounting rear registration plates (give range where appropriate, drawings may be used where applicable)

9.14.1. Height above road surface, upper edge:

9.14.2. Height above road surface, lower edge:

9.14.3. Distance of the centre line from the longitudinal median plane of the vehicle:

9.14.4. Distance from the left vehicle edge:

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- 9.14.5. Dimensions (length x width):
- 9.14.6. Inclination of the plane to the vertical:
- 9.14.7. Angle of visibility in the horizontal plane:
- 9.15. Rear underrun protection (Directive 70/221/EEC)
- 9.15.0. Presence: yes/no/incomplete ⁽¹⁾
- 9.15.1. Drawing of the vehicle parts relevant to the rear underrun protection, i.e. drawing of the vehicle and/or chassis with position and mounting of the widest rear axle, drawing of the mounting and/or fitting of the rear underrun protection. If the underrun protection is not a special device, the drawing must clearly show that the required dimensions are met:
- 9.15.2. In case of a special device, full description and/or drawing of the rear underrun protection (including mountings and fittings), or, if approved as separate technical unit, EC type-approval number:
- 9.16. Wheel guards (Council Directive 78/549/EEC (OJ L 168, 26.6.1978, p. 45))
- 9.16.1. Brief description of the vehicle with regard to its wheel guards:
- 9.16.2. Detailed drawings of the wheel guards and their position on the vehicle showing the dimensions specified in Figure 1 of Annex I to Directive 78/549/EEC and taking account of the extremes of tyre/wheel combinations:
- 9.17. Statutory plates (Council Directive 76/114/EEC (OJ L 24, 30.1.1976, p. 1))
- 9.17.1. Photographs and/or drawings of the locations of the statutory plates and inscriptions and of the vehicle identification number:
- 9.17.2. Photographs and/or drawings of the official part of the plates and inscriptions (completed example with dimensions):
- 9.17.3. Photographs and/or drawings of the vehicle identification number (completed example with dimensions):
- 9.17.4. Manufacturer's declaration of compliance with the requirement of point 1.1.1 of Annex II to Directive 76/114/EEC
- 9.17.4.1. The meaning of characters in the second section and, if applicable, in the third section used to comply with the requirements of section 5.3 of ISO Standard 3779 — 1983 shall be explained: ...
- 9.17.4.2. If characters in the second section are used to comply with the requirements of section 5.4 of ISO Standard 3779 — 1983 these characters shall be indicated:
- 9.18. Suppression of radio interference
- 9.18.1. Description and drawings/photographs of the shapes and constituent materials of the part of the body forming the engine compartment and the part of the passenger compartment nearest to it: ...
- 9.18.2. Drawings or photographs of the position of metal components housed in the engine compartment (e.g. heating appliances, spare wheel, air filter, steering mechanism, etc.):
- 9.18.3. Table and drawing of radio-interference control equipment:
- 9.18.4. Particulars of the nominal value of the direct current resistance, and, in the case of resistive ignition cables, of their nominal resistance per metre:

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- 9.19. Lateral protection (Council Directive 89/297/EEC (OJ L 124, 5.5.1989, p. 1))
- 9.19.0. Presence: yes/no/incomplete ⁽¹⁾
- 9.19.1. Drawing of the vehicle parts relevant to the lateral protection, i.e. drawing of the vehicle and/or chassis with position and mounting of the axle(s), drawing of the mountings and/or the fittings of lateral protection device(s). If the lateral protection is achieved without lateral protection device(s) the drawing must clearly show that the required dimensions are met:
- 9.19.2. In the case of lateral protection device(s), full description and/or drawing of such device(s) (including mountings and fittings) or its/their component EC type-approval number(s):
- 9.20. Spray-suppression system (Council Directive 91/226/EEC (OJ L 103, 23.4.1991, p. 5))
- 9.20.0. Presence: yes/no/incomplete ⁽¹⁾
- 9.20.1. Drawing of the vehicle parts relevant to the lateral protection, i.e. drawing of the vehicle and/or chassis with position and mounting of the axle(s), drawing of the mountings and/or the fittings of lateral protection device(s). If the lateral protection is achieved without lateral protection device(s) the drawing must clearly show that the required dimensions are met:
- 9.20.2. Detailed drawings of the spray-suppression system and its position on the vehicle showing the dimensions specified in the figures in Annex III to Directive 91/226/EEC and taking account of the extremes of tyre/wheel combinations:
- 9.20.3. EC type-approval number(s) of spray-suppression device(s), if available:
- 9.21. Side-impact resistance. (Directive 96/27/EC of the European Parliament and of the Council (OJ L 169, 8.7.1996, p. 1))
- 9.21.1. A detailed description, including photographs and/or drawings, of the vehicle with respect to the structure, the dimensions, the lines and the constituent materials of the side walls of the passenger compartment (exterior and interior), including specific details of the protection system, where applicable:
- 9.22. Front underrun protection
- 9.22.1. Drawing of the vehicle parts relevant to the front underrun protection, i.e. drawing of the vehicle and/or chassis with position and mounting and/or fitting of the front underrun protection. If the underrun protection is no special device, the drawing must clearly show that the required dimensions are met:
- 9.22.2. In the case of special device, full description and/or drawing of the front underrun protection (including mountings and fittings), or, if approved as a separate technical unit, EC type-approval number:
- ⁽¹⁾ 9.23. Pedestrian protection
- 9.23.1. A detailed description, including photographs and/or drawings, of the vehicle with respect to the structure, the dimensions, the relevant reference lines and the constituent materials of the frontal part of the the dimensions, the relevant reference lines and the constituent materials of the frontal part of the vehicle (interior and exterior) shall be provided. This description should include detail of any active protection system installed. ◀
- ⁽²⁾ 9.24. Frontal protection systems
- 9.24.1. A detailed description, including photographs and/or drawings, of the vehicle with respect to the structure, the dimensions, the relevant reference lines and the constituent materials of the frontal protection system and the frontal part of the vehicle shall be provided:
- 9.24.2. A detailed description, including photographs and/or drawings, of the method of fitting the frontal protection system to the vehicle shall be provided. This description shall include all bolt dimensions and required torques:
10. LIGHTING AND LIGHT SIGNALLING DEVICES
- 10.1. Table of all devices: number, make, model, EC type-approval mark, maximum intensity of main-beam headlamps, colour, tell-tale:
- 10.2. Drawing of the position of lighting and light signalling devices:
- 10.3. For every lamp and reflector specified in Council Directive 76/756/EEC (OJ L 262, 27.9.1976, p. 1) supply the following information (in writing and/or by diagram)
- 10.3.1. Drawing showing the extent of the illuminating surface:
- 10.3.2. Method used for the definition of the apparent surface (point 2.10 of the documents referred to in Annex II to Directive 1976/756/EEC, item 1):
- 10.3.3. Axis of reference and centre of reference:
- 10.3.4. Method of operation of concealable lamps:
- 10.3.5. Any specific mounting and wiring provisions:

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- 10.4. Dipped beam lamps: normal orientation as per point 6.2.6.1 of the documents referred to in Annex II to Directive 1976/756/EEC, point 1
- 10.4.1. Value of initial adjustment:
- 10.4.2. Location of indication:
- 10.4.3. Description/drawing ⁽¹⁾ and type of headlamp levelling device (e.g. automatic, stepwise manually adjustable, continuously manually adjustable):
- 10.4.4. Control device:
- 10.4.5. Reference marks:
- 10.4.6. Marks assigned for loading conditions:
- } Applicable only for vehicles with headlamp levelling device
- 10.5. A brief description of electrical/electronic components other than lamps (if any):
11. CONNECTIONS BETWEEN TOWING VEHICLES AND TRAILERS AND SEMI-TRAILERS
- 11.1. Class and type of the coupling device(s) fitted or to be fitted:
- 11.2. Characteristics D, U, S and V of the coupling device(s) fitted or minimal characteristics D, U, S and V of the coupling device(s) to be fitted: daN
- 11.3. Instructions for attachment of the coupling type to the vehicle and photographs or drawings of the fixing points at the vehicle as stated by the manufacturer; additional information, if the use of the coupling type is restricted to certain variants or versions of the vehicle type:
- 11.4. Information of the fitting of special towing brackets or mounting plates:
- 11.5. EC type-approval number(s):
12. MISCELLANEOUS
- 12.1. Audible warning device(s)
- 12.1.1. Location, method of affixing, placement and orientation of the device(s), with dimensions:
- 12.1.2. Number of device(s):
- 12.1.3. EC type-approval number(s):
- 12.1.4. Electrical/pneumatic ⁽¹⁾ circuit diagram:
- 12.1.5. Rated voltage or pressure:
- 12.1.6. Drawing of the mounting device:
- 12.2. Devices to prevent unauthorised use of the vehicle
- 12.2.1. Protective device
- 12.2.1.1. A detailed description of the vehicle type with regard to the arrangement and design of the control or of the unit on which the protective device acts:
- 12.2.1.2. Drawings of the protective device and of its mounting on the vehicle:

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- 12.2.1.3. A technical description of the device:
- 12.2.1.4. Details of the lock combinations used:
- 12.2.1.5. Vehicle immobiliser
- 12.2.1.5.1. EC type-approval number, if available:
- 12.2.1.5.2. For immobilisers not yet approved
- 12.2.1.5.2.1. A detailed technical description of the vehicle immobiliser and of the measures taken against inadvertent activation:
- 12.2.1.5.2.2. The system(s) on which the vehicle immobiliser acts:
- 12.2.1.5.2.3. Number of effective interchangeable codes, if applicable:
- 12.2.2. Alarm system (if any)
- 12.2.2.1. EC type-approval number, if available:
- 12.2.2.2. For alarm systems not yet approved
- 12.2.2.2.1. A detailed description of the alarm system and of the vehicle parts related to the alarm system installed:
- 12.2.2.2.2. A list of the main components comprising the alarm system:
- 12.2.3. A brief description of the electrical/electronic components (if any):
- 12.3. Towing device(s)
- 12.3.1. Front: Hook/eye/other ⁽¹⁾
- 12.3.2. Rear: Hook/eye/other/none ⁽¹⁾
- 12.3.3. Drawing or photograph of the chassis/area of the vehicle body showing the position, construction and mounting of the towing device(s):
- 12.4. Details of any non-engine related devices designed to influence fuel consumption (if not covered by other items):
- 12.5. Details of any non-engine related devices designed to reduce noise (if not covered by other items): ..
- 12.6. Speed limiters (Council Directive 92/24/EEC (OJ L 129, 14.5.1992, p. 154))
- 12.6.1. Manufacturer(s):
- 12.6.2. Type(s):
- 12.6.3. EC type-approval number(s), if available:
- 12.6.4. Speed or range of speeds at which the speed limitation may be set: km/h

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- ⁽⁹⁾ 12.7. Table of installation and use of RF transmitters in the vehicle(s), if applicable (see Annex I, 3.1.8.):

| frequency bands (Hz) | max. output power (W) | antenna position at vehicle, specific conditions for installation and/or use |
|----------------------|-----------------------|--|
|----------------------|-----------------------|--|

The applicant for type-approval must also supply, where appropriate:

Appendix 1

A list (with make(s) and type(s) of all electrical and/or electronic components concerned by this Directive (see points 2.1.9 and 2.1.10) and not previously listed.

Appendix 2

Schematics or drawing of the general arrangement of electrical and/or electronic components (concerned by this Directive) and the general wiring harness arrangement.

Appendix 3

Description of vehicle chosen to represent the type

Body style:

Left or right hand drive:

Wheelbase:

Appendix 4

Relevant test report(s) supplied by the manufacturer or approved/recognised laboratories for the purpose of drawing up the type-approval certificate. ◀

- ⁽⁹⁾ 12.7.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)

- 12.7.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable) ◀

- ⁽⁹⁾ 13. SPECIAL PROVISIONS FOR VEHICLES USED FOR THE CARRIAGE OF PASSENGERS COMPRISING MORE THAN EIGHT SEATS IN ADDITION TO THE DRIVER'S SEAT

- 13.1. Class of vehicle (Class I, Class II, Class III, Class A, Class B):

- 13.1.1 EC type-approval number of bodywork approved as a separate technical unit:◀

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- 13.1.2. Chassis types where the EC type-approved bodywork can be installed (manufacturer(s), and types of incomplete vehicle):
- 13.2. Area for passengers (m²)
 - 13.2.1. Total (S₀):
 - 13.2.2. Upper deck (S_{0a}) (1):
 - 13.2.3. Lower deck (S_{0b}) (1):
 - 13.2.4. For standing passengers (S₁):
- 13.3. Number of passengers (seated and standing)
 - 13.3.1. Total (N):
 - 13.3.2. Upper deck (N_a) (1):
 - 13.3.3. Lower deck (N_b) (1):
- 13.4. Number of passengers seated
 - 13.4.1. Total (A):
 - 13.4.2. Upper deck (A_a) (1):
 - 13.4.3. Lower deck (A_b) (1):
- 13.5. Number of service doors:
- 13.6. Number of emergency exits (doors, windows, escape hatches, intercommunication staircase and half staircase)
 - 13.6.1. Total:
 - 13.6.2. Upper deck (1):
 - 13.6.3. Lower deck (1):
- 13.7. Volume of luggage compartments (m³):
- 13.8. Volume of luggage transportation on the roof (m²):
- 13.9. Technical devices facilitating the access to vehicles (e.g. ramp, lifting platform, kneeling system), if fitted:
- 13.10. Strength of superstructure
 - 13.10.1. EC type-approval number, if available:
 - 13.10.2. For superstructures not yet approved
 - 13.10.2.1. Detailed description of the superstructure of the vehicle type including its dimensions, configuration and constituent materials and its attachment to any chassis frame:
 - 13.10.2.2. Drawings of the vehicle and those parts of its interior arrangement which have an influence on the strength of the superstructure or on the residual space:
 - 13.10.2.3. Position of centre of gravity of the vehicle in running order in the longitudinal, transverse and vertical directions:
 - 13.10.2.4. Maximum distance between the centre lines of the outboard passenger seats:
- 13.11. Points of this Directive to be accomplished and demonstrated for this separate technical unit:

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14. SPECIAL PROVISIONS FOR VEHICLES INTENDED FOR THE TRANSPORT OF DANGEROUS GOODS (Directive 98/91/EC of the European Parliament and of the Council (OJ L 11, 16.1.1999, p. 25))
- 14.1. Electrical equipment according to Council Directive 94/55/EC (OJ L 319, 12.12.1994, p. 7)
- 14.1.1. Protection against overheating of conductors:
- 14.1.2. Type of circuit breaker:
- 14.1.3. Type and operation of battery master switch:
- 14.1.4. Description and location of safety barrier for tachograph:
- 14.1.5. Description of permanently energised installations. Indicate the EN standard applied:
- 14.1.6. Construction and protection of electrical installation situated to the rear of the driver's compartment:
- 14.2. Prevention of fire risks
- 14.2.1. Type of not readily flammable material in the driver's compartment:
- 14.2.2. Type of heat shield behind the driver's compartment (if applicable):
- 14.2.3. Position and heat protection of engine:
- 14.2.4. Position and heat protection of the exhaust system:
- 14.2.5. Type and design of the endurance braking systems heat protection:
- 14.2.6. Type, design and position of combustion heaters:
- 14.3. Special requirements for bodywork, if any, according to Directive 94/55/EC
- 14.3.1. Description of measures to comply with the requirements for Type EX/II and Type EX/III vehicles: ..
- 14.3.2. In the case of Type EX/III vehicles, resistance against heat from the outside:
- ^o 15. REUSABILITY, RECYCLABILITY and RECOVERABILITY
- 15.1. Version to which the reference vehicle belongs:
- 15.2. Mass of the reference vehicle with bodywork or mass of the chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted) without driver:
- 15.3. Mass of materials of the reference vehicle
- 15.3.1. Mass of material taken into account at the pre-treatment step ([#]):
- 15.3.2. Mass of material taken into account at the dismantling step ([#]):
- 15.3.3. Mass of material taken into account at the non-metallic residue treatment step, considered as recyclable ([#]):
- 15.3.4. Mass of material taken into account at the non-metallic residue treatment step, considered as energy recoverable ([#]):
- 15.3.5. Materials breakdown ([#]):
- 15.3.6. Total mass of materials, which are reusable and/or recyclable:
- 15.3.7. Total mass of materials, which are reusable and/or recoverable:
- 15.4. Rates
- 15.4.1. Recyclability rate 'R_{rec} (%)':
- 15.4.2. Recoverability rate 'R_{rec} (%)':

▼ **M17****Explanatory notes**

- (*) Please fill in here the upper and lower values for each variant.
- (**) For symbols and marks to be used, see Annex III, points 1.1.3 and 1.1.4 to Council Directive 77/541/EEC (OJ L 220, 29.8.1977, p. 95). In the case of 'S' type belts, specify the nature of the type(s).
- (***) The information in respect of components need not be given here so long as such information is included in the relevant installation approval certificate.
- (†) Vehicles can be fuelled with both petrol and a gaseous fuel but, where the petrol system is fitted for emergency purposes or starting only and of which the petrol tank cannot contain more than 15 litres of petrol, will be regarded for the test as vehicles which can only run a gaseous fuel.
- (††) Only for the purpose of definition of off-road vehicles.
- (‡) Set out in such a way as to make the actual value clear for each technical configuration of the vehicle type.
- ⁽¹⁾ (‡‡) These terms are defined in the standard ISO 22628: 2002. ◀
- (¹) Delete where not applicable (there are cases where nothing needs to be deleted when more than one entry is applicable).
- (²) Specify the tolerance.
- (³) If a part has been type-approved, that part need not be described if reference is made to such approval. Similarly, a part need not be described if its construction is clearly apparent from the attached diagrams or drawings. For each item for which drawings or photographs must be attached, give numbers of the corresponding attached documents.
- (⁴) If the means of identification of type contains characters not relevant to describe the vehicle, component or separate technical unit types covered by this information document, such characters shall be represented in the documentation by the symbol '?' (e.g. ABC??123??).
- (⁵) Classified according to the definitions listed in Annex II, Section A.

