Trafi Finnish Transport Safety Agency

TYPE APPROVAL AUTHORITIES MEETING ROVANIEMI 23.-24.3.2017

Draft Minutes of the Meeting

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Attendees

TAA	Country	Name	Organisation
e1	Germany	Meyer-Truelsen Leif Erik	Kraftfahrt-Bundesamt
e1	Germany	Paeslack Sven	KBA
e2	France	Bormand Victor	CNRV
e2	France	Guillaume Séverine	UTAC
e2	France	Jaloux Corentin	CNRV
e3	Italy	Rocco Luca	Ministry Infrastructure and Transport
e4	Netherlands	Balk Maarten	RDW
e4	Netherlands	Bisschops Chris	Inspectorate Human Environment & transport
e4	Netherlands	Drost Marcel	RDW
e4	Netherlands	Guiting Tim	RDW
e4	Netherlands	Lammers Hans	RDW
e4	Netherlands	Ruijs-Hordijk Carine	RDW
e5	Sweden	Vainionpää Tanja	Swedish Transport Agency
e6	Belgium	Descamps Alain	SPW (Wallonia MOT)
e6	Belgium	Vereecken Ann	Approval Authority Belgium - Flanders (Vlaamse Overheid)
e6	Belgium	Verhelst Ronny	Type Approval Authority Belgium (Flemish region)
e7	Hungary	Ávár Gergő	Ministry of National Development
e7	Hungary	Gáspár-Zsován Noémi	Ministry of National Development
e7	Hungary	Kovács Tamás	Ministry of National Development
e8	Czech Republic	Kincl Lubomír	Ministry of Transport
e8	Czech Republic	Tichý Martin	Ministry of Transport
e9	Spain	Blanco Ignacio	INTA
e9	Spain	Fadrique Javier	LCOE
e9	Spain	Sans Lluis	IDIADA
e11	United Kingdom	Lawlor Derek	VCA
e11	United Kingdom	Protheroe Mike	VCA
e11	United States	Rushton Mark	VCA
e12	Austria	Höller Franz	Type Approval Authority
e13	Luxembourg	Ast Gilles	SNCH
e13	Luxembourg	Linden Laurent	SNCH
e14	Switzerland	Hess Florian	Federal Roads Office
e16	Norway	Sætre Erik	Vegdirektoratet
e16	Norway	Sulic Elma	Vegdirektoratet
e17	Finland	Kinisjärvi Reetta	TRAFI
e17	Finland	Kärkkäinen Timo	TRAFI
e17	Finland	Sinerkari Marko	TRAFI
e17	Finland	Suomela Mari	TRAFI
e17	Finland	Takkinen Henri	TRAFI
e17	Finland	Tenhunen Harri	TRAFI
e19	Romania	Burcea Mihai- Aurelian	Romanian Automotive Register
e19	Romania	Ilut Radu	Romanian Automotive Register
e19	Romania	Toader Bogdan	Romanian Automotive Register
e20	Poland	Kownacki Jerzy W.	Motor Transport Institute (ITS)
e26	Slovenia	Tršelič Jože	Slovenian Traffic Safety Agency
e27	Slovakia	Gajdos Stefan	Ministry of Transport and Construction of the Slovak Republic
e27	Slovakia	Michálek Kristián	Slovak Trade Inspection
e27	Slovakia	Moravcik Lubomir	Ministry of Transport and Construction of the Slovak Republic
e27	Slovakia	Takács Peter	Slovak Trade Inspection
e29	Estonia	Allaste Alar	Estonian Road Administration
e29	Estonia	Vahtra Jürgo	Estonian Road Administration
e32	Latvia	Blekte Valdis	CSDD (Road Traffic Safety Directorate)
e32	Latvia	Krots Intars	CSDD (Road Traffic Safety Directorate)
e32	Latvia	Nordens Ēriks	STC
e32	Latvia	Zakis Ilmars	STC
e34	Bulgaria	Atanasova Milena	Road Transport Administration
e34	Bulgaria	Slaveykov Ivaylo	Road Transport Administration
e36	Lithuania	Čiškauskas Virginijus	State Road Transport Inspectorate
e50	Malta	Ellul Carmel	MCCAA
	Iceland	Gretarsson Kristinn	Icelandic Transport Authority
	Iceland	Gunnarsson Olafur Arnar	Icelandic Transport Authority

60 participants

1. Opening of the Meeting

Chairman Marko Sinerkari opened the meeting and wished everyone welcome to Rovaniemi.

2. Adoption of the Agenda

The agenda was adopted with the following additions into item 11 Miscellaneous:

- Multi stage CoC test results, a question from Poland
- Electric two wheeler OBD, a question from Germany
- 1958 Agreement rev. 3: Approvals for old versions, a question from Netherlands
- VCA Logo change, an announcement form UK
- Short MSA information, a summary from NL

3. Adoption of the minutes of The Netherlands (May 2016) Meeting

RDW circulated the minutes of the meeting in January and had received since two questions regarding the points 6.6 and 6.21:

- UK had sent a question regarding point 6.6 if the meeting agreed on solution B instead of A. After a discussion UK was happy with solution A.
- UK wanted to clarify a situation concerning question 6.21. The scenario was that the vehicle in question was meant to be a non-EU vehicle of which the order was cancelled later on. Then it was sent to EU and this is why the CoC of the vehicle was granted after the date of manufacturing.

The minutes were adopted.

4. Short ETAES information

1. It could be helpful to add a new attribute or remark for article 20 for new technologies (procedures and system approvals).This causes problems for some member states before the acceptance by commission. What would be the best way to solve this problem?

2. KBA asked colleagues to upload more 715/2007 emission approvals (+extensions) of M1/N1 vehicles into ETAES. Could we upload all 715/2007 approvals into ETAES starting from now? Not the older ones but the ones granted from now on.

3. Correction of documents in ETAES: when correcting failures in the documents/pages etc., new upload of documents is not always easy to find. ETAES manual will be having a new addition on this.

4. Market surveillance MSA, what features are needed for ETAES? We need an input about a new archive, items that should be installed, and uploaded. Idea was to install a section for CoP/MSA and TAA's in order to be able to exchange documents, test reports and other information. Work is going on with this new archive, needing input on what kind of info there should be and how to put the data into ETAES.

5. ETAES: 97/68 directive will be withdrawn in the future, NRMM 2016/1628 requires a new IMI database that commission is going to install. TAA's are able to in-

fluence the commissions database, hopefully people will take part in the meeting in Brussels next week.

Chairman: CoP and RMI Subgroup; would a meeting later this year be needed?

Is it ok for TAA's to upload emission approvals? Everybody should discuss about this idea at their own agencies.

5. Short EReg/TAAM Topic Group XII eCoC information

Marko Sinerkari informed the TAAM-meeting about the development in the regulation regarding EReg and eCoC. The EReg Topic Group has assembled three times after TAAM in the Netherlands. In the current wording of the proposed framework regulation, the Articles 34 and 35 are mainly acceptable; there will be a time limit of 8 years for eCoC and after that there would be an obligation for manufacturers to produce paper CoC:s. The Topic Group has made a suggestion that the manufacturer of vehicles would not be obliged to produce a paper CoC after the 8 years' eCoC period, or if produced, the burden of the cost would not be on the manufacturer. The date of application of eCoC had also been discussed: manufacturers +5 years and approval authorities +8 years (calculated starting from the date the regulation is ready).

The updated IVI-messagebook and xsd version 1.3 containing WLTP-relevant data entries has just now been published as a draft because, there is not yet final published legislation on the subject. Publication is foreseen in May 2017.

Next meeting will be in Hamburg on 20th October with XML sub-group on 19th.

Current material on eCoC can be found on the EReg Website *https://ereg-association.eu/topic-groups/topic-group-xii/*

6. Follow up on questions from previous meetings

6.1. Hague item no. 6.10: 692/2008 CO_2 –monitoring Sweden 1

SWEDISH TRANSPORT AGENCY

Road and Rail Department

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TAAM QUESTION 1 , from Sweden for TAAM 2016-05-03 – 04

SUBJECT: **CO_2-monitoring**

DIRECTIVE: **692/2008/EC, 443/2009/EC**

RELEVANT SECTION:

QUESTION:

With the introduction of the WLTP into 692/2008 through Annex XXI the CO_2-value will differ from the value determined through the former test procedure. CO_2-monitoring requirements are based on the old test procedure. The Commission is therefore developing a Correlation tool to correlate WLTP CO_2-values to a value applicable for CO_2-monitoring. This correlation tool should be introduced for type approval purposes to determine the correlated CO_2-value and shall be presented in the emissions approval documentation. In the end it´s foreseen two CO_2-values on the CoC, one for WLTP and one correlated for CO_2-monitoring.

One issue that is not addressed at this stage is where in the type-approval process this should be achieved. The correlation tool will convert WLTP test data into a CO_2-value representative for CO_2-monitoring purposes. Therefore we would like to make an inventory on the point of view of the other TAA's.

A	Is the correlation tool to be used by TAA's, based on results in the test report from the technical service and to be presented in the type approval certificate?
B	Is the correlation tool to be used by the technical service and presented in the test report?
C	Is it to be decided by each MS?

Type approving authority "e"	5

Selection of solution		accepted	refused
	A		
	B		
	C		

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Swedish delegation wishes to remove this question.

6.2. Hague item no. 7.5: (EU) 168/2013 (44/2014; 97/24) Sweden 2

SWEDISH TRANSPORT AGENCY

Road and Rail Department

TAAM QUESTION 2 , from Sweden for TAAM 2016-05-03 – 04

SUBJECT: Anti-tampering measures for two-wheel mopeds and motorcycles.

DIRECTIVE: 2002/24/EC, 97/24/EC, Regulation (EU) No. 168/2013, Regulation (EU) No. 44/2014

RELEVANT SECTION: 97/24/EC, CHAPTER 7, (EU) 44/2014, ANNEX II

QUESTION/DISCUSSION:

In Sweden we have problems with mopeds where the motors have been modified to make the moped go faster than 45 km/h with resulting deterioration in road safety. Do you also have this kind of problem in your country? Can a tightening of requirements be a good way to obstruct and minimize unauthorized changes or do you have other good solutions to the problem?

We would like to know how other authorities handle this problem.

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Swedish delegation wishes to remove this question.

6.3. Paris item no. 6.7: 1230/2012 Loading platform Netherlands 2

6.7

RDW Vehicle Technology Division

Netherlands 2

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-Paris-2015-03

Directive or Regulation number:
1230/2012
Subject:
List of devices and equipment that are not required to be taken into account for the determination of the outermost dimensions

Reference to Annex, etc in the Directive or Regulation:
Annex I part D Appendix 1

Text:
Item 9: Lift platforms, access 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.

Question:
If the vehicle is equipped with a loading platform which protrudes > 300 mm in undeployed position, may the total vehicle length be 12,3 m or 12 m ?!

Solutions:	
A	the text under item 9 may be understood as : "Lift platforms, access ramps or similar equipment (when they are in undeployed position and do not protrude by more than 300 mm **from the maximum vehicle length**) provided that the loading capacity of the vehicle is not increased."
B	the text under item 9 should be understood as: Lift platforms, access ramps or similar equipment (when they are in undeployed position and do not protrude by more than 300 mm **from the loading area)** provided that the loading capacity of the vehicle is not increased.

Decision:

Solution	*Accepted*	*Refused*
A	X	
B		X

Authority:	
Type approval Authority e/E	**4**

Remarks:
If the loading platform protrudes e.g. 500 mm in the undeployed position, the vehicle length in case of a N3 truck shall be declared to be 12 m whereas the loading area is limited to 11,8 m.

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The meeting agreed with solution A.

6.4. Paris item no. 6.19: 2007/46/EC total max. power Norway 1

Norwegian Public Roads Administration

6.19

NORWAY 1

Directive: 2007/46/EC - Motor vehicles and their trailers

Subject: Technical data in Information document for WVTAs – Total max power

Hybrids and electric powered vehicles have often more than one motor/engine. For instance hybrids may have one combustion engine and one or more el. motors, and el. vehicles may have two or more el. motors.

For such vehicles info about **total max. net power** or total max. 30 min. power should be relevant and important information! However, we often see that the power is specified **only separately for each motor/engine, and not totally**. Manufacturers might give info about total power in their sales brochures etc., and there we often find that the total max. power is lower than the addition of max. power for each individual motor/engine. Reason for this is probably that it is not possible to get max. power for each motor/engine simultaneously. The max. power is reduced when they work together.
Then we can`t find the total max power from the info doc. in WVTA or the COC.

This raise the following question:

According to the info doc. in directive 2007/46/EC and the COC document, is it correct and relevant to specify even **total max net power** (and if relevant total max. 30 min. power) for the motors/engines working together?
Or is it necessary to adapt the directives in order to get this information.

Type approval authority "e"	16

The conclusion was that the power figure combining total powers would be useful but will need an amendment to UNE/ECE R85. In this case it should be added on CoC also.

6.5. Paris item no. 9.7: ECE R10 ESA immunity test Ireland 4

TAAM 26-27th November 2015 Paris

TYPE APPROVAL AUTHORITIES MEETING

Country: Ireland **Ireland 4**

Question 9.7: UN-ECE R10 ESA Immunity Test

Reference:

- **UN-ECE R10**

Subject: The ESA immunity type test limits contained in item 6.8.2.1 of UN-ECE R10 (see below) specify for the free field testing method "…and 30 volts/m rms for the free field testing method in over 90 per cent of the 20 to 2,000 MHz frequency band,.."

Discussion:
We have noticed that different technical services interpret this in different ways.

Some technical services:

- apply the 30 volts/m rms limit for the full range (not just 90%) for the following reasons:
  - R10 does not specify what test method to use for the remaining 10%
  - R10 does not specify which 10% or 90% of the range to apply which method to.
  - Their experiences lead them to believe that compliance with the 30 volts/m rms over the full range is satisfactory.

Some technical services:

- Apply the BCI method over the lower portion of the range and free field for the remainder of the range.
  - In their experiences the greatest interferences occur at the lower frequencies and BCI is a better test method for this.

We would like to hear the experiences of the other approval authorities on this point.

Solutions:

Solutions		
	Accepted	**Refused**
A: Free field test method as described must be applied :		**X**
B: As R10 does not specify which part of the range to apply the 90% or which test method to use for the remaining 10%, the experiences of the technical services are crucial and should be taken into account:	**X**	
C: Other solution ???		

6.8.2. ESA immunity type approval limits

6.8.2.1. If tests are made using the methods described in Annex 9, the immunity test levels shall be 60 volts/m root-mean-square (rms) for the 150 mm stripline testing method, 15 volts/m rms for the 800 mm stripline testing method, 75 volts/m rms for the Transverse Electromagnetic Mode (TEM) cell testing method, 60 mA rms for the bulk current injection (BCI) testing method and 30 volts/m rms for the free field testing method in over 90 per cent of the 20 to 2,000 MHz frequency band, and to a minimum of 50 volts/m rms for the 150 mm stripline testing method, 12.5 volts/m rms for the 800 mm stripline testing method, 62.5 volts/m rms, for the TEM cell testing method, 50 mA rms for the bulk current injection (BCI) testing method and 25 volts/m rms for the free field testing method over the whole 20 to 2,000 MHz frequency band.

