



REPUBLIKA SLOVENIJA

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DIREKCIJA REPUBLIKE SLOVENIJE ZA CESTE

SEKTOR ZA VOZILA



TAAM

Slovenia
7 - 10 October 2009

TYPE APPROVAL AUTHORITIES MEETING

8 and 9 OCTOBER 2009 – BRDO, SLOVENIJA

**MEETING MINUTES
(Final Version)**

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TYPE APPROVAL AUTHORITIES MEETING
8 & 9 OCTOBER 2009 – BRDO, SLOVENIJA

ATTENDEES

Austria	Mr Franz Wurst
Belgium	Dr Tim Geerts Mr Wim Vandenplas
Bulgaria	Mr Galin Bankov Mr Ivan Lerinsky Mr Stefan Karapenchev Ms Galya Stoeva
Cyprus	Not represented
Czech Republic	Mr Josef Pokorny Mr Lubomír Kincl
Denmark	Not represented
Estonia	Mr Jürgo Vahtra
European Commission	Mr Philippe Jean
Finland	Mr Marko Sinerkari Mr Jukka Vedenoja
France	Mr Florian Varrieras Mr Pierre Bazzucchi Mr Thierry Bourdillon
Germany	Mr Frank Wrobel, Mr Sven Paeslack
Greece	Not represented
Hungary	Not represented
Iceland	Mr Einar Einarsson
Ireland	Mr Kieran Hogan
Italy	Mr Luca Rocco
Latvia	Mr Valdis Blekte
Lithuania	Not represented
Luxembourg	Mr Claude Liesch, Mr Gilles Ast
Malta	Not represented

Netherlands	Mr Harry Jongenelen, Mr Freek Plancius Mr Peter Van Tol
Norway	Mr Erik Saetre
Poland	Mr Jerzy Kownacki, Mr Filip Skibinski
Portugal	Not represented
Romania	Mr Bogdan Toader
Slovakia	Mr Vladimir Durčan Mr Stefan Gajdos
Slovenija	Mr Tomaž Svetina -Chair Mr Jože Tršelič - Secretary Dr Robert Jerončič Mr Andrej Cvenk Mr Franc Zajec
Spain	Mr Ignacio Blanco Mr Javier Fadrique Mr Lluís Sans
Sweden	Ms Tanja Vainionpää Mr Pasi Paavola
Switzerland	Mr Heinz Berger Mr Florian Hess
Turkey	Not represented
United Kingdom	Mr Derek Jones Mr Derek Lawlor Mr Steve Gillingham

AGENDA

1. Opening of the meeting

2. Adoption of the Agenda

3. Adoption of the minutes from Bern, Switzerland (26 and 27 March 2009)

4. Follow up on actions from the Bern meeting

- 4.1 Bern Agenda Item 4.1: Motor Cycle Working Group and TAAM Quadricycle subgroup; -> Information from the Commission
- 4.2 Bern Agenda Item 4.3: 2007/46/EC Annex XVII: Multi-stage EC type approval, -> Information
- 4.3 Bern Agenda Item 4.4: ECE R21 Annex VIII: Determination of head impact zone, -> Information from GRSP
- 4.4 Bern Agenda Item 4.5: 2007/46/EC Annex IV Appendix to part 1: M1 small series technical requirements, -> Publication
- 4.5 Bern Agenda Item 5.1: 2007/46/EC: Designation and notification of Technical Services European, Commission 1 -> Information from the Commission
- 4.6 Bern Agenda Item 5.2: 2007/46/EC: Vehicle category -> Report from the Commission
- 4.7 Bern Agenda Item 5.12: 2007/46/EC: Legal framework for the placing on the market of electric vehicles European Commission 2 -> Information from GRSP
- 4.8 Bern Agenda Item 5.14: 2007/46/EC: Implementation of the general safety regulation European Commission 4 -> Information from the Commission
- 4.9 Bern Agenda Item 6.4: 2006/40/EC: Emissions from air-conditioning systems in motor vehicles -> Information from the Commission
- 4.10 Bern Agenda Item 6.5: 72/245/EEC: EMC -> Information
- 4.11 Bern Agenda Item 6.6: ECE R11.03: Door latches and door retention components -> Information
- 4.12 Bern Agenda Item 6.8: 89/297/EEC: Central axle trailer and side guards -> Information
- 4.13 Bern Agenda Item 7.2: 97/24/9/EC: Electronically adjustable exhaust valves - electronic sound management -> Information
- 4.14 Bern Agenda Item 9.3: ECE-R 44: Production qualification -> Information
- 4.15 Bern Agenda Item 9.4: ECE-R 117: Tyres without "S" - marking, -> Information

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

- 5.1 2007/46/EC: Body builder guidelines – status,
- 5.2 715/2007/EC: Emission of gaseous and particulate pollutants - hybrid vehicles with pure mechanical propulsion by an electric engine,
- 5.3 2007/46/EC: Individual approvals,
- 5.4 2002/78/EC: Secondary coupling providing some residual steering action on trailer,
- 5.5 91/226/EC: Certificate of Conformity (COC),
- 5.6 97/27/EC: Masses and Dimensions non M1/WVTA as N1 for Limousines,
- 5.7 2007/46/EC: Definition and method of determining the “actual mass” of a vehicle of category M₁,
- 5.8 2007/46/EC: EC-type-approval certificate,
- 5.9 76/114/EEC: Maximum permitted laden mass,
- 5.10 2007/46/EC: List of approval numbers and variant/version,
- 5.11 692/2008/EC: Hybrid mode used for test & certification,
- 5.12 2007/46/EC: Desk in the passenger compartment of a van (N1 category),
- 5.13 692/2008/EC: Number of test required for replacement catalysts to cover a range of different engines,
- 5.14 2005/64/EC: Requirements for multi-stage M1 vehicles,

- 5.15 2001/85/EC: Communication devices,
- 5.16 692/2008/EC: Numbering of Euro 5-6 type-approval certificates,
- 5.17 2001/85/EC: Free space above seating positions,
- 5.18 70/221/EC: Rear underrun protection device,
- 5.19 91/226/EC: Exemption of anti-spray device for specific bodywork,
- 5.20 2006/40/EC: Emissions from air-conditioning systems,
- 5.21 2003/102/EC: Introduction of brake assist for vehicles,
- 5.22 631/2009/EC: Pedestrian Protection,
- 5.23 2007/46/EC: Multi-Stage Type-Approval for a vehicle of category M or N,

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

- 6.1 2002/24/EC: Tyres, Load capacity,
- 6.2 2002/24/EC: Minimum load-capacity of tyres for L vehicles,
- 6.3 97/24/EC: Non-original exhaust system for a type of motorcycle,
- 6.4 2002/24/EC: WMI code,

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

8. Miscellaneous

- 8.1 Short report of the ETAES Meeting - Chair ETAES
- 8.2 ECE-R 43: The transition period for affixing the new XI mark on laminated glass,
- 8.3 ECE-R 43: Bearing the XI mark,
- 8.4 ECE-R 43: Wording "may refuse",
- 8.5 ECE-R 67: Provisions regarding the approval of flexible hoses with couplings,
- 8.6 ECE-R 67: LPG Equipment,
- 8.7 2009/19/EC: EMC-Approvals for Taximeters and their accessories,
- 8.8 ECE R79: Use of Joysticks as steering devices,
- 8.9 2007/46/EC Article 32 Recall of Vehicles,
- 8.10 EC meetings for Type Approval Authorities,
- 8.11 Attendance of Croatia,

9. Future meetings:

2010 Q1/Q2: Bulgaria
2010 Q3/Q4: Romania

MEETING QUESTIONS AND NOTES

1. OPENING OF THE MEETING

Meeting Minutes:

The delegates were welcomed to Slovenija by Mr Gregor Ficko (Director of the Directorate for Roads for the Republic of Slovenija) and the meeting was then chaired by Mr Tomaž Svetina.

2. ADOPTION OF THE AGENDA

Meeting Minutes:

The proposed meeting Agenda was accepted with the addition of Miscellaneous items in Section 8 as follows:

- 8.8 ECE R79: Use of Joysticks as steering devices
- 8.9 2007/46/EC Article 32 Recall of Vehicles
- 8.10 EC meetings for Type Approval Authorities
- 8.11 Attendance of Croatia.

3. ADOPTION OF THE MINUTES FROM BERN, SWITZERLAND (26 AND 27 MARCH 2009)

Meeting Minutes:

The minutes from the Bern TAAM (26 and 27 March 2009) were agreed subject to the following amendments:

Item 4.6

The Commission confirmed that for EC Type approval, a non European manufacturer must have an authorised representative based in the EC or in EEA territories (Iceland, Liechtenstein or Norway). It was clarified that Switzerland is not included in these provisions.

Item 5.4

The meeting confirmed that, under the provisions of Annex XVII Section 4.1 (b), the final stage manufacturer may, in certain circumstances, choose to designate its own WMI and vehicle identification codes in sections 1 and 2 of the VIN but there is no obligation to do so.

However, the manufacturers of any interim stages must only use the full 17 digit VIN from the first stage.

Item 5.7

The meeting agreed with Solution A but also noted that, under the provisions of Annex XVII Section 4.1 (b), the final stage manufacturer may, in certain circumstances, choose to designate its own WMI and vehicle identification codes in sections 1 and 2 of the VIN.

In line with Solution A, it was confirmed that the manufacturers of any interim stages must only use the full 17 digit VIN from the first stage.

Item 5.10

With the exception of one MS, the TAAM delegates decided in favour of solution B but with the quoted date changed to 29-10-2012 is for N2 and 29-10-2011 is for N1.

One MS had made an enquiry to the European Commission but had not yet received a reply.

Item 6.4

The majority of the Type Approval Authorities agreed a common approach but this was not supported by the legal opinion of the Commission

The matter was to be further clarified by the Legal Service of the Commission.

4. ITEMS CARRIED OVER FROM THE EDINBURGH MEETING

4.1 Bern Agenda Item 4.1: Motor Cycle Working Group and TAAM Quadricycle subgroup; -> Information from the Commission

Meeting Minutes:

It was reported that the Commission is now progressing this issue through the Motor Cycle Working Group. It was agreed that this item can now be closed.

4.2 Bern Agenda Item 4.3: 2007/46/EC Annex XVII: Multi-stage EC type approval

Meeting Minutes:

Nothing to report at this stage – item carried over vto next TAAM.

4.3 Bern Agenda Item 4.4: ECE R21 Annex VIII: Determination of head impact zone, -> Information from GRSP

Meeting Minutes:

Nothing to report at this stage – it was agreed to take this forward via GRSP.

4.4 Bern Agenda Item 4.5: 2007/46/EC Annex IV Appendix to part 1: M1 small series technical requirements, -> Publication

Meeting Minutes:

It was confirmed that the EC Small Series guidelines agreed in Bern have been received by the Commission and it was agreed that this item can now be closed.

4.5 Bern Agenda Item 5.1: 2007/46/EC: Designation and notification of Technical Services European, Commission 1 -> Information from the Commission

Meeting Minutes:

The meeting confirmed that the Technical service list is up to date. It was agreed that this item can now be closed.

4.6 Bern Agenda Item 5.2: 2007/46/EC: Vehicle category -> Report from the Commission

Meeting Minutes:

It was reported that the Commission are reviewing this issue within proposed amendments to Annex II of the Framework Directive. It was agreed that this item can now be closed.

4.7 Bern Agenda Item 5.12: 2007/46/EC: Legal framework for the placing on the market of electric vehicles European Commission 2 -> Information from GRSP

Meeting Minutes:

The Commission reported that they plan to mandate ECE R100 within the motor vehicle type approval framework. There are also plans to subsequently amend R100 to improve its relevance for vehicle type approval – particularly with reference to Hybrid vehicles.

It was also explained that by the end of 2009 a plan of action will be developed to also cover standards for batteries and electrical equipment.

4.8 Bern Agenda Item 5.14: 2007/46/EC: Implementation of the general safety regulation European Commission 4 -> Information from the Commission

Meeting Minutes:

It was reported that discussions are progressing within the Commission but some of the issues involved are quite complex so further meeting will be required. It was agreed that this item can now be closed.

4.9 Bern Agenda Item 6.4: 2006/40/EC: Emissions from air-conditioning systems in motor vehicles -> Information from the Commission

Meeting Minutes:

The Commission confirmed its legal opinion that new vehicle types may not be granted EWVTA after 1 January 2011 if the vehicle is fitted with an airconditioning system containing fluorinated greenhouse gases with a GWP higher than 150.

4.10 Bern Agenda Item 6.5: 72/245/EEC: EMC

Meeting Minutes:

It was agreed to circulate an email request for this information. It was agreed that this item can now be closed.

4.11 Bern Agenda Item 6.6: ECE R11.03: Door latches and door retention components

Meeting Minutes:

This item will be on the agenda for the next GRSP. It was agreed that this item can now be closed.

4.12 Bern Agenda Item 6.8: 89/297/EEC: Central axle trailer and side guards -> Information

Meeting Minutes:

There was nothing to add to the Bern agreement and this item can now be closed.

4.13 Bern Agenda Item 7.2: 97/24/9/EC: Electronically adjustable exhaust valves - electronic sound management -> Information

Meeting Minutes:

This item is now being addressed at GRB. It was agreed that this item can now be closed.

4.14 Bern Agenda Item 9.3: ECE-R 44: Production qualification -> Information

Meeting Minutes:

It was confirmed that this should be considered on a case-by-case basis. It was agreed that this item can now be closed.

