



Vehicle  
Certification  
Agency

# VCA Newsletter on European, UNECE and UK Type Approval Legislation

October 2017

This Newsletter is published by the VCA's Legislation Team as a guide to possible future Type Approval developments. Although 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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# EU News

## Key Published EU Directives and Regulations

### **Corrigendum to Commission Implementing Regulation (EU) No 901/2014 of 18 July 2014**

OJ L 158/51 - Implementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to the administrative requirements for the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

Into force date: 07/08/2014

### **Decision of the EEA Joint Committee no 244/2015 of 30 October 2015**

OJ L 161/19 - Amending Annex II (Technical regulations, standards, testing and certification) to the EEA Agreement [2017/1033].

Commission Implementing Regulation (EU) No 901/2014 of 18 July 2014 implementing Regulation (EU) No 168/2013 of the European Parliament and of the Council with regard to the administrative requirements for the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

Into force date: 07/08/2014

### **Decision of the EEA Joint Committee No 245/2015 of 30 October 2015**

OJ L 161/21 - Amending Annex II (Technical regulations, standards, testing and certification) to the EEA Agreement [2017/1034].

Commission Delegated Regulation (EU) 2015/208 of 8 December 2014 supplementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to vehicle functional safety requirements for the approval of agricultural and forestry vehicles (1) is to be incorporated into the EEA Agreement.

Into force date: 07/08/2014

### **Commission Regulation (EU) 2017/1221 of 22 June 2017**

OJ L 174/3 - Amending Regulation (EC) 692/2008 as regards the methodology for the determination of evaporative emissions (Type 4 test).

Into force date: 27/07/2017

### **Commission Regulation (EU) 2017/1151 of 1 June 2017**

OJ 175/1 - Supplementing Regulation (EC) 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and

of the Council, Commission Regulation (EC) 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) 692/2008.

Into force date: 27/07/2017

### **Commission Implementing Regulation (EU) 2017/1152 of 2 June 2017**

OJ L 175/679 - Setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation (EU) 293/2012.

Into force date: 27/07/2017

### **Commission Regulation (EU) 2017/1154 of 7 June 2017**

OJ L 175/708 - Amending Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008 and Directive 2007/46/EC of the European Parliament and of the Council as regards real-driving emissions from light passenger and commercial vehicles (Euro 6).

Into force date: 27/07/2017

### **Decision of the EEA Joint Committee No 10/2016 of 5 February 2016**

OJ L 189/15 - Amending Annex II (Technical regulations, standards, testing and certification) to the EEA Agreement [2017/1293]. Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC (1) is to be incorporated into the EEA Agreement.

### **Decision of the EEA Joint Committee No 11/2016 of 5 February 2016**

OJ L 189/16 - Amending Annex II (Technical regulations, standards, testing and certification) to the EEA Agreement [2017/1294]. Commission Regulation (EU) No 627/2014 of 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 (1) is to be incorporated into the EEA Agreement.

### **COMMISSION REGULATION (EU) 2017/1347 of 13 July 2017**

OJ L 192/1 - Correcting Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011 and Commission Regulation (EU) 2017/1151 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Regulation (EC) No 692/2008.

This Regulation deals with access to vehicle repair and maintenance information for light passenger, commercial vehicles (Euro 5 and Euro 6) and heavy duty vehicles (Euro VI). It also aims to provide improved clarity to Regulation 2017/1151 and updates its transposition arrangements (Article 15).

Into force date: 13/08/2017

### **Corrigendum to Commission Implementing Regulation (EU) 2017/1152 of 2 June 2017**

OJ L197/20 - Setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation (EU) No 293/2012. On page 649, second paragraph of Article 8: for: 'Points 4 and 5 of Article 8 shall apply from 1 January 2018 read: 'Points 4 and 5 of Article 7 shall apply from 1 January 2018'.

Into force date: 07/07/2017

### **Commission Implementing Decision (EU) 2017/1402 of 28 July 2017**

OJ L 199/14 - On the approval of the BMW AG engine idle coasting function as an innovative technology for reducing CO2 emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council. Approval of the BMW AG engine idle coasting function (Article 12 of Regulation (EC) No 443/2009).

Into force date: 18/08/17

### **Acts adopted by bodies created by international agreements**

OJ L 204/112 - A corrigenda for UNECE R138.

Into force date: 09/01/2017

### **EU adoption of Regulation 103 of the Economic Commission for Europe of the United Nations (UNECE)**

OJ L207/30 - Uniform provisions concerning the approval of replacement pollution control devices for power- driven vehicles [2017/1446]. Incorporating all valid text up to: Supplement 4 to the original version of the Regulation.

Into force date: 10/06/14

### **Commission Delegated Regulation (EU) 2017/1499 of 2 June 2017**

OJ L219/1 - Amending Annexes I and II to Regulation (EU) No 510/2011 of the European Parliament and of the Council for the purpose of adapting them to the change in the regulatory test procedure for the measurement of CO2 from light commercial vehicles.

Into force date: 22/06/17

## **Commission Delegated Regulation (EU) 2017/1502 of 2 June 2017**

OJ L221/4 - Amending Annexes I and II to Regulation (EC) No 443/2009 of the European Parliament and of the Council for the purpose of adapting them to the change in the regulatory test procedure for the measurement of CO<sub>2</sub> from light duty vehicles.

Into force date: 22/06/17

# UNECE News

## Published

### **Consolidated Resolution on the Construction of Vehicles (R.E.3) - Revision 5**

This revised consolidated version of the Resolution on the Construction of Vehicles (R.E.3) replaces revision 4. It contains the amendments adopted by the World Forum for Harmonization of Vehicle Regulations (WP29) at its 172th session (WP29/2017/46).

Into force date: None

### **Addendum 12 — Regulation 13 - Revision 8 — Corrigendum 2**

Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking. Amend annex 12, paragraph 2.2.27, as follows: [The changes do not affect the English text.]

Into force date: 15 March 2017

### **Addendum 6 - Regulation 7 - Supplement 25 to the 02 series**

Halogen Headlamps. Amends paragraph 6.1.7.2 and Annex 2 – tell-tale requirements to be stated on approval certificate.

Into force date: 22 June 2017

### **Addendum 15 - Regulation 16 - Supplement 8 to the 06 series**

Safety-belts, ISOFIX and i-Size. Based on WP29/2016/98 as amended by paragraph 75 of the report WP29/1126. Clarifies the subject of paragraph 12.1 and corrects an editorial error concerning the repetition of footnote 2 that exists already in the approval certificate at Annex 1B.

Into force date: 22 June 2017

### **Addendum 15 - Regulation 16 - 07 series**

Safety-belts, ISOFIX and i-Size. This deals with safety belt reminders (for ALL seat positions in M and N category vehicles) and amends the regulation accordingly (based on WP29/2016/99).

Into force date: 22 June 2017

### **Addendum 36 - Regulation 37 - Supplement 45 to the 03 series**

Filament lamps. Various amendments in connection with the move to simplifying light source Regulations as developed by IWG SLR. It is based on WP29/2016/76 & GRE/2016/2.

### **Addendum 44 - Regulation 44 - Supplement 12 to the 04 series**

Child restraint systems. Paragraph 6.1.5: In EN71-3, Category III is chosen because this category includes textile products. The amendment refers also to a test method that was not described in the current text of Regulation 44. Paragraph 6.1.6: For vehicle specific built-in child restraint systems, method based on FMVSS 302 is proposed.

For the other types of child restraint systems, the objective of the amendment is to clearly reference relevant section of EN 71 with its latest version (2014) and related test method, and to provide a limit in terms of maximum burning rate. In EN 71-2, the test method of 5.4 is dedicated to products similar to child restraint systems.

Intends to resolve confusion regards products offering differing levels of protection, such that no new UN Regulation 44 approvals will be granted to Isofix integral CRS as of 1 September 2016, and transitional provisions amended accordingly. Based on WP29/2016/101 & 102.

Into force date: 22 June 2017

### **Addendum 44 - Regulation 45 - Supplement 10 to the 01 series**

Headlamp cleaners. Amends Annex 4, Paragraph 2.1.2. - to move final text in the subparagraph '(e)' into its own paragraph: "(f)  $2 \pm 1$  drops of surfactant."

Into force date: 22 June 2017

### **Addendum 45 - Regulation 46 - Supplement 4 to the 04 series**

Devices for indirect vision. Paragraph 6.2.1.2., amend to read: "6.2.1.2. If a device for indirect vision ..... the total process of scanning, rendering and reset to its initial position together shall not take more than 200 milliseconds at room temperature of  $22 \text{ }^{\circ}\text{C} \pm 5 \text{ }^{\circ}\text{C}$ ." Based on WP29/2016/89

Into force date: 22 June 2017

### **Addendum 47 - Regulation 48 - Supplement 17 to the 04 series**

Installation of lighting and light-signalling devices. The changes aim to improve the text of paragraph 6.21.1.2.4., to clarify the conditions for the application of this paragraph without changing the intention of the requirement; also it is necessary that the description of the component (i.e. the device Regulation) indicate whether a tell-tale is required or not. So this proposal amends paragraphs: 6.7.8., 6.9.8., 6.10.8., 6.13.8., 6.19.8., and updates approval certificate Annex 1, Item 9. Based on WP29/2016/78.

Into force date: 22 June 2017



### **Addendum 47 - Regulation 48 - Supplement 8 to the 06 series**

Installation of lighting and light-signalling devices. The changes aim to improve the text of paragraph 6.21.1.2.4., to clarify the conditions for the application of this paragraph without changing the intention of the requirement; also it is necessary that the description of the component (i.e. the device Regulation) indicate whether a tell-tale is required or not. So this proposal amends paragraphs: 6.7.8., 6.9.8., 6.10.8., 6.13.8., 6.19.8., and updates approval certificate Annex 1, Item 9. Based on WP29/2016/80

Into force date: 22 June 2017

### **Addendum 47 - Regulation 48 - Supplement 10 to the 05 series**

Installation of lighting and light-signalling devices. The changes aim to improve the text of paragraph 6.21.1.2.4., to clarify the conditions for the application of this paragraph without changing the intention of the requirement; also it is necessary that the description of the component (i.e. the device Regulation) indicate whether a tell-tale is required or not. So this proposal amends paragraphs: 6.7.8., 6.9.8., 6.10.8., 6.13.8., 6.19.8., and updates approval certificate Annex 1, Item 9. Based on WP29/2016/79

Into force date: 22 June 2017

### **Addendum 52 - Regulation 53 - Supplement 1 to the 02 series**

Installation of lighting and light-signalling devices for L3 vehicles. The affected paragraphs are: 6.2.5.7 and 6.2.6.1. Where a motorcycle is using additional lighting units (ALUs) to provide bend lighting, to activate these ALUs during operation of the driving beam is not currently allowed. This requirement is unnecessarily restrictive and this amendment intends to address that. Night time visibility and safety can be improved if it is also allowed to operate ALUs in conjunction with the driving beam to improve illumination when the motorcycle is banking. Based on WP29/2016/82. NOTE: Identical to WP29/2016/81 just this affects 02 Series.

Into force date: 22 June 2017

### **Addendum 52 – Regulation 53 - Supplement 19 to the 01 series**

Installation of lighting and light-signalling devices for L3 vehicles. The affected paragraphs are: 6.2.5.7 and 6.2.6.1. Where a motorcycle is using additional lighting units (ALUs) to provide bend lighting, to activate these ALUs during operation of the driving beam is not currently allowed. This requirement is unnecessarily restrictive and this amendment intends to address that. Night time visibility and safety can be improved if it is also allowed to operate ALUs in conjunction with the driving beam to improve illumination when the motorcycle is banking. Based on WP29/2016/81. NOTE: Identical to WP29/2016/82 just this affects 01 Series.

Into force date: 22 June 2017

### **Addendum 77 - Regulation 78 - 04 series**

Braking (category L vehicles). New paragraph 5.1.16, concerning prohibition of disablement of the antilock brake system and certain exemptions. Disablement of the antilock brake system function shall be indicated by the activation of symbol B.18 as specified in ISO

2575:2010 (ISO 7000-2623) or any other equivalent unequivocal indication of the disabled antilock brake system state. Alternatively the warning lamp referred to in paragraph 5.1.13. shall be continuously activated (i.e. lit or flashing). Prohibition of any software and/or hardware defeat device compromising or allowing to circumnavigate one or more of the requirements set out in points (a) to (e). Based on WP29/2016/114 (as amended by paragraph 83 of the report ECE/TRANS/WP.29/170)

Into force date: 22 June 2017

### **Addendum 79 - Regulation 80 - Supplement 2 to the 03 series**

Strength of seats and their anchorages (buses). The current text has been misunderstood with regard to the need of providing a safety device that does not break and which maintains its capability to retain a passenger's body in the case of an accident.