The question is skipped and transferred to next meeting since the Irish delegation is not present.

6.6. Paris item no. 9.9: ECE R16 Seat belt component UK 9

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VEHICLE CERTIFICATION AGENCY

THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

9.9

TAAM France November 2015 - United Kingdom 9

Regulation or Directive Number:
UNECE Regulation 16

Subject: Seat Belt Component

Legislation

Paragraph 7.7.1.1:

In the case of a safety-belt or restraint system forming part of an assembly for which type approval is requested as a restraint system, the safety-belt shall be mounted either as defined in paragraph 7.7.1. or on the part of the vehicle structure to which the restraint system is normally fitted and this part shall be rigidly attached to the test trolley in the way prescribed in paragraphs 7.7.1.2. to 7.7.1.6. below.
In the case of a safety-belt or restraint system with pre-loading devices relying on component parts other than those incorporated in the belt assembly itself, the belt assembly shall be mounted in conjunction with the necessary additional vehicle parts on the test trolley in the manner prescribed in paragraphs 7.7.1.2. to 7.7.1.6. below. Alternatively, in the case where those devices cannot be tested on the test trolley, the manufacturer may demonstrate by a conventional frontal impact test at 50 km/h in conformity with the procedure ISO 3560 (1975) that the device complies with the requirements of the Regulation.

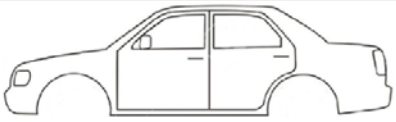
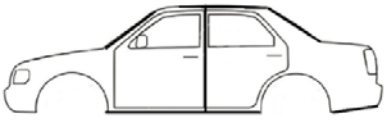
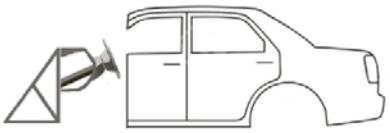
Discussion

Discussion on the appropriate implementation of restraint system (Z) approvals as there seems to be different approaches within between different Approval Authorities and Technical Services. Three questions have been proposed.

Question 1

What test methods are appropriate for completing a restraint system approval? (Select all that apply)

Suggested Answers

Type Approval Authority "e"		11
A. Use a vehicle body attached to the sled		
B. Use of steel seat and simulated IP fabricated to match vehicle dimensions and use of vehicle specific airbag		
C. Use of steel seat and simulated IP fabricated to match vehicle dimensions and use of generic airbag		
D. Use of reinforced vehicle body – such as one used multiple times for development testing		
E. Use of reinforced partial vehicle body and simulated IP fabricated to match vehicle dimensions and use of vehicle specific airbag		
F. Use of standard sled setup and comparison to CAD data to confirm no contact – no test system verification completed		
G. Use of standard sled setup and comparison to witnessed UNECE R12 or UNECE R94 test footage to confirm no contact – no test system verification completed		
H. Use of standard sled setup and comparison to unwitnessed UNECE R12 or UNECE R94 test footage to confirm no contact – no test system verification completed		

Question 2:

If a seat belt has been approved as a system, what information should be provided by the vehicle manufacturer to make up the approval? (Select all that apply)

Suggested Answers:

Type Approval Authority "e"		11
A. Drawing of instrument Panel (IP) and Front Row Environment	Error! Objects cannot be created from editing field codes.	
B. Drawing of Seat Belt Anchorages Structure – Including material and weld information	Error! Objects cannot be created from editing field codes.	
C. Drawing of Seat Base or Upper Structure (if an anchorage) – Including material information	Error! Objects cannot be created from editing field codes.	
D. Drawing of Assembly drawing / General System Layout	Error! Objects cannot be created from editing field codes.	
E. Drawing of Seat(s) applicable to approval	Error! Objects cannot be created from editing field codes.	
F. Photographs of IP, Windscreen and Front Row Environment	Error! Objects cannot be created from editing field codes.	
G. Photographs of Front section with airbag fired	Error! Objects cannot be created from editing field codes.	
H. Photographs of Seat back and rear environment (if rear row approval)	Error! Objects cannot be created from editing field codes.	
I. Photographs of Side View of System	Error! Objects cannot be created from editing field codes.	
J. Can photographs be substituted for high detail CAD drawings?		

Question 3:

3. Consider an instance where the component approval for a restraint system is held by the component manufacturer and it contains information relating to the airbag and vehicle interior. If the vehicle manufacturer changes specifications relating to these items without informing the component manufacturer, does this invalidate the component approval; or is the component approval still valid because the vehicle interior is the test environment, rather than part of the approval?

Suggested Answers:

	Type Approval Authority "e"	11
A.	Vehicle specification is part of the approval and any changes invalidate the approval	
B.	Vehicle specification defines the test environment only (similar to R55 component approval) and approval remains valid even if vehicle specification changes – the installation approval will identify that component is not appropriate for vehicle	

UK delegation wishes to remove this question.

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

7.1. EU WLTP Regulation; Switching NEDC to WLTP — Germany 1

Germany: EU WLTP Regulation – Switching from an old NEDC approval to a few new WLTP approvals

KBA

31.01.2017

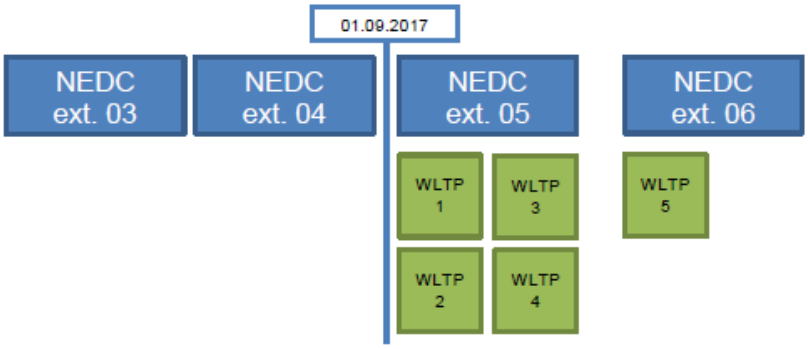
1. Reference:

Article 1 of the 3rd RDE package which amends the coming WLTP Regulation

(4) Article 15 is amended as follows:
(a) paragraph 4 is amended as follows:
(ii) the following subparagraph is added:
"Where a vehicle was type-approved in accordance with the requirements of Regulation (EC) 715/2007 and its implementing legislation prior to 1 September 2017 in the case of category M vehicles, or prior to 1 September 2018 in the case of category N1 class I, II and III and category N2 vehicles, it shall not be considered as belonging to a new type for the purpose of the first subparagraph. The same shall apply also where new types are created out of the original type exclusively due to the application of the new type definition in Article 2(1) of this Regulation. In these cases, the application of this subparagraph shall be mentioned in Section II. 5 Remarks of the EC-type-approval certificate, set out in Appendix 4 of Annex I to Regulation (EU) 2017/xxx, including a reference to the previous type-approval."

2. Issue:

As from 01.09.2017 a new type needs a WLTP approval with a RDE CF=2,1 of NO_x. According to the reference, it is possible to grant after the 01.09.17 from one NEDC approval several WLTP approvals considering the new type definitions. These new WLTP approvals will be handled as extensions from an existing NEDC approval. If this NEDC approval was granted before 01.09.17 the relating WLTP approvals have not to fulfill the RDE CF=2,1 of NO_x.



Question:

Do you agree to the interpretation of KBA?

Possibilities of solution

A	Yes
B	No

Type approving authority "e"	1

Selection of solution		accepted	refused
	A	X	
	B		

Solution A was supported. Additionally it was pointed out that new types shall always be according to WLTP.

7.2. Commission Notice of 26.1.2017 - Guidance Germany 2

Germany: Commission Notice of 26.1.2017 - Guidance on the evaluation of AES and the presence of Defeat Devices

KBA

30.01.2017

1. Reference:

Commission Notice of 26.01.2017 - Guidance on the evaluation of Auxiliary Emission Strategies and the presence of Defeat Devices with regard to the application of Regulation (EC) No 715/2007

2. Issue

The guidance should clarify how to handle the AES documentation from the manufacturer and to ensure that no Defeat Devices are installed regarding the Regulation (EC) No 715/2007. But some points in the guidance are difficult to handle and are contradictory.

Question:

How should the type-approval authorities deal with this guidance? KBA wants to get a common understanding.

Meeting agreed that a sub-group related to emissions should be organised. Germany was willing to organise the meeting. Participants should be at least all those TAA granting 715/2007 emissions approvals.

7.3. 2007/46/EC Annex II; Classification of special purpose vehicles France 2

France	Directive 2007/46/CE, Annex II Classification of special purpose vehicles	

Subject: Classification of M/N/O special purpose vehicles (SPV) – points 0.4 and 9.1 of the information document (Annex III of Directive 2007/46/CE)

References: Directive 2007/46/CE, Annex II

Annex II of Directive 2007/46/CE has been modified by Regulation (EU) 678/2011. The SPV codes formerly listed in Part C, point 5 of Annex II have become international subcategories now listed in Part A, point 5 of Annex II.

Only types of bodywork are now listed in Part C of that annex.

Regulation (EU) 678/2011 shall apply to new vehicle types as from 29 October 2012. Manufacturers may apply any provision of this regulation as from 4 August 2011.

The example hereunder deals with international subcategory SK but the adopted position will apply to every subcategory defined in Part A, point 5 of Annex II to Directive 2007/46/CE.

Question 1

Do you agree that for a new EC type-approval of a semi-trailer for exceptional load transport, point 0.4 of the information document shall be filled in with international category "O4 SK" and point 9.1 with bodywork "DA"? Then the COC issued by the manufacturer shall be accepted.

Possibilities of solution

A	Yes, "O4 SK" shall be indicated at point 0.4 and "DA" at point 9.1	X
B	No, "O4" shall be indicated at point 0.4 and "SK" at point 9.1	

Question 2

Do you agree that for an extension of an existing EC type-approval before 29 October 2012 of a semi-trailer for exceptional load transport, the manufacturer may apply Regulation (EU) 678/2011 and therefore shall fill in the information document with international category "O4 SK" at point 0.4 and bodywork "DA" at point 9.1? Then the COC issued by the manufacturer shall be accepted.

Possibilities of solution

A	Yes, "O4 SK" shall be indicated at point 0.4 and "DA" at point 9.1	X
B	No, "O4" shall be indicated at point 0.4 and "SK" at point 9.1	

There was a split approach in the meeting. This question could be forwarded to TCMV for discussion.

7.4. (EU) 1230/2012; Y position along a flat cargo area — France 3

France	Regulation (EU) 1230/2012 Y position along a flat cargo area	

Subject: Y position and distribution of the pay-mass on the cargo area of a category O vehicle

References: Regulation (EU) 1230/2012, Annex I, part D (Category O)

2.3.2. Where the vehicle is laden to its technically permissible maximum laden mass, the mass distributed on a solo axle 'i' shall neither exceed the mass m_i on that axle, nor the mass μ_j on the group of axles, nor the technically permissible maximum mass at the coupling point m_0.

2.3.3. The requirements of point 2.3.2 shall be complied with in the following load configurations:

2.3.3.1. Uniform distribution of the pay-mass

The vehicle shall be at its mass in running order plus the mass of the optional equipment plus the pay-mass being distributed uniformly on the cargo area;

2.3.3.2. Non-uniform distribution of the pay-mass

The vehicle shall be at its mass in running order plus the mass of the optional equipment plus the pay-mass located in accordance with the manufacturer's specifications.

For such purposes the manufacturer shall state the extreme permissible possible positions of the centre of gravity of the pay-mass and/or body and/or equipment or interior fittings.

2.3.3.3. Combination of uniform and non-uniform distribution

The requirements of points 2.3.3.1 and 2.3.3.2 shall be fulfilled simultaneously.

2.3.3.4. The requirements of points 2.3.3.1 shall always be fulfilled where the vehicle is fitted with a flat cargo area

Issue

We are in the case of a 1-axle semi-trailer O4 with a **flat cargo area**.

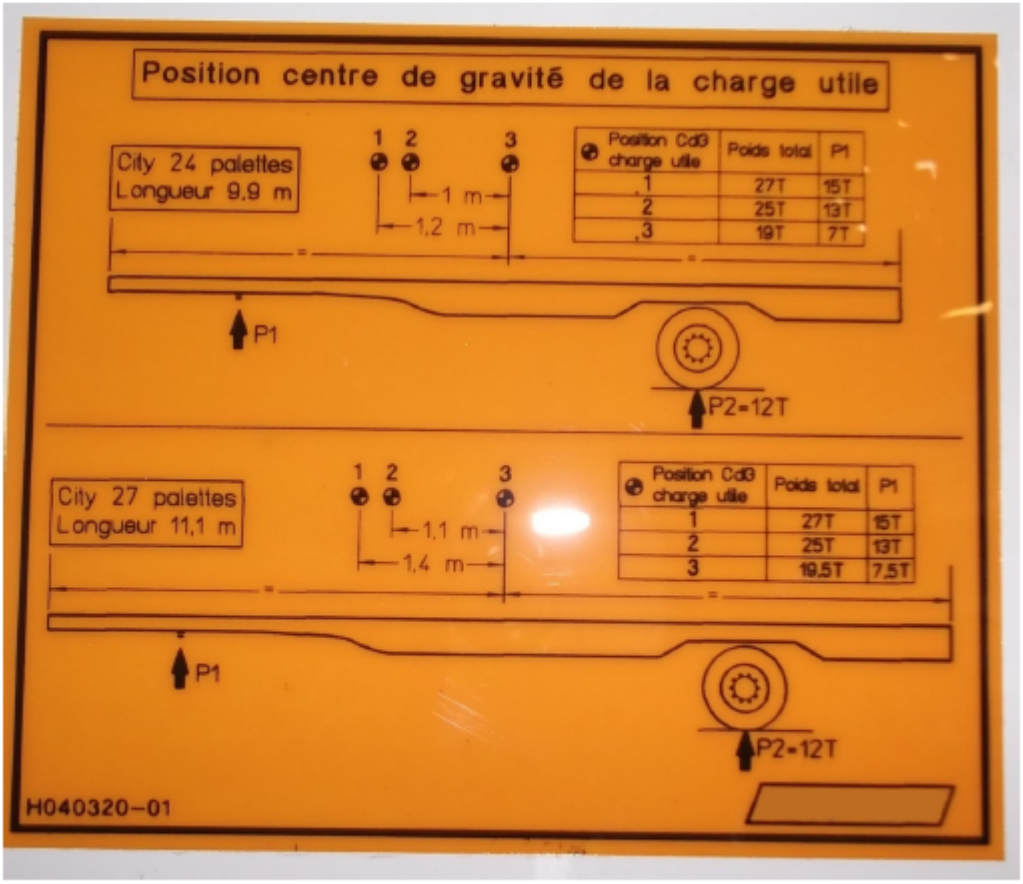
The manufacturer proposes specific intervals of positions of the centre of gravity Y of the pay-mass for each technically permissible maximum laden mass stated in their EC-type approval information document. Yet, in the same document the interval of the length of the loading area remains identical whatever the Y positions (see example hereunder)

Question

On a flat cargo area, can they state a restricted loading area shorter than the available area of the entire semi-trailer?

Possibilities of solution

A	Yes In this case, how is the loading area physically restricted in order to prevent from setting goods over parts of the semi-trailer considered as non-loading area?	
B	No By default, the length of the loading area equals the entire interior length, so application of point 2.3.3.4 amounts to fulfill point 2.3.3.1 only (uniform distribution of the pay-mass), which implies that a unique Y position is determined (point 2.3.3.3 does not apply here) and depends only on the interior length of the vehicle.	X



Meeting agreed with solution B.

7.5. EU WLTP Regulation; Family identifier France 4

France	WLTP Family identifier	

Subject: Meaning of identifier "TA" of a vehicle family

References: Annex XXI of WLTP, Type 1 emissions test procedures

General requirements (paragraph 5) state that every vehicle family shall be attributed a unique identifier of the following format:

FT-TA-WMI-yyyy-nnnn,

Where:

FT is an identifier of the family type:

IP = Interpolation family as defined in paragraph 5.6.

RL = Road load family as defined in paragraph 5.7.

RM = Road load matrix family as defined in paragraph 5.8.

PR = Periodically regenerating systems (Ki) family as defined in paragraph 5.9.

TA is the distinguishing number of the authority responsible for the family approval as defined in section 1 of point 1 of Annex VII of Directive (EC) 2007/46

WMI (world manufacturer identifier) is a code that identifies the manufacturer in a unique manner and is defined in ISO 3780:2009. For a single manufacturer several WMI codes may be used.

yyyy is the year when the test for the family were concluded

nnnn is a four digit sequence number

Issue

As written above, TA should indicate the authority responsible for the family approval. But vehicle families must be defined before any test processed by the technical service, so before the approval authority plays any role.

Question 1

Should TA indicate the number of the authority which will grant the type-approval or the number of the authority where the test is taken?

Possibilities of solution to Question 1

A	« TA » indicates the authority number which will grant the type approval	X
B	« TA » indicate the authority where the test is taken	

Consequence

For some families (such as PR family), test reports can be used for more than one type-approval for emissions which could be granted by different authorities.

Question 2

If TA should indicate the number of the authority which will grant the type approval, could there be 2 family identifiers for the same family?

Possibilities of solution to Question 2

A	Yes, there can be 2 family identifiers, one per autority concerned	
B	No, every family "shall be attributed an unique identifier". Nevertheless, it is possible to create two families relying on the same test.	X

Meeting agreed with solutions A (Q1) and B (Q2).

7.6. EU WLTP Regulation; Extrapolation of CO2 line — France 5

France	WLTP Extrapolation of the CO2 interpolation line	

Subject: Approval of the extrapolation of the CO2 interpolation line to +/- 3g/km

References: WLTP, annex XXI, sub annex 6

1.2.3.2. - At the request of the manufacturer and with approval of the approval authority, the interpolation line may be extrapolated to a maximum of 3 g/km above the CO2 emission of vehicle high (VH) and/or below the CO2 emission of vehicle low (VL). This extension is valid only within the absolute boundaries of the interpolation range specified above."

Issue

Every extrapolation has to be approved by authorities, but the EC type approval certificate model doesn't include any point to indicate it.

Question 1

Is it clear that the extrapolation can be made without any additional test?

Possibilities of solution

A	Yes, the interpolation line is just extended	X
B	No, additional tests must be taken to ensure the interpolation line extension	

Question 2

How authorities can approve the extrapolation?

Possibilities of solution

A	VH and VL can be adapted to become the highest and the lowest vehicle of the family	
B	A point must be created on the EC type approval certificate. Indeed, if VH and VL can be adapted, there is a strong risk that extrapolation is used several times, and therefore exceed +/- 3g/km from the VH and VL originally tested.	X

Question 3

Is it possible to extend a family with new VH and/or VL, with test of these new vehicles, beyond the +/-3g/km limit?

Possibilities of solution

A	Yes, +/-3g/km is just the extrapolation limit allowed without additional test, new VL and VH beyond the +/-3g/km limit can be created (subject only to additional tests).	
B	No, with new VH and/or VL, the interpolation line changes, so do the CO2 emissions of all vehicles of the family. VL and VH must be defined at the beginning, and the family can't be extended to more than +/-3g/km.	X

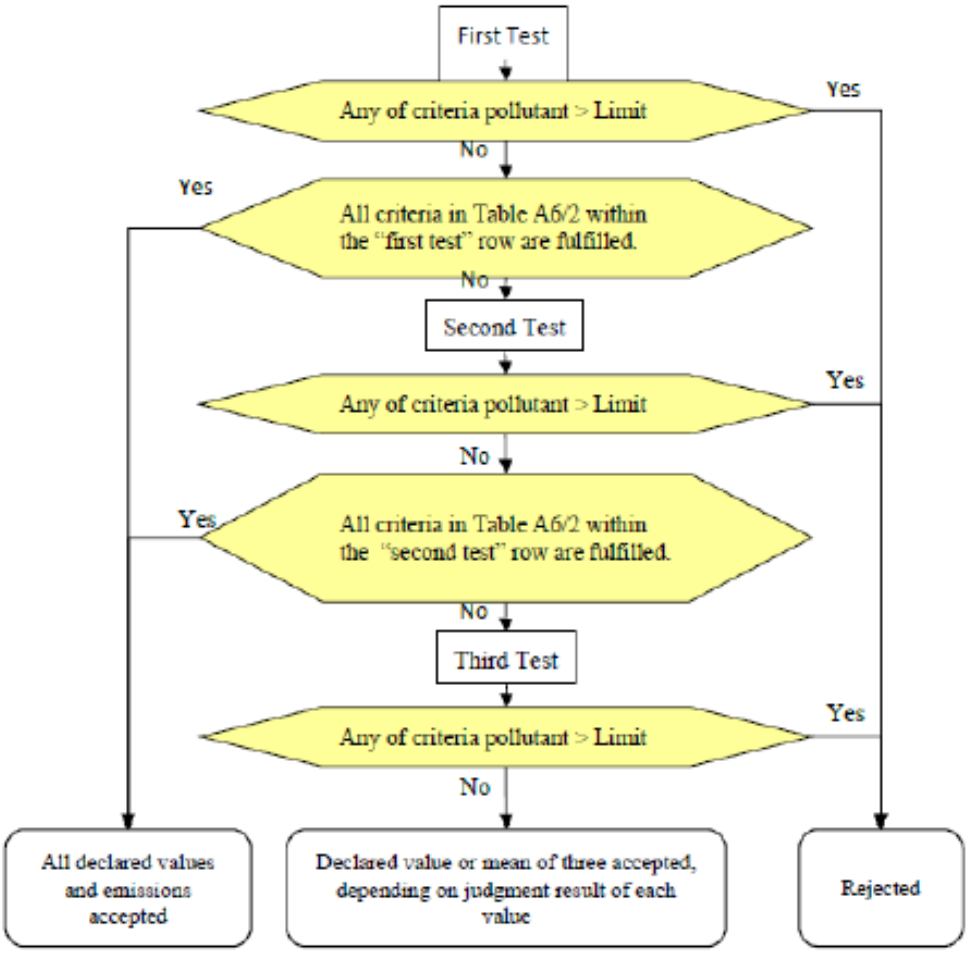
Meeting agreed with solutions A (Q1) and B (Q2) and B (Q3). France will draft a proposal for a type approval certificate according to the question 2.

7.7. EU WLTP Regulation; Emission values to be approved France 6

France	WLTP Emission values to be approved	

Subject: Emission values to be approved in case of several tests

References: WLTP, annex XXI, sub annex 6



Criteria for number of tests are written in this flowchart and table:

Criteria for number of tests

For ICE vehicles, NOVC-HEVs and OVC-HEVs charge-sustaining Type 1 test.

	Test	Judgement parameter	Criteria emission	M_{CO2}
Row 1	First test	First test results	≤ Regulation limit × 0.9	≤ Declared value × $dCO2_1$
Row 2	Second test	Arithmetic average of the first and second test results	≤ Regulation limit × 1.0[1]	≤ Declared value × $dCO2_2$
Row 3	Third test	Arithmetic average of three test results	≤ Regulation limit × 1.0[1]	≤ Declared value × $dCO2_3$

(1) Each test result also shall be fulfilled the regulation limit.

Issue

It is clear that the values which must be used for the energy consumption(s) and the CO2 emission is the declared values. But it is less clear for the pollutant emissions.

Question 1

When the pollutant emission criteria are good (for example < regulation limit*0,9 for the first test), but not the MCO2, a second test is done. In order to grant a WVTA, which values for pollutant emissions are picked?

Possibilities of solution

A	Results from the first test	
B	Results from the second test	
C	Average of the results from all the tests	X

Question 2

In the EC type approval certificate model (annex I, appendix 4), there is no line "average" in the table of pollutant emission results (point 2.1.).

So if answer C to question 1 is selected (average results), where should the average value be reported?

Possibilities of solution

A	A line "average" must be created in the said table in the EC type approval certificate.	X
B	The average must be calculated by the TA, and reported in annex VIII of the WVTA	

The meeting agreed that NECD is an average value, WLTP is a maximum value (question 1). Question 2 was found to be unnecessary.

7.8. 2007/46/EC; The codes to be used for various kinds of bodywork Netherlands 3

RDW Vehicle Technology Division

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-03

v1.00 – 14 March 2008

Directive or Regulation number:
2007/46/EC as amended by 678/2011/EC
Subject:
Digits used to supplement the codes to be used for various kinds of bodywork

Reference to Annex, etc. in the Directive or Regulation:
Annex 2, Part C – Appendix 2

Text:

In German language:

01 Plattform;	
02 Offener Kasten;	
03 Geschlossener Kasten;	

In English langue:

01	Flat bed;
02	Drop-side;
03	Box body;

Code 99 Bodywork that is not included in the present list

Question:

1) Germany prefers the code 02 because that's exactly the right name in their language but is not the right code translated in Dutch or English. What is the right code?
2) Can we use different codes in different member states for the same type of vehicle?

Solutions:

1A	Code 02	
1B	Code 99	
2A	Yes	
2B	No	

Decision:

Solution	*Accepted*	*Refused*
1A		X
1B	X	
2A		X
2B	X	

Authority:

Type approval Authority e/E	4

Remarks:

VT-OS-01-F2 v2.00

page 1 of 2

RDW Vehicle Technology Division

Walking Floor trailer

VT-OS-01-F2 v2.00 page 2 of 2

Meeting agreed that both 02 and 99 can be accepted. This should be solved when drafting the new framework regulation.

7.9. 2007/46 Annex XI; Exemptions footnote G Netherlands 7

RDW Vehicle Technology Division

Bijlage X

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-07

v1.00 – 14 March 2008

Directive or Regulation number:
2007/46 Annex XI
Subject:
Exemptions footnote G

Reference to Annex, etc in the Directive or Regulation:
Annex XI footnote G

G	In case of multi-stage approval, requirements according to the category of the base/incomplete vehicle (e.g. the chassis of which was used to build the special purpose vehicle) may also be used

Question:

The situation occurs, where an N1 van (e.g. Mercedes Sprinter) with only the driver's seat is used to build a wheel chair accessible vehicle with 8+1 seats, where several seats can be turned to make room for wheel chairs.

Footnote G reads that the requirements in case of the base/incomplete vehicle may also be used. For N1, requirements for interior fittings (ECE R21) do not apply. So you could read it such that no requirements apply according to ECE R21, whereas if the manufacturer had chosen an M1 vehicle with the driver's seat only, ECE R21 would have applied.
Would you accept such conversion without applying any requirements with regard to e.g. ECE R21 in this case for the added seats and for the interior behind the driver's seat ?

Solutions:		
A	yes, no requirements to e.g. ECE R21 apply because they don't apply to the base vehicle	
B	no, requirements to e.g. ECE R21 do apply to the area which the multi-stage manufacturer changes	

Decision:		
Solution	*Accepted*	*Refused*
A		X
B	X	

Authority:	
Type approval Authority e/E	4

Remarks:

RDW has the opinion, that for the original part of the vehicle (i.e. dashpanel in case of ECE R21) no requirements apply since they also do not apply to the base vehicle. However, for the 8 seats that are added and the 5.3 and 5.4 area that are affected by the conversion, there is no reason not to apply the requirements of ECE R21.

VT-OS-01-F2 v2.00 *page 1 of 1*

There was a split approach in the meeting. The requirement of the directive should be clarified.

7.10. ECE R127.02, 78/2009/EC; Impact point Spain 8

MINISTERIO DE ECONOMÍA, INDUSTRIA Y COMPETITIVIDAD

DIRECCIÓN GENERAL DE INDUSTRIA Y DE LA PEQUEÑA Y MEDIANA EMPRESA

SUBDIRECCIÓN GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL

Type Approval Authority Meeting, Finland, March 2017 **Spain 8**

Directive or Regulation number
UN/ECE R127.02 Uniform provisions concerning the approval of motor vehicles with regard to their pedestrian safety performance. R 78/2009/EC. On the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users
Subject:
Impact point

Text:
Definition ECE 127 2.27. "Measuring point" The measuring point may also be referred to as "test point" or "impact point". In all cases, the result of the test shall be attributed to this point, independent of where first contact occurs. 2.27.1. "Measuring point" for the head form test means a point on the vehicle's outer surface selected for assessment. The measuring point is where the head form's profile contacts the vehicle's outer surface cross section in a vertical longitudinal plane through the center of gravity of the head form (see Figure 8A). **Definition R 78/2009/EC** 'Impact point' means the point on the vehicle where initial contact by the test impactor occurs. The proximity of this point to the target point is dependent upon both the angle of travel by the test impactor and the contour of the vehicle surface (see point B in Figure 6);
Concern:
If we chose the first contact point of the head as the one which has to be in the head impact area, then it is possible that the centre of gravity of the head remains outside the head impact area.

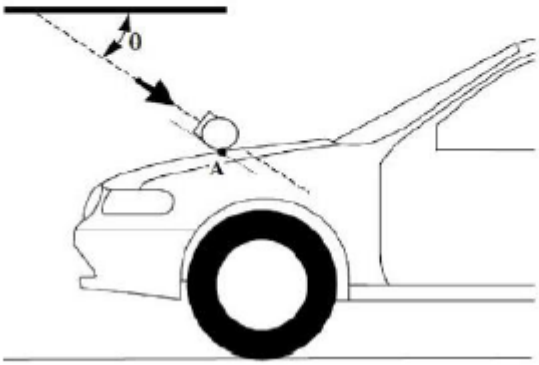
Question:			
IS the first contact point of the head which has to be in the head impact area?			
Solution:		Accepted	Refused
A	Yes, the first contact point of the head.	X	
B	No, The measuring point is where the head form's profile contacts the vehicle's outer surface cross section in a vertical longitudinal plane through the center of gravity of the head.		X
Authority:			

MINISTERIO DE ECONOMÍA, INDUSTRIA Y COMPETITIVIDAD

DIRECCIÓN GENERAL DE INDUSTRIA Y DE LA PEQUEÑA Y MEDIANA EMPRESA

SUBDIRECCIÓN GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL

ECE 127

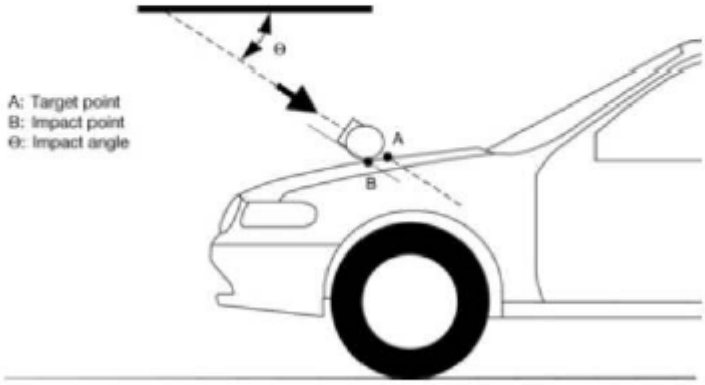


Measuring point in the vertical longitudinal plane through the center of the head form impactor (see paragraph 2.26.1.)2
2 Remark: due to the spatial geometry of the bonnet top, the first contact may not occur in the same vertical longitudinal or transverse plane which contains measuring point A.

R 78/2009/EC

Figure 6

Impact and target points



Spanish delegation wished to withdraw the question.

7.11. 715/2007/EC, 692/2008; Particulate Filter Removal (OBD) UK 4

VEHICLE CERTIFICATION AGENCY

THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

1 The Eastgate Office Centre
Eastgate Road
Bristol, BS5 6XX
United Kingdom

☎: + 44 117 952 4112
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TAAM Finland - United Kingdom

Regulation or Directive Number: 715/2007 and 692/2008 as amended by 2016/646

Subject: Gasoline Direct Injection Particulate Filter Removal OBD Monitoring

Legislation

Annex XI

2.7. In addition to the requirements of section 3.3.3 of Annex 11 to UN/ECE Regulation 83, for direct injection positive ignition engines any malfunction, which may lead to emissions exceeding the particulate threshold limits provided for by section 2.3 of this Annex and which has to be monitored according to the requirements of this Annex for compression ignition engines, shall be monitored.

2.14. Contrary to point 3.3.5 of Annex 11 to UN/ECE Regulation No 83, the following devices shall be monitored for total failure or removal if the latter resulted in exceeding the applicable emission limits:

— as from 1 September 2011, a particulate trap fitted to compression ignition engines as a separate unit or integrated into a combined emission control device

Discussion

Gasoline Particulate Filters (GPFs) are the likely technology to be fitted to Gasoline Direct Injection (GDI) engines so that they comply with the final Particle Number (PN) emissions limits. The major health concern with GDI engines is PN, rather than Particulate Mass (PM), hence the introduction of PN measurement for real driving emissions (RDE).

Under the On Board Diagnostic (OBD) provisions for GDI engines vehicles are to be monitored against PM OBD Threshold Limits (OTLs). Although PN OTLs have been discussed there are currently none in force. It is therefore plausible that if a GPF were to be removed then the PM OTLs would not be exceeded and no Malfunction Indicator lamp would be turned on. In this scenario the PN emissions limit would be exceeded.

For diesel engines there are additional caveats that state that if a Diesel Particulate Filter (DPF) is removed, and causes the emission limits to be exceeded, then the removal shall be monitored.

Questions

Should total failure / removal of a GPF be monitored if this causes the measured PN to exceed the emissions limit but not the PM OTL?

Suggested Answers

1. Yes - Clause 2.7 requires Gasoline DI engine to be monitored according to the requirements of Compression Ignition engines, and so 2.14 applies.

2. No - Gasoline DI engines are only required to be monitored against PM OTLs.

Type approving authority "e"	11
Question	
1	Yes /No

Meeting agreed that the answer should be 1. (Yes), but the legislation is not very clear on this. UK will draft a proposal for an amendment to the legislation.

7.12. EC 715/2007 (692/2008); Emission test cycles, WLTP - NEDC Norway 1

Norwegian Public Roads Administration

Directive: EC 715/2007 – 692/2008 Emissions from M and N vehicles
Subject: Emission test cycles, new WLTP - old NEDC.
Information in COC and WVTA.

For discussion:

New emission test cycle WLTP will be phased in this year. For new types of M1 already from 1/8-17. The levels for CO2 (and NOx) are expected to increase approximately 10%.

Norway - and even other countries – has national taxation based on emission levels.

In a transitional period both NEDC and WLTP test cycles are in use.

It is very important to clarify how the CO2 values will be specified in respectively the WVTA info-doc. and the COC.

We are informed about advice from the Commission to use the NEDC values for taxation and monitoring purposes until Sept. 2019.

This raise the following questions for the transitional period when both NEDC- and WLTP cycles are accepted (for vehicles tested according to new WLTP cycle. All related to the "combined" result, not urban or extra-urban).

1. **COC**: The CO2 level will be specified for each vehicle/V.I.N. (for each configuration, different values even within one variant/version.) What about the coherent, stipulated NEDC level - will even this be described, and with specific values?
2. **WVTA**:
   a. Will CO2 level be specified in WVTA? Both WLTP and NEDC, or only the coherent NEDC?
   b. Will the values be specified with
      i. Max – min. values within one variant/version
      ii. Only max or min. value?
      iii. Other?

Type approval authority "e"	16

Solution could not be reached. It was agreed that meeting should get back to this point later after final legislation has been published.

7.13. 2007/46; Registration/in service masses Finland 1

Trafi Finnish Transport Safety Agency

TAAM QUESTION – **FINLAND 1**
1(2)
10.02.2017

TAAM QUESTION, Rovaniemi

COUNTRY: Finland

QUESTION NR.: 1

SUBJECT: Registration/in service masses for category O1/O2 vehicles **2007/46/EC**

REFERENCES (DIRECTIVE/ANNEX/ETC):

EU regulation 1230/2012, Framework directive 2007/46/EC

Definitions:

'technically permissible maximum laden mass' (M) means the maximum mass allocated to a vehicle on the basis of its construction features and its design performances; the technically permissible laden mass of a trailer or of a semi- trailer includes the static mass transferred to the towing vehicle when coupled

Information document points:

2.8 Technically permissible maximum laden mass

2.16. Registration/in service maximum permissible masses (optional)

2.16.1. Registration/in service maximum permissible laden mass

Framework directive 2007/46/EC, Annexes I, II and IX:

Interpretation:

The registration/in service masses are not limited according to information document to certain vehicle categories. On the other hand, there isn't field for Intended registration/in service maximum permissible laden mass in Annex IX (CoC-model) for vehicle category O1 and O2. Maximum permissible laden mass is included in the definition of a version for all vehicle categories according to Annex II so this cannot be seen as a reason to limit the use of registration masses for category O1 and O2.

There can also be other reasons for a need to lower the registration masses than maximum permissible masses in different countries which is not the issue in O1 and O2 trailers. For example, national regulations for vehicles in use in certain combinations can be a problem with maximum masses according to type-approval. From approval point of view, it would be beneficial not to insert several different versions which are technically exactly same vehicles, but only with lower technically permissible maximum laden masses.

QUESTIONS:

Is it possible to lower the maximum permissible laden mass by entering the Intended registration/in service masses for category O1 and O2 vehicle?

1. Please consider which of the following options you share:

		e17	
		Accepted	Rejected
A	Yes, it's possible	**X**	

B	No, it's not possible		X
C	No, it's not possible because there are no fields in a CoC form in vehicle categories O1 and O2		X

If the answer "A" for the first question is accepted, how should the Intended registration/in service maximum permissible laden mass be written in the CoC?

2. Please consider which of the following options you share:

		e17	
		Accepted	Rejected
A	Technically permissible maximum laden mass should be in the field 16.1 and Intended registration/in service maximum permissible laden mass should be in the field 52 according to current legislation.	X	
B	New fields 17, 17.1, 17.2 and 17.3 should be added to annex IX for vehicle categories O1 and O2.	X	
C	Intended registration/in service maximum permissible laden mass should be in the field 16.1 and Technically permissible maximum laden mass should be in the field 52.		X
D	There should be only Intended registration/in service maximum permissible laden mass and it should be in the field 16.1.		X

Comments:

This matter was already discussed during Geneva 2013 meeting (point 6.10.) It was agreed that solution is option A (Manufacturers to include multiple weights and versions of caravans in their Type Approvals, and supply/control the fitment/issue of appropriate Statutory Plates and CoCs applied at the point of sale.) provided there is adequate control by the manufacturer on the fitment of the correct plates and CoCs.

7.14. 2007/46 (1171/2014); Type approval number of the base vehicle Lithuania 1

Lithuania 1

Multi-stage EC type-approval

Commission Regulation (EU) 1171/2014 (in the scope of 2007/46/EC)

Issue
Type approval number of the base vehicle.

Legislation:
Commission Regulation (EU) 1171/2014 Annex II, Section 3.3. multi-stage EC type-approval
"3.3. Subject to the agreement of the approval authority, a whole vehicle type- approval granted to the manufacturer of the subsequent stage needs not to be extended or revised where an extension given at the previous stage vehicle does not affect the subsequent stage or the technical data of the vehicle. However, the type-approval number including the extension of the previous stage(s) vehicle shall be copied in point 0.2.2 of the certificate of conformity of the subsequent stage vehicle."

Question:
Should the agreement of the approval authority be available for other countries?

Possibilities of solution		Comments
A	Yes, information regarding base VWTA should be mentioned in the comments section of the type approval on ETAES	
B	No, there is no need to inform about agreement	

Type approving authority "e"	36

Selection of solution	accepted	refused
A	X	
B		X
C		

Other opinion / comment:

The concerned question was submitted to TAAEG by RDW.

LT_Question_one_annex.pdf

The meeting suggested adding information about valid later extensions to ETAES.

8. Questions relating to Regulation EU 168/2013:

8.1. (EU) 168/2013; Classification of L1e vehicle Italy 1

TAAM QUESTION N. xxx, from Italy for TAAM 2017-03-XX

SUBJECT: Regulation (EU) No. 168/2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles – Vehicle categories

BACKGROUNDS:

According to Regulation (EU) No 168/2013, art. 4 (2), (a), (ii):

L1e-B vehicle (two-whell moped);

According to Regulation (EU) No 168/2013, art. 4 (3):

The L-category vehicles listed in paragraph 2 are further classified according to the propulsion of the vehicle:

(a) propelled with an internal combustion engine:

— compression ignition (CI),

— positive ignition (PI);

(b) propelled with an external combustion engine, a turbine or a rotary piston engine, whereby, for the purpose of complying with environmental performance and functional safety requirements, a vehicle equipped with such a propulsion is considered the same as a vehicle propelled with a PI internal combustion engine;

(c) propelled by an engine that runs on pre-compressed air and does not emit higher levels of pollutants and/or inert gases than the levels present in ambient air, whereby, with regard to functional safety requirements and fuel storage and supply, such a vehicle is considered to be a vehicle operated on gaseous fuel;

(d) propelled with an electric engine;

(e) a hybrid vehicle that combines any propulsion configuration referred to in points (a), (b), (c) or (d) of this paragraph or any multiple combination of these propulsion configurations including multiple combustion and/or electric engines.

According to Regulation (EU) No 168/2013, Annex I

Category	Category name	Common classification criteria
L1e	Light two-wheel powered vehicle	(4) two wheels and powered by a propulsion as listed under Article 4(3) and (5) engine capacity ≤ 50 cm³ if a PI internal combustion engine forms part of the vehicle's propulsion configuration and (6) maximum design vehicle speed ≤ 45 km/h and (7) maximum continuous rated or net power (¹) ≤ 4 000 W and (8) maximum mass = technically permissible mass declared by the manufacturer and

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Sub-categories	Subcategory name	Supplemental sub-classification criteria
L1e-A	*Powered cycle*	*(9) cycles designed to pedal equipped with an auxiliary propulsion with the primary aim to aid pedalling and* *(10) output of auxiliary propulsion is cut off at a vehicle speed ≤ 25 km/h and* *(11) maximum continuous rated or net power (') ≤ 1 000 W and* *(12) a powered three- or four-wheel cycle complying with supplemental specific sub-classification criteria (9) to (11) is classified as being technically equivalent to a two-wheel L1e-A vehicle.*
L1e-B	Two-wheel moped	(9) any other vehicle of the L1e category that cannot be classified according to the criteria (9) to (12) of a L1e-A vehicle.

QUESTION:
Can a two-wheel plug-in electric vehicle equipped with an extended-range serial hybrid engine with the following features: electric drive only, speed ≤ 45 km / h, electric motor power ≤ 4 kW and a 2 kW thermal motor generator with 100 cm3 displacement (equipped with carburettor) to only charge the battery (in case of battery is discharged and where it is not possible to use the plug-in option), be classified as a moped?

REMARKS:

Type approving authority "e"	3

Selection of solution		accepted	refused
YES – The engine capacity of power generator is not related to safety aspect.	A	X	
NO – The engine capacity of power generator is more than 50 cm^3	B		X

Meeting agreed on solution A, with an addition that the emissions should be according to the limits of two wheelers.

8.2. (EU) No 134/2014, ECE R41/R92; Fibrous material in silencers Czech Republic 1

Technical requirements for fibrous material in the construction of silencers

Directive or Regulation
Regulation (EU) No 134/2014 UNECE Regulation No. 41 UNECE Regulation No. 92
Legislation basis
Requirements of Regulation (EU) No 134/2014 ANNEX IX Appendix 1 (L1e) 2.3.1.1. Absorbent fibrous material shall be asbestos-free and may be used in the construction of silencers only if it is held securely in place throughout the service life of the silencer and meets the requirements of point **2.3.1.2, 2.3.1.3 or 2.3.1.4.** Appendix 2 (L3e and L4e) 2.3.1. Requirements for silencers containing absorbent fibrous materials 2.3.1.1. Absorbent fibrous material shall be asbestos-free and may be used in the construction of silencers only if it is held securely in place throughout the service life of the silencer and it meets the requirements of point 2.3.1.2 or 2.3.1.3. 2.3.1.2. After removal of the fibrous material, the sound level shall comply with the requirements of point 2.1.1. 2.3.1.3. The absorbent fibrous material may not be placed in those parts of the silencer through which the exhaust gases pass, and shall comply with the following requirements: 2.3.1.4. Before the system is tested in accordance with point 2.1, it shall be put in normal working order by one of the following methods: 2.3.1.4.1. Conditioning by continuous road operation 2.3.1.4.2. Conditioning by pulsation 2.3.1.4.3. Conditioning on a test bench Appendix 3 (L2e, L5e, L7e and L7e) 2.4.1.1. Absorbent fibrous material shall be asbestos-free and may be used in the construction of silencers only if it is held securely in place throughout the service life of the silencer and it meets the requirements of point 2.4.1.2 to 2.4.1.4. Requirements of UNECE Regulation No. 41 Annex 5 1. .... Fibrous absorbent material ..... or silencing system **meets the requirements of any one of** paragraphs 1.1., 1.2. and 1.3.: 1.1. After removal of the fibrous material, the sound level shall comply with the requirements of paragraph 6 of this Regulation. 1.2. The fibrous absorbent material may not be placed in those parts of the silencer through which the exhaust gases pass and shall comply with the following requirements: 1.3. Before the system is tested in accordance with Annex 3, it shall be put into a normal state for road use by one of the following condition methods: 1.3.1. Conditioning by continuous road operation 1.3.2. Conditioning by pulsation 1.3.3. Conditioning on a test bench

Requirements of UNECE Regulation No. 92

Annex 3

1. Fibrous absorbent material.... and it meets the **requirements of any one of** sections 2, 3 or 4 according to the manufacturer's choice.