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- (^d) If possible, designation according to Euronorm, otherwise give:
- description of the material,
 - yield point,
 - ultimate tensile stress,
 - elongation (in %),
 - Brinell hardness.
- (^e) Where there is one version with a normal cab and another with a sleeper cab, both sets of masses and dimensions are to be stated.
- (^f) ISO Standard 612 — 1978, term No 6.4.
- (^g) ISO Standard 612 — 1978, term No 6.19.2.
- (^h) ISO Standard 612 — 1978, term No 6.20.
- (ⁱ) ISO Standard 612 — 1978, term No 6.5.
- (^j) ISO Standard 612 — 1978, term No 6.1 and for vehicles other than those of category M₁: Directive 97/27/EC, Annex I, Section 2.4.1.
- (^k) ISO Standard 612 — 1978, term No 6.2 and for vehicles other than those of category M₁: Directive 97/27/EC, Annex I, Section 2.4.2.
- (^l) ISO Standard 612 — 1978, term No 6.3 and for vehicles other than those of category M₁: Directive 97/27/EC, Annex I, Section 2.4.3.
- (^m) ISO Standard 612 — 1978, term No 6.6.
- (ⁿ) ISO Standard 612 — 1978, term No 6.7.
- (^{na}) ISO Standard 612 — 1978, term No 6.10.
- (^{nb}) ISO Standard 612 — 1978, term No 6.11.
- (^{nc}) ISO Standard 612 — 1978, term No 6.9.
- (nd) ISO Standard 612 — 1978, term No 6.18.1.
- (^o) The mass of the driver and, if applicable, of the crew member is assessed at 75 kg (subdivided into 68 kg occupant mass and 7 kg luggage mass according to ISO Standard 2416 — 1992), the fuel tank is filled to 90 % and the other liquid containing systems (except those for used water) to 100 % of the capacity specified by the manufacturer.
- (^p) 'Coupling overhang' is the horizontal distance between the coupling for centre-axle trailers and the centreline of the rear axle(s).
- (^q) In the case of non-conventional engines and systems, particulars equivalent to those referred to here shall be supplied by the manufacturer.
- (^r) This figure must be rounded off to the nearest tenth of a millimetre.
- (^s) This value must be calculated ($\pi = 3,1416$) and rounded off to the nearest cm³.
- (^t) Determined in accordance with the requirements of Directive 80/1269/EEC.
- (^u) Determined in accordance with the requirements of Directive 80/1268/EEC.
- (^v) The specified particulars are to be given for any proposed variants.
- (^w) A 5 % tolerance is permitted.
- (^x) 'R-point' or 'seating reference point' means a design point defined by the vehicle manufacturer for each seating position and established with respect to the three-dimensional reference system as specified in Annex III to Directive 77/649/EEC.
- (^y) For trailers or semi-trailers, and for vehicles coupled with a trailer or a semi-trailer, which exert a significant vertical load on the coupling device or the fifth wheel, this load, divided by standard acceleration of gravity, is included in the maximum technically permissible mass.
- (^z) 'Forward control' means a configuration in which more than half of the engine length is rearward of the foremost point of the windshield base and the steering wheel hub in the forward quarter of the vehicle length.

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ANNEX II

DEFINITION OF VEHICLE CATEGORIES AND VEHICLE TYPES

A. DEFINITION OF VEHICLE CATEGORY

Vehicle categories are defined according to the following classification:

(Where reference is made to 'maximum mass' in the following definitions, this means 'technically permissible maximum laden mass' as specified in point 2.8 of Annex I.)

1. *Category M:* Motor vehicles with at least four wheels designed and constructed for the carriage of passengers.
 - Category M₁:* Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.
 - Category M₂:* Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
 - Category M₃:* Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

The types of bodywork and codifications pertinent to the vehicles of category M are defined in Part C of this Annex paragraph 1 (vehicles of category M₁) and paragraph 2 (vehicles of categories M₂ and M₃) to be used for the purpose specified in that Part.

2. *Category N:* Motor vehicles with at least four wheels designed and constructed for the carriage of goods.
 - Category N₁:* Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3,5 tonnes.
 - Category N₂:* Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3,5 tonnes but not exceeding 12 tonnes.
 - Category N₃:* Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

In the case of a towing vehicle designed to be coupled to a semi-trailer or centre-axle trailer, the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running order, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi-trailer or centre-axle trailer and, where applicable, by the maximum mass of the tractor vehicles own load.

The types of bodywork and codifications pertinent to the vehicles of category N are defined in Part C of this Annex paragraph 3 to be used for the purpose specified in that Part.

3. *Category O:* Trailers (including semi-trailers).
 - Category O₁:* Trailers with a maximum mass not exceeding 0,75 tonnes
 - Category O₂:* Trailers with a maximum mass exceeding 0,75 tonnes but not exceeding 3,5 tonnes.
 - Category O₃:* Trailers with a maximum mass exceeding 3,5 tonnes but not exceeding 10 tonnes.
 - Category O₄:* Trailers with a maximum mass exceeding 10 tonnes.

In the case of a semi-trailer or centre-axle trailer, the maximum mass to be considered for classifying the trailer corresponds to the static vertical load transmitted to the ground by the axle or axles of the semi-trailer or centre-axle trailer when coupled to the towing vehicle and carrying its maximum load.

The types of bodywork and codifications pertinent to the vehicles of category O are defined in Part C of this Annex paragraph 4 to be used for the purpose specified in that Part.

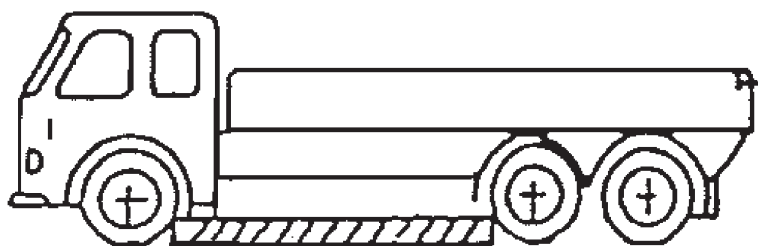
▼ **M17**

4. OFF-ROAD VEHICLES (symbol G)
- 4.1. Vehicles in category N_1 with a maximum mass not exceeding two tonnes and vehicles in category M_1 are considered to be off-road vehicles if they have:
- at least one front axle and at least one rear axle designed to be driven simultaneously including vehicles where the drive to one axle can be disengaged,
 - at least one differential locking mechanism or at least one mechanism having a similar effect and if they can climb a 30 % gradient calculated for a solo vehicle.
- In addition, they must satisfy at least five of the following six requirements:
- the approach angle must be at least 25°,
 - the departure angle must be at least 20°,
 - the ramp angle must be at least 20°,
 - the ground clearance under the front axle must be at least 180 mm,
 - the ground clearance under the rear axle must be at least 180 mm,
 - the ground clearance between the axles must be at least 200 mm.
- 4.2. Vehicles in category N_1 with a maximum mass exceeding two tonnes or in category N_2 , M_2 or M_3 with a maximum mass not exceeding 12 tonnes are considered to be off-road vehicles either if all their wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following three requirements are satisfied:
- at least one front and at least one rear axle are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged,
 - there is at least one differential locking mechanism or at least one mechanism having a similar effect,
 - they can climb a 25 % gradient calculated for a solo vehicle.
- 4.3. Vehicles in category M_3 with a maximum mass exceeding 12 tonnes or in category N_3 are to be considered to be off-road vehicles either if the wheels are designed to be driven simultaneously, including vehicles where the drive to one axle can be disengaged, or if the following requirements are satisfied:
- at least half the wheels are driven,
 - there is at least one differential locking mechanism or at least one mechanism having a similar effect,
 - they can climb a 25 % gradient calculated for a solo vehicle,
- at least four of the following six requirements are satisfied:
- the approach angle must be at least 25°,
 - the departure angle must be at least 25°,
 - the ramp angle must be at least 25°,
 - the ground clearance under the front axle must be at least 250 mm,
 - the ground clearance between the axles must be at least 300 mm,
 - the ground clearance under the rear axle must be at least 250 mm.
- 4.4. Load and checking conditions.
- 4.4.1. Vehicles in category N_1 with a maximum mass not exceeding two tonnes and vehicles in category M_1 must be in running order, namely with coolant fluid, lubricants, fuel, tools, spare-wheel and driver (see footnote (*) in Annex I).
- 4.4.2. Motor vehicles other than those referred to in 4.4.1 must be loaded to the technically permissible maximum mass stated by the manufacturer.
- 4.4.3. The ability to climb the required gradients (25 % and 30 %) is verified by simple calculation. In exceptional cases, however, the technical services may ask for a vehicle of the type concerned to be submitted to it for an actual test.

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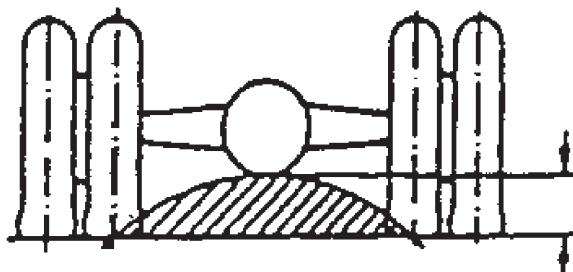
- 4.4.4. When measuring approach and departure angles and ramp angles, no account is taken of underrun protective devices.
- 4.5. Definitions and sketches of ground clearance. (For definitions of approach angle, departure angle, ramp angle, see Annex I, footnotes ^(ma), ^(mb) and ^(mc)).
- 4.5.1. 'Ground clearance between the axles' means the shortest distance between the ground plane and the lowest fixed point of the vehicle.

Multi-axled bogies are considered to be a single axle.



- 4.5.2. 'Ground clearance beneath one axle' means the distance beneath the highest point of the arc of a circle passing through the centre of the tyre footprint of the wheels on one axle (the inner wheels in the case of twin tyres) and touching the lowest fixed point of the vehicle between the wheels.

No rigid part of the vehicle may project to the shaded area of the diagram. Where appropriate, the ground clearance of several axles is indicated in accordance with their arrangement, for example 280/250/250.



- 4.6. Combined designation

Symbol 'G' shall be combined with either symbol 'M' or 'N'. For example, a vehicle of category N_1 which is suited for off-road use shall be designated as N_1G .

5. 'Special purpose vehicle' means a vehicle of category M, N or O for conveying passengers or goods and for performing a special function for which special body arrangements and/or equipment are necessary.
- 5.1. 'Motor caravan' means a special purpose M category vehicle constructed to include living accommodation which contains at least the following equipment:
- seats and table,
 - sleeping accommodation which may be converted from the seats,
 - cooking facilities, and
 - storage facilities.

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

- 5.2. 'Armoured vehicles' means vehicles intended for the protection of conveyed passengers and/or goods and complying with armour plating anti-bullet requirements.

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- 5.3. 'Ambulances' means motor vehicles of category M intended for the transport of sick or injured people and having special equipment for such purpose.
- 5.4. 'Hearses' means motor vehicles of category M intended for the transport of deceased people and having special equipment for such purpose.
- 5.5. 'Trailer caravans' see ISO Standard 3833 — 1977, term No 3.2.1.3.
- 5.6. 'Mobile cranes' means a special purpose vehicle of category N₃, not fitted for the carriage of goods, provided with a crane whose lifting moment is equal to or higher than 400 kNm.
- 5.7. 'Other special purpose vehicles' means vehicles as defined in point 5 with the exception of those mentioned in points 5.1 to 5.6.

The codifications pertinent to 'special purpose vehicles' are defined in Part C of this Annex paragraph 5 to be used for the purpose specified in that Part.

B. DEFINITION OF VEHICLE TYPE

1. For the purposes of category M₁:

A 'type' shall consist of vehicles which do not differ in at least the following essential respects:

- the manufacturer,
- the manufacturer's type designation,
- essential aspects of construction and design:
 - chassis/floor pan (obvious and fundamental differences),
 - power plant (internal combustion/electric/hybrid).

'Variant' of a type means vehicles within a type which do not differ in at least the following essential respects:

- body style (e.g. saloon, hatchback, coupé, convertible, station-wagon, multi-purpose vehicle),
- power plant:
 - working principle (as in point 3.2.1.1 of Annex III),
 - number and arrangement of cylinders,
 - power differences of more than 30 % (the highest is more than 1,3 times the lowest),
 - capacity differences of more than 20 % (the highest is more than 1,2 times the lowest),
- powered axles (number, position, interconnection),
- steered axles (number and position).

'Version' of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in Annex VIII.

Multiple entries of the following parameters may not be combined within one version:

- technically permissible maximum laden mass,
- engine capacity,
- maximum net power,
- type of gearbox and number of gears,
- maximum number of seating positions as defined in Annex II C.

2. For the purpose of categories M₂ and M₃:

A 'type' shall consist of vehicles which do not differ in at least the following essential respects:

- the manufacturer,
- the manufacturer's type designation,
- category,

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- essential aspects of construction and design:
 - chassis/self-supporting body, single-/double deck, rigid/articulated (obvious and fundamental differences),
 - number of axles,
 - power plant (internal combustion/electric/hybrid),

‘Variant’ of a type means vehicles within a type which do not differ in at least the following essential respects:

- class as defined in Directive 2001/.../EC ‘Buses and coaches’ (only for complete vehicles),
- extent of build (e.g. complete/incomplete),
- power plant:
 - working principle (as in point 3.2.1.1 of Annex III),
 - number and arrangement of cylinders,
 - power differences of more than 50 % (the highest is more than 1,5 times the lowest),
 - capacity differences of more than 50 % (the highest is more than 1,5 times the lowest),
 - location (front, mid, rear)
- technically permissible maximum laden mass differences of more than 20 % (the highest is more than 1,2 times the lowest),
- powered axles (number, position, interconnection),
- steered axles (number and position).

‘Version’ of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in Annex VIII.

3. For the purpose of categories N₁, N₂ and N₃:

A ‘type’ shall consist of vehicles, which do not differ in at least the following essential respects:

- the manufacturer,
- the manufacturer's type designation,
- category,
- essential aspects of construction and design:
 - chassis/floor pan (obvious and fundamental differences),
 - number of axles,
- power plant (internal combustion/electric/hybrid),

‘Variant’ of a type means vehicles within a type which do not differ in at least the following essential respects:

- body structural concept (e.g. platform truck/tipper/tanker/semi-trailer towing vehicle) (only for complete vehicles),
- extent of build (e.g. complete/incomplete),
- power plant:
 - working principle (as in point 3.2.1.1 of Annex III),
 - number and arrangement of cylinders,
 - power differences of more than 50 % (the highest is more than 1,5 times the lowest),
 - capacity differences of more than 50 % (the highest is more than 1,5 times the lowest),
- technically permissible maximum laden mass differences of more than 20 % (the highest is more than 1,2 times the lowest),
- powered axles (number, position, interconnection),
- steered axles (number and position),

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‘Version’ of a variant means vehicles, which consist of a combination of items shown in the information package subject to the requirements in Annex VIII.

4. For the purpose of categories O₁, O₂, O₃ and O₄:

A ‘type’ shall consist of vehicles which do not differ in at least the following essential respects:

- the manufacturer,
- the manufacturer's type designation,
- category,
- essential aspects of construction and design:
 - chassis/self supporting body (obvious and fundamental differences),
 - number of axles,
 - drawbar trailer/semi-trailer/centre axle trailer,
 - type of braking system (e.g. unbraked/inertia/power).

‘Variant’ of a type means vehicles within a type which do not differ in at least the following essential respects:

- extent of build (e.g. complete/incomplete),
- body style (e.g. caravans/platform/tanker) (only for complete/completed vehicles),
- technically permissible maximum laden mass differences of more than 20 % (the highest is more than 1,2 times the lowest),
- steered axles (number and position),

‘Version’ of a variant means vehicles, which consist of a combination of items shown in the information package.

5. For all categories:

Full identification of the vehicle just from the designations of type, variant and version must be consistent with a single accurate definition of all the technical characteristics required for the vehicle to be put into service.

C. DEFINITION OF TYPE OF BODYWORK

(only for complete/completed vehicles)

The type of bodywork in Annex I, Annex III, Part 1, point 9.1 and in Annex IX, point 37 shall be indicated by the following codification:

1. Passenger cars (M₁)

| | |
|---------------------------------|---|
| <i>AA Saloon</i> | ISO Standard 3833 — 1977, term No 3.1.1.1, but including also vehicles with more than four side windows. |
| <i>AB Hatchback</i> | Saloon (AA) with a hatch at the rear end of the vehicle. |
| <i>AC Station wagon</i> | ISO Standard 3833 — 1977, term No 3.1.1.4 (estate car) |
| <i>AD Coupé</i> | ISO Standard 3833 — 1977, term No 3.1.1.5 |
| <i>AE Convertible</i> | ISO Standard 3833 — 1977, term No 3.1.1.6 |
| <i>AF Multi-purpose vehicle</i> | Motor vehicle other than those mentioned in AA to AE intended for carrying passengers and their luggage or goods, in a single compartment. However, if such a vehicle meets both of the following conditions: |

- (a) the number of seating positions, excluding the driver, is not more than six.

a ‘seating position’ shall be regarded as existing if the vehicle is provided with ‘accessible’ seat anchorages.

‘accessible’ shall mean those anchorages, which can be used. In order to prevent anchorages being ‘accessible’, the manu-

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facturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools; and

$$(b) P - (M + N \times 68) > N \times 68$$

where:

P = technically permissible maximum laden mass in kg

M = mass in running order in kg

N = number of seating positions excluding the driver

This vehicle is not considered to be a vehicle of category M_1 .

