

Regulation (EC) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (Text with EEA relevance)

## CHAPTER I

### SUBJECT MATTER, SCOPE AND DEFINITIONS

#### *Article 1*

##### **Subject matter**

This Regulation establishes requirements:

1. for the type-approval of motor vehicles, their trailers and systems, components and separate technical units intended therefor with regard to their safety,
2. for the type-approval of motor vehicles, in respect of tyre pressure monitoring systems, with regard to their safety, fuel efficiency and CO<sub>2</sub> emissions and, in respect of gear shift indicators, with regard to their fuel efficiency and CO<sub>2</sub> emissions; and
3. for the type-approval of newly-manufactured tyres with regard to their safety, rolling resistance performance and rolling noise emissions.

#### *Article 2*

##### **Scope**

This Regulation shall apply to vehicles of categories M, N and O and systems, components and separate technical units intended therefor as defined in Section A of Annex II to Directive 2007/46/EC, subject to Articles 5 to 12 of this Regulation.

#### *Article 3*

##### **Definitions**

For the purposes of this Regulation, the definitions laid down in Article 3 of Directive 2007/46/EC shall apply.

In addition, the following definitions shall apply:

1. ‘electronic stability control’ means an electronic control function for a vehicle which improves the dynamic stability of the vehicle;
2. ‘class I M<sub>2</sub> or M<sub>3</sub> vehicle’ means an M<sub>2</sub> or M<sub>3</sub> vehicle with a capacity exceeding 22 passengers in addition to the driver constructed with areas for standing passengers to allow frequent passenger movement;

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3. 'class A M<sub>2</sub> or M<sub>3</sub> vehicle' means an M<sub>2</sub> or M<sub>3</sub> vehicle with a capacity not exceeding 22 passengers, in addition to the driver, designed to carry standing passengers and having seats and provision for standing passengers;
4. 'lane departure warning system' means a system to warn the driver of unintentional drift of the vehicle out of its travel lane;
5. 'advanced emergency braking system' means a system which can automatically detect an emergency situation and activate the vehicle braking system to decelerate the vehicle with the purpose of avoiding or mitigating a collision;
6. 'load-capacity index' means one or two numbers which indicate the load the tyre can carry in single or in single and dual formation at the speed corresponding to the associated speed category and when used in conformity with requirements specified by the manufacturer;
7. 'tyre pressure monitoring system' means a system fitted on a vehicle which can evaluate the pressure of the tyres or the variation of pressure over time and transmit corresponding information to the user while the vehicle is running;
8. 'special use tyre' means a tyre intended for mixed use both on- and off-road or for other special duty;
9. 'off-road professional tyre' means a special use tyre primarily used in severe off-road conditions;
10. 'reinforced tyre' or 'extra load tyre' means a C1 pneumatic tyre structure in which the carcass is designed to carry a greater load than the corresponding standard tyre;
11. 'snow tyre' means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion;
12. 'T-type temporary-use spare tyre' means a temporary-use spare tyre designed for use at inflation pressures higher than those established for standard and reinforced tyres;
13. 'traction tyre' means a tyre of classes C2 or C3 bearing the inscription 'M + S', 'M.S.' or 'M&S' and intended to be fitted to a vehicle drive axle or axles;
14. 'unprotected road user' means pedestrians, cyclists and motorcyclists;
15. 'gear shift indicator' or 'GSI' means a visible indicator recommending that the driver shift gear;
16. 'manual gearbox' means a gearbox that can be operated in a mode where the shift between all or some of the gears is always an immediate consequence of an action of the driver, regardless of its physical implementation; this does not cover systems where the driver can only preselect a certain gear shift strategy or limit the number of gears available for driving, and where the actual gear shifts are initiated independently of the decision of the driver according to certain driving patterns.

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## CHAPTER II

### OBLIGATIONS OF MANUFACTURERS

#### Article 4

##### General obligations

1 Manufacturers shall demonstrate that all new vehicles sold, registered or put into service within the Community are type-approved in accordance with this Regulation and its implementing measures.

2 Manufacturers may choose to apply for type-approval with regard to all the systems, and the installation of all the components and separate technical units covered by this Regulation, or for type-approval with regard to one or more systems and the installation of one or more components and one or more separate technical units covered by this Regulation. Type-approval in accordance with the UNECE Regulations listed in Annex IV shall be considered as EC type-approval in accordance with this Regulation and its implementing measures.

3 Manufacturers shall demonstrate that all new systems, components and separate technical units sold or put into service within the Community are type-approved in accordance with this Regulation and its implementing measures.

#### Article 5

##### General requirements and tests

1 Manufacturers shall ensure that vehicles are designed, constructed and assembled so as to minimise the risk of injury to vehicle occupants and other road users.

2 Manufacturers shall ensure that vehicles, systems, components and separate technical units comply with the relevant requirements set out in this Regulation and its implementing measures, including the requirements relating to:

- a vehicle structure integrity, including impact tests;
- b systems to aid the driver's control of the vehicle, including steering, braking and electronic stability control systems;
- c systems to provide the driver with visibility and information on the state of the vehicle and the surrounding area, including glazing, mirrors and driver information systems;
- d vehicle lighting systems;
- e vehicle occupant protection, including interior fittings, head restraints, seat belts, 'ISOfix' anchorages or built-in child restraints and vehicle doors;
- f the vehicle exterior and accessories;
- g electromagnetic compatibility;
- h audible warning devices;
- i heating systems;
- j devices to prevent unauthorised use;
- k vehicle identification systems;
- l masses and dimensions;
- m electrical safety;
- n gear shift indicators.

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3 The requirements referred to in paragraphs 1 and 2 shall apply to vehicles and systems, components and separate technical units intended therefor, as specified in Annex I.

#### *Article 6*

### **Specific requirements relating to certain vehicles of categories N and O**

1 In addition to the requirements contained in Articles 5, 8, 9, 10 and 12 and the implementing measures thereof, vehicles of categories N and O shall, where relevant, meet the requirements set out in paragraphs 2 to 5 of this Article and the implementing measures thereof.

2 Vehicles of categories N<sub>2</sub> and N<sub>3</sub> shall be constructed to ensure that, in the event of a front collision with another vehicle, the risk of injury to a vehicle occupant due to underrun is minimised.

3 Vehicles of categories N<sub>2</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub> shall be constructed to ensure that, in the event of the vehicle being hit from the side by an unprotected road user, the risk of injury to that unprotected road user due to underrun is minimised.

4 The vehicle cab or the space provided for the driver and passengers shall be of sufficient strength to offer protection to the occupants in the event of an impact, taking account of UNECE Regulation 29.

5 Vehicles of categories N<sub>2</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub> shall be constructed so as to minimise the effect of spray emissions from the vehicle on the ability of drivers of other vehicles to see.

#### *Article 7*

### **Specific requirements relating to vehicles of categories M<sub>2</sub> and M<sub>3</sub>**

1 In addition to the requirements contained in Articles 5, 8, 9, 10 and 12 and the implementing measures thereof, vehicles of categories M<sub>2</sub> and M<sub>3</sub> shall meet the requirements set out in paragraphs 2 to 5 of this Article and the implementing measures thereof.

2 The carrying capacity of a vehicle, including seated and standing passengers and wheelchair users, shall be appropriate to the mass, size and layout of the vehicle.

3 Vehicle bodies shall be designed and constructed so as to enable the vehicle to be operated in a safe and stable manner, even at full capacity. Suitable provisions shall be made to ensure safe access to and exit from the vehicle, particularly in the case of an emergency.

4 Vehicles of Class I shall be accessible for people with reduced mobility, including wheelchair users.

5 Materials used in the construction of the inside of bus and coach bodywork shall, as far as possible, prevent or at least retard fire in order to allow occupants to evacuate the vehicle in the event of fire.

#### *Article 8*

### **Classification of tyres**

1 Tyres shall be classified as follows:

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- (a) class C1 tyres — tyres designed primarily for vehicles of categories M<sub>1</sub>, N<sub>1</sub>, O<sub>1</sub> and O<sub>2</sub>;
- (b) class C2 tyres — tyres designed primarily for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N, O<sub>3</sub> and O<sub>4</sub> with a load capacity index in single formation  $\leq 121$  and the speed category symbol  $\geq$  'N';
- (c) class C3 tyres — tyres designed primarily for vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N, O<sub>3</sub> and O<sub>4</sub> with one of the following load capacity indices:
  - (i) a load capacity index in single formation  $\leq 121$  and the speed category symbol  $\leq$  'M';
  - (ii) a load capacity index in single formation  $\geq 122$ .

A tyre may be classified in more than one class provided that it meets all the relevant requirements of each class in which it is classified.

2 The list of load-capacity indices and their corresponding masses contained in UNECE Regulations 30 and 54 shall apply.

#### Article 9

### Specific provisions relating to vehicle tyres, installation of tyres and tyre pressure monitoring systems

1 All tyres provided as part of the equipment of a vehicle, including, where appropriate, any spare tyres, shall be suitable for use on the vehicles for which they are intended, particularly with regard to their dimensions, speed and load performance characteristics.

2 Vehicles of category M<sub>1</sub> shall be equipped with an accurate tyre pressure monitoring system capable of giving, when necessary, an in-car warning to the driver when a loss of pressure occurs in any tyre, in the interests of optimum fuel consumption and road safety. Appropriate limits in the technical specifications shall be set to achieve this, which shall furthermore allow for a technology-neutral and cost-effective approach in the development of accurate tyre pressure monitoring systems.

3 All C1 tyres shall meet the wet grip requirements contained in Part A of Annex II.

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

5 All tyres shall meet the rolling noise requirements contained in Part C of Annex II.

6 Paragraphs 3, 4 and 5 shall not apply to:

- a tyres whose speed rating is less than 80 km/h;
- b tyres whose nominal rim diameter does not exceed 254 mm or is 635 mm or more;
- c T-type temporary-use spare tyres;
- d tyres designed only to be fitted to vehicles registered for the first time before 1 October 1990;
- e tyres fitted with additional devices to improve traction properties.

7 The requirements regarding rolling resistance and rolling noise set out in Parts B and C of Annex II shall not apply to off-road professional tyres.

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## Article 10

### Advanced vehicle systems

1 Subject to exemptions established in accordance with Article 14(3)(a), vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> shall be equipped with an advanced emergency braking system which shall meet the requirements of this Regulation and its implementing measures.

2 Subject to exemptions established in accordance with Article 14(3)(a), vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> shall be equipped with a lane departure warning system which shall meet the requirements of this Regulation and its implementing measures.

## Article 11

### Gear shift indicators

Vehicles of category M<sub>1</sub> with a reference mass not exceeding 2 610 kg and vehicles to which type-approval is extended in accordance with Article 2(2) of Regulation (EC) No 715/2007 which are fitted with a manual gearbox shall be equipped with gear shift indicators in accordance with the requirements of this Regulation and its implementing measures.

## Article 12

### Electronic stability control systems

1 Vehicles of categories M<sub>1</sub> and N<sub>1</sub> shall be equipped with an electronic stability control system meeting the requirements of this Regulation and its implementing measures.

2 With the exception of off-road vehicles as defined in points 4.2 and 4.3 of Section A of Annex II to Directive 2007/46/EC, the following vehicles shall be equipped with an electronic stability control system meeting the requirements of this Regulation and its implementing measures:

- a vehicles of categories M<sub>2</sub> and M<sub>3</sub>, except for those with more than three axles, articulated buses and coaches, and buses of Class I or Class A;
- b vehicles of categories N<sub>2</sub> and N<sub>3</sub> except for those with more than three axles, tractors for semi-trailers with a gross vehicle mass between 3.5 and 7.5 tonnes, and special purpose vehicles as defined in points 5.7 and 5.8 of Section A of Annex II to Directive 2007/46/EC;
- c vehicles of categories O<sub>3</sub> and O<sub>4</sub> equipped with air suspension, except for those with more than three axles, trailers for exceptional load transport and trailers with areas for standing passengers.

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## CHAPTER III

### OBLIGATIONS OF THE MEMBER STATES

#### Article 13

#### **Type-approval of vehicles, components and separate technical units**

1 With effect from 1 November 2011, national authorities shall refuse, on grounds relating to electronic stability control systems, to grant EC type-approval or national type-approval in respect of new types of vehicle of categories M<sub>1</sub> and N<sub>1</sub> which do not comply with this Regulation and its implementing measures.

Following the implementation dates set out in Table 1 of Annex V, national authorities shall refuse, on grounds relating to electronic stability control systems, to grant EC type-approval or national type-approval in respect of new types of vehicle of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub>, which do not comply with this Regulation and its implementing measures.

2 With effect from 1 November 2012, national authorities shall refuse to grant on grounds relating to the areas of vehicle safety and tyres covered by Articles 5 to 8, Article 9(2) and Article 11:

- a EC type-approval or national type-approval in respect of new types of vehicle of the categories specified in those Articles and their implementing measures, where such vehicles do not comply with this Regulation and its implementing measures; and
- b EC component/separate technical unit type-approval in respect of new types of components or separate technical units intended for such vehicles, where such components or separate technical units do not comply with this Regulation and its implementing measures.

3 With effect from 1 November 2012, national authorities shall refuse, on grounds relating to the areas of tyres covered by Article 9(1) and (3) to (7) and Annex II, with the exception of the rolling resistance limit values set out in Table 2 of Part B of Annex II, to grant EC component/separate technical unit type-approval in respect of new types of tyre which do not comply with this Regulation and its implementing measures.

With effect from 1 November 2013, national authorities shall refuse, on grounds relating to the areas of tyres covered by Article 9(1) and (3) to (7) and Annex II, with the exception of the rolling resistance limit values set out in Table 2 of Part B of Annex II, to grant EC type-approval or national type-approval in respect of new types of vehicle of the categories M, N and O which do not comply with this Regulation and its implementing measures.

4 Following the implementation dates set out in Table 2 of Annex V, national authorities shall, on grounds relating to electronic stability control systems, consider certificates of conformity for new vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub> to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and shall prohibit the registration, sale and entry into service of such vehicles, where such vehicles do not comply with this Regulation and its implementing measures.

5 With effect from 1 November 2014, national authorities shall, on grounds relating to the areas of vehicle safety and tyres covered by Articles 5, 6, 7 and 8, Article 9(1) to (4), Article 11, Article 12(1) and Parts A and B of Annex II, with the exception of the rolling resistance limit values for C3 tyres and the rolling resistance limit values set out in Table 2 of Part B of Annex II:

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- a consider certificates of conformity for new vehicles of the categories specified in those Articles to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and prohibit the registration, sale and entry into service of such vehicles, where such vehicles do not comply with this Regulation and its implementing measures; and
  - b prohibit the sale and entry into service of new components or separate technical units intended for such vehicles, where such components or separate technical units do not comply with this Regulation and its implementing measures.
- 6 With effect from 1 November 2016, national authorities shall, on grounds relating to tyre rolling noise and, in the case of C3 tyres, also on grounds relating to tyre rolling resistance, with the exception of the rolling resistance limit values set out in Table 2 of Part B of Annex II:
  - a consider certificates of conformity for new vehicles of categories M, N and O to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and prohibit the registration, sale and entry into service of such vehicles, where such vehicles do not comply with this Regulation and its implementing measures; and
  - b prohibit the sale and entry into service of new tyres intended for such vehicles, where such tyres do not comply with this Regulation and its implementing measures.
- 7 With effect from 1 November 2016 national authorities shall refuse, on grounds relating to tyre rolling resistance, to grant EC component/separate technical unit type-approval in respect of new types of tyres which do not comply with the rolling resistance limit values set out in Table 2 of Part B of Annex II.
- 8 With effect from 1 November 2017 national authorities shall refuse, on grounds relating to tyre rolling resistance, to grant EC type-approval or national type-approval in respect of new types of vehicle of categories M, N and O which do not comply with the rolling resistance limit values set out in Table 2 of Part B of Annex II.
- 9 With effect from 1 November 2018 national authorities shall:
  - a on grounds relating to the rolling resistance limit values of C1 and C2 tyres set out in Table 2 of Part B of Annex II, consider certificates of conformity for new vehicles of categories M, N and O to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and prohibit the registration, sale and entry into service of such vehicles, where such vehicles do not comply with this Regulation and its implementing measures; and
  - b prohibit the sale and entry into service of new tyres intended for such vehicles, where such tyres do not comply with the rolling resistance limit values set out in Table 2 of Part B of Annex II.
- 10 With effect from 1 November 2020 national authorities shall:
  - a on grounds relating to the rolling resistance limit values of C3 tyres set out in Table 2 of Part B of Annex II, consider certificates of conformity for new vehicles of categories M, N and O to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and prohibit the registration, sale and entry into service of such vehicles, where such vehicles do not comply with this Regulation and its implementing measures; and
  - b prohibit the sale and entry into service of new tyres intended for such vehicles, where such tyres do not comply with the rolling resistance limit values set out in Table 2 of Part B of Annex II.
- 11 C1, C2 and C3 tyres that were manufactured prior to the dates set out in paragraphs 5, 6, 9 and 10 and which do not comply with the requirements of Annex II may be sold for a period not exceeding 30 months from those dates.



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12 With effect from 1 November 2013 national authorities shall refuse, on grounds relating to the areas of vehicle safety covered in Article 10, to grant EC type-approval or national type-approval in respect of new types of vehicle of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>, where such vehicles do not comply with this Regulation and its implementing measures.

13 With effect from 1 November 2015 national authorities shall, on grounds relating to vehicle safety covered in Article 10, consider certificates of conformity for new vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> to be no longer valid for the purposes of Article 26 of Directive 2007/46/EC, and prohibit the registration, sale and entry into service of such vehicles, where such vehicles do not comply with this Regulation and its implementing measures.

14 National authorities shall permit the sale and entry into service of vehicles, components and separate technical units type-approved before the dates referred to in paragraphs 1, 2 and 3 and continue to grant extension of approvals to those vehicles, components and separate technical units under the terms of the regulatory act under which they were originally permitted or granted, unless the requirements applying to such vehicles, components or separate technical units have been modified or new requirements have been added by this Regulation and its implementing measures.

National authorities shall permit the sale and entry into service of and continue to grant extensions to EC type-approval to replacement components and separate technical units, with the exception of replacement tyres, intended for vehicles type-approved before the dates referred to in paragraphs 1, 2 and 3, under the terms of the regulatory act under which they were originally permitted or granted.

15 Without prejudice to paragraphs 1 to 14, and subject to entry into force of the implementing measures referred to in Article 14, if a manufacturer so requests, national authorities may not, on grounds relating to the areas of vehicle safety and tyres covered in Articles 5 to 12:

- a refuse to grant EC type-approval or national type-approval for a new type of vehicle or to grant EC component/separate technical unit type-approval for a new type of component or separate technical unit, where such vehicle, component or separate technical unit complies with this Regulation and its implementing measures; or
- b prohibit the registration, sale or entry into service of a new vehicle or prohibit the sale or entry into service of a new component or separate technical unit, where the vehicle, component or separate technical unit concerned complies with this Regulation and its implementing measures.

## CHAPTER IV

### IMPLEMENTATION

#### *Article 14*

#### **Implementing measures**

- 1 The Commission shall adopt the following implementing measures:
  - a detailed rules concerning the specific procedures, tests and technical requirements for the type-approval of motor vehicles, their trailers and components and separate technical units with regard to the provisions of Articles 5 to 12;

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- b detailed rules concerning specific safety requirements for vehicles intended for the transport of dangerous goods by road within or between Member States, taking account of UNECE Regulation 105;
- c a more precise definition of the physical characteristics and performance requirements a tyre must fulfil to be defined as ‘special use tyre’, ‘off-road professional tyre’, ‘reinforced tyre’, ‘extra load tyre’, ‘snow tyre’, ‘T-type temporary-use spare tyre’ or ‘traction tyre’ in accordance with points 8 to 13 of the second paragraph of Article 3;
- d measures amending the limit values on rolling resistance and rolling noise laid down in Parts B and C of Annex II insofar as is necessary as a result of changes in test procedures and without lowering the level of protection of the environment;
- e detailed rules on the procedure for the determination of the noise levels referred to in point 1 of Part C of Annex II;
- f measures amending Annex IV to include the UNECE Regulations that are mandatory under Article 4(4) of Decision 97/836/EC.

2 The measures referred to in paragraph 1, with the exception of those relating to the provisions of Article 10, shall be adopted by 31 December 2010.

The measures relating to the provisions of Article 10 shall be adopted by 31 December 2011.

- 3 The Commission may adopt the following implementing measures:
- a measures exempting certain vehicles or classes of vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> from the obligation to install advanced vehicle systems referred to in Article 10 where, following a cost/benefit analysis and taking into account all relevant safety aspects, the application of those systems proves not to be appropriate to the vehicle or class of vehicles concerned;
  - b by 31 December 2010, and on the basis of a cost/benefit analysis, measures shortening the period laid down in Article 13(11), which may be differentiated according to the class or category of tyres concerned.

4 The measures referred to in this Article, designed to amend non-essential elements of this Regulation, inter alia, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 15(2).

### *Article 15*

#### **Committee procedure**

1 The Commission shall be assisted by the Technical Committee — Motor Vehicles (TCMV) established by Article 40(1) of Directive 2007/46/EC.

2 Where reference is made to this paragraph, Article 5a(1) to (4) and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

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## CHAPTER V

### FINAL PROVISIONS

#### *Article 16*

#### **Penalties for non-compliance**

1 Member States shall lay down the rules on penalties applicable to infringement by manufacturers of the provisions of this Regulation and its implementing measures and shall take all measures necessary to ensure that they are implemented. The penalties provided for shall be effective, proportionate and dissuasive. By 20 February 2011 or, as appropriate, 18 months from the date of entry into force of the relevant implementing measure, Member States shall notify those provisions to the Commission, and shall notify it without delay of any subsequent amendment affecting them.

2 The types of infringement which are subject to a penalty shall include at least the following:

- a making false declarations during an approval procedure or a procedure leading to a recall;
- b falsifying test results for type-approval;
- c withholding data or technical specifications which could lead to recall or withdrawal of type-approval.

#### *Article 17*

#### **Reporting**

By 1 December 2012 and every three years thereafter, the Commission shall present a report to the European Parliament and to the Council including, where appropriate, proposals for amendment to this Regulation or other relevant Community legislation regarding the inclusion of further new safety features.

#### *Article 18*

#### **Amendments to Directive 2007/46/EC**

Annexes IV, VI, XI and XV to Directive 2007/46/EC shall be amended in accordance with Annex III to this Regulation.

#### *Article 19*

#### **Repeal**

1 Directives 70/221/EEC, 70/222/EEC, 70/311/EEC, 70/387/EEC, 70/388/EEC, 71/320/EEC, 72/245/EEC, 74/60/EEC, 74/61/EEC, 74/297/EEC, 74/408/EEC, 74/483/EEC, 75/443/EEC, 76/114/EEC, 76/115/EEC, 76/756/EEC, 76/757/EEC, 76/758/EEC, 76/759/EEC, 76/760/EEC, 76/761/EEC, 76/762/EEC, 77/389/EEC, 77/538/EEC, 77/539/EEC, 77/540/EEC, 77/541/EEC, 77/649/EEC, 78/316/EEC, 78/317/EEC, 78/318/EEC, 78/549/EEC, 78/932/EEC, 89/297/EEC, 91/226/EEC, 92/21/EEC, 92/22/EEC, 92/24/EEC, 92/114/EEC, 94/20/EC,

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95/28/EC, 96/27/EC, 96/79/EC, 97/27/EC, 98/91/EC, 2000/40/EC, 2001/56/EC, 2001/85/EC, 2003/97/EC shall be repealed with effect from 1 November 2014.

2 Directive 92/23/EEC shall be repealed with effect from 1 November 2017.

3 References to the repealed Directives shall be construed as references to this Regulation.

#### *Article 20*

#### **Entry into force**

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

It shall apply from 1 November 2011.

[<sup>X1</sup>Article 13(15), Article 14 and points 1(a)(iii), 1(b)(iii) and (iv), 2(c), 3(a)(iii), 3(b)(iii), 3(c)(iii), 3(d)(iii), 3(e)(iii) and 3(f)(ii) of Annex III shall apply from 20 August 2009.

Points 1(a)(i), 1(b)(i), 2(a), 3(a)(i), 3(b)(i), 3(c)(i), 3(d)(i), 3(e)(i) and 3(f)(i) of Annex III shall apply from 1 November 2014.]

Points 1(a)(ii), 1(b)(ii), 2(b), 3(a)(ii), 3(b)(ii), 3(c)(ii), 3(d)(ii), 3(e)(ii) and point 4 of Annex III shall apply from 1 November 2017.

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#### **Editorial Information**

- X1** Substituted by [Corrigendum to Regulation \(EC\) No 661/2009 of the European Parliament and of the Council of 13 July 2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor \(Official Journal of the European Union L 200 of 31 July 2009\)](#).

This Regulation shall be binding in its entirety and directly applicable in all Member States.

**Status:**

Point in time view as at 31/01/2020.

**Changes to legislation:**

There are outstanding changes not yet made to Regulation (EC) No 661/2009 of the European Parliament and of the Council. Any changes that have already been made to the legislation appear in the content and are referenced with annotations.