

TYPE APPROVAL AUTHORITIES MEETING
6 & 7 JUNE, 2013 – LUXEMBOURG-CITY, LUXEMBOURG

Held in: Grand Hotel Cravat, 29 boulevard F.D. Roosevelt L-2450 Luxembourg

DRAFT

TAAM MINUTES

AGENDA:

- 1. Opening of the meeting**
- 2. Adoption of the Agenda**
- 3. Adoption of the minutes of Bratislava Meeting**
- 4. Adoption of the minutes of Brussels Meeting**
- 5. Follow up on questions from previous meetings**
 - 5.1. Bratislava item 4.3;
Geneva item 5.5;
Brussels item 4.3:
Regulation (ECE) R103.00 and Regulation (EC) 715/2007 on replacement pollution devices, particulate filter provisions for testing (Germany)
 - 5.2. Bratislava item 4.4;
Geneva item 5.6;
Brussels item 4.4:
Regulation (ECE) R83.06 and Regulation (EC) 715/2007 on engine setting for type I test (UK)
 - 5.3. Bratislava item 5.6;
Brussels item 4.6:
Directive (EC) 2007/46 on Mobile Air Conditioning (MAC) for special purpose vehicles (UK)
 - 5.4. Bratislava item 5.26;
Brussels item 4.9:
Regulation (ECE) R107.03 and Directive (EC) 2007/46 on exits in buses and coaches (UK)
 - 5.5. Brussels item 5.1:
Regulation (ECE) R13H up to suppl. 13 on unclear transitional provisions (Germany)
 - 5.6. Brussels item 5.26:
Directive (EC) 2007/46 on multistage EC type approval granted after 29.10.2012 on base of a WVTA not amended by Regulation (EC) 678/2011. Meet Regulation (EC) 678/2011 or not? (Belgium)
 - 5.7. Brussels item 5.28:
Regulation (EC) 630/2012 on tires used for testing (UK)
 - 5.8. Riga item 5.27:
Brussels item 6.3 on plastic glazing (UK)
- 6. Questions relating to framework Directive (EC) 2007/46 (motor vehicles)**
 - 6.1. Directive (EC) 2007/46 - Certificate of Conformity for complete or completed vehicles of category N (Germany 1)
 - 6.2. Directive (EC) 2006/96 - Accession of Croatia to the EU (Germany 2)
 - 6.3. Directive (EC) 2007/46 - Multi-stage approvals, Annex XVII (Norway 1)
 - 6.4. Directive (EC) 2007/46 - ECWVTA certificate of conformity (UK 1)
 - 6.5. Directive (EC) 2007/46 - Special group, code SG (Netherlands 1)
 - 6.6. Directive (EC) 2007/46 - Open box (Netherlands 2)
 - 6.7. Directive (EC) 2007/46 - Two or more bodyworks (Netherlands 3)
 - 6.8. Directive (EC) 2007/46 – Dolly (Netherlands 4)

- 6.9. Directive (EC) 2007/46 - Annex IX (ADR) (France 1)
 - 6.10. Directive (EC) 2007/46 - Procedures to be followed during multi-stage EC type approval (Netherlands 5)
 - 6.11. Directive (EC) 2007/46 - Number of seating positions (Netherlands 6)
 - 6.12. Directive (EC) 2007/46 - Directive (EC) 715/2007 emissions for multistage vehicles (Romania 1)
 - 6.13. Directive (EC) 2007/46 - Directive (EC) 715/2007 repair and maintenance information (RMI) (Ireland 1)
 - 6.14. Directive (EC) 2007/46 - Directive (EC) 715/2007 amended by Regulation (EU) 595/2009 (Euro VI) fire fighting vehicles (Slovakia 1)
 - 6.15. Directive (EC) 2007/46 - Directive (EC) 678/3011 Number of seating positions (Finland 2)
 - 6.16. Directive (EC) 2007/46 - Directive (EC) 661/2009 Article 19 (Latvia 1)
 - 6.17. Directive (EC) 2007/46 - Directive (EU) 458/2011 and 682/2008 snow tires, M+S tires (Germany 4)
 - 6.18. Directive (EC) 2007/46 - Directive (EC) 79/2009 and 406/2010 Hydrogen powered motor vehicles (Germany 5)
 - 6.19. Directive (EC) 2007/46 - Directive (EU) 1230/2012 Foldable device designed to reduce aerodynamic drag (Netherlands 7)
 - 6.20. Directive (EC) 2007/46 - Directive (EU) 1230/2012 - Technically permissible maximum laden mass of the vehicle when towing (Netherlands 10)
- 7. Questions relating to framework Directive (EC) 2002/24 (two or three-wheel motor vehicles)**
- 7.1. Directive (EC) 2002/24 - Legislation – Multiple (UK 2)
 - 7.2. Directive (EC) 97/24 (Chapter 5) – GTR No. 2 applicable amendment stage (Spain 1)
- 8. Questions relating to framework Directive (EC) 2003/37 (agricultural or forestry tractors)**
- 8.1. Directive (EC) 2003/37 - Directive 2009/144 or Regulation (ECE) R43 approved windscreens (Netherlands 8)
- 9. Questions relating to UNECE Regulations**
- 9.1. Regulation (ECE) R16 - Annex 17 Compatibility with child restraint systems (UK 3)
 - 9.2. Regulation (ECE) R48 - Automatic switching of DRL to dipped-beam (Germany 3)
 - 9.3. Regulation (ECE) R55 - Documentation needed for Class A 50-x approval (Finland 1)
 - 9.4. Regulation (ECE) R94 - Annex 6, frontal collision on (UK 4)
 - 9.5. Regulation (ECE) R107 - Intercommunication staircase of a double-deck vehicle (UK 5)
 - 9.6. Regulation (ECE) R121 - Identification of controls (Netherlands 9)
- 10. Other**
- 10.1. Information of the status of the CoP and Product Safety measures concerning directive 2006/40/E "MAC" and the new refrigerant R-1234yf. (Germany)
 - 10.2. ETEAS report of Wednesday (05.06.2013) session (Frank Wrobel)
 - 10.3. Next TAAM?
 - 10.4. Any other business
 - 10.4.1 Draft Revision 3 to the 1958 Agreement
 - 10.4.2 Participation of Japan in TAAM

MEETING QUESTIONS AND NOTES

1. Opening of the meeting

TAAM Minutes:

The delegates were welcomed in Luxembourg by Mr. Claude Liesch (SNCH), chairman of the meeting. He volunteered to draft the meeting minutes and to circulate them to all participants.

2. Adoption of the Agenda

TAAM Minutes:

The provisional agenda was adopted with the addition of the following items:

- 7.2 Directive (EC) 97/24 (Chapter 5) - GTR 2 applicable amendment stage
- 10.4.1 Draft Revision 3 to the 1958 Agreement
- 10.4.2 Participation of Japan in TAAM

3. Adoption of the minutes of Bratislava Meeting

TAAM Minutes:

The final minutes of the meeting held in Bratislava, Slovakia on 26 and 27 April 2012 were adopted.

4. Adoption of the minutes of Brussels Meeting

TAAM Minutes:

The draft minutes of meeting held in Brussels, Belgium on 6 and 7 December 2012 were presented and received the following comments:

Page 28, agenda item 5.10 on ECE R55, amend the Chairman's position to read:

"Chairman: we don't see why to give an approval for this kind of vehicle, but there has already been given **approvals for such vehicles**"

5. Follow up on questions from previous meetings

- 5.1. Bratislava item 4.3; Geneva item 5.5; Brussels item 4.3:
Regulation (ECE) R103.00 and Regulation (EC) 715/2007 on replacement pollution devices, particulate filter provisions for testing (Germany).

TAAM Minutes:

TAAM noted no new information on this subject and agreed to defer the discussion to the next TAAM meeting, awaiting the outcome of GRPE.

- 5.2. Bratislava item 4.4; Geneva item 5.6; Brussels item 4.4:
Regulation (ECE) R83.06 and Regulation (EC) 715/2007 on engine setting for type I test (UK).

TAAM Minutes:

TAAM noted no new information on this subject and agreed to defer the discussion to the next TAAM meeting, pending the progress to be made by GRPE.

- 5.3. Bratislava item 5.6; Brussels item 4.6:
Directive (EC) 2007/46 on Mobile Air Conditioning (MAC) for special purpose vehicles (UK).

TAAM Minutes:

TAAM noted no new information on this subject and agreed to defer the discussion to the next TAAM meeting.

- 5.4. Bratislava item 5.26; Brussels item 4.9:
Regulation (ECE) R107.03 and Directive (EC) 2007/46 on exits in buses and coaches (UK).

TAAM Minutes:

TAAM noted no new information on this subject and agreed to defer the discussion to the next TAAM meeting, pending the outcome of discussions of GRSG.

5.5. Brussels item 5.1:

Regulation (ECE) R13H up to Suppl. 13 on unclear transitional provisions (Germany).

TAAM Minutes:

TAAM welcomed the information that a proposal on revised transitional provisions is expected to be finalized by GRRF in September 2013.

5.6. Brussels item 5.26:

Directive (EC) 2007/46 on multistage EC type approval granted after 29.10.2012 on base of a WVTA not amended by Regulation (EC) 678/2011. Meet Regulation (EC) 678/2011 or not? (Belgium).

TAAM Minutes:

TAAM noted no new information on this subject and agreed to defer the discussion to the next TAAM meeting, pending the outcome of discussion in MSWG.

5.7. Brussels item 5.28:

Regulation (EC) 630/2012 on tires used for testing (UK).

TAAM Minutes:

TAAM noted no new information on this subject and agreed to defer the discussion to the next TAAM meeting.

5.8. Riga item 5.27:

Brussels item 6.3 on plastic glazing (UK).

TAAM Minutes:

TAAM was informed on the test requirements (high/lower performance) for rigid plastic glazing and its installation on special type of vehicles. TAAM welcomed the intention to prepare an updated proposal and agreed to tackle this question at the next TAAM meeting.

6. Questions relating to framework Directive (EC) 2007/46 (motor vehicles).

NEW ITEMS:

6.1. Directive (EC) 2007/46 - Certificate of Conformity for complete or completed vehicles of category N (Germany 1).

Issue:

The solution of the question 5.5 of the Riga meeting posted by NL was:

The meeting agreed on the solution B, bearing in mind that some degree of flexibility is necessary for the manufacturers to introduce this approach.

Manufacturers now are being asked to fill in values like it was agreed in the Riga meeting.

The KBA has reviewed the answer and found out, that our agreed answer is maybe misleading and will produce a contradiction to definitions in the framework directive. Following the Riga approach per definition a one axle vehicle with 2 double wheels will count as 4wheeler in the CoC.