2. Motor vehicles of category M_2 or M_3

Vehicles of Class I (see Directive 2001/.../EC 'Buses and coaches')

CA Single deck

CB Double deck

CC Articulated single deck

CD Articulated double deck

CE Low-floor single deck

CF Low-floor double deck

CG Articulated low-floor single deck

CH Articulated low-floor double deck

Vehicles of Class II (see Directive 2001/.../EC 'Buses and coaches')

CI Single deck

CJ Double deck

CK Articulated single deck

CL Articulated double deck

CM Low-floor single deck

CN Low-floor double deck

CO Articulated low-floor single deck

CP Articulated low-floor double deck

Vehicles of Class III (see Directive 2001/.../EC 'Buses and coaches')

CQ Single deck

CR Double deck

CS Articulated single deck

CT Articulated double deck

Vehicles of Class A (see Directive 2001/.../EC 'Buses and coaches')

CU Single deck

CV Low-floor single deck

Vehicles of Class B (see Directive 2001/.../EC 'Buses and coaches')

CW Single deck

3. Motor vehicles of category N

| | | |
|----|-----------------------------|--|
| BA | Lorry | See Directive 1997/27/EC 'Masses and dimensions of certain categories of motor vehicles and their trailers' Annex I, point 2.1.1 |
| BB | Van | Lorry with the cab integrated into the body. |
| BC | Semi-trailer towing vehicle | See Directive 1997/27/EC 'Masses and dimensions of certain categories of motor vehicles and their trailers' Annex I, point 2.1.1 |

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| | | | |
|----|--------------------------------|-----------------------|--|
| BD | Trailer vehicle (road tractor) | towing (road tractor) | See Directive 1997/27/EC 'Masses and dimensions of certain categories of motor vehicles and their trailers' Annex I, point 2.1.1 |
|----|--------------------------------|-----------------------|--|

— However, if a vehicle defined as BB with a technically permissible maximum mass not exceeding 3 500 kg:

— has more than six seating positions excluding the driver
or

— meets both of the following conditions:

(a) the number of seating positions, excluding the driver, is not more than six, and

(b) $P - (M + N \times 68) \leq N \times 68$

this vehicle is not considered to be a vehicle of category N.

— However, if a vehicle defined as BA, BB with a technically permissible maximum mass exceeding 3 500 kg, BC or BD meets at least one of the following conditions:

(a) the number of seating positions, excluding the driver, is more than eight, or

(b) $P - (M + N \times 68) \leq N \times 68$

this vehicle is not considered to be a vehicle of category N.

See Part C, item of this Annex for the definitions of 'seating positions', P, M and N.

4. Vehicles of category O

| | | |
|----|--------------|--|
| DA | Semi-trailer | See Directive 1997/27/EC 'Masses and dimensions of certain categories of motor vehicles and their trailers' Annex I, point 2.1.2 |
|----|--------------|--|

| | | |
|----|-----------------|--|
| DB | Drawbar trailer | See Directive 1997/27/EC 'Masses and dimensions of certain categories of motor vehicles and their trailers' Annex I, point 2.2.3 |
|----|-----------------|--|

| | | |
|----|---------------------|--|
| DC | Centre-axle trailer | See Directive 1997/27/EC 'Masses and dimensions of certain categories of motor vehicles and their trailers' Annex I, point 2.2.4 |
|----|---------------------|--|

5. Special purpose vehicles

| | | |
|----|----------------|----------------------------|
| SA | Motor caravans | (See Annex IIA, point 5.1) |
|----|----------------|----------------------------|

| | | |
|----|-------------------|----------------------------|
| SB | Armoured vehicles | (See Annex IIA, point 5.2) |
|----|-------------------|----------------------------|

| | | |
|----|------------|----------------------------|
| SC | Ambulances | (See Annex IIA, point 5.3) |
|----|------------|----------------------------|

| | | |
|----|---------|----------------------------|
| SD | Hearses | (See Annex IIA, point 5.4) |
|----|---------|----------------------------|

| | | |
|----|------------------|----------------------------|
| SE | Trailer caravans | (See Annex IIA, point 5.5) |
|----|------------------|----------------------------|

| | | |
|----|---------------|----------------------------|
| SF | Mobile cranes | (See Annex IIA, point 5.6) |
|----|---------------|----------------------------|

| | | |
|----|--------------------------------|----------------------------|
| SG | Other special purpose vehicles | (See Annex IIA, point 5.7) |
|----|--------------------------------|----------------------------|

▼ **M17***ANNEX III***INFORMATION DOCUMENT FOR THE PURPOSE OF VEHICLE EC TYPE-APPROVAL**

(For explanatory notes, please refer to last page of Annex I)

PART I

The following information, if applicable, must be supplied in triplicate and include a list of contents. Any drawings must be supplied in appropriate scale and in sufficient detail on size A4, or on a folder of A4 format. Photographs, if any, must show sufficient detail.

If the systems, components or separate technical units have electronic controls, information concerning their performance must be supplied.

A: For Categories M and N

- 0. GENERAL
 - 0.1. Make trade name of manufacturer):
 - 0.2. Type
 - 0.2.1. Commercial name(s) (if available):
 - 0.3. Means of identification of type, if marked on the vehicle ^(b)):
 - 0.3.1. Location of that marking
 - 0.4. Category of vehicle ^(c)):
 - 0.4.1. Classification(s) according to the dangerous goods which the vehicle is intended to transport:
 - 0.5. Name and address of manufacturer:
 - ▶^(d)Name and address of authorised representative, if any:◀
 - 0.8. Address(es) of assembly plant(s):
- 1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
 - 1.1. Photographs and/or drawings of a representative vehicle:
 - 1.3. Number of axles and wheels:
 - 1.3.2. Number and position of steered axles:
 - 1.3.3. Powered axles (number, position, interconnection):
 - 1.4. Chassis (if any) (overall drawing):
 - 1.6. Position and arrangement of the engine:
 - 1.8. Driving position left/right ⁽¹⁾
 - 1.8.1. Vehicle is equipped to be driven in right/left ⁽¹⁾ hand traffic
- 2. MASSES AND DIMENSIONS ^(e) (in kg and mm) (Refer to drawing where applicable)
 - 2.1. Wheelbase(s) (fully loaded) ^(f):
 - 2.3.1. Track of each steered axle ^(g):
 - 2.3.2. Track of all other axles ^(h):

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- 2.4. Range of vehicle dimensions (overall)
 - 2.4.2. For chassis with bodywork
 - 2.4.2.1. Length ^(f):
 - 2.4.2.1.1. Length of the loading area:
 - 2.4.2.2. Width ^(g):
 - 2.4.2.2.1. Thickness of the walls (in the case of vehicles designed for controlled-temperature)
 - 2.4.2.3. Height (in running order) ^(h) (for suspensions adjustable for height, indicate normal running position): . . .
- 2.6. Mass of the vehicle with bodywork and, in the case of a towing vehicle of a category other than M₁, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device, if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted, and driver and, for buses and coaches, a crew member if there is a crew seat in the vehicle) ⁽ⁱ⁾ (maximum and minimum for each variant):
- 2.6.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point (maximum and minimum for each variant):
- 2.7. Minimum mass of the completed vehicle as stated by the manufacturer, in the case of an incomplete vehicle:
- 2.8. Technically permissible maximum laden mass stated by the manufacturer ^(j) ^(*):
- 2.8.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point ^(*):
- 2.9. Technically permissible maximum mass on each axle:
- 2.10. Technically permissible maximum mass on each axle group:
- 2.11. Technically permissible maximum towable mass of the motor vehicle in case of
- 2.11.1. Drawbar trailer:
- 2.11.2. Semi-trailer:
- 2.11.3. Centre-axle trailer:
- 2.11.4. Technically permissible maximum mass of the combination:
- 2.11.5. Vehicle is/is not ^(l) suitable for towing loads (point 1.2 of Annex II to Directive 1977/389/EEC)
- 2.11.6. Maximum mass of unbraked trailer:
- 2.12. Technically permissible maximum static vertical load/mass on the vehicle's coupling point
 - 2.12.1. Of the motor vehicle:
- 2.16. Intended registration/in service maximum permissible masses (optional: where these values are given, they shall be verified in accordance with the requirements of Annex IV to Directive 1997/27/EC):
- 2.16.1. Intended registration/in service maximum permissible laden mass (*Several entries possible for each technical configuration* ^(#)):
- 2.16.2. Intended registration/in service maximum permissible mass on each axle and, in the case of a semi-trailer or centre-axle trailer, intended load on the coupling point stated by the manufacturer if lower than the technically permissible maximum mass on the coupling point (*Several entries possible for each technical configuration* ^(#)):

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- 2.16.3. Intended registration/in service maximum permissible mass on each axle group (*Several entries possible for each technical configuration (#)*):
- 2.16.4. Intended registration/in service maximum permissible towable mass (*Several entries possible for each technical configuration (#)*):
- 2.16.5. Intended registration/in service maximum permissible mass of the combination (*Several entries possible for each technical configuration (#)*):
3. POWER PLANT ⁽⁹⁾ (In the case of a vehicle that can run either on petrol, diesel, . . . or also, in combination with another fuel, items shall be repeated ^(*)).
- 3.1. Manufacturer:
- 3.1.1. Manufacturer's engine code as marked on the engine:
- 3.2. Internal combustion engine
- 3.2.1.1. Working principle: positive ignition/compression ignition, four stroke/two stroke ⁽¹⁾
- 3.2.1.2. Number and arrangement of cylinders:
- 3.2.1.3. Engine capacity ⁽⁸⁾: ... cm³
- 3.2.1.6. Normal engine idling speed ⁽²⁾: ... min⁻¹
- 3.2.1.8. Maximum net power ⁽⁷⁾: ... kW bei ... min⁻¹ (manufacturer's declared value)
- 3.2.1.9. Maximum permitted engine speed as prescribed by the manufacturer: min⁻¹
- 3.2.2. Fuel: Diesel oil/Petrol/LPG/NG/Ethanol: ⁽¹⁾
- 3.2.2.1. RON leaded:
- 3.2.2.2. RON, unleaded:
- 3.2.4. Fuel feed
- 3.2.4.1. By carburettor(s): yes/no ⁽¹⁾
- 3.2.4.2. By fuel injection (compression ignition only): yes/no ⁽¹⁾
- 3.2.4.2.2. Working principle: direct injection/pre-chamber/swirl chamber ⁽¹⁾
- 3.2.4.3. By fuel injection (positive ignition only): yes/no ⁽¹⁾
- 3.2.7. Cooling system: liquid/air ⁽¹⁾
- 3.2.8. Intake system
- 3.2.8.1. Pressure charger: yes/no ⁽¹⁾
- 3.2.12. Measures taken against air pollution
- 3.2.12.2. Additional anti-pollution devices (if any, and if not covered by another heading)
- 3.2.12.2.1. Catalytic converter: yes/no ⁽¹⁾
- 3.2.12.2.2. Oxygen sensor: yes/no ⁽¹⁾
- 3.2.12.2.3. Air injection: yes/no ⁽¹⁾
- 3.2.12.2.4. Exhaust gas recirculation: yes/no ⁽¹⁾
- 3.2.12.2.5. Evaporative emissions control system: yes/no ⁽¹⁾

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- 3.2.12.2.6. Particulate trap: yes/no ⁽¹⁾
- 3.2.12.2.7. On-board-diagnostic (OBD) system: yes/no ⁽¹⁾
- 3.2.12.2.8. Other systems (description and operation):
- 3.2.13. Location of the absorption coefficient symbol (compression ignition engines only):
- 3.2.15. LPG fuelling system: yes/no ⁽¹⁾
- 3.2.16. NG fuelling system: yes/no ⁽¹⁾
- 3.3. Electric motor
 - 3.3.1. Type (winding, excitation):
 - 3.3.1.1. Maximum hourly output: ... kW
 - 3.3.1.2. Operating voltage: ... V
 - 3.3.2. Battery
 - 3.3.2.4. Position:
- 3.6.5. Lubricant temperature
 - minimum: ... K
 - maximum: ... K
- 4. TRANSMISSION (*)
 - 4.2. Type (mechanical, hydraulic, electric, etc.):
 - 4.5. Gearbox
 - 4.5.1. Type (manual/automatic/CVT (continuously variable transmission)) ⁽¹⁾
 - 4.6. Gear ratios

| Gear | Internal gearbox ratios (ratios of engine to gearbox output shaft revolutions) | Final drive ratio(s) (ratio of gearbox output shaft to driven wheel revolutions) | Total gear ratios |
|--------------------------------|--|--|-------------------|
| Maximum for CVT ⁽¹⁾ | | | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| ... | | | |
| Minimum for CVT ⁽¹⁾ | | | |
| Reverse | | | |

⁽¹⁾ Continuously variable transmission

- 4.7. Maximum vehicle speed (in km/h) (*):

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- 5. AXLES
 - 5.1. Description of each axle:
 - 5.2. Make:
 - 5.3. Type:
 - 5.4. Position of retractable axle(s):
 - 5.5. Position of loadable axle(s):
- 6. SUSPENSION
 - 6.2. Type and design of the suspension of each axle or wheel:
 - 6.2.1. Level adjustment: yes/no/optional ⁽¹⁾
 - 6.2.3. Air-suspension for driving axle(s): yes/no ⁽¹⁾
 - 6.2.3.1. Suspension of driving axle equivalent to air-suspension: yes/no ⁽¹⁾
 - 6.2.3.2. Frequency and damping of the oscillation of the sprung mass:
 - 6.6.1. Tyre/Wheel combination(s) (for tyres indicate size designation, minimum load-capacity index, minimum speed category symbol; for wheels indicate rim size(s) and off-set(s))
 - 6.6.1.1. Axles
 - 6.6.1.1.1. Axle 1:
 - 6.6.1.1.2. Axle 2:
 - etc.
 - 6.6.1.2. Spare wheel, if any:
 - 6.6.2. Upper and lower limits of rolling radii
 - 6.6.2.1. Axle 1:
 - 6.6.2.2. Axle 2:
 - etc.
- 7. STEERING
 - 7.2. Transmission and control
 - 7.2.1. Type of steering transmission (specify for front and rear, if applicable):
 - 7.2.2. Linkage to wheels (including other than mechanical means; specify for front and rear, if applicable):
 - 7.2.3. Method of assistance, if any:
- 8. BRAKES
 - 8.5. Anti-lock braking system: yes/no/optional ⁽¹⁾
 - 8.9. Brief description of the braking systems (according to item 1.6 of the Addendum to Appendix 1 of Annex IX to Directive 1971/320/EEC):
 - 8.11. Particulars of the type(s) of endurance braking system(s):

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| | |
|-----------------------|---|
| 9. | BODYWORK |
| 9.1. | Type of bodywork: |
| 9.3. | Occupant doors, latches and hinges |
| 9.3.1. | Door configuration and number of doors: |
| ► ⁽⁴⁾ 9.9. | Devices for indirect vision |
| 9.9.1. | Mirrors (state for each mirror): |
| 9.9.1.1. | Make: |
| 9.9.1.2. | EC type-approval mark: |
| 9.9.1.3. | Variant: |
| 9.9.1.4. | Drawing(s) for the identification of the mirror showing the position of the mirror relative to the vehicle structure: |
| 9.9.1.5. | Details of the method of attachment including that part of the vehicle structure to which it is attached: |
| 9.9.1.6. | Optional equipment which may affect the rearward field of vision: |
| 9.9.1.7. | A brief description of the electronic components (if any) of the adjustment system: |
| 9.9.2. | Devices for indirect vision other than mirrors: |
| 9.9.2.1. | Type and characteristics (such as a complete description of the device): |
| 9.9.2.1.1. | In the case of a camera-monitor device, the detection distance (mm), contrast, luminance range, glare correction, display performance (black and white/colour), image repetition frequency, luminance reach of the monitor: |
| 9.9.2.1.2. | Sufficiently detailed drawings to identify the complete device, including installation instructions; the position for the EC type-approval mark has to be indicated on the drawings: ◀ |
| 9.10. | Interior fittings |
| 9.10.3. | Seats |
| 9.10.3.1. | Number: |
| 9.10.3.2. | Position and arrangement: |
| 9.10.3.2.1. | Number of seating positions: |
| 9.10.3.2.2. | Seat(s) designated for use only when the vehicle is stationary: |
| 9.10.4.1. | Type(s) of head restraints: integrated/detachable/separate ⁽¹⁾ |
| 9.10.4.2. | Type-approval number(s), if available: |

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9.12.2. Nature and position of supplementary restraint systems (indicate yes/no/optional):

| | Front airbag | Side airbag | Belt pre-loading device |
|------------------------------------|--------------|-------------|-------------------------|
| First row of seats | L | | |
| | C | | |
| | R | | |
| Second row of seats ⁽¹⁾ | L | | |
| | C | | |
| | R | | |

(L = left-hand side, R = right-hand side, C = centre)

⁽¹⁾ The table may be extended as necessary for vehicles with more than two rows of seats or if there are more than three seats across the width of the vehicle.

9.17. Statutory plates (Directive 76/114/EEC)

9.17.1. Photographs and/or drawings of the locations of the statutory plates and inscriptions and of the vehicle identification number:

9.17.4. Manufacturer's declaration of compliance with the requirement of point 1.1.1 of Annex II to Directive 76/114/EEC

9.17.4.1. The meaning of characters in the second section and, if applicable, in the third section used to comply with the requirements of Section 5.3 of ISO Standard 3779 — 1983 shall be explained:

9.17.4.2. If characters in the second section are used to comply with the requirements of Section 5.4 of ISO Standard 3779 — 1983, these characters shall be indicated:

►⁽¹⁾ 9.23. Pedestrian protection

9.23.1. A detailed description, including photographs and/or drawings, of the vehicle with respect to the structure, the dimensions, the relevant reference lines and the constituent materials of the frontal part of the vehicle (interior and exterior) shall be provided. This description should include detail of any active protection system installed. ◀

►⁽²⁾ 9.24.

