
Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

ANNEX I

TECHNICAL REQUIREMENTS

PART A

Manufacturer's statutory plate

1. General provisions

- 1.1. Each vehicle shall be fitted with the manufacturer's statutory plate described in this section.
- 1.2. The manufacturer's statutory plate shall be affixed by the vehicle manufacturer or his representative.
- 1.3. The manufacturer's statutory plate shall consist either of:
 - (a) a rectangular sheet of metal;
 - (b) a rectangular self-adhesive label.
- 1.4. Metallic plates shall be fastened with rivets.
- 1.5. Labels shall be tamper evident, fraud resistant and self destructive in case there is an attempt to remove the label.

2. Information to be mentioned on the manufacturer's statutory plate

- 2.1. The following information shall be printed indelibly on the manufacturer's statutory plate in the order listed:
 - (a) the manufacturer's company name;
 - (b) the whole vehicle type-approval number;
 - (c) the vehicle identification number;
 - (d) the technically permissible maximum laden mass;
 - (e) the technically permissible maximum mass of the combination;
 - (f) the technically permissible maximum mass on each axle listed in order from front to rear.
- [^{F1}2.2. The height of the characters of the vehicle identification number referred to in point 2.1(c) shall not be less than 4 mm.]

Textual Amendments

- F1** Substituted by Commission Regulation (EU) No 249/2012 of 21 March 2012 amending Regulation (EU) No 19/2011 as regards type-approval requirements for the manufacturer's statutory plate of motor vehicles and their trailers (Text with EEA relevance).

- [^{F2}2.3. The height of the characters of the information referred to in point 2.1, other than the vehicle identification number, shall not be less than 2 mm.]

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Textual Amendments

F2 Inserted by [Commission Regulation \(EU\) No 249/2012 of 21 March 2012 amending Regulation \(EU\) No 19/2011 as regards type-approval requirements for the manufacturer's statutory plate of motor vehicles and their trailers \(Text with EEA relevance\)](#).

3. Specific provisions

3.1. Trailers

3.1.1. In the case of a trailer, the technically permissible maximum static vertical mass on the coupling point shall be mentioned.

3.1.2. The coupling point shall be deemed the first axle and be numbered '0'.

3.1.3. The first axle shall be numbered '1', the second '2' and so on, followed by a hyphen.

3.1.4. The mass of the combination referred to in point 2.1.(e) shall be omitted.

3.2. All heavy duty vehicles

3.2.1. With regard to vehicles of category N3, O3 or O4, the technically permissible maximum mass on an axle group shall also be mentioned. The entry corresponding to 'Axle group' shall be identified by the letter 'T'.

3.2.2. With respect to vehicles of category M3, N3, O3 or O4, the manufacturer may mention on the manufacturer's statutory plate the intended registration/in-service maximum permissible laden mass.

3.2.2.1. In such a case, the part of the manufacturer's statutory plate where the masses are mentioned shall be subdivided in two columns: the intended registration/in-service maximum permissible masses shall be mentioned in the left column and the technically permissible maximum laden masses in the right column.

3.2.2.2. The code of the country where the vehicle is intended to be registered shall be mentioned as header of the left column.

The code shall be in accordance with Standard ISO 3166-1: 2006.

3.2.3. The requirements of point 3.2.1 shall not apply where:

(a) the technically permissible maximum mass on an axle group is the sum of the technically permissible maximum mass on the axles which are part of that axle group; and

(b) the letter 'T' is added as suffix to the maximum mass on each axle which is part of that axle group;

(c) when the requirements of point 3.2.2 are applied, the registration/in-service maximum permissible mass on the group of axles is the sum of the registration/in-service maximum permissible mass on the axles which are part of that axle group.

4. Additional information

4.1. The manufacturer may indicate additional information below or to the side of the prescribed inscriptions, outside a clearly marked rectangle which shall enclose only the information prescribed in Sections 2 and 3.

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

5. **Models of the manufacturer's statutory plate**

- 5.1. Examples of the various possible models of the manufacturer's statutory plate are given in the appendix to this Annex.
- 5.2. The data given on the models are fictitious.

PART B

Vehicle identification number (VIN)

1. **General provisions**

- 1.1. A VIN shall be marked on each vehicle.
- 1.2. The VIN shall be unique and unequivocally attributed to a particular vehicle.
- 1.3. The VIN shall be marked on the chassis or the vehicle when the vehicle leaves the production line.
- 1.4. The manufacturer shall ensure the traceability of the vehicle by means of the VIN over a period of 30 years.
- 1.5. The existence of measures taken by the manufacturer to ensure the traceability of the vehicle referred to in point 1.4 needs not be checked at the time of the type-approval.