Paragraph 7.4.4., amend to read: "7.4.4. The passengers in side-facing seats shall be safeguarded by a vehicle part (e.g. partition, wall or seat back of a forward-facing seat) forward of the foremost side-facing seat. This vehicle part shall meet the requirements of Appendix 7. It shall maintain its safeguard function during testing." Based on WP29/2016/103.

Into force date: 22 June 2017

### **Addendum 82 - Regulation 83 - Supplement 4 to the 07 series**

Emissions of M1 and N1 vehicles. Regulation No. 49 allows to inhibit the driver inducement system of rescue and police service vehicles to avoid the risk of engine performance reduction during rescue or emergency missions. The purpose of this proposal is to align Regulation 83 with the prescriptions of Regulation 49. Based on WP29/2016/109.

Into force date: 22 June 2017

### **Addendum 82 - Regulation 83 - Supplement 8 to the 06 series**

Emissions of M1 and N1 vehicles. This supplement aims to improve accuracy and clarity. Affects paragraph 7.1.4.1., Appendix 6, Annexes 4a, 7 and 11. Based on WP29/2016/108

Into force date: 22 June 2017

### **Addendum 85 - Regulation 86 - 01 series of amendments to**

Installation of lighting and light-signalling devices for agricultural vehicles. Widens the scope to include category R (agricultural trailers ) and S (interchangeable towed equipment ), amending the whole standard as appropriate and including transitional provisions and updates approval certificate Annex 1. Based on WP29/2016/83.

Into force date: 22 June 2017

### **Addendum 85 - Regulation 99 - Supplement 12**

Gas-discharge light sources. This is part of the simplification of lighting regulations. All sheets being moved into the Resolution; Requirements to stay in the respective Regulations; General specifications to be limited to a necessary minimum; The number of

references to paragraphs in Regulations to be minimized and replaced by generic expressions for simplicity; References from the to the Resolution to be dynamic to make this simplification approach effective. Based on WP29/2016/85.

Into force date: 22 June 2017

#### **Addendum 104 - Regulation 105 - 06 series**

ADR vehicles. Aligns the provisions of Regulation 105 with those of the new ADR 2017 edition and updates approval certificate Annex 1. Based on WP29/2016/90.

Into force date: 22 June 2017

#### **Addendum 106 - Regulation 107 - Supplement 6 to the 06 series**

General construction of buses and coaches. Type approval authorities required that the text of the Regulation shall be modified in order to provide an adequate method to measure the H dimension. These amendments affect Annexes 3 and 4. Based on WP29/2016/93.

Into force date: 22 June 2017

#### **Addendum 106 - Regulation 107 - Supplement 1 to the 07 series**

General construction of buses and coaches. Type approval authorities required that the text of the Regulation shall be modified in order to provide an adequate method to measure the H dimension. These amendments affect Annexes 3 and 4. Based on WP29/2016/94.

Into force date: 22 June 2017

#### **Addendum 106 - Regulation 107 - Supplement 5 to the 04 series**

General construction of buses and coaches. Type approval authorities required that the text of the Regulation shall be modified in order to provide an adequate method to measure the H dimension. These amendments affect Annexes 3 and 4. Based on WP29/2016/91.

Into force date: 22 June 2017

#### **Addendum 106 - Regulation 107 - Supplement 6 to the 05 series**

General construction of buses and coaches. Type approval authorities required that the text of the Regulation shall be modified in order to provide an adequate method to measure the H dimension. These amendments affect Annexes 3 and 4. Based on WP29/2016/92.

Into force date: 22 June 2017

#### **Addendum 109 - Regulation 110 - Supplement 5 to the 01 series**

CNG and LNG vehicles. This proposal allows Class 0 hoses with couplings using sealing technologies other than those with a 45° cone and, thus, to avoid design restrictive requirements. Based on WP29/2016/95.

Into force date: 22 June 2017

### **Addendum 120 - Regulation 121 - Supplement 1 to the 01 series**

Identification of controls, tell-tales and indicators. In Table 1, lines Nos. 2. and 19., add a reference to existing note 18. Based on WP29/2016/97.

Into force date: 22 June 2017

### **Addendum 120 - Regulation 128 - Supplement 6**

Light Emitting Diode (LED) light sources. This supplement is part of the simplification of lighting regulations. All sheets being moved into the Resolution; Requirements to stay in the respective Regulations; General specifications to be limited to a necessary minimum; The number of references to paragraphs in Regulations to be minimized and replaced by generic expressions for simplicity; References from the to the Resolution to be dynamic to make this simplification approach effective. Based on WP29/2016/86.

Into force date: 22 June 2017

### **Addendum 128 - Regulation 129 - 02 series**

Enhanced Child Restraint Systems. The amendment includes Enhanced Child Restraint Systems from the booster seat category (booster seat with backrest) into the scope of UN Regulation 129. This represents Phase 2 of the UN Regulation. Based on WP29/2016/107.

Into force date: 22 June 2017

### **Addendum 128 - Regulation 129 - Supplement 1 to the 01 series**

Enhanced Child Restraint Systems. Toxicology - Paragraph 6.3.1.1.: In EN71-3, Category III is chosen because this category includes textile products. The amendment refers also to a test method that was not described in the current text of UN Regulation No. 129.  
Flammability - Paragraph 6.3.1.2.: For vehicle specific built-in child restraint systems, method based on FMVSS 302 is proposed; For the other types of child restraint systems, the objective of the amendment is to clearly reference relevant section of EN 71 with its latest version (2014) and related test method, and to provide a limit in terms of maximum burning rate. In EN 71-2, the test method of 5.4 is dedicated to products similar to child restraint systems. Based on WP29/2016/106.

Into force date: 22 June 2017

### **Addendum 128 - Regulation 129 - Supplement 5**

Enhanced Child Restraint Systems. Toxicology - Paragraph 6.3.1.1.: In EN71-3, Category III is chosen because this category includes textile products. The amendment refers also to a test method that was not described in the current text of UN Regulation No. 129.  
Flammability - Paragraph 6.3.1.2.: For vehicle specific built-in child restraint systems, method based on FMVSS 302 is proposed; For the other types of child restraint systems, the objective of the amendment is to clearly reference relevant section of EN 71 with its latest version (2014) and related test method, and to provide a limit in terms of maximum burning rate. In EN 71-2, the test method of 5.4 is dedicated to products similar to child restraint systems. Based on WP29/2016/105.

Into force date: 22 June 2017

### **Addendum 142 - Regulation 143**

Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS). Based on WP29/2016/110.

Into force date: 19 June 2017

### **Addendum 120 - Regulation 121 - Supplement 9**

Location and Identification of Hand Controls, Tell-tales and Indicators. In Table 1, lines Nos. 2. and 19., add a reference to existing note 18. Based on WP29/2016/96.

Into force date: 22 June 2017

## **Proposals**

### **R0 (Uniform provisions concerning International Whole Vehicle Type Approval)**

Finalization of Annex 4 of R0 (WP29/172/12). The proposal addresses the fact that R0 does not establish separate technical requirements but instead refers to the provisions of the separate UN Regulations. Based on WP29/2017/104 as amended by informal document WP29/172/12 (WP29/2017/108).

### **R3 (Retro-reflecting devices)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R4 (Illumination of rear-registration plates of motor vehicles and their trailers)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R6 (Direction indicators)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R7 (Position, stop and end-outline lamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

## **R10 (Electromagnetic compatibility)**

Supplement 2 to the 05 series - The proposal aims to make R10 consistent with the International Special Committee on Radio Interference (CISPR) 12 Standard vehicle narrow-band limit and the last CISPR 12 set-ups (artificial networks, harness location, Z-folding, ...) for vehicles in charging mode (GRE/2017/12).

## **R12 (Steering mechanism)**

Supplement 5 to the 04 series - The proposal aims to allow for the "full width rigid barrier test" according to Regulation No. 137 as an alternative in order to avoid redundancy of testing. Based on GRSP/2017/6 (WP29/2017/118).

## **R13 (Heavy vehicle braking)**

The proposal adds the following text to footnote 12... "...vehicles having a non-standard chassis where the installation of sensor(s) for values of lateral acceleration and/or yaw rate, necessary for the function of the stability control, cannot be installed within the specified area close to the center of gravity of the vehicle without compromising its special purpose)..." (GRRF/2017/11).

The proposal addresses the opportunity for the manufacturer to simplify the indication to the driver, avoiding two tell-tales simultaneously flashing when a stability assistance including both ESC and CSF is intervening. It would also be of low added value for the driver to know which, from the steering or the braking system, is providing the stability assistance (GRRF/2017/23).

The proposal aims to simplify the verification of the sufficient movement on the balancer without having to take measurements underneath the trailer in a potentially unsecure position (GRRF/2017/12).

## **R13-H (Brakes of M1 and N1 vehicles)**

The proposal addresses the opportunity for the manufacturer to simplify the indication to the driver, avoiding two tell-tales simultaneously flashing when a stability assistance including both ESC and CSF is intervening. It would also be of low added value for the driver to know which, from the steering or the braking system, is providing the stability assistance (GRRF/2017/23).

## **R16 (Safety-belts, ISOFIX and i-Size)**

Supplement 10 to the 06 series - The proposal aims at aligning R16 to the split of R14 into two Regulations, so that the text refers to the NEW Regulation. Based on GRSP/2017/9.

## **R17 (Seats, their Anchorages and any Head Restraints)**

Corrigendum 1 to Revision 5 - To amend reference in paragraph 5.2.3.2 to paragraph 5.1.3, which does not exist in R17, it now refers to 5.2.3. Based on GRSP/61/10.

Supplement 4 to the 08 series - The proposal aims to clarify in paragraph 6.4, the testing of seats with and without head restraints. Based on GRSP/2017/12 (WP29/2017/122).

### **R19 (Front Fog Lamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R23 (Reversing Lights)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R27 (Advance warning triangles)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R30 (Tyres for passenger cars and their trailers)**

The proposal addresses the separating para. 3.1 into paras. 3.1.1 and 3.1.2, not all paragraphs referring to paras. 3.1.1 and 3.1.2 were amended accordingly, so para 3.4 amended (GRRF/2017/17).

### **R34 (Prevention of Fire Risks)**

The proposal aims to clarify the provisions on the protection of the tank (GRSG/2017/28).

### **R37 (Filament lamps)**

Supplement 46 to the 03 series - The proposal amends the wording "required tolerance area" to "required chromaticity area" to align with R48. The paragraph numbering of standard IEC 60809 was changed and this was overlooked in Supplement 45 to R37 (GRE/2017/19).

### **R38 (Rear Fog Lights)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R41 (Motorcycle Noise)**

Supplement 6 to the 04 series - This proposal addresses the fact that motorcycles with a side car should be tested in using the test procedures of R9. Since the 04 series of amendments of R41 does not cover motorcycles with a side car (L4 category vehicles), this text should be deleted in order to avoid any potential misunderstanding (GRB/2017/4).

### **R43 (Safety glazing)**

Supplement 7 to the 01 series - The proposal aims to correct some misalignments between R43 and GTR 6 by amending Annex 21, Table 2 (GRSG/2017/15).

Supplement 6 to the 01 series - Updates to align (a) the provisions for the headform test with deceleration measurement and (b) the test of resistance to abrasion with those of the corresponding standard ISO 15082:2016-11. Mainly based on official documents GRSG/2017/6 and GRSG/2017/8 (WP29/2017/111).

Corrigendum 6 to Revision 3 – This proposal corrects the text of Annex 1 – Appendix 3 (WP29/2017/112).

Corrigendum 1 to Revision 4 - Corrects the text of Annex 1 – Appendix 3 (WP29/2017/117).

### **R44 (Child restraint systems)**

Supplement 13 to the 04 series - The proposal aims to align R44 to the splitting of R14 into two Regulations. Based on GRSP/2017/10 and GRSP/2017/14 (WP29/2017/123).

### **R46 (Devices for indirect vision)**

Supplement 5 to the 04 series - aims to clarify the magnification factors of Camera-Monitor Systems (CMS) (WP29/2017/113).

### **R48 (Installation of lighting and light-signalling devices)**

Supplement 11 to the 06 series - The proposal addresses the increasing tendency to have lamps that wrap around the corners. Where the side-marker lamp, fitted as an optional lamp, is grouped or combined with a position lamp reciprocally incorporated with the direction indicator, it is desirable to allow the side-marker lamp to be switched off, in the same way as the position lamp, to improve the recognition of the direction indicator. There will be an increase of conspicuity of the direction indicator lamp signal, since only one colour will be seen during the operation of the direction indicator. Paragraph 6.18.9., amended. (GRE/2017/24).

Supplement 11 to the 06 series - This proposal allows for the switch ON of DRLs in conjunction with at least rear position lamps, without the need for the position lamps tell-tale in that case. This solution is necessary for some countries and is also logical from an energy saving perspective (GRE/2017/23).

The proposal aims to introduce requirements for light emitting diode (LED) substitute light sources into Regulations 48, 53, 74 and 86. It is based on GRE/2017/4 (GRE/2017/22).

Supplement [11] to the 06 series - This proposal merges the definitions of existing Regulations on lighting, light signalling, retro-reflective devices and installation into one single place (R48).

Supplement 11 to the 06 series - This proposal aims to introduce into R48 references to the three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/11).



Supplement 10 to the 06 series – proposal deals with automatic switching between daytime running lamps (DRL) and headlamps (i) deletion of several subparagraphs that were transitional provisions only for the 05 series of amendments, but were kept by mistake in the 06 series of amendments as well, and (ii) clarification of the requirements for automatic switching from DRL to headlamps. Based on Annex II to the report WP.29/GRE/77 (WP29/2017/110).

### **R49 (Emissions of compression ignition and positive ignition (LPG and CNG) engines)**

Supplement 9 to the 05 series - The proposal aims to correct identified failures in calculation formulas, wrong references and other editorial issues in the 05 and 06 series of amendments to R49. Based on GRPE/74/08 (WP29/2017/129).

Supplement 5 to the 06 series - The proposal aims to align R49 with the current EU Legislation: as there is no equivalent to the recently introduced stage D from EU legislation. In order to state this equivalence, all of the provisions of the latest amendment to EU legislation have been incorporated. As stage D is unrelated to OBD, the proposal is to make stage C and all subsequent stages equivalent to EOBD 6-2. Based on GRPE/2017/6 as amended by: GRPE/74/08, GRPE/75/26 and GRPE/75/27 (WP29/2017/130).

### **R50 (Position, stop, direction indicator lamps for mopeds and motorcycles)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R51 (Vehicle Noise Emissions (Vehicles with four wheels or more))**

Supplement 3 to the 03 series: The proposal aims to address the Additional Sound Emission Provisions (ASEP) in connection with the application of Audible Vehicle Alert System (AVAS) and silencers equipped with an active cancelled system, to update and revise the 03 series of amendments. It also improves testing arrangements (GRB/2017/5).

Supplement 3 to the 03 series - The proposal aims to bring definitions and testing up-to-date with current technical developments (GRB/2017/6).

Supplement 3 to the 03 series - The proposal aims to including indoor testing as an alternative to type approval tests of Annex 3, as specified by ISO 362-3 (GRB/2017/8).

### **R53 (Installation of lighting and light-signalling devices for L3 vehicles)**

The proposal aims to clarify that direction indicators may be activated to show the vehicle status when the engine is stopped. Insert a new paragraph 6.3.6.1., to read: "6.3.6.1. When the engine is stopped, the direction indicator lamps may be activated to indicate the condition of the vehicle." (GRE/2017/27).

This amendment proposes to update the definition of "stop lamp" so that it would allow the use of different stop lamp activation methods for powered two-wheelers as currently applicable for four-wheelers; e.g. by the application of a retarder or a similar device. Paragraphs 2.5.9, 6.4.6.1 and 6.4.6.2. to be amended (GRE/2017/25).

The proposal aims to introduce requirements for light emitting diode (LED) substitute light sources into Regulations 48, 53, 74 and 86. It is based on GRE/2017/4 (GRE/2017/22).

The proposal aims to align the text of R53 with R48, and to correct a mistake in the past amendment process: Paragraph 6.3.7., to be deleted; Paragraphs 6.3.8. to 6.3.9.4. (former), renumber as paragraphs 6.3.7. to 6.3.8.4., respectively (GRE/2017/26).

### **R54 (Tyres for commercial vehicles and their trailers)**

The proposal addresses the recent renumbering of paragraphs, where cross references were not updated. The addition of the footnote to Annex 5, Part II, Table B, new footnote 4 added. The addition of the size in Annex 5, Part II, Table C, is needed because it is an old size that does not follow the guidelines/formulae applicable for high flotation tyres. The proposal brings R54 in-line with R30 (GRRF/2017/18).

### **R67 (Equipment for Liquefied Petroleum Gas)**

02 series - The proposal aims to address problems that occurred when refilling LPG fuelled vehicles, where damage had occurred to the connection device. The amendments to paragraphs 6.15.8.1 and 6.15.8.7, to stipulate that metal components be used. A new paragraph 17.1.6.1 to be added which specifies inspection requirements (GRSG/2017/16).

The proposal introduces 'Service life' definition and provisions for filling unit location (GRSG/2017/22).

The proposal aims to insert new safety provisions on Liquefied Petroleum Gas (LPG) systems having hydraulic interconnections with the petrol or diesel fuelling system through which inter-flows of fuels may occur. It is mainly based on GRSG/2016/15 (GRSG/2017/26).

Proposal to introduce the possibility to use non-seamless gas tube(s), gas tube(s) made of materials other than copper, stainless steel, and steel with corrosion-resistant coating, and their couplings in Liquefied Petroleum Gas (LPG) vehicles. It is mainly based on GRSG/2017/3 (GRSG/2017/27).

Supplement 15 to the 01 series - Proposal to amend the provisions on the type approval of accessories for Liquefied Petroleum Gas (LPG) containers. It is an alternative proposal to document GRSG/2017/10 (GRSG/2017/30).

Supplement to the 01 series - Aims to insert new safety provisions for systems having hydraulic interconnections with the petrol or diesel fuelling system through which inter-flows of fuels may occur (GRSG/2017/26).

### **R69 (Rear-marking plates for slow moving vehicles)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R70 (Rear-marking plates for heavy and long vehicles)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on

Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R74 (Moped Lighting)**

The proposal aims to introduce requirements for light emitting diode (LED) substitute light sources into Regulations 48, 53, 74 and 86. It is based on GRE/2017/4 (GRE/2017/22).

### **R77 (Parking Lamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R78 (Braking - category L vehicles)**

The proposal aims to introduce activation of stop lamps under more conditions than the application of the service brake only, e.g. also by regenerative braking. R53 currently only allows activation of the stop lamp by application of the brakes only. A parallel text change would be required for R78 (GRRF/2017/14).

### **R86 (Installation of lighting and light-signalling devices for agricultural vehicles)**

The proposal aims to introduce requirements for light emitting diode (LED) substitute light sources into Regulations 48, 53, 74 and 86. It is based on GRE/2017/4 (GRE/2017/22).

### **R87 (Daylight Running Lamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R89 (Speed limitation device)**

Supplement 3 to the 00 series -The proposal removes the mandatory possible source of distraction, whereby a warning, when using driver's positive action to temporarily deactivate the speed limiting function, might cause distraction to the driver. Therefore, such warning should not be regulated on a mandatory basis. The proposal also addresses relationship between throttle position and acceleration, especially in electronic accelerator control situations (GRRF/2017/22).

### **R91 (Side Marker Lamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

## **R98 (Headlamps Gas Discharge Sources)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

## **R104 (WP29/2017/37)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

## **R106 (Tyres for agricultural vehicles)**

The proposal aims to restore the proper references after re-numberings that occurred within the last Supplements. Amendments are also made to Annexes 5 and 7, mainly to correct cross references and to introduce up-to-date data and formulae (GRRF/2017/19).

## **R107 (Construction Buses and coaches (M2 and M3 vehicles))**

Supplement 7 to the 06 series - The proposal aims to address the fact that reinforced insulation is generally used in many cases of double insulated systems, it is not defined in paragraph 1.3 of Annex 12. European standard EN50124-1 provides the best technical specifications on how to design correctly the insulation. Annex 12 Paragraph 3.10.12, is to be amended (GRSG/2017/14).

## **R108 (Retreaded tyres for motor vehicles and their trailers)**

The proposal is aimed at ensuring that the English and Russian texts of the Regulation are equivalent. In the English text, which is original, the title of Annex 1 reads: "Communication concerning the approval or extension or refusal or withdrawal of approval or production definitely discontinued of a retreading production unit pursuant to Regulation No. 108". The English title of Annex 1 to UN Regulation No. 108 and UN Regulation No. 109 of the similar content are fully identical. According to the abovementioned proposal the title of Annex 1 to UN Regulation No. 108 in the Russian language would also fully coincide with the title of Annex 1 to UN Regulation No. 109. Thus the existing inaccuracy of the translation into the Russian language would be resolved.

## **R109 (Retreaded tyres for commercial vehicles and their trailers)**

The proposal brings the scope and many other aspects in-line with the "new tyre" regulations. The proposals affect many paragraphs including the certificate in Annex 1 (GRRF/2017/20).

Supplement 10 to the original series and Supplement 2 to the 01 series - This proposal adds this text "This footnote may apply to tell-tale no. 1 in the case where tell-tales no. 1 and no. 19 are Combined." to Table 1, footnote 18. It covers the possibility offered with footnote 12 that tell-tale no. 19 may be combined with tell-tale no. 1 (GRSG/2017/18).

## **R110 (Specific components for CNG or LPG)**

03 series - The proposal adds a NEW paragraph: "18.1.6.1. Notwithstanding the provisions of paragraph 18.1.6., sufficient access to the CNG-cylinder/LNG-tank and their accessories shall be ensured for visual (periodical) inspection, without the necessity of disassembling any components or part of protective housing." (GRSG/2017/17).

Proposal for amendments to Regulation 110 (CNG and LNG vehicles) on the test requirements for the periodic requalification of Compressed Natural Gas (CNG) cylinders to avoid structural failures during their service life. It is based on informal document GRSG-112-28 (GRSG/2017/29).

The proposal aims to harmonize the requirements on Compressed Natural Gas (CNG) and/or Liquefied Natural Gas (LNG) vehicles of UN R110 with those of the international standard ISO 11439:2013 (see report ECE/TRANS/WP.29/GRSG/91, para. 28). It is based on informal document GRSG-113-02 (GRSG/2017/31).

Supplement 7 to the 01 series –The proposal aims to correct an error in the definitions related to the manual valve. Mainly based on GRSG/2017/4 (WP29/2017/114).

Supplement 1 to the 02 series - Incorporating provisions concerning refrigeration systems for cooling the cargo compartment which are connected to the compressed natural gas (CNG) and/or liquefied natural gas (LNG) system. Mainly based on GRSG/2017/4 as reproduced in paragraph 29 of the report and on GRSG/2017/9 as amended by paragraph 30 of the report (WP29/2017/115).

## **R112 (Asymmetrical Headlamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

## **R113 (Headlamps emitting a symmetrical passing-beam)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

## **R116 (Protection of vehicles against unauthorized use)**

Proposal to remove the provisions related to the immobilizers and vehicle alarm system and keep only those related to the devices against unauthorized use. This is as a consequence of a decision by GRSG to split R116 into 3 separate regulations. Document is mainly based on informal document GRSG-112-39 (GRSG/2017/23).

This proposal is as a consequence of a decision by GRSG to split R116 into 3 separate regulations. This document is mainly based on informal document GRSG-112-41 (GRSG/2017/24).

This proposal is as a consequence of a decision by GRSG to split R116 into 3 separate regulations, document is mainly based on informal document GRSG-112-40 (GRSG/2017/25).

### **R117 (Tyres, rolling resistance, rolling noise and wet grip)**

Amendments to the 02 series - A further improvement of tyre performance levels would increase the level of environmental protection and safety. Doing so has a very profitable cost/benefit ratio. The proposed limits are technically achievable (GRB/66/3).

### **R118 (Burning behaviour of materials)**

Supplement 4 to the 02 series - The proposal aims to address inconsistency which crept in when "roof" was replaced by "ceiling", there were several references to "roof" retained in the text in paragraphs 6 and Annex 2, paragraph 2.1. This proposal ensures consistency is maintained and fits in with the use of "interior compartment" rather than "passenger compartment" (GRSG/2017/21).

### **R119 (Cornering lamps)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R121 (Identification of controls, tell-tales and indicators)**

Supplement 2 to the 01 series - Aims to align the provisions with R16.07 (safety belts). It also aims to align the text with ISO 2575. Based on GRSG/2016/17 and GRSG/2017/5 (WP29/2017/116).

### **R122 (Heating systems)**

Supplement 4 - The proposal aims to address the situation that all heaters located outside the passenger compartment and using water as a transfer medium do not need to fulfil the annexes on air quality and temperature without restriction to combustion heaters only. Paragraph 6.2.1 is amended (GRSG/2017/19).

### **R123 (Adaptive front-lighting systems (AFS) for motor vehicles)**

This proposal aims to introduce transitional provisions in the existing Regulations on lighting and light-signalling in conjunction with the introduction of three new simplified Regulations on Light-Signalling Devices (LSD), Road Illumination Devices (RID) and Retro-Reflective Devices (RRD) (GRE/2017/13).

### **R128 (Light Emitting Diode (LED) light sources)**

Supplement 7 - The proposal aims to address the fact that R128 is limited to light sources for signalling applications. LED technology has developed to a level that approved replaceable light sources for forward lighting applications (front fog, low beam, high beam, adaptive front-lighting systems (AFS)) are now technically feasible and under development (GRE/2017/20).

Supplement 7 - The proposal aims to introduce requirements and test specifications for light emitting diodes (LED) substitute light sources (GRE/2017/21).

## **R129 (Enhanced Child Restraint Systems (ECRS))**

Supplement 6 - The proposal aims to align R129 to the splitting of R14 into two Regulations. Based on GRSP/61/27 (WP29/2017/124).

Supplement 3 to the 01 series - The proposal aims to align R129 to the splitting of R14 into two Regulations, in particular regards reference to ISOFIX, which is being transferred to the new Regulation. Based on GRSP/2017/11.

## **R131 (Advanced Emergency Braking Systems)**

The proposal aims to address increase in accidents due to AEBS being turned off in terms of heavy trucks, new paragraphs to be added: 5.4.2, 5.4.3, 6.7.2 and 6.7.3 (GRRF/2017/24).

## **R138 (Quiet road transport vehicles)**

Supplement to the 01 series - The proposal aims to bring the Transitional Provisions (paragraph 11) in-line with the latest format, also to bring the provisions up-to-date in terms of the new supplement (GRB/2017/7).

## **R140 (ESC Systems)**

The proposal addresses the opportunity for the manufacturer to simplify the indication to the driver, avoiding two tell-tales simultaneously flashing when a stability assistance including both ESC and CSF is intervening. It would also be of low added value for the driver to know which, from the steering or the braking system, is providing the stability assistance (GRRF/2017/23).

## **R142 (Tyre Installation)**

The proposal is aimed to correct reference to paragraphs in R30 and R54, which have to be updated after some renumbering occurred in the mentioned Regulations (GRRF/2017/21).

## Proposals for New UNECE Regulations

- Regulation on uniform provisions concerning the approval of mechanical coupling components of combinations of agricultural vehicles.
- Regulation on Accident Emergency Call Systems (AECS) - Based upon GRSG/2017/12 as reproduced in GRSG-112-42 (WP29/2017/132).
- Proposal for a new UN Regulation on ISOFIX anchorages.
- Regulation on Light-Signalling Devices (LSD) - Proposal to introduce requirements for the use of light emitting diode substitute light sources in the proposed new regulation (GRE/2017/14).
- Regulation on Road Illumination Devices - Proposal to introduce requirements for the use of replaceable light emitting diode light sources for forward lighting in the new regulation (GRE/2017/15).
- Global Technical Regulation (GTR) on Electric Vehicle Safety.



# Global Technical Regulations

## Proposals

### **GTR 3 (Motorcycle braking)**

The objective of this proposal is to amend GTR 3 to technical progress addressing: electromagnetic immunity of ABS-systems, introducing ABS performance requirements for category 3-5 vehicles (three-wheelers), ensuring uniform requirements for equipment such as Electronic Stop Signal (ESS) system and the means to disable the ABS, if equipped. Paragraphs 2, 3 and 4 are amended (GRRF/2017/15).

The proposal addresses reference to national standards or to national regulations, so that Contracting Parties may indicate adherence to national standards or regulations applicable to EMC (GRRF/2017/16).

### **GTR 6 (Safety Glazing Materials for motor vehicles and motor vehicle equipment)**

Corrigendum 2 - Corrects scope and impact point (paragraph 6.3.2.3) (WP29/2017/142).

## Proposals for Resolutions

- RE4 - Draft Resolution on the common specification of light source categories (R.E.4)
- RE5 - Proposal for amendment 1 to the original version of the Consolidated Resolution on the common specification of light source categories – Note RE5 I as yet unpublished (GRE/2017/18).
- MR3 - Mutual Resolution - Proposal for a new Mutual Resolution (M.R.3) on Vehicle Interior Air Quality. Based on GRPE/2017/10 as amended by GRPE/75/02/Rev.1 (WP29/2017/136).

# Cessation of Validity of Type Approvals

\* End of Series may be available according to the entries in the right hand column.

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles *
Regulation (EU) 2006/40 Item 61	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	01/01/2017	CoC date no later than 30/09/2016
Regulation (EU) 168/2013	Euro 4 emissions	Motorcycles (L3e, L4e, L5e, L7e)	01/01/2017	10% of registrations from 2 years prior to 'Application Date' or 100 motorcycles
Regulation (EU) 3/2014	Functional safety - braking	Motorcycles (L1e to L5e)	01/01/2017	10% of registrations from 2 years prior to 'Application Date' or 100 motorcycles
Regulation No 167/2013	2003/37 approvals no longer valid	Tractors	31/12/2017	EoS availability not yet confirmed
168/2013	Euro 4 and 2002/24 approvals no longer valid	Motorcycles (L1e, L2e, L6e)	01/01/2018	10% of registrations of same type from 2 years prior to 'Application Date' or 100 motorcycles of same type
Regulation (EU) 78/2009 Item 58	Pedestrian protection: Annex 1 Section 3 of 78/2009	M1 max mass <2500kg N1 max mass <2500Kg	24/02/2018	CoC date no later than 23/12/2017
Regulation (EU) 459/2012	Mandates Euro 6c emissions limits and Euro 6-2 OBD standard	M, N1 Class I	01/09/2018	EoS availability not yet confirmed
Regulation (EU) 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	01/11/2018	CoC date no later than 31/07/2018

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles *
Regulation (EU) 347/2012 Item 65	Requires the mandatory fitment of advanced emergency braking systems (AEBS) meeting the "level 2" requirements.	M2, M3, N2, N3 with exceptions (as set out in Regulation (EU) 347/2012 Article 1 Scope)	01/11/2018	CoC date no later than 31/07/2018
Regulation (EU) 78/2009 Item 58	Pedestrian protection: Annex 1 Section 3 of 78/2009	M1 max mass >2500kg N1 max mass >2500kg	24/08/2019	CoC date no later than 23/05/2019
Regulation (EU) 136/2014	Mandates Euro 6c emissions limits and Euro 6-2 OBD standard	N1 Class II, III, N2	01/09/2019	EoS availability not yet confirmed
Regulation (EU) 2016/646	Mandates Euro 6d-TEMP emissions limits and Euro 6-2 OBD standard	M, N1 Class I	01/09/2019	EoS availability not yet confirmed
Regulation (EU) 2016/1718	New requirement on the power threshold	M3, N3, & M1, M2, N1, N2 where Reference Mass >2,610kg	01/09/2019	EoS availability not yet confirmed
Regulation 118-02	Burning behaviour	M2, M3	26/07/2020	CoC date no later than 24/04/2020
Regulation (EU) 2016/646	Mandates Euro 6d-TEMP emissions limits and Euro 6-2 OBD standard	N1 Class II	01/09/2020	EoS availability not yet confirmed
Regulation (EU) 2016/646	Mandates Euro 6d-TEMP emissions limits and Euro 6-2 OBD standard	N1 Class III, N2	01/09/2020	EoS availability not yet confirmed
Regulation (EU) 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	01/11/2020	CoC date no later than 31/07/2020

# End of Series Derogations

## What is End of Series Derogation?

When standards are changing and new legislation is coming into force, the EC may permit Type Approval Authorities such as the VCA to allow manufacturers to place on the market, offer for sale, register and/or enter into service certain vehicles that do not comply with the incoming standards.

This is so that manufacturers facing economic or technical difficulties in complying with the incoming standards have extra time to sell off any stocks made to the previous standards. The granting of such permission is primarily a decision by the EC in terms of their transitional legislative requirements, then it is at the discretion of each Type Approval Authority as to whether they will grant allowances in terms of their geographic area of concern (e.g. VCA covers derogations for the UK). See table in [Cessation of Validity of Type Approvals](#).

## Who can apply?

The type approval holder can apply for End of Series Derogation.

If you are not a manufacturer and need to apply for End of Series for a small number of vehicles, you may consider the Individual Vehicle Approval (IVA) route.

More information about IVA can be found in the gov.uk site: <https://www.gov.uk/vehicle-approval/individual-vehicle-approval>.

## How can you apply?

To apply for End of Series Derogation, you need to submit:

- A completed VCA End of Series application form
- A completed VCA Vehicle Details List Template

Templates for both documents are available to download from the VCA's End of Series website: <http://www.dft.gov.uk/vca/legislation/end-of-series-derogation-applications.asp>.

Once completed, please email both completed documents to the VCA's Legislation Team for processing: [law@vca.gov.uk](mailto:law@vca.gov.uk).

# Derogations for Motorcycles

New European laws affect certain motorcycles sold or registered after 1 January 2017. If you import, manufacture or sell motorcycles then you need to be aware of the law, as selling a non-compliant motorcycle is an offence.

New Emissions (“Euro 4”) and Safety standards took effect from 1 January 2017 for the following categories: L3e, L4e, L5e and L7e.

As from 1 January 2018, this applies to categories L1e, L2e and L6e. The VCA will be accepting applications for End of Series on these motorcycle categories. Manufacturers may apply for end of series on up to 100 vehicles or up to 10% of the last two years’ registrations of vehicles of the same type as the vehicles included in the application.

Importers, retailers and dealers should discuss with the vehicle’s manufacturer to ensure that they will be supplying vehicles in line with the new emissions and safety standards.

There are two exceptions to this rule:

- Motorcycles approved under **Motorcycle Single Vehicle Approval (MSVA)**, which is an inspection normally carried out by the Driver and Vehicle Services Agency (DVSA), formerly VOSA. For more information on how to apply, details of the fee and so on, see: <https://www.gov.uk/vehicle-approval/motorcycle-single-vehicle-approval>
- Motorcycles where the manufacturer or importer has obtained **End of Series derogations** from the Vehicle Certification Agency (VCA) to cover their vehicles which have European type approval, but do not comply with the new standards. End of series derogations are available, in line with the “new EoS rules”: set out in Article 44 of EU Regulation 168/2013.

For more information about EoS and to download an application form, please follow this link: <http://www.dft.gov.uk/vca/legislation/end-of-series-derogation-applications.asp>

# Status of Consultations on Motorcycles and Agricultural Vehicles

The consultations have finished and DfT are considering the responses. The conclusions will be published in due course, with a link on the consultation site to them, in due course.

There are plans to consult on Road Vehicle Approval Regulations in November.

## NRMM Prototype Engine Applications

Engines that have not been EU type-approved in accordance with Regulation (EU) 2016/1628 may be authorised, in accordance with Article 34(4) of that Regulation, to be temporarily placed on the market for the purposes of field testing if they comply with the detailed technical specifications and conditions laid down in Annex XI to the Regulation.

Before placing the engine on the market in the UK, the manufacturer must inform the VCA further information and an application form can be found in the VCA website: <http://www.dft.gov.uk/vca/legislation/flexibility-applications.asp>