9.24.1. A detailed description, including photographs and/or drawings, of the vehicle with respect to the structure, the dimensions, the relevant reference lines and the constituent materials of the frontal protection system and the frontal part of the vehicle shall be provided:

9.24.2. A detailed description, including photographs and/or drawings, of the method of fitting the frontal protection system to the vehicle shall be provided. This description shall include all bolt dimensions and required torques: ◀

11. CONNECTIONS BETWEEN TOWING VEHICLES AND TRAILERS AND SEMI-TRAILERS

11.1. Class and type of the coupling device(s) fitted or to be fitted:

11.3. Instructions for attachment of the coupling type to the vehicle and photographs or drawings of the fixing points at the vehicle as stated by the manufacturer; additional information, if the use of the coupling type is restricted to certain variants or versions of the vehicle type:

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- 11.4. Information on the fitting of special towing brackets or mounting plates:
- 11.5. EC Type-approval number(s):
- ▶⁽⁴⁾ 12.7.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 12.7.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable) ◀
13. SPECIAL PROVISIONS FOR VEHICLES USED FOR THE CARRIAGE OF PASSENGERS COMPRISING MORE THAN EIGHT SEATS IN ADDITION TO THE DRIVER'S SEAT
- 13.1. Class of vehicle (Class I, Class II, Class III, Class A, Class B):
- 13.1.1. Chassis types where the EC type-approved bodywork can be installed (manufacturer(s), and vehicle(s) types):
- 13.3. Number of passengers (seated and standing)
- 13.3.1. Total (N):
- 13.3.2. Upper deck (N_u) ⁽¹⁾:
- 13.3.3. Lower deck (N_l) ⁽¹⁾:
- 13.4. Number of passengers (seated)
- 13.4.1. Total (A):
- 13.4.2. Upper deck (A_u) ⁽¹⁾:
- 13.4.3. Lower deck (A_l) ⁽¹⁾:
- B: For category O**
0. GENERAL
- 0.1. Make (trade name of manufacturer):
- 0.2. Type:
- 0.2.1. Commercial name(s) (if available):
- 0.3. Means of identification of type, if marked on the vehicle ^(b):
- 0.3.1. Location of that marking:
- 0.4. Category of vehicle ^(c):
- 0.4.1. Classification(s) according to the dangerous goods which the vehicle is intended to transport:
- 0.5. Name and address of manufacturer:
- 0.8. Address(es) of assembly plant(s):
1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
- 1.1. Photographs and/or drawings of a representative vehicle:
- 1.3. Number of axles and wheels:
- 1.3.2. Number and position of steered axles:
- 1.4. Chassis (if any) (overall drawing):
2. MASSES AND DIMENSIONS ^(e) (in kg and mm) (Refer to drawing where applicable)
- 2.1. Wheelbase(s) (fully loaded) ^(f):

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- 2.3.1. Track of each steered axle ^(l):
- 2.3.2. Track of all other axles ^(l):
- 2.4. Range of vehicle dimensions (overall)
 - 2.4.2. For chassis with bodywork
 - 2.4.2.1. Length ^(l):
 - 2.4.2.1.1. Length of the loading area:
 - 2.4.2.2. Width ^(k):
 - 2.4.2.2.1. Thickness of the walls (in the case of vehicles designed for controlled-temperature transport of goods): ..
 - 2.4.2.3. Height (in running order) ^(l) (for suspension adjustable for height, indicate normal running position): ...
- 2.6. Mass of the vehicle with bodywork and, in the case of a towing vehicle of a category other than M₁, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted, and driver and, for buses and coaches, a crew member if there is a crew seat in the vehicle) ^(e) (maximum and minimum for each variant):
- 2.6.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point (maximum and minimum for each variant):
- 2.7. Minimum mass of the completed vehicle as stated by the manufacturer, in the case of an incomplete vehicle:
- 2.8. Technically permissible maximum laden mass stated by the manufacturer ^(f) ^(*):
- 2.8.1. Distribution of this mass among the axles, and in the case of a semi-trailer or centre-axle trailer, load on the coupling point ^(*):
- 2.9. Technically permissible maximum mass on each axle:
- 2.10. Technically permissible maximum mass on each axle group:
- 2.12. Technically permissible maximum static vertical load/mass on the vehicle's coupling point
 - 2.12.2. Of the semi-trailer or centre-axle trailer:
- 2.16. Intended registration/in service maximum permissible masses (optional: where these values are given, they shall be verified in accordance with the requirements of Annex IV to Directive 97/27/EC):
- 2.16.1. Intended registration/in service maximum permissible laden mass (*Several entries possible for each technical configuration* ^(#)):
- 2.16.2. Intended registration/in service maximum permissible mass on each axle and, in the case of a semi-trailer or centre-axle trailer, intended load on the coupling point stated by the manufacturer if lower than the technically permissible maximum mass on the coupling point (*Several entries possible for each technical configuration* ^(#)):
- 2.16.3. Intended registration/in service maximum permissible mass on each axle group (*Several entries possible for each technical configuration* ^(#)):
- 2.16.4. Intended registration/in service maximum permissible towable mass (*Several entries possible for each technical configuration* ^(#)):
- 2.16.5. Intended registration/in service maximum permissible mass of the combination (*Several entries possible for each technical configuration* ^(#)):

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- 5. AXLES
 - 5.1. Description of each axle:
 - 5.2. Make:
 - 5.3. Type:
 - 5.4. Position of retractable axle(s):
 - 5.5. Position of loadable axle(s):
- 6. SUSPENSION
 - 6.2. Type and design of the suspension of each axle or wheel:
 - 6.2.1. Level adjustment: yes/no/optional ⁽¹⁾
 - 6.6.1. Tyre/wheel combination(s) (for tyres indicate size designation, minimum load-capacity index, minimum speed category symbol; for wheels indicate rim size(s) and off-set(s))
 - 6.6.1.1. Axles
 - 6.6.1.1.1. Axle 1:
 - 6.6.1.1.2. Axle 2:
 - etc.
 - 6.6.1.2. Spare wheel, if any:
 - 6.6.2. Upper and lower limit of rolling radii
 - 6.6.2.1. Axle 1:
 - 6.6.2.2. Axle 2:
 - etc.
- 7. STEERING
 - 7.2. Transmission and control
 - 7.2.1. Type of steering transmission (specify for front and rear, if applicable):
 - 7.2.2. Linkage to the wheels (including other than mechanical means; specify for front and rear, if applicable): .
 - 7.2.3. Method of assistance, if any:
- 8. BRAKES
 - 8.5. Antilock braking system: yes/no/optional ⁽¹⁾
 - 8.9. Brief description of the braking devices (according to point 1.6 of the addendum to Appendix 1 of Annex IX to Directive 71/320/EEC):
- 9. BODYWORK
 - 9.1. Type of bodywork:
 - 9.17. Statutory plates (Directive 76/114/EEC)
 - 9.17.1. Statutory plates (Directive 76/114/EEC)

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- 9.17.4. Manufacturer's declaration of compliance with the requirement of point 1.1.1 of Annex II to Directive 76/114/EEC
- 9.17.4.1. The meaning of characters in the second section and, if applicable, in the third section used to comply with the requirements of section 5.3 of ISO Standard 3779 — 1983 shall be explained:
- 9.17.4.2. If characters in the second section are used to comply with the requirements of section 5.4 of ISO Standard 3779 — 1983 these characters shall be indicated:
- 11. CONNECTIONS BETWEEN TOWING VEHICLES AND TRAILERS AND SEMI-TRAILERS
- 11.1. Class and type of the coupling device(s) fitted or to be fitted:
- 11.5. EC Type-approval number(s):

PART II

Matrix showing the permissible combinations into vehicle versions of those items in Part I for which there are multiple entries. For those multiple entry items each entry is denoted by a prefix letter which will be used in this matrix to denote which entry (or entries) from a particular item are applicable to a particular version.

A separate matrix must be compiled for each variant within the type.

Multiple entries for which there are no restrictions on their combination within a variant should be listed in the column headed all.

| Item No | All | Version 1 | Version 2 | Etc. | Version No |
|---------|-----|-----------|-----------|------|------------|
| | | | | | |

This information may be presented in an alternative format or layout so long as the original purpose is fulfilled.

Each variant and each version must be identified by a numerical code or number consisting of a combination of letters and numbers, which must also be indicated in the certificate of conformity (Annex IX) of the vehicle concerned.

In the case of (a) variant(s) pursuant to Annex XI or to Article 8(2)(c) the manufacturer shall assign a special code.

PART III

Separate Directive EC type-approval numbers

Supply the information required by the following table in respect of the applicable subjects (***) for this vehicle in Annex IV or Annex XI. (All relevant approvals for each subject must be included)

| Subject | EC type-approval number | Member State issuing the EC type-approval (*) | Extension date | Variant(s)/Version(s) |
|---------|-------------------------|---|----------------|-----------------------|
| | | | | |

(*) To be indicated if not obtainable from the EC type-approval number.

Signed:

Position in company:

Date:

▼M17

| Subject | Directive number | Official Journal reference | Applicability | | | | | | | | | |
|--|------------------|----------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | | | M ₁ | M ₂ | M ₃ | N ₁ | N ₂ | N ₃ | O ₁ | O ₂ | O ₃ | O ₄ |
| 39. CO ₂ emissions fuel consumption | 80/1268/EEC | L 375, 31.12.1980, p. 36 | X | | | X | | | | | | |
| 40. Engine power | 80/1269/EEC | L 375, 31.12.1980, p. 46 | X | X | X | X | X | X | | | | |
| 41. L 375, 31.12.1980, p. 46 | 88/77/EEC | L 36, 9.2.1988, p. 33 | X | X | X | X | X | X | | | | |
| 42. Lateral protection | 89/297/EEC | L 124, 5.5.1989, p. 1 | | | | | X | X | | | X | X |
| 43. Spray-suppression systems | 91/226/EEC | L 103, 23.4.1991, p. 5 | | | | | X | X | | | X | X |
| 44. Masses and dimensions (cars) | 92/21/EEC | L 129, 14.5.1992, p. 1 | X | | | | | | | | | |
| 45. Safety glass | 92/22/EEC | L 129, 14.5.1992, p. 11 | X | X | X | X | X | X | X | X | X | X |
| 46. Tyres | 92/23/EEC | L 129, 14.5.1992, p. 95 | X | X | X | X | X | X | X | X | X | X |
| 47. Speed limiters | 92/24/EEC | L 129, 14.5.1992, p. 154 | | | X | | X | X | | | | |
| 48. Masses and dimensions (other than vehicles referred to in item 44) | 97/27/EC | L 233, 28.8.1997, p. 1 | | X | X | X | X | X | X | X | X | X |
| 49. External projections of cabs | 92/114/EEC | L 409, 31.12.1992, p. 17 | | | | X | X | X | | | | |
| 50. Couplings | 94/20/EC | L 195, 29.7.1994, p. 1 | X ^(e) | X ^(e) | X ^(e) | X ^(e) | X ^(e) | X ^(e) | X | X | X | X |
| 51. Flammability | 95/28/EC | L 281, 23.11.1995, p. 1 | | | X | | | | | | | |
| 52. Buses and coaches | .../.../EC | L | | X | X | | | | | | | |
| 53. Frontal impact | 96/79/EC | L 18, 21.1.1997, p. 7 | X | | | | | | | | | |
| 54. Side impact | 96/27/EC | L 169, 8.7.1996, p. 1 | X | | | X | | | | | | |
| 55. | | | | | | | | | | | | |
| 56. Vehicles intended for the transport of dangerous goods | 98/91/EC | L 11, 16.1.1999, p. 25 | | | | X ⁽⁴⁾ | X ⁽⁴⁾ | X ⁽⁴⁾ | X ⁽⁴⁾ | X ⁽⁴⁾ | X ⁽⁴⁾ | X ⁽⁴⁾ |
| 57. Front underrun protection | 2000/40/EC | L 203, 10.8.2000, p. 9 | | | | | X | X | | | | |

▼ **M17**

| Subject | Directive number | Official Journal reference | Applicability | | | | | | | | | |
|---|------------------|--------------------------------|------------------|----------------|----------------|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | M ₁ | M ₂ | M ₃ | N ₁ | N ₂ | N ₃ | O ₁ | O ₂ | O ₃ | O ₄ |
| 58. Pedestrian protection | 2003/102/EC | L 321, 6.12.2003, p. 15 | X ⁽⁶⁾ | | | X ⁽⁶⁾ ⁽⁷⁾ | | | | | | |
| ▼ M26 59. Recyclability | 2005/64/EC | L 310, 25 November 2005, p. 10 | X | - | - | X | - | - | | | | |
| ▼ M27 60. Frontal protection system | 2005/66/EC | L 309, 25.11.2005, p. 37. | X ⁽⁸⁾ | - | - | X | - | - | | | | |

▼ **M17**

X Directive applicable.

⁽¹⁾ Vehicles of this category shall be fitted with an adequate windscreen defrosting and demisting device.

⁽²⁾ Vehicles of this category shall be fitted with adequate windscreen washing and wiping devices.

⁽³⁾ The requirements of Directive 94/20/EC are only applicable for vehicles equipped with couplings.

⁽⁴⁾ The requirements of Directive 98/91/EC are only applicable when the manufacturer applies for the EC type-approval of a vehicle intended for the transport of dangerous goods

⁽⁵⁾ In case of LPG or CNG vehicles, pending the adoption of the relevant amendments to Directive 70/221/EEC in order to include LPG and CNG tanks, a vehicle approval according to UN/ECE Regulation 67-01 or 110 is required.

► **M20** ⁽⁶⁾ not exceeding 2,5 tonnes maximum mass.

⁽⁷⁾ derived from M₁ category vehicles. ◀

► **M27** ⁽⁸⁾ Not exceeding 3,5 tonnes total permissible mass. ◀

▼ **M17**

PART II

Where reference is made to a separate Directive, an approval issued under the following Regulations of the United Nations Economic Commission for Europe (taking account of the scope⁽¹⁾), and the amendment to each of the UN/ECE Regulations listed below) shall be recognised as an alternative to an EC type-approval granted under the relevant separate Directive in the table of Part I.

These Regulations are the ones to which the Community has adhered as a Contracting Party to the United Nations Economic Commission for Europe 'Revised 1958 Geneva Agreement' by virtue of Council Decision 97/836/EC (OJ L 346, 17.12.1997, p. 78), or subsequent Council decisions as provided for under Article 3(3) of that Decision.

Any further amendment of the UN/ECE Regulations listed below has also to be deemed to be equivalent, subject to the Community decision provided for under Article 4(2) of Decision 97/836/EC (++).

| Subject | Basic UN/ECE Regulation No | Series of amendments |
|---|----------------------------|----------------------|
| 1. Sound levels | 51 | 02 |
| 1. Replacement silencing systems | 59 | 00 |
| 2. Emissions | 83 | 03 |
| 2. Replacement catalytic converters | 103 | 00 |
| 3. Rear protective device | 58 | 01 |
| 3. Fuel tanks | 34 | 01 |
| 3. Fuel tanks | 67 | 01 |
| 3. Fuel tanks | 110 | 00 |
| 5. Steering effort | 79 | 01 |
| 6. Door latches and hinges | 11 | 02 |
| 7. Audible warning | 28 | 00 |
| 8. ► M21 Devices for indirect vision ◀ | 46 | 01 |
| 9. Braking | 13 | 09 |
| 9. Braking | 13H | 00 |
| 10. Radio suppression | 10 | 02 |
| 11. Diesel smoke | 24 | 03 |
| 12. Interior fittings | 21 | 01 |
| 13. Anti-theft | 18 | 02 |
| 13. Immobiliser | 97 | 00 |
| 13. Alarm systems | 97 | 00 |
| 14. Behaviour of steering device under impact | 12 | 03 |
| 15. Seat strength | 17 | 06 |
| 15. Seat strength (buses and coaches) | 80 | 01 |

▼ **M17**

| Subject | Basic UN/ECE Regulation No | Series of amendments |
|--|----------------------------|----------------------|
| 16. Exterior projections | 26 | 02 |
| 17. Speedometer | 39 | 00 |
| 19. Seat belt anchorages | 14 | 04 |
| 20. Installation of lighting and light signalling devices | 48 | 01 |
| 21. Retro reflectors | 3 | 02 |
| 22. End-outline/front-position (side)/rear-position (side)/stop lamps | 7 | 02 |
| 22. Daytime running lamps | 87 | 00 |
| 22. Side marker lamps | 91 | 00 |
| 23. Direction indicators | 6 | 01 |
| 24. Rear registration plate lamp | 4 | 00 |
| 25. Headlamps (R ₂ and HS ₁) | 1 | 01 |
| 25. Headlamps (sealed beam) | 5 | 02 |
| 25. Headlamps (H ₁ , H ₂ , H ₃ , HB ₃ , HB ₄ , H ₇ , and/or H ₈) | 8 | 04 |
| 25. Headlamps (H ₄) | 20 | 02 |
| 25. Headlamps (halogen sealed beam) | 31 | 02 |
| 25. Filament lamps for use in approved lamp units | 37 | 03 |
| 25. Headlamps with gas-discharge light sources | 98 | 00 |
| 25. Gas-discharge light sources for use in approved gas-discharge lamp units | 99 | 00 |
| 26. Front fog lamps | 19 | 02 |
| 28. Rear fog lamps | 38 | 00 |
| 29. Reversing lamps | 23 | 00 |
| 30. Parking lamps | 77 | 00 |
| 31. Seat belts | 16 | 04 |
| 31. Child restraints | 44 | 03 |
| 38. Head restraints (combined with seats) | 17 | 06 |
| 38. Head restraints | 25 | 04 |
| 39. Fuel consumption | 101 | 00 |
| 40. Engine power | 85 | 00 |

▼ **M17**

| Subject | Basic UN/ECE Regulation No | Series of amendments |
|---|----------------------------|----------------------|
| 41. Diesel emission | 49 | 02 |
| 42. Lateral protection | 73 | 00 |
| 45. Safety glass | 43 | 00 |
| 46. Tyres, motor vehicles and their trailers | 30 | 02 |
| 46. Tyres, commercial vehicles and their trailers | 54 | 00 |
| 46. Temporary-use spare wheels/tyres | 64 | 00 |
| 47. Speed limiters | 89 | 00 |
| 52. Strength of superstructure (buses) | 66 | 00 |
| 57. Front underrun protection | 93 | 00 |

(¹) Where the separate Directives contain installation requirements, these apply also to components and separate technical units approved in accordance with the Regulations of the United Nations Economic Commission for Europe.

(++) For subsequent amendments, see UN/ECE TRANS/WP.29/343 in its latest revision.

▼ **M17**

ANNEX V

PROCEDURES TO BE FOLLOWED DURING VEHICLE EC TYPE-APPROVAL

1. In the case of an application for a whole vehicle type-approval, the EC type-approval authority must:

- (a) verify that all separate Directive EC type-approvals are applicable to the appropriate standard in the relevant separate Directive;
- (b) by reference to the documentation make sure that the vehicle specification (s) and data contained in Part I of the vehicle information document are included in the data in the information packages and/or the approval certificates of the relevant separate Directive approvals; and when an item number in Part I of the information document is not included in the information package of any of the separate Directives, confirm that the relevant part or characteristic conforms to the particulars in the information folder;
- (c) on a selected sample of vehicles from the type to be approved carry out or arrange to be carried out inspections of vehicle parts and systems to verify that the vehicle(s) is/are built in accordance with the relevant data contained in the authenticated information package in respect of all separate Directive EC type-approvals;
- (d) carry out or arrange to be carried out relevant installation checks in respect of separate technical units where applicable;
- (e) carry out or arrange to be carried out necessary checks in respect of the presence of the devices provided for in footnotes (1) and (2) of Part I of Annex IV where applicable.

2. The number of vehicles to be inspected for the purposes of paragraph 1.c must be sufficient to permit the proper control of the various combinations to be type-approved according to the following criteria:

| Vehicle category | M ₁ | M ₂ | M ₃ | N ₁ | N ₂ | N ₃ | O ₁ | O ₂ | O ₃ | O ₄ |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Criteria | | | | | | | | | | |
| Engine | X | X | X | X | X | X | - | - | - | - |
| Gear box | X | X | X | X | X | X | - | - | - | - |
| Number of axles | - | X | X | X | X | X | X | X | X | X |
| Powered axles (number, position, interconnection) | X | X | X | X | X | X | - | - | - | - |
| Steered axles (number and position) | X | X | X | X | X | X | X | X | X | X |
| Body styles | X | X | X | X | X | X | X | X | X | X |
| Number of doors | X | X | X | X | X | X | X | X | X | X |
| Hand of drive | X | X | X | X | X | X | - | - | - | - |
| Number of seats | X | X | X | X | X | X | - | - | - | - |
| Level of equipment | X | X | X | X | X | X | - | - | - | - |

3. In the case where no approval certificates for any of the relevant separate Directives are available, the EC type-approval authority must:

- (a) arrange for the necessary tests and checks as required by each of the relevant separate Directives;
- (b) verify that the vehicle conforms to the particulars in the vehicle information folder and that it meets the technical requirements of each of the relevant separate Directives;

▼ M17

- (c) carry out or arrange to be carried out relevant installation checks in respect of separate technical units where applicable;
- (d) carry out or arrange to be carried out necessary checks in respect of the presence of the devices provided for in footnotes (1) and (2) of Part I of Annex IV where applicable.

▼ **M17***ANNEX VI*

MODEL
Maximum format: A4 (210 × 297 mm)

EC TYPE-APPROVAL CERTIFICATE

| |
|-------------------------------------|
| Stamp of EC type-approval authority |
|-------------------------------------|

| | |
|---|---|
| Communication concerning: | of a type of: |
| — EC type-approval ⁽¹⁾ | — complete vehicle ⁽¹⁾ |
| — extension of EC type-approval ⁽¹⁾ | — completed vehicle ⁽¹⁾ |
| — refusal of EC type-approval ⁽¹⁾ | — incomplete vehicle ⁽¹⁾ |
| — withdrawal of EC type-approval ⁽¹⁾ | — vehicle with complete and incomplete variants ⁽¹⁾ |
| | — vehicle with completed and incomplete variants ⁽¹⁾ |

with regard to Directive 1970/156/EEC as last amended by Directive 2001/116/EC

EC type-approval number:

Reason for extension:

- 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 ⁽³⁾:
- 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⁾:

⁽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 side 2.

▼ **M17**

0.8. Name(s) and address(es) of assembly plant(s):

The undersigned hereby certifies the accuracy of the manufacturer's description in the attached information document of the vehicle(s) described above ((a) sample(s) having been selected by the EC 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⁾:

The vehicle type meets/does not meet ⁽¹⁾ the technical requirements of all the relevant separate Directives as prescribed in Annex IV and Annex XI ⁽¹⁾ ⁽⁴⁾ to Directive 1970/156/EEC.

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 on side 2.

3. The approval is granted/refused/withdrawn ⁽¹⁾.

4. The approval is granted in accordance with Article 8(2)(c) and the validity of the approval is thus limited to dd/mm/yy.

.....

(Place)

(Signature)

(Date)

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.

NB: If this model is used for type-approval pursuant to Article 8(2), it may not bear the heading 'EC vehicle type-approval certificate' except in the case referred to in paragraph 2(c) where the Commission has approved the report.

▼ **M17****EC VEHICLE TYPE-APPROVAL CERTIFICATE**

Side 2

This EC type-approval 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:

Dated:

Applicable to variants:

Stage 2: Manufacturer:

EC Type-approval number:

Dated:

Applicable to variants:

Stage 3: Manufacturer:

EC Type-approval number:

Dated:

Applicable to variants:

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 type or variant (as appropriate, taking account of the scope and latest amendment to each of the separate Directives listed below).

| Item | Subject | Directive No | Last amended | Applicable to variants |
|------|---------|--------------|--------------|------------------------|
| | | | | |

(List only subjects for which a separate Directive EC 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 8(2)(c):

| Directive No | Item No | Kind of approval and nature of exemption | Applicable to variants |
|--------------|---------|--|------------------------|
| | | | |

▼ M17

ANNEX VII

EC TYPE-APPROVAL CERTIFICATE NUMBERING SYSTEM⁽¹⁾

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

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

▼ A5

- 1 for Germany;
- 2 for France;
- 3 for Italy;
- 4 for the Netherlands;
- 5 for Sweden;
- 6 for Belgium;
- 7 for Hungary;
- 8 for the Czech Republic;
- 9 for Spain;
- 11 for the United Kingdom;
- 12 for Austria;
- 13 for Luxembourg;
- 17 for Finland;
- 18 for Denmark;
- 20 for Poland;
- 21 for Portugal;
- 23 for Greece;
- 24 for Ireland;
- 26 for Slovenia;
- 27 for Slovakia;
- 29 for Estonia;
- 32 for Latvia;
- 36 for Lithuania;
- CY for Cyprus;
- MT for Malta.

▼ M17

Section 2: The number of the base Directive.

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

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

Section 4: A four-digit sequential number (with leading zeros as applicable) for EC whole vehicle type-approvals, or four or five digits for EC

⁽¹⁾ Components and separate technical units shall be marked in accordance with the provisions of the relevant separate Directive.

▼ M17

type-approval pursuant to a separate Directive to denote the base type-approval number. The sequence shall start from 0001 for each base Directive.

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

2. In the case of an EC type-approval for a whole vehicle, Section 2 shall be omitted.
3. On the vehicle's statutory plate(s) only, Section 5 shall be omitted.
4. Example of the third-system approval (with as yet no extension) issued by France to the braking Directive:

e2*71/320*98/12*0003*00

or

e2*88/77*91/542A*0003*00 in the case of a Directive with two implementation stages A and B.

5. Example of the second extension to the fourth vehicle type-approval issued by the United Kingdom:

e11*98/14*0004*02

Directive 98/14/EC being up to now the latest Directive amending the Articles of Directive 70/156/EEC.

6. Example of the EC type-approval number stamped on the vehicle's statutory plate(s):

e11*98/14*0004

▼ **M17***ANNEX VIII***TEST RESULTS**

(To be completed by the type-approval authority and attached to the vehicle EC type-approval certificate.)

In each case, the information must make clear to which variant and version it is applicable. One version may not have more than one result. However, a combination of several results per version indicating the worst case is permissible. In the latter case, a note shall state that for items marked (*) only worst case results are given.

1. Results of the sound level tests

Number of the base Directive and latest amending Directive applicable to the approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

| | | | |
|--------------------------|-------|-------|-------|
| Variant/Version: | ..... | ..... | ..... |
| Moving (dB(A)/E): | ..... | ..... | ..... |
| Stationary (dB(A)/E): | ..... | ..... | ..... |
| at (min ⁻¹): | ..... | ..... | ..... |

2. Results of the exhaust emission tests

Base Directive ⁽¹⁾:

- Directive 70/220/EEC concerning emissions from motor vehicles.
- Directive 88/77/EEC concerning emissions from engines for use in vehicles.
- Directive 72/306/EEC concerning diesel smoke.

2.1. Directive 70/220/EEC concerning emissions from motor vehicles.

Indicate the latest amending directive applicable to the approval. In case the directive has two or more implementation stages, indicate also the implementation stage:

.....

Fuel(s) ⁽²⁾: (diesel, petrol, LPG, NG, Bi-fuel: petrol/LPG, Bi-fuel: petrol/NG, ethanol, etc.)

2.1.1. Test type I ⁽³⁾: vehicle emissions in the test cycle after a cold start

| | | | |
|----------------------|-------|-------|-------|
| Variant/Version: | ..... | ..... | ..... |
| CO | ..... | ..... | ..... |
| HC | ..... | ..... | ..... |
| NO _x | ..... | ..... | ..... |
| HC + NO _x | ..... | ..... | ..... |
| Particulates | ..... | ..... | ..... |

▼ **M17**2.1.2. Test type II ⁽³⁾: emissions data required for roadworthiness

Type II, low idle test:

| | | | |
|------------------------|-------|-------|-------|
| Variant/Version: | ..... | ..... | ..... |
| CO % | ..... | ..... | ..... |
| Engine speed | ..... | ..... | ..... |
| Engine oil temperature | ..... | ..... | ..... |

Type II, high idle test:

| | | | |
|------------------------|-------|-------|-------|
| Variant/Version: | ..... | ..... | ..... |
| CO % | ..... | ..... | ..... |
| Lambda Value | ..... | ..... | ..... |
| Engine speed | ..... | ..... | ..... |
| Engine oil temperature | ..... | ..... | ..... |

2.1.3. Result of type III test:

2.1.4. Result of type IV test (evaporative test): g/test

2.1.5. Result of type V test on durability:

— Durability type: 80 000 km/100 000 km/not applicable ⁽¹⁾— Deterioration factor DF: calculated/fixed ⁽¹⁾

— Value of specification:

CO: ...

HC: ...

NO_x: ...

2.1.6. Result of type VI test on emissions by low ambient temperature:

| | | | |
|-----------------|-------|-------|-------|
| Variant/Version | ..... | ..... | ..... |
| CO: g/km | | | |
| HC: g/km | | | |

2.1.7. OBD: yes/no ⁽¹⁾

2.2. Directive 88/77/EEC concerning emissions from engines for use in vehicles.

Indicate the latest amending directive applicable to the approval. In case the directive has two or more implementation stages, indicate also the implementation stage:

.....

Fuel(s) ⁽²⁾: (diesel, petrol, LPG, NG, ethanol, etc.)

▼ **M17**2.2.1. Results of the ESC test ⁽¹⁾

CO: g/kWh

THC: g/kWh

NO_x: g/kWh

PT: g/kWh

2.2.2. Result of the ELR test ⁽¹⁾Smoke value: m⁻¹2.2.3. Result of the ETC test ⁽¹⁾

CO: g/kWh

THC: g/kWh⁽¹⁾NMHC: g/kWh⁽¹⁾CH₄: g/kWh⁽¹⁾NO_x: g/kWhPT: g/kWh⁽¹⁾

2.3. Directive 72/306/EEC concerning diesel smoke.

Indicate the latest amending directive applicable to the approval. In case the directive has two or more implementation stages, indicate also the implementation stage:

2.3.1. Results of the test under free acceleration

| | | | |
|--|-------|-------|-------|
| Variante/Version | ..... | ..... | ..... |
| Corrected value of the absorption coefficient (m ⁻¹) | ..... | ..... | ..... |
| Normal engine idling speed | | | |
| Maximum engine speed | | | |
| Oil temperature (min./max.) | | | |

3. Results of the CO₂ emission/fuel consumption tests ⁽¹⁾/⁽²⁾

Number of the base Directive and the latest amending Directive applicable to the approval:

| | | | |
|---|-------|-------|-------|
| Variante/Version | ..... | ..... | ..... |
| CO ₂ mass emission (urban conditions) (g/km) | ..... | ..... | ..... |
| CO ₂ mass emission (extra-urban conditions) (g/km) | ..... | ..... | ..... |
| CO ₂ mass emission (combined) (g/km) | ..... | ..... | ..... |
| Fuel consumption (urban conditions) (l/100 km) ⁽¹⁾ | | | |
| Fuel consumption (extra-urban conditions) (l/100 km) ⁽¹⁾ | | | |
| Fuel consumption (combined) (l/100 km) ⁽¹⁾ | | | |

⁽¹⁾ For vehicles fuelled with NG, the unit 'l/100 km' is replaced by 'm³/100 km'.

⁽¹⁾ Where applicable.

⁽²⁾ When restrictions for the fuel are applicable, indicate these restrictions (e.g. for natural gas the L-range or the H-range).

⁽³⁾ Repeat for petrol and gaseous fuel in the case of a vehicle that can run either on petrol or on a gaseous fuel. The vehicles can be fuelled with both petrol and a gaseous fuel but, where the petrol system is fitted for emergency purposes or starting only and of which the petrol tank cannot contain more than 15 litres of petrol, will be regarded for the test, as vehicles which can only run a gaseous fuel.

▼ **M17**

ANNEX IX

EC CERTIFICATE OF CONFORMITY**For complete/completed ⁽¹⁾ vehicles**

PART I

(Maximum format: A4 (210 × 297 mm), or a folder of A4 format)

Side 1

The undersigned:
(Full name)

hereby certifies that the vehicle:

0.1. Make (Trade name of manufacturer):

0.2. Type:

variant ⁽²⁾:version ⁽²⁾:

0.2.1. Commercial name(s):

0.4. Category:

0.5. Name and address of the manufacturer of the base vehicle:

Name and address of the manufacturer of the latest built stage of the vehicle ⁽¹⁾:

0.6. Location of the statutory plates:

Vehicle identification number:

Location of the vehicle identification number on the chassis:

based upon the type(s) of vehicle described in EC type-approval ⁽¹⁾

Base Vehicle:

Manufacturer:

EC type-approval number:

Dated:

Stage 2: Manufacturer:

EC type-approval number:

Dated:

⁽¹⁾ Delete where not applicable.⁽²⁾ Indicate also the numerical or combined number/letter identification code. This code shall contain not more than 25 or 35 positions for a variant or version respectively.

▼ **M17**

conforms in all respects to the complete/completed ⁽¹⁾ type described in

EC type-approval number:

Dated:

The vehicle can be permanently registered without further EC type-approvals in Member States having right/left ⁽¹⁾ hand traffic and using metric/imperial ⁽²⁾ units for the speedometer.

(Place) (Date):

(Signature) (Position)

Attachments (only applicable to multi-stage vehicle types): certificate of conformity for each stage.

⁽¹⁾ Indicate whether the vehicle as manufactured is suitable for use in either right or left-hand traffic or both right and left-hand traffic.

⁽²⁾ Indicate whether the speedometer fitted has metric or both metric and imperial units.

▼ **M17**

Side 2

For complete or completed vehicles of category M₁

(The values and units indicated below are those given in the EC type-approval documentation of the relevant Directives. In case of conformity of production (COP) tests, the values must be verified according to the methods laid down in the relevant Directives taking into account the COP test tolerances allowed in those Directives.)

1. Number of axles: ... and wheels: ...
2. Powered axles:
3. Wheel base: mm
5. Axle(s) track: 1. mm 2. mm 3. mm
- 6.1. Length: mm
- 7.1. Width: mm
8. Height: mm
11. Rear overhang: mm
- 12.1. Mass of the vehicle with bodywork in running order: ... kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.2. Distribution of this mass among the axles: 1. ... kg 2. kg 3. ... kg etc.
- 14.3. Technically permissible mass on each axle: 1. ... kg 2. kg 3. ... kg etc.
16. Maximum permissible roof load: kg
17. Maximum mass of trailer (braked): kg; (unbraked): kg
18. Maximum mass of combination: kg
- 19.1. Maximum vertical load at the coupling point for a trailer: kg
20. Engine manufacturer:
21. Engine code as marked on the engine:
22. Working principle:
- 22.1. Direct injection: yes/no (¹)
23. Number and arrangement of cylinders:
24. Capacity: cm³
25. Fuel:
26. Maximum net power: kW at min⁻¹
27. Clutch (type):
28. Gearbox (type):
29. Gear ratios: 1. 2. 3. 4. 5. 6.
30. Final drive ratio:

▼ **M17**

- 32. Tyres and wheels Axle 1: Axle 2: Axle 3: (for tyres of category Z intended to be fitted on vehicles whose maximum speed exceeds 300 km/h essential tyre characteristics shall be indicated)
- 34. Steering, method of assistance:
- 35. Brief description of the braking system:
- 37. Type of body:
- 38. Colour of vehicle ⁽¹⁾:
- 41. Number and configuration of doors:
- 42.1 Number and position of seats:
- 43.1. EC type-approval mark of coupling device if fitted:
- 44. Maximum speed: km/h.
- 45. Sound level

Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

Stationary: dB(A) at engine speed:min⁻¹

Drive-by: dB(A)

- 46.1. Exhaust emissions ⁽²⁾:

Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

1. test procedure:

CO: HC: NO_x: HC + NO_x:
Smoke (corrected value of absorption coefficient (m⁻¹))... Particulates:

2. test procedure (if applicable)

CO: NO_x: NMHC: THC:..... CH₄ : Particulates: ...