4.15 Bern Agenda Item 9.4: ECE-R 117: Tyres without "S" - marking, -> Information

Meeting Minutes:

There was nothing to add to this issue and this item can now be closed.

5. ITEMS RELATING TO RECAST FRAMEWORK DIRECTIVE 2007/46/EC (MOTOR VEHICLES)

5.1 2007/46/EC: Body builder guidelines – status,

Discussion:

For incomplete vehicles, especially category N, the base manufacturer normally grants a kind of “Body builder guidelines”, in which he specifies how to complete or finish the vehicle for subsequent manufacturers, for instance supplement with a cargo body, extension of the frame, supplement of axles etc. The use of such guidelines for subsequent manufacturers is considered as very important, as far as the base-manufacturer will claim not to be responsible for his product if it is altered not in line with his guidelines.

The directive gives no directly link to such guidelines, and the status for them are then unclear. However, annex XVII of the dir., “*Procedures to be followed during multi-stage EC type-approval*”, says in no. 1:

“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 regulatory acts as prescribed in Annex IV or Annex XI. Such information must include details of relevant system, component and separate technical unit approvals and of vehicle parts which form part of the incomplete vehicle but are not yet approved.”

- This “joint action”, should it include the use and fulfilling of guidelines from the base manufacturer?
- If yes, what about individual approval? Annex XVII is only dealing with EC type-approval.

Meeting Minutes:

The Commission reported that it plans to develop some guidelines for this issue.

It was suggested that interested TAAM delegates should participate in a TAAM working group to review bodybuilder guidelines and other multi-stage issues and provide input to the Commission.

5.2 715/2007/EC: Emission of gaseous and particulate pollutants - hybrid vehicles with pure mechanical propulsion by an electric engine,

Issue

The automotive industry has developed combustion engine-electric hybrid concepts, where the combustion engine propels only a generator for loading the batteries. The propulsion of the vehicle (M, N) is pure electric. There are a lot of creative solutions possible: e.g. the combustion engine generator works only from time to time (constant speed engine, depending on the capacity of the batteries) or only a very small PI-engine works as a range extender when the capacity of the batteries becomes to weak, etc.

Which emission provisions shall be applied?

Prescription

Directive 2005/55/EC (regulation (EC) No. 715/2007) and 97/68/EC

Possibilities of solution

A	<p>The framework directive stipulates for the emissions of M and N vehicles the Regulation (EC) No. 715/2007 or the Directive 2005/55/EC.</p> <p>The scope of Directive 97/68/EC is only applicable for non road mobile machinery.</p>	<ul style="list-style-type: none"> - All combustion engines for the propulsion (direct or indirect propulsion) of N and M-vehicles have to fulfil the emission requirements of regulation (EC) No. 715/2007 or directive 2005/55/EC. A distinction between the different possible concepts (range extender, very small batteries etc) is on the basis of the current legislation not possible.
B	<p>The combustion engines are out of scope of the emission provisions for N and M vehicles.</p> <p>The combustion engines (working as generators) must fulfil the directive 97/68/EC for mobile machineries.</p>	<ul style="list-style-type: none"> - This approach is not in line with the framework directive. - The 97/68/EC is not applicable for propulsion engines for M and N vehicles.

Meeting Minutes:

The meeting supported Solution A.

It was noted that it would worthwhile to consider an amendment to the legislation to cover provisions for internal combustion engines that are not used for the direct propulsion of the vehicle but are simply used as generators to provide power for the electric motors and/or charge the batteries.

Furthermore, in view of the variety of technologies now being developed, the meeting also discussed the possibility of identifying sub-categories within the legislation to recognise different engine operating modes (e.g. direct motive power, electrical power generation and range extender functions).

It was agreed that a proposal for suitable amendments to the relevant legislation should be developed and it is necessary to prepare a paper to initiate discussions.

5.3 2007/46/EC: Individual approvals,

- Regulation number :
 - **Framework Directive 2007/46/EC, article 24**
- Issue

In connection with framework directive 2007/46/EC, article 24 we would like to ask the following question. In article 24 it is stated that a Member State shall grant an individual approval certificate. Our question is: Do you carry out this procedure by yourself or do you authorise any other organisations to perform individual approval procedures? Do the authorised organisations perform the individual approval and then you grant the certificate by yourself?

Possibilities of solution

Comments

1	A	We carry out individual procedures by ourselves including the grant of certificates.	
	B	We authorise other organisations to carry out individual approvals and then we grant the certificates.	
	C	We authorise other organisations to carry out individual approvals and they also grant the certificates.	

Meeting Minutes:

The majority of delegates reported that they worked according to either Solution A or solution B.

5.4 2002/78/EC: Secondary coupling providing some residual steering action on trailer,

Regulation

Directive 71/320/EEC last amended 2002/78/EC relating to the braking devices of certain categories of motor vehicles and of their trailers

Text of Directive 71/320/EC last amended by 2002/7/EC

Annex I / Definitions, construction and fitting requirements, application for EC type-approval, granting of EC type-approval, modifications of type and amendments to approvals, conformity of production

[...]

2. 2. 2. 9. The braking systems shall be such that the trailer is stopped automatically if the coupling separates while the trailer is in motion. However, this requirement does not apply to trailers with a maximum mass not exceeding 1,5 metric tons provided that the trailers are fitted, in addition to the main coupling, with a secondary coupling (chain, cable, etc.), which, in the event of separation of the main coupling, can stop the drawbar from touching the ground and provide some residual steering action on the trailer.

Issue

Does an O1 trailer, which is exempted of braking system, have to be fitted with a secondary coupling ?

Possibilities of solution

Comments

	A	Yes, an O1 trailer has to be fitted with a secondary coupling.	
	B	No, an O1 trailer don't need to be fitted with a secondary coupling.	There is no security in the event of separation of the main coupling and the drawbar can touch the ground.

Meeting Minutes:

There was some support for Solution A but there was no clear consensus. It was agreed that the legislation needs to be clarified and this question would be taken to GRRF.

5.5 2007/46/EC: Certificate of Conformity (COC),

Directive or Regulation number:		
Framework Directive 2007/46/EC		
Subject:		
Certificate of Conformity (COC)		
Reference to Annex, etc in the Directive or Regulation:		
Chapter VII, Article 18		
Text:		
The manufacturer, in his capacity as the holder of an EC type-approval of a vehicle, shall deliver a certificate of conformity to accompany each vehicle, whether complete, incomplete or completed, that is manufactured in conformity with the approved vehicle type.		
<u>Annex IX: EC Certificate of Conformity</u>		
0.1. Make (Trade name of manufacturer)		
Most manufactures use only one "Make" on their certificates of conformity, but we also see certificates of conformity with more than one "Make".		
Question:		
Is it allowed to have more than one "Make" on a Certificate of Conformity ?		
Solution:		
A	Yes	It is allowed
B	No	It is not allowed
Remarks:		
The opinion of the other members is requested		

Meeting Minutes:

The meeting agreed with Solution B.

5.6 97/27/EC: Masses and Dimensions non M1/WVTA as N1 for Limousines,

Issue

In the last period TAAs are faced with more and more vehicles which were “normally” M1 vehicles, in extreme cases with AA bodywork. Now the TAA are asked to give those vehicles an N1/Nx approval. In most cases the single directives can offer provisions easy to fulfil. The most important directive to decide if a WVTA as an N-vehicle is possible is the masses and dimension 97/27/EC. Especially those vehicles will be approved as 4/5 seater accepting the load area to be available only with folded seats!

We have found the following areas of questions, which have to be answered with yes for an N-approval:

Questions:

- a)** Bodywork: Is the bodywork definition of a limousine-car (see fig.below) always AA or maybe a possibility to go to AF and corresponding BB
- b)** Is it for that car possible to be a BB-Van if the calculation payload/passenger masses fulfil the provisions of Annex II part C 1. and 3. 2007/46/EC. Since a van shall be an integrated cab and load area.
- c)** The calculation of axle load and of the distribution of the load has to be done. (equally distributed load or calculation of the centre of gravity ; 7.4 and esp.7.4.2.5 ff)
- d)** Is it allowed to fold the rear seat back for position the load of passenger and payload?



Prescription

Directive 97/27/EC in conjunction with 92/21/EEC and 2007746/EC

Possibilities of solution

Comments

A	Yes , the bodywork definition of a limousine-car (see pic1) can be of the category N	In this case the basic item of utility of the vehicle/design of bodywork is useless!
B	Yes , a limousine bodywork can be defined as BB	Although the goods-area is in the boot.
C	Yes , it's possible for a limousine to fulfil the load distribution and axle loads	Maybe only for a few Variants or versions, which then have to be described
D	Yes , for checking the axle loads and load distribution there hasn't to be a "real person" on the seat only the corresponding weight.	Seat can be folded although then there is no real room for 4/5 persons to sit.
E	If all a-d are answered with yes – a WVTA has to be given as an e.g. N1	(Together with fulfilment of all applicable single directives/regulations!)

Meeting Minutes:

There was a general consensus that this particular vehicle should not be considered to be an N1 category vehicle.

However, it was accepted that the legislation does not always provide robust criteria for the clear differentiation between M1 and N1 category vehicles and the basic shape of the vehicle does not automatically help with determination of the vehicle category.

It was therefore agreed that assesment of these types of vehicle should take account of the following:

- **the mass calculations comparing the mass of the payload with the total mass of passengers should be with all seats in their normal in-use (i.e. upright) condition.**
- **If a manufactuer wishes to delete seating positions in order to enable a vehicle to meet the N1 category criteria then the manufacturer must physically obstruct the use of these seats, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools. (This is in line with the requirements for AF vehicles in Annex II Section C)**

It was suggested that this issue be further considered during TCMV discussions concerning proposed amendments to Annex II of 2007/46/EC.

5.7 2007/46/EC: Definition and method of determining the “actual mass” of a vehicle of category M₁,

Directive or Regulation number:	
2007/46/EC as amended by Commission Regulation (EC) 385/2009 and 92/21/EEC as amended by 95/48/EC.	
Subject:	
Definition and method of determining the “actual mass” of a vehicle of category M ₁	
Reference to Annex, etc in the Directive or Regulation:	
Annex 9, item 13 incl. footnote (f) of 2007/46/EC as amended by Commission Regulation (EC) 385/2009 and paragraph 2.3 of Annex II of 92/21/EEC as amended by 95/48/EC	
Text:	
Annex IX 385/2009: 13. Mass of the vehicle in running order: kg (f) (f) This mass shall include the mass of the driver and the mass of the crew member if there is a crew seat in the vehicle. With respect to vehicles belonging to category M ₁ , N ₁ , O ₁ , O ₂ or M ₂ under 3,5 tonnes, the actual mass may vary by 5 % with respect to the mass stated in this entry. The variation shall be 3 % for all other vehicle categories. Annex II 95/48/EC: 2.3. ‘Mass of the load in excess’ means the difference between the technically permissible maximum laden mass and the mass in running order increased by the mass of the conventional load. The mass of the load in excess may include the mass of optional equipment, e.g. sunroof, air conditioning, coupling device.	
Question(s):	
<ul style="list-style-type: none"> • What is the definition of “actual mass” • In case optional equipment is regarded by the manufacturer as load in excess, meaning not being part of the mass in running order, does this also apply to the actual mass ? 	
Solutions:	
A	<p>The actual mass is the mass of a specific vehicle when it arrives at the end of the production line, calculated to a fuel tank filled with 90% fuel, liquids, tools, spare wheel, if fitted, and driver.</p> <p>There is no direct link between the mass in running order as specified in section 2.6 of the information document and the actual mass in case of a vehicle of category M₁</p>
B	<p>The actual mass is a calculated value of the running order mass of a specific vehicle. It falls within 5% of the running order mass of a specific version within the range as specified in section 2.6.</p> <p>There is no direct link to the mass of the vehicle when it leaves the production line, in case optional equipment is regarded as load in excess by the manufacturer.</p>

Remarks:

Due to the way load in excess has been used by most manufacturers over the last couple of years, the mass in running order does not always represent the actual vehicle mass. Since the mass of optional equipment is not limited, there is no direct link between the actual mass of a specific vehicle when it leaves the production line and the mass in running order as specified in section 2.6 of the information document.

Example: mass in running order as specified in section 2.6 of information document for version X: 1000 kg; actual mass of specific vehicle as stated in section 13 of COC: 1100 kg; mass of specific vehicle when put on scale: 1130 kg incl. driver of 75 kg and 90% fuel, liquids, tools and spare wheel. => difference < 5% => OK

Difference between actual mass and mass in running order as specified in section 2.6 is caused by the mass of the installed options, like sunroof, airconditioning.

Meeting Minutes:

The meeting majority was in favour of Solution A.

5.8 2007/46/EC: EC-type-approval certificate,

SUBJECT: Framework directive

DIRECTIVE: 70/156/EEC resp. 2007/46/EC, 92/61/EC resp. 2002/24/EC as well as 74/150/EEC resp. 2003/37/EC

Background / Concern

According the valid guidelines it is not mandatory to indicate the current framework directive on the EC-type-approval certificate. However, from our point of view it would be correct and helpful, for a better understanding, to put this declaration on the document's first page.

