



**VCA INFORMATION NOTICE
ON
EUROPEAN AND NATIONAL TYPE APPROVAL LEGISLATION**

Issue date: April 2015

This notice is published by VCA only to provide a guide to possible future Type Approval developments. Though every care is taken in its preparation VCA cannot be held responsible for any errors or omissions. Interpretation of the law must remain the prerogative of the courts.

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Queries on this information notice should be addressed to:

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Eastgate Road, Bristol, BS5 6XX, United Kingdom

Website: www.dft.gov.uk/vca

EC NEWS

Key Published EU Directives and Regulations

Commission Regulation 627/2014

12 June 2014 amending Regulation (EU) No 582/2011 for the purposes of adapting it to technical progress as regards particulate matter monitoring by the on-board diagnostic system (Text with EEA relevance).

The Commission conducted a review and concluded that the technology capable of monitoring the DPF performance against OTLs is available. However, it also results from that review that it is appropriate to defer the date of implementation of those DPF performance requirements in order to provide an adequate lead time to industry for ensuring the availability of the equipment in terms of mass production and its adaptation to the vehicles.

Commission Regulation 2014/94

16 April 2014 on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC (Text with EEA relevance).

The most recent reduction of sound level limits for motor vehicles, introduced in 1995, did not have the effects expected. Studies indicated that the test method used no longer reflected real life driving behaviour in urban traffic. The contribution of tyre-rolling noise to total noise emissions was underestimated. This Regulation further reduces sound level limits and takes account of the new stricter noise requirements for motor vehicle tyres laid down in Regulation (EC) No 661/2009. The overall limit values are reduced with regard to all noise sources of motor vehicles including the air intake over the power train and the exhaust, taking into account the tyre contribution to noise reduction referred to in Regulation (EC) No 661/2009.

As a Contracting Party to the Agreement of UNECE of 20 March 1958, the Union decided to apply UNECE Regulation No 51 on noise emissions, which specifies the test method for noise emissions, and Regulation No 59 on uniform provisions concerning the approval of replacement silencing systems.

This Regulation introduces a different test method from that laid down in Directive 70/157/EEC. The new test method is considered to be representative for sound levels during normal traffic conditions, but it is less representative for sound levels under worst case conditions. Therefore, it is this Regulation lays down additional sound emission provisions. Those provisions establish preventive requirements intended to cover driving conditions of the vehicle in real traffic outside the type-approval driving cycle and to prevent cycle beating. Those driving conditions are environmentally relevant and it is important to ensure that the sound emission of a vehicle under street-driving conditions does not differ significantly from what can be expected from the type-approval test result for the specific vehicle.

The provision of information on sound emissions to consumers and public authorities has the potential to influence purchasing decisions and accelerate the transition to a quieter vehicle fleet. Accordingly, manufacturers should provide information on sound levels of vehicles at the point of sale and in technical promotional material. A label, comparable to the labels used for information on CO₂ emissions, fuel-consumption and tyre-noise, should inform consumers about the sound emissions of a vehicle.

Environmental benefits from hybrid electric and pure electric vehicles have resulted in a substantial reduction of the noise emitted by such vehicles. As a consequence, industry is developing Acoustic Vehicle Alerting Systems (AVAS) to assist blind and visually impaired pedestrians and cyclists. The performance of such AVAS fitted to vehicles should be harmonised.

Directive 70/157/EEC is to be repealed.

Commission Regulation 1171/2014

31 October 2014 amending and correcting Annexes I, III, VI, IX, XI and XVII to Directive 2007/46/EC. Updates procedures for multi-stage vehicles, repeal of directives from 1 November 2014, corrects certificates of conformity & clarifies that head restraints are only mandatory in category M1 vehicles. The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee — Motor Vehicles.

Commission Regulation 2115/45

14 January 2015 amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EC) No 692/2008 as regards innovative technologies for reducing CO₂ emissions from light commercial vehicles:

Regulation (EU) No 510/2011 provides that the CO₂ savings achieved through the use of innovative technologies should be considered for the calculation of each manufacturer's average specific emissions of CO₂. Detailed rules on the approval and certification of innovative technologies for reducing CO₂ emissions from light commercial vehicles are set out in Commission Implementing Regulation (EU) No 427/2014.

In order to take account of the CO₂ savings achieved through the use of innovative technologies for the calculation of each manufacturer's specific emissions target of CO₂ and in order to ensure efficient monitoring of the specific CO₂ savings for individual vehicles, vehicles fitted with eco-innovations should be certified as part of the type approval of a vehicle and the savings should be specified separately in both the type approval documentation and the certificate of conformity.

