

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	their installation; rear underrun protection (RUP)	No UN Regulation No 661/2009	Non										
4A	Space for mounting and fixing rear registration plates	Regulation (EC) No 661/2009 Commission Regulation (EU) No 1003/2010 ^b	Non	X	X	X	X	X	X	X	X	X	
5A	Steering equipment	Regulation (EC) No 661/2009 UN Regulation No 79	Non	X	X	X	X	X	X	X	X	X	
6A	Vehicle access and manoeuvre (steps, running boards and handholds)	Regulation (EC) No 661/2009 Commission Regulation (EU) No 1003/2012 ^c	Non			X	X	X					
6B	Door latches and door retention components	Regulation (EC) No 661/2009 UN Regulation No 11	Non			X							
7A	Audible warning devices and signals	Regulation (EC) No 661/2009 UN Regulation No 28	Non	X	X	X	X	X					X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

8A	Devices for indirect vision and their installation	Regulation (EC) No 661/2009 UN Regulation No 46	Non	X	X	X	X	X					X
9A	Braking of vehicles and trailers	Regulation (EC) No 661/2009 UN Regulation No 13		X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	X ⁽³⁾	
9B	Braking of passenger cars	Regulation (EC) No 661/2009 UN Regulation No 13-H	X ⁽³⁾			X ⁽⁴⁾							
10A	Electromagnetic compatibility	Regulation (EC) No 661/2009 UN Regulation No 10	Non	X	X	X	X	X	X	X	X	X	X
12A	Interior fittings	Regulation (EC) No 661/2009 UN Regulation No 21	Non										
13A	Protection of motor vehicles against unauthorised use	Regulation (EC) No 661/2009 UN Regulation No 18		X ^(4A)	X ^(4A)		X ^(4A)	X ^(4A)					X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

13B	Protection of motor vehicles against unauthorised use	Regulation (EC) No 661/2009 UN Regulation No 116	X		X									X
14A	Protection of the driver against the steering mechanism in the event of impact	Regulation (EC) No 661/2009 UN Regulation No 12			X									
15A	Seats, their anchorage and any head restraints	Regulation (EC) No 661/2009 UN Regulation No 17	X ^(4B)	X ^(4B)	X	X	X							
15B	Seats of large passenger vehicles	Regulation (EC) No 661/2009 UN Regulation No 80	X	X										
16A	External projections	Regulation (EC) No 661/2009 UN Regulation No 26												X
17A	Vehicle access and manoeuvring	Regulation (EC) No 661/2009	X	X	X	X	X							

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	power-driven vehicles and their trailers	UN Regulation No 4											
25A	Power-driven vehicle sealed beam headlamps (SB) emitting an asymmetrical passing beam or a driving beam or both	Regulation (EC) No 661/2009 UN Regulation No 31	Non	X	X	X	X	X					X
25B	Filament lamps for use in approval lamp units of power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 37	Non	X	X	X	X	X	X	X	X	X	X
25C	Motor vehicle headlamps equipped with gas-discharge light sources	Regulation (EC) No 661/2009 UN Regulation No 98	Non	X	X	X	X	X					X
25D	Gas-discharge light	Regulation (EC)	Non	X	X	X	X	X					X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	sources for use in approval gas- discharge lamp units of power- driven vehicles	No 661/2009 UN Regulation No 99											
25E	Motor vehicle headlamps emitting an asymmetric passing beam or a driving beam or both and equipped with filament lamps and/ or LED modules	Regulation (EC) No 661/2009 UN Regulation No 112	Non	X	X	X	X	X					X
25F	Adaptive front- lighting system (AFS) for motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 123	Non	X	X	X	X	X					X
26A	Power driven vehicle front fog lamps	Regulation (EC) No 661/2009 UN Regulation No 19	Non	X	X	X	X	X					X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