9.5.2002 EN Official Journal of the European Communities L 124/31

ANNEX III

MODEL

(Maximum format: A4 (210 x 297 mm))

EC TYPE-APPROVAL CERTIFICATE

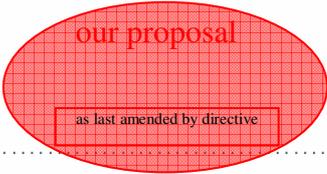
Stamp of Administration

Communication concerning:

- type-approval ⁽¹⁾
- extension of type-approval ⁽¹⁾
- refusal of type-approval ⁽¹⁾
- withdrawal of type-approval ⁽¹⁾

of a type of vehicle with regard to Directive 2002/24/EC

Type-approval number:



Questions

1. Could we agree, that EC-type-approvals in the future would be completed by the last amended directive / regulation	Answer:						
	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th style="padding: 5px;">accepted</th> <th style="padding: 5px;">refused</th> </tr> <tr> <td style="text-align: center; padding: 5px;">x</td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;"></td> <td style="text-align: center; padding: 5px;">x</td> </tr> </table>	accepted	refused	x			x
accepted	refused						
x							
	x						
a) Yes							
b) No							
2. It is necessary that annex III of the framework directives are adapted!							
a) Yes							
b) No							

Meeting Minutes:

There was no clear meeting consensus and the Commission agreed to review possibilities to cover this issue.

5.9 76/114/EEC: Maximum permitted laden mass,

Directive or Regulation number:	
Directive 76/114/EEC Statutory plates	
Subject:	
Maximum permitted laden mass	
Reference to Annex, etc in the Directive or Regulation:	
Annex 2. Manufacturer's plates	
Text:	
<p>2.1.4. Maximum permitted laden mass of the vehicle.</p> <p>2.1.5. Maximum permitted laden mass for the combination where the vehicle is used for towing</p> <p>2.1.6. Maximum permitted road mass for each axle, listed in order from front to rear.</p> <p>2.1.7. In the case of a semi-trailer, the maximum permitted mass on the fifth wheel king pin.</p> <p>2.1.8. The requirements of 2.1.4 to 2.1.7 shall not enter into force until 12 months have elapsed from the date of adoption of the Council Directive on weights and dimensions of motor vehicles and their trailers. In the meantime, however, a Member State may require that the maximum permitted weights prescribed in its national legislation be shown on the plate of any vehicle which has entered into service in its territory. If the technically permissible mass is higher than the maximum permitted mass, the Member State in question may request that the technically permissible mass also be stated. The mass would be set out in two columns: the maximum permitted mass on the left and the technically permissible mass on the right.</p> <p>2.2. The manufacturer may give additional information below or to the side of the prescribed inscriptions, outside a clearly marked rectangle which shall enclose only the information prescribed in 2.1.1 to 2.1.8 (see the Appendix to this Annex).</p>	
Question:	
Should the maximum permitted laden mass, as mentioned in 2.1.4 to 2.1.7, be read as the technically permissible mass ?	
Solution	
A	Yes
B	No

Meeting Minutes:

The meeting noted that when a vehicle's technically permissible masses differ from the respective maximum permitted laden masses there are provisions in the legislation for this to be identified by two separate columns on the Manufacturer's Statutory Plate.

The majority view of the meeting was in support of Solution B.

5.10 2007/46/EC: List of approval numbers and variant/version,

Issue

According to annex III part III of the framework directive the information document should include a list of all approvals for the approved vehicle type.

In some vehicle approvals you can find very long lists with many different system approval numbers (EC and UNECE approvals) for the same technical systems (e.g. for brakes, see example).

Our understanding of the list is, that the table assign clear all system approvals to all possible variants and versions. And that all listed system approvals are still valid. That means, that according to our example all brake approvals are technically permitted and approved for all vehicles of the type (A) and all are still valid (under attention of transitional provisions or other technical conditions).

Unfortunately this is sometimes not the case.

The problem for the KBA is that this list is among other things the basis for the end-of-series procedure. And we see sometimes approvals in this list which became e.g. invalid 6 month ago (because of new technical requirements), but the manufacturer applies for the vehicle type an end-of series decision on the basis of another system approval which becomes invalid in the near future. Then we have a problem to give the 12 month permission because of the for 6 month invalid system approval. And the manufacturer tells us that this system was never built in into the vehicle or that it was only built in 2 years ago.

We request the authorities to take this into account and to force the manufacturers to take more care about this issue.

Directive	Ref	EC Certificate	ECE Certificate	Date	Version	VWTA
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09	Braking	71/320	71/320*2002/78*7278*03	E-13.09.7278 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7284*03	E-13.09.7284 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7279*03	E-13.09.7279 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7280*03	E-13.09.7280 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7281*03	E-13.09.7281 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7282*03	E-13.09.7282 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3017 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3018 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3019 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3020 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3021 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3022 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3023 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3024 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3025 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3026 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3027 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7309*03	E-13R-09.7309 ext 3	2008-03-03	A???????	07/00
		71/320	71/320*2002/78*7308*03	E-13R-09.7308 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3010 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3014 ext 3	2008-03-05	A???????	07/00
		71/320	71/320*2002/78*7283*03	E-13.09.7283 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3015 ext 3	2008-03-05	A???????	07/00
		71/320	-	E-13H-00.3012 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3011 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3013 ext 3	2008-03-05	A???????	07/00
		71/320	-	E-13H-00.3009 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3008 ext 3	2008-03-03	A???????	07/00
		71/320	-	E-13H-00.3007 ext 3	2008-03-03	A???????	07/00

Meeting Minutes:

The meeting agreed that the manufacturer's documentation must clearly identify the exact variants and versions that are covered by each of the listed systems approvals.

It was emphasised that this information is also important for End of Series considerations.

COMMISSION REGULATION (EC) 692/2008 ANNEX X & ECE R83.05 ANNEX 14: HYBRID ELECTRIC VEHICLE EMISSIONS

HYBRID MODE USED FOR TEST & CERTIFICATION

ISSUE

This question relates to a petrol/electric hybrid vehicle (without external charging) which has a switch to select alternative hybrid operating modes.

Reference Section 3.4.1, the legislation is clear that the vehicle should be tested in the 'mode that is automatically set after turn on of the ignition key (normal mode)'.

However some vehicles do not have a fixed default at ignition-on – they stay in whichever mode was in use when the vehicle was last switched off (rather like the station selection on a typical car radio).

DISCUSSION

The legislation seems to assume that vehicles with alternative hybrid modes will have a standard default mode which is always active whenever the ignition is switched on. Hence, whilst the legislation specifically allows the manufacturers recommended gear shift strategy to be used for the test it makes no such provision for the hybrid mode.

In the case of a vehicle without a fixed default, all alternative modes could be seen as a potential default and it could be concluded that the vehicle's emissions and fuel consumption approvals should, in line with normal type approval procedures, quote results according to one of the following alternatives:

A) Results listed for each of the available hybrid modes

OR

B) Just quote one result that can cover all other modes (i.e. the worst case)

However, another approach could be to quote the results for the test conducted in the mode recommended by the manufacturer (this follows the logic applied to alternative gear shift strategies in Section 3.4.3).

VCA's current position would be to support Solution B but we wish to seek a TAAM consensus for a common approach to this issue.

QUESTION

In the case of a petrol/electric hybrid vehicle (without external charging) which has a switch to select alternative hybrid operating modes but no standard default mode at ignition on, which hybrid mode(s) should be used for test & certification?

Possibilities of solution

Comments

A	List results for each of the available hybrid modes	Which result should then be used for the CoC?
B	Just quote one result that can cover all other modes (i.e. the worst case)	
C	Quote results for the mode recommended by the manufacturer	

Legislation

Commission Regulation (EC) No 692/2008

ANNEX X – EMISSIONS TEST PROCEDURE FOR HYBRID ELECTRIC VEHICLES (HEV)

1. INTRODUCTION

1.1. This annex sets out the additional specific provisions regarding type-approval of a hybrid electric vehicle (HEV).

2. TECHNICAL REQUIREMENTS

2.1. The technical requirements and specifications shall be those set out in Annex 14 to UN/ECE Regulation No 83 with the exceptions described in the following section.

2.2. The references to paragraph 5.3.1.4 in sections 3.1.2.6, 3.1.3.5, 3.2.2.7 and 3.2.3.5 of Annex 14 of UN/ECE Regulation No 83 shall be understood as references to Table 1 of Annex I of Regulation (EC) No 715/2007 for Euro 5 vehicles and Table 2 of Annex I of the Regulation (EC) No 715/2007 for Euro 6 vehicles.

ECE R83.05 Annex 14

3.4. NOT EXTERNALLY CHARGEABLE (NOTOVC HEV) WITH AN OPERATING MODE SWITCH

3.4.1. These vehicles are preconditioned and tested in hybrid mode according to Annex 4. If several hybrid modes are available, **the test shall be carried out in the mode that is automatically set after turn on of the ignition key (normal mode)**. On the basis of information provided by the manufacturer, the Technical Service will make sure that the limit values are met in all hybrid modes.

3.4.2. For preconditioning, at least two consecutive complete driving cycles (one Part One and one Part Two) shall be carried out without soak.

3.4.3. The vehicle shall be driven according to Annex 4, or in case of special gear shifting strategy according to the manufacturer's instructions, as incorporated in the drivers' handbook of production vehicles and indicated by a technical gear shift instrument (for drivers information). For these vehicles the gear shifting points prescribed in Annex 4, Appendix 1 are not applied. For the pattern of the operating curve the description according to paragraph 2.3.3.in Annex 4 shall apply.

Meeting Minutes:

There was some concern expressed that, to achieve an artificially low emissions result, the manufacturer's 'recommended mode' might not always represent a practical mode for everyday driving. For example, it could be possible to complete all the emissions test cycles with a vehicle set to 'electric only' mode even though, in normal operation, the vehicle would actually need to use both electric and internal combustion power.

There was therefore general support for Solution B.

The meeting also noted that if a manufacturer wants to test and certify the vehicle in a particular mode then this should be set as the default mode according to Annex 14 section 3.4.1.

5.12 2007/46/EC: Desk in the passenger compartment of a van (N1 category),

- **Regulation number :**
 - Framework directive 2007/46/EC

- **Issue**

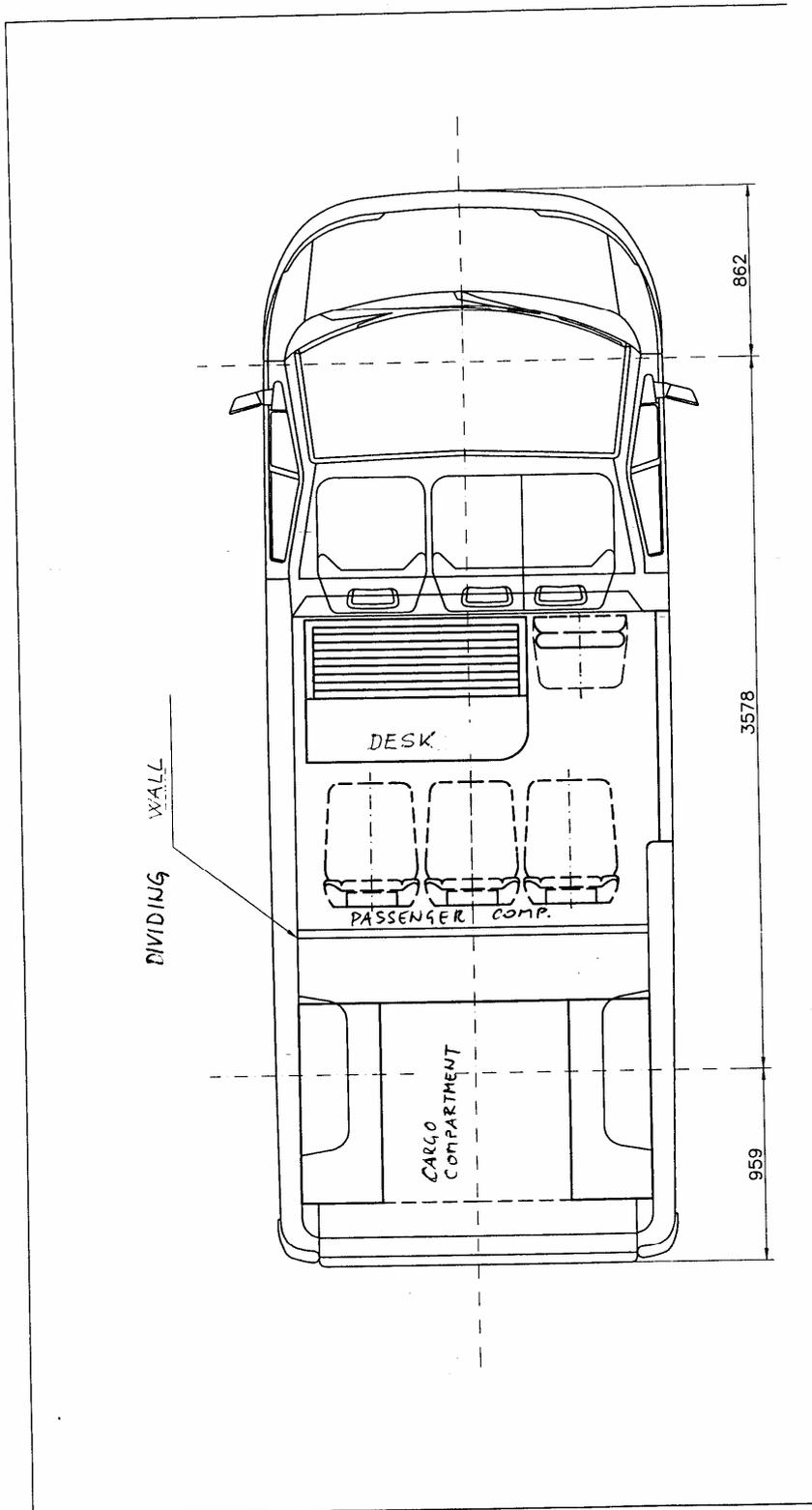
In connection with the framework Directive 2007/46/EC we would like to get the opinion of other Member States regarding the mounting of a desk in the passenger compartment of N1 vehicles used as official vehicles. In vans the passenger and cargo compartment are separated by a dividing wall. The dividing wall has to divide two compartments. Our question is if other Member States allow the mounting of such desks in the passenger compartment?

Possibilities of solution

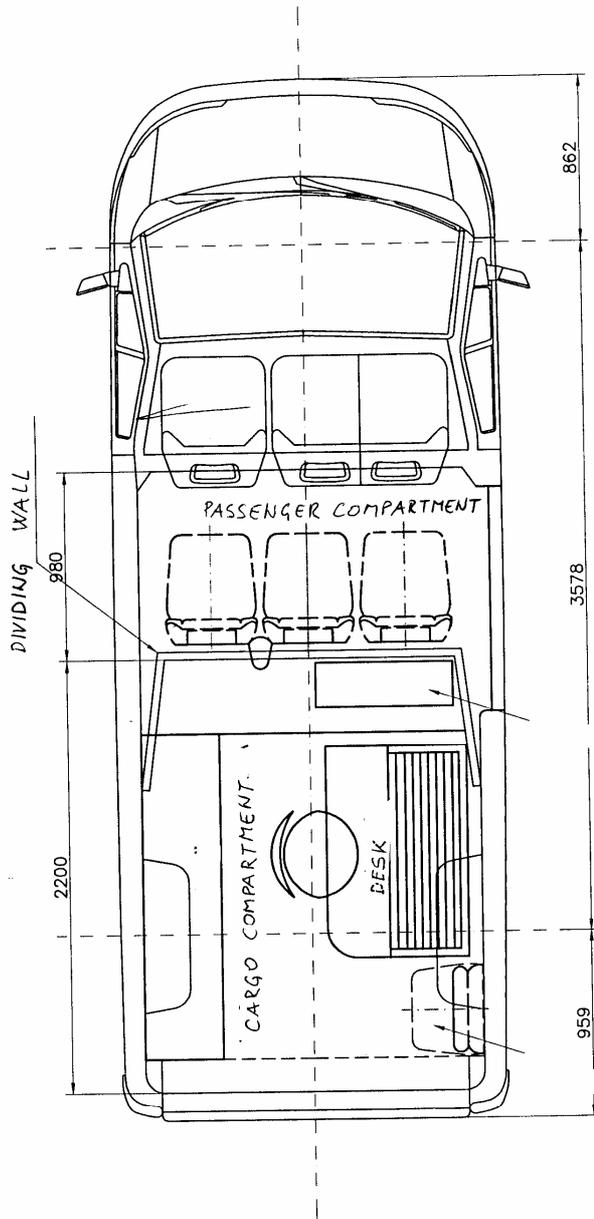
Comments

<u>Possibilities of solution</u>		<u>Comments</u>	
1	A	We allow the mounting of a desk in the passenger compartment.	
	B	The desk has to be in the cargo compartment.	

Answer A



Answer B



Meeting Minutes:

The meeting noted that there are no specified requirements concerning interior fittings for N1 category vehicle and hence the desk may be located in either the passengers' compartment or the cargo compartment.

5.13 692/2008/EC: Number of tests required for replacement catalysts to cover a range of different engines,

COMMISSION REGULATION (EC) 692/2008 ANNEX XIII & ECE R103: REPLACEMENT CATALYSTS

NUMBER OF TEST REQUIRED TO COVER A RANGE OF DIFFERENT ENGINES

ISSUE

In order to obtain approval for a designated vehicle, replacement catalysts have to achieve emissions results which not only comply with the limit values relevant to that vehicle but which also achieve results related to those obtained for the original equipment catalyst (i.e. if the original vehicle's approved emission values were below the limit values then the replacement catalyst must also achieve results that are proportionately better than the limit values according to the formula in R103 Paragraph 5.2.3).

R103 Paragraph 5.2.3 also states that, where approval is applied for different types of vehicles from the same car manufacturer, and **provided that these different types of vehicles are fitted with the same type of original equipment catalytic converter**, the type I testing may be limited to at least two vehicles selected after agreement with the technical service responsible for approval.

DISCUSSION

The simplified testing approach allowed by R103 Paragraph 5.2.3 only applies when two key criteria are met:

- A) The vehicles concerned come from the same manufacturer (Note: It would also seem appropriate to accept vehicles from different manufacturers but which are all using the same drive-train)
- B) The vehicles are all fitted with the same type of original equipment catalytic converter

However, there is a significant problem in obtaining information/evidence suitable for demonstrating compliance with criteria B because verification that a group of vehicles are all fitted with the same type of original equipment catalytic converter requires access to detailed specifications - particularly in respect of catalyst material content, catalyst material ratio and cell density.

When this information is not readily available VCA's view is that original equipment catalysts that are similar in general design but which have different part numbers would have to be considered to be different catalyst types.

VCA's current opinion is that separate tests are then required to cover each of these apparently different types of original equipment catalyst. This can result in a significant test programme.

We understand that other authorities may have developed a worst case logic that could be used to reduce the amount of testing required and VCA would appreciate advice of any practical solutions that could be used to achieve this.

QUESTION

If a replacement catalyst manufacturer supplies a common design of replacement catalyst to cover a wide range of apparently different types of original Equipment catalysts (according to the Type definition in R103 Section 2.4) is it necessary to conduct separate tests for each type of OE catalyst?

Possibilities of solution

Comments

A	Yes	
B	No it is possible to use a form of worst case logic to reduce the number of tests required	Please provide details to share with all TAAM members

Legislation

EC Regulation 692/2008

4. TECHNICAL REQUIREMENTS

4.1. The requirements for the type-approval of replacement pollution control devices shall be those of Section 5 of UN/ECE Regulation 103 with the exceptions set out in sections 4.1.1 to 4.1.4.

ECE R103

2.0 DEFINITIONS

2.4. "Type of catalytic converter" means catalytic converters which do not differ in such essential aspects as:

- (i) number of coated substrates, structure and material*
- (ii) type of catalytic activity (oxidising, three-way, ...)*
- (iii) volume, ratio of frontal area and substrate length*
- (iv) catalyst material content*
- (v) catalyst material ratio*
- (vi) cell density*
- (vii) dimensions and shape*
- (viii) thermal protection*

5.2. REQUIREMENTS REGARDING EMISSIONS

The vehicle(s) indicated in paragraph 3.3.1. of this Regulation, equipped with a replacement converter of the type for which approval is requested, shall be subjected to a type I test under the conditions described in the corresponding annexes of Regulation No. 83 in order to compare its performance with the original catalytic converter according to the procedure described below.

5.2.1. Determination of the basis for comparison

The vehicle(s) shall be fitted with a new original catalytic converter (see paragraph 3.3.1) which shall be run in with 12 extra urban cycles (test type I part 2).

After this preconditioning, the vehicle(s) shall be kept in a room in which the temperature remains relatively constant between 293 and 303 K (20 and 30°C). This conditioning shall be carried out for at least six hours and continue until the engine oil temperature and coolant, if any, are within ± 2 K of the temperature of the room. Subsequently three exhaust gas tests type I shall be made.

5.2.2. Exhaust gas test with replacement catalytic converter

The original catalytic converter of the test vehicle(s) shall be replaced by the replacement catalytic converter (see paragraph 3.3.2.) which shall be run in with 12 extra urban cycles (test type I part 2). After this preconditioning, the vehicle(s) shall be kept in a room in which the temperature remains relatively constant between 293 and 303 K (20 and 30°C). This conditioning shall be carried out for at least six hours and continue until the engine oil temperature and coolant, if any, are within ± 2 K of the temperature of the room. Subsequently three exhaust gas tests type I shall be made.

5.2.3. Evaluation of the emission of pollutants of vehicles equipped with replacement catalytic converters.

The test vehicle(s) with the original catalytic converter shall comply with the limit values according to the type approval of the vehicle(s) including - if applicable - the deterioration factors applied during the type approval of the vehicle(s).

The requirements regarding emissions of the vehicle(s) equipped with the replacement catalytic converter shall be deemed to be fulfilled if the results meet for each regulated pollutant (CO, HC, NOx and particulates) the following conditions:

(1) $M \leq 0.85S + 0.4G$

(2) $M \leq G$

where :

M: mean value of the emissions of one pollutant (CO, HC, NOx and particulates) or the sum of two pollutants (HC + NOx) obtained from the three type I tests with the replacement catalytic converter.

S: mean value of the emissions of one pollutant (CO, HC, NOx and particulates) or the sum of two pollutants (HC + NOx) obtained from the three type I tests with the original catalytic converter.

G: limit value of the emissions of one pollutant (CO, HC, NOx and particulates) or the sum of two pollutants (HC + NOx) according to the type approval of the vehicle(s) divided by - if applicable - the deterioration factors determined in accordance with paragraph 5.4. below.

Where approval is applied for different types of vehicles from the same car manufacturer, and provided that these different types of vehicles are fitted with the same type of original equipment catalytic converter, the type I testing may be limited to at least two vehicles selected after agreement with the technical service responsible for approval[S2-11].

Meeting Minutes:

It was agreed that a small co-ordinated working group should establish some common guidelines for this subjects.

2005/64/EC: RECYCLABILITY

REQUIREMENTS FOR MULTI-STAGE M1 VEHICLES

ISSUE

Whilst the scope of 2005/64/EC covers M1 and N1 vehicles, there is a specific exemption for multi-stage built vehicles belonging to category N₁, provided that the base vehicle complies.

However, this exemption does not include multi-stage built vehicles belonging to category M1 (e.g. a taxi conversion, a stretched limousine conversion or a conversion to enable the carriage of wheelchair passengers).

VCA would like to confirm/clarify the view of other TAAM members concerning alternative scenarios in relation to multi-stage approvals for M1 vehicles.

DISCUSSION

2007/46/EC Annex XVII Section 1.3 explains that a second (or subsequent) stage manufacturer 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.

In the case of a second stage modification to achieve increased engine performance (e.g. addition of a turbocharger) the first stage emissions and fuel consumption approvals would become invalid and it is clear these approval subjects would then become the responsibility of the second stage manufacturer.

However in the case of Recyclability the situation is not so clear.

In the case of a vehicle with a first stage approval to 2005/64/EC it could be considered that by adding or changing parts the second stage manufacturer has invalidated the first stage approval and hence must now accept responsibility for the entire vehicle specification.

On the other hand, it could be seen that each stage can be considered separately and hence the second stage manufacturer should only be responsible for the second stage items.

Similarly, in the case of a vehicle with a first stage approval that is exempt from 2005/64/EC (i.e. it was an existing type before 15 December 2008) it could also be considered the second stage manufacturer should only be responsible for the second stage items. Indeed, even allowing for the provisions of 2007/46/EC Annex XVII Section 1.1 regarding suitable arrangements between the respective manufacturers, it could seem unreasonable to expect the second stage manufacturer to accept responsibility for the entire vehicle specification.

QUESTIONS

1) If the base vehicle DOES NOT have an approval to 2005/64/EC (i.e. it was an existing type before 15 December 2008) does a second stage approved after 15 December 2008 need to include a 2005/64/EC approval?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
	A Yes	
	B No	

2) If the answer to Question 1 is A, does a second stage approval need to cover the entire vehicle specification or is it just applicable to the to the parts added for the second stage?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
	C The Second Stage 2005/64/EC approval only needs to apply to the parts added at the second stage	
	D The Second Stage 2005/64/EC approval needs to apply to the entire vehicle (the specification of the base vehicle plus parts added at the second stage)	

3) If the M1 base vehicle DOES have an approval to 2005/64/EC does a second stage manufacture also need a 2005/64/EC approval?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
	E Yes	There is no exemption for multi-stage M1 vehicles
	F No	

4) If the answer to Question 3 is E, does a second stage approval need to cover the entire vehicle specification or is it just applicable to the to the parts added for the second stage?

Possibilities of solution

Comments

G	The Second Stage 2005/64/EC approval only needs to apply to the parts added at the second stage	
H	The Second Stage 2005/64/EC approval needs to apply to the entire vehicle (the specification of the base vehicle plus parts added at the second stage)	

Legislation

2005/64/EC

Article 2

Scope

This Directive shall apply to vehicles belonging to categories M₁ and N₁, as defined in Part A of Annex II to Directive 70/156/EEC, and to new or reused component parts of such vehicles.

Article 3

Exemptions

Without prejudice to the application of the provisions of Article 7, this Directive shall not apply to:

- (a) special purpose vehicles as defined in part A, point 5, of Annex II to Directive 70/156/EEC;*
- (b) multi-stage built vehicles belonging to category N₁, provided that the base vehicle complies with this Directive;*
- (c) vehicles produced in small series, referred to in Article 8 (2)(a) of Directive 70/156/EEC.*

2007/46/EC

ANNEX XVII - 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 regulatory acts as prescribed in Annex IV or Annex XI. Such information must include details of relevant system, component and separate technical unit approvals and of vehicle parts which form part of the incomplete vehicle but are not yet approved.*

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.*

Meeting Minutes:

Question 1

The meeting supported Solution B as a practical approach to this situation.

Question 2

Not applicable.

Question 3

The meeting agreed with Solution E.

Question 4

The meeting agreed that this should be covered on a case by case.

5.15 2001/85/EC: Communication devices,

SUBJECT: Communication devices
DIRECTIVE: 2001/85/EC
RELEVANT SECTIONS:

Annex VII item 3.3.3

The control for all internal communication devices shall be capable of operation with the palm of the hand and shall be in a contrasting colour or colours and tone.

QUESTION / PROBLEM / CONCERN:

There are some uncertainties about the design of the communication device in question. According to item 3.3.3 it must be possible to operate the device with the palm of the hand. As we understand, the interpretation of this text has been that the device should have a protruding stop button (see illustration number 1) but devices that are “flat” (see illustration number 2) have been type approved. Our interpretation of 3.3.3 is still that the device must have a protruding stop button but we would like to hear the opinion of other member states in this matter.

A	The communication device intended for passengers with reduced mobility should have a protruding stop button (as in ill. No 1)
B	The communication device intended for passengers with reduced mobility does not need to have a protruding stop button (as in ill. No 2)

Illustration number 1





Illustration number 2



Meeting Minutes:

The meeting noted that the legislation only requires that it be possible to operate the device with the palm of the hand. There are alternative design solutions that could achieve this without the need for a protruding button (e.g. touch sensitive actuators, a rocking switch or even a switch with large hand sized operating surface).

However, in the case of the small button switch shown the meeting accepted that it would probably need to be protruding to allow it to be activated by the palm of the hand.

The general conclusion of the meeting was that this issue needs to be considered on a case-by-case basis.

5.16 692/2008/EC: Numbering of Euro 5-6 type-approval certificates,

- Regulation number :

Commission Regulation EC n ° 692/2008 implementing and amending Regulation (EC) No 715/2007 (Type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information)

- Text of EC/692/2008

Annex I / Administrative provisions for EC type-approval

Appendix 6 : EC type-approval certificate numbering system

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

(ex : e2*715/2007*692/2008A*0001*00)

- Issue

Concerning the Euro5a requirements, in accordance to the regulation 692/2008 – Annex VI - Appendix I, the letter corresponding to :

- The M1 and N1 class I categories is “A”
- The N1 class II category is “D”
- The N1 class III and N2 categories is “E”

Can the type-approval certificate number include the letter “A” for vehicles which belong to the N1 class II or class III category if it fulfils the Euro5a requirements corresponding to a vehicle of category M1 ?

Possibilities of solution

Comments

A	Yes, the type-approval certificate number can include the letter “A” even if the vehicle is not M1 or N1 class I since it fulfils the Euro5a requirements corresponding to a vehicle of category M1.	It can lead to misunderstanding in monitoring or tax incentive concerning N1 and M1.
B	No, the letter “A” cannot be indicated, even if the vehicle is not M1 or N1 class I since it fulfils the Euro5a requirements corresponding to a vehicle of category M1.	Two type-approvals certificates shall be issued : one for [M1-N1 class I] and one for [N1 class II -class III]

Meeting Minutes:

The meeting majority was in favour of Solution B.

5.17 2001/85/EC: Free space above seating positions,

UK5 QUESTION FOR TAAM SLOVENIJA – OCTOBER 2009

2001/85/EC: CONSTRUCTION OF BUSES AND COACHES

FREE SPACE ABOVE SEATING POSITIONS

ISSUE

Paragraph 7.7.8.6 of 2001/85/EC concerns the free space above seating positions which is provided for passengers. A visual image of this is shown as the red area in Attachment 1.

Inside this free space, no intrusions are allowed, except for those specified by paragraphs 7.7.8.6.3 and 7.7.8.6.4.

Paragraph 7.7.8.6.4.1 allows the intrusion of another seat, its supports and its attachments (e.g. folding table).

In vehicles of Class 1, handrails for standing passengers and communication devices are mandatory and are often attached to parts of seats (see photographs in Attachment 2).

DISCUSSION

A key purpose of the free space provisions is to allow passengers to easily move in and out of the seating positions. From a passenger view, there is no obvious problem with the position of these handrails and they do not make it difficult for passengers to use the seats or to gain access the gangway

The alternative is that a full height handrail attached from floor to ceiling is required but that would obstruct the gangway.

QUESTION

Is it acceptable for mandatory handrails and communication devices to be considered as attachments to seats and therefore allowed inside the free space for seated passengers?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
A	Handrails and Communication Devices attached to seat backs ARE allowed in the free space	
B	Handrails and Communication Devices attached to seat backs ARE NOT allowed in the free space	

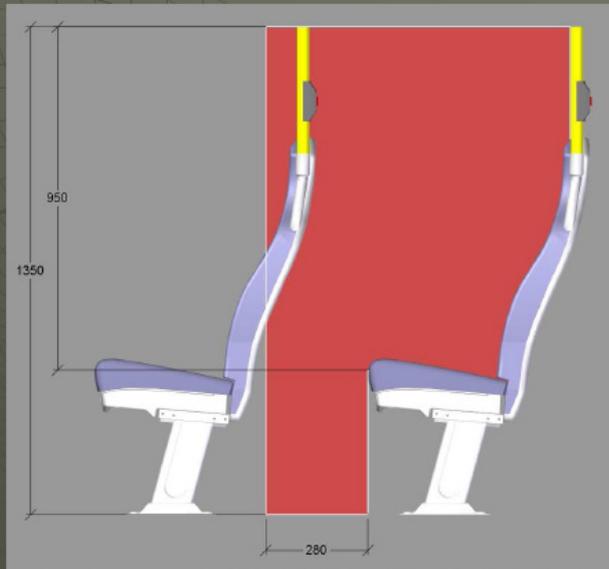
Legislation

2001/85/EC Section 7.7.8.6. Free space above seating positions

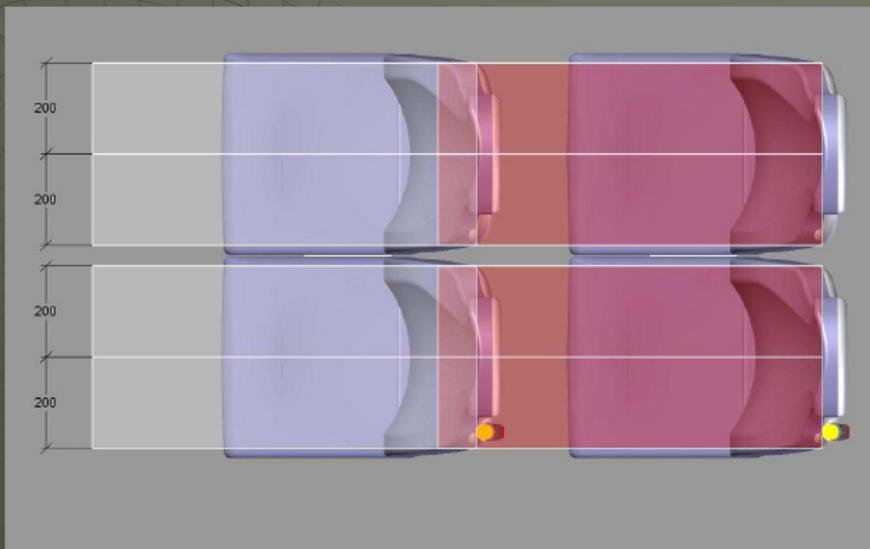
- 7.7.8.6.1. *Over each seating position and, except in the case of the front row seats in a vehicle up to 22 passengers, its associated foot space, there shall be measured a free space with a height of not less than 900 mm measured from the highest point of the uncompressed seat cushion and at least 1 350 mm from the mean level of the floor in the foot space. In the case of vehicles to which paragraph 7.7.1.10. applies, this dimension may be reduced to 1 200 mm measured from the floor.*
- 7.7.8.6.2. *This free space shall be extended over the zone defined:*
- 7.7.8.6.2.1. *by longitudinal vertical planes 200 mm either side of the median vertical plane of the seating position, and*
- 7.7.8.6.2.2. *by a transverse vertical plane through the rearmost upper point of the seat back and by a transverse vertical plane 280 mm in front of the foremost point of the uncompressed seat cushion, measured in each case at the median vertical plane of the seating position.*
- 7.7.8.6.3. *From the edges of the free space defined by paragraphs 7.7.8.6.1 and 7.7.8.6.2, the following zones may be excluded:*
- 7.7.8.6.3.1. *in the case of the upper part of outboard seats, a zone with a rectangular cross-section 150 mm in height and 100 mm in width (see Annex III, figure 14);*
- 7.7.8.6.3.2. *in the case of the upper part of outboard seats, a zone with a triangular cross-section whose apex is situated 650 mm from the floor and whose base is 100 mm in width (see Annex III, figure 15);*
- 7.7.8.6.3.3. *in the case of the footwell of an outboard seat, a zone of a cross-sectional area not exceeding 0,02 m² (0,03 m² for Class I low-floor vehicles) and having a maximum width not exceeding 100 mm (150 mm for Class I low-floor vehicles) (see Annex III, figure 16);*
- 7.7.8.6.3.4. *in the case of a vehicle for up to 22 passengers, in the case of the seating places nearest to the rear corners of the body, the outer rear edge of the free space, viewed in plan, may be rounded to a radius not exceeding 150 mm (see Annex III, figure 17).*
- 7.7.8.6.4. ***In the free space defined by paragraphs 7.7.8.6.1, 7.7.8.6.2 and 7.7.8.6.3, the following additional intrusions shall be permitted:***
- 7.7.8.6.4.1. ***intrusion of the back of another seat, its supports and its attachments (e.g. folding table);***

ATTACHMENT 1

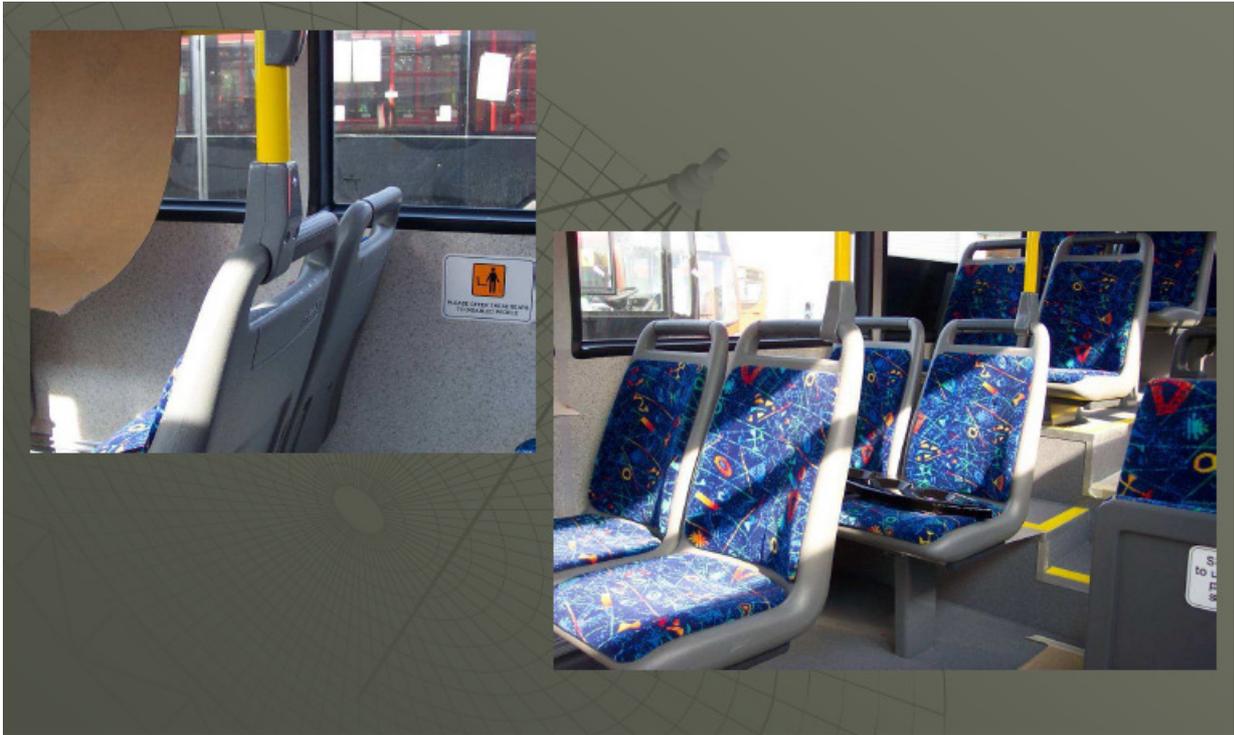
Free Height Over Seating Positions



Free Height Over Seating Positions



ATTACHMENT 2





Meeting Minutes:

The meeting agreed with Solution A.

5.18 70/221/EC: Rear underrun protection device,

SUBJECT: Rear underrun protection device
DIRECTIVE: 70/221/EC

RELEVANT SECTION:

Annex II, item 5.4 a

Rear underrun devices interrupted for the purpose of a platform lift mechanism.

QUESTION / PROBLEM / CONCERN:

1. Can a type-approval according to 3.2 (separate technical unit) be granted for a device interrupted for a platform lift mechanism and equipped with a coupling device class A if the demands in item 5.4a.1 and 5.4a.2 are not met concerning the center line of the device (Illustration 1 below)?
2. Is the demand of an effective surface area of 350 mm² stated in 5.4a.2 achieved by a combination of parts of the cross member and other components (Illustration 2 below)?

