

TYPE APPROVAL AUTHORITIES MEETING

TAAM

MEETING MINUTES

ICELAND, 7.-8. MAY 2015

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AGENDA

1. Opening of the Meeting.
2. Adoption of the Agenda.
3. Adoption of the minutes of Prague (autumn 2014) Meeting.
4. Short ETAES information.
5. Follow up on questions from previous meetings:
 - 5.1. Prague item 5.5. (Vilnius item 10.2.)
R 48 (05/06 series), Automatic light switching. (Germany 5)
 - 5.2. Prague item 6.5.
Rolling resistance coefficient consistency with Regulation (EC) No. 661/2009 and 715/2007; 692/2008. (France 3)
 - 5.3. Prague item 6.7.
Off road vehicles, Annex II, subparagraph 4.3: Symbol G. (Netherlands 1)
 - 5.4. Prague item 6.9.
Technical data in Information document for WVTA's. Partly access for the industry and public. (Norway 1)
 - 5.5. Prague item 7.2.
Type designation according to Directive 2002/24/EC and Regulation (EU) No. 168/2013. (Germany 3)
 - 5.6. Prague item 9.1.
Application of UNECE Regulation No. 66 for granting of whole vehicle type-approval. (CZ 2)
 - 5.7. Prague item 9.8.
R 107, the method of measuring the seat spacing between two consecutive seats facing in the same direction (follows up to the Vilnius item 10.6., France 4). (Romania 1)
 - 5.8. Prague item 9.9.
R 10.04, Annex 11: Method(s) of testing for emission of harmonics generated on AC power lines from vehicle. (Spain)

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

- 6.1. Directive/Regulation: 2007/46/EC, Annex IX (COC). Characters in COC's. (Austria 1)
- 6.2. New Type according to 2007/46/EC. Validity of the certification of the systems. (Italy 1)
- 6.3. Smoke value for heavy duty vehicles. Directive 2007/46/EC. (Italy 2)
- 6.4. Whole Vehicle Type Approval (WVTA) for trolleybus. Directive 2007/46/EC. (Italy 3)
- 6.5. Verification of changes to a product during CoP. (Germany 4)

7. Questions relating to framework directive 2002/24/EC (EU) no. 168/2013 (motorcycles):

No questions for this meeting.

8. Questions relating to framework directive 2003/37/EC (agricultural and forestry tractors):

- 8.1. Regulation (EU) No. 167/ 2013 and Directive 2003/ 37/ EC. Vehicles of category T2 – minimum track width. (Germany 1)
- 8.2. Regulation (EU) No. 167/ 2013. Requirements for the functional safety of vehicles, maximum contact pressure. (Germany 2)

9. Questions relating to UNECE Regulations:

- 9.1. Regulation R79. Definition of friction-steered axles and trailers in paragraph 5.2.1. (France 1)
- 9.2. Regulation R55. Provisions regarding installation of coupling devices to vehicles. (Germany 3)
- 9.3. Regulation R55. Directive 94/20/EC . Mechanical coupling components of combinations of vehicles vs. framework directive 2007/46/EC. (Poland 1)
- 9.4. Regulation R13.11. Brake. (UK 1)
- 9.5. Regulation R58 and R73. Lateral Protection/RUPD. (UK 2)
- 9.6. Regulation R83 and R101. Exhaust Emissions. Fuel Consumption & CO2 Emissions. (UK 3)

10. Miscellaneous:

- 10.1. Update on RMI issue. 3rd RMI sub-group report. (Ireland)
- 10.2. TAAM RMI Sub-group. (Ireland 1)
- 10.3. Joint presentation from The Netherlands Market surveillance authority and the German KBA.
- 10.4. Presentation on the project state of CoC data exchange. (Mark Wummel KBA).

11. Next TAAM.

France: Autumn 2015.

Finland: Spring 2016.

??????: Autumn 2016.

12. Any other business.

ATTENDEES

#	country	first name	last name	company
1	Austria	Franz	Wurst	BMVIT
2	Belgium	Patrick	De Valck	AIB-VINCOTTE INTERNATIONAL
3	Belgium	Wim	Camps	FPS Mobility & transport
4	Belgium	Wim	Vandenplas	AIB-VINCOTTE INTERNATIONAL
5	Bulgaria	Milena	Atanasova	Technical Control Inspectorate
6	Czech Republic	Lubomír	Kincl	Ministry of Transport
7	Czech Republic	Martin	Tichý	Ministry of Transport
8	Estonia	Jürgo	Vahtra	Road Administration
9	Finland	Marko	Sinerkari	Finnish Transport Safety Agency, Trafi
10	Finland	Reetta	Kinisjärvi	Finnish Transport Safety Agency
11	France	Christine	Force	CNRV
12	France	Guillaume	Séverine	UTAC
13	France	Jean Christophe	Chassard	CNRV
14	Germany	Frank	Wrobel	KBA
15	Germany	Mark	Wummel	KBA
16	Germany	Sven	Paeslack	KBA
17	Hungary	Erika	Nemeth	National Transport Authority
18	Hungary	Tamas	Kovacs	National Transport Authority
19	Iceland	Daníel	Reynisson	Icelandic Transport Authority
20	Iceland	Kristinn	Gretarsson	Icelandic Transport Authority
21	Iceland	Kristján Pétur	Hilmarrsson	Icelandic Transport Authority
22	Iceland	Kristófer Ágúst	Kristófersson	Icelandic Transport Authority
23	Iceland	Ólafur Arnar	Gunnarsson	Icelandic Transport Authority
25	Ireland	Kieran	Hogan	NSAI, Dublin, Ireland
26	Ireland	Rory	Brennan	NSAI
27	Italy	Luca	Rocco	Ministry of Infrastructure and Transport
28	Latvia	Kristine	Vilka	Road Traffic Safety Directorate
29	Latvia	Valdis	Blekte	Road Traffic Safety Directorate
30	Luxembourg	Laurent	Linden	SNCH Sàrl
31	Luxembourg	Romain	Lamberty	SNCH sàrl
32	Netherlands	Bert	de Rooij	RDW
33	Netherlands	Egbert	Dekkers	RDW
34	Netherlands	Johannes (Hans)	Lammers	RDW
35	Netherlands	Maarten	Balk	RDW
24	Netherlands	Machteld	Beernink	The Human Environment and Transport Inspectorate
36	Norway	Erik	Sætre	Norwegian Public Roads Adm.
37	Poland	Jerzy W.	Kownacki	Motor Transport Institute (ITS)
38	Slovakia	Lubomir	Moravcik	Ministry of Transport, Constr. and Regional Development
39	Slovakia	Stefan	Gajdos	Ministry of Transport, Construction and Reg. Development
40	Slovenia	Tomaz	Svetina	Slovenian Traffic Safety Agency
41	Spain	Javier	Fadrique	LCOE
42	Spain	Lluis	Sans Gomis	APPLUS Idiada
43	Sweden	Björn	Englund	Transportstyrelsen
44	Sweden	Patrik	Hammarbäck	Transportstyrelsen
45	Switzerland	Florian	Hess	Federal Roads Office
46	United Kingdom	Derek	Lawlor	VCA
47	United Kingdom	Mike	Protheroe	VCA

MEETING QUESTIONS AND NOTES

1. Opening of the Meeting.

The delegates were welcomed to Iceland by Mr. Þórólfur Árnason, Director-General of the Icelandic Transport Authority (ICETRA). The meeting was chaired by Mr. Frank Wrobel from Germany (KBA) and secretariat was Mr. Ólafur Arnar Gunnarson from Iceland (ICETRA).

Mr. Frank Wrobel said a few words on Harry Jongenelen (RDW) and Tony Stenning (VCA) that have retired from the TAAM meetings. Many thanks for their participation through the years. They will be missed.

2. Adoption of the Agenda.

Mr. Frank Wrobel Introduced the agenda.

Under section 12 - Any other business there will be a presentation from VCA.

3. Adoption of the minutes of Prague (autumn 2014) Meeting.

Mr. Lubomír Kincl from Czech Republic (Ministry of Transport) introduced the Prague minutes. The minutes were adopted, but will be updated for Point 8.2 (Bulgaria) and point 9.9 (Spain). Point 9.9 will be discussed again in this meeting.

4. Short ETAES information.

Mr. Frank Wrobel presented the minutes from the 25th ETAES meeting.

5. Follow up on questions from previous meetings:

5.1. Prague item 5.5. (Vilnius item 10.2.)

R 48 (05/06 series), Automatic light switching.

(Germany 5)

1. Interpretation (KBA view)

Until UN R48 04 series the electrical switching provisions have been described without detailed numbering under point 6.2.7.

6.2.7. *Electrical connections*

The control for changing over to the dipped-beam must switch off all main-beam headlamps simultaneously.

The dipped-beam may remain switched on at the same time as the main beams.

In the case of dipped-beam headlamps according to Regulation No 98, the gas-discharge light sources shall remain switched on during the main-beam operation.

One additional light source, located inside the dipped-beam headlamps or in a lamp (except the main-beam headlamp) grouped or reciprocally incorporated with the respective dipped-beam headlamps, may be activated to produce bend lighting, provided that the horizontal radius of curvature of the trajectory of the centre of gravity of the vehicle is 500 m or less.

This may be demonstrated by the manufacturer by calculation or by other means accepted by the authority responsible for type approval.

Dipped-beam headlamps may be switched ON or OFF automatically. However, it shall be always possible to switch these dipped-beam headlamps ON and OFF manually.

The last entry (in bold) is since 05 series now No.6.2.7.5 which applies still without restrictions for vehicles without DRL.