Beside this inconsistency also vehicle manufacturers who today give as the number of wheels the value 4 has to mention 6!

1. Number of axles:2..... and wheels:4.....

1.1. Number and position of axles with twin wheels:1/2.....

The other interpretation is that a twin wheel is counted as two wheels. The entries on the CoC shall then be:

1. Number of axles:2..... and wheels:6.....

1.1. Number and position of axles with twin wheels:1/2.....

Manufacturers are asking either for a longer transitional period of changing their databases or to rethink the question and solution!

Questions:

		accepted	refused
A twin wheel shall be counted as one wheel	A		
A twin wheel shall be counted as two wheels	B		

TAAM Minutes:

Recalling its decision at the previous meeting in Riga on the number of tyres indicated in the CoC, TAAM noted the concerns on the risk of misleading information and of contradiction to the definitions in the framework directive. TAAM agreed on the need to have 1 single and common position by all type approval authorities and recommended to submit its preference for solution A for a formal adoption by TAAG in Brussels.

6.2. Directive (EC) 2006/96 - Accession of Croatia to the EU (Germany 2).

Issue:

Directive 2006/96/EG has provided changes to several single directives.

In the TAAM an agreement was reached, that these purely administrative changes to incorporate the new MS to the legal acts should not have an effect to type-approval numbering!

We would like to get the same agreement during the coming accession of Croatia prior to any changes in oncoming directives/regulations.

TAAM Minutes:

TAAM noted the information on the forthcoming accession of Croatia as a new EU Member State. TAAM agreed on the need to avoid, when adapting in future the EU Directives and Regulations, any impact on the type-approval numbering system.

6.3. Directive (EC) 2007/46 - Multi-stage approvals, Annex XVII (Norway 1).

Issue:

Annex XVII no. 1.1.:

“The satisfactory operation of the process of multi-stage EC type-approval requires joint action by all the manufacturers concerned.”

This item is also commented in the document **GUIDANCE NOTES FOR THE PROCESSING OF MULTI-STAGE APPROVALS**, from TAAM multi-stage subgroup, dated 20th April 2011.

According to this document, no. 4.3 *Enclosures with the application, 2 b, a* contract between the manufacturers may not be necessary if only minor changes in the second stage.

This raise the following questions:

1. If only minor changes in the second/last stage at a complete, EC type approved vehicle, may the base manufacturer (A) refuse a second stage manufacturer (B) to build a new stage on the vehicle, and thus redraw/invalidate the existing documentations/COC documents?

2. If the answer for no. 1. is that the manufacturer A can neither refuse B to build a new stage nor redraw/invalidate the documentations/COC for the base vehicle, may manufacturer A refuse B to keep the origin name of the **make** (A`s make) for the vehicle after the second/last stage?

Additional information: The WVTA/COC in first stage is for a M1 vehicle, and this is converted to a N1 in second/last stage. Second/last stage is individual approval.

TAAM Minutes:

With regard to the guidance notes for the processing of multi-stage approvals, TAAM recalled its decision that a contract between the manufacturers may not be necessary if the second stage is subject to only minor changes. In the case of disagreement between the manufacturers, TAAM recommended to proceed with the first registration of the vehicle type on the basis of the first stage approval and, subsequently, to proceed case by case with the second stage approval on a national basis taking into account the European Union safety requirements.

6.4. Directive (EC) 2007/46 - ECWVTA certificate of conformity (UK 1).

Issue: 2007/46/EC

ECWVTA Certificate of Conformity

LEGISLATION

Annex IX – EC Certificate of Conformity requires the following information:

4.1. Axle spacing: 1-2: ... mm 2-3: ... mm 3-4: ... mm

Where explanatory note (e) states: This entry shall be only completed when the vehicle has two axles. For a centre-axle trailer with one single axle, indicate the horizontal distance between the vertical axis of the coupling and the centre of the axle

DISCUSSION

A number of member states have refused CoCs for 01/02 trailers because they were not happy with the presentation of the axle data on the CoC, however there is not a clear consensus as to how to complete the CoC. This legislation is specific on when item 4. needs to be completed but not when 4.1. needs to be completed.

If completing section 4.1. for a centre axle trailer with more than one axle it is not specified if the information in accordance with the explanatory note (i.e. horizontal distance from coupling to axle) should be indicated, and if so how.

If this information is to be given, then to avoid confusion it would seem sensible to use the concept from 19/2011 (Statutory Plates) of making reference to the coupling as “**Axle 0**”.

Also the specific use of term “centre axle trailer” without any separate provisions for “semi-trailers” or “drawbar-trailer” means that it is uncertain how these vehicles are to be treated.

QUESTION 1

For a centre axle trailer with a single axle, should section 4.1. be completed in addition to section 4

Option	Possible Solution	VCA Opinion
A	Yes	
B	No	

QUESTION 2

If question 1 is “A” and section 4.1. should be completed for a centre axle trailer with a single axle does the “horizontal distance from the coupling to the axle” need to be declared, and if so how should this be done?

Option	Possible Solution	VCA Opinion
C	The information should be given and this should be done by referring to the axis of the coupling as “ Axle 0 ”.	
D	The information should be given and this should be done in the following way.	

QUESTION C

The answer to **Question B** should be applied to the following types of trailer?

Option	Possible Solution	VCA Opinion
A	Centre-axle-trailer	
B	Semi-trailer	
C	Drawbar-trailer	

TAAM Minutes:

TAAM considered a number of questions raised by the UK on the need to complete the CoC with respect to centre axle trailers. TAAM could not find a common position on this issue and agreed to forward the questions to TAAG for further consideration. It was also agreed not to refuse, in the meantime, other Member States position and to accept the CoC for registration.

6.5. Directive (EC) 2007/46 - Special group, code SG (Netherlands 1).

Issue:

Directive or Regulation number:
2007/46/EC (Commission Regulation 678/2011)
Subject:
Special group, code SG

Reference to Annex, etc in the Directive or Regulation:
ANNEX II and PART A

Text:
ANNEX II 3. Categorisation into vehicle categories 3.2. The approval authority may request from the manufacturer appropriate additional information with the aim of demonstrating that a vehicle type needs to be categorised as special purpose vehicle in the special group ('SG Code'). PART A 5. Special purpose vehicles 5.8. Special group code SG a special purpose vehicle which does not enter in any of the definitions mentioned in this section.

Question(s):
The Netherlands would like to know how other Member States cope with a semi-trailer with a drawbar coupling on the back of the semi-trailer: Do the other Member States have any national legislation concerning a semi-trailer with a drawbar coupling on the back of the semi-trailer? A semi-trailer is part of a combination when it is coupled to centre-axle trailer converting the latter into a trailer: Do the other Member States take into account the complete combination, i.e. do they examine the semi-trailer together with the centre-axle trailer?

Some additional questions / remarks:

- Reaction times of the braking system(s)?
- Lateral protection (side guards)?
- The permissible maximum mass(es) of the towing vehicle and the towed centre-axle trailer?

TAAM Minutes:

Upon the request for information introduced by the Netherlands on special purpose vehicles (special group code SG) especially on how to consider semi-trailers with a drawbar coupling at the rear of a semi-trailer and also complete combinations of trailers, TAAM welcomed the offer to circulate their national pamphlet on road train requirements.

6.6. Directive (EC) 2007/46 - Open box (Netherlands 2).

Directive or Regulation number:

2007/46/EC (Commission Regulation 678/2011)

Subject:

Open box

Reference to Annex, etc in the Directive or Regulation:

ANNEX II and PART C Appendix 2

Text:

Digits used to supplement the codes to be used for various kinds of bodywork

01 Flat bed;

02 Drop-side;

99 Bodywork that is not included in the present list.'

Question:

The vehicles in the pictures were (in the Netherlands) before this regulation national registered as “open vehicles”

As the descriptions in the regulation are missing it is not clear if ‘Flat-bed’ may be used for these vehicles.

As these vehicles have sides that can not be removed ‘drop-side’ is not usable.



Solutions:			
A	Flat Bed;		
B	Drop side;		
C	Bodywork that is not included in the present list		

TAAM Minutes:

TAAM had an exchange of views on how to consider a special type of trailer used for various kinds of bodywork. TAAM could not find a common position on this issue and agreed on the need for clarification, Thus, TAAM invited Member States to submit a request for clarification at the next TCMV/TIEG meeting.

6.7. Directive (EC) 2007/46 – Dolly (Netherlands 3).

Directive or Regulation number:

2007/46/EC (Commission Regulation 678/2011)

Subject:

Two or more bodyworks

Reference to Annex, etc. in the Directive or Regulation:

ANNEX II and PART C Appendix 2

Text:

Digits used to supplement the codes to be used for various kinds of bodywork

09 Vehicles fitted with hook lift;

26 Crane lorry (other than a mobile crane as defined in Section 5 of Part A of Annex II);

Question:

Vehicles as in the picture were (in the Netherlands) before this regulation entered into force national registered with only one bodywork, in this case it would be: "Vehicles fitted with hook lift"

It is not clear if this new entry 'bodywork' is a multiple entry



Solutions:		
A	Vehicle fitted with hook lift	
B	Vehicle fitted with hook lift AND Crane lorry	

TAAM Minutes:

With respect to vehicles fitted at the same time with a hook lift and a crane, TAAM agreed to consider such vehicles as "vehicles with a hook lift" (solution A). TAAM noted that cranes have nevertheless to comply with additional specifications for such machinery.

6.8. Directive (EC) 2007/46 – Dolly (Netherlands 4).

Directive or Regulation number:
2007/46/EC (Commission Regulation 678/2011)
Subject:
Dolly

Reference to Annex, etc in the Directive or Regulation:
ANNEX II and PART A

Text:

ANNEX II

2. General provisions

2.2. Maximum mass

2.2.4. In the case of a converter dolly, the maximum mass to be considered for classifying the vehicle shall include the maximum mass of the semi-trailer borne by the fifth wheel coupling.

PART A

5. Special purpose vehicles

5.9. Converter dolly SJ a vehicle of category O equipped with a fifth-wheel coupling to support a semi-trailer with a view to converting the latter into a trailer.

Question(s):

The Netherlands would like to know how other Member States cope with the admittance of a “dolly”:

Do the other Member States have any national legislation concerning a “dolly” ?

A dolly is part of a combination when it is coupled to a semi-trailer converting the latter into a trailer:

Do the other Member States take into account the complete combination, i.e. do they examine the “dolly” together with the semi-trailer ?

Some additional questions / remarks:

- Reaction times of the braking system(s) ?
- Lateral protection (side guards) ?
- The permissible maximum mass(es) ?
- Is it possible to use a drawbar trailer (DB) or semi-trailer (DA) as a dolly ?

TAAM Minutes:

Upon the request for information introduced by the Netherlands on how to consider a dolly (as a complete combinations with a trailer), TAAM welcomed the offer to circulate their national pamphlet on road train requirements, including dollies.

6.9. Directive (EC) 2007/46 - Annex IX (ADR) (France 1).

Question 1:

According to the ADR agreement, vehicles dedicated to the carriage of dangerous goods (EX/II, EX/III, FL, OX and AT vehicles and MEMU) need a certificate of approval according to the point 9.3.1 of this agreement.

Most of these vehicles are now type-approved according to the 2007/46/EC framework directive and consequently sold with a CoC.

Shall this CoC contain the definition of the dangerous goods (EX/II, EX/III, FL, OX, AT and/or MEMU) the vehicle was approved to carry? (Point 50 for complete vehicles and 52 for incomplete vehicles)

Possible solution:

Selection of solution:		yes	no
A	Yes. This information is necessary to issue the certificate of approval according to the point 9.3.1 of the ADR agreement		
B	No In this case, a Member State may refuse to deliver the certificate of approval or may demand a national approval		

Question 2:

Shall the mass of the combination indicated at point 16.4 and 17.4 include the restrictions regarding the breaking system for the carriage of dangerous goods (regulation ECE R13, annex 5) ?

Possible solution:

Selection of solution:		yes	no
A	Yes.		
B	No.		

TAAM Minutes:

TAAM endorsed the position by France that the CoC shall contain the classes of dangerous goods for which the vehicle is approved to carry (solution 1A). With regard to the mass of combination (under items 16.4 and 17.4) of such vehicles, TAAM preferred to indicate these specifications in the CoC under "Remark" (solution 2A).

6.10. Directive (EC) 2007/46 - Procedures to be followed during multi-stage EC type approval (Netherlands 5).

Directive or Regulation number:
Directive 2007/46/EC
Subject:
Procedures to be followed during multi-stage EC-Type Approval

Reference to Annex, etc in the Directive or Regulation:
ANNEX XVII of Directive 2007/46

Text:**4.2. Additional manufacturer's plate**

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

- name of the manufacturer,
- Sections 1, 3 and 4 of the EC type-approval number,
- the stage of approval,
- vehicle identification number,
- maximum permissible laden mass of the vehicle ^(a),
- **maximum permissible laden mass of the combination (where the vehicle is permitted to tow a trailer)** ^(a)
- maximum permissible mass on each axle, listed in order from front to rear ^(a),
- in the case of a semi-trailer or centre axle trailer, the maximum permitted mass on the coupling device ^(a).

Unless otherwise provided for above, the plate must comply with the requirements of Directive 76/114/EEC.

footnote (a): Only where the value has changed during the current stage of approval

Question:

If during the multi-stage process the last stage manufacturer decides that the vehicle is not suitable anymore to tow a trailer. What should be indicated on the manufacturer's plate for maximum permissible laden mass of the combination?

Solutions:

A	Leave the space blank		
B	Indicate "XXXX"		
C	Indicate the maximum permissible laden mass of the vehicle		
D	Any other solution		

TAAM Minutes:

Regarding the question by the Netherlands on the additional manufacturer's plate, TAAM preferred to indicate on the CoC either "XXXX", "n.a." or "0000" (solution B or D).

6.11. Directive (EC) 2007/46 - Number of seating positions (Netherlands 6).

Directive or Regulation number:
- 2007/46, as last amended by Regulation 678/2011
Subject:
Number of seating positions

Reference to Annex, etc in the Directive or Regulation:
ANNEX II - General definitions, criteria for vehicle categorisation, vehicle types and types of bodywork

Text:

2.1.1. The requirements regarding the number of seating positions apply to seats that are designed for use when the vehicle is travelling on the road.

2.1.2. They do not apply to seats that are designed for use when the vehicle is stationary and which are clearly identified to users either by means of a pictogram or a sign with an appropriate text.

2.1.3. The following requirements apply for the counting of the seating positions:

(a) each individual seat shall be counted as one seating position;

(b) in the case of a *bench seat*, **any space having a width of at least 400 mm measured at the seat cushion level** shall be counted as one seating position.

This condition shall not prevent the manufacturer from using the general provisions referred to in point 1.1;

(c) however, a space as referred to in point (b) shall not be counted as one seating position where:

(i) the bench seat includes features that prevent the bottom of the manikin from sitting in a natural way – for example: the presence of a fixed console box, an unpadded area or an interior trim interrupting the nominal seating surface;

(ii) the design of the floor pan located immediately in front of a presumed seating position (for example the presence of a tunnel) prevents the feet of the manikin from being positioned in a natural way.

Question:

How to determine/measure the width of this 400 mm at the seat cushion level in case of a 2nd row bench?

Solutions:			
A	On both outboard seating positions a 5 th percentile adult female manikin will be placed with its centre coincide with the R-point as indicated by the manufacturer. At cushion level the space between the two manikins will be measured. When this space measures at least 400 mm, it shall be regarded a seating position		
B	When there is a space of 1200 mm at the seat cushion level, the bench must be counted as a three seater, when paragraph 2.1.3. section c is not applicable, regardless of the Y-co-ordinates of the R-points of the outboard seating positions		
C	Other		

TAAM Minutes:

TAAM had an exchange of views on how to determine/measure the width of the 400 mm at the seat cushion level in case of a second row bench. TAAM noted that all proposals (solutions A, B) were acceptable and welcomed the suggestion to inform TAAM at the next meeting about the final solution.

- 6.12. Directive (EC) 2007/46 - Directive (EC) 715/2007 emissions for multistage vehicles (Romania 1).

Annex XI, appendix 4

Other special purpose vehicles (including trailer caravans)

Application of the exemptions is only permitted if the manufacturer demonstrates to the satisfaction of the approval authority that the vehicle, due to the special function, cannot meet all the requirements.

Item	Regulatory act reference	Regulatory act reference	►M12 M 1 ◀	M2	M3	N1	N2	N3	...
...
2a	Emissions (Euro 5 and 6) light-duty vehicles/ access to information	Regulation (EC) No 715/2007		Q		Q	Q		
...

...

Q: Modification of exhaust system length after the last silencer not exceeding 2 m is permissible without any further test. An EC type-approval issued to the most representative base vehicle remains valid irrespective of change in the reference weight.

Question: is it possible to issue a WVTA certificate for a M2 special purpose vehicle using the emissions certificate issued for the N1 or N2 base vehicle (taking into account the threshold values prescribed by Regulation 715/2007/EC are different between N1 class III / N2 category and M category) ?

Solution	accepted	refused
Yes		
No		
Yes, only for small series and national approvals		
Yes, only for national approvals		

TAAM Minutes:

TAAM considered a question raised by Romania on how to issue WVTA for a M2 special purpose vehicle using the emission certificate issued for N₁ or N₂ base vehicle. TAAM could not find a common position on this issue, but agreed to accept, for the time being, the solution "Yes" and to add an explanation, awaiting a further consideration and the final decision by TCMV at its meeting in November 2013.

6.13. Directive (EC) 2007/46 - Directive (EC) 715/2007 repair and maintenance information (RMI) (Ireland 1).

Background:

715/2007 as amended by 566/2011, Article 6 (a) to (j) details the minimum requirements required from vehicle manufacturers with regard to Repair and Maintenance Information (RMI)

Annex XIV of 692/2008 details the requirements for access to vehicle OBD and RMI by authorised dealers, repair shops and independent operators.

566/2011 has amended Annex XIV to include, *inter alia*, that information on all parts of the vehicle, as identified by the VIN, shall be made available in a database easily accessible to independent operators. It also specifies particular attributes for this database, for example it shall comprise VIN, OE part numbers etc.

715/2007 as amended, uses terms such as :

« readily accessible and prompt manner »,

« easily accessible »,

« database »

715/2007 as amended, does not provide a definition for these terms.

The European Commissions Speech delivered at the 3rd CLEPA Aftermarket Conference, Brussels, 24/11/2011 recognises the difficulties associated with the provision of OBD and RMI and provides the following definitions:

The legislation as amended still does not require a specific format for exchanging vehicle component information, but the quality of such format is now described by several provisions:

1) *"shall be made available in a database"*¹: the term *"database"* is defined in Article 1(2) of the European database Directive (EC) 96/9, which says:

"database` shall mean a collection of independent works, data or other materials arranged in a systematic or methodical way and individually accessible by electronic or other means."

2) *"easily accessible to independent operators"*¹: qualifies the access to be granted to the data base as not requiring any undue particular effort from the independent operator considering the intended use of the data. Given

that the objective for granting access to vehicle component data is their use in IT applications, an *"easy access"* (to data provided in a database) means at least automatic access with appropriate performance.

3) *"...using a standardised format in a readily accessible and prompt manner"* ²:

this provision highlights the requirement that the data can be retrieved in a structured format, timely and without delay.

The last paragraph of the Commissions speech recognises that there will be difficulties between the different stakeholders concerning the whole area of access to OBD and RMI and sees the use of Recital 18 of 566/2011 (development of a common structured process for data exchange) as a means for solution.

The Commission services expect that on this basis stakeholders can find agreements on the specific conditions of vehicle component data exchange or access. They will carefully monitor the practical effects of the new Regulation on the repair and spare parts market, given the high commercial interests at stake. According to recital (18) of the amending Regulation in the future the standardisation of the format for exchanging vehicle component information by CEN is envisaged, which will be necessary to be defined in greater detail if no agreement among stakeholders on the practicalities of data exchange can be found.(emphasis added by NSAI)

Difficulties with Access to OBD and RMI have come up at previous TAAMs (6 & 7 December 2012, 26 & 27 April 2012) without success.

Questions:

Question 1:

A number of Approval Authorities are experiencing difficulties with this, does TAAM agree there is a problem here?

Question 2:

A number of attempts at TAAM have been made to find solutions to OBD and RMI difficulties. Can TAAM provide a solution?

Question 3:

Should TAAM now request the Commission to invoke Recital 18 to develop the principles for the exchange of this data?

Requirements:

566/2011 extract amending Annex XIV of 692/2008:

(8) Annex XIV is amended as follows:

(a) in point 2.1, the following is added:

‘Information on all parts of the vehicle, with which the vehicle, as identified by the vehicle identification number (VIN) and any additional criteria such as wheelbase, engine output, trim level or options, is equipped by the vehicle manufacturer and which can be replaced by spare parts offered by the vehicle manufacturer to its authorised repairers or dealers or third parties by means of reference to original equipment (OE) parts number, shall be made available in a database easily accessible to independent operators.