- 46.2. CO₂ emissions/fuel consumption ⁽²⁾:

Number of the base Directive and latest amending Directive applicable to the EC type-approval: ...

| | CO ₂ emissions | Fuel consumption |
|-------------------------|---------------------------|--|
| Urban conditions: | g/km | l/100 km/m ³ /100 km ⁽²⁾ |
| Extra-urban conditions: | g/km | l/100 km/m ³ /100 km ⁽²⁾ |
| Combined: | g/km | l/100 km/m ³ /100 km ⁽²⁾ |

⁽¹⁾ Indicate only the basic colour(s) as follows: white, yellow, orange, red, purple/violet, blue, green, grey, brown or black.

⁽²⁾ Repeat for petrol and gaseous fuel in the case of a vehicle that can run either on petrol or on a gaseous fuel. The vehicles can be fuelled with both petrol and a gaseous fuel but, where the petrol system is fitted for emergency purposes or starting only and of which the petrol tank cannot contain more than 15 litres of petrol will be regarded for the test as vehicles which can only run a gaseous fuel.

▼ **M17**►⁽¹⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

►⁽²⁾ 50. Remarks:

50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)

50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)

50.3. Other remarks

51. Exemptions:

▼ **M17**

Side 2

For complete or completed vehicles of categories M₂ and M₃

(The values and units indicated below are those given in the type-approval documentation of the relevant Directives. In case of conformity of production tests, the values must be verified according to the methods laid down in the relevant Directives taking into account the conformity of production test tolerances allowed in those Directives.)

1. Number of axles: ... and wheels: ...
2. Powered axles:
3. Wheelbase: mm
5. Axle(s) track: 1. mm 2. mm 3. mm 4. mm
- 6.1. Length: mm
- 6.3. Distance between the front end of the vehicle and the centre of the coupling device: mm
- 7.1. Width: mm
8. Height: mm
- 10.1. Ground area covered by the vehicle: m²
11. Rear overhang: mm
- 12.1. Mass of the vehicle with bodywork in running order: ... kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg 4. kg
- 14.4. Technically permissible mass on each axle/axle group: 1. kg 2. kg 3. kg 4. kg
16. Maximum permissible roof load: kg
17. Maximum mass of trailer (braked): kg; (unbraked): kg
18. Technically permissible maximum laden mass of combination kg
- 19.1. Technically permissible maximum mass on the coupling point of a motor vehicle ... kg
20. Engine manufacturer:
21. Engine code as marked on the engine:
22. Working principle:
- 22.1. Direct injection: yes/no ⁽¹⁾
23. Number and arrangement of cylinders:
24. Capacity: cm³
25. Fuel:
26. Maximum net power: kW at min⁻¹
27. Clutch (type):
28. Gearbox (type):
29. Gear ratios: 1. 2. 3. 4. 5. 6.

▼ **M17**

- 30. Final drive ratio:
- 32. Tyres and wheels: Axle 1: Axle 2: Axle 3: Achse 4:
- 33.1. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
- 34. Steering, method of assistance:
- 35. Brief description of the braking system:
- 36. Pressure in feed line for trailer braking system: bar
- 37. Type of body:
- 41. Number and configuration of doors:
- 42.2. Number of seating places (excluding the driver):
- 42.3. Number of standing places:
- 43.1. EC type-approval mark of coupling device, if fitted:
- 44. Maximum speed: km/h
- 45. Sound level

Number of the base Directive and latest amending Directive applicable to the approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

Stationary: dB(A) at engine speedmin⁻¹

Drive-by: dB(A)

- 46.1. Exhaust emissions ⁽¹⁾:

Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

1. test procedure:

CO: HC: NO_x: HC + NO_x:
Smoke (corrected value of absorption coefficient (m⁻¹)): Particulates:

2. test procedure (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates: ...

- ▶⁽⁹⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

- ▶⁽⁹⁾ 50. Remarks:
- 50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.3. Other remarks
- 51. Exemptions:

▼ **M17**

Side 2

For complete or completed vehicles of categories N₁, N₂ and N₃

(The values and units indicated below are those given in the EC type-approval documentation of the relevant Directives. In case of conformity of production tests, the values must be verified according to the methods laid down in the relevant Directives taking into account the conformity of production test tolerances allowed in those Directives.)

1. Number of axles: ... and wheels: ...
2. Powered axles: ...
3. Wheelbase: mm
- 4.1. Fifth wheel lead (maximum and minimum in case of an adjustable fifth wheel): mm
5. Axle(s) track: 1. mm 2. mm 3. mm 4. mm
- 6.1. Length: mm
- 6.3. Distance between the front end of the vehicle and the centre of the coupling device: mm
- 6.5. Length of the loading area: mm
- 7.1. Width: mm
8. Height: mm
- 10.2. Ground area covered by the vehicle (N₂ and N₃ only): m²
11. Rear overhang: mm
- 12.1. Mass of the vehicle with bodywork in running order: kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg 4. kg
- 14.4. Technically permissible mass on each axle/axle group: 1. kg 2. kg 3. kg 4. kg
15. Position of retractable or loadable axle(s):
17. Technically permissible maximum towable mass of the motor vehicle in case of:
 - 17.1. Drawbar trailer:
 - 17.2. Semi-trailer:
 - 17.3. Centre-axle trailer:
 - 17.4. Technically permissible maximum mass of trailer (unbraked): kg
18. Technically permissible maximum laden mass of combination kg
- 19.1. Technically permissible maximum mass on the coupling point of a motor vehicle: kg
20. Engine manufacturer:
21. Engine code as marked on the engine:
22. Working principle:
- 22.1. Direct injection: yes/no ⁽¹⁾
23. Number and arrangement of cylinders:

▼ **M17**

24. Capacity: cm³
25. Fuel:
26. Maximum net power: kW at min⁻¹
27. Clutch (type):
28. Gearbox (type):
29. Gearbox (type): 1. 2. 3. 4. 5. 6.
30. Final drive ratio:
32. Tyres and wheels: Axle 1: Axle 2: Axle 3: Axle 4:
- 33.1. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
34. Steering, method of assistance:
35. Brief description of the braking system:
36. Pressure in feed line for trailer braking system: bar
37. Type of body:
38. Colour of vehicle ⁽²⁾ (N₁ only): ...
39. Tank capacity (Tanker vehicle only): m³
40. Maximum crane moment capacity kNm.
41. Number and configuration of doors:
- 42.1. Number and position of seats:
- 43.1. EC type-approval mark of coupling device, if fitted:
44. Maximum speed: km/h
45. Sound level

Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

Stationary: dB(A) at engine speedmin⁻¹

Drive-by: dB(A)

- 46.1. Exhaust emissions ⁽³⁾:

Number of the base Directive and latest amending Directive applicable to the approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

1. test procedure:

CO: HC: NO_x: HC + NO_x:
Smoke (corrected value of absorption coefficient (m⁻¹)): Particulates:

2. test procedure (if applicable)

CO: NO_x: NMHC: CH₄: Particulates: ...

▼ **M22**

46.2. CO₂-emissions/ fuel consumption ⁽¹⁾ (N₁ only):

Number of the base Directive and latest amending Directive applicable to the EC type-approval:

.....

| | CO ₂ -emissions | Fuel consumption |
|-------------------------|----------------------------|---|
| Urban conditions: | g/km | l/100 km or for gaseous fuels m ³ /100 km ⁽¹⁾ |
| Extra-urban conditions: | g/km | l/100 km or for gaseous fuels m ³ /100 km ⁽¹⁾ |
| Combined: | g/km | l/100 km or for gaseous fuels m ³ /100 km ⁽¹⁾ |

⁽¹⁾ In the case of a vehicle that can run either on petrol or on a gaseous fuel, repeat for petrol and gaseous fuel. Vehicles where the petrol system is fitted for emergency purposes or starting only, and of which the petrol tank cannot contain more than 15 litres of petrol, will be regarded for the test as vehicles which can only run on a gaseous fuel.

▼ **M17**

►⁽⁹⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

48.1. EC type-approved according to the design requirements for transporting dangerous goods:

..... yes/class(es):/no ⁽¹⁾

48.2. EC type-approved according to the design requirements for transporting certain animals:

yes/class(es):/no ⁽¹⁾

►⁽⁹⁾ 50. Remarks:

50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)

50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)

50.3. Other remarks

51. Exemptions:

▼ **M17**

Side 2

For complete or completed vehicles of categories O₁, O₂, O₃ and O₄

1. Number of axles: and wheels:
3. Wheelbase: mm
5. Axle(s) track: 1. mm 2. mm 3. mm
- 6.1. Length: mm
- 6.4. Distance between the centre of the coupling device and the rear end of the vehicle: mm
- 6.5. Length of the loading area: mm
- 7.1. Width: mm
8. Height: mm
- 10.3. Ground area covered by the vehicle (O₂, O₃ and O₄): m²
11. Rear overhang: mm
- 12.1. Mass of the vehicle with bodywork in running order: ... kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.5. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, mass on the coupling point: 1. kg 2. kg 3. kg. Coupling point: kg
- 14.6. Technically permissible mass on each axle/axle group: 1. kg 2. kg 3. kg and, in the case of a semi-trailer or centre-axle trailer, mass on the coupling point: kg
15. Position of retractable or loadable axle(s):
- 19.2. For coupling devices of classes B, D, E and H: maximum mass of the towing vehicle (T) or of the vehicle combination (if T < 32 000 kg): kg
32. Tyres and wheels: Axle 1: Axle 2: Axle 3:
- 33.2. Axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
34. Steering, method of assistance:
35. Brief description of the braking system:
37. Type of body:
39. Tank capacity (Tanker vehicle only): m³
- 43.2. Approval mark of coupling device:
- ⁽¹⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

▼ **M17**

- 48.1. EC type-approved according to the design requirements for transporting dangerous goods:
yes/class(es):/no ⁽¹⁾
- 48.2. EC type-approved according to the design requirements for transporting certain animals:
yes /class(es):/no ⁽¹⁾
- ▶⁽¹⁾50. Remarks:
- 50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.3. Other remarks▶
- 51. Exemptions:

▼ **M17**

PART II

EC CERTIFICATE OF CONFORMITY

for incomplete vehicles

(Maximum format: A4 (210 x 297 mm), or a folder of A4 format)

Side 1

The undersigned:
(Full name)

hereby certifies that the vehicle:

0.1. Make (Trade name of manufacturer):

0.2. Type:

variant ⁽¹⁾:

version ⁽¹⁾:

0.2.1. Commercial name(s) (if available):

0.4. Category:

0.5. Name and address of the manufacturer of the base vehicle:

Name and address of the manufacturer of the latest built stage of the vehicle ⁽¹⁾:

0.6. Location of the statutory plates:

Vehicle identification number:

Location of the vehicle identification number on the chassis:

based upon the type(s) of vehicle described in EC type-approval ⁽¹⁾

Base Vehicle: Manufacturer:

EC type-approval number:

Dated:

Stage 2: Manufacturer:

EC type-approval number:

Dated:

conforms in all respects to the incomplete type described in:

EC type-approval number:

Dated:

The vehicle cannot be permanently registered without further EC type-approvals.

.....

(Place) (Date) (Signature) (Position)

Attachments: Certificate of conformity for each stage.

▼ **M17**

Side 2

For incomplete vehicles of category M₁

(The values and units indicated below are those given in the EC type-approval documentation of the relevant Directives. In case of conformity of production (COP) tests, the values must be verified according to the methods laid down in the relevant Directives taking into account the COP test tolerances allowed in those Directives.)

1. Number of axles: and wheels:
2. Powered axles:
3. Wheel base: mm
5. Axle(s) track: 1. mm 2. mm 3. mm
- 6.2. Maximum permissible length of the completed vehicle: mm
- 7.2. Maximum permissible width of the completed vehicle: mm
- 9.1. Height of the centre of gravity (c.o.g.): mm
- 9.2. Maximum permissible height of the c.o.g. of the completed vehicle: mm
- 9.3. Minimum permissible height of the c.o.g. of the completed vehicle: ... mm
- 13.1. Minimum permissible mass of the completed vehicle: kg
- 13.2. Distribution of this mass among the axles: 1. ... kg 2. kg 3. ... kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.2. Distribution of this mass among the axles: 1. ... kg 2. kg 3. ... kg
- 14.3. Technically permissible mass on each axle: 1. ... kg 2. kg 3. ... kg
16. Maximum permissible roof load: kg
17. Maximum mass of trailer (braked): kg (unbraked): kg
18. Maximum mass of combination: kg
- 19.1. Maximum vertical load at the coupling point for a trailer: kg
20. Engine manufacturer:
21. Engine code as marked on the engine:
22. Working principle:
- 22.1. Direct injection: yes/no ⁽¹⁾
23. Number and arrangement of cylinders:
24. Capacity: cm³
25. Fuel:
26. Maximum net power: kW at min⁻¹
27. Clutch (type):
28. Gearbox (type):
29. Gear ratios: 1. 2. 3. 4. 5. 6.

▼ **M17**

- 30. Final drive ratio:
- 32. Tyres and wheels: Axle 1: Axle 2: Axle 3:
- 34. Steering, method of assistance:
- 35. Brief description of the braking system:
- 41. Number and configuration of doors:
- 42.1 Number and position of seats:
- 43.1. EC type-approval mark of coupling device, if fitted:
- 43.3. Types or classes of coupling devices which can be fitted:
- 43.4. Characteristic values ⁽¹⁾: D / V / S / U
- 45. Sound level:

Number of the base Directive and latest amending Directive applicable to the approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

Stationary: dB(A) at engine speed min⁻¹

Drive-by: dB(A)

- 46.1. Exhaust emissions ⁽⁶⁾:

Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

1. test procedure:

CO: HC: NO_x: HC + NO_x:

Smoke (corrected value of absorption coefficient (m⁻¹)): ... Particulates:

2. test procedure (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates: ...

- ▶⁽⁶⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

- 49. Chassis designed for off-road vehicles only: yes/no ⁽¹⁾
- ▶⁽⁹⁾ 50. Remarks:
- 50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.3. Other remarks
- 51. Exemptions:

▼ **M17**

Side 2

For incomplete vehicles of categories M₂ und M₃

(The values and units indicated below are those given in the type-approval documentation of the relevant Directives. In case of conformity of production tests, the values must be verified according to the methods laid down in the relevant Directives taking into account the conformity of production test tolerances allowed in those Directives).

1. Number of axles: and wheels:
2. Powered axles:
3. Wheel base: mm
5. Axle(s) track: 1. mm 2. mm 3. mm 4. mm
- 6.2. Maximum permissible length of the completed vehicle: mm
- 6.3. Distance between the front end of the vehicle and the centre of the coupling device: mm
- 7.2. Maximum permissible width of the completed vehicle: mm
- 9.1. Height of the centre of gravity (c.o.g.): mm
- 9.2. Maximum permissible height of the c.o.g. of the completed vehicle: mm
- 9.3. Minimum permissible height of the c.o.g. of the completed vehicle: mm
- 12.3. Mass of the bare chassis: kg
- 13.1. Minimum permissible mass of the completed vehicle: kg
- 13.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg 4. kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg
- 14.4. Technically permissible mass on each axle/axle group: 1. kg 2. kg 3. kg 4. kg
16. Maximum permissible roof load: kg
17. Maximum mass of trailer (braked): kg; (unbraked): kg
18. Technically permissible maximum laden mass of combinationkg
- 19.1. Technically permissible maximum mass on the coupling point of a motor vehicle kg
20. Engine manufacturer:
21. Engine code as marked on the engine:
22. Working principle:
- 22.1. Direct injection: yes/no ⁽¹⁾
23. Number and arrangement of cylinders:
24. Capacity: cm³
25. Fuel:
26. Maximum net power: kW at min⁻¹
27. Clutch (type):

▼ **M17**

- 28. Gearbox (type):
- 29. Gear ratios: 1. 2. 3. 4. 5. 6.
- 30. Final drive ratio:
- 32. Tyres and wheels: Axle 1: Axle 2: Axle 3: Axle 4:
- 33.1. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
- 34. Steering, method of assistance:
- 35. Brief description of the braking system:
- 36. Pressure in feed line for trailer braking system: bar
- 41. Number and configuration of doors:
- 43.1. Approval mark of coupling device, if fitted:
- 43.3. Types or classes of coupling devices which can be fitted:
- 43.4. Characteristic values ⁽¹⁾: D .../ V .../ S .../ U ...
- 45. Sound level:

Number of the base Directive and latest amending Directive applicable to the approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

Stationary: dB(A) at engine speedmin⁻¹

Drive-by: dB(A)

- 46.1. Exhaust emissions ⁽²⁾:

Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:

1. test procedure:

CO: HC: NO_x: HC + NO_x:
 Smoke (corrected value of absorption coefficient (m⁻¹)): Particulates:

2. test procedure (if applicable)

CO: NO_x: NMHC: THC: CH₄: Particulates: ...
- ▶⁽⁰⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

- 49. Chassis designed for off-road vehicles only: yes/no ⁽¹⁾
- ▶⁽³⁾ 50. Remarks:
- 50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.3. Other remarks
- 51. Exemptions:

▼ **M17**

Side 2

For incomplete vehicles of categories N₁, N₂ and N₃

(The values and units indicated below are those given in the type-approval documentation of the relevant Directives. In case of conformity of production tests, the values must be verified according to the methods laid down in the relevant Directives taking into account the conformity of production test tolerances allowed in those Directives).