1.	A	The underrun protection device does not meet the requirements and should be refused.
1.	B	The underrun protection device does meet the requirements and should be granted.
2.	A	The effective surface area of 350 mm ² should consist of a crossmember equal in material as the other parts of the device creating a uniform surface.
2.	B	The effective surface area of 350 mm ² may consist of a combination of the underrun protection device and other components and creating a surface that differs in depth, structure and materials.
2.	C	In case of 2.B none of the test procedures for P2 or P3 can be conducted in accordance with 5.4.5.1 and no testing is required.
2.	D	In case of 2.B testing of P2 or P3 shall be conducted although determination requirements of testing points cannot be met.

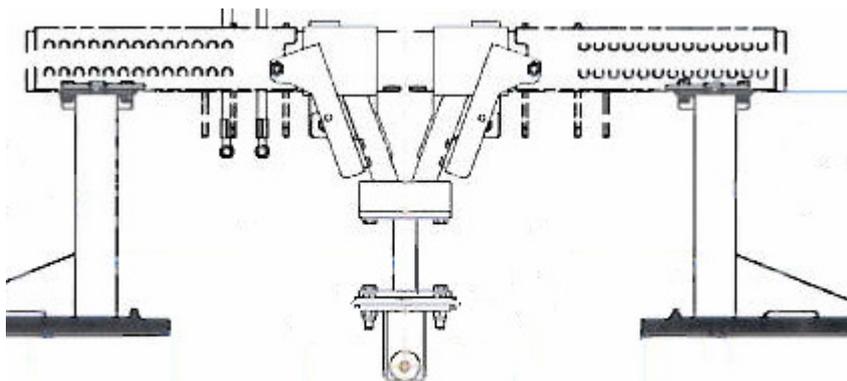
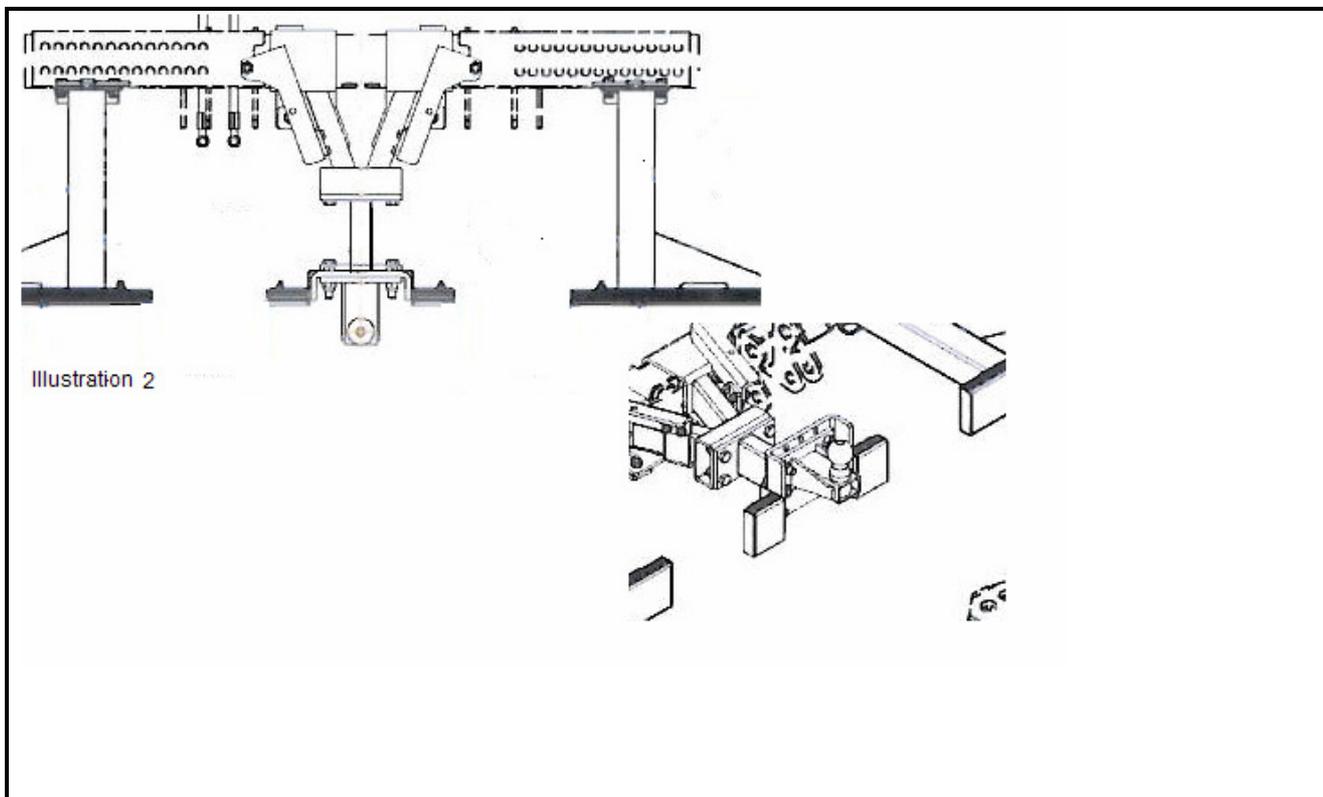


Illustration 1



Meeting Minutes:

There was general agreement in support of Solutions as follows:

1A

2A

2B on a case-by-case basis.

5.19 91/226/EC: Exemption of anti-spray device for specific bodywork,

- Regulation number :

Directive 91/226/EEC relating to the spray-suppression systems of certain categories of motor vehicles and their trailers.

- Text of Directive 91/226/EEC

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

0. SCOPE

0.1. All category N 2 vehicles of a maximum mass exceeding 7, 5 tonnes, and all category N 3 , O 3 , and O 4 , vehicles must be constructed and/ or fitted with spray-suppression devices in such a way as to meet the requirements below.

0.2. The requirements laid down above relating to spray-suppression devices as defined in section 4 of Annex I are not mandatory in the case of chassis/ cab vehicles, unbodyed vehicles, 'off-road' vehicles as defined in Directive 70/ 156/ EEC , or vehicles in which the presence of spray-suppression devices is incompatible with their use. However, if such devices are fitted to these vehicles, they must conform to the requirements of this Directive.

- Issue

Is a dump truck exempted of spray-suppression device?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
A	Yes, a dump truck is exempted of spray-suppression device.	
B	No, a dump truck is not exempted of spray-suppression device.	

Meeting Minutes:

It was confirmed that, in this particular case, a primary use of the dump truck would be on building sites and, on this basis, the meeting supported Solution A.

It was confirmed that the exemption only applies to the spray suppression equipment and not to the mudguards.

The meeting noted that other applications would be need to be considered on a case-by-case basis.

5.20 2006/40/EC: Emissions from air-conditioning systems,

SUBJECT: Emissions from air-conditioning systems

DIRECTIVE: 2006/40/EC and 2007/46/EC

RELEVANT SECTIONS:

DIRECTIVE 2006/40/EC

The Directive shall apply to motor vehicles of categories M₁ and N₁ as defined in Annex II of Directive 70/156/EEC. For the purpose of this Directive, vehicles of category N₁ are limited to those of class I (vehicles with a maximum reference mass of 1305 kg)

DIRECTIVE 2007/46/EC annex XI appendix I

61	Air-conditioning system	Directive 2006/40/EC	X	X		
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QUESTION / PROBLEM / CONCERN:

N₁ vehicles of Class I comprise vehicles with a maximum reference mass of 1305 kg. According to the scope of 2006/40/EC the directive only applies to this type of N₁ vehicles. A motor caravan is generally an N₁ vehicle in stage I and an M₁ vehicle in the finished stage. The demand in directive 2007/46/EC annex XI appendix I item 61 applies to M₁ vehicles.

This means that the manufacturer of the stage one N₁ vehicle with a mass exceeding 1305 kg, does not have to have a 2006/40/EC type approval but the manufacturer of the finished stage M₁ vehicle must have the approval which does not seem reasonable.

We think that DIRECTIVE 2007/46/EC annex XI appendix I, item 61 should be changed to instead state a "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 max. mass) are satisfied.

A	Item 61 in DIRECTIVE 2007/46/EC annex XI appendix I should be changed to state a <u>G</u> instead of an <u>X</u>
B	Item 61 in DIRECTIVE 2007/46/EC annex XI appendix I is correct

Meeting Minutes:

The TAAM delegates were requested to send their comments concerning this item.

Based on the responses received, the Commission will be notified if an amendment to the legislation is considered to be necessary.

5.21 2003/102/EC: Introduction of brake assist for vehicles,

2003/102/EC and COMMISSION REGULATION (EC) 78/2009 pedestrian protection

INTRODUCTION OF BRAKE ASSIST FOR VEHICLES

ISSUE

Vehicles already holding EC Type approval before 1 October 2005 are considered to be existing types for the purposes of 2003/102/EC (& EC Regulation 78/2009) and hence do not need to comply with the Phase 1 Pedestrian Protection requirements until 31 December 2012.

However 78/2009 includes requirements for Brake Assist to be introduced for existing types by 24 February 2011.

DISCUSSION

Therefore, whilst Vehicles approved before 1 October 2005 do not need to comply with Phase 1 of the Pedestrian Protection requirements until 31 December 2012, they will need to obtain a 78/2009 approval 22 months earlier in order to comply with the Brake Assist provisions.

It could be argued that when the 78/2009 approval for Brake Assist is granted the vehicle must, at the time of that approval, comply with all the provisions of 78/2009 (i.e. Brake Assist and Phase 1 Pedestrian Protection)

However, because there are separate dates for existing vehicles to be approved for Phase 1 and Brake Assist, it could alternatively be argued that the two requirements can be considered separately.

Indeed, if 78/2009 approval for Brake Assist in February 2011 is deemed to also require compliance with the Phase 1 Pedestrian Protection requirements there would seem to be no meaning for Section 4 in 78/2009 Article 9.

QUESTION

1) Can a vehicles approved before 1 October 2005 be approved for compliance with the Brake Assist provisions without approval for Phase 1 Pedestrian Protection?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
A	Vehicles already holding EC Type approval before 1 October 2005 must comply with requirements for Brake Assist by 24 February 2011 but they do not need to comply with Pedestrian Protection requirements (Phase 1) until 31 December 2012.	

	<p>B Vehicles already holding EC Type approval before 1 October 2005 must comply with requirements for Brake Assist by 24 February 2011 and at this time must also comply with Pedestrian Protection requirements (Phase 1)</p>	

2) If the answer to question 1 is Solution A, what format should be used for the Approval number reference the provisions of 78/2009 Article 6?

Legislation

78/2009

Article 9

Timetable for application to vehicles

2. **With effect from 24 February 2011**, national authorities shall, on grounds relating to pedestrian protection, consider the certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and **shall prohibit the registration, sale and entry into service of the following new vehicles which do not comply with the technical provisions set out in Section 4 of Annex I to this Regulation:**

- (a) vehicles of category M_1 ;
- (b) vehicles of category N_1 derived from M_1 and of maximum mass not exceeding 2 500 kg.

4. **With effect from 31 December 2012**, national authorities shall, on grounds relating to pedestrian protection, consider the certificates of conformity to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and **shall prohibit the registration, sale and entry into service of the following new vehicles which do not comply with the technical provisions set out in Section 2 or Section 3 of Annex I to this Regulation:**

- (a) vehicles of category M_1 of maximum mass not exceeding 2 500 kg;
- (b) vehicles of category N_1 derived from M_1 , and of maximum mass not exceeding 2 500 kg.

Article 6

Granting of EC type-approval

1. If the relevant requirements are met, the approval authority shall grant EC type-approval and issue a type-approval number in accordance with the numbering system set out in Annex VII to Directive 2007/46/EC.

2. For the purposes of Section 3 of that type-approval number, one of the following letters shall be used:

- (a) for the approval of vehicles with regard to pedestrian protection:
 - 'A' if the vehicle complies with Section 2 of Annex I,
 - 'B' if the vehicle complies with Section 3 of Annex I;

Meeting Minutes:

The meeting agreed with Solution A.

It was also agreed that for a Regulation (EC) 78/2009 approval covering only Brake Assist the approval number should not include the A or B letters – these should only be used to designate Phase 1 and Phase 2 respectively of the Pedestrian Protection requirements.

5.22 631/2009/EC: Pedestrian Protection,

Issue

The new Regulation in conjunction with the Commission Regulation 631/2009 will repeal the directive 2003/102/EC. There is a time period where the old directive is repealed and the new Reg. is not fully requesting the phase I provisions.

Also the new part of BAS is introduced for diff. categories and vehicle masses.

Questions:

- a) To solve the leading time problems (2009 – 2015) a possible way is still to allow extensions to the 2003/102/EC directive which is no longer valid from 24th of Nov 2009 on because the 78/2009 Reg. will repeal the directive.
- b) Together with the still valid 2003/102/EC approvals of 78/2009 only dealing with BAS are possible. So in the list of approvals (Annex III) there will be a 2003/102/EC and a 78/2009_631/2009 approval

Prescription

Directive 2003/102/EC KOM Decision. 2004/90/EC and Regulation 78/2009 in conjunction with 631/2009

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
A	Yes , it is acceptable to allow extension to the 2003/102/EC after Nov.2009	
B	Yes , 2 approvals for one item (here No. 58 of Annex IV) are possible: a) 2003/102/EC approval still valid, dealing with the Ped.Prot. Tests b) 78/2009 approval dealing with BAS	A link to a R13-H newest supplement may also be excepted for BAS

Meeting Minutes:

The general view of the meeting was that it would be acceptable to allow extension to existing 2003/102/EC approvals after November 2009.