46E	Temporary use spare unit, run-flat tyres/system and tyre pressure monitoring system	Regulation (EC) No 661/2009 UN Regulation No 64	Non			X ^(9A)							X
47A	Speed limitation of vehicles	Regulation (EC) No 661/2009 UN Regulation No 89		X	X		X	X					X
48A	Masses and dimensions	Regulation (EC) No 661/2009 Regulation (EU) No 1230/2012		X	X	X	X	X	X	X	X	X	
49A	Commercial vehicles with regard to their external projections forward of the cab's rear panel	Regulation (EC) No 661/2009 UN Regulation No 64				X	X	X					
50A	Mechanical coupling components of combinations of vehicles	Regulation (EC) No 661/2009 UN Regulation No 10	Non	X ⁽¹⁰⁾	X ⁽¹⁰⁾	X ⁽¹⁰⁾	X ⁽¹⁰⁾	X ⁽¹⁰⁾	X	X	X	X	X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		of the Council ^k										
61	Air-conditioning systems	Directive 2006/40/EC of the European Parliament and of the Council ^l	X		X ⁽¹⁴⁾							
62	Hydrogen system	Regulation (EC) No 79/2009 of the European parliament and the Council ^m	X	X	X	X	X					
63	General Safety	Regulation (EC) No 661/2009	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾	X ⁽¹⁵⁾
64	Gear shift indicators	Regulation (EC) No 661/2009 Commission Regulation (EU) No 65/2012 ⁿ										
65	Advanced emergency braking system	Regulation (EC) No 661/2009 Commission Regulation (EU) No 347/2012 ^o	X	X		X	X					
66	Lane departure	Regulation (EC)	X	X		X	X					

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	warning system	No 661/2009 Commission Regulation (EU) No 351/2012 ^p										
67	Specific components for liquefied petroleum gases (LPG) and their installation on motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 67	X	X	X	X	X					X
68	Vehicle alarm systems (VAS)	Regulation (EC) No 661/2009 UN Regulation No 97			X							X
69	Electrical safety	Regulation (EC) No 661/2009 UN Regulation No 100	X	X	X	X	X					
70	Specific components for CNG and their installation on motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 110	X	X	X	X	X					X
71	Cab strength	Regulation (EC) No 661/2009			X	X	X					

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		UN Regulation No 29											
72	eCall system	Regulation (EU) 2015/758 of the European Parliament and of the Council ⁹	X										
a	Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC (OJ L 158, 27.5.2014, p. 131).												
b	Commission Regulation (EU) No 1003/2010 of 8 November 2010 concerning type-approval requirements for the space for mounting and the fixing of rear registration plates on motor vehicles and their trailers and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 291, 9.11.2010, p. 22).												
c	Commission Regulation (EU) No 130/2012 of 15 February 2012 concerning type-approval requirements for motor vehicles with regard to vehicle access and manoeuvrability and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 43, 16.2.2012, p. 6).												
d	Commission Regulation (EU) No 1005/2010 of 8 November 2010 concerning type-approval requirements for motor vehicle towing devices and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 291, 9.11.2010, p. 36).												
e	Commission Regulation (EU) No 672/2010 of 27 July 2010 concerning type-approval requirements for windscreen defrosting and demisting systems of certain motor vehicles and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 196, 28.7.2010, p. 5).												
f	Commission Regulation (EU) No 1008/2010 of 9 November 2010 concerning type-approval requirements for windscreen wiper and washer systems of certain motor vehicles and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 292, 10.11.2010, p. 2).												
g	Commission Regulation (EU) No 1009/2010 of 9 November 2010 concerning type-approval requirements for wheel guards of certain motor vehicles and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 292, 10.11.2010, p. 21).												
h	Commission Regulation (EU) No 109/2011 of 27 January 2011 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards type-approval requirements for certain categories of motor vehicles and their trailers as regards spray suppression systems (OJ L 34, 9.2.2011, p. 2).												
i	Commission Regulation (EU) No 458/2011 of 12 May 2011 concerning type-approval requirements for motor vehicles and their trailers with regard to the installation of their tyres and implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor (OJ L 124, 13.5.2011, p. 11).												
j	Regulation (EC) No 78/2009 of the European Parliament and of the Council of 14 January 2009 on the type-approval of motor vehicles with regard to the protection of pedestrians and other vulnerable road users, amending Directive 2007/46/EC and repealing Directives 2003/102/EC and 2005/66/EC (OJ L 35, 4.2.2009, p. 1).												
k	Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC (OJ L 310, 25.11.2005, p. 10).												