It aims, on the one hand, at providing the approval authorities with the adequate data for certifying light commercial vehicles fitted with eco-innovations, and, on the other hand, at integrating the CO₂ savings of the eco-innovations as part of the representative information of a specific type, variant or version of vehicle.

Manufacturers should have the possibility to apply, on a voluntary basis, for the certification of the CO₂ savings due to the implementation of innovative technologies, before the date of application of the new rules.

Commission Regulation 2015/68

15 October 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle braking requirements for the approval of agricultural and forestry vehicles.

While the requirements of this Regulation are based on existing legislation last amended in 1997, technical progress requires in particular the adaptation of the test rules in detail, as well as the introduction of specific provisions for energy reservoirs, vehicles with hydrostatic drive, vehicles with inertia braking systems, vehicles with complex electronic control systems, anti-lock braking systems and electronically controlled braking systems.

This Regulation also includes stricter requirements on brake control of towed vehicles and brake coupling between the tractor and towed vehicles.

The substantive requirements laid down in Annex 18 to (UNECE) Regulation No 13 on safety aspects of complex electronic vehicle control systems should be taken over into this Regulation, as they reflect the latest state of technology.

While anti-lock braking systems are wide-spread for vehicles with a maximum design speed of above 60 km/h, such systems are not yet widely available for vehicles with a design speed between 40 km/h and 60 km/h. The Commission should assess, by 31 December 2016, the availability of anti-lock braking systems vehicles with a maximum design speed between 40 km/h and 60 km/h. If the assessment is unable to confirm that such technology is available or applicable, the Commission should amend this Regulation so that these requirements are not applicable to vehicles with a design speed between 40 km/h and 60 km/h.

Manufacturers may choose to apply for national type approval in accordance with Article 2 of Regulation (EU) No 167/2013, Member States should, for all subjects covered in this Regulation be free to set requirements for the purposes of national type approval which are different from the requirements of this Regulation.

Member States should not, for the purposes of national type-approval, refuse, on ground relating to the functional safety with respect to braking performance, to approve vehicles, systems, components and separate technical units which are compliant with the requirements provided for in this Regulation, with the exception of requirements applying to hydraulic connections of the single-line type.

This Regulation should introduce harmonised requirements for hydraulic connections of the single-line type under which such connections could be accepted for the purposes of EU-type approval for a limited period of time. However, as some Member States used to have stricter requirements at national level, Member States should be allowed to refuse granting national type-approvals to vehicle types equipped with hydraulic connections of the single-line type already as from the application date of this Regulation. This Regulation should apply from the same date of application as Regulation (EU) No 167/2013.

Commission Directive 2015/96 – Tractor EPPR

Supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council as regards environmental and propulsion unit performance requirements of agricultural and forestry vehicles.

Regulation (EU) No 167/2013 set out a comprehensive EU type-approval system and a strengthened market surveillance system for agricultural and forestry vehicles and their systems, components and separate technical units. It lays down the fundamental provisions on functional safety, occupational safety and environmental performance.

This regulation sets out the technical requirements with regard to environmental and propulsion unit performance and aims at improving the environmental performance of vehicles. In particular, a considerable reduction in hydrocarbon emissions from agricultural and forestry vehicles (including all-terrain vehicles and side-by-side vehicles) not only by reducing the hydrocarbon tailpipe and evaporative emissions, but also by helping reducing volatile particle levels.

This Regulation lays down the limit values for emissions of gaseous and particulate matter pollutants, to be applied in successive stages and the test procedure, by referring to the provisions of Directive 97/68/EC. The engine categories, limit values and implementation dates should be aligned to future changes in Directive 97/68/EC. The IIIA, IIIB and IV Stage emission limits for agricultural and forestry vehicle engines, by setting ambitious gaseous and particulate matter pollutant emission limits while aligning with international standards, are one of the measures designed to reduce emissions of particulate matter and ozone precursors such as nitrogen oxides and hydrocarbons.

A standardised method of measuring fuel consumption and carbon dioxide emissions of agricultural and forestry vehicle engines, is necessary to ensure that no technical barriers to trade arise between Member States. Furthermore, it is also appropriate to ensure that customers and users are supplied with objective and precise information.

Appropriate measures should be taken in order to make sure that parts or equipment which can be fitted to agricultural and forestry vehicles and which are capable of significantly impairing the functioning of systems that are essential in terms of environmental protection, are subject to prior control by an approval authority before they are placed on the market. Those measures should consist of technical provisions concerning the requirements that those parts or equipment have to comply with.