1. Number of axles: ... and wheels: ...
2. Powered axles:
3. Wheel base: mm
- 4.2. Fifth wheel lead for semi-trailer towing vehicle (maximum and minimum): mm
5. Axle(s) track: 1. mm 2. mm 3. mm 4. mm
- 6.2. Maximum permissible length of the completed vehicle: mm
- 6.3. Distance between the front end of the vehicle and the centre of the coupling device: mm
- 7.2. Maximum permissible width of the completed vehicle: mm
- 9.1. Maximum permissible width of the completed vehicle: mm
- 9.2. Maximum permissible height of the c.o.g. of the completed vehicle: mm
- 9.3. Minimum permissible height of the c.o.g. of the completed vehicle: mm
- 12.3. Mass of the bare chassis: kg
- 13.1. Minimum permissible mass of the completed vehicle: kg
- 13.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg 4. kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg 4. kg
- 14.4. Technically permissible mass on each axle/axle group: 1. kg 2. kg 3. kg 4. kg
15. Position of retractable or loadable axle(s):
17. Technically permissible maximum towable mass of the motor vehicle in case of
 - 17.1. Drawbar trailer:
 - 17.2. Semi-trailer:
 - 17.3. Centre-axle trailer:
 - 17.4. Maximum mass of trailer (unbraked): kg
18. Maximum mass of combination: kg
 - 19.1. Maximum vertical load at the coupling point for a trailer: kg
20. Engine manufacturer:
21. Engine code as marked on the engine:
22. Working principle:
- 22.1. Direct injection: yes/no ⁽¹⁾

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- 23. Number and arrangement of cylinders:
- 24. Capacity: cm³
- 25. Fuel:
- 26. Maximum net power: kW at min⁻¹
- 27. Clutch (type):
- 28. Gearbox (type):
- 29. Gear ratios: 1. 2. 3. 4. 5. 6.
- 30. Final drive ratio:
- 32. Tyres and wheels: Axle 1: Axle 2: Axle 3: Axle 4:
- 33.1. Drive axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
- 34. Steering, method of assistance:
- 35. Brief description of the braking system:
- 36. Pressure in feed line for trailer braking system: bar
- 41. Number and configuration of doors:
- 42.1. Number and position of seats:
- 43.1. EC type-approval mark of coupling device, if fitted:
- 43.3. Types or classes of coupling devices which can be fitted:
- 43.4. Characteristic values ⁽¹⁾: D.../ V.../ S.../ U...
- 45. Sound level:
 Number of the base Directive and latest amending Directive applicable to the approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:
 Stationary: dB(A) at engine speedmin⁻¹
 Drive-by: dB(A)
- 46.1. Exhaust emissions ⁽²⁾:
 Number of the base Directive and latest amending Directive applicable to the EC type-approval. In case of a Directive with two or more implementation stages, indicate also the implementation stage:
 1. test procedure:
 CO: HC: NO₂: HC + NO₂:
 Smoke (corrected value of absorption coefficient (m⁻¹)): Particulates:
 2. test procedure (if applicable)
 CO: NO₂: NMHC: CH₄: Particulates:

►⁽¹⁾ 47. Fiscal power or national code number(s), if applicable:

| | | | | |
|-----------------------|-----------------------|-----------------|----|-----------------------|
| Belgium: | Czech Republic: | Denmark: | .. | Germany: |
| Germany: | Estonia: | Greece: | .. | France: |
| Spain: | France: | Ireland: | .. | Luxembourg: |
| Italy: | Cyprus: | Latvia: | .. | Portugal: |
| Lithuania: | Luxembourg: | Hungary: | .. | United Kingdom: |
| Malta: | Netherlands: | Austria: | | |
| Poland: | Portugal: | Slovenia: | | |
| Slovakia: | Finland: | Sweden: | | |
| United Kingdom: | | | | |

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- 48.1. EC type-approved according to the design requirements for transporting dangerous goods:
yes/class(es):/no ⁽¹⁾
- 48.2. EC type-approved according to the design requirements for transporting certain animals:
yes/class(es):/no ⁽¹⁾
- 49. Chassis designed for off-road vehicles only; yes/no ⁽¹⁾
- ▶⁽⁹⁾ 50. Remarks:
- 50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.3. Other remarks▶
- 51. Exemptions:

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Side 2

For incomplete vehicles of categories O₁, O₂, O₃ and O₄

1. Number of axles: ... and wheels: ...
3. Wheelbase: mm
5. Axle(s) track: 1. mm 2. mm 3. mm
- 6.2. Maximum permissible length of the completed vehicle: mm
- 6.4. Distance between the centre of the coupling device and the rear end of the vehicle: mm
- 7.2. Maximum permissible width of the completed vehicle: ... mm
- 9.1. Height of the centre of gravity (c.o.g.): mm
- 9.2. Maximum permissible height of the c.o.g. of the completed vehicle: mm
- 9.3. Minimum permissible height of the c.o.g. of the completed vehicle: mm
- 12.3. Mass of the bare chassis: kg
- 13.1. Minimum permissible mass of the completed vehicle: kg
- 13.2. Distribution of this mass among the axles: 1. kg 2. kg 3. kg
- 14.1. Technically permissible maximum laden mass: kg
- 14.5. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point: 1. kg 2. kg 3. kg coupling point: kg
- 14.6. Technically permissible mass on each axle/axle group:
1. kg 2. kg 3. kg
and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point: kg
15. Position of retractable or loadable axle(s):
- 19.2. For coupling devices of classes B, D, E and H: maximum mass of the towing vehicle (T) or of the vehicle combination (if T < 32 000 kg): kg
32. Tyres and wheels: Axle 1: Axle 2: Axle 3:
- 33.2. Axle(s) fitted with air suspension or equivalent: yes/no ⁽¹⁾
34. Steering, method of assistance:
35. Brief description of the braking system:
- 43.2. EC type-approval mark of coupling device:
- 43.3. Types or classes of coupling devices which can be fitted:
- 43.4. Characteristic values ⁽¹⁾: D .../ V .../ S .../ U ...
- ▶⁽¹⁾ 47. Fiscal power or national code number(s), if applicable:

| | | |
|-----------------------|-----------------------|-----------------|
| Belgium: | Czech Republic: | Denmark: |
| Germany: | Estonia: | Greece: |
| Spain: | France: | Ireland: |
| Italy: | Cyprus: | Latvia: |
| Lithuania: | Luxembourg: | Hungary: |
| Malta: | Netherlands: | Austria: |
| Poland: | Portugal: | Slovenia: |
| Slovakia: | Finland: | Sweden: |
| United Kingdom: | | |

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- 48.1. EC type-approved according to the design requirements for transporting dangerous goods: yes/class(es):
yes/class(es):/no ⁽¹⁾
- 48.2. EC type-approved according to the design requirements for transporting certain animals:
yes/class(es):/no ⁽¹⁾
- ⁽¹⁾ 50. Remarks:
- 50.1. Vehicle equipped with a 24 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.2. Vehicle equipped with a 79 GHz short-range radar equipment: Yes/No (strike out which is not applicable)
- 50.3. Other remarks ◀
51. Exemptions:

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ANNEX X

CONFORMITY OF PRODUCTION PROCEDURES

0. CONFORMITY OF PRODUCTION

Conformity of production to ensure conformity to the approved type including assessment of quality management systems referenced below as initial assessment⁽¹⁾ and verification of the approval subject and product related controls referenced below as product conformity arrangements.

1. INITIAL ASSESSMENT

1.1. The EC type-approval authority of a Member State must verify, before granting EC type-approval, the existence of satisfactory arrangements and procedures for ensuring effective control so that components, systems, separate technical units or vehicles when in production conform to the approved type.

1.2. The requirement in point 1.1 must be verified to the satisfaction of the authority granting EC type-approval. That authority shall be satisfied with the initial assessment and the initial product conformity arrangements at Section 2, taking account, as necessary, of one of the arrangements described in points 1.2.1 to 1.2.3, or a combination of those arrangements in full or in part as appropriate.

1.2.1. The actual initial assessment and/or verification of product conformity arrangements may be carried out by the EC type-approval authority granting EC type-approval or a technical service on behalf of the EC type-approval authority.

1.2.1.1. When considering the extent of the initial assessment to be carried out, the EC type-approval authority may take account of available information relating to:

the manufacturer's certification described in point 1.2.3, which has not been qualified or recognised under that paragraph,

in the case of component or separate technical unit EC type-approval, quality system assessments performed in the component or separate technical unit manufacturer's premises by vehicle manufacturer(s), according to one or more of the industry sector specifications satisfying the requirements in harmonised standard EN ISO 9002 — 1994, or EN ISO 9001 — 2000 with the permissible exclusion of the requirements related to the concepts of design and development, point 7.3 'Customer satisfaction and continual improvement'.

1.2.2. The actual initial assessment and/or verification of product conformity arrangements may also be carried out by the EC type-approval authority of another Member State or the technical service designated for this purpose by the EC type-approval authority. In that case, the EC type-approval authority of the other Member State shall prepare a statement of compliance outlining the areas and production facilities it has covered as relevant to the product(s) to be EC type-approved and to the Directive according to which these products are to be approved⁽²⁾. On receiving an application for a compliance statement from the EC type-approval authority of a Member State granting EC type-approval, the EC type-approval authority of another Member State shall send forthwith the statement of compliance or advise that it is not in a position to provide such a statement. The statement of compliance should at least include:

| | |
|--------------------------|--|
| Group or company: | (e.g. XYZ Automotive) |
| Particular organisation: | (e.g. European Division) |
| Plants/sites: | (e.g. Engine Plant 1 (United Kingdom) Vehicle Plant 2 (Germany)) |
| Vehicle/component range: | (e.g. All Category M ₁ models) |

⁽¹⁾ Guidance on the planning and conduct of assessment is to be found in harmonised standard ISO 10011, Parts 1, 2 and 3, 1991.

⁽²⁾ For example, the relevant separate Directive, if the product to be approved is a system, component or technical unit, and Directive 70/156/EEC if it is a whole vehicle.

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| | |
|---------------------|--|
| Areas assessed: | (e.g. Engine assembly, body pressing and assembly, vehicle assembly) |
| Documents examined: | (e.g. Company and site quality manual and procedures) |
| Assessment: | (e.g. Conducted: 18-30.9.2001) (e.g. Planned monitor visit: March 2002) |

- 1.2.3. The EC type-approval authority must also accept the manufacturer's suitable certification to harmonised standard EN ISO 9002 — 1994 (whose scope covers the locations of production and product(s) to be approved), or EN ISO 9001 — 2000 with the permissible exclusion of the requirements related to the concepts of design and development, point 7.3 'Customer satisfaction and continual improvement', or an equivalent harmonised standard as satisfying the initial assessment requirements of point 1.2. The manufacturer must provide details of the certification and undertake to inform the EC type-approval authority of any revisions to its validity or scope.

'Suitable' means granted by a certification body complying with harmonised standard EN 45012, and either qualified as such by the EC type-approval authority of a Member State itself, or accredited as such by a national accreditation organisation of a Member State and recognised by that Member State's EC type-approval authority.

The EC type-approval authorities of the Member State shall inform each other of the certification bodies they have qualified or recognised as abovementioned, and of any revision to the validity or scope of these bodies.

- 1.3. For the purpose of the whole vehicle EC type-approval, the initial assessments carried out for granting of approvals for systems, components and technical units of the vehicle need not be repeated, but shall be completed by an assessment covering the locations and activities relating to the assembly of the whole vehicle not covered by the former assessments.

2. PRODUCT CONFORMITY ARRANGEMENTS

- 2.1. Every vehicle, system, component or separate technical unit approved pursuant to this Directive or a separate Directive must be so manufactured as to conform to the type approved by meeting the requirements of this Directive or a separate Directive contained in the complete list set out in Annex IV or XI.
- 2.2. The EC type-approval authority of a Member State, at the time of granting an EC type-approval, must verify the existence of adequate arrangements and documented control plans, to be agreed with the manufacturer for each approval, to carry out at specified intervals those tests or associated checks necessary to verify continued conformity with the approved type including specifically, where applicable, tests specified in the separate Directives.
- 2.3. The holder of the EC type-approval must, in particular:
- 2.3.1. ensure the existence and application of procedures for effective control of the conformity of products (vehicles, systems, components or separate technical units) to the approved type;
- 2.3.2. have access to the testing or other appropriate equipment necessary for checking the conformity to each approved type;
- 2.3.3. ensure that test or check results data are recorded and that annexed documents remain available for a period to be determined in agreement with the type-approval authority. This period is not required to exceed 10 years;
- 2.3.4. analyse the results of each type of test or check, in order to verify and ensure the stability of the product characteristics, making allowance for variation of an industrial production;
- 2.3.5. ensure that for each type of product, at least the checks prescribed in this Directive and the tests prescribed in the applicable separate Directives contained in the complete list set out in Annex IV or XI, are carried out;
- 2.3.6. ensure that any set of samples or test pieces, giving evidence of non-conformity in the type of test or check in question gives rise to a further sampling and test or check. All the necessary steps shall be taken to restore conformity of the corresponding production;

▼M17

- 2.3.7. in the case of whole-vehicle EC type-approval, the checks referred to in point 2.3.5 are restricted to those verifying the correct build specification in relation to the approval and especially to the information document laid down in Annex III and the information required for certificates of conformity given in Annex IX to this Directive.
3. CONTINUED VERIFICATION ARRANGEMENTS
 - 3.1. The authority which has granted EC type-approval may at any time verify the conformity control methods applied in each production facility.
 - 3.1.1. The normal arrangements shall be to monitor the continued effectiveness of the procedures established at 1.2 (initial assessment and product conformity) of this Annex.
 - 3.1.1.1. Surveillance activities carried out by a certification body (qualified or recognised as required by point 1.2.3 of this Annex) must be accepted as satisfying the requirements of point 3.1.1 with regard to the procedures established at initial assessment (point 1.2.3).
 - 3.1.1.2. The normal frequency of verifications by the EC type-approval authority (other than those at point 3.1.1.1) shall be such as to ensure that the relevant controls applied in accordance with Sections 1 and 2 of this Annex are reviewed over a period consistent with the climate of trust established by the type-approval authority.
 - 3.2. At every review, records of tests or checks and records of production shall be made available to the inspector; in particular, records of those tests or checks documented as required by point 2.2 of this Annex.
 - 3.3. Where the nature of the test is appropriate, the inspector may select samples at random to be tested in the manufacturer's laboratory (or by the technical service where the separate Directive so provides). The minimum number of samples may be determined according to the results of the manufacturer's own verification.
 - 3.4. Where the level of control appears unsatisfactory, or when it seems necessary to verify the validity of the tests carried out in application of point 3.2, the inspector must select samples to be sent to the technical service which conducted the EC type-approval tests.
 - 3.5. The EC type-approval authority may carry out any check or test prescribed in this Directive or in the applicable separate Directives contained in the complete list set out in Annex IV or XI.
 - 3.6. In cases where unsatisfactory results are found during an inspection or a monitoring review, the EC type-approval authority must ensure that all necessary steps are taken to restore conformity of production as rapidly as possible.

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ANNEX XI

NATURE OF AND PROVISIONS FOR SPECIAL PURPOSE VEHICLES

Appendix 1

Motor-caravans, ambulances and hearses

| Item | Subject | Directive No | $M_1 \leq 2\,500$ (1) kg | $M_1 > 2\,500$ (1) kg | M_2 | M_3 |
|------|---|--------------|--|---|---|---|
| 1 | Sound levels | 70/157/EEC | H | G + H | G + H | G + H |
| 2 | Emissions | 70/220/EEC | Q | G + Q | G + Q | G + Q |
| 3 | Fuel tanks/rear protective devices | 70/221/EEC | F | F | F | F |
| 4 | Rear registration plate space | 70/222/EEC | X | X | X | X |
| 5 | Steering effort | 70/311/EEC | X | G | G | G |
| 6 | Door latches and hinges | 70/387/EEC | B | G + B | | |
| 7 | Audible warning | 70/388/EEC | X | X | X | X |
| 8 | ► M21 Devices for indirect vision ◀ | 71/127/EEC | X | G | G | G |
| 9 | Braking | 71/320/EEC | X | G | G | G |
| 10 | Suppression of radio interference | 72/245/EEC | X | X | X | X |
| 11 | Diesel smoke | 72/306/EEC | H | H | H | H |
| 12 | Interior fittings | 74/60/EEC | C | G + C | | |
| 13 | Anti-theft and immobiliser | 74/61/EEC | X | G | G | G |
| 14 | Protective steering | 74/297/EEC | X | G | | |
| 15 | Seat strength | 74/408/EEC | D | G + D | G + D | G + D |
| 16 | Exterior projections | 74/483/EEC | X for the cab; A for the remaining part | G for the cab; A for the remaining part | | |
| 17 | Speedometer and reverse gear | 75/443/EEC | X | X | X | X |
| 18 | Plates (statutory) | 76/114/EEC | X | X | X | X |
| 19 | Seat belt anchorages | 76/115/EEC | D | G + L | G + L | G + L |
| 20 | Installation of lighting and light signalling devices | 76/756/EEC | A+N | A+G+N for the cab; A+N for the remaining part | A+G+N for the cab; A+N for the remaining part | A+G+N for the cab; A+N for the remaining part |
| 21 | Retro reflectors | 76/757/EEC | X | X | X | X |
| 22 | End-outline, front-side, rear-side, stop, day time running, side-marker lamps | 76/758/EEC | X | X | X | X |

▼ **M17**

| Item | Subject | Directive No | M ₁ ≤ 2 500 (1) kg | M ₁ > 2 500 (1) kg | M ₂ | M ₃ |
|------|-------------------------------|--------------|----------------------------------|----------------------------------|----------------|----------------|
| 23 | Direction indicators | 76/759/EEC | X | X | X | X |
| 24 | Rear registration plate lamps | 76/760/EEC | X | X | X | X |
| 25 | Head lamps (including bulbs) | 76/761/EEC | X | X | X | X |
| 26 | Front fog lamps | 76/762/EEC | X | X | X | X |
| 27 | Towing hooks | 77/389/EEC | E | E | E | E |
| 28 | Rear fog lamps | 77/538/EEC | X | X | X | X |
| 29 | Reversing lamps | 77/539/EEC | X | X | X | X |
| 30 | Parking lamps | 77/540/EEC | X | X | X | X |
| 31 | Seat belts | 77/541/EEC | D | G + M | G + M | G + M |
| 32 | Forward vision | 77/649/EEC | X | G | | |
| 33 | Identification of controls | 78/316/EEC | X | X | X | X |
| 34 | Defrost/demist | 78/317/EEC | X | G + O | O | O |
| 35 | Wash/wipe | 78/318/EEC | X | G + O | O | O |

▼ **M23**

| | | | | | | |
|----|-----------------|------------|---|---|---|---|
| 36 | Heating systems | 2001/56/EC | X | X | X | X |
|----|-----------------|------------|---|---|---|---|

▼ **M17**

| | | | | | | |
|----|--|-------------|-----|-------|-------|--|
| 37 | Wheel guards | 78/549/EEC | X | G | | |
| 38 | Head restraints | 78/932/EEC | D | G + D | | |
| 39 | CO ₂ emissions/fuel consumption | 80/1268/EEC | N/A | N/A | | |
| 40 | Engine power | 80/1269/EEC | X | X | X | X |
| 41 | Diesel emissions | 88/77/EEC | H | G + H | G + H | G + H |
| 44 | Masses and dimensions (cars) | 92/21/EEC | X | X | | |
| 45 | Safety glass | 92/22/EEC | J | G + J | G + J | G + J |
| 46 | Tyres | 92/23/EEC | X | G | G | G |
| 47 | Speed limiters | 92/24/EEC | | | | X |
| 48 | Masses and dimensions (other than vehicles referred to in item 44) | 97/27/EC | | | X | X |
| 50 | Couplings | 94/20/EC | X | G | G | G |
| 51 | Flammability | 95/28/EC | | | | G for the cab; X for the remaining part |
| 52 | Buses and coaches | .../.../EC | | | A | A |

▼ **M17**

| Item | Subject | Directive No | $M_1 \leq 2\,500$ ⁽¹⁾ kg | $M_1 > 2\,500$ ⁽¹⁾ kg | M_2 | M_3 |
|--------------|---------------------------|--------------|--|-------------------------------------|-------|-------|
| 53 | Front impact | 96/79/EC | N/A | N/A | | |
| 54 | Side impact | 96/27/EC | N/A | N/A | | |
| 58 | Pedestrian protection | 2003/102/EC | X | | | |
| ▼ M26 | | | | | | |
| 59 | Recyclability | 2005/64/EC | N/A | N/A | - | - |
| ▼ M27 | | | | | | |
| 60 | Frontal protection system | 2005/66/EC | X | X ⁽²⁾ | - | - |

▼ **M17**

⁽¹⁾ Technically permissible maximum laden mass.

► **M27** ⁽²⁾ Not exceeding 3,5 tonnes total permissible mass. ◀

▼ **M17**

| Item | Subject | Directive No | M ₁ | M ₂ | M ₃ | N ₁ | N ₂ | N ₃ | O ₁ | O ₂ | O ₃ | O ₄ | |
|--------------|--|---------------------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---|
| 49 | External projections of cabs | 92/114/EEC | | | | A | A | A | | | | | |
| 50 | Couplings | 94/20/EC | X | X | X | X | X | X | X | X | X | X | |
| 51 | Flammability | 95/28/EC | | | X | | | | | | | | |
| 52 | Buses and coaches | .../.../EC | | | | | | | | | | | |
| 53 | Front impact | 96/79/EC | N/A | | | | | | | | | | |
| 54 | Side impact | 96/27/EC | N/A | | | N/A | | | | | | | |
| 56 | Vehicles intended for the transport of dangerous goods | 98/91/EC | | | | X ⁽¹⁾ | X ⁽¹⁾ | X ⁽¹⁾ | X ⁽¹⁾ | X ⁽¹⁾ | X ⁽¹⁾ | X ⁽¹⁾ | |
| 57 | Front underrun protection | 2000/40/EC | | | | | X | X | | | | | |
| 58 | Pedestrian protection | 2003/102/EC | | | | | | | | | | | |
| ▼ M26 | 59 | Recyclability | 2005/64/EC | N/A | - | - | N/A | - | - | - | - | - | - |
| ▼ M27 | 60 | Frontal protection system | 2005/66/EC | - | - | - | - | - | - | - | - | - | - |

▼ **M17**

⁽¹⁾ The requirements of Directive 1998/91/EC are only applicable when the manufacturer applies for the EC type-approval of a vehicle intended for the transport of dangerous goods.

▼ **M17***Appendix 4***Mobile cranes**

| Item | Subject | Directive No | Mobile crane of category N |
|------|--|--------------|----------------------------|
| 1 | Sound levels | 70/157/EEC | T |
| 2 | Emissions | 70/220/EEC | X |
| 3 | Fuel tanks/rear protective devices | 70/221/EEC | X |
| 4 | Rear registration plate space | 70/222/EEC | X |
| 5 | Steering effort | 70/311/EEC | X crab steering allowed |
| 6 | Door latches and hinges | 70/387/EEC | A |
| 7 | Audible warning | 70/388/EEC | X |
| 8 | Rear visibility | 71/127/EEC | X |
| 9 | Braking | 71/320/EEC | U |
| 10 | Suppression of radio interference | 72/245/EEC | X |
| 11 | Diesel smoke | 72/306/EEC | X |
| 12 | Interior fittings | 74/60/EEC | X |
| 13 | Anti-theft and immobiliser | 74/61/EEC | X |
| 15 | Seat strength | 74/408/EEC | D |
| 17 | Speedometer and reverse gear | 75/443/EEC | X |
| 18 | Plates (statutory) | 76/114/EEC | X |
| 19 | Seat belt anchorages | 76/115/EEC | D |
| 20 | Installation of lighting and light signalling devices | 76/756/EEC | A + Y |
| 21 | Reflex reflectors | 76/757/EEC | X |
| 22 | End-outline, front position (side), rear-position (side), stop, side marker, daytime running lamps | 76/758/EEC | X |
| 23 | Direction indicators | 76/759/EEC | X |
| 24 | Rear registration plate lamps | 76/760/EEC | X |
| 25 | Head lamps (including bulbs) | 76/761/EEC | X |
| 26 | Front fog lamps | 76/762/EEC | X |
| 27 | Towing hooks | 77/389/EEC | A |
| 28 | Rear fog lamps | 77/538/EEC | X |
| 29 | Reversing lamps | 77/539/EEC | X |
| 30 | Parking lamps | 77/540/EEC | X |
| 31 | Seat belts | 77/541/EEC | D |

▼ **M17**

| Item | Subject | Directive No | Mobile crane of category N |
|------|----------------------------|--------------|----------------------------|
| 33 | Identification of controls | 78/316/EEC | X |
| 34 | Defrost/demist | 78/317/EEC | O |
| 35 | Wash/wipe | 78/318/EEC | O |

▼ **M23**

| | | | |
|----|-----------------|------------|---|
| 36 | Heating systems | 2001/56/EC | X |
|----|-----------------|------------|---|

▼ **M17**

| | | | |
|----|------------------------------|-------------|---|
| 40 | Engine power | 80/1269/EEC | X |
| 41 | Diesel emissions | 88/77/EEC | V |
| 42 | Lateral protection | 89/297/EEC | X |
| 43 | Spray-suppression systems | 91/226/EEC | X |
| 45 | Safety glass | 92/22/EEC | J |
| 46 | Tyres | 92/23/EEC | A, provided that the requirements in ISO 10571 — 1995 (E) or ETRTO Standards Manual 1998 are fulfilled. |
| 47 | Speed limiters | 92/24/EEC | X |
| 48 | Masses and dimensions | 97/27/EC | X |
| 49 | External projections of cabs | 92/114/EEC | X |
| 50 | Couplings | 94/20/EC | X |
| 57 | Front underrun protection | 2000/40/EC | X |

Meaning of letters

- X No exemptions except those specified in the separate Directive.
- N/A This Directive is not applicable to this vehicle (no requirements).
- A Exemption permitted where special purposes make it impossible to fully comply. The manufacturer shall demonstrate this to the satisfaction of the type-approval authority that the vehicle cannot meet the requirements due to its special purpose.
- B Application limited to doors giving access to the seats designated for normal use when the vehicle is travelling on the road and where the distance between the R point of the seat and the average plane of the door surface, measured perpendicular to the longitudinal medium plane of the vehicle, does not exceed 500 mm.
- C Application limited to that part of the vehicle in front of the rearmost seat designated for normal use when the vehicle is travelling on the road and also limited to the head impact zone as defined in Directive 74/60/EEC.
- D Application limited to seats designated for normal use when the vehicle is travelling on the road.
- E Front only.
- F Modification to the routing and length of the refuelling duct and re-positioning of the tank inboard is permissible.
- G Requirements according to the category of the base/incomplete vehicle (the chassis of which was used to build the special purpose vehicle). In the case of incomplete/completed vehicles, it is acceptable that the requirements for vehicles of the corresponding category N (based on maximum mass) are satisfied.

▼ M17

- H Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test.

▼ M23▼ M17

- J For all window glazing other than driver's cab glazing (windshield and side glasses), the material may be either of safety glass or rigid plastic glazing.
- K Additional panic alarm devices permitted.
- L Application limited to seats designated for normal use when the vehicle is travelling on the road. At least anchorages for lap belts are required in the rear seating positions.
- M Application limited to seats designated for normal use when the vehicle is travelling on the road. At least lap belts are required in all rear seating positions.
- N Provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.
- O The vehicle shall be fitted with an adequate system in the front.

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- Q Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test. An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in the reference weight.
- R Provided that the registration plates of all member states can be mounted and remain visible.
- S The light transmission factor is at least 60 %, also the 'A' pillar obstruction angle is not more than 10 degrees.
- T Test to be performed only with the complete/completed vehicle. The vehicle can be tested according to Directive 70/157/EEC as last amended by 99/101/EC. Concerning 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
- U Test to be performed only with the complete/completed vehicle. Vehicles up to four axles shall comply with all the requirements laid down by Directive 1971/320/EEC. Derogations are admitted for vehicles having more than four axles, provided that:
- they are justified by the particular construction
- all the braking performances, related to parking, service and secondary braking laid down by Directive 1971/320/EEC are fulfilled.
- V The compliance with Directive 1997/68/EC can be accepted.
- Y Provided that all mandatory lighting devices are installed.

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ANNEX XII

SMALL SERIES AND END-OF-SERIES LIMITS

A. SMALL SERIES LIMITS

The number of units of one family of types as defined below to be registered sold or entered into service per year in one Member State shall not exceed the figure shown below for the vehicle category in question.

| Category | Units |
|-------------------------------------|-------|
| M ₁ | 500 |
| M ₂ , M ₃ | 250 |
| N ₁ | 500 |
| N ₂ , N ₃ (*) | 250 |
| O ₁ , O ₂ | 500 |
| O ₃ , O ₄ | 250 |

(*) For mobile cranes, 20 units.

A 'family of types' shall consist of vehicles do not differ in the following essential respects:

1. For the purpose of category M₁:
 - the manufacturer,
 - essential aspects of construction and design:
 - chassis/floor pan (obvious and fundamental differences),
 - power plant (internal combustion/electric/hybrid).
2. For the purpose of category M₂ and M₃:
 - the manufacturer,
 - category,
 - essential aspects of construction and design:
 - chassis/self-supporting body (obvious and fundamental differences),
 - power plant (internal combustion/electric/hybrid),
 - number of axles.
3. For the purpose of category N₁, N₂ and N₃:
 - the manufacturer,
 - category,
 - essential aspects of construction and design:
 - chassis/floor pan (obvious and fundamental differences),
 - power plant (internal combustion/electric/hybrid),
 - number of axles.
4. For the purpose of category O₁, O₂, O₃ and O₄:
 - the manufacturer,
 - category,
 - essential aspects of construction and design:
 - chassis/self-supporting body (obvious and fundamental differences),
 - number of axles,
 - drawbar trailer/semi-trailer/centre axle trailer,

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— type of braking system (e.g. unbraked/inertia/power).

B. END-OF-SERIES LIMITS

The maximum number of complete and completed vehicles put into service in each Member State under the procedure 'end-of-series' shall be restricted in one of the following ways to be chosen by the Member State:

either

1. the maximum number of vehicles of one or more types may, in the case of category M₁, not exceed 10 % and in the case of all other categories not exceed 30 % of the vehicles of all types concerned put into service in that Member State during the previous year.

Should 10 %, respectively 30 %, be less than 100 vehicles, then the Member State may allow the putting into service of a maximum of 100 vehicles, or

2. vehicles of any one type shall be restricted to those for which a valid certificate of conformity was issued on or after the date of manufacture and which remained valid for at least three months after its date of issue but subsequently lost its validity because of coming into force of a separate Directive.

A special entry shall be made on the certificate of conformity of the vehicles put into service under this procedure.

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ANNEX XIII

LIST OF EC TYPE-APPROVALS ISSUED PURSUANT TO SEPARATE DIRECTIVES

Type-approval authority stamp

List number:

Covering the period: to

The following information in respect of each EC type-approval granted, refused or withdrawn in the above mentioned period must be given:

Manufacturer:

EC type-approval number:

Reason for extension (where applicable):

Make:

Type:

Date of issue:

First date of issue (in the case of extensions):

▼ **M17***ANNEX XIV***PROCEDURES TO BE FOLLOWED DURING MULTI-STAGE EC TYPE-APPROVAL**

1. GENERAL

- 1.1. The satisfactory operation of the process of multi-stage EC type-approval requires joint action by all the manufacturers concerned. To this end approval authorities must ensure, before granting first and subsequent stage approval, that suitable arrangements exist between the relevant manufacturers for the supply and interchange of documents and information such that the completed vehicle type meets the technical requirements of all the relevant separate Directives as prescribed in Annex IV or Annex XI. Such information must include details of relevant system, component and separate technical unit approvals and of vehicle parts which form part of the incomplete vehicle but are not yet approved.
- 1.2. EC type-approvals in accordance with this Annex are granted on the basis of the current state of completion of the vehicle type and must incorporate all approvals granted at earlier stages.
- 1.3. Each manufacturer in a multi-stage EC type-approval process is responsible for the approval and conformity of production of all systems, components or separate technical units manufactured by him or added by him to the previously built stage. He is not responsible for subjects which have been approved in an earlier stage except in those cases where he modifies relevant parts to an extent that the previously granted approval becomes invalid.

2. PROCEDURES

The type-approval authority must:

- (a) verify that all relevant separate Directive EC type-approvals are applicable to the appropriate standard in the separate Directive;
 - (b) ensure that all the relevant data, taking account of the state of completion of the vehicle, is included in the information folder;
 - (c) by reference to the documentation make sure that the vehicle specification(s) and data contained in Part I of the vehicle information folder are included in the data in the information packages and/or the approval certificates of the relevant separate Directive EC type-approvals; and in the case of a completed vehicle, where an item number in Part I of the information folder is not included in the information package of any of the separate Directives, confirm that the relevant part of characteristic conforms to the particulars in the information folder;
 - (d) on a selected sample of vehicles from the type to be approved carry out or arrange to be carried out inspections of vehicle parts and systems to verify that the vehicle(s) is/are built in accordance with the relevant data contained in the authenticated information package in respect of all relevant separate Directive EC type-approvals;
 - (e) carry out or arrange to be carried out relevant installation checks in respect of separate technical units where applicable.
3. The number of vehicles to be inspected for the purposes of paragraph 2(d) must be sufficient to permit the proper control of the various combinations to be EC type-approved according to the state of completion of the vehicle and the following criteria:
 - engine,
 - gearbox,
 - powered axles (number, position, interconnection),
 - steered axles (number and position),
 - body styles,
 - number of doors,
 - driving position,
 - number of seats,
 - level of equipment.

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4. IDENTIFICATION OF THE VEHICLE

At the second and subsequent stages, in addition to the statutory plate prescribed by Directive 76/114/EEC, each manufacturer must affix to the vehicle an additional plate the model of which is shown in the appendix to this Annex. This plate must be firmly attached, in a conspicuous and readily accessible position on a part not subject to replacement in use. It must show clearly and indelibly the following information in the order listed:

- name of the manufacturer,
- Sections 1, 3 and 4 of the EC type-approval number,
- the stage of approval,
- vehicle identification number,
- maximum permissible laden mass of the vehicle ⁽⁴⁾
- maximum permissible laden mass of the combination (where the vehicle is permitted to tow a trailer) ⁽⁴⁾,
- maximum permissible mass on each axle, listed in order from front to rear ⁽⁴⁾,
- in the case of a semi-trailer or centre axle trailer, the maximum permitted mass on the coupling device ⁽⁴⁾.
- Unless otherwise provided for above, the plate must comply with the requirements of Directive 1976/114/EEC.

▼ **M17***Appendix*

Model of the manufacturer's additional plate

The example below is given as a guide only.

| |
|-------------------------------|
| MANUFACTURER'S NAME (stage 3) |
| e2*98/14*2609 |
| Stage 3 |
| WD9VD58D98D234560 |
| 1 500 kg |
| 2 500 kg |
| 1 — 700 kg |
| 2 — 800 kg |

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ANNEX XV

CERTIFICATE OF ORIGIN OF THE VEHICLE

Manufacturer's declaration of base/incomplete vehicle of category other than M₁

Declaration number:

I, the undersigned, hereby declare that the vehicle as specified below, has been manufactured in our own factory and that it is a newly manufactured vehicle.

- 0.1. Make (trade name of manufacturer):
- 0.2. Type of vehicle:
- 0.2.1. Commercial name(s):
- 0.3. Means of identification of type:
- 0.6. Vehicle identification number:
- 0.8. Address(es) of assembly plant(s):

Moreover, the undersigned declares that the vehicle when delivered complied with the following Directives:

| Subject | Directive No | EC type-approval No | Member State granting ⁽¹⁾ |
|----------------|--------------|---------------------|--------------------------------------|
| 1. Sound level | | | |
| 2. Emissions | | | |
| 3. ... | | | |
| usw. | | | |

⁽¹⁾ To be indicated if not obtainable from the EC type-approval numbers.

The present declaration is issued according to the provisions established in Annex XI to this Directive.

.....

(Place)

(Signature)

(Date)