2. After removal of the fibrous material, the sound level shall comply with the requirements of paragraph 6.2. of this Regulation

3. The fibrous absorbent material may not be placed in those parts of the silencer through which the exhaust gases pass and shall comply with the following requirements:

4. Before the system is tested in accordance with paragraph 6.2. of this Regulation it shall be put into a normal state for road use by one of the following conditioning methods in accordance with the manufacturer's choice in accordance with the Appendix.

1. Minimum distance.....

2. Conditioning by pulsation

3. Conditioning on a test bench

Issue

There are several different requirements for motorbike silencers contains fibrous absorbent material in Regulation (EU) No 134/2014, ANNEX IX for category of vehicle L1e (Appendix 1), L3e, L4e (Appendix 2) and L2e, L5e, L7e (Appendix 3).

Requirements in Appendix 1 corresponds to UNECE Regulations 41 and 92.

Questions:

1) Is possible to proceed tests according to Appendix 2 paragraph 2.3.1.4 too?
2) It is necessary to proceed tests according to all of paragraphs 2.4.1.2, 2.4.1.3 and 2.4.1.4 in Appendix 3?

Possible solutions:

		Solution	Comment
1	A	Any of paragraph 2.3.1.2, 2.3.1.3 or 2.3.1.4 in Appendix 2 is possible to use.	This situation corresponds to Appendix 1 and UNECE Regulations No. 41 and 92.
	B	It is not possible to use conditioning methods according to 2.3.1.4 for vehicle of category L3e.	There should be some special requirements for L3e category.
2	A	Any of paragraph 2.4.1.2, 2.4.1.3 or 2.4.1.4 in Appendix 2 is possible to use.	This situation corresponds to Appendix 1 and UNECE Regulations No. 41 and 92
	B	All of paragraphs 2.4.1.2, 2.4.1.3 and 2.4.1.4 in Appendix 3 must be applied for vehicle of category L2e, L5e, L7e.	There should be some special requirements for L2e, L5e, L7e categories.

Type approval authority „e“	8		
Selection of solution		accepted	refused
1	A	x	
	B		x
2	A	x	
	B		x

Note: We prefer above mentioned solutions as we presume that this was the original intention of the Regulation and only the wording is misleading.

Meeting agreed on solution 1A, 2A. It was noted that this problem has been solved in the Regulation (EU) 2016/1824.

8.3. (EU) No 901/2014*2016/1825; Test results sheet, Table 5-8 Spain 1

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DIRECCIÓN GENERAL DE INDUSTRIA Y DE LA PEQUEÑA Y MEDIANA EMPRESA

SUBDIRECCIÓN GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL

Type Approval Authority Meeting, Finland, March 2017 **Spain 1**

Directive or Regulation number
Commission Delegated Regulation (EU) No. 134/2014*2016/1824 and Commission Implementing Regulation (EU) No. 901/2014*2016/1825
Subject:
Fuel Consumption (FC) rounded value stated in Table 5-8 of Annex VIII of Regulation (EU) No 901/2014*2016/1825

Text:

Table 5-8 of Annex VIII of Regulation (EU) No 901/2014*2016/1825: CO_2 emissions and fuel consumption:

Table 5-8

Test Type VII result table for propulsions equipped with a combustion engine only or equipped with not-externally-chargeable (NOVC) hybrid electric propulsion

Test Type VII Test Results (TR_{TTVII})	Test No	CO_2 (g/km)	Fuel consumption (l/100km) or (kg/100 km)
$TR_{TTI\ Measured\ x}$ (1) (*)	1		
	2		
	3		
$TR_{TTI\ Measured\ Mean}$ (1) (*)			
K_i (1) (*) (*) (no unit)			
TR_{TTVIIi} (1) (*) = $K_i \cdot TR_{TTI\ Measured\ x\ Mean}$			
CO_2 and Fuel consumption as declared by the manufacturer	—		

(1) Where applicable.
(*) Round to 2 decimal places.
(*) Round to 4 decimal places.
(*) Round to 0 decimal places
(*) Set $K_i = 1$ in case:
(a) the vehicle is **not** equipped with a periodically regenerating emission abatement system or;
(b) the vehicle is **not** a hybrid electric vehicle.

Annex VII of Regulation (EU) No 134/2014*2016/1824, point 2: Specification and tests:

2.2.2. For CO_2 emissions, the test results shall be expressed in grams per kilometre (g/km) rounded to the nearest whole number.

2.2.3. Fuel consumption values shall be expressed in litres per 100 km in the case of petrol, (...). The results shall be rounded to one decimal.

Concern:

According to footnote [IM] stated in Table 5-8 is not in consistency with FC criteria as per point 2 to Annex VII to Regulation (EU) No 134/2014*2016/1824.

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Question:			
How shall be rounded the FC on Table 5-8 due to footnote [(iv)]?			
Solution:		Accepted	Refused
A	Rounded to one decimal in accordance to point 2 to Annex VII to Regulation (EU) No 134/2014*2016/1824. New amendment of Regulation (EU) No 901/2014 shall be done	X	
B	Rounded to the nearest whole number as already stated in Table 5-8.		X
Authority:			
Type-approval Authority e/E 9			

Meeting agreed on solution A.

8.4. ECE R92, (EU) No 134/2014, 97/24/CE; NORESS approval Spain 2

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Type Approval Authority Meeting, Finland, March 2017 **Spain 2**

Directive or Regulation number
UNECE regulation No 92, Commission Delegated Regulation (EU) No 134/2014*2016/1824 and Directive 97/24/CE Chapter 9
Subject:
NORESS type-approval procedures

Text:

UNECE regulation No 92, Point 2: Definitions:

2.4. "Non-original replacement exhaust silencing system (NORESS) or component thereof" means any part of the exhaust silencing system defined in paragraph 2.1. intended for use on a vehicle other than a part of the type fitted to the vehicle when submitted for type approval pursuant to Regulation No. 9, Regulation No. 41 or Regulation No. 63

Annex IX of Regulation (EU) No 134/2014*2016/1824, Point 2: Test procedure, measurements and results:

2.2. When the EU has acceded to:

UNECE regulation No 9: Uniform provisions concerning the approval of three-wheel vehicles or quadricycles with regard to noise;

UNECE regulation No 41: Uniform provisions concerning the approval of motorcycles with regard to noise;

UNECE regulation No 63: Uniform provisions concerning the approval of mopeds with regard to noise;

UNECE regulation No 92: Uniform provisions concerning the approval of non-original replacement exhaust silencing systems (RESS) for motorcycles, mopeds and three-wheel vehicles;

*the corresponding provisions of this Annex will **become obsolete** and vehicles of the applicable sub-category as listed in Table 8-1 shall comply with the requirements of the corresponding UNECE Regulation, including as regards sound limits.*

Appendix 3 to Annex IX of Regulation (EU) No 134/2014*2016/1824, Point 3: Component type-approval of a non-original exhaust system or components thereof, as technical units, for motorcycles:

3.1. Definition

3.1.1. 'Non-original replacement exhaust system or components thereof' means any exhaust system component as defined in point 1.2 intended to be fitted to a motorcycle to replace that of the type fitted to the motorcycle when the information document according to the template referred to in Article 27(4) of Regulation (EU) No 168/2013 was issued.

Annex III to Directive 97/24/CE Chapter 9, Point 3: Component type-approval of a non-original exhaust system or components thereof, as technical units, for motorcycles:

3.1. Definition

3.1.1. 'Non-original replacement exhaust system or components thereof' means any exhaust system component as defined in 1.2 intended to be fitted to a motorcycle to replace that of the type fitted to the motorcycle when the document provided for in Appendix 1B was issued.

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Concern:			
When EU has acceded to UNECE regulation No 92, the provisions of Annex IX regarding NORESS will become obsolete. Considering that Reg. 92 applies only to vehicles type-approved with R41, R63 and R9, vehicles approved under Directive 2002/24/EC and/or Directive 97/24 Chapter 9 will not have any NORESS approval procedure to fulfil with			
Question:			
Is it still possible to issue NORESS approvals following the approval prescription set by Appendix 3 to Annex IX of Regulation (EU) No 134/2014*2016/1824 once Reg. No 92 is adopted by the EU?			
Solution:		Accepted	Refused
A	Yes		
B	NO		
C	Open for discussion	X	
Authority:			
Type-approval Authority e/E 9			

It was seen that the NORESS approval is not limited to type approved vehicles. UN/ECE Regulation 92, paragraph 3.3. c, 2. subparagraph concerns this question:

If the motorcycle, moped or three-wheeled vehicle is not of the type for which approval has been issued pursuant to the requirements of the Regulation, the sound level shall not exceed by more than 1 dB(A) the limit applicable at the time when it was first put on the road.

8.5. (EU) No. 3/2014*2016/1824; Lighting installation Spain 3

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Type Approval Authority Meeting, Finland, March 2017 **Spain 3**

Directive or Regulation number
Commission Delegated Regulation (EU) No. 3/2014*2016/1824
Subject:
Installation of lighting and light signaling devices approved by a previous amendment and supplements for Regulation (EU) No 168/2013 approvals

Text:

Annex I of Regulation (EU) No 3/2014*2016/1824: List of UNECE regulations which apply on a compulsory basis

UNECE regulation No	Subject	Series of amendments	OJ reference	Applicability
53	Installation of lighting (mo-torcycle)	Supplement 14 to the 01 series of amendments	OJ L 166, 18.6.2013, p. 55.	L3e
74	Installation of lighting (moped)	Supplement 7 to the 00 series of amendments	OJ L 166, 18.6.2013, p. 88.	L1e

Samples of UNECE Regulations components approvals:

UNECE regulation No	Subject	Series of amendments	OJ reference	Applicability
50	Lighting components for vehicles of category L	Supplement 16 to the 00 series of amendments	OJ L 97, 29.3.2014, p. 1.	L1e, L2e, L3e, L4e, L5e, L6e and L7e
113	Headlamps with symmetrical beams	Supplement 3 to the 01 series of amendments	OJ L 176, 14.6.2014, p. 128.	L1e, L2e, L3e, L4e, L5e, L6e and L7e

Concern:

It is not clear if it is allowed install lighting and light signalling devices approved by previous series of amendments stated in Annex I of Regulation (EU) No 3/2014*2016/1824.

Furthermore, UNECE Regulation No 53 or UNECE Regulation No 74 does not specify any last series of amendments to each component required for light installation approval.

Additionally, in many cases, it is not possible to identify in the approval component certificate the supplement stage of the approval.

Question:

Is it accepted to install lighting and light signaling components approved by a previous series of amendment different from the ones stated in Annex I of Regulation (EU) No 3/2014*2016/1824?

Solution:		Accepted	Refused
A	NO	X	
B	YES, but taking into account the transitional provisions stated in each particular OJ reference document of UNECE Regulations adopted by EU	X	

Authority:

Type-approval Authority e/E 9

Meeting agreed solution on B. This could be taken to MCWG to clarify the require-ment as it is stated in GSR for cars and their trailers.

8.6. (EU) No. 44/2014*2016/1824; Refuelling leakage test Spain 4

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Type Approval Authority Meeting, Finland, March 2017 **Spain 4**

Directive or Regulation number
Commission Delegated Regulation (EU) No. 44/2014*2016/1824
Subject:
Refuelling leakage test

Text:
Annex IX of Regulation (EU) No 44/2014*2016/1824, Point 1: General requirements:
1.2.5. Fuel tanks shall be so designed that any fuel that may leak when they are being filled cannot fall on the vehicle's exhaust system, engine or other drive train parts or on the inside of any passenger or luggage compartment, but is channelled to the ground.
Concern:
According to Annex IX of Regulation (EU) No 44/2014*2016/1824 it is not clear the test procedure to be followed to verify fuel leakage when refuelling.
Question:
Is it required to perform a compliance checking test to verify compliance of Item 1.2.5. to Annex IX to R(EU) No.44/2014?

Solution:		Accepted	Refused
A	YES. A test shall be carried out. Vehicle shall be kept in parking position, in all stands positions, if applicable. A flow rate shall be used, in such way, which can be possible to identify the flow route until dripping to ground.	X	
B	NO. Visual inspection and document evidences provided by manufacturer should be enough to proof compliance with item 1.2.5. to Annex IX to R(EU) No. 44/2014		X
C	It is required to define a specific test procedure for checking compliance of item 1.2.5. to Annex IX to Regulation (EU) No 44/2014*2016/1824.	X	

Authority:
Type-approval Authority e/E 9

Meeting agreed on solution B.

8.7. (EU) 3/2014 and ECE R53; Additional aesthetic lighting Spain 5

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Type Approval Authority Meeting, Finland, March 2017 **Spain 5**

Directive or Regulation number
Regulation (EU) No. 3/2014 and UN Regulation No. 53
Subject:
Installation of additional lighting components in stationary conditions

Text:
Annex IX to Regulation (EU) No. 3/2014:
1.3. Vehicles of category L3e shall meet all the relevant requirements of UNECE regulation No 53. The requirements of points 1.8 to 1.12 shall also be taken into account.
1.10. No vehicle shall be fitted with auxiliary light sources of which the emitted light can be observed either directly or indirectly under normal driving conditions, other than those for the purpose of illuminating controls, tell-tales and indicators or the occupant compartment.
UN Regulation No. 53 (installation of lighting for vehicles of category L):
2 5.1. The lighting and light-signalling devices shall be so fitted that in normal conditions of use, and notwithstanding the vibrations to which they may be subjected, they retain the characteristics prescribed by this Regulation and enable the vehicle to comply with the requirements of this Regulation. In particular, it shall not be possible for the lamps to be inadvertently maladjusted.
UN Regulation No. 48 (installation of lighting for vehicles of category M and N):
2.23. "Normal position of use of a movable component" means the position(s) of a movable component specified by the vehicle manufacturer for the normal condition of use and the park condition of the vehicle.
2.24. "Normal condition of use of a vehicle" means:
2.24.1. For a motor vehicle, when the vehicle is ready to move with its propulsion engine running and its movable components in the normal position(s) as defined in paragraph 2.23.;
2 5.1. (same as UN Regulation No. 53)
Concern:
Acceptance of additional side light source of a motorcycle for aesthetic purposes. The light is not approved as a component but it would be only working only when the engine is not running. When the engine is on, the light is disabled.

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Question:			
Given that there is no definition of the "normal condition of use of a vehicle" in UN Regulation No. 53, can the definition of UN Regulation No. 48 be taken as valid and therefore, accept additional aesthetic lighting as described above?			
Solution:		Accepted	Refused
A	YES, as long as the lighting is never activated in normal/driving conditions of use.	X	
B	YES, the definition of UN Regulation No. 48 can be taken as a reference for UN Regulation No. 53 or Annex IX to Regulation (EU) No. 3/2014	X	
C	NO, not-approved lamps cannot be installed under any circumstance even when the vehicle is parked		X
Examples: 			
Authority:			
Type-approval Authority e/E 9			

Meeting agreed on solution C. This should not be accepted in EC type approval but it is not restricted to be accepted nationally after the vehicle has been taken in use.

8.8. (EU) 134/2014*2016/1824; ECE R92 NORESS type-approval Spain 6

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Type Approval Authority Meeting, Finland, March 2017 **Spain 6**

Directive or Regulation number
UNECE regulation No 92, Commission Delegated Regulation (EU) No 134/2014*2016/1824
Subject:
NORESS type-approval procedures

Text:

UNECE regulation No 92, Point 2: Definitions:

*2.4. "Non-original replacement exhaust silencing system (NORESS) or component thereof" means any part of the exhaust silencing system defined in paragraph 2.1. intended for use on a vehicle other than a part of the type fitted to the **vehicle when submitted for type approval pursuant to Regulation No. 9, Regulation No. 41 or Regulation No. 63***

Annex IX of Regulation (EU) No 134/2014*2016/1824, Point 2: Test procedure, measurements and results:

2.2. When the EU has acceded to:

UNECE regulation No 9: Uniform provisions concerning the approval of three-wheel vehicles or quadricycles with regard to noise;

UNECE regulation No 41: Uniform provisions concerning the approval of motorcycles with regard to noise;

UNECE regulation No 63: Uniform provisions concerning the approval of mopeds with regard to noise;

UNECE regulation No 92: Uniform provisions concerning the approval of non-original replacement exhaust silencing systems (RESS) for motorcycles, mopeds and three-wheel vehicles;

*the corresponding provisions of this Annex will **become obsolete** and vehicles of the applicable sub-category as listed in Table 8-1 shall comply with the requirements of the corresponding UNECE Regulation, including as regards sound limits.*

Appendix 3 to Annex IX of Regulation (EU) No 134/2014*2016/1824, Point 3: Component type-approval of a non-original exhaust system or components thereof, as technical units, for motorcycles:

3.1. Definition

3.1.1. 'Non-original replacement exhaust system or components thereof' means any exhaust system component as defined in point 1.2 intended to be fitted to a motorcycle to replace that of the type fitted to the motorcycle when the information document according to the template referred to in Article 27(4) of Regulation (EU) No 168/2013 was issued.

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Concern:			
When EU has acceded to UNECE regulation No 92, the provisions of Annex IX regarding NORESS will become obsolete. Considering that Reg. 92 applies only to vehicles type-approved with R41, R63 and R9, vehicles approved under Regulation (EU) No 168/2013 and following the prescriptions of Annex IX to Delegated Regulation (EU) No 134/2014 (without UNECE certificate) will not have any NORESS approval procedure to fulfil with.			
Question:			
Will be possible to issue a Reg. 92 approval, when has been adopted by the EU, for vehicles approved under the prescriptions of Annex IX to Delegated Regulation (EU) No 134/2014 without having UNECE sound level certificate?			
Solution:		Accepted	Refused
A	Yes		
B	NO		
C	Open for discussion	X	
Authority:			
Type-approval Authority e/E 9			

Meeting agreed on solution A.

8.9. (EU) 44/2014*2016/1824; Conversion A2-A3 after first registr. Spain 7

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SUBDIRECCIÓN GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL

Type Approval Authority Meeting, Finland, March 2017 **Spain 7**

Directive or Regulation number
Commission Delegated Regulation (EU) No 44/2014*2016/1824
Subject:
Conversion between subcategories (L3e/L4e)-A2 and (L3e/L4e)-A3 after first registration

Text:
Annex III of Regulation (EU) No 44/2014*2016/1824, Point 4: Provisions regarding conversion of subcategories (L3e/L4e)-A2 and (L3e/L4e)-A3 motorcycles: *These provisions establish the procedures regarding:* *Type-Approval (4.2.1., 4.2.6., 4.2.7. and 4.2.8.), Propulsion and safety requirements (4.2.2. to 4.2.5.), Electronic information (4.2.9.), Conversion (4.3.), and First registration (4.4.)* *Paragraph 4.2.8. mentions that: If the complete information for the conversion is not available at the time of type-approval the completed information may be introduced with an extension of the EU-WVTA. If only the number of the other EU-WVTA is missing, it may be added with a revision of the EU-WVTA.*
Concern:
Conversion between subcategories (L3e/L4e)-A2 and (L3e/L4e)-A3 in cases of retrofit after first registration. It is not clear if the conversion made after registration could contravene the Regulation (EU) No 168/2013.
Question 1:
In case that a manufacturer has not undertaken the 2 type-approvals yet (i.e. has only completed the full power model L3e-A3), is it possible to make the conversion of the vehicle after the first registration according to a national legislation?

Solution:		Accepted	Refused
A	Open for discussion	X	

Question 2:
Has this national legislation be aligned with the European legislation and thus complying with all functional and safety requirements including electronic information are complying with the requirements of the Regulation (EU) 44/2014 Annex II regarding antitampering measures?

Solution:		Accepted	Refused
A	Open for discussion	X	

Question 3:			
May an independent workshop (different from the vehicle manufacturer) retrofit the vehicle in the same conditions as above?			
Solution:		Accepted	Refused
A	Open for discussion	X	
Question 4:			
A vehicle that was registered with a COC with just one line of data, not incorporating any data referring to a possible Converted Vehicle because it was still not ready at the time of the type-approval. In the case of Paragraph 4.2.8 (see above), can this vehicle be converted into the other type once the new approval is completed, even if it happens one year later? What happens with the COC? Can the manufacturer issue and "amendment" of the COC?			
Solution:		Accepted	Refused
A	Open for discussion	X	
Authority:			
Type-approval Authority e/E 9			

Modifications after first registration are dealt on national basis and for these modifications there are no provisions for mutual recognition.

8.10. (EU) 134/2014*2016/1824; Electric range Spain 9

MINISTERIO DE ECONOMÍA, INDUSTRIA Y COMPETITIVIDAD

DIRECCIÓN GENERAL DE INDUSTRIA Y DE LA PEQUEÑA Y MEDIANA EMPRESA

SUBDIRECCIÓN GENERAL DE CALIDAD Y SEGURIDAD INDUSTRIAL

Type Approval Authority Meeting, Finland, March 2017 **Spain 9**

Directive or Regulation number
Regulation (EU) No 168/2013 and Commission Delegated Regulation (EU) No 134/2014*2016/1824
Subject:
Electric range for pure electric vehicles of category L

Text:

Annex V (B) to Regulation (EU) No 168/2013:

(8) Application of environmental performance test requirements for approval and extensions

	Vehicle with PI engine including hybrids									Vehicles with CI engines including hybrids		Pure electric vehicles or vehicles propelled with compressed air (CA)	Hydrogen fuel cell vehicle
	Mono-fuel (5)				Bi-fuel			Flex-fuel		Flex-fuel	Mono-fuel		
	Petrol (E5) (7)	LPG	NG/Biomethane	H_2	Petrol (E5)	Petrol (E5)	Petrol (E5)	Petrol (E5)	NG/Biomethane	Diesel (E5)	Diesel (E5)		
					LPG	NG/Biomethane	H_2	Ethanol (E85)	H_2/NG	Biodiesel			
(...)													
Type VII test (10)	Yes	Yes	Yes	Yes	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes (both fuels)	Yes	Yes (only range consump-tion)	Yes (only fuel consump-tion)

Article 24 (2) of Regulation (EU) No 168/2013:

The CO_2 measurement result, the calculated or measured fuel consumption, electric energy consumption and electric range shall be included in the information folder as specified in the implementing act referred to in Article 27(4), and the relevant information shall also be indicated on the certificate of conformity.

Annex VII to Regulation (EU) No 134/2013:

2.3.2. The technical service in charge of the tests shall measure the electric range of the vehicle according to the method described in Appendix 3.3.

2.3.2.1. The electric range measured by this method shall be the only one referred to in promotional material.

Concern:

It seems that the intention of this table is to clarify that EVs are subject to electric consumption and FCVs are subject to fuel consumption, rather than excluding EVs from electric range tests. This fact may lead to misinterpretations or misunderstandings, such as considering the electric range test as "optional".

Question:

Shall the electric range test be performed on a mandatory basis?

Solution:		Accepted	Refused
A	YES	X	
B	NO		X

Authority:

Type-approval Authority e/E 9

This was on the agenda of MCWG-meeting held the 28th March. Unfortunately the Commission was still not ready to share its position on this matter. The item was post-poned to the next MCWG session of 14 June.

9. Questions relating to Regulation EU 167/2013:

9.1. (EU) 167/2013; Calculation laden/unladen mass ratio — Netherlands

RDW Vehicle Technology Division

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-04

v1.00 – 14 March 2008

Directive or Regulation number:
167/2013
Subject:
calculation laden/unladen mass ratio

Reference to Annex, etc in the Directive or Regulation:
Article 3 definitions (9) and (10)

Text:
ratio of the technically permissible maximum laden mass to the unladen mass of that vehicle

Question:
How should the ratio be calculated? From Annex XXII of delegated regulation 2015/208 art.: 1.1. 'Technically permissible maximum laden mass' means the maximum mass allocated to a vehicle on the basis of its construction features and its design performances irrespective from the load capacity of the tyres or tracks. In the article above it seems that the vertical load transferred on the coupling point is implemented in the mass. There is no definition of the unladen mass of a towed vehicle. It is not clear if the vertical load on the coupling point in unladen situation is to be included or excluded to the unladen vehicle mass. To have a clear discussion the following example is given: Technically permissible maximum laden mass **including** vertical load on the coupling point: 12,500 kg Technically permissible maximum laden mass **excluding** vertical load on the coupling point: 10,500 kg Unladen mass **including** vertical load on the coupling point: 4,620 kg Unladen mass **excluding** vertical load on the coupling point: 3,620 kg

Solutions:		
A	R = 12500/3620 = 3,45	
B	R = 12500/4620 = 2,71	
C	R = 10500/3620 = 2,90	

Decision:		
Solution	*Accepted*	*Refused*
A		X
B	X	
C		X

Authority:	
Type approval Authority e/E	4

Remarks:

VT-OS-01-F2 v2.00 *page 1 of 1*

There was a split approach in the meeting. The question shall be transferred to TAAEG.

9.2. (EU) 167/2013; S-category or R- category Czech Republic 2

Question: S-category or R- category

Following question wasn´t answered on last TAAM. Explanation was also asked by Germany. There are some kinds of agricultural and forestry vehicles that are not possible to be type-approved according to Regulation EU 167/2017 in spite of the fact, that they are produced by many leading producers of agricultural and forest machinery and they operate quite frequently in all of the EU.

It concerns vehicles with partly working character of their operation (like S-category) but they fall in R-category due to ratio of technically permissible maximum laden mass to the unladen mass such as equal to or greater than 3,0 (e.g. manure and mineral fertiliser spreaders, silage trailers, slurry tankers with application devices, mix feeders, loader wagons, towed forwarders etc.).

There are not unique cases that some versions of the same vehicles fall in S-category and some others fall in R- category depending on optional equipment.

Some examples of these vehicles are enclosed.

On the other hand these vehicles quite often don´t fulfill other requirements namely they are usually over of transport width limit 2,55 m and consequently they can´t be type-approved according mentioned Regulation.

Question is: Is it on purpose or not? Is the meaning of this requirements to let approval of these kinds of vehicles on national approval procedure in member states?

Examples of vehicles

The meeting agreed that, the vehicles described in general by the question which do not fulfill the requirements of the regulation shall be approved nationally. Question could be forwarded to the commission working group, if further clarification of the Regulation is needed.

9.3. (EU) 2015/68; Rigid drawbar trailer — Austria 1

TAAEG on Feb 15th, 2017
Question from the Austria TAA

Regulation (EU) 2015/68, Article 2 (25)

Art 2 (25) reads:
"(25) 'rigid drawbar towed vehicle' means a towed vehicle of category R or S with one axle or one group of axles fitted with a drawbar which transmits a significant static load to the tractor due to its construction and which does not meet the definition of a centre-axle towed vehicle; the coupling to be used for a vehicle combination shall not consist of a king pin and a fifth wheel; some slight vertical movement may occur at a rigid drawbar; a hydraulically adjustable articulated drawbar is considered to be a rigid drawbar;

Question:
Applies "fitted with a drawbar which transmits a significant static load to the tractor"
To the "towed vehicle" or to "one axle or one group of axles"?

Possible answers

	Answer	Comment
A	"[…] one axle or one group of axles fitted with a drawbar which transmits a significant static load to the tractor" .	the vehicle presented below is a rigid drawbar trailer
B	"a towed vehicle of category R or S […] fitted with a drawbar which transmits a significant static load to the tractor"	The vehicle below is not defined in the Regulatory field of Regulation (EU) 167/2013

Notes:
1. According to the specifications in several publications the front axle cannot be dismounted and used like a dolly
2. The distance between the front axle and the "king pin" is so large that a high static load (up to 4000 kg) is transmitted to the tractor.

Recommendation:
If the answer is B the text of Art 2 (25) in Regulation (EU) No 2015/68 shall be amended to avoid different interpretations.

The present text of the German version of Regulation (EU) No 2015/68 reads like Answer A:
"a towed vehicle of category R or S having one axle or one group of axles fitted with a drawbar where the construction of the axle or axle group leads to transmission of a significant static load to the tractor"
This different meaning might occur in several other language versions too.

Franz Wurst

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The majority of answers were supporting solution B. In addition, it was noted that derogations for new technologies can be used as an option.

10. Questions relating to UNECE Regulations:

10.1. ECE R110; Test method, flexible fuel line class 2 Germany 3

Germany: UN Regulation No. 110 – Test method regarding resistance at high temperature for the type of a low pressure hose (class 2)

KBA

06.01.2017

1. Reference:

Section 3.5.3. of UN Regulation No. 110 incorporating all valid text up to supplement 1 to the 01 series of amendments describes the test procedure for low pressure hoses (class 2) regarding resistance at high temperature:

3.5.3. Resistance at high temperature

3.5.3.1. A piece of hose, pressurised at 450 kPa, with a minimal length of 0.5 m shall be put in an oven at a temperature of 120 °C ± 2 °C during 24 hours. The test shall be performed on both new hose and after ageing according to ISO 188 as prescribed in paragraph 3.4.2.3 and subsequently to ISO 1817 as prescribed in paragraph 3.4.2.2 above.

3.5.3.2. The leakage through the wall of the hose shall not exceed 95 cm^3 per metre of hose per 24 hours.

3.5.3.3. After the test the hose shall withstand the test pressure of 50 kPa during 10 minutes. The leakage through the wall of the hose shall not exceed 95 cm^3 per metre of hose per 24 hours.

2. Issue:

A company applying for an approval for a type of a low pressure hose argues that both leakage tests: the one described in 3.5.3.2. as well as the one described in 3.5.3.3. shall be carried out with samples at room temperature. No leakage test shall be carried out while the sample still is heated to a temperature of 120 °C.

In contradiction to this the German type-approval authority understands the stipulation of the paragraphs above as follows:
The stipulations of 3.5.3.1 are to be completed using two pieces of hose. Both pieces of hose shall have a minimal length of 0.5 m. One piece of hose is tested without any ageing process the other piece of hose is tested after ageing according paragraph 3.4.2.3 and subsequently according paragraph 3.4.2.2. Both pieces of hose are to be subjected to a pressure of 450 kPa and to a temperature of 120° C ± 2° C for a 24 hour period of time. The pressure is kept to stay constant over this period of time.

The leakage through the wall of each piece of hose is measured during the period of 24 h in height temperature environment. The leakage through the wall of each hose shall not exceed 95 cm^3 per metre during the 24 hours period.

After that test according 3.5.3.1. the two pieces of hose are allowed to cool down and the leakage tests according 3.5.3.3. are carried out at room temperature.

Question:

Do you agree that it is correct to keep the pressure constant at 450 kPa while the two pieces of hose are in the high temperature environment and to measure the leakage through the wall of the hose during the period of 24 h according 3.5.3.2. for the pieces of hose at height temperature?

Possibilities of solution

A	Yes
B	No

Type approving authority "e"	1

Selection of solution		accepted	refused
	A	X	
	B		

The meeting agreed on solution A. The question should be raised to the GRSG, to clarify wording.

10.2. ECE R55; Non-articulated combination of 2 vehicles France 1

France	Coupling & Trailer Approval Non-articulated combination of 2 vehicles	

Subject: Combination of 2 vehicles (category N1 truck and category O2 trailer) without articulation

References:

- UNECE Regulation No 55 related to uniform provisions concerning the approval of mechanical coupling components of combinations of vehicles
- Framework Directive 2007/46/EC

Issue

This question was raised during the TAAM 2012 in Brussels but the debate around this issue has remained inconclusive (see TAAM Minutes Brussels December 2012, question 5.9: "Conclusion: different opinions, not a consensus").

For the record, here are the two questions that have been raised about this point:

Question 1

Would it be possible to grant an approval for a motor vehicle and a trailer so their combination is not articulated? (see example of a combination N1 + O2 below)

Question 2

Would it be possible to grant an approval for a motor vehicle with a coupling right behind the cab

whereas it is not a fifth wheel coupling?

Interpretation

It turns out that an EC type-approval has been granted for such a vehicle classified in category N1. The test report related to UNECE R55 mentions "the coupling and guiding devices of the special trailer meet the requirements of point 1.3 of Annex 7 of the UNECE R55 and point 4.8 of the said regulation".

Yet, considering the elements in the information document of this type-approval, the following requirements in Annex 7 of UNECE R55 look unfulfilled:

- 1.3.4. Minimum angle for coupling up and uncoupling: coupling and uncoupling of the drawbar eye shall be possible when the longitudinal axis of the drawbar eye in relation to the centre line of the jaw is simultaneously rotated:
  - **50° horizontally to right or left** (blocked by the use of guiding shoes);
  - 6° vertically up or down
  - 6° axially to right or left.
- 1.3.5. Accessibility: the distance between the centre of the coupling pin and the edge of the bodywork of the vehicle **shall not exceed 550 mm**.

That is why the approval of such a device looks impossible according to UNECE R55.
We would appreciate if a decision could be made about those questions.

Possibilities of solution to Question 1

A	Yes	
B	No, without any articulation, this combination of a N1 and a O2 amounts to building a N2 vehicle (N1: 3,5 t + O2: 3 t = N2: 6,5 t) whereas the combination placed in circulation under a N1 type-approval does not meet the requirements provided for N2 vehicles (e.g. RUP, braking, speed limiter). It would be a way of circumventing the N2 provisions that cannot be accepted for it distorts competition against "classic" heavy-duty vehicles.	X

Possibilities of solution to Question 2

A	Yes	
B	No, the location of the coupling device is not in accordance with provisions 1.3.4 and 1.3.5 aforementioned. So there is no way this sort of motor vehicle can get a UNECE R55 certificate.	X

French delegation wished to withdraw the question.

10.3. ECE R73.01; Lateral protection fixed on turntable Netherlands 1

RDW Vehicle Technology Division

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-01

v1.00 – 14 March 2008

Directive or Regulation number:
ECE R73.01 Supplement 1
Subject:
Lateral protection fixed on turntable

Reference to Annex, etc in the Directive or Regulation:
2 Definitions 2.1.4. /Part III, 15 Requirements

Text:
2.1.4.: "*Lateral protection device (LPD)*" consist of longitudinal member(s) and link(s) (fixing elements) to the chassis side members or other structural parts of the vehicle, designed to offer effective protection to unprotected road users against the risk of falling under the sides of the vehicle and being caught under the wheels. Parts of the vehicle can also be used as LPD 15.8: LPD shall be securely mounted; they shall not be liable to loosening due to vibration in normal use of the vehicle

Question:
Is it allowed to attach the lateral protection to a turntable of the steered axle?

Solutions:		
A	No	
B	Yes	

Decision:		
Solution	*Accepted*	*Refused*
A		X
B	X	

Authority:	
Type approval Authority e/E	4

Remarks:
- Also for a RUP, this is common

RDW Vehicle Technology Division

Lateral protection attached to the turntable of a steered axle

Meeting agreed to refuse (solution A) based on the the higher risk to pedestrians.

10.4. ECE R79.01; Supplement 4: Electronic steering for trailers Netherlands 2

RDW Vehicle Technology Division

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-02

v1.00 – 14 March 2008

Directive or Regulation number: ECE R79.01 Supplement 4
Subject: Electronic steering for trailers

Reference to Annex, etc in the Directive or Regulation: 1. Scope

Text:
0. INTRODUCTION This Regulation also prevents the approval of positive steering of trailers using energy supply and electrical control from the towing vehicle as there are not any standards applicable to energy supply connectors or to control transmission digital information interchange. It is expected that at some time in the future, the International Standards Organization (ISO) Standard, ISO 11992, will be amended to take account of transmission of steering control data. 1. SCOPE 1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O (1). 1.2. This Regulation does not apply to: 1.2.1. Steering equipment with a purely pneumatic transmission; 1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3; 1.2.3. Full power steering systems fitted to trailers where the energy necessary for operation is transmitted from the towing vehicle; 1.2.4. The electrical control of full power steering systems fitted to trailers, other than additional steering equipment as defined in paragraph 2.5.2.4.

Question:
The trailer needs an electric line from the towing vehicle for the steering. Is it possible for trailers which have electronic steering to give an approval according ECE R79.01 supplement 4?

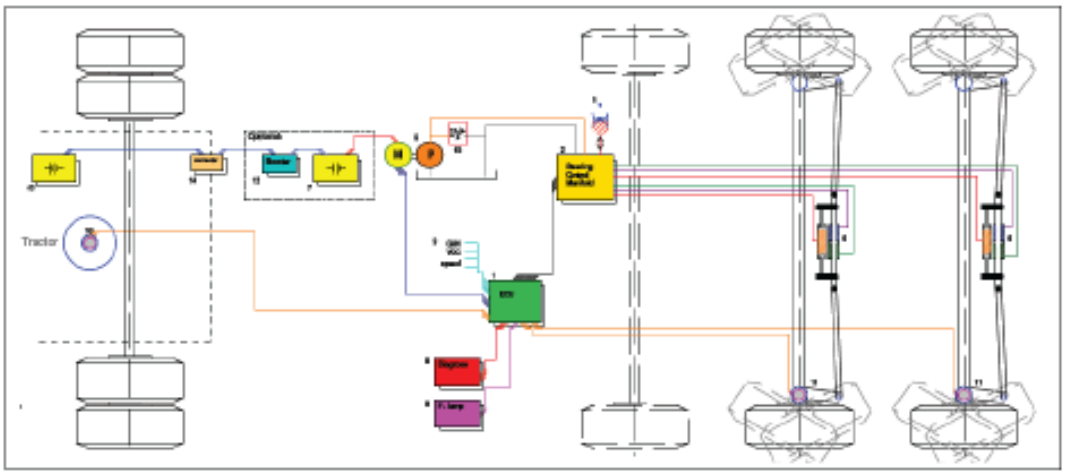
Solutions:		
A	No	
B	Yes	

Decision:		
Solution	*Accepted*	*Refused*
A	X	
B		X

Authority:	
Type approval Authority e/E	4

Remarks:
Supp 5 introduces special provisions for the powering of trailer steering systems from the towing vehicle

4.1.4 ETS2 with trackrod integrated ETS cylinders and E-pump



4.2 System components

Code	Description
1	Electronic Control Unit (ECU) with ETS2 software
2	Steering Control Manifold incl. hydraulic control for centring, with integrated high pressure filter. Max. pressure is controlled by a combination of a proportional relief valve, proportional directional control valve and release valve for circuit 1 and a pressure sensor in combination with a directional valve on circuit 2
3	Connection from other trailer systems e.g. speed information
4	ETS steering cylinder with integrated centring system part
5	Accumulator (comprises pre-pressurized oil for centring device)
6	Electro-Hydraulic pump (E-pump) including reservoir
6A	Engine driven pump (M-pump) including reservoir
7	Batteries (2x, 24VDC totally) for the E-pump powersupply only (optional)
8	Diagnostic interface connection for connecting diagnostic toolset
9	Function lamp (mounted on trailer)
10	Redundant angle sensor measuring kingpin angle
11	Redundant angle sensor measuring ETS steering angle
12	Booster to charge the ETS batteries for E-pump powersupply only (optional)
13	Electric system on the truck (tractor)
14	Electrical connection truck-trailer
15	Pressure relief valve on hydraulic power supply (can be integrated in pump)
16	Pressure relief valve on centring circuit
17	Pressure relief valve on steering circuit
18	ETS helper steering cylinder
19	Hydraulic connection truck-trailer (M-pump only) acc. ISO 7241-1 A

RDW shall check if the Supplement 5 to Regulation 79.01 will solve this issue.

10.5. ECE R79; Steering Equipment – warning signals in case of failure Netherlands 5

Bijlage X

RDW Vehicle Technology Division

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-05

v1.00 – 14 March 2008

Directive or Regulation number:
ECE R79
Subject:
Steering Equipment – warning signals in case of failure

Reference to Annex, etc in the Directive or Regulation:
Annex 4. § 2.3. Warning signals in case of failure

Text:
2.3. Warning signals in case of failure.
2.3.1. Except for parts of ASE not considered susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation, the following failure of ASE shall be clearly brought to the attention of the driver.
2.3.1.1. A general cut-off of the ASE electrical or hydraulic control.
2.3.1.2. Failure of the ASE energy supply.
2.3.1.3. A break in the external wiring of the electrical control if fitted.

Question:
In the TAAM of Prague, November 2014, it was decided that a single external (ground) wire break of an ECU must be detected.
Some manufacturers cannot agree with this decision. Their argument is, that the design with more than 1 single external ground gives a higher robustness of the system, and the functionality of the system is still guaranteed if there are 1 or more ground wires not connected or damaged.

Is the following approach acceptable of point 2.3.1.3. "A break in the external wiring of the electrical control if fitted":

1) a single external wire break of the ECU must be detected, or;

2) In case of a system with more than 1 single ground wire, wire break must at least be detected, if the functionality of the system is not guaranteed anymore.

In case 2: During tests of ASE annex 4, and in addition to the requirements given in the body of this regulation, all requirements shall also comply with the minimum number of wires, that 100% functionality of the system is still guaranteed.
If in the condition as described above, 1 more ground wire will be failed/disconnected, the failure should be clearly brought to the attention of the driver. (manufacturer shall provide evidence to the technical service if necessary of worst-case combination(s) for testing)

Solutions:

A	This solution is acceptable	
B	This solution is not acceptable	

Decision:

Solution	*Accepted*	*Refused*
A	X	
B		X

Authority:	
Type approval Authority e/E	4

Remarks:

There was a split approach in the meeting. The Regulation is not in line with this interpretation and the wording of the regulation should be changed. A suggestion of the new wording will be drafted to GRRF by the RDW.

10.6. ECE R53.01; Answer back function on L category of vehicle Netherlands 6

Bijlage X

RDW Vehicle Technology Division

Netherlands x

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2017-06

v1.00 – 14 March 2008

Directive or Regulation number:
ECE R53.01
Subject:
Answer back function on L category of vehicle

Reference to Annex, etc in the Directive or Regulation:
paragraph 5.1.7. and 2.5.14.

5.17. The fitting of any lighting and light-signalling devices other than those mentioned in paragraphs 5.14. and 5.15. above is prohibited for the purposes of type approval.
2.5.14. "Hazard warning signal" means the simultaneous operation of all of a vehicle's direction-indicator lamps to show that the vehicle temporarily constitutes a special danger to other road users;

Question:
Several motorcycle manufacturers would like to introduce a so called "answer-back function" on their motorcycles to be type-approved under 168/2013, meeting the requirements of ECE R53.01. When pushing a knob on the remote control, the turn signals will blink to show the owner where his vehicle is parked, which is especially helpful if it is parked in an area together with many other motorcycles. Section 5.17 prohibits the use of the turn signals since they would not comply with the definition in section 2.5.14. in this case. A light signalling device would be introduced that is not part of either 5.14 or 5.15 and therefore is prohibited according to ECE R53.01. There is an exemption to use the Direction indicator lamps acc. to the provisions of Regulation No. 97 (paragraph 2.5.8.). But here this function is not part of an immobiliser or alarm system. You could say, when the vehicle is parked, it is not a "normal condition of use", so the requirements of ECE R53.01 do not apply in this condition, but on the other hand, if the manufacturer used his high beam as such, this is not a wanted situation.

Solutions:		
A	Use of the turn signals for the Answer-back function is acceptable	
B	Use of the turn signals for the Answer-back function is not acceptable	

Decision:		
Solution	*Accepted*	*Refused*
A	X	
B		X

Authority:	
Type approval Authority e/E	4

Remarks:
even though strictly spoken, one could say that it is not allowed acc. to the legislation; it is also not a problem and quite common for e.g. central locking systems under 2007/46 where the turn signals are used to indicate that the vehicle is unlocked or locked.

An amendment to the legislation would be a correct way to allow this "answer-back function" on vehicles without immobilizer according to UN/ECE Regulation 97.

10.7. ECE R85; Electric Motor Power UK 1

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TAAM Finland - United Kingdom

Regulation or Directive Number: Regulation 85

Subject: Electric Motor Power

Legislation

2.3."Net power" means the power obtained on a test bench at the end of the crankshaft or its equivalent at the corresponding engine or motor speed with the auxiliaries listed in table 1 of annex 5 or in annex 6 to this Regulation, and determined under reference atmospheric condition.

2.4."Maximum net power" means the maximum value of the net power measured at full engine load

2.5."Maximum 30 minutes power" means the maximum net power of an electric drive train at DC voltage as defined in paragraph 5.3.1. of this Regulation, which a drive train can deliver over a period of 30 minutes as an average

5.3.1. DETERMINATION OF THE NET POWER

5.3.1.1.The motor and its entire equipment assembly must be conditioned at a temperature of 25°C ± 5°C for a minimum of two hours.

5.3.1.2.The net power test shall consist of a run at full setting of the power controller.

5.3.1.3.Just before beginning the test, the motor shall be run on the bench for three minutes delivering a power equal to 80 per cent of the maximum power at the speed recommended by the manufacturer.

5.3.1.4.Measurements shall be taken at a sufficient number of motor speeds to define correctly the power curve between zero and the highest motor speed recommended by the manufacturer. The whole test shall be completed within 5 minutes.

Background

The properties and working principle of electric motors make it difficult to accurately measure the true maximum net power using the current procedure in R85 due to thermal issues induced in the warm-up cycle per paragraph 5.3.1.3. This is particularly evident for motors that utilise air cooling rather than liquid cooling and smaller motors that place strong emphasis on the use of inverters to boost power.

In order to complete the maximum net power test at the full setting of the motor controller the test cannot be completed whilst a thermal protection strategy is active. The aim of this question is to confirm the parameters of the R85 test for electric motors in order to achieve an appropriate test result.

Discussion

If the below answer is 80% maximum net or 80% maximum instantaneous power at any given speed the current drawn by the motor will be exactly the same and it will generate the same thermal loading on the motor. The current drawn will be defined by the motor controller and in order to achieve 80% maximum power it will require 80% of the maximum current the motor can sustain. Comparatively, for the 30 minute maximum power they may only demand 40% of the maximum current. If you operate at any motor speed and try to achieve 80% of the maximum power at that point per answer A above the motor controller will still demand 80% maximum current. In this process there is significant resistive heating in the windings of the motor and this is due to the current draw and not the power output. This means that operating at a lower motor speed with a lower power output does not reduce the temperature generation if you are still demanding the same current draw.

These types of air cooled motors are limited based on motor temperature and so the 30 minute power is set such that during a 30 minute test sequence the temperature does not exceed the thermal limits. Operating at max power or 80% maximum power is only expected for a very short time duration and the majority of riding will be done in the 30 minute power range. For example, an electric motor may have a 30 minute power rating of 11kW but a maximum power rating of 45kW because it is capable of that power for a short period of time. When you require a 3 minute warm up at this maximum power the thermal load is too high and the motor goes into a restrictive thermal protection mode which limits the power. This results in the declared figures being much lower than the actual power of the motor. This could be misleading and potentially unsafe for the end-user.

Questions

1. **What is the intent of 5.3.1.3?**

Suggested Answers

Type approving authority "e"	11
A. Manufacturer should recommend a motor speed to warm up at and the power developed should be 80% of the maximum power at that speed.	
B. The power should be set to 80% of the expected maximum net power per the test procedure but the motor speed is recommended by the manufacturer to achieve this.	
C. Manufacturer should recommend a motor speed to warm up at and the power developed should be 80% of the maximum 30 minute power at that speed.	
D. The power should be set to 80% of the declared 30 minute power per the test procedure but the motor speed is recommended by the manufacturer to achieve this.	

Further Questions

2. **Should the wording of paragraph 5.3.1.3 be changed from "maximum power" to "30 minute maximum power" to enable this test to be achieved realistically?**

Suggested Answers

Type approving authority "e"	11
A. Yes	
B. No	

3. **What does the 5 minute test limit cover?**

Suggested Answers

Type approving authority "e"	11
A. Warm up and power test should be completed within 5 minutes	
B. Power test only needs to be completed within 5 minutes	

5.What is the intention of the wording "Just before beginning the test"?

Suggested Answers

Type approving authority "e"	11
A. As soon as the warm up finishes the test should start immediately	
B. When the warm up finishes the power test should start as soon as practicable, i.e. a small amount of time is allowed to allow the test to be setup, suggested <30 seconds	
C. The warm up and power test should be completed in 5 minutes and so any cooling time possible in this time period is allowed	
D. Test time starts as soon as warm up ends and must be completed within 5 minutes but the power test does not have to start immediately, allowing for cooling time	

There was a split approach for questions 1., 2. and 4. and the meeting agreed on solution B to question 3. The legislation should be amended in order to rationalize the procedures.

10.8. ECE R48; Additional Lamps on wide loading-bay Hearses tailgate UK 2

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VEHICLE CERTIFICATION AGENCY

THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

TAAM Finland March 2017 - United Kingdom

Regulation or Directive Number: 48 Lighting Instillation

Subject: Additional Lamps installed on wide loading-bay Hearses tailgate

Legislation:

6.10. REAR POSITION LAMP

6.10.4.2. In height: above the ground, not less than 350 mm nor more than 1,500 mm (2,100 mm if the shape of the bodywork makes it impossible to keep within 1,500mm and if the optional lamps are not installed). If the optional lamps are installed, they shall be placed at a height compatible with the applicable requirements of paragraph 6.10.4.1., the symmetry of the lamps, and at a vertical distance as large as the shape of the bodywork makes it possible, but not less than 600mm above the mandatory lamps.

2007/46 Annex XI – Footnote A+N apply for lighting installation. Hearses are Special purpose vehicles.

A Exemption permitted where special purposes make it impossible to fully comply. The manufacturer shall demonstrate this to the satisfaction of the type-approval authority that the vehicle cannot meet the requirements due to its special purpose

N Provided that all mandatory lighting devices are installed and that the geometric visibility is not affected.

We would like to know how other approval authorities have approached this problem as we have not seen this information requested in any other regulations and we propose how item 7 could be completed.

Questions

In response to the text at item 7 on the type approval certificate "Vehicle type, starting from serial number", what entries should be made?

Possible Answers

1. The vehicle type (such as in an ECWVTA) should be listed along with the VIN (and any other information which could be usefully used to identify which vehicles the replacement silencer is suitable for, e.g. from month/year (to month/year)

2. The relevant parts of the VIN that may be used to identify the vehicle type with respects to the definition in 2.9. should be listed (and any other information which could be usefully used to identify which vehicles the replacement silencer is suitable for, e.g. from month/year (to month/year)

Example:

6.	7.			8.	9.	10.	11.
OEM	MODEL	Type	VIN				
Hyundai	i20	GB	HYD####C######### HYD####R#########	CI CI	4 4	1998 1998	100KW 90KW

1. Any other opinions.

Suggested Answers

Type approving authority "e"	11	
Question	Agree	Disagree
1		
2	X	
3		

Majority of delegations were in favour of option 1.

10.9. ECE R59; Replacement Silencers UK 3

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VEHICLE CERTIFICATION AGENCY

THE UNITED KINGDOM VEHICLE APPROVAL AUTHORITY

TAAM Finland March 2017 - United Kingdom

Regulation or Directive Number: 59 Replacement Silencers

Subject: What is the meaning of point 7 in Annex 1 in the communication document.

Legislation

2.9. "Vehicle type" means a category of motor vehicles which does not differ in such essential respects as:
2.9.1. The type of engine (positive or compression ignition, two- or four-stroke, reciprocating or rotary piston), number and capacity of cylinders, number and type of carburettors or injection system, arrangement of valves or the type of electric motor;
2.9.2. "Rated maximum net power" Pn means the engine power expressed in kW and measured by the method pursuant to Regulation No. 85. However, if the rated maximum net power and the corresponding rated engine speed differs only due to different engine mappings, these vehicles may be regarded as from the same type;
2.9.3. The silencing system.

Annex 1 – Communication

6. Trade name or mark of the vehicle type for which the exhaust silencing system is intended:
7. Vehicle type, starting from serial number:
8. Kind of engine (e.g. positive-ignition, compression ignition, etc.):

Discussion

It should be noted that Regulation 59 predates ECWVTA and possibly the concept of each vehicle having a 17 digit VIN (there are several non EU Contracting Parties signed to Regulation 59). However, for practicality the concept of "serial number" could be assumed to align with VIN, and therefore VIN is a sensible alternative.

Manufacturers of Replacement Silencers have asked the VCA what information is required for point 7. As some replacement parts can be fitted to a large variety of vehicles they feel that listing the full detail of the VIN is onerous and have expressed that there would be no benefit of listing that level of detail. Annex 6 contains provisions for a document comprising of a list of information intended for users and technical inspection which must be provided with every replacement silencing system.

We would like to know how other approval authorities have approached this problem as we have not seen this information requested in any other regulations and we propose how item 7 could be completed.

Questions

In response to the text at item 7 on the type approval certificate "Vehicle type, starting from serial number", what entries should be made?

Possible Answers

1. The vehicle type (such as in an ECWVTA) should be listed along with the VIN (and any other information which could be usefully used to identify which vehicles the replacement silencer is suitable for, e.g. from month/year (to month/year)

2. The relevant parts of the VIN that may be used to identify the vehicle type with respects to the definition in 2.9. should be listed (and any other information which could be usefully used to identify which vehicles the replacement silencer is suitable for, e.g. from month/year (to month/year)

Example:

6.	7.			8.	9.	10.	11.
OEM	MODEL	Type	VIN				
Hyundai	i20	GB	HYD####C######### HYD####R#########	CI CI	4 4	1998 1998	100KW 90KW

1. Any other opinions.

Suggested Answers

Type approving authority "e"	11	
Question	Agree	Disagree
1		
2	X	
3		

The meeting agreed on solution 2.

10.10. ECE R85/00 supplement 7; Transient Power Modes UK 5

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TAAM Finland - United Kingdom

Regulation or Directive Number: R85.00.S7

Subject: Transient Power Modes

Legislation

2.3. "Net power" means the power obtained on a test bench at the end of the crankshaft or its equivalent at the corresponding engine or motor speed with the auxiliaries listed in table 1 of annex 5 or in annex 6 to this Regulation, and determined under reference atmospheric condition.

2.4. "Maximum net power" means the maximum value of the net power measured at full engine load

Annex 5,

1. These provisions apply to the method for representing the power curve at full load of an internal combustion engine as a function of engine speed.

3.4. No data shall be taken until torque, speed and temperatures have been maintained substantially constant for at least one minute.

Discussion

Engine power testing requires that an engine have run in a stabilised condition for at least one minute before a measurement. Testing is carried out under steady state conditions.

Modern engine technologies allow for short term transient engine operations to increase maximum torque output during dynamic vehicle manoeuvres. Examples include over-boosting, variable valve actuation and catalyst protection algorithms. These are time limited and revert to normal states after the dynamic manoeuvre has finished.

When tested on an engine power testing such transient engine set points would not be measured during steady state conditions. It is possible though to set an engine calibration to the values equivalent to those recorded during a vehicle transient manoeuver. Measurements can then be made under steady state conditions indicative of the output under transient operation.

Power achieved during transient manoeuvres can be more meaningful to consumers than steady-state power. It should though be clear that the power is only under transient conditions and this value will only be experienced under certain conditions.

Questions

Should transient calibrations be used as the measure for a manufacturer to declare full-load curves?

Suggested Answers

1. Declared full load curves shall only be based on steady state calibration set points as the procedure requires steady state testing.

2. Declared full load curves shall only be based on the transient calibration set points as this is the maximum measureable full load value.

3. Both steady state and transient shall be tested with transient presented as an alternative curve clarifying the conditions under which it is available

Type approving authority "e"	11	
Question	Agree	Disagree
1		
2		
3		

The meeting agreed on solution 1.

11. Miscellaneous

11.1. Multi stage CoC test results — Poland

Background:

While preparing the relevant Annexes of the 2007/46/EC Framework Directive, we have proposed that certain type-approval tests for incomplete vehicles could be skipped, like for example: emissions, noise, braking, rear under-run protection, side protection, spray suppression, installation of light- and light signalling devices of side and rear part of the vehicle, namely - all requirements to be affected in subsequent stages of vehicle completion. All those would then have to be tested for the completed vehicles, hence - reflected in the final stage test report and WVTA Certificate for completed vehicle.

A question: should, for example, the emissions test results for an incomplete vehicles be copied into the CoC documents for completed vehicles?

The Polish delegation wishes to receive answers to this question.

11.2. Electric two wheeler OBD — Germany

Germany: Regulation (EU) No 168/2013 - General requirements of on-board diagnostic systems regarding electric vehicles

KBA

17.03.2017

1. Reference:

Regulation (EU) No 168/2013
Article 21 General requirements of on-board diagnostic systems
*5. In order to harmonise the OBD system reporting of **functional safety** or **emission control system** faults and facilitate effective and efficient repair of a vehicle, the Commission shall be empowered to adopt delegated acts in accordance with Article 75 concerning the detailed technical requirements related to on-board diagnostics, including functional OBD requirements and test procedures for the subjects listed in paragraphs 1 to 4 and as referred to in Annex II (C) 11 and test type VIII referred to in Annex V.*

2. Issue

In the Regulation and their delegated acts it is not clear described if electric vehicles should have an OBD system.

Question:

How do you handle this issue? Do you request an OBD system by electric vehicles for an approval?

The meeting agreed on requiring the system.

11.3. 1958 Agreement rev.3: Approvals for old versions — Netherlands

New revision 3 of the 1958 agreement enters into force in September. Main change in the revision is that it enables granting approvals according to previous requirements of the UN/ECE regulations.

NL wishes to receive comments if the TAA's would grant type approvals according to old versions of the UN/ECE regulations and if TAA's expect a large number applications concerning old versions.

11.4. VCA Logo change — UK

UK presented the new logo of Vehicle Certification Agency, due to be changed at the end of March 2017. Please find some more information regarding the logo below:

VCA will be aligning the logo with the rest of the United Kingdom Department for Transport Agencies.

The new Logo will look like this:

Any questions regarding this matter please contact: enquiries@vca.gov.uk

11.5. Short MSA information — Netherlands

Chris Bisschops's summary of the topics discussed in MSA-meeting :

1. There are lots of web-shops selling components from china. There is no way to have an effective enforcement in market surveillance. Germany has some collaboration with Amazon and eBay. MSA welcomes ideas from TAA's on how to deal with these web-shops.
2. Pan-European enforcement; trying to get some inspectors etc. to work together. Some countries are still in the phase of forming the MSA's. Contact information of market surveillance personnel have been asked to be sent to Mr. Bisschops.
3. Falsified certificates. There are 2-3 falsified certificates found on every 10 products investigated. False approvals are stored into a database, this data is shared also with TAA's. RDW would like to discuss on how to deal with this problem. For example: could the certificates be improved, could the data be available for everyone, but the certificates/printouts for manufacturers only etc.?
4. Misuse of a regulation; meaning approvals granted to products not in the scope of the regulation.

There are plans to draw up a flyer in collaboration with European Commission, in all languages, about parts or components that are not good, containing information for customers on what is wrong with some defective products.

There will be some changes in the organization of RDW, and therefore it is not sure who are going to be organising the next MSA-meeting.

The presentations of the MSA meeting will be circulated to all TAAM participants through FI.

12. Next TAAM

A discussion whether the meeting should be held twice a year took place. It was assumed that the new framework regulation would arise a lot of questions. It was also seen that MSA-meeting should be arranged twice a year.

Chairman stated, that the next TAAM-meeting could be organized also at the end of the year 2017. If there are no TAA's willing to organise the meeting in the autumn, it could be possible to have the meeting arranged in Geneva.

13. Any other business

Chairman Marko Sinerkari closed the meeting.