Environmental and propulsion unit performance requirements in respect to gaseous and particulate matter pollutant emissions should not apply to vehicles equipped with engines not covered by the scope of application of Directive 97/68/EC until the date when those engines become covered by that Directive. However, vehicles equipped with engines not covered by the scope of application of Directive 97/68/EC may be granted whole vehicle type-approval under this Regulation.

COMMISSION Regulation 2015/166

Supplements and amends Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards the inclusion of specific procedures, assessment methods and technical requirements, and amending Directive 2007/46/EC of the European Parliament and of the Council, and Commission Regulations (EU) No 1003/2010, (EU) No 109/2011 and (EU) No 458/2011.

This regulation sets out provisions in Regulation (EC) No 661/2009:

- concerning Article 20 of Directive 2007/46/EC (new technologies or concepts) for the implementing measures for Regulation (EC) No 661/2009 covered by UNECE regulations;
- for installed components or separate technical units which have only a valid EC type-approval making it possible based on the provisions of the UNECE regulations;
- for a numbering and marking system allowing a consistent approach; UNECE regulations contain specific provisions on the particulars that must accompany an application for type approval, these should equally be indicated in the information folder;
- for replacement of brake lining assemblies, drum brake linings, brake discs and brake drums for power-driven vehicles and their trailers in accordance with UNECE Regulation No 90;
- for UNECE Regulation No 29 covering category N vehicles (the strength of the cab, or space provided for the driver and passengers) is to be included in the list of UNECE regulations which apply on a compulsory basis;
- for additional requirements concerning cab strength, tyre-pressure monitoring, advanced emergency braking, lane departure warning, gear shift indicator and electronic stability control which are not incorporated in the table in Annex I, but should still apply for the purposes of type-approval;
- for the list of UNECE regulations which apply on a compulsory basis in Annex IV to be complemented with information clarifying under what conditions existing EC type-approvals granted on the basis of Directives repealed by Regulation (EC) No 661/2009 continue to be valid;
- for the table in Annex I laying down the scope of application for the requirements referred to in Article 5(1) and (2) of that Regulation (EC) No 661/2009 needs to be updated following the adoption of Commission Directive 2010/19/EU
It also amends;
- Directive 2007/46/EC where references to the appropriate implementing measures of Regulation (EC) No 661/2009 are to be updated in:
 - Annex XI where the listing regulatory acts for special purpose vehicles need to be revised with respect to vehicle sound level requirements so as to bring the applicable requirements back in conformity with provisions that were applied previously;
 - Annex XV where a manufacturer may be designated as technical service;
 - Annex XVI where virtual testing may be used by the manufacturer or a technical service;
- Regulation (EU) No 1003/2010 (space for mounting and the fixing of rear registration plates) needs to be revised to take account of specific vehicle designs;
- Regulation (EU) No 109/2011 (spray suppression systems) needs to be amended to update the reference to the Commission Regulation on wheel guards as well as the latter being applicable for additional vehicle categories;
- Regulation (EU) No 458/2011 (installation of tyres) needs to be adapted to technical progress concerning the optional spare wheel for N1 category vehicles laid down in UNECE Regulation No 64.

Draft Proposals

As these are changing frequently for a full up to date list please subscribe to Legstat.

UNECE NEWS

Published & Draft UNECE Regulations

As these are changing frequently for a full up to date list please subscribe to VISTA and Legstat.

UK NATIONAL LEGISLATION

None

CESSATION OF VALIDITY OF TYPE APPROVALS

EC DIRECTIVES WITH AN APPLICATION DATE TO ALL NEW REGISTRATIONS
UP TO 31st December 2020

EU DIRECTIVE / EU REGULATION	SUBJECT (DESCRIPTION)	VEHICLE AFFECTED	CATEGORY	APPLICATION DATE IN THE DIRECTIVE (For registration or entry-into- service)
REGULATION 2015/166	Regulation 46.04 - Indirect Vision	M & N		30/6/2015
REGULATION (EC) 661/2009 Items 9A and 9B	ELECTRONIC STABILITY CONTROL (ESC) Mandatory fitment	M2 M3 Class II and B and Class III Hydraulic transmission N2 Hydraulic transmission		11/7/2015
REGULATION (EU) 78/2009 Item 58	PEDESTRIAN PROTECTION: Annex 1 Section 4 of 78/2009	N1 new category vehicles		24/08/2015
REGULATION (EC) 715/2007 Item 2A	LIGHT EMISSIONS	Cats M & N1 Class 1, M1 specific social needs (excluding M1G) Vehicles that don't comply with Euro 6b emissions with Euro 6 ODB		1/9/2015
REGULATION (EU) 347/2012 Item 65	ADVANCED EMERGENCY BRAKING SYSTEMS APPROVAL LEVEL 1 (AEBS)	M2, M3, N2, N3 with exceptions (see Article 1 of 347/2012)		1/11/2015
REGULATION (EU) 351/2012 Item 66	LANE DEPARTURE WARNING SYSTEMS (LDWS)	M2, N2, M3 and N3 with exceptions (see Article 1 of 351/2012 for details).		1/11/2015
REGULATION (EC) 661/2009 Items 9A and 9B	ELECTRONIC STABILITY CONTROL (ESC) Mandatory fitment	M3 Class II and III pneumatic control and hydraulic energy transmission; and N2 pneumatic control and hydraulic energy transmission		11/7/2016
REGULATION (EC) 715/2007 Item 2A	LIGHT EMISSIONS	Category N1 Class II & III, N2 Vehicles that don't comply with Euro 6b emissions with Euro 6 ODB		1/9/2016
REGULATION (EU) 1229/2012	EC SMALL SERIES TYPE APPROVAL	EC Small Series issued before 1/11/2012 lose validity		31/10/2016
REGULATION (EC) 661/2009 Items 46A and 46D	TYRES	M, N and O vehicles fitted with tyres that comply with Annex II Part C Table 1 (tyre rolling noise requirements) and Annex II Part B Table I (tyre rolling resistance requirements) including C3 class tyres		1/11/2016

EU DIRECTIVE / EU REGULATION	SUBJECT (DESCRIPTION)	VEHICLE CATEGORY AFFECTED	APPLICATION DATE IN THE DIRECTIVE (For registration or entry-into- service)
2006/40/EC Item	AIR CONDITIONING SYSTEMS: Prohibition on using systems with gas with a global warming potential (GWP) greater than 150 MAC	M1 & N1 (Class 1), or STU	1/1/2017
REGULATION (EC) 78/2009 Item 58	PEDESTRIAN PROTECTION: Annex 1 Section 3 of 78/2009	M1 max mass <2500kg N1 max mass <2500Kg	24/2/2018
REGULATION (EC) 661/2009 Item 46A	TYRES	M, N and O vehicles fitted with C1 and C2 tyres that comply with Annex II Part B Table 2 rolling resistance limits	1/11/2018
REGULATION (EU) 347/2012 Item 65	ADVANCED EMERGENCY BRAKING SYSTEMS APPROVAL LEVEL 2	M2, M3, N2, N3 with exceptions	1/11/2018
REGULATION (EC) 78/2009 Item 58	PEDESTRIAN PROTECTION: Annex 1 Section 3 of 78/2009	M1 max mass >2500kg N1 max mass >2500kg	24/8/2019
REGULATION (EC) 661/2009 Item 46A	TYRES	M, N and O vehicles fitted with C3 tyres that comply with Annex II Part B Table 2 rolling resistance limits	1/11/2020

VCA will be providing End of Series (Derogations) for the following:

Legislation	Description	Derogation Expires
78/2009	Pedestrian Protection: Annex 1 Section 4 (78/2009)	(S) August 2016 (M) February 2017
136/2014	CoC Format changes regards CO2 data	(S) December 2015 (M) June2016
143/2013	CoC Format changes for N1	(S) December 2015 (M) June2016
351/2012	Lane Departure Warning Systems (LDWS) (M2, N2, M3 and N3 (with exceptions see Article 1 of 351/2012 for details)	(S) October 2016 (M) April 2017
347/2012	Advanced Emergency Braking Systems Approval Level 1 (AEBS) (M2, M3, N2, N3 (with exceptions see Article 1 of 347/2012))	(S) October 2016 (M) April 2017
407/2011	Repeals various EC Directives and moves to 661/2009 General Safety Regulations and use of UNECE Regulations	(S) October 2015 (M) April 2016
523/2012	Tyre Pressure Monitoring Systems (TPMS)	(S) October 2015 (M) February 2016
595/2009	Heavy Duty Emissions	(S) December 2014 (M) June2015
661/2009	Electronic Stability Control (M1, N1, M3 {class3}; M3 {<16T pneumatic transmission}; N2 {Excl. Hydraulic /pneumatic and hydraulic energy Transmission}; N3 & O)	(S) October 2015 (M) April 2016
661/2009	Electronic Stability Control Mandatory Fitment (M2; M3 Class II and B; Class III Hydraulic transmission; N2 Hydraulic transmission)	(S) July 2015 (M) January 2016
661/2009	Electronic Stability Control Mandatory Fitment (M3 Class II and III pneumatic control and hydraulic energy transmission; and N2 pneumatic control and hydraulic energy transmission)	(S) July 2017 (M) January 2018
692/2008 ^①	Light Duty Engine (^① letters F,G,H,I,Q,R,S)	(M) June2015
715/2007 (3)	Light Duty Emissions (M & N1 Class 1; M1 specific social needs (excluding M1G); Vehicles that don't comply with Euro 6b emissions with Euro 6 ODB)	(S) August 2016 (M) February 2017
715/2007 (4)	Light Duty Emissions (N1 Class II & III, N2 Vehicles that don't comply with Euro 6b emissions with Euro 6 ODB)	(S) August 2017 (M) February 2018
1230/2012	Masses and Dimensions	(S) October 2015 (M) April 2016
2000/25	Tractors	(S) December 2015 (M) June 2016
2015/166	Regulation 46.04 - Indirect Vision	(S) June 2016 (M) December 2016
Key	(S) = Single Stage Vehicle (M) = Multi-Stage Vehicle ^① = see your Engine Approval(s) and look for the letter (usually in the middle of the Engine Approval Number (e.g. e2*715/2007*566/2011 F *1032*03)	

NEW End of Series (Derogation) Application Form in use

If you would like a copy of the new form please email: LAW@vca.gov.uk

We will in due course be adding a NEW self-service page to the LEGISLATION section of our website.

NRMM AND TRACTOR FLEXIBILITY SCHEMES

The VCA Flexibility Application form (recently revised), VCA Guidance Notes plus some third party EU Flexibility guidance publications are NOW available through our self-service page on the website:

<http://www.dft.gov.uk/vca/legislation/flexibility-applications.asp>

Completed applications and queries should be sent to LAW@vca.gov.uk

We also deal with **Locomotive Derogations**, but this has its own form, please email us for details of this scheme and the application form, again use LAW@vca.gov.uk

VISTA Motorcycles New Regulations

Due to the fact that the Motorcycle legislation is so much more heavily tied in with the that primarily written for the CAR TRUCK AND BUS Library, we have set up a NEW shelf in that library dedicated to Motorcycles, so it is easier to switch between the pieces of legislation. You can find this at:

The screenshot shows the VCA.gov.uk website interface. On the left, there are three icons representing different libraries: 'Car Truck and Bus Library' (circled in red with an arrow pointing to it), 'Tractor Library', and 'Motor Cycle Library'. Below these icons, it says 'You will see →'. On the right, the website's navigation menu is visible, with 'Motorcycle Standards' highlighted in blue. A list of regulations is shown, including 'Motorcycle Framework Regulation - 168/2013', 'A - Environmental and Propulsion ... 134/2014', 'B - Vehicle Functional Safety ... 3/2014', and 'C - Vehicle Construction ... 44/2014', which are circled in blue.

Motorcycle subscribers should use the “Car Truck and Bus Library” rather than access the Motorcycle Library in order to access the NEW Framework 168/2013 (plus 134/2014, 3/2014 and 44/2014). Once signed-in click “**Motorcycle Standards**”

The previous Legislation can be found still in the Motorcycle Library. This will NOT be updated.

The screenshot shows the LegStat website. It features the LegStat logo and a description of the service: 'LegStat is an on-line database containing all of the key date information about each of the standards applicable to European Whole Vehicle Type Approval. Subscribers to the system have the opportunity to receive email notifications of impending key dates, prior to, or on the day that they come into force. The system can be used stand-alone, or integrated with the on-line version of VISTA to provide a total solution to management of Type Approval legislation. As far as we are aware, LegStat is the only product offering this level of information available in the world today.' Below this, there is a link to 'More information on VISTA' which is circled in red with an arrow pointing to it. At the bottom, it says 'Approved users can access LegStat here: <http://legstat.dft.gov.uk/> (Opens in a new browser window)'

Change in contact email address

To make things simpler and easier to remember, there is now ONE email address to contact the Legislation Section (although you can still contact individuals if you wish to), the single point of contact address is:

LAW@vca.gov.uk

Legislation enquiries, application forms, subscription renewals and user support, can all be sent to the address above. General VCA enquiries should still be sent to:

enquiries@vca.gov.uk