The new provision 6.2.7.6 entering into force with the 05 series restricts the application of 6.2.7.5 if DRL is installed (see justification to 6.2.7.6, last sentence: „*but they must not interfere with the requirements for daynight automatic switching*“). The 05 series have been amended especially in the light of clarifying the automatic switching functions. The justification to paragraph 6.2.7.6 – to be applied when DRL is installed in the vehicle – is the main reason for the changes in 05 series. The Prop. Supplement 5 to 04; GRE/2009/34 (see Annex) explains the mandatory provisions of the automatic switching of the dipped-beam for specific ambient conditions (see Annex 13) after a transitional period. This automatic switching shall provide the activation of the dipped-beam during night or other similar unsighted conditions (mist, severe rain..)!

Paragraph 6.2.7.5 is giving the manufacturer the possibility to install switching logics in his vehicle which allow under specific temporary conditions (<10kph...) to switch off manually the driving-beam/dipped-beam (see also justification GRE/2009/34 to Paragraph 6.19.7.2) This switching provision was discussed during the TAAM 2013 in Luxemburg (Agenda item 9.2). It was the agreed understanding of the TAAM group, that e.g. during the stand-still in front of a railway barrier or during the check/control by a police officer the driving beam need to be switched off manually. The switching provisions for the DRL in 6.2.19 are showing the intended use in temporary situations. (last sentence in a.m. justification).

The primary intended approach of these provisions shall be, that the often seen wrong illumination/lighting of the vehicles – DRL during the night time, especially missing position and lamps and rear lighting and glare to approaching vehicles – will be solved by automatic switching functions! Miss-switching by the driver shall be made impossible. Often the driver may not recognize during the night that he is driving with DRL on only - means the lighting described in 5.11 are also not on! (Position, rear lamps...) This phenomenon is supported by the today's illumination of the instrument lights during day-time conditions.

For a transitional period of 66 months, Interim-switching conditions are accepted (see 6.2.7.6.2-3), which allow specific combinations of lamps (position-lamps and DRL...) After this period the above explained automatic switching function is mandatory!

2. Interpretation

Point 6.2.7.5 is always to be realized by the manufacturer and seen as an ultimate provision which always allows to switch off the dipped-beam manually! This may lead to a situation where at night the 5.11 lights and dipped-beam is off and DRL is on!!

References:

UN R48 05 an 06 series and GRE/2009/34 with justifications of 05 series (former proposed as suppl.5 to 04 series..)

Questions:

Will the TAAM follow the above mentioned interpretation 1. or follow instead the understanding No. 2?

Possibilities of solution

Comments

1	A	The provision 6.2.7.6 as the main reason for the amendments of 05 series clarifies the electrical switching provisions which as a consequence overrules 6.2.7.5 when DRL is installed	Provisions 6.2.7.6 is the newer provisions which clarifys the automatic switching provisions and 6.2.7.5 may only apply under circumstances described in 6.19.7.2. (see also TAAM Lux 9.2)
	B	Provision 6.2.7.5 always applies and therefore switching off the dippedbeam e.g. at night could happen with activation of DRL at the same time. Provision 6.2.7.5 is therefore seen as an ultimate provision.	Provision 6.2.7.5 is written in a way that an interpretation may arise that it is in contradiction with 6.2.7.6 result in contrary legislation

TAAM was still agreeing with conclusion of TAAM in Vilnius, so both answer A and B are acceptable. This point can be discussed again on next meeting with regard to progress of GRE opinion.

Nothing new to this question. Decided to close this question and see what the market will bring. If needed in the future, a new question will be asked.

5.2. Prague item 6.5.

Rolling resistance coefficient consistency with Regulation (EC) No. 661/2009 and 715/2007; 692/2008.

(France 3)

ISSUE :

Regulation (EC) 661/2009 defines some maximum values for the rolling resistance coefficient for each tyre type, measured in accordance with ISO 28580.

Rolling resistance coefficient impacts the CO2 emissions which are determined in accordance with EC Regulations 715/2007 and 692/2008.

The consistency of information on the rolling resistance coefficient, must be verified in WVTA.

REFERENCES :

EC Directive 2007/46, Annex IV :

46A	Installation of tyres	Regulation (EC) No 661/2009 Regulation (EU) No 458/2011
46B	Pneumatic tyres for motor vehicles and their trailers (Class C1)	Regulation (EC) No 661/2009 UNECE Regulation No 30
46C	Pneumatic tyres for commercial vehicles And their trailers (Classes C2 and C3)	Regulation (EC) No 661/2009 UNECE Regulation No 54
47D	Tyre rolling sound emissions, adhesion on wet surfaces and rolling resistance (Classes C1, C2 and C3)	Regulation (EC) No 661/2009 UNECE Regulation No 117

EC Directive 2007/46 (EC), Annex I et Annex III and Regulation 692/2008 linked to Regulation 458/2011

The following information must be supplied :

“6.6.1. Tyre/wheel combination(s) (r

(a) for tyres indicate;

— size designation(s),

— load-capacity index (3),

— speed category symbol (3),

— rolling resistance coefficient (measured in accordance with ISO 28580);

(b) for wheels indicate rim size(s) and off-set(s)”

EC Directive 2007/46, Annex VIII

‘In each case, the information must make clear to which variant and version it is applicable. One version may not have more than one result.

However, a combination of several results per version indicating the worst case is permissible. In the latter case, a note shall state that for items marked (*) only worst case results are given.’

QUESTION 1:

In order to harmonize procedures about rolling resistance coefficient, do you agree that R30, R117 and R54 justifications may be included in EC Type approval according to Regulation 458/2011 (EC)?

ANSWERS :

Answer A	Yes, R30, R117 and R54 justifications can be included in EC Type approval according to Regulation 458/2011 (EC).
Answer B	No, EC Types approvals regarding each of the Regulation must be provided independently

QUESTION 2:

Background :

WVTA must enclose all needed information that permit to ensure the consistency of the rolling resistance coefficient and CO2 emissions for each TVV according to EC Directive 2007/46, Annex 8. Therefore 6.6.1 information must be supplied in WVTA, in EC type approval 458/2011 and in EC type approval 715/2007, so that the X-check can be done:

For instance:

	Rolling resistance coefficient values:	
Regulation 117	9 kg/ton	12 kg/ton
692/2008 - 715/2007	10,5 kg/ton	10,5 kg/ton
458/2011	9 kg/ton	12 kg/ton
WVTA	10,5 kg/ton	10,5 kg/ton
X-check decision	OK	Not OK

Do you agree that 6.6.1 information should be provided in WVTA, in EC type approval 458/2011 and in EC type approval 715/2007, so that consistency could be checked?

ANSWERS :

Answer A	Yes
Answer B	No.

QUESTION 3:

If the answer to question 2 is no, how do you ensure the consistency of the rolling resistance coefficient and CO2 emission value ?

Long discussion took place. There was no chance to find out clear solution. This question will be moved to next TAAM in Iceland because especially question 2 is problematic. Question 1 is A by the opinion of TAAM, but then there is conflict with question B.

Loop discussion around the group, especially between Germany and France. Germany does this differently but is open to suggestions. Discussed in the coffee break, but no final conclusion other than it is best to compare between the WVTA and the emission test. Emission approval must fit with the WVTA. Move to next TAAM meeting for final conclusion.

5.3. Prague item 6.7.

Off road vehicles, Annex II, subparagraph 4.3: Symbol G.

(Netherlands 1)

Questions by the TAAM delegation of the Netherlands
RDW-TAAM-2014-007

Directive or Regulation number:
2007/46/EG
Subject:
off-road vehicle

Reference to Annex, etc in the Directive or Regulation:
2007/46/EC, Annex II, subparagraph 4.3: Symbol G

Text:
4.3. M 3 or N 3 vehicles whose maximum mass exceeds 12 tonnes shall be subcategorised as off-road vehicles if they satisfy the condition set out in point (a) or both conditions set out in points (b) and (c):

Question:
Concerning this question we refer to ‘5.3 2007/46/EC, Annex II, subparagraph 4.3: Symbol G’ in the Minutes of the TAAM in Sofia, Bulgaria in 2010 (see annex). The conclusion was that ‘the meeting recognised that the legislation is not completely clear in respect of auxiliary drives. It was explained that this question represented a hypothetical case and, whilst there was general support in principle for solutions 18 and 2A, the meeting agreed that it should wait for a real example before reaching a formal conclusion.’
Now a manufacturer has applied an European type-approval of a N3 Lorry with two axles. The lorry has a shaft driven back wheel drive and a hydrostatic front wheel drive. The hydrostatic system provides a driving mode and a “Free Wheeling” mode.
The maximum torque of the hydraulic wheel drive amounts to 5500 Nm per wheel. The hydraulic drive on the front axle can be activated up to a maximum speed of 25 km/h. Above that speed the hydraulic drive will be automatically switched off. However, the hydraulic drive will be automatically switched on again in case the vehicle speed will be reduced to a speed less the 25 km/h within 60 seconds.
Furthermore, the system automatically will be switched off by opening a door, or if ESP will be activated.
Question:
Do you always consider a wheel that is propelled by an auxiliary drive as a drive wheel or do you support a limitation for slow or weak auxiliary drives?

Solutions:	
A	Axles with wheels that are propelled by an auxiliary drive should always be considered as driven axles.
B	Axles with weak and/or slow auxiliary driven wheels can only be counted as drive axles when certain minimal requirements are met.
C	The specification ‘ <i>simultaneously</i> ’ in (a) <i>all their axles are driven simultaneously</i> irrespective of whether one or more powered axles can be disengaged and (b) (i) <i>at least half of the axles (or two axles out of the three in the case of a three axle vehicle and mutatis mutandis in the case of a five axle vehicle) is designed to be driven simultaneously</i> , irrespective of whether one powered axle can be disengaged means the wheels that can be powered by the main driving system at the same time. Auxiliary drive systems will be left aside in the ‘Criteria for the subcategorisation of vehicles as off-road vehicles’.

Decision:		
<i>Solution</i>	<i>Accepted</i>	<i>Refused</i>
A		X
B		X
C	X	

Authority:	
Type approval Authority e/E	4

Remarks:

Please note that in the case a vehicle is considered to be an off-road vehicle, some requirements do not apply, e.g. requirements in the field of AEBS, LDWS and ESP, front underrun protection, spray suppression systems. Other requirements are in a modified form of application, e.g. requirements concerning sound levels and technically permissible masses.

This question will be moved to next TAAM session. Firstly, there is necessary to clarify the minimum requirements.

Solution C is accepted.

5.4. Prague item 6.9.

Technical data in Information document for WVTAs. Partly access for the industry and public.

(Norway 1)

Directive: 2007/46/EC (Motor vehicles and their trailers)

Subject: Technical data in Information document for WVTAs – Partly access for the industry and public

In Norway the technical data from the information document in the WVTAs at ETAES are stored in our own data-base, to be used for registration purposes, approval, taxation etc.

We are now planning to expose an extract of the data in to our open web-site. The data concerned is WVTA no., type/variant/version, vehicle category, masses, dimensions, power plant, tires/rims, consumption/CO2/NOx.

We will NOT expose info like drawings, pictures, COCs, system approval numbers, remarks etc.

This is meant as general info both for the industry and the public to be interested.

The system will only allow single entry, not downloading of data.

We know this is already done in different ways in some countries.

This raise the following question:

1. Are we allowed to expose such an extract of technical data from WVTAs in an open web-site?

Type approval authority “e”

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This is very complex problem. There was no unique solution found. It should be in the hands of local authorities. This question will be moved. to next TAAM session.

Data from WVTAs are confidential. However the registration data can be made public after the vehicle has been registered.

5.5. Prague item 7.2.

Type designation according to Directive 2002/24/EC and Regulation (EU) No. 168/2013.

(Germany 3)

Reference:

Article 26

Application for type-approval

1. The manufacturer shall submit the application for type- approval to the approval authority.
2. Only one application may be submitted in respect of a particular type of vehicle, system, component or separate technical unit and it may be submitted in only one Member State.

Article 3

Definitions

(73) ‘vehicle type’ means a group of vehicles, including variants and versions of a particular category that do not differ in at least the following essential respects:

- (a) category and subcategory;
- (b) manufacturer;
- (c) chassis, frame, sub-frame, floor pan or structure to which major components are attached;
- (d) type designation given by the manufacturer

Article 77

transitional provisions

1. Without prejudice to other provisions of this Regulation, this Regulation shall not invalidate any EU type-approval granted to vehicles or to systems, components or separate technical units before 1 January 2016.

Issue:

A Manufacturer wants to get a type-approval for a vehicle according to Regulation (EU) No 168/2013 which is regarding to type designation, manufacturer name, chassis, frame and category of the vehicle nearly the same like an already approved vehicle according to Directive 2002/24/EC. It only differs in subcategory (subcategories does not exist in the 2002/24/EC) and maybe in some details caused on new requirements.

The type-approval according to Directive 2002/24/EC is still valid, so there would be two technical nearly the same vehicles for the same manufacturer with the same type designation with two different approvals.

Question:

Is it possible to get a type-approval for this vehicle according to Regulation (EU) No 168/2013 with the same type designation?

Possibilities of solution

Comments

A	Yes	The legal basis for the type-approvals according to Regulation (EU) No 168/2013 are not the same, the vehicle is defined in a new subcategory and gets an approval number according to Regulation (EU) No 168/2013.
B	No	The differences between the two described vehicles are insignificant. They are of the same type and in accordance with article 3 the manufacturer can only get one type-approval with this type designation.

Type approving authority "e"	1
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Selection of solution		accepted	refused
	A	x	
	B		x

Opinions of individual authorities were different.
This question will be moved to next TAAM session.

Solution **A** accepted with comment from Spain that they have different type designation.

5.6. Prague item 9.1.

Application of UNECE Regulation No. 66 for granting of whole vehicle type-approval. (CZ 2)

Directive or Regulation
UNECE R66 (EC) 661/2009 2007/46/EC
Legislation basis
<p><u>UNECE Regulation 66.02</u></p> <p>1. Scope</p> <p>1.1. This Regulation applies to single-deck rigid or articulated vehicles belonging to categories M2 or M3, Classes II or III or class B having more than 16 passengers. <i>(Former wording according to 66.01, supplement 1:</i> <i>1.1. This Regulation applies to single-deck rigid or articulated vehicles belonging to Classes II or III.)</i></p> <p>10. TRANSITIONAL PROVISIONS</p> <p>10.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant ECE approval under this Regulation as amended by the 01 series of amendments.</p> <p>10.2. As from 60 months after the date of entry into force, Contracting Parties applying this Regulation shall grant ECE approvals for new vehicle types as defined in this Regulation only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 01 series of amendments.</p> <p>10.3. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the preceding series of amendments to this Regulation.</p> <p>10.4. ECE approvals granted under this Regulation, in its original form, earlier than 60 months after the date of entry into force and all extensions of such approvals, shall remain valid indefinitely, subject to paragraph 10.6. below. When the vehicle type approved to the preceding series of amendments meets the requirements of this Regulation as amended by the 01 series of amendments, the Contracting Party which granted the approval shall notify the other Contracting Parties applying this Regulation thereof.</p> <p>10.5. No Contracting Party applying this Regulation shall refuse national type approval of a vehicle type approved to the 01 series of amendments to this Regulation.</p> <p>10.6. Starting 144 months after the entry into force of the 01 series of amendments to this Regulation, Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a vehicle which does not meet the requirements of the 01 series of amendments to this Regulation.</p> <p>10.7. As from the date of entry into force of the 02 series of amendments, no Contracting Parties applying this Regulation shall refuse to grant approval under this Regulation as amended by the 02 series of amendments.</p> <p>10.8. Until 48 months after the date of entry into force of the 02 series of amendments, no Contracting Parties shall refuse national or regional approval of a vehicle approved to the preceding series of amendments to this Regulation.</p> <p>10.9. As from 9 November 2017, Contracting Parties may refuse first registration of a new vehicle which does not meet the requirements of the 02 series of amendments to this Regulation.</p> <p>10.10. Notwithstanding paragraphs 10.8 and 10.9, approvals of vehicle categories and classes granted to the preceding series of amendments to the Regulation, which are not affected by the 02 series of amendments, shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.</p> <p>10.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the preceding series of amendments to this Regulation.</p> <p><u>ECE/TRANS/WP.29/343/Rev.22 (Status of the Agreement, Revision 22)</u></p>

UN Regulation No. 66 - Strength of superstructure (buses)

Document reference <i>E/ECE/324/Rev.1</i> <i>E/ECE/TRANS/505/Rev.1</i>	Status of document	Date of entry into force	Adopted by AC.1				Notes
			Session (date)	Report <i>ECE/TRANS/WP.29/...</i>	Adopted document <i>ECE/TRANS/WP.29/...</i>	Transmitted by	
Add.65	00	01.12.86	76	144, paras. 72-74	150	Hungary, United Kingdom	
Add.65/Amend.1	Suppl.1 to 00	03.09.97	110	516, para. 116	527	AC.1 (4 th)	
Add.65/Rev.1	01	09.11.05	135	1039, para. 91	2005/18	AC.1 (29 th)	
Add.65/Rev.1/Corr.1	Erratum to Rev.1	-	-	-	-	Secretariat	
Add.65/Rev.1/Corr.2	Corr.1 to 01	15.11.06	140 (Nov. 06)	1056, para. 85	2006/103	AC.1 (34 th)	
Add.65/Rev.1/Corr.3	Corr.2 to 01	14.03.07	141 (Mar. 07)	1058, para. 74	2007/12	AC.1 (35 th)	
Add.65/Rev.1/Amend.1	Suppl.1 to 01	15.10.08	144 (Mar. 08)	1066, para. 56	2008/42	AC.1 (38 th)	
Add.65/Rev.1/Amend.2	02	19.08.10	149 (Nov. 09)	1079, para. 89	2009/100	AC.1 (43 rd)	

2007/46/EC, Annex IV, Part I, as last amended by Regulation (EU) No 540/2014

Item	Subject	Regulatory act	Applicability										
			M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄	
51	Flammability	Directive 95/28/EC			X								
51A	Burning behaviour of materials used in the interior construction of certain categories of motor vehicles	Regulation (EC) No 661/2009 UNECE Regulation No 118			X								
52	Buses and coaches	Directive 2001/85/EC		X	X								
52A	M ₂ and M ₃ vehicles	Regulation (EC) No 661/2009 UNECE Regulation No 107		X	X								
52B	Strength of the superstructure of large passenger vehicles	Regulation (EC) No 661/2009 UNECE Regulation No 66		X	X								
53	Frontal impact	Directive 96/79/EC	X ⁽¹⁾										

Regulation (EC) 661/2009 as last amended by Regulation (EU) No 523/2012

Annex IV – List of UNECE Regulations which apply on a compulsory basis

66	Strength of the superstructure of large passenger vehicles	02 series of amendments	OJ L 84, 30.3.2011, p. 1	M ₂ , M ₃
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Issue

Series of amendments 02 to UNECE Regulation No 66 introduced more extended scope of application which impacts manufacturers of small buses.
We have encountered different opinions on application of the Regulation as the Transitional provisions are worded that Contracting parties “may refuse” granting of national or regional approval (i.e. WFTA).

Questions:

- 1) Is it possible to grant new whole vehicle type-approval to a vehicle of category M2, class B, having more than 16 but less than 22 passengers after 19.8.2014 (48 months after date of entry into force of R66.02) without demonstration of complying with requirements of UNECE R66.02 (no UNECE R66 approval exists as this vehicle was previously out of mandatory scope of the Regulation)?
- 2) Is it possible to grant new whole vehicle type-approval to a vehicle of category M3, class III after 19.8.2014 (48 months after date of entry into force of R66.02) in case only approval according to UNECE R66.00 was demonstrated (UNECE R66 approval was granted in the past but WFTA is to be issued now)?

Possible solutions:			
		Solution	Comment
1	A	NO, nevertheless the vehicle was out of scope of the regulation in the past, for granting the WVTA proof of compliance with the requirements of the Regulation 66.02 must be demonstrated.	Regardless paragraph 10.6 of the Regulation 66.02 and with regard to paragraph 10.8 of the Regulation 66.02 vehicle type which is to be granted new WVTA must prove compliance with the Regulation.
	B	YES, the vehicle was out of scope of the regulation, therefore the dates for the first registration apply	WVTA may be granted without proof of compliance with the Regulation until 9 November 2017 with regard to both paragraphs 10.6. and 10.9.
2	A	NO, after 48 months after the date of entry into force of R66.02 vehicle type to be granted WVTA must comply with R66.02	Despite the fact that the approval granted according to R66.00 is still valid, according to paragraph 10.8. of the Regulation R66.02 granting of new regional approval (i.e. WVTA) shall be refused.
	B	YES, the approval granted according to R66.00 is still valid and considered sufficient for granting new WVTA	As the vehicle type already existed in the past for granting the approval according to R66.00 it is also considered as existing type for granting WVTA and therefore the dates set out in paragraphs 10.6. and 10.9 shall apply.
Type approval authority „e“		8	
Selection of solution		accepted	refused
1	A		
	B		
2	A		
	B		

Opinions of individual authorities were very different.
This question will be moved to next TAAM session. Or the Commission should solve it.

Solution **1A** and **2B** accepted.

5.7. Prague item 9.8.

R 107, the method of measuring the seat spacing between two consecutive seats facing in the same direction (follows up to the Vilnius item 10.6., France 4). (Romania 1)

Legislation (directive / regulation / etc): [regulation ECE-UN no. 107 rev. 03 \(R107\)](#)

R 107:

Measurement of Dimension „H”, in class A, class B and class I vehicles

LEGISLATION :

7.7.8.4. Seat spacing (see annex 4, figure 12)

7.7.8.4.1. In the case of seats facing in the same direction, the distance between the front of a seat squab and the back of the squab of the seat preceding it (**dimension H**), shall, when measured horizontally and at all heights above the floor between the level of the top surface of the seat cushion and a point 620 mm above the floor, not be less than:

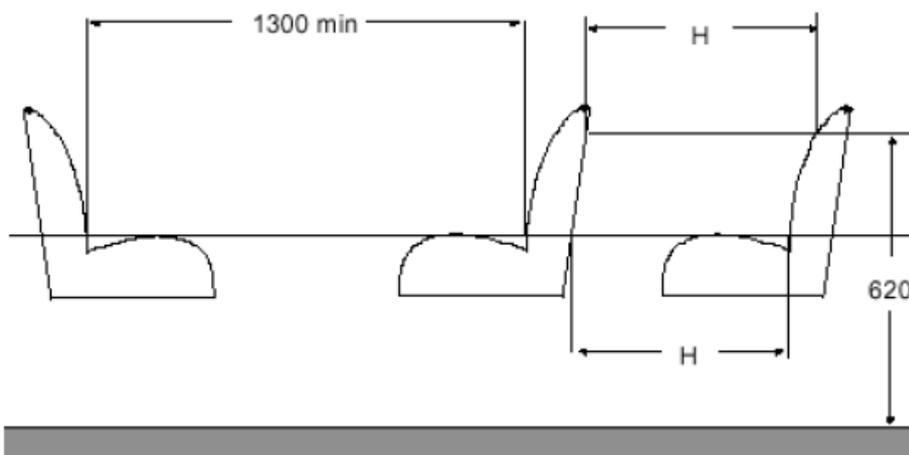
H	
Class I, A and B	650 mm
Class II and III	680 mm

7.7.8.4.2. All measurements shall be taken, with the seat cushion and squab uncompressed, **in a vertical plane passing through the centreline of the individual seating place.**

Figure 12

SEAT SPACING

(see annex 3, paragraph 7.7.8.4.)



Comments: According to the solution accepted by TAAM at Vilnius 2014 for the issue raised by France, Question 10.6, the back of the seat should **not** have a central recess (sunken area) **to comply** with dimension H requirement. Now we are facing to a situation that evolved. The evolution is related to the width of the sunken area. The seat manufacturer has widened the recess area (from our information the seat presented by France and the seat presented by us is the same type) and the body builders, second stage manufacturers, are guided to install more seats in the same space.

In the attached drawings it can be seen the difference between the two ways of measurements:

- a) if the measurement starts from the surface of the sunken area it is possible to mount seven rows of seats;
- b) if the measurement ignores the sunken area the last row will be **outside** of the vehicle.

In case a) the number of passenger is 22 and in case b) the number is 19. This kind of vehicles with 19 passengers (pushed to the minimum limit of dimension H, 650 mm) is at the limit of comfort. Increasing the number of seats in the same space will not in the benefit of passengers.

Question: it is acceptable to taking into account the sunken area as reference area in order to measure the dimension H ?

	Possibilities of solutions	accepted	refused
A	No , the central recess (sunken area) will no be taking into account in order to comply with dimension H requirement , regardless the width of the area	x	
B	Yes , this measurement complies with the requirement of R107		x



The meeting supported solution A – but B is possible. Romania will ask for answer also at GRSG.

GRSG asks for official document about this question for the next GRSG meeting in Paris. Move to next TAAM.

5.8. Prague item 9.9.

R 10.04, Annex 11: Method(s) of testing for emission of harmonics generated on AC power lines from vehicle. (Spain)

Directive or Regulation number
UN/ECE R10.04 Electromagnetic compatibility
Subject:
Annex 11: Method(s) of testing for emission of harmonics generated on AC power lines from vehicle

Text:
<p>1.2. Test method</p> <p>This test is intended to measure the level of harmonics generated by vehicle in configuration ‘RESS charging mode coupled to the power grid’ through its AC power lines in order to ensure it is compatible with residential, commercial and light industrial environments.</p> <p>If not otherwise stated in this annex the test shall be performed according to:</p> <p>(a) IEC 61000-3-2 (edition 3.2 - 2005 + Amd1: 2008 + Amd2: 2009) for input current in charging mode ≤ 16 A per phase for class A equipment; (b) IEC 61000-3-12 (edition 1.0 - 2004) for input current in charging mode > 16 A and ≤ 75 A per phase.</p>
Concern:
One of the most concerns in electric vehicles is the autonomy of the battery as well as the time for charging it. In this way, some super-chargers have been developed in order to reduce the charging time of the batteries. To succeed with this issue, the main idea is to increase the input current in charging mode higher than 75 A per phase.

Question:			
How to test the emission of harmonics generated on AC power lines from vehicle when the input current in higher than 75A per phase?			
Solution:		Accepted	Refused
A	As there are no requirements for these charging methods, Annex 11 is not applicable (no tests needed).	X	
B	As there are no requirements for these charging methods, it is not allowed to approve according to ECE R10.04 such kind of vehicles.		X
Authority:			

Question is not entirely appropriate for this meeting. Majority of states have not experience with it. TAAM agreed on solution A. However, the question will be moved to agenda of next TAAM.

A new solution C has been adopted: test at maximum 75A and write in the remarks that it can be possible to charge at more current input.

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

6.1. Directive/Regulation: 2007/46/EC, Annex IX (COC). Characters in COC's.

(Austria 1)

Austrian Question for TAAM Iceland May 2015

Country: Austria
Question N°: 1
concerned Directive/Regulation: 2007/46/EC, Annex IX (COC)

Question:

Some manufacturers indicates the name of the person signing the COC in Chinese Characters:



Is it required that the name of this person shall be indicated in Latin characters?

Requirements:

At present there is no explicit requirement in Annex IX to 2007/46/EC. In 2wheelers-RAR 901/2014, Annex IV Point 1.4 we have the requirement: "1.4 All information on the Certificate of Conformity shall be provided in ISO 8859 series characters (for Certificates of Conformity issued in Bulgarian Language in Cyril characters, for Certificates of Conformity issued in Greek Language in Greek characters) and Arabic numerals." The same provision is included in T-RAR 2015/504, Annex III, Point 2.4.: 2.4 All information on the certificate of conformity shall be provided in ISO 8859 series (Information technology — 8-bit single-byte coded graphic character sets) characters (for certificates of conformity issued in Bulgarian language in Cyril characters, for certificates of conformity issued in Greek language in Greek characters) and Arabic numerals.

Possible solution:

e12: The name of this person shall be indicated in Latin/Cyrillic/Greek characters.

Selection of solution:		yes	no
A		X	
B			X
Proposed solution:			

TAAM Minutes:

Solution A accepted. Official entry should be in Latin/Cyrillic/Greek letters but the original name can follow in brackets.

6.2. New Type according to 2007/46/EC. Validity of the certification of the systems.

(Italy 1)

TAAM QUESTION N. 1, from Italy for TAAM 2015-00-00

SUBJECT: New Type according to the Directive 2007/46/EC. Validity of the certification of the systems.

QUESTION:

For a new EC type-approval according to the Directive 2007/46/EC the vehicle must comply with the regulatory acts listed in Annex IV of the Directive 2007/46/EC.

Is it necessary that the certification presented by the manufacturer for the systems listed in Annex IV is up to dated to the latest applicable requirements for the new type of vehicles for every single system at the time when the manufacturer applies for the EC type-approval ? Or is it sufficient that the certificates presented are valid at that time ?

In other words, shall new type of vehicle approval (EC WVTA) consist of new type of each single system or can it be a collection of existing systems together with some new systems (e.g. addition of an axle while keeping the old type of cab, lights, RUP, seats, etc.) ?

In particular, for the UN ECE system approvals can the relevant transitional provisions still be used as mentioned in Regulation EU 661/2009 amended by Regulation EU 166/2015 in case of new EC vehicle type-approval ??

REMARKS:

According to the Italian Administration, a new EC type-approval can be issued using existing and valid UN certificates (existing systems) until they lose their validity according to the transitional provisions in Geneva. Otherwise 1958 Agreement would not not respected.

Type approving authority "e"	3
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Selection of solution		accepted	refused
In case of new EC WVTA the certification of the systems must comply with the most recent technical requirements for each single regulatory act	A		X
In case of new EC WVTA it is sufficient that the certification of the systems is valid (considering UN transitional provisions).	B	X	

Solution B accepted.

6.3. Smoke value for heavy duty vehicles. Directive 2007/46/EC.

TAAM QUESTION N. 2, from Italy for TAAM 2015-05-07

SUBJECT: Smoke value for heavy duty vehicles. Directive 2007/46/EC

PREAMBLE

- Item 11 (Diesel Smoke Opacity) of Annex IV of Directive 2007/46/EC was deleted by Regulation (UE) 1229/2012 and there is no mention of UN Regulation No. 24 as compulsory act to issue the WVTA.
- Item 2.3 of Annex VIII (Test Result) of Directive 2007/46/EC requires to report the smoke value.
- Item 48 of Annex IX (CoC) of Directive 2007/46/EC requires to indicate the smoke value.

For heavy duty vehicles¹ it seems that there is no compulsory act to measure the smoke value but the information is still required by Annex VIII and Annex IX of Directive 2007/46/EC.

QUESTION:

Should the smoke value always be reported or only when this is available?

REMARKS:

According to the Italian Administration, the engines for heavy duty vehicles are not obliged to be certified according to UN Regulation No. 24.

If those engines are certified according to UN Regulation No. 24 by the engine manufacturer, that smoke value is to be recorded in the WVTA.

A clarification in the text of Directive 2007/46/EC is needed.

Type approving authority "e"	3
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Selection of solution		accepted	refused
The UN Regulation No. 24 is compulsory.	A		X
Item 2.3 of Annex VIII and item 48 of Annex IX of directive 2007/46/EC <u>are optional</u> for heavy duty vehicles fitted with an engine type-approved according to Regulation (CE) 595/2009.	B	X	

Solution **B** accepted.

¹ For light duty vehicles, Regulation (EC) 692/2008 mandates the smoke opacity as per paragraph 2.4 of Annex I and the UN Regulation No. 24 as per paragraph 4 of Appendix 2 in Annex IV.

6.4. Whole Vehicle Type Approval (WVTA) for trolleybus. Directive 2007/46/EC.

(Italy 3)

TAAM QUESTION N. 3, from Italy for TAAM 2015-05-07

SUBJECT: Whole Vehicle Type Approval (WVTA) for trolleybus. Directive 2007/46/EC

PREAMBLE

During the 6th meeting of the Type-Approval Authorities Expert Group (TAAEG) hosted by European Commission (EC) on 10 February 2014, the EC stated that "trolleybuses are covered by Directive 2007/46/EC".

According to the above statement, a WVTA can be granted to a trolleybus as vehicle belonging to M category.

A trolleybus is usually equipped with an auxiliary engine (e.g. to recharge the battery pack) that is the only energy supply when the vehicle is not linked to the electric grid.

QUESTION:

In order to grant a WVTA to a trolleybus, does the auxiliary engine have to be type-approved according to heavy duty vehicle legislation (Regulation (CE) 595/2009) or non-road mobile machinery (Directive 97/68/EC)?

REMARKS:

According to the Italian Administration, the manufacturer might use an engine complying with heavy duty vehicle's regulation or an engine complying with non-road mobile machinery directive.

Type approving authority "e"	3
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Selection of solution		accepted	refused
The auxiliary engine can be approved according to Directive 97/68/EC.	A	X	
The auxiliary engine has to be approved according to Regulation (CE) 595/2009.	B	X	

Solution **A** is refused, but can be a solution on national bases up to 25 km/h. Solution **B** is accepted.

6.5. Verification of changes to a product during CoP.

Germany 4: Verification of changes to a product during CoP



Directive 2007/46/EC Annex X CoP; 97/68/EC CoP

GER 4

Issue:

Where findings during CoP checks were noticed, the manufacturer is urged to do some action. After the responsible approval authority has agreed on corrective measures on an approved product, the manufacturer often has to change either the production procedure or parts on the product.

Example: In the case of a mobile machine or device which is actually offered in the market it is not easy or even impossible to find out if the product which is found on the market already has included the corrective measures. (product was produced before or after an arranged cop-procedure/measure).

A simple solution would be helpful for responsible authorities who have to observe the market, like in DIY-shops or online. Best solution would be to extend the approval – so the different extension could be referenced. Or the manufacturer states a VIN or serial number from which onwards the measures started to be incorporated.

References:

Directive 97/68/EC CoP

Questions:

What is the opinion of other TAA?

Possibilities of solution

Comments

1	A	An extension shall be granted	
	B	VIN / serial number needs to be notified from which onwards the changes are valid.	

Type approving authority "e"	1
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Selection of solution		accepted	refused
	A		
	B		

Solution B accepted, but other variations are possible.

**7. Questions relating to framework directive 2002/24/EC (EU) no. 168/2013
(motorcycles):**

No questions for this meeting.

8. Questions relating to framework directive 2003/37/EC (agricultural and forestry tractors):

8.1. Regulation (EU) No. 167/ 2013 and Directive 2003/ 37/ EC. Vehicles of category T2 – minimum track width. (Germany 1)

1. Reference:

Regulation (EU) No 167/ 2013 // Directive 2003/ 37/ EC, article 4: Vehicle categories

Category T2' comprises wheeled tractors with a minimum track width of less than 1 150 mm, with an unladen mass, in running order, of more than 600 kg, with a ground clearance of not more than 600 mm; if the height of the centre of gravity of the tractor (measured in relation to the ground) divided by the average minimum track for each axle exceeds 0,90, the maximum design speed shall be restricted to 30 km/h;

2. Issue:

Tractors are considered as vehicles of category T2 if among others the minimum track width does not exceed less than 1150 mm. There are still controversial discussions ongoing about fulfilling this requirement by wheel/ tyre combinations. Different opinions of member states in handling this topic could lead to refusals of vehicle registrations.

Currently it is undecided whether just one wheel/ tyre combinations has to be in line with the minimum track width of 1150 mm or every conceivable wheel/ tyre combination. Furthermore there are other opinions that just one axle of a tractor has to fulfill the above mentioned requirements. On the contrary it could be required that all axles must comply.

The issue is of high importance due to the tight time frame. As from 01.01.2016 Regulation (EU) No 167/ 2013 becomes mandatory. Additionally, complaints were raised by different Type approval authorities. In the past, manufacturers used the ambiguity about this topic for getting type approvals for unrealistic wheel/ tyre combinations mounted on vehicles of category T2 to enjoy facilitations with regard to emission legislation. In our opinion this was not the intention of Directive 2003/ 37 /EC and neither of Regulation (EU) No 167/ 2013. To prevent this procedure in the future it appears reasonable to use the new Regulation and clarify the content of Article 4 with regard to vehicles of category T2.

For a unitary approach in the future it is important to find a solution.

3. Interpretation (KBA)

Until now the KBA considers a tractor with a certain wheel/ tyre combination fulfilling the requirement of minimum track width as sufficient even when other approved wheel/ tyre combinations mounted on the tractor lead to an exceedance, i.e. the tractor falls in vehicle category T2.

However, the KBA is willing to reconsider this opinion in the light of the new Regulation (EU) No 167/ 2013 .

Questions:

Which of the following possible solution`s shall be used as a unitary approach for determining vehicles of category T2?

Possibilities of solution

Comments

A	Each wheel/ tyre combination intended for being mounted on the vehicle does not exceed a minimum track width of less than 1150 mm.	Each wheel/tyre combination must fulfill the minimum track width of less than 1150 mm on each axle of the vehicle.
B	A certain wheel/ tyre combination intended for being mounted on the vehicle does not exceed a minimum track width of less than 1150 mm.	A certain wheel/ tyre combination must fulfill the minimum track width of less than 1150 mm on each axle of the vehicle.
C	A certain wheel/ tyre combination intended for being mounted on the vehicle does not exceed a minimum track width of less than 1150 mm.	A certain wheel/ tyre combination must fulfill the minimum track width of less than 1150 mm on at least one axle of the vehicle.

Type approving authority "e" **1**

Selection of solution		accepted	refused
	A		
	B		
	C		

Netherlands adds solution **D** – Rear axle should meet requirements because it is the main axle. Many agree with solution **D** but no conclusion. Decided to forward this question to TAAEG and then propose the solution to the commission.

8.2. Regulation (EU) No. 167/ 2013. Requirements for the functional safety of vehicles, maximum contact pressure. (Germany 2)

1. Reference:

Regulation (EU) No 167/ 2013, article 17, paragraph 5 (b):

[...] These detailed requirements shall be such as to increase or at least maintain the level of functional safety provided for by the Directives referred to in Article 76(1) and Article 77, and shall ensure the following:

(a) [...]

(b) the maximum contact pressure exerted on hard road surface from tyres or tracks does not exceed 0,8 MPa.

2. Issue:

The above mentioned paragraph describes requirements concerning the maximum contact pressure exerted on hard road surface from tyres or tracks. It is required that the contact pressure does not exceed 0,8 MPa.

Annex XXX of Regulation (EU) 2015/208 with regard to tyres does not specify a detailed procedure how to calculate this value.

Annex XXXIII of Regulation (EU) 2015/208 with regard to tracks includes certain requirements for determining mean ground contact pressure for metallic tracks and rubber tracks. However, the specifications written in Annex XXXIII need to be checked in terms of application and determination.

It is not clear how to deal with this topic. Several questions appeared and need to be clarified, for instances:

How should the contact pressure and the area be calculated?

Is the shadow area of tyres the right value for the calculations or the real contact area under the pattern of the tyre?

Are there alternative/ facilitative procedures for calculating the maximum contact pressure?

Perhaps there are already procedures in other Member States that could be used as a unitary approach?

The opinion of the delegates is highly appreciated.

More information is needed for this question. Proposed to get more information and move this question to the next TAAM meeting. A discussion in working groups in Brussels is also a good idea.

9. Questions relating to UNECE Regulations:

9.1. Regulation R79. Definition of friction-steered axles and trailers in paragraph 5.2.1. (France 1)

Regulation 79, point 5.2.1

« 5.2. Special provisions for trailers

5.2.1. Trailers (with the exception of semi-trailers and centre-axle trailers) which have more than one axle with steered wheels and semi-trailers and centre-axle trailers which have at least one axle with steered wheels must fulfil the conditions given in paragraph 6.3. However, for trailers with self-tracking steering equipment a test under paragraph 6.3. is not necessary if the axle load ratio between the unsteered and the self-tracking axles equals or exceeds 1.6. under all loading conditions.

However for trailers with self-tracking steering equipment, the axle load ratio between unsteered or articulated steered axles and **friction-steered axles** shall be at least 1 under all loading conditions. »

5.2.2. If the towing vehicle of a vehicle combination is driving straight ahead, the trailer and towing vehicle must remain aligned. If alignment is not retained automatically, the trailer must be equipped with a suitable adjustment facility for maintenance. »

QUESTION 1:

What is the definition of **friction-steered axles** in paragraph 5.2.1?

ANSWERS :

Answer A	A friction-steered axle is equivalent to a Self-tracking steering equipment (see definition mentioned at point 2.5.2.1)
Answer B	A friction-steered axle is equivalent to an articulated steering (see definition mentioned at point 2.5.2.2)

If Q1 is A, then do you agree that the axle load ratio between the unsteered and the self-tracking axles is lower than 1. Consequently this vehicle concept can not be type-approved ?
(In the case, an amendment to Regulation 79 could be discussed in GRFF in order to allow a ratio < 1 in reduced speed conditions).

If Q1 is B, the vehicle concept can be type-approved because the axle load ratio between the unsteered and the selftracking axles is not applicable.

QUESTION 2:

What is the definition of trailers in the sentence « However for **trailers** with self-tracking steering equipment, the axle load ratio between unsteered or articulated steered axles and friction-steered axles shall be at least 1 under all loading conditions. »?

ANSWERS :

Answer A	All trailers without exception
Answer B	Trailers with the exception of semi-trailers and centre-axle trailers

Solutions accepted as Q1 = A and Q2 = A. UNECE should use better wording.

9.2. Regulation R55. Provisions regarding installation of coupling devices to vehicles. (Germany 3)

1. Reference

2.11.1.

“ T is the **technically permissible maximum mass** of the towing vehicle, in tonnes. Where relevant, this includes the vertical load imposed by a centre axle trailer.

R is the **technically permissible maximum mass**, in tonnes, of a trailer with drawbar free to move in a vertical plane, or of a semitrailer.

C is the mass, in tonnes, transmitted to the ground by the axle or axles of the centre axle trailer, as defined in paragraph 2.13., when coupled to the towing vehicle and loaded to the **technically permissible maximum mass**.”

2. Issue

The definitions to T, R and C for the calculation of the reference values D, resp. Dc name the technically permissible masses of the vehicles in question. This is logic and obvious in the case of a trailer and also for a towing vehicle where the sum of its technically permissible mass (M) and its technically permissible maximum towable load (TM) equals its technically permissible maximum mass of the combination (MC).

E.g.: M=26t, TM=24t, MC=50t, the values for the D-formula are T=26t, C or R=24t (D=122,4kN)

However, it is not uncommon that in the case of a towing vehicle its technically permissible maximum mass of the combination (MC) is less than the sum of its technically permissible mass (M) and its technically permissible maximum towable load (TM).

E.g.: M=26t, TM=24t, MC=42t,

In this case the situation where both vehicles will have their technically permissible maximum mass will not occur, their masses range from

T=18t and C or R=24t (D=100,9kN)

to

T=26t and C or R= 16t (D=97,2kN)

Using the values for the technically permissible maximum mass of both vehicles in the calculation will result in oversizing the coupling for the towing vehicle. In this case maximum D-values for a given technically permissible maximum mass of the combination (MC) will not emerge when assuming the technically permissible maximum mass of one vehicle and the complementary mass of the other but rather when both vehicles have the same mass.

I.e. the values for the D-formula are T=21t, C or R=21t (103kN)

KBA has been accepting this kind of approach when dealing with the situation $MC < M + TM$, however, this approach has lately been questioned mainly for formal reasons as to the wording of 2.11.1.

It shall be conceded that UN R55 does neither provide for an information document requiring to declare a value for the technically permissible maximum mass of the combination (MC) nor does annex 2. On the other hand the regulation considers this mass also as an important value when determining reference values:

“5.3.5.1 The characteristic values shall be at least equal to those applicable to the maximum permissible towing vehicle, trailer and combination masses.”

In this light KBA sees the mentioned approach also in line with the regulation.

Question:

Do the other approval authorities share this approach?

Possibilities of solution

Comments

A	When $MC < M + TM$ then $T + R$ (resp. C) = MC while $T = R$ (resp. C) for maximum D-value	Oversizing of coupling should be avoided Permitted by 5.3.5.1.
B	When $MC < M + TM$ even so both M and TM must be used for T, R and C	Might be mandated by the wording of 2.11.1

Type approving authority "e" 1

Selection of solution		accepted	refused
	A	X	
	B		X

Different views on this question. Majority is in favour of solution B but it was decided to forward this question to working group in Geneva. The German delegation will present the question. Move to next TAAM.

9.3. Regulation R55. Directive 94/20/EC . Mechanical coupling components of combinations of vehicles vs. framework directive 2007/46/EC. (Poland 1)

Background:

There are M₁ category small passenger cars that are not designed to tow a trailer (e.g. VW Up!, Škoda CityGo, Seat MII), so their respective Whole Vehicle Type-Approval (WVTA) certificates specify the permissible vertical load on a coupling device as zero. Then a coupling device manufacturer obtains an EC or UN type-approval certificate (sometimes - in another country) for a device that is dedicated for the above mentioned type of vehicle that should never tow a trailer.

The Article 2 of the Directive 94/20/EC says:

Member States may not refuse:

- EEC type-approval or national type-approval for a vehicle, or refuse or prohibit the sale, registration, entry into service or use of a vehicle on grounds relating to its optional equipment with mechanical coupling devices,
- EEC component type-approval or national component type-approval for a mechanical coupling, or prohibit the sale or use of a mechanical coupling device,

Consequently, such a coupling device enters the after-market and is legally sold throughout the EU countries and then mounted to the vehicles it is dedicated for, thus breaching the conditions of granting of the WVTA. Such cases are often very difficult to be detected by the police or during the vehicle’s periodical technical inspections (PTIs).

Question / Concern:

Prior granting a component type-approval certificate, is the Type-Approval Authority obliged to verify the possibility of legal usage of the coupling device against the WVTA certificate (e.g. in ETAES) and refuse the component type-approval if the WVTA does not permit ANY vertical load on a coupling device?

Proposed solutions:

A	TAA is obliged to verify if the WVTA allows a vehicle to tow trailers and refuse to grant a component type-approval if the result of that verification is negative.
B	There is no such an obligation.
C	There are other reasons / circumstances, where such component type-approval should be granted (please specify).

TAA code: „e” 20
 „E”

Selection of solution		accepted	refused
	A	X	
	B		X
	C		X

Majority is in favour of solution A but it was decided to forward this question to GRSG. Poland gets TAAM support to take this to GRSG. Move to next TAAM.

9.4. Regulation R13.11. Brake.

TAAM Iceland - United Kingdom 1

Regulation or Directive Number: R13.11

Subject:
BRAKE

Legislation

R13.11 BRAKE:

5.2.1.32 Subject to the provisions of paragraph 12.4. of this Regulation, all vehicles of the following categories shall be equipped with a vehicle stability function:

- (a) M₂, M₃, N₂ Footnote 12,
- (b) N₃ Footnote 12, having no more than 3 axles,
- (c) N₃ Footnote 12, with 4 axles, with a maximum mass not exceeding 25 t and a maximum wheel diameter code not exceeding 19.5.

The vehicle stability function shall include roll-over control and directional control and meet the technical requirements of Annex 21 to this Regulation.

Footnote 12:

Off-road vehicles, special purpose vehicles (e.g. mobile plant using non standard vehicle chassis, mobile cranes, hydrostatic driven vehicles in which the hydraulic drive system is also used for braking and auxiliary functions, N₂ vehicles which have all of the following features: a gross vehicle mass between 3.5 and 7.5 tonnes, a non-standard low frame chassis, more than 2 axles and hydraulic transmission), Class I and Class A buses of categories M₂ and M₃ articulated buses and coaches, N₂ tractors for semitrailer with a gross vehicle mass (GVM) between 3.5 and 7.5 tonnes, shall be excluded from this requirement.

12.4. Mandatory provisions for vehicles equipped with a vehicle stability function

12.4.1. Requirements for the equipment of vehicles with vehicle stability functions as specified in paragraphs 5.2.1.32. and 5.2.2.23. of this Regulation, as amended by the 11 series of amendments, shall be applied as follows:

Vehicle category	Application date (as from the date after entry into force of the 11 series of amendments)	
	Contracting Parties applying this Regulation shall grant approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 11 series of amendments	Contracting Parties applying this Regulation may refuse first national or regional registration of a vehicle which does not meet the requirements of the 11 series of amendments to this Regulation
M ₂	60 months	84 months
M ₃ (Class III)	12 months	36 months
M ₃ <16 tonnes (pneumatic transmission)	24 months	48 months
M ₃ (Class II and B (hydraulic transmission)	60 months	84 months
M ₃ (Class III) (hydraulic transmission)	60 months	84 months
M ₃ (Class III) (pneumatic control transmission and hydraulic energy transmission)	72 months	96 months
M ₃ (Class II) (pneumatic control transmission and hydraulic energy transmission)	72 months	96 months
M ₃ (other than above)	24 months	48 months
N ₂ (hydraulic transmission)	60 months	84 months
N ₂ (pneumatic control transmission and hydraulic energy transmission)	72 months	96 months
N ₂ (other than above)	48 months	72 months
N ₃ (2 axle tractors for semi-trailers)	12 months	36 months
N ₃ (2 axle tractors for semi-trailers with pneumatic control transmission (ABS))	36 months	60 months
N ₃ (3 axles with electric control transmission (EBS))	36 months	60 months
N ₃ (2 and 3 axles with pneumatic control transmission (ABS))	48 months	72 months
N ₃ (other than above)	24 months	48 months
O ₃ (combined axle load between 3.5 -7.5 tonnes)	48 months	72 months
O ₃ (other than above)	36 months	60 months
O ₄	24 months	36 months

Discussion

The date of entry force of 13.11 series was 22 July 2009.

In the case of N2 with normal pneumatic brake (N2 other in the above table), new types should be fitted with ESC after 48 months, (22 July 2013.). Therefore R13.10 should not be issued for new types from this date.

VCA have been made aware that one Authority is issuing R13.10 approvals that do not meet this requirement. As mitigation the issuing authority is placing a statement on the certificate which states the following [“This certificate is not valid in any country which adheres to the 1958 agreement and which adopts a later version to ECE R13.10?”](#)

UN R83 has a specific line item which allows the issuing to previous levels, however UN R13 does not have any such provision–

UN R83 -12.2.Special provisions

12.2.1. Contracting Parties applying this Regulation may continue to grant approvals to those vehicles which comply with previous levels of this Regulation, provided that the vehicles are intended for export to countries to apply the relating requirements in their national legislations.

Questions

Is it allowable to continue to issue previous version certificate R13.10, with remarks “This certificate is not valid in any country which adheres to the 1958 agreement and which adopts a later version to ECE R13.10?”

Suggested Answers

Type approving authority "e"	11
Question	
Is it allowable to continue to issue previous versions of R13.10, with remarks “This certificate is not valid in any country which adheres to the 1958 agreement and which adopts a later version to ECE R13.10”	No

Answer **NO** is accepted.

9.5. Regulation R58 and R73. Lateral Protection/RUPD.

(UK 2)

TAAM Iceland - United Kingdom 2

Regulation or Directive Number: R58 and R73

Subject: Lateral Protection/RUPD

Legislation R58

1.2 **This Regulation does not apply to:**

1.2.1 Tractive units for articulated vehicles;

1.2.2 Trailers specially designed and constructed for the carriage of very long loads of individual length, such as timber, steel bars, etc.;

1.2.3 Vehicles where any RUPD is incompatible with their use.

Legislation R73

1.2. This Regulation does not apply to:

1.2.1. Tractors for semi-trailers;

1.2.2. Vehicles designed and constructed for special purposes where it is not possible, for practical reasons, to fit lateral protection devices.

Discussion

The EU definition of an off-road vehicle is contained within the Framework Directive 2007/46/EC. Annex II paragraph 4; paragraph 4.1 lays down certain requirements regarding approach, departure and ramp angles.

If the fitting of a RUPD means that the vehicle can no longer comply with the departure angle requirement, such a device is clearly “incompatible with its use”, and the vehicle qualifies for the exemption.

If the vehicle when fitted with an RUPD does not achieve the manufacturer required departure angle, then, subject to the manufacturer’s documentation providing clear justification for the need for the declared departure angle, the device can be considered incompatible with its use. In this case it would need to be identified in the T.V.V matrix, and recorded in the remarks section of the COC.

However, if the vehicle can be fitted with an RUPD and still meet the manufacturer’s departure angle, then an RUPD must be fitted.

VCA are of the opinion that each vehicle should be viewed on its merits as the legislation requires evidence that the fitting of these devices is incompatible with use, however we are aware that some member states may be giving blanket exemptions to off road vehicles (“G”) for the fitting of lateral protection and rear underrun devices.

Questions

We would welcome member states views on this matter. Should each vehicle be judged on its merits and the justification recorded or can exemption be given to off road vehicles?

Suggested Answers

Type approving authority "e"	11
Question	
1. Can exemption be given to off road vehicles?	
2. Each vehicle to be judged on it merits and the justification recorded?	X
3. Other?	

Solution 2 accepted. It is a case by case decision.

TAAM Iceland - United Kingdom 3

Regulation or Directive Number:

Regulation 83,
Regulation 101,

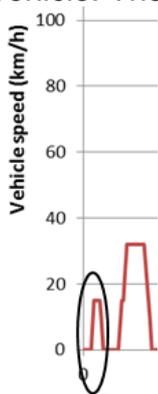
Subject: Exhaust Emissions. Fuel Consumption & CO2 Emissions.

Legislation

"Hybrid electric power train" means a power train that, for the purpose of mechanical propulsion, draws energy from both of the following on-vehicle sources of stored energy/power
 a consumable fuel
 an electrical energy/power storage device

Discussion

Manufacturers are developing 48 volt alternator and electrical storage systems. The alternators have the capability to start the combustion engine and assist it in accelerating the vehicle. The alternators are only designed to assist the engine, not to drive the vehicle.



We have been advised that if the engine were disabled, the alternator could drive the vehicle through the first stage of the emissions cycle, a total of 17 seconds.

Within both R83 and R101 the definition of a hybrid electric power train is as detailed above. Both regulations also state that when testing vehicles fitted with hybrid electric power trains that:

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

If these types of vehicle were designated as vehicles with a hybrid electric power train, the manufacturers may take advantage of these provisions to use their own gearshift strategy in order to improve the emission, CO2 and fuel consumption figures of their vehicles.

Questions

1. Would the systems as described on these vehicles be classified as hybrid electric power trains?

Suggested Answers

1. Yes, these systems fully meet the definition of hybrid electric power trains.
2. No, the alternator system does not provide mechanical propulsion, so does not meet the definition of a hybrid electric power train.

Type approving authority "e"	11
Question	
1 Yes.	
2 No	

Solution 1 accepted.

10. Miscellaneous:

10.1. Update on RMI issue. 3rd RMI sub-group report.

(Ireland)

3rd TAAM RMI sub-group report

3rd RMI sub-group meeting held on: 09/02/2014

Location:

Graaf de Ferrarisgebouw (meeting room 8.P.01)
 Boulevard Roi Albert II nr 20
 1000 BRUSSELS

List of attendees:

Ireland	Mr. Rory Brennan (Co-Chair)
Germany	Mr. Frank Wrobel
Belgium	Ms. Vereecken
Finland	Mr. Harri Tendunen
UK	Mr. Mike Protheroe
NL	Mr. Niels den Ouden
Estonia	Mr. Jurgo Vahtra
Slovakia	Mr. Stefan Gajdos Mr. Martin Imre
Austria	Mr. Franz Wurst
Poland	Mr. Jerzy W. Kownacki

Overview:

The RMI sub-group was created to address specific difficulties highlighted during TAAM concerning RMI.

These difficulties concern the access to vehicle manufacturers’ websites for their Vehicle Repair and Maintenance Information.

The EC requirements for RMI are contained within the following EC Regulations:

- (EC) No. 715/2007
- (EC) No. 692/2008
- (EC) No. 566/2011

Discussion points:

The Commission has published the Ricardo AEA report “Study on the operation of the system of access to vehicle repair and maintenance information”. It is available on the EU website.

Concern expressed over when 2007/46/EC will be amended to accommodate RMI.

Concern expressed that RMI will remain in 715/2007 for a number of years yet.

Concern expressed that the inclusion of RMI into 2007/46/EC will essentially be a “cut and paste” exercise from 715/2007 and will not resolve the difficulties that have been experienced by the approval authorities.

It is an expanding problem as the same difficulties will appear for 2/3 wheeled vehicles and also agricultural tractors and their trailers.

The question was asked whether it is necessary for the RMI sub-group to continue.

CEN Standards:

It was pointed out that the EN ISO 18541 Parts 1, 2 1 and 3 have been published. No information yet concerning Part 4.

EC Multi-Stage Manufacturers:

This was highlighted again with additional emphasis placed on the difficulties small 2nd stage manufacturers are facing. It was noted that:

These manufacturers are using standard parts and

Would not be able to provide RMI in the structure called for by the Regulations.

Conclusions:

The conclusions and recommendations from the 1st RMI sub-group meeting remain unchanged. The sub-group also concluded to follow these conclusions until instructed otherwise by the Commission.

Next RMI sub-group meeting: ??

Mr. Rory Brennan from Ireland presented the 3rd RMI sub group report.

10.2. TAAM RMI Sub-group.

Country: Ireland

Question No: NSAI No. 1

Concerning: TAAM RMI Sub-group

Background:

The RMI sub-group was created to address specific difficulties highlighted during TAAM concerning RMI.

These difficulties concern the access to vehicle manufacturers’ websites for their Vehicle Repair and Maintenance Information.

The EC requirements for RMI are contained within the following EC Regulations:

- (EC) No. 715/2007
- (EC) No. 692/2008
- (EC) No. 566/2011

The RMI sub-group has met three times and has developed conclusions for the approval authorities to follow when dealing with RMI (see attached). It has also led to a TAAEG meeting dealing specifically with this issue. During the TAAEG meeting the Commission expressed its support of 10 of the 12 conclusions reached by the Sub-group. The Commission could not support conclusion No. 2 and No. 8. (See attached Commission report).

At this stage, it would now seem appropriate to decide if this sub-group of TAAM has achieved as much as it can, and, if so, should it now be disbanded?

Question:

Has the sub-group achieved as much as it can on this issue and should it now be disbanded?

Solutions			Approval Authority: e24	
			Agree	Disagree
A	Yes.	There is nothing further the sub-group can do on this issue.		
B	No.	RMI is a growing concern and, as stated by the Commission at the last TAAEG, is expected to be an issue for all approval authorities; the sub-group should not be disbanded.		
C	Some other solution? -RMI made a permanent part of TAAM? -Set new aims for the sub-group? -???			

Conclusions Reached by TAAM RMI Sub-group:

- 1 Manufacturers shall provide unrestricted and standardised access to OBD + RMI in a readily accessible and prompt manner. **Agreed.**
- 2 These regulations provide no definitions for the terms “readily accessible” and “prompt manner”. Therefore, in absence of any other requirements, if vehicle manufacturers websites can be accessed through commonly available web browsers that do not require any proprietary tools or software (as per section 2.1 of Annex XIV of 692/2008) these websites comply with the terms “readily accessible” and “prompt manner”. **Agreed.**

- 3 Currently, the only required format for the OBD + RMI database is OASIS. **Agreed.**
- 4 As the mandate given to CEN to develop a set of standards for OBD+RMI is still ongoing, these standards are not available to vehicle manufacturers and independent operators yet. **Agreed.**
- 5 As a minimum, text and graphic formats to be used are those which can be viewed and printed using only standard software plug-ins that are:
 - freely available, **Agreed.**
 - easy to install, **Agreed.**
 - run under computer operating systems commonly in use. **Agreed.**
- 6 Those requiring the right to duplicate or re-publish OBD + RMI should negotiate directly with the vehicle manufacturer concerned. **Agreed. Vehicle manufacturers should be open to this.**
- 7 These regulations do not provide any guidance or requirements, for either party, concerning these negotiations. **Agreed. Vehicle manufacturers should be open to this.**
- 8 There is no requirement that OBD + RMI must be provided by vehicle manufacturers in such a way that can be automatically processed by independent operators. **Agreed.**
- 9 The vehicle manufacturers' database, at a minimum, shall comprise:
 - The VIN. **Agreed.**
 - The OE parts numbers. **Agreed.**
 - The OE naming of the parts. **Agreed.**
 - The validity attributes (valid-from and valid-to dates). **Agreed.**
 - The fitting attributes. **Agreed.**
 - Where applicable structuring characteristics. **Agreed.**
- 10 The information on the database shall be regularly updated. **Agreed. What is meant by "regularly"?**
- 11 These regulations do not provide a common structured process for the exchange of vehicle component data between vehicle manufacturers and independent operators. **Agreed.**
- 12 Regulation 566/2011, Recital 18 provides for the Commission to give to CEN a mandate to develop a common structured approach for the exchange of data between the vehicle manufacturer and independent operators. This has been actioned by the Commission as per its mandate to CEN to develop these standards. **Agreed.**

EC Commission report of TAAEG meeting of 09/02/2015:

Dear Sir/Madam,

Please find below a draft proposal on the RMI item. Comments can be sent to :
Elitza.STOYANOVA-PODVARZACHOVA@ec.europa.eu

and Antony.LAGRANGE@ec.europa.eu by 6 March 2015.

3 (e) Question from Ireland: Common understanding of the requirements relating to compliance for access to Repair and maintenance information (RMI).

Ireland presented the issue: Delegations were informed about the discussions that took place in the framework of the TAAM sub-group on RMI and as a follow-up a wide range of questions were raised that would require some clarifications and guidelines in order to facilitate type-approval authorities and manufacturers in the implementation of the RMI provisions. In particular, the attention was driven to the need to have a clear understanding on what information the manufacturers are obliged to provide as a minimum and how it should be accessed by the independent operators. These questions become even more important in the absence of relevant standards therefor. In addition, Ireland requested an update

on the on-going legislative developments on RMI (e.g. future amendments of the Framework Directive to incorporate all RMI requirements; review of Regulation 715/2007 and possibilities for improvement of certain RMI provisions).

Germany gave full support to the Irish paper that fairly reflects the situation their type-approval authorities are facing in the implementation of the EU rules. German experience up to now shows that in many cases manufacturers are providing to independent operators access to even more information than prescribed by the legislation, though this information is not always in the format desired by those independent operators. However, it is for the stakeholders (manufacturers and independent operators) to find the right balance between their interests and in accordance with their real needs. Germany confirmed that the best solution would be to rely on the TAAM conclusions for the period before the revision of the RMI legislation takes place.

France shared the concerns expressed and also supported the TAAM conclusions on the matter. In addition, a suggestion was made to explore the possibilities for harmonisation at EU level of the penalties for non-compliance with RMI rules.

Austria recommended in the future revision of the legislation to take due account of small and medium-sized manufacturers when setting out the specific requirements.

EC pointed out that the two issues – the EU-Pilot case launched on the basis of a complaint against Ireland and the future revision of the RMI legislation – should be viewed separately. As regards the current situation, EC reiterated that the legislation in force requires a proper consideration to be given to the specific needs of all independent operators when providing access to RMI. EC also shared the understanding that, following the spirit and the underlying objectives of the legislation, the access to vehicle component data has to be provided in a way that would allow for the processing of the data, although there is no explicit provision mandating such an obligation. EC also acknowledged that the issue of unrestricted access for independent operators to vehicle RMI is a controversial one due to the diverging commercial interests of OEMs and independent operators. Therefore, EC encouraged Member States to agree on a common understanding of RMI provisions in order to ensure an equal level playing field for independent operators. In this regard, EC could agree to the greatest extent on the conclusions reached by the TAAM RMI sub-group, except for points 2 and 8 which consider that there is no requirement that OBD+RMI must be provided in such a way that it can be automatically processed by independent operators on which EC reserves its position. Finally, EC informed delegations on the study prepared by Ricardo (available on internet) and the communication on the future development of RMI that will be drafted and adopted by the Commission on its basis.

Kind regards, Elitza

Elitza Stoyanova
Legal Assistant



European Commission

DG for Internal Market, Industry, Entrepreneurship and SMEs Unit G.3
– Sustainable Mobility and Automotive Industry

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Answer **B** accepted.

Ireland will continue to try to push forward with the support of TAAM.

10.3. Joint presentation from The Netherlands Market surveillance authority and the German KBA.

Ms. Machteld Beernink from The Human Environment and Transport Inspectorate (ILT/Netherlands) and Mr. Frank Wrobel (KBA/Germany) held a joint presentation on market surveillance authority. The powerpoint presentation will be sent out as an attachment to these minutes.

Market Surveillance Authority (MSA) asked for access to ETAES WVTA approvals. The question was asked if anyone was opposed to giving them access. Nobody was against. MSA will then get access to WVTA's in ETAES.

The question was asked who does market surveillance in each country. After a table round the conclusion was that market surveillance is done differently in different member states.

10.4. Presentation on the project state of CoC data exchange. (Mark Wummel KBA).

Mr. Mark Wummel from Germany (KBA) held a presentation on the CoC data exchange. Next meeting will be held in Hamburg May 28th and another in Amsterdam on October 13th. The presentation will be sent out as an attachment to these minutes.

10.5. Presentation on VCA. (Derek Lawlor VCA).

Mr. Derek Lawlor (VCA/UK) held a presentation on changes that VCA has been going through for the last three years. VCA did try to find a private business partner for better business model but the work of 3 years did not pay off and the project is back on square one.

11. Next TAAM.

France: Autumn 2015.

Finland: Spring 2016.

??????: Autumn 2016.

Next ETAES/TAAM meeting will be held in France (Paris) in November 2015. The spring 2016 meeting will most likely be held in the Netherlands (Amsterdam) and Finland (Helsinki) will postpone for one year. The autumn meeting for 2016 is still open for application.

2015-2: Paris, France.

2016-1: Amsterdam, Netherlands.

2016-2: ???

2017-1: Helsinki, Finland.

Mr. Jean Christophe Chassard from France invited all to the next ETAES/TAAM meeting, which will take place in Paris in the end of November. More detail will be sent out in June.

12. Any other business.

Regulations 130, 131 and 132.

Acceptance to use regulations 130, 131 and 132 for TA was discussed. A clear statement is needed from the legislator. TAAM will write a letter to commission. TAAM thinks it is positive to use UNECE regulations.

Future TAAM meetings.

The idea to connect what country has the EU president and the TAAM meetings was discussed. Some think it is a good idea, but some think it is not possible due to a lot of work on the same people. There was no conclusion on this topic.