The Commission agreed to refer this to the Legal Service for confirmation.

5.23 2007/46/EC: Multi-Stage Type-Approval for a vehicle of category M or N,

Directive or Regulation number:		
2007/46/EC		
Subject:		
Multi-Stage Type-Approval for a vehicle of category M or N		
Reference to Annex, etc in the Directive or Regulation:		
Article 3: Definitions; Item 11		
Text:		
<i>Item 11:</i> <i>'motor vehicle' means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h;</i>		
Question:		
Is it necessary that an incomplete motor vehicle can move 'fysically' by its own means for the first stage approval? In other words: Is the presence of a driveline for the first stage type approval mandatory?		
Solutions:		
A	Yes	It is necessary to have a driveline in an incomplete vehicle for the first stage type approval
B	No	It is not necessary to have a drive line in an incomplete vehicle for the first stage type approval

Meeting Minutes:

There was general support for Solution B.

Some delegates considered that case-by-case consideration would be needed to prevent abuse of the Type Approval process and it was suggested that this be covered in more detail during the TAAM multi-stage working group discussions (see Item 5.1).

6. ITEMS RELATING TO FRAMEWORK DIRECTIVE 92/61/EEC AND 2002/24/EC (MOTORCYCLES)

6.1 2002/24/EC: Tyres, Load capacity,

Background:

Motorcycle, Category L1e or L3e (2 axles, 2 wheels).

Information Document:

[...]

2.3 Maximum technically permissible mass declared by the manufacturer: 276 kg

2.3.1 Division of that mass between the axles: Front: 84 kg

Rear: 192 kg

2.3.2 Maximum technically permissible mass on each of the axles: Front: 150 kg

Rear: 300 kg

[...]

5.2. Tyres (category, dimensions and maximum loading) and rims (standard type):

Front: 70/100-19 M/C 42M, 1.4x19

Rear: 90/100-16 M/C 51M, 1.6x19

[...]

5.2.4. Minimum-speed category symbol compatible with the theoretical maximum design speed of the vehicle: B

5.2.5. Minimum load-capacity index with the maximum load on each tyre:

Front: 22

Rear: 51

[...]

Legislation:

Directive 97/24/EC, Chapter 1, Annex III :

[...]

1.3. Load capacity

1.3.1. The maximum load rating, as defined in item 1.31 of Annex II and account being taken of the requirements set out in Appendix 7 to Annex II, of every tyre with which the vehicle is fitted shall be at least equal to the following:

- the maximum permissible axle mass where the axle is equipped with one tyre only;
- half of the maximum permissible axle mass where the axle is equipped with two tyres in single formation;
- 0,54 times the maximum permissible axle mass where the axle is equipped with two tyres in dual (twin) formation;
- 0,27 times the maximum permissible axle mass where the axle is equipped with two sets of tyres in dual (twin) formation,

with reference to the maximum permissible axle mass declared by the vehicle manufacturer.

[...]

Directive 93/93/EEC, Annex:

[...]

1.8. *technically permissible maximum mass*

means the mass calculated by the manufacturer for specific operating conditions, taking account of factors such as the strength of the materials, loading capacity of the tyres, etc.;

[...]

Additional information:

LI and load capacity:

LI	kg	LI	kg	LI	kg	LI	kg
22	85	42	150	51	195	66	300

Question:

Is the “maximum technically permissible mass on each of the axles” as declared by the manufacturer and stated in 2.3.2 of the information document

A: the load capacity of the axle itself independent of the strength of the frame, axle suspension, etc., or

B: the load capacity of the axle taking into account the strength of the axle suspension, the frame etc.?

Consequences:

If Solution A is chosen:

- It is no problem that the maximum technically permissible mass on one or each of the axles is higher than the maximum technically permissible mass of the whole vehicle.
- It is not possible to use the “maximum technically permissible mass on each of the axles” as base for the maximum axle load for the registration document; the division of the maximum mass between the axles has to be used for this purpose.
- On road use this values must not be exceeded. It is not allowed for the driver (and the passenger) to move his (their) centre of gravity or the centre of gravity of the payload in forward or rearward direction.
- The load capacity of the tyres fitted on the vehicle shall be at least the value as stated in 2.3.1. (division of the technically permissible mass declared by the manufacturer between the axles) of the information document. A load index of 22 for the front tyre and a load index of 51 for the rear tyre is sufficient.

If Solution B is chosen:

- In normal cases the “maximum technically permissible mass on each of the axles” is the base for the maximum axle load for the registration document.
- On road use the values in 2.3.1 (division of the technically permissible mass declared by the manufacturer between the axles) in the information document may be exceeded up to the maximum technically permissible mass on each of the axles.
- The load capacity of the tyres fitted on the vehicle shall be at least the value as stated in 2.3.2. (maximum technically permissible mass on each of the axles) of the information document, taking in account the requirements set out in Appendix 7 to Annex II of chapter 1 of Directive 97/24/EC.
- A load index of 42 for the front tyre and a load index of 66 for the rear tyre is sufficient and shall be stated in 5.2.5 of the information document.

Possibilities of solution

A	Refused
B	Accepted

Meeting Minutes:

The meeting agreed with Solution B.

6.2 2002/24/EC: Minimum load-capacity of tyres for L vehicles,

- Regulation number :

Directive 2002/24/EC relating to the type-approval of two or three-wheel motor vehicles and repealing Council Directive 92/61/EEC

Directive 97/24/EC on certain components and characteristics of two or three-wheel motor vehicles, chapter 1

- Text of Directive 2002/24

Annex II / Information document

2. 3. 1. Division of that mass between the axles:

2. 3. 2 Maximum technically permissible mass on each of the axles:

[...]

5. 2. 5. Minimum load-capacity index with the maximum load on each tyre:

- Text of Directive 97/24 chap.1

Annex II / Definitions, marking et requirements

[...]

1. 31. 'maximum load rating'

means the maximum mass which a tyre is rated to carry:

Annex III / Requirements for vehicles with regard to the fitting of their tyres

1.3. Load capacity

1.3.1. The maximum load rating, as defined in item 1.31 of Annex II and account being taken of the requirements set out in Appendix 7 to Annex II, of every tyre with which the vehicle is fitted shall be at least equal to the following:

- the maximum permissible axle mass where the axle is equipped with one tyre only;

- Issue

Does the load index of the tyre (5.2.5) have to correspond to the mass of the point 2.3.1 (distribution of the maximum technically permissible mass) or to the mass of the point 2.3.2 (maximum load capacity mass of the axle) ?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
	A	
	The load index of the tyre have to correspond to the mass of the point 2.3.2	Cf. Annex III, point 1.3.1 directive 97/24 chapter 1.
	B	
	The load index of the tyre have to correspond to the mass of the point 2.3.1	The WVTA file specifies that the load capacity index of the tyres (5.2.5.) is linked to the distribution of maximum technically permissible mass among the axles (point 2.3.1)

Meeting Minutes:

The meeting agreed with Solution A.

6.3 97/24/EC: Non-original exhaust system for a type of motorcycle,

SUBJECT: Non-original exhaust system for a type of motorcycle

DIRECTIVE: 97/24/EC

RELEVANT SECTION:

Chapter 9, Annex III, item 3

Component type-approval of a non-original exhaust system or components thereof

QUESTION / PROBLEM / CONCERN:

Mechanically adjustable exhaust and sound management.

The question about electromechanically and mechanically adjustable noise silencers was discussed in the previous TAAM held in Bern. In a specific case concerning mechanically adjustable noise silencers, adjustments can be made by hand with a special tool, the adjustment cannot be made under driving. In another variant the adjustment tool cannot be used before the removal of a lock-screw, which is not easily removable.

In the first case, the vehicle driver can manipulate the sound level before riding. In the other case there would not be any problem, if the vehicle owner does not remove the locking screw, thereby making the case identical to the first one.

1. Can a type-approval be granted for an exhaust system with can be manually adjusted with a special tool?
2. Can a type-approval be granted for an exhaust system with can be manually adjusted with a special tool first after the removal of a lock-screw?

1.	A	The exhaust system does not meet the specifications and should be refused.
1.	B	The exhaust system meets the specifications and a type-approval should be granted.
2.	A	The exhaust system does not meet the specifications and should be refused.
2.	B	The exhaust system meets the specifications and a type-approval should be granted.

Meeting Minutes:

There was general support for Solutions 1A and 2A but this was not a unanimous view because the legislation does not specifically forbid exhaust system with can be manually adjusted to a different mode.

6.4 2002/24/EC: WMI code,

Issue:

Some manufacturers are sharing the WMI with other manufacturers who do not have it assigned by SAE.

Example:

Manufacturer X allows manufacturer Y to use its WMI for a determined number of VINs.

The problem relies on the untraceability between manufacturer and WMI, making extremely difficult to verify the link between vehicle and manufacturer.

Legislation:

Directive 2002/24*2006/120/EC, Chapter I, Article 2,

[...]

Point

10. Manufacturer:

means the person or body 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, components or separate technical units covered by the approval process.

Directive 93/34*2006/27/EC

[...]

3.1.1. the vehicle identification number must be in three parts as indicated hereafter:

3.1.1.1. the first part consists of a code assigned to the vehicle manufacturer enabling that person to be identified. The code shall consist of three characters (letters or digits) issued by the competent authorities in the country in which the manufacturer has his registered address in line with the practice of the international agency acting on the authorization of the International Organization for Standardization (ISO). The first character designates a geographical area, the second a country within a geographical area and the third character a particular manufacturer. Where the manufacturer produces less than 500 vehicles per year the third character is always a 9. In order to identify that manufacturer the authority referred to above shall issue the third, fourth and fifth characters of the third part;

Question 1:

If the company does not have the WMI certificate given to its name, can this company be considered as a “manufacturer”?

Question 2:

If the answer to question 1 is “it is not considered as a manufacturer”: Can an Approval Authority refuse an Approval granted to a company that does not have the WMI assigned to its name?

Possibilities of solution

	accepted	refused
Question 1		
Question 2		

Comments:

See attachment where it can be seen a statement of a company conceding a determined number of VINs to another company which has no assigned WMI to its name by SAE.

Meeting Minutes:

The meeting agreed that each individual manufacturer must have its own specific WMI code.

7. ITEMS RELATING TO FRAMEWORK DIRECTIVE 2003/37/EC (AGRICULTURAL AND FORESTRY TRACTORS)

Meeting Minutes:

No agenda items submitted for this section.

8. MISCELLANEOUS

8.1 Short report of the ETAES-Meeting

Meeting Minutes:

Mr Frank Wrobel (Chair of the ETAES group) outlined the discussions held during the ETAES meeting held on 7 October 2009.

The key points from the meeting were reported as follows:

Operation of ETAES:

It was reported that ETAES is operating working well. Portugal is now the only Member States not yet included. It was noted that Italy is still not fully active and letter will be send to Italy to encourage its full participation.

Development of ETAES III is progressing well and it will hopefully be available early in 2010.

Financing

It is intended that the Service Level Agreement and invoices will be distributed by the end of 2009.

DETA meeting

Work in relation to the DETA group is ongoing.

XML Sub-Group

The TAAM delegates were asked to outline their current use of XML (or other structured file formats) for registration databases. Details will be included in the full ETAES minutes.

Opportunities for

TAAM delegates were also requested to submit details of details of the layout and content of these files to assist with proposals for the development of a possible common global format.

Use of ETAES to exchange information

It was suggested that ETAES could be used to exchange information concerning possible abuse of the type approval processes.

CO2 Manufacturer Database

TAAM delegates were requested to review and amend manufacturer data that will be used for the CO2 database. The data will be circulated with the ETAES minutes.

8.2 ECE-R 43: The transition period for affixing the new XI mark on laminated glass,

Supplement 12 to ECE Regulation 43
(referenced in the directive whose base is 92/22/EC)

Issue:

Para. 12.3. to 12.5. are setting rules regarding the transition period for affixing the new XI mark on laminated glass pane other than windscreen.

Concerned extract of supplement 12 (ECE/TRANS/WP.29/2009/36):

Insert new paragraph 5.5.8., to read:

"5.5.8. XI in the case of a laminated glass pane other than windscreen."

Add new paragraphs 12.3. to 12.5., to read:

"12.3. As from the official date of entry into force of Supplement 12 to this Regulation, no Contracting Party applying this Regulation shall refuse to grant approval under this Regulation as amended by Supplement 12 to the Regulation in its original form.

12.4. As from 24 months after the date of entry into force, Contracting Parties applying this Regulation shall grant approvals only if the type of component or separate unit to be approved meets the requirements of Supplement 12 to the Regulation.

As from 24 months after the date of entry into force of Supplement 12, the Contracting Parties applying this Regulation may refuse to recognize the approval of safety glazing not bearing the symbols prescribed in paragraph 5.5. of this Regulation.

Question 1:

After the 24 months, is the replacement market also concerned for glazing approved without XI mark before 24 months after the date of entry into force?

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
A	Yes	Advantage = unique rule
B	No	Advantage for the glazing manufacturers = not necessary (but possible) for the manufacturer to change many marking templates Besides, no safety issue
C	At the discretion of the contracting party	Allowing case by case special adoption

Meeting Minutes:

There was general support for Solution B.

8.3 ECE-R 43: Bearing the XI mark,

Question 2:

In the framework of a restyling of vehicle (initial certification before the entry into force of the supplement 12) after 24 months after the date of entry into force (for example the R point, the windscreen and some lights are changed), does it mean that all the laminated glazing of the vehicle other than windscreen will have to bear the XI mark (even if nothing was changed for them)?

Possibilities of solution

Comments

A	Yes	Advantage = unique rule
B	No	Advantage for the glazing manufacturers = not necessary (but possible) for the manufacturer to change many marking templates Besides, no safety issue
C	At the discretion of the contracting party	Allowing case by case special adoption

Meeting Minutes:

There was general support for Solution B.

8.4 ECE-R 43: Wording "...may refuse...",

Question 3:

Is the wording "... may refuse ..." clear for all parties?

Possibilities of solution

Comments

A	"May" = "shall" in all cases	Advantage = unique rule See also 12.4. ("... shall grant approvals ...")
B	"May" = "shall" except for interpretations 1. and 2.	Advantage for the glazing manufacturers = not necessary (but possible) for the manufacturer to change many marking templates Besides, no safety issue
C	At the discretion of the contracting party	Allowing case by case special adoption

Meeting Minutes:

It was explained that "may refuse" means that the Member State may choose whether or not to apply the legislative provisions from the stated date.

8.5 ECE-R 67: Provisions regarding the approval of flexible hoses with couplings,

Issue

Annex 8 of UN/ECE Regulation No. 67 (R 67) deals with “Provisions regarding the approval of flexible hoses **with** couplings”. There are separate sections dealing with:

- High pressure rubber hoses (Class1),
- Low pressure rubber hoses (Class 2) and
- High pressure synthetic hose (Class 1).

Each section includes a subsection “Assembly of hose and couplings”. Each subsection states that the “hose assembly (hose with couplings)” has to withstand during five minutes a defined gas pressure without any leakage.

The first approvals granted according to R 67 were mainly used in connection with the serial production of vehicles fitted with special equipment for the use of liquefied petroleum gas (LPG) in their propulsion systems. At a later point of time approvals according to R 67 became important for hose assemblies as technical unites that are used to complete retrofit systems according to UN/ECE Regulation No. 115 (R 115). After the installation of such retrofit system a vehicle originally build to use petrol or diesel fuel uses LPG.

The scope of an approval according to R 115 may cover a variety of different vehicle-types. Several hoses of different length will have to be allocated to the vehicle-types described in one approval according R 115. Each company applying for an approval regarding to R 115 will appreciate the possibility to leave it to the installer to cut the correct length of hose, attach the couplings and check the hose assembly with respect to leakage. For practical reasons it seems not at all to be sure that each installer is in a position to carry out test process regarding leakage correctly.

If the approval holder does not supply a hose assembly to the installer but a length of hose and some separate couplings he will not have any possibility to influence the quality of the connections between hose and couplings. This means that he can not make sure that the hose assembly is manufactured as to conform to the approval.

The source of this problem is the variety of different vehicle-types covered by one approval according to R 115. R 67 was not originally created for the purpose to describe technical unites used to compete retrofit systems.

Question:

What may an approval according to R 67 cover?

Prescription

UN/ECE Regulation 67

Possibilities of solution

Comments

	<u>Possibilities of solution</u>	<u>Comments</u>
A	An approval according to R 67 may cover a hose assembly (hose with couplings) connected and duly tested by the approval holder.	Annex 8 of R 67 deals with “Provisions regarding the approval of flexible hoses with couplings”. The couplings and the flexible hose have to be connected by the approval holder himself. That approval holder has to ensure Conformity of Production regarding the connection with respect to leakage.
B	An approval according to R 67 may cover hose material (not cut to a special length) and couplings. The parts are not connected by the approval holder.	The hose assembly can not be tested by the approval holder.
C	An approval according to R 67 may cover hose material (not cut to a special length) or it may cover couplings. However it is not necessary that hose and couplings are dealt with in the same approval.	The hose assembly can not be tested by the approval holder.

Meeting Minutes:

The meeting agreed with Solution A.

It was mentioned during the meeting that CNG and LPG approval according to ECE R110 and ECE R67 concern the whole vehicle and not only the tank.

8.6 ECE-R 67: LPG Equipment,

Directive or Regulation number:		
ECE-R67.01 LPG Equipment		
Subject:		
The filling unit		
Reference to Annex, etc in the Directive or Regulation:		
6.15.10. Provisions regarding the filling unit		
Text:		
6.15.10.1. The filling unit shall be equipped with at least one soft-seated non-return valve, and it shall not be dismantlable by design.		
<p>According to the above mentioned drawing, this filling unit consists of two parts: the lower part, which includes the soft-seated non-return valve and is fixed to the vehicle, and the upper part, which is removable. The two parts are screwed together without any locking security.</p>		
Question:		
Is it correct to approve the above mentioned filling unit ?		
Solutions:		
A	Yes	The filling unit is not dismantlable by design
B	No	The filling unit is dismantlable by design (screwed connection)
Authority:		

Meeting Minutes:

In the case of the example presented, there was general support for Solution A.

The meeting also agreed that both parts of the component should have the approval mark.

8.7 2009/19/EC: EMC-Approvals for Taximeters and their accessories,

SUBJECT: **EMC-Approvals for Taximeters and their accessories**

REFERENCES (DIRECTIVE / ANNEX / ETC):

Directive 72/245/EEC as last amended with directive 2009/19/EC

'Annex I

... Item 2.1.8. 'Electrical/electronic subassembly' (ESA) means an electrical and/or electronic device or set(s) of devices intended to be part of a vehicle, together with any associated electrical connections and wiring, which performs one or more specialised functions. An ESA may be approved at the request of a manufacturer or his authorised representative as either a 'component' or a 'separate technical unit (STU)' (see Directive 70/156/EEC, Article 2).

... Item 2.1.12. Immunity-related functions are:

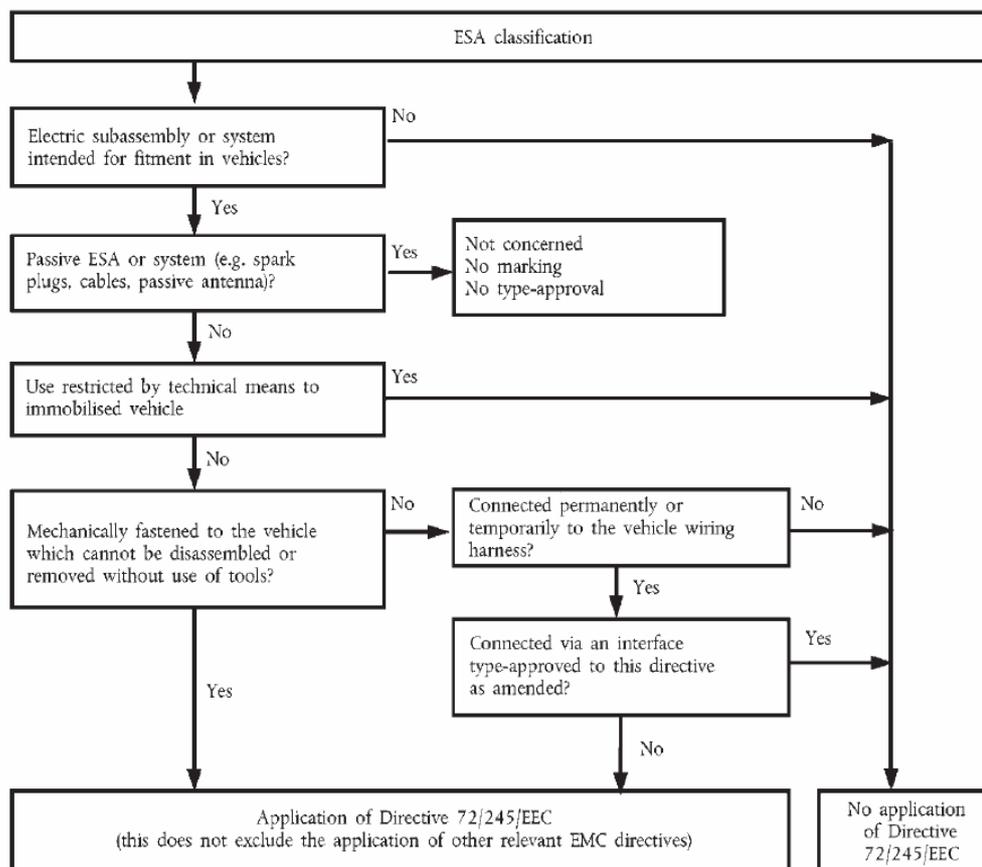
...

(d) functions related to vehicle data bus functionality:

— by blocking data transmission on vehicle data bus-systems, which are used to transmit data, required to ensure the correct functioning of other immunity-related functions;

(e) functions which, when disturbed, affect vehicle statutory data: e.g. tachograph, odometer.

... Item 3.2.1. Applicability of this Directive to ESA:



... Item 3.2.9. Components sold as aftermarket equipment and intended for the installation in motor vehicles need no type-approval if they are not related to immunity-related functions (Annex I, 2.1.12). In this case a Declaration of Conformity according to the procedures of Directive 89/336/EEC or 1999/5/EC must be issued. Part of this declaration must be that the ESA fulfils the limits defined in paragraphs 6.5, 6.6, 6.8 and 6.9 of Annex I to this Directive.'

QUESTION / PROBLEM / CONCERN:

In the Directive 2004/104/EEC there are several steps to follow through in order to determine whether an ESA falls into the scope of the Directive or not. The schema in Item 3.2.1. requires an answer to two essential questions: Is the ESA connected to vehicle wiring harness or not, and, if connected whether the interface is type-approved or not. And after that, is the ESA related to immunity-related functions.

Question was raised within an EMC-type-approval of a Taximeter and its accessories. Taximeters are considered as Electrical/electronic subassemblies (ESA) with immunity-related functions as defined in Directive 2004/104/EC, Annex I, item 2.1.12. Various accessories may be connected to an EMC type-approved Taximeter, for example a Payment terminal. These terminals typically include a magnetic card reader, smart (chip) card reader and PIN pad. The connection is done for example with USB cable. Typical (and the largest) manufacturers on this market are i.e. Ingenico, VeriFone, and Hypercom. Question is, whether these terminals fall into the scope of the Directive 72/245/EC or not and, if they do how should they be treated.

We would like to hear other TAs' positions towards accessories added to Taximeters, a Payment terminal serving as an example of a device connected to an EMC type-approved Taximeter. In this example, the Payment terminal is connected via USB interface to a Taximeter. Taximeter is permanently connected to the vehicle wiring harness and type-approved as an ESA to the Directive 72/245/EC by the component manufacturer. Questions as follows:

1. Please consider the following options A and B:

		Accepted	Refused
A	Directive 72/245/EEC is applicable to Payment terminal since, the Payment terminal is temporarily connected to the vehicle wiring harness via the USB interface		
B	Directive 72/245/EEC is not applicable since, the Payment terminal is not considered connected permanently or temporarily to the vehicle wiring harness		

2. If You consider option A above "Accepted", please investigate further options:

		Accepted	Refused
A₁	Taximeter is not considered as „interface type-approved to directive 72/245/EEC“ and thus, directive 72/245/EEC is applicable to the Payment terminal		
B₁	Taximeter is to be considered as „interface type-approved to directive 72/245/EEC“ and thus, directive 72/245/EEC is not applicable		

3. If You consider option A₁ above "Accepted", please investigate even further options:

		Accepted	Refused
A₂	Payment terminal is considered as Electrical/electronic subassembly (ESA) with immunity-related functions. Therefore Payment terminals must be either included in the taximeter EMC type-approval or have to be separately type-approved.		
B₂	Payment terminal is considered as Electrical/electronic subassembly (ESA) without immunity-related functions. Therefore payment terminals need not to be approved to directive 72/245/EEC but, must have a Declaration of Conformity as per Item 3.2.9 to the Annex I of the Directive 72/245/EEC.		

Meeting Minutes:

It was agreed that, in this case, 72/245/EEC would not be applied.

Note: Some delegates reached this conclusion via Solutions 1A plus 2B1 whilst others reached the same conclusion via Solution 1B.

8.8 2009/19/ECE R79: Use of Joysticks as steering devices,

Meeting Minutes:

It was explained that, under the provisions of ECE R79.01, it is now possible to approve vehicles with steer by wire systems and that these systems are not specifically required to have steering wheels, i.e. the vehicle could be steered by means of a joystick device.

The delegates were requested to consider the implications in order to support further discussion of this item at the next TAAM.

8.9 2007/46/EC Article 32 Recall of Vehicles,

Meeting Minutes:

The delegates were requested to email France with information about their procedures for the recall of vehicles.

8.10 EC meetings for Type Approval Authorities,

Meeting Minutes:

The meeting discussed Commission proposals for the creation of an expert group of national type approval authorities.

The preference of the meeting was that the proposed activity be incorporated into the agenda for the regular TAAM. It was considered that this approach would avoid the need for additional meetings and also prevent duplication of effort.

8.11 Attendance of delegates from Croatia,

Meeting Minutes:

The Commission confirmed that Croatia is officially a candidate member and the meeting therefore agreed that Croatia should be allowed to attend future TAAMs.

It was agreed that this principle should also be applied to all other candidate members.

9. **NEXT MEETING**

Meeting Minutes:

It was confirmed that the next two TAAM's will be scheduled as follows:

Bulgaria : 22 and 23 April 2010 in Sofia.

Romania : Q3/Q4 2010 .

TAAM were requested to now consider volunteering to host the meeting in 2011 Q1/Q2.