2. **Composition of the VIN**

- 2.1. The VIN shall consist of three sections:
 - (a) the world manufacturer identifier (WMI);
 - (b) the vehicle descriptor section (VDS);
 - (c) the vehicle indicator section (VIS).
- 2.2. The WMI shall consist of a code assigned to the vehicle manufacturer to enable him to be identified.
 - 2.2.1. The code shall comprise three alphanumeric characters, capital roman letters or Arabic numerals, which shall be assigned by the competent authority in the country where the manufacturer has his principal place of business.
 - 2.2.2. The competent authority shall act in agreement with the international organisation referred to in Standard ISO 3780: 2009 on 'Road vehicles — World manufacturer identifier (WMI) code'.
 - 2.2.3. Where the manufacturer's global production is less than 500 vehicles per annum, the third character shall always be '9'. In order to identify such manufacturers, the competent authority referred to in point 2.2.1 shall assign the third, the fourth and the fifth character of the VIS.
- 2.3. The VDS shall consist of six alphanumeric characters, capital roman letters or Arabic numerals, which shall serve to indicate the general characteristics of the vehicle. Where the manufacturer does not use one or more of the six characters, the unused spaces shall be filled in with alphanumeric characters at the manufacturer's discretion in order that the total number of characters required shall be 6.

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) [View outstanding changes](#)

- 2.4. The VIS shall consist of eight alphanumeric characters, capital Roman letters or Arabic numerals, of which the last four shall consist of digits only.

It shall provide, in conjunction with the WMI and the VDS, clear identification of a particular vehicle. Any unused space shall be filled in with the digit '0' in order that the total number of characters required shall be 8.

- 2.5. The height of the characters of the VIN stamped on the chassis shall be no less than 7 mm.
- 2.6. There shall be no space between the characters.
- 2.7. The use of the letters 'I', 'O' or 'Q' shall not be permitted.
- 2.8. The beginning and the end of the VIN shall be limited by one symbol at the choice of the manufacturer neither symbol should be a Roman capital letter nor an Arabic numeral.
- 2.8.1. This provision may be waived when the VIN is marked on a single line.
- 2.8.2. When the VIN is marked on two lines, this provision shall apply to each line.

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Appendix

Model of the manufacturer's statutory plate

1. MODEL A for vehicles of category M1 or N1

STELLA AUTO S.P.A

e3*2007/46*0004

ZFS159000AZ000055

1 850 kg

3 290 kg

1 – 1 100 kg

2 – 880 kg

Model of a manufacturer's statutory plate for a vehicle of category M1 type-approved in Italy

2. MODEL B for vehicles of category M or N other than M1 or N1

MAYER NUTZFAHRZEUGE GmbH

e1*2007/46*0345

WMN22500A00980520

(DE)

17 990 kg

17 990 kg

40 000 kg

44 000 kg

1 – 7 100 kg

1 – 7 100 kg

2 – 11 500 kg

2 – 11 500 kg

T. – kg

T. – kg

Model of a manufacturer's statutory plate for a vehicle of category N3 type-approved in Germany

Note: the column on the left side is optional

3. MODEL C for vehicles of category O1 or O2

JEAN HORSE TRAILERS Ltd

e11*2007/46*0085

SARHT000BC0000023

1 500 kg

0 – 100 kg

1 – 850 kg

2 – 850 kg

Changes to legislation: There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Model of a manufacturer's statutory plate for a vehicle of category O2 type-approved in the United Kingdom

4. MODEL D for vehicles of category O other than O1 or O2

REMORQUES HENSCHLER SA	
e6*2007/46*0098	
YA9EBS37009000005	
(BE)	
34 000 kg	37 000 kg
0 – 8 000 kg	0 – 8 000 kg
1 – 9 000 kg	1 – 10 000 kg
2 – 9 000 kg	2 – 10 000 kg
3 – 9 000 kg	3 – 10 000 kg
T. 27 000 kg	T. 30 000 kg

Model of a manufacturer's statutory plate for a semi-trailer of category O4 type-approved in Belgium

Note: the column on the left side is optional

Changes to legislation:

There are outstanding changes not yet made to Commission Regulation (EU) No 19/2011. Any changes that have already been made to the legislation appear in the content and are referenced with annotations.

[View outstanding changes](#)

Changes and effects yet to be applied to :

- Annex 1 point 2.4 2.5 inserted by [S.I. 2022/1273 reg. 62\(6\)](#)

Changes and effects yet to be applied to the whole legislation item and associated provisions

- Signature words omitted by [S.I. 2022/1273 reg. 62\(5\)](#)
- Annex 1 Appendix para. 1 word substituted by [S.I. 2022/1273 reg. 62\(7\)\(a\)\(i\)](#)
- Annex 1 Appendix para. 2 word substituted by [S.I. 2022/1273 reg. 62\(7\)\(b\)\(i\)](#)
- Annex 1 Appendix para. 3 word substituted by [S.I. 2022/1273 reg. 62\(7\)\(c\)\(i\)](#)
- Annex 1 Appendix para. 4 word substituted by [S.I. 2022/1273 reg. 62\(7\)\(d\)\(i\)](#)
- Annex 1 Appendix para. 1 words substituted by [S.I. 2022/1273 reg. 62\(7\)\(a\)\(ii\)](#)
- Annex 1 Appendix para. 2 words substituted by [S.I. 2022/1273 reg. 62\(7\)\(b\)\(ii\)](#)
- Annex 1 Appendix para. 3 words substituted by [S.I. 2022/1273 reg. 62\(7\)\(c\)\(ii\)](#)
- Annex 1 Appendix para. 4 words substituted by [S.I. 2022/1273 reg. 62\(7\)\(d\)\(ii\)](#)
- Annex 2 para. 1.1 words substituted by [S.I. 2022/1273 reg. 62\(8\)](#)
- Art. 2(3) words substituted by [S.I. 2022/1273 reg. 62\(2\)](#)