This database shall comprise the VIN, OE parts numbers, OE naming of the parts, validity attributes (valid-from and valid-to dates), fitting attributes and where applicable structuring characteristics.

The information on the database shall be regularly updated. The updates shall include in particular all modifications to individual vehicles after their production if this information is available to authorised dealers.’;

Recital 18 from 566/2011:

(18) Since there is currently no common structured process for the exchange of vehicle component data between vehicle manufacturers and independent operators, it is appropriate to develop principles for such an exchange of data. A future common structured process on the standardised format of the data exchanged should be developed by the European Committee for Standardization (CEN) formally, whereupon the mandate given to CEN does not predetermine the level of detail this standard will provide. The CEN's work should, in particular, reflect the interests and needs of vehicle manufacturers and independent operators alike and should also investigate solutions such as open data formats described by well defined meta-data to accomodate existing IT infrastructures.

Possible solutions:

Selection of solution:		Agree	Disagree
Question 1	A number of Approval Authorities are experiencing difficulties with this, does TAAM agree there is a problem here?		
Question 2	A number of attempts at TAAM have been made to find solutions to OBD and RMI difficulties. Can TAAM provide a solution?		
Question 3	Should TAAM now request the Commission to invoke Recital 18 to develop the principles for the exchange of this data?		

Addendum**Question 1**

If you Disagree with Question 1, do you :

(a) have a set of guidelines which your authority follows for access to OBD and RMI?

(a) Set of guidelines : Yes / No

(b) have a list of the minimum necessary requirements for such a database:

(b) Minimum requirements for an automatically accessible database :

-
-

Question 2

If you Agree with Part 2, please put forward your suggested solutions:

Suggested solutions :

Question 3

If you Disagree with Question 3, please suggest another approach:

Other approach :

TAAM Minutes:

TAAM agreed on the need to seek for a solution on the again upcoming difficulties with data access to vehicle OBD and RMI. TAAM welcomed the suggestion to request the European Commission to invoke Recital 18 and to take the lead to organize, in advance of the next TAAM, meetings of the 2 subgroups on COP and RMI in order to find a definite solution on this subject.

- 6.14. Directive (EC) 2007/46 - Directive (EC) 715/2007 amended by Regulation (EU) 595/2009 (Euro VI) fire fighting vehicles (Slovakia 1).

Question:

We would like to know the opinion of other Member States concerning the fire-fighting vehicles with EURO VI engines and their registration after 31/12/2013.

Requirements:

According to Art. 2, section 3, letter b) of Dir. 2007/46/EC, type approval or individual approval is optional for vehicles designed and constructed for fire services. Provisions of EU Reg. 595/2009 (Euro VI) do not contain such exemption and are mandatory for all vehicles of N3 category.

2nd stage manufacturers of fire-fighting vehicles (trucks) address their question to our approval authority and advise problems with EURO VI chassis. According their statements it is hard (or impossible) to complete such vehicle and mount a cabin for firemen (crew) because of auxiliary tanks for AdBlue and complicated exhaust system.

According to some manufacturers of fire-fighting trucks some Member States allow to manufacture fire-fighting trucks with EURO V engines after 31/12/2013 and then their registration. Reason is that fire-fighting trucks have low annualy driving performance in kilometers, the number of such vehicle is insignificant, so it cannot have negative impact to the environment.

We would like to know the opinion of other Member States concerning the fire-fighting vehicles with EURO VI engines and their registration after 31/12/2013.

TAAM Minutes:

Upon the request from Slovakia on the level of emission requirements of fire-fighting vehicles, TAAM was of the opinion that such vehicles were considered as special purpose vehicle and that a national approval was acceptable if such vehicle can't fulfil the latest EURO VI emission requirements after 31/12/2013. Nevertheless, TAAM agreed that such vehicles have to comply with the latest emission requirements if they are covered by a WVTA.

- 6.15. Directive (EC) 2007/46 - Directive (EC) 678/3011 Number of seating positions (Finland 2).

Definitions

1.1. 'Seating position' means any location capable of accommodating one person seated who is at least as large as: (a) the manikin of the 50th percentile male in the case of the driver; (b) the manikin of the 5th percentile adult female in all other cases.

1.2. 'Seat' means a complete structure with trim, integral or not with the vehicle body structure, which is intended to seat one person.

1.2.1. The term 'seat' covers both an individual seat and a bench seat.

1.2.2. Folding seats and removable seats are included in this definition. "

QUESTION/PROBLEM/CONCERN:

Currently, Finland does not register seats other than those recorded on the vehicle CoC under Item 42. *Number of seating positions (including the driver)*. These are, for example seats that have limitations on passenger weight (i.e. 50kg). These kind of seats are often rearward-facing as a third row of seats in a station wagon. This leads, with the current Finnish national legislation on on-road use of vehicles, to a situation where there is no official recognized status of seats which are not included in the CoC Item 42. These kind of seats sometimes may have an entry made in the type approval information document under Item 9.10.3.1.1 *Location and arrangement [of seats]* with the above mentioned possible restrictive details. Finland would like to hear the position of other Member States towards the national use of seats not filling all the type approval requirements and not showing on the vehicle CoC, respectively.

1. Do you accept the use of seats with limited passenger weight or similar restriction, be used in road traffic in Your country?
2. Do You register number of seats with limited passenger weight or similar restriction, as a [restricted] seating position on the vehicle?

TAAM Minutes:

TAAM discussed a question raised by Finland on how to consider, for the purpose of WVTA and for national registration, seats with limited passenger weight or similar restrictions. TAAM agreed that for the issuance of a WVTA a seat has always to fully comply with the provisions. However, national registration authorities may have a flexible approach as the corresponding EU vehicle registration regulation is not yet mandatory.

6.16. Directive (EC) 2007/46 - Directive (EC) 661/2009 Article 19 (Latvia 1).

Questions:

From the 1st of November 2014 according to Article 19 of Regulation 661/2009 almost all Directives will be repealed. We would like to analyze few examples of possible scenarios of issuing EWVTA after that date.

There could be several different scenarios that type-approval authorities will have to deal with. Below please find two examples:

1. Does a manufacturer have to act (with regard to his approval having separate type-approvals issued according to Directives) in any way after 01.11.2014, even if he doesn't change anything?
2. After 01.11.2014 manufacturer is making an EWVTA extension of, for example, lateral protection. Earlier he had type-approval certificate according to Directive 89/297/EEC. He will have to obtain a new certificate according to UN Regulation No. 73 because the Directive is repealed. Does he have to make extensions of other certificates like lights, brakes etc. if they were issued also according to the Directives?

Possible solution:

Question 1:

Selection of solution:		yes	no
A	Yes, he has to update Directives to Regulations.		
B	No, no action is required.		

Question 2:

Selection of solution:		yes	no
A	Yes, it's required to have all separate type-approvals updated to current level.		
B	No, all other separate type-approval certificates are still valid, although Directives are repealed.		

TAAM Minutes:

TAAM welcomed a paper transmitted by a TAAM member on different scenarios that type approval authorities may be confronted to after the date of 1 November 2014, as most of the EU Directive will be repealed after that date according to Article 19 of EU Regulation 661/2009. Following the discussion, TAAM agreed on the need that the guidance document by the EC guidance document must be clear about all these questions.

6.17. Directive (EC) 2007/46 - Directive (EU) 458/2011 and 682/2008 snow tires, M+S tires (Germany 4).

Issue:

For the measurement of the vehicle road load according to UN-ECE R83 the widest tyre has to be chosen, or the second widest, if there are more than three tyre sizes. This is valid also for Regulation (EC) 682/2008 until 31.08.2014 for new types and 31.08.2015 for all types of vehicles. From these dates onwards the choice of the tyres shall be based on RRC (see definitions). Winter-tyres or M+S-tyres or snow tyres for use in severe snow conditions (marked with alpine-symbol) are not explicitly named in the Regulation. Usually vehicle manufacturers deliver vehicles also equipped with snow-tyres, but these tyres are not wider than the summer- or normal-tyres, so there was no problem with the choice of the tyres until now.

But for the future there may occur a problem as M+S-tyres or “snow-tyres for use in severe snow conditions” are allowed to have an extra 1N/kN for RRC according Regulation (EC) 661/2009 respectively UN-ECE-R 117

The information about the RRC of the tyres fitted to the vehicle type have to be written down under 6.6.1. of the information document for type-approval according to Regulation (EU) 458/2011. This should also be valid for winter-tyres or M+S-tyres or snow tyres as they are not exempted from this regulation!

Definitions:

Annex II of Regulation (EU) 458/2011:

1. GENERAL REQUIREMENTS

1.1. Subject to the provisions of paragraph 5.4 every tyre fitted to a vehicle, including where applicable any spare tyre, shall meet the requirements of Regulation (EC) No 661/2009 and its implementing measures.

Article 9, para. 4 of Regulation (EC) 661/2009:

4. All tyres shall meet the rolling resistance requirements contained in Part B of Annex II.

Annex III of Regulation (EC) 682/2008:

“3.5. From the relevant dates set out in Article 10(4) and 10(5) of Regulation (EC) No 715/2007, paragraph 4.1.2. of Appendix 3 to Annex 4 shall be understood as follows:

‘Tyres

The choice of tyres shall be based on the rolling resistance. The tyres with the highest rolling resistance shall be chosen, measured according to ISO 28580.

If there are more than three tyre rolling resistances, the tyre with the second highest rolling resistance shall be chosen.

The rolling resistance characteristics of the tyres fitted to production vehicles shall reflect those of the tyres used for type-approval”

Questions:

Is it necessary to take into account also the RRC of winter-tyres or M+S-tyres or snow tyres for the type-approval according to Regulation (EC) 682/2008, if they are allowed to be fitted to a new vehicle according to the type-approval ?

Possibilities of solution

Comments

1	A	Yes, even if these tyres may have a higher RRC than usual summer tyres, but they belong to the scope of the Regulations	
	B	No, as these tyres are usually only temporarily fitted to a vehicle (in the northern part of Europe temporarily often means more then 6 month a year)	

TAAM Minutes:

Upon the request from Germany on the choice of tyres used for type approval according EC Regulation 682/2008, TAAM agreed on the need that also the rolling resistance coefficients of winter tyres, M+S tyres and snow tyres have to be taken into consideration if such tyres are allowed to be fitted on the vehicle type (solution A).

6.18. Directive (EC) 2007/46 - Directive (EC) 79/2009 and 406/2010 Hydrogen powered motor vehicles (Germany 5).

Issue

The Regulation (EC) No. 406/2010 stipulates in Annex IV:

PART 1

Requirements for the installation of hydrogen components and systems designed to use compressed (gaseous) hydrogen on hydrogen powered vehicles

9.5.

It shall be ensured that the propulsion system or hydrogen conversion system(s) excluding safety devices are not operating and that the vehicle is immobilised while refilling.

Question:

What is the meaning of “immobilised”

Selection of solution		accepted	refused
A	The vehicle shall be secured against rolling e.g. by automatic parking brake		
B	The starting of the engine shall be impossible		

Comment:

The German translation of the Regulation is clear. The vehicle shall be secured against rolling away. There may be an interpretation using the understanding of *immobilised* in the light of the “Immobiliser” definition as defined in R116, R 97.

TAAM Minutes:

With regard to the installation requirement of EC Regulation 406/2010 that hydrogen powered vehicles shall be immobilised while refilling the hydrogen storage system, TAAM considered that both solutions proposed (solution A and B) were applicable simultaneously; i.e. that the vehicle shall be secured against rolling and, at the same time, the starting of the engine shall be impossible.

- 6.19. Directive (EC) 2007/46 - Directive (EU) 1230/2012 Foldable device designed to reduce aerodynamic drag (Netherlands 7).

Directive or Regulation number:
Commission regulation (EU) No 1230/2012
Subject:
Foldable device designed to reduce aerodynamic drag

Reference to Annex, etc in the Directive or Regulation:
Appendix 1, first sentence and table 1 (items 9 and 18)

Text:

The first sentence of appendix1: list of devices and equipment that are not required to be taken into account for the determination of the outermost dimensions.

Item 9 of table 1 states: Lift platforms, acces ramps or similar equipment (when they are in undeployed position and do not protrude by more than 300 mm) provided that the loading capacity of the vehicle is not increased

Item 18 of table 1 states: Foldable devices and equipment designed to reduce aerodynamic drag provided that they do not protrude at the back by more than 500mm from the outermost length of the vehicle and they do not increase the length of the loading area. Such devices must be designed so as to be retractable when the vehicle is at stand-still in such a way that the maximum authorised length is not exceeded and they do not impair the capability of the vehicle to be used for intermodal transport.

Question:

Does a folded-up foldable device designed to reduce aerodynamic drag at the back have to be taken into account for the determination of the length of the vehicle or should it (when folded-up) equal to item 9 not be taken into account for the determination of the outermost length if it does not protrude by more than 300 mm.

Solutions:

A	The folded-up aerodynamic device must not be taken into account for the determination of the outermost length of the vehicle if it does not protrude by more than 300 mm.
B	The folded-up aerodynamic device must be taken into account for the determination of the outermost length of the vehicle if it does not protrude by more than 300 mm.

Remarks:

It makes no sense to treat folded-up aerodynamic devices differently from undeployed lift platforms

TAAM Minutes:

TAAM considered a concern raised by the Netherlands on how to consider foldable device designed to reduce aerodynamic drag with respect to the determination of the outermost length of the vehicle. TAAM could not find a common position on this issue. It was agreed to refer the question to the TA working group and resume consideration of this subject at the next TAAM meeting.

6.20. Directive (EC) 2007/46 - Directive (EU) 1230/2012 - Technically permissible maximum laden mass of the vehicle when towing (Netherlands 10).

Directive or Regulation number:

- 1230/2012

Subject:

Technically permissible maximum laden mass of the vehicle when towing

Reference to Annex, etc in the Directive or Regulation:

ANNEX I - TECHNICAL REQUIREMENTS; PART A; Vehicles of category M1 and N1

Text:

2.7.2.2. In the Member States where the road traffic legislation allows it, the manufacturer may indicate in an appropriate supporting document, such as the owner's manual or the maintenance book that the technically permissible maximum laden mass of the vehicle may be exceeded by not more than 10 % or 100 kg, whichever value is lower.

This allowance shall apply only when towing a trailer in the conditions specified in point 2.7.2.1 provided that the operating speed is restricted to 100 km/h or less.

Question:

Which Member States do allow the technically permissible maximum laden mass of the vehicle to be exceeded?

TAAM Minutes:

Upon the request from the Netherlands, TAAM considered the possibility of Member States to allow on a national basis that the permissible maximum laden mass of vehicles of categories M₁ and N₁ may be exceeded. TAAM noted that most Member States does not allow the excess of permissible maximum laden mass and that some Member States allow the excess under certain conditions (e.g. reduction of speed).

7. Questions relating to framework (EC) 2002/24 (two or three-wheel motor vehicles).

7.1. Directive (EC) 2002/24 - Legislation – Multiple (UK 2).

LEGISLATION - Multiple

Discussion

Type approval certificates, certificates of conformity and manufacturers information documents all require the manufacturer to declare the vehicle “make.” In some markets the manufacturers “make” is sometimes given only as a symbol, (see example below). Where the manufacture declares the “make” in this way the symbol appears on the approval certificate and the Certificate of Conformity and the manufacturers documents



Question:

1. Where a manufacturer gives only a symbol to define the “make” is this acceptable for the “make” on the type approval certificate and the CoC?

If no, what is acceptable?

Option	Possible Solution	Comments
A	Yes	
B	No	
C		

TAAM Minutes:

With regard to the possible use of a symbol of the manufacturer as vehicle "make", TAAM agreed that such a symbol may only be used in addition to an "alphanumeric" noun. A single symbol for the "make" is not acceptable for registration purposes.

7.2. Directive (EC) 97/24 (Chapter 5) – GTR No. 2 applicable amendment stage (Spain 1).

Directive or Regulation number
Directive 97/24/EC Chapter 5 as last amended by 2009/108/EC
Subject:
UN/ECE GTR 2 applicable amendment for Directive 97/24/EC Chapter 5 approval

Text:
<p>1.1 Directive 97/24/5*2009/108/EC Annex II, point 2.2.1.1. last paragraph</p> <p><i>” At the choice of the manufacturer the test procedure laid down in UN/ECE Global Technical Regulation (GTR) No 2 ⁽¹⁾ may be used for motorcycles as an alternative to the test procedure referred to above. In case the procedure laid down in GTR No 2 is used, the vehicle shall respect the emission limits provided in row C of the table in section 2.2.1.1.5 and all the other provisions of this directive except 2.2.1.1.1 to 2.2.1.1.4 of this Annex.”</i></p> <p>⁽¹⁾ UN/ECE Global Technical Regulation No 2 ‘Measurement procedure for two wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emissions of gaseous pollutants, CO 2 emissions and fuel consumption’ (ECE/TRANS/180/Add2 of 30 August 2005).</p>
Concern:
According to footnote ⁽¹⁾ stated in Directive 97/24/5*2009/108/EC annex II, point 2.2.1.1. last paragraph, is not clear which amendment of UN/ECE GTR 2 shall be applied.

Questions:			
For Directive 97/24/EC Chapter 5 approval, which stage of UN/ECE GTR 2 shall be applicable?			
<ul style="list-style-type: none"> a) According to ECE/TRANS/180/Add2 of 30 August 2005 (original)? b) According to ECE/TRANS/180/Add2 of 30 August 2005 updated until their last published modification? 			
Solution		Accepted	Refused
A	ECE/TRANS/180/Add2 of 30 August 2005 (original)		
B	ECE/TRANS/180/Add2 of 30 August 2005 updated until their last published modification		
Authority			

TAAM Minutes:

Regarding the issuance of a type approval according to Chapter 5 of EC Directive 97/24*2009/108/EC, TAAM recommended to have a flexible position and to accept both stages of UN GTR No. 2 (original and updated).

8. Questions relating to framework (EC) 2003/37 (agriculture or forestry tractors).

8.1. Directive (EC) 2003/37 - Directive 2009/144 or Regulation (ECE) R43 approved windscreens (Netherlands 8).

Directive or Regulation number:
-2003/37/EC and 2009/144/EC
Subject:
- Can an R43 component certificate been used for a T category vehicle as windscreen

Reference to Annex, etc in the Directive or Regulation:
- Annex II, Chapter B of 2003/37/EC

Text:						
During a review of tractors in the market it seems that various manufacturers use an ECE R43 approved windscreen in their tractor cabins. According to the following part of 2003/37/EC these windscreens should not been used for tractors.						
<table border="1"><tr><td>22.2.</td><td>Safety glazing</td><td>R 43 (**)</td></tr><tr><td>23.1.</td><td>Pollutant emissions</td><td>R 49/R 96 (***)</td></tr></table>	22.2.	Safety glazing	R 43 (**)	23.1.	Pollutant emissions	R 49/R 96 (***)
22.2.	Safety glazing	R 43 (**)				
23.1.	Pollutant emissions	R 49/R 96 (***)				
(*) Only for the devices referred to in the corresponding directive.						
(**) Except for glazed windscreens.						
(***) Only with regard to the stages referred to in the corresponding directive.						
So for all the windows R43 component approved are accepted except for glazed windscreens.						

Question:
Can an ECE R43 approved glazing been used as a windscreen for T-category vehicles?

Solutions:	
A	Yes, this is acceptable
B	No, only a 2009/144 approved windscreen can been used

TAAM Minutes:

According to EC Directive 2003/37/EC, only laminated windscreens shall be used on T-category vehicles. Thus, TAAM agreed that toughened/tempered glazing approved according to R43 shall no longer be accepted for type approval of such vehicles. TAAM recommended informing as soon as possible the European Commission about this decision and on the need to consider possible actions (e.g. to align the text of the English version of R43 with that of the French version).

9. Questions relating to UNECE Regulations

9.1. Regulation (ECE) R16 - Annex 17 Compatibility with child restraint systems (UK 3).

Issue Annex 17

1. Compatibility with child restraint systems

1.1. The vehicle manufacturer shall include in the vehicle **handbook** advice on the suitability of each passenger seat position for the carriage of children up to 12 years old (or up to 1.5 m tall), or the fitting of child restraint systems. This information shall be given in the national language, or at least one of the national languages, of the country in which the vehicle is offered for sale.

For each forward-facing passenger seat position, and for each ISOFIX position, the vehicle manufacturer shall either:

- (a) Indicate that the seat position is suitable for child restraints of the "universal" category (see paragraph 1.2. below);
- (b) Indicate if the ISOFIX position is suitable for ISOFIX child restraint systems of the "universal" category (see paragraph 1.2. below);

- (c) ***Provide a list of child restraint systems of the "semi-universal", "restricted" or "vehicle-specific" categories, suitable for that vehicle seating position, indicating the mass group(s) for which the restraints are intended;***
- (d) Provide a list of ISOFIX child restraint systems of the "semi-universal", "restricted" or "vehicle specific" categories, suitable for that vehicle ISOFIX position, indicating the mass group and the ISOFIX size class for which the ISOFIX child restraints are intended;
- (e) Provide a built-in child restraint system, indicating the mass group(s) for which the restraint is intended and the corresponding configuration(s);
- (f) Provide any combination of (a), (b), (c), (d), (e);
- (g) Indicate the mass group(s) of the children which shall not be carried in that seat position.

If a seat position is only suitable for use with forward-facing child restraint systems, this shall be indicated.

Tables in a suitable format for the above information are given in Appendix 3 to this annex.

Discussion

VCA have been made aware that a number of manufacturers do not name the vehicle specific semi-universal child seats that is required by UNECE R16 Annex 17

Question:

1. Is it acceptable to demonstrate compliance to UNECE R16 Annex 17 using the examples in Annex 1?

Option	Possible Solution	Comments
A	Yes	
B	No	

2. If no, does the example in Annex 2 meet the requirements?

C	Yes	
D	No	

Annex 1

SUITABILITY OF PASSENGER SEATS FOR ISOFIX CHILD RESTRAINT SYSTEM USE			
The table below shows the various installation possibilities for Isofix child restraint systems on seats fitted with Isofix anchorages in accordance with European standard ECE 16.			
Weight group	Child seat position	Isofix size class	Rear side passengers
Group 0 – up to 10 kg	Rearward facing	E	IL
	Rearward facing	E	IL
Group 0+ – up to 13 kg	Rearward facing	D	IL
	Rearward facing	C	IL (*)
Group 1 – from 9 up to 18 kg	Rearward facing	D	IL
	Rearward facing	C	IL (*)
	Forward facing	B	IUF
	Forward facing	BI	IUF
	Forward facing	A	IUF

IL : suitable for ISOFIX child restraint systems of the categories for "specific vehicles", "restricted", or "semiuniversal", approved for this type of vehicle.
 (*) : the Isofix child restraint system can be installed by adjusting the front seat.
 IUF: suitable for forward facing Isofix child restraint systems in the Universal category and type-approved for the use in the weight group.

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⚠ WARNING
 Never place a child in the passenger seat if the car is equipped with an activated airbag.

ℹ NOTE
 If an ISOFIX child seat has no size classification then the car model must be included on the child seat's vehicle list.

ℹ NOTE
 Volvo recommends that you contact an authorised Volvo dealer for recommendations about which ISOFIX child seats Volvo recommends.

Types of ISOFIX child seat

Type of child seat	Weight	Size class	Passenger seats for ISOFIX installation of child seats	
			Front seat	Outer rear seat
Infant seat transverse	max 10 kg	F	X	X
		G	X	X
Infant seat, rear-facing	max 10 kg	E	X	OK (IL)
		E	X	OK (IL)
Infant seat, rear-facing	max 13 kg	D	X	OK (IL)
		C	X	OK (IL)
		C	X	OK (IL)

Child safety

Type of child seat	Weight	Size class	Passenger seats for ISOFIX installation of child seats	
			Front seat	Outer rear seat
Child seat, rear-facing	9-18 kg	D	X	OK (IL)
		C	X	OK (IL)
Front-facing child seat	9-18 kg	B	X	OK ^A (IUF)
		B1	X	OK ^A (IUF)
		A	X	OK ^A (IUF)

X: The ISOFIX position is not suitable for ISOFIX child seats in this weight class and/or size class.

IL: Suitable for specific ISOFIX child seats. These child seats may be intended for use in a special car model, limited or semi-universal categories.

IUF: Suitable for front-facing ISOFIX child seats that are universally approved in this weight class.

^A Volvo recommends rear-facing child seats for this group.

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Use of child seats

An overview of the usefulness of child seats on each of the seats according to the ECE-R 44 standard:

Child seat of the group	Front passenger seat	Rear seat outside	Rear seat middle
0	U ◯	U ◯ ⊕	U
0+	U ◯	U ◯ ⊕	U
1	U ◯	U ◯ ⊕	U
2 and 3	U	U	U

U Universal category - seat is suitable for all approved types of child safety seats.

◯ The seat can be fitted with fixing eyes for the "ISOFIX" system.

⊕ The divided rear seat - seat can be fitted with fixing eyes for the system "Top Tether" ⇒ page 158, "Attaching child seat using the "Top Tether" system". ■

Child seats of group 0/0+



Fig. 145 Child seats of group 0/0+

The optimal solution for babies of up to about 9 months old weighing up to 10 kg or children up to about 18 months old weighing up to 13 kg is a child safety seat which is fastened in the opposite direction of travel ⇒ fig. 145.

Child seats in which the child is facing with its back towards the direction of travel should not be used on the front passenger seat when the vehicle is fitted with a front passenger airbag ⇒ page 154, "Use of child safety seats on the front passenger seat".

⚠ WARNING

- It is essential to always switch off the front passenger airbag at a specialist garage or with the switch for front passenger airbag when attaching in exceptional circumstances a child safety seat on the front passenger seat where the child is seated with its back facing in direction of travel ⇒ page 152, "Switch for the front passenger airbag".
- Please comply with any differing national legal regulations regarding the use of child safety seats.
- If this is not done, a child seated on the front passenger seat may suffer severe or even fatal injuries if the front passenger airbag or airbags are deployed.
- You should have the front passenger airbag (or airbags) reactivated just as soon as you no longer use a child safety seat on the front passenger seat. ■

Child safety seats in Group 1



Fig. 146 Child seat with padded table in Group 1 installed on rear seat bench facing the direction of travel

Child seats in Group 1 are for babies and small children up to 4 years of age with a weight of between 9 and 18 kilograms. It is best for children in the lower range of this group, to use a child seat which allows the child to sit with its back to the direction of travel. It is best for children in the upper range of the Group 0+, to use a child seat which allows the child to sit ⇒ fig. 146 in the direction of travel.

Child seats in which the child is facing with its back towards the direction of travel should not be used on the front passenger seat when the vehicle is fitted with a front passenger airbag ⇒ page 154, "Use of child safety seats on the front passenger seat".

Annex 2

ALTERNATIVE 1				
Mass	Size	Fixture	Rear outboard	Recommendation
Carrycot	F	ISO/L1	X	
	G	ISO/L2	X	
	(1)		X	
0 0-10kg 0-9m	E	ISO/R1	IL1, IL2	Toyota Midi, Mini
	(1)		X	
0+ 0-13kg 0-2yr	E	ISO/R1	IL1, IL2	Toyota Midi, Mini
	D	ISO/R2	IL1, IL2	Toyota Midi, Mini
	C	ISO/R3	IL1, IL2	Toyota Midi, Mini
	(1)		X	
I 9-18kg 9m-4yr	D	ISO/R2	IL4 (Takata Midi)	
	C	ISO/R3	IL3 (HTS)	
	B	ISO/F2	IUF*, IL2*	Toyota Midi FWF
	B1	ISO/F2X	IUF*, IL2*	Toyota Midi FWF
	A	ISO/F3	IUF*, IL2*	Toyota Midi FWF
	(1)		X	
II, III 15-36kg 4-12yr		(1)	X	

ALTERNATIVE 2				
Mass	Size	Fixture	Rear outboard	Recommendation
Carrycot	F	ISO/L1	X	
	G	ISO/L2	X	
	(1)		X	
0 0-10kg 0-9m	E	ISO/R1	IL-SU	Toyota Midi, Mini
	(1)		X	
0+ 0-13kg 0-2yr	E	ISO/R1	IL-SU	Toyota Midi, Mini
	D	ISO/R2	IL-SU	Toyota Midi, Mini
	C	ISO/R3	IL-SU	Toyota Midi, Mini
	(1)		X	
I 9-18kg 9m-4yr	D	ISO/R2	IL-SU	
	C	ISO/R3	IL-SU	
	B	ISO/F2	IUF	Toyota Midi FWF
	B1	ISO/F2X	IUF	Toyota Midi FWF
	A	ISO/F3	IUF	Toyota Midi FWF
	(1)		X	
II, III 15-36kg 4-12yr		(1)	X	

TAAM Minutes:

TAAM noted that a number of Child Restraint Seat (CRS) manufacturers do not indicate the vehicle specific semi-universal child seat as required by Annex 17 of R16. TAAM considered the proposed example as acceptable, but preferred a more detailed description and agreed to defer its final decision/recommendation to the next TAAM.

9.2. Regulation (ECE) R48 – Automatic switching of DRL to dipped-beam (Germany 3).

Issue:

The intention of provisions for the automatic functions for switching from DRL to dipped-beam was to provide rear lighting when the ambient light falls under specific limits 1000lx!

The automatic function will switch the DRL off and turn the dipped-beam on when darkness arises! (This is described in the automatic function of the dipped-beam, 6.2.7.6 and annex 13) The regulation also allows the override of rear the driver in different conditions.

During “darkness” conditions (<1000lx) the DRL is always off! In these conditions modern cars do have a lot of functionalities to switch between the e.g. different AFS functions.

The KBA is of the opinion that the following functionalities are in line with the regulation and therefore approvable:

- 1) The vehicle is at night in a stand still and the driver wants to let the engine still running for comfort but don't want to dazzle his surrounding - he switches the light either off or in

position lamp mode (5.11 only position lamps are on) This is realised by a manual switch. DRL is not allowed to be on! (glare!) 6.2.7.5

- 2) At daytime always DRL is on – except the driver switches manually to dipped-beam or high beam
- 3) There is no description how the automatic function is to named or “tell-taled” (R 121 and ISO-2575)
- 4) The manufacturer provides a switch position “0” which will turn DRL (or dipped-b.) on when ignition is on.

Examples are available.

Reference:

R 48 and Annex 1 to GER3

Questions and Solutions:

		accepted
The above mentioned situations are in conformity with the regulations	1-4	
Only the following situations are conform	1)	
	2)	
	3)	
	4)	

TAAM Minutes:

TAAM considered the conditions and intentions of automatic switching from Daytime Running Lamp (DRL) to dipped-beam function. TAAM was of the opinion that manual or automatic ON/OFF switching is acceptable, if the principle functions (as requested by R48) of the DRL are ensured when the vehicle is moving/driving.

9.3. Regulation (ECE) R55 – Documentation needed for Class A 50-x approval (Finland 1)

REFERENCES (DIRECTIVE/ANNEX/ETC):

UN/ECE regulation 55, point 4.7

For devices and components of Class A, or Class S, if applicable, for use with trailers of maximum permissible mass not exceeding 3.5 tonnes, and which are produced by manufacturers not having any association with the vehicle manufacturer and where the devices and components are intended for fitting in the after-market, the height and other

installation features of the coupling shall, in all cases, be verified by the type approval authority or technical service in accordance with annex 7, paragraph 1.

UN/ECE regulation 55, Annex 6, point 3.1.4

... The geometric location of the coupling ball and the fixing points of the coupling device related to the reference line shall be provided by the vehicle manufacturer and shall be shown in the test report. ...

QUESTION/PROBLEM/CONCERN:

In addition to 94/20/EC, UN/ECE regulation 55 states in point 3.1.4. of the Annex 6 that the vehicle manufacturer shall provide “the geometric location of the coupling ball and the fixing points of the coupling device related to the reference line”. This data has proved challenging to acquire from some of the vehicle manufacturers. UN/ECE regulation 55 also requires in point 4.7 to verify i.a. coupling height for after-market coupling.

1. Do you require the geometric location of the coupling ball and the fixing points related to the reference line when granting A 50-X approval?
2. If yes, should the after-market class A 50-X coupling device still be tested according to the point 4.7 of the UN/ECE regulation 55?
3. Do you include the data referred in question 1 to the 94/20/EC or UN/ECE 55 approval of the vehicle?

1. Please consider the following options A and B:

		Accepted	Rejected
A	Yes	x	
B	No		x

2. Please consider the following options A and B:

		Accepted	Rejected
A	Yes	x	
B	No		x

3. Please consider the following options A and B:

		Accepted	Rejected
A	Yes	x	
B	No		x

TAAM Minutes:

TAAM considered a number of questions raised by Finland on the need of the coupling device manufacturer to provide data on the geometric location of the coupling ball and the fixing points of the coupling device related to the reference line. TAAM agreed that the manufacturer has to provide this information, but must not necessarily be listed in the type approval. TAAM also agreed that the after-market coupling device has to be tested according to point 4.7 of R55 (solutions 1.A, 2.A, 3.B).

9.4. Regulation (ECE) R94 – Annex 6, frontal collision on (UK 4).

Issue:

This Regulation applies:

In R94, Annex 6 H-point procedure contains the following;

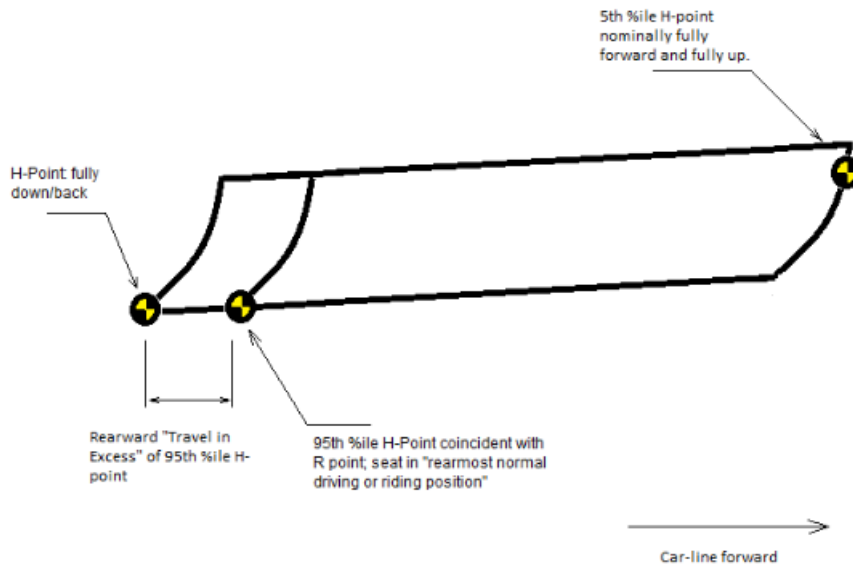
“4.3.The seat, if it is adjustable, shall be adjusted first to the rearmost normal driving or riding position, as indicated by the vehicle manufacturer, taking into consideration only the longitudinal adjustment of the seat, excluding seat travel used for purposes other than normal driving or riding positions. Where other modes of seat adjustment exist (vertical, angular, seat-back, etc.) these will then be adjusted to the position specified by the vehicle manufacturer. For suspension seats, the vertical position shall be rigidly fixed corresponding to a normal driving position as specified by the manufacturer”

Discussion

VCA would like the opinion of member states as to how they interpret the requirement of 4.3. VCA has the opinion that the key wording in Annex 6 para 4.3 states that the seat is adjusted to the *“rearmost “normal” driving or riding position, as indicated by the vehicle manufacturer...excluding seat travel used for purposes other than normal driving or riding positions”*. It is not clear what “other than normal driving or riding positions” means. Some manufacturers wish to include travel beyond the normal rearmost position, or in front of the normal foremost position, to cater for exceptional tall or short people.

VCA believe that this “travel in excess” can be travel outside of the normal 5th ~ 95th percentile position. However where a manufacturer declares an 'R' point forward of the rearmost possible setting, the 'R' point position should be determined with the seat set to a position at least as far rearward as that achieved with a 95 percentile two-dimensional 'H' point template, or at its rearmost if this cannot be achieved. All requirements related to the “R” point must be maintained in any possible seating position, for example the upper seat belt effective anchorage remains within the permitted areas, and the angles 1 and 2 are maintained in all positions.

It seems more likely that the “travel in excess” would be rearward biased and would accommodate extremely tall people (see “R” point locus below) although it is possible that this could also be in the forward position. The interpretation adopted by VCA is also followed by euro-ncap (seat setting protocol below)



Euro Ncap Test setup

6.1 Determination of and Setting the Fore/aft, Tilt and Lumbar Settings of the Seat.

- 6.1.1 The manufacturer's seat fore/aft position which corresponds to the 95th percentile male seating position will have been provided.
- 6.1.2 Place a mark on the moving part of seat runner close to the unmoving seat guide.
- 6.1.3 Move the seat to its most forward position of travel.
- 6.1.4 Mark the unmoving seat guide in line with the mark on the seat runner. This corresponds to the seat in its most forward position.
- 6.1.5 Move the seat to the position of its travel provided for the 95th percentile male.
- 6.1.6 Mark the unmoving seat guide in line with the mark on the seat runner. This corresponds to the 95th percentile male's seating position.
- 6.1.7 Measure the distance between the forwards and rearwards marks. Place a third mark on the seat guide mid-way between the forwards and rearwards marks.
- 6.1.8 Move the seat so that the mark on the seat runner aligns with the mark on the seat guide.
- 6.1.9 Lock the seat at this position. Ensure that the seat is fully latched in its runners on both sides of the seat. The seat is now defined as being at its 'mid seating position'. The vehicle will be tested with the seat in this position.
- 6.1.10 If the seat will not lock in this position, move the seat to the first locking position that is rear of the mid seating position. The vehicle will be tested with the seat in this position.

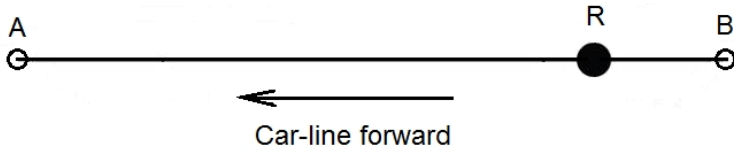
Question:

VCA would like to ask member states if they agree with the VCA interpretation that the rearmost seat position should be at least as far rearward as that achieved with a 95 percentile two-dimensional 'H' point template or at its rearmost if this cannot be achieved

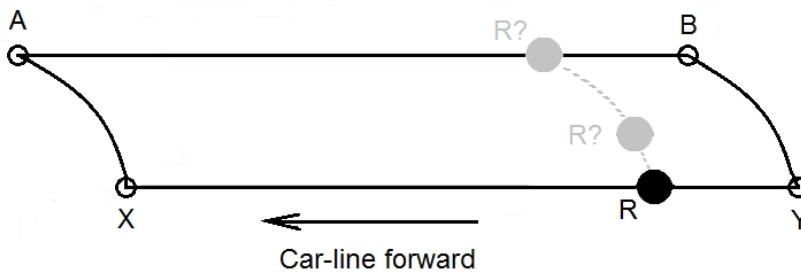
Option	Possible Solution	Comments
A	Agree	
B	Dis-agree	
C	Other	

Reg 94: Envelopes of H-Point Travel

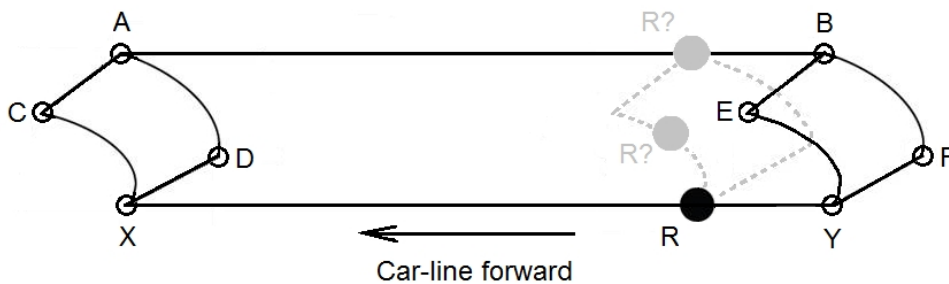
Example 1: Track only ("2 way")



Example 2: Track and simple height ("4 way")



Example 3: Track and complex height from combined front and rear adjustments ("6 way")



TAAM Minutes:

Upon the request from the United Kingdom, TAAM considered the position of the Member States as to interpret the requirements of paragraph 4.3 of Annex 6 to R94 (Frontal collision) on the normal driving or riding position. TAAM endorsed the interpretation presented that special mechanical looking mechanism may allow special seating positions under the condition that the R point position is well defined.

9.5. Regulation (ECE) R107 – Intercommunication staircase of a double-deck vehicle (UK 5).

Issue:

7.7.12. Intercommunication staircase of a double-deck vehicle (see Annex 4, Figure 1).

7.7.12.1.

7.7.12.2. Intercommunication staircases shall be so designed, that, during heavy braking of the vehicle moving in the forward direction, there is no danger of a passenger being projected downwards.

This requirement is considered to be fulfilled if at least one of the following conditions is met:

7.7.12.2.1. No part of the staircase is forward descending;

7.7.12.2.2. The staircase is equipped with guards or a similar provision;

7.7.12.2.3. There is an automatic device in the upper part of the staircase which prevents the use of the staircase when the vehicle is in motion; this device shall be easily operable in an emergency.

Definitions:

2.1.6. "Double deck vehicle" means a vehicle where the provided spaces for passengers are arranged, at least in one part, in two superimposed levels and spaces for standing passengers are not provided in the upper deck.

2.37. "Intercommunication staircase" means a staircase which allows communication between the upper and lower decks.

Discussion

The photographs below show examples of various vehicles fitted with forward descending staircases on double deck vehicles.

Photograph 1



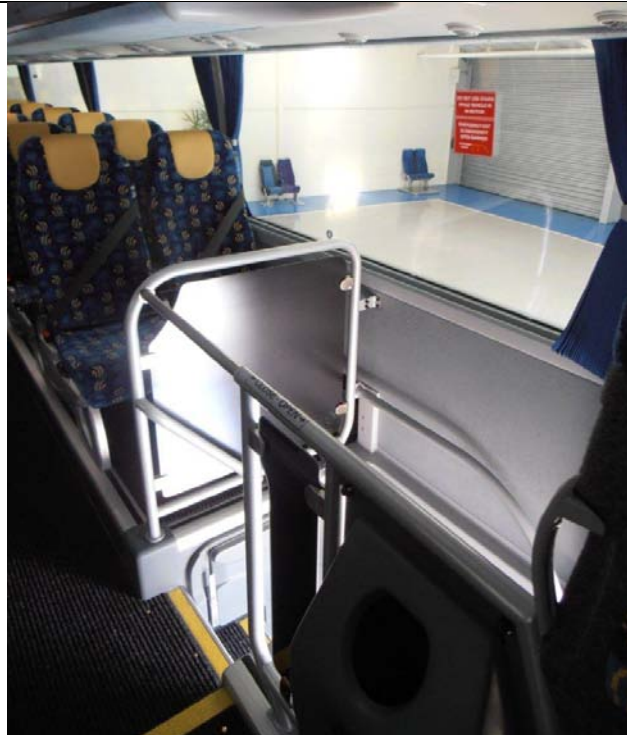
Photograph 2



Photograph 3



Photograph 4



Photograph 5



Question 1:

Do member states consider the above vehicles, as presented in the photographs (1/2/3), comply with the requirements in paragraph 7.7.12.2?

Option	Possible Solution	Comments
A	Yes	
B	No	

Question 2:

Do member states consider that the above vehicle, as presented in the photographs (4/5), comply with the requirements in paragraph 7.7.12.2?

Option	Possible Solution	Comments
A	Yes	
B	No	

TAAM Minutes:

TAAM also considered the position of the Member States as to interpret the requirements of intercommunication staircases of double-deck vehicles (R107.04: Buses and coaches). TAAM was of the opinion that all interpretation examples were acceptable. However, the examples where safety device may have a negative impact on the evacuation of passenger in the case of emergency shall be transmitted to GRSG for further consideration of the priorities safety vs. emergency.

9.6. Regulation (ECE) R121 – Identification of controls (Netherlands 9).

Reference to Annex, etc in the Directive or Regulation:

footnotes in table 1

Text:

6/ Separate identification not required if function is combined with master lighting **switch**

Question:

In footnote 6/ a reference is made to master lighting switch.

What is the definition of "switch"?

In ECE R121 a definition is given for control and device, but not for switch

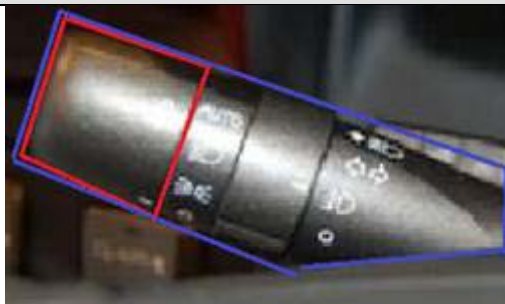
"Control" means that hand-operated part of a device that enables the driver to bring about a change in the state or functioning of a vehicle or vehicle's subsystem.

"Device" means an element or an assembly of elements used to perform one or more functions.

Solutions:

A	With master lighting switch is meant the master lighting control		
B	With master lighting switch is meant the master lighting device		
C	Other		

Remarks:



= control

= device

TAAM Minutes:

In the lack in R121 of a definition on "switch", TAAM recommended to consider the "master lighting switch" as a "master lighting control" (Solution A) and agreed on the need to clarify the Regulation.

10. Other.

- 10.1 Information of the status of the CoP and Product Safety measures concerning directive 2006/40/E "MAC" and the new refrigerant R-1234yf. (Germany)

TAAM Minutes:

TAAM noted the information by Germany on the status of the Conformity of Production and the Product Safety measures of directive 2006/40/E on Mobile Air Conditioning (MAC) with respect to the new refrigerant R-1234yf. TAAM also noted that the on-going tests will be concluded in August 2013. The problem of non-conformity of vehicles is under consideration with the European Commission and will be resolved with the end of production of the vehicle type concerned. Germany/KBA will inform all TAAM members by an official letter and also report on this subject at the next TAAM.

- 10.2 ETEAS report of Wednesday (05.06.2013) session (Frank Wrobel)

TAAM Minutes:

Delegates welcomed the report by Germany on the outcome of the ETEAS meeting held prior to the TAAM. Delegates noted the new rules of use of passwords and the status of piloting out phase of the CoC database. TAAM endorsed the intention of ETEAS to resume, at its forthcoming meeting, consideration of the items related to market surveillance, non-road mobile machinery, handholds, etc.

10.3 Next TAAM?

TAAM Minutes:

TAAM welcomed the initiative by Lithuania to organize the over next meeting in spring/summer 2014. In the absence of an invitation by a country to organize the forthcoming meeting by the end of this year, TAAM delegates considered either to skip that meeting or to hold it in the hospices of the UNECE in Geneva, subject to an authority to organize and to chair that meeting.

10.4 Any other business.

10.4.1 Draft Revision 3 to the 1958 Agreement

TAAM Minutes:

TAAM noted the presentation by the UNECE secretariat about the progress made by the WP.29 informal working group on International Whole Vehicle Type Approval (IWVTA), including the status of development on draft Revision 3 to the 1958 Agreement and on the Database for the Exchange of Type Approval documentation (DETA). TAAM also noted WP.29-159-21 on the interim report to WP.29 regarding the development of DETA and the draft amendments to the 1958 Agreement. TAAM agreed on the need to keep DETA and ETEAS aligned.

10.4.2 Participation of Japan in TAAM

TAAM Minutes:

TAAM welcomed the delegation from Japan and noted their wish to actively participate in future in the activities of TAAM.

SUMMARY OF TAAM

9 – 11 July 1997	Spain (Madrid)
11 – 12 December 1997	France (Paris)
8 – 10 June 1998	Germany (Flensburg)
19 – 21 January 1999	Luxemburg (Sandweiler)
8 – 10 June 1999	Sweden (Borlänge)
18 – 20 January 2000	United Kingdom (Bistol)
13 – 14 December 2000	The Netherlands (Delft)
6 – 7 June 2001	Norway (Sandvika)
21 - 22 November 2001	European Commission (Brussels)
4 – 5 June 2002	Finland (Tuusula)
16 – 17 December 2002	Belgium (Brussels)
9 – 10 July 2003	Germany (Flensburg)
4 – 5 February 2004	United Kingdom (Bristol)
21 – 22 September 2004	France (Paris)
9 – 10 March 2005	Spain (Madrid)
27 – 28 September 2005	Sweden (Borlänge)
5 – 6 April 2006	Ireland (Dublin)
28 – 29 September 2006	Austria and Hungary (Vienna)
22 – 23 March 2007	The Netherlands (Zoetermeer)
27 – 28 September 2007	Estonia (Tallinn)
9 – 10 April 2008	Germany (Leipzig)
9 – 10 October 2008	United Kingdom (Edinburgh)
26 – 27 March 2009	Switzerland (Bern)
8 – 9 October 2009	Slovenia (Brdo pri Kranju)
3 – 4 June 2010	Bulgaria (Sofia)
23 – 24 September 2010	Romania (Sibiu)
12 – 13 May 2011	Latvia (Riga)
21 – 22 November 2011	Germany, The Netherlands and United Kingdom (Geneva)
26 – 27 April 2012	Slovakia (Bratislava)
6 – 7 December 2012	Brussels
6 – 7 June 2013	Luxembourg

TYPE APPROVAL AUTHORITIES MEETING

6 & 7 JUNE 2013 – LUXEMBOURG-CITY, LUXEMBOURG

ATTENDEES:

Austria	Mr Franz Wurst
Belgium	Mr Alain Descamps Mr Wim Camps Mr Patrick De Valck Mr Wim Vandenplas
Bulgaria	Ms Tsvetelina Ilieva - Yordanova Mr Ivaylo Radoslavov Slaveykov
Croatia	Mr Boris Gorup Mr Tonko Županić Mr Goran Kosir Mr Janko Pressecki
Cyprus	Not represented
Czech Republic	Mr Lubomír Kincl Mr Martin Tichý
Denmark	Not represented
Estonia	Mr Jürgo Vahtra
European Commission	Not represented
Finland	Mr Marko Sinerkari Mr Jukka Vedenoja
France	Mr Matthieu Desinde MR Jean Christophe Chassard Ms Séverine Guillaume
Germany	Mr Frank Wrobel Mr Mark Wummel
Greece	Not represented
Hungary	Not represented
Iceland	Ms Dagný Jónsdóttir Mr Kristinn Gretarsson Mr Ólafur Arnar Gunnarsson
Ireland	Mr Rory Brennan Mr Kieran Hogan

Italy	Mr Luca Rocco
Latvia	Mr Valdis Blekte Mr Janis Liepins Mr Jerzy W. Kownacki Mr Michal Domanski
Lithuania	Mr Justas Rasomavicius Mr Justas Petrauskas
Luxembourg	Mr Claude Liesch (Chairman) Mr Romain Lamberty Mr Gilles Ast Mr Laurent Bodson
Malta	Not represented
The Netherlands	Mr Harry Jongenelen Ms Mariska Meijer Mr Peter Van Tol
Norway	Mr Eric Saetre
Poland	Not represented
Portugal	Not represented
Romania	Mr Bogdan Toader
Slovakia	Mr Lubomir Moravcik Mr Štefan Gajdoš
Slovenia	Not represented
Spain	Mr Lluís Sans Mr Javier Fadrique
Sweden	Ms Tanja Vainionpää Mr Bo Nilsson
Switzerland	Mr Stefan Wenger
United Kingdom	Mr Mike Protero Mr Derek Lawlor
UNECE	Not represented
JAPAN	Mr Tsuneki Matsuo (only 7th June) Mr Kenich Hayashi (only 7 th June)