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

l	Directive 2006/40/EC of the European Parliament and of the Council of 17 May 2006 relating to emissions from air conditioning systems in motor vehicles and amending Council Directive 70/156/EEC (OJ L 161, 14.6.2006, p. 12).
m	Regulation (EC) No 79/2009 of the European Parliament and of the Council of 14 January 2009 on type-approval of hydrogen-powered motor vehicles, and amending Directive 2007/46/EC (OJ L 35, 4.2.2009, p. 32).
n	Commission Regulation (EU) No 65/2012 of 24 January 2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards gear shift indicators and amending Directive 2007/46/EC of the European Parliament and of the Council (OJ L 28, 31.1.2012, p. 24).
o	Commission Regulation (EU) No 347/2012 of 16 April 2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council with respect to type-approval requirements for certain categories of motor vehicles with regard to advanced emergency braking systems (OJ L 109, 21.4.2012, p. 1).
p	Commission Regulation (EU) No 351/2012 of 23 April 2012 implementing Regulation (EC) No 661/2009 of the European Parliament and of the Council as regards type-approval requirements for the installation of lane departure warning systems in motor vehicles (OJ L 110, 24.4.2012, p. 18).
q	Regulation (EU) 2015/758 of the European Parliament and of the Council of 29 April 2015 concerning type-approval requirements for the deployment of the eCall in-vehicle system based on the 112 service and amending Directive 2007/46/EC (OJ L 123, 19.5.2015, p. 77).

Explanatory notes

- | X | Relevant regulatory act. |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (¹) | For vehicles with a reference mass not exceeding 2 610 kg. At the manufacturer's request, Regulation (EC) No 715/2007 may apply to vehicles with a reference mass not exceeding 2 840 kg. |
| (²) | In case of vehicles equipped with a LPG or CNG installation, a vehicle type-approval in accordance with UN Regulation No 67 or UN Regulation No 110 is required. |
| (³) | The fitting of an electronic stability control ('ESC') system is required in accordance with Article 12 and Article 13 of Regulation (EC) No 661/2009. |
| (⁴) | The fitting of an ESC system is required in accordance with Article 12 and Article 13 of Regulation (EC) No 661/2009. |
| (^{4A}) | If fitted, the protective device shall fulfil the requirements of UN Regulation No 18. |
| (^{4B}) | This Regulation applies to seats not falling within the scope of UN Regulation No 80. |
| (⁵) | Vehicles of this category shall be fitted with a suitable windscreen defrosting and demisting device. |
| (⁶) | Vehicles of this category shall be fitted with a suitable windscreen washing and wiping devices. |
| (⁹) | For vehicles with a reference mass exceeding 2 610 kg which are not type-approved (at the manufacturer's request and provided their reference mass does not exceed 2 840 kg) under Regulation (EC) No 715/2007. |
| (^{9A}) | Applies only where such vehicles are fitted with equipment covered by UN Regulation No 64. Tyre pressure monitoring system for M ₁ vehicles applies on a compulsory basis in accordance with Article 9(2) of Regulation (EC) No 661/2009. |
| (¹⁰) | Applies only to vehicles equipped with coupling(s). |
| (¹¹) | Applies to vehicles with a technically permissible maximum laden mass not exceeding 2,5 tonnes. |

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (¹²) Only applicable to vehicles where the ‘Seating Reference Point (“R” point)’ of the lowest seat is not more than 700 mm above the ground level.
- (¹³) Applies only when the manufacturer applies for type-approval of vehicles intended for the transport of dangerous goods.
- (¹⁴) Applies only for vehicles of category N₁, class I as described in Annex I to Regulation (EC) No 715/2007.
- (¹⁵) Compliance with Regulation (EC) No 661/2009 is mandatory, however, type-approval under this item number is not foreseen as it represents the collection of individual items 3A, 3B, 4A, 5A, 6A, 6B, 7A, 8A, 9A, 9B, 10A, 12A, 13A, 13B, 14A, 15A, 15B, 16A, 17A, 17B, 18A, 19A, 20A, 21A, 22A, 22B, 22C, 23A, 24A, 25A, 25B, 25C, 25D, 25E, 25F, 26A, 27A, 28A, 29A, 30A, 31A, 32A, 33A, 34A, 35A, 36A, 37A, 38A, 42A, 43A, 44A, 45A, 46A, 46B, 46C, 46D, 46E, 47A, 48A, 49A, 50A, 50B, 51A, 52A, 52B, 53A, 54A, 56A, 57A and 64 to 71. The series of amendments of the UN Regulations which apply on a compulsory basis are listed in Annex IV to Regulation (EC) No 661/2009. The series of amendments adopted subsequently are accepted as an alternative.

Appendix 1

Regulatory acts for EU type-approval of vehicles produced in small series pursuant to Article 41

TABLE 1

M₁ vehicles

Item	Subject	Regulatory act reference	Specific issues	Applicability and specific requirements
1A	Sound level	Regulation (EU) No 540/2014		A
2A	Emissions (Euro 5 and Euro 6) light duty vehicles/access to information	Regulation (EC) No 715/2007	(a) OBD	The vehicle shall be fitted with an OBD system that fulfils the requirements of Article 4(1) and (2) of Regulation (EC) No 692/2008 (The OBD system shall be designed to record at least the malfunction of the engine management system).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				The OBD-interface shall be able to communicate with commonly available diagnostic tools.
			(b)	In service conformity N/A
			(c)	Access to information It is sufficient that the manufacturer provide access to repair and maintenance information in a readily accessible and prompt manner.
			(d)	Power measurement (When the vehicle manufacturer uses an engine from another manufacturer) Bench test data from the engine manufacturer are accepted provided that the engine management system is identical (i.e. having at least the same electronic control unit (ECU)). Power output test may be performed on a chassis dynamometer. It shall be taken into account of the power loss in the transmission.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

3A	Prevention of fire risks (liquid fuel tanks)	Regulation (EC) No 661/2009 UN Regulation No 34	(a)	Liquid fuel tanks	B
			(b)	Installation in vehicle	B
3B	Rear underrun protective devices (RUPDs) and their installation; rear underrun protection (RUP)	Regulation (EC) No 661/2009 UN Regulation No 58			B
4A	Space for mounting and fixing rear registration plates	Regulation (EC) No 661/2009 Regulation (EU) No 1003/2010			B
5A	Steering equipment	Regulation (EC) No 661/2009 UN Regulation No 79	(a)	Mechanical systems	The provisions of paragraph 5 of UN Regulation No 79 shall apply. All tests prescribed in paragraph 6.2 of UN Regulation No 79 shall be performed and the requirements of paragraph 6.1 of UN Regulation No 79 shall apply.
			(b)	Complex electronic vehicle control system	All the requirements of Annex 6 of UN Regulation No 79 shall apply. Compliance with these requirements may only be checked by a technical service.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date.

Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

6B	Door latches and door retention components	Regulation (EC) No 661/2009 UN Regulation No 11	(a)	General requirements (Paragraph 5 of UN Regulation No 11)	C All the requirements shall apply.
			(b)	Performance requirements (Paragraph 6 of UN Regulation No 11)	Only the requirements of paragraph 6.1.5.4 and paragraph 6.3 of UN Regulation No 11 shall apply.
7A	Audible warning devices and signals	Regulation (EC) No 661/2009 UN Regulation No 28	(a)	Components	X
			(b)	Installation on vehicle	B
8A	Devices for indirect vision and their installation	Regulation (EC) No 661/2009 UN Regulation No 46	(a)	Components	X
			(b)	Installation on vehicle	B
9B	Braking of passenger cars	Regulation (EC) No 661/2009 UN Regulation No 13-H	(a)	Design and tests requirements	A
			(b)	Electronic stability control (ESC) and brake assist systems (BAS)	The fitting of BAS and ESC shall not be required. If fitted, they shall comply with the requirements of UN Regulation No 13-H.
10A	Electromagnetic compatibility	Regulation (EC) No 661/2009 UN Regulation No 10			B
12A	Interior fittings	Regulation (EC) No 661/2009			C

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	UN Regulation No 21	(a) Interior arrangement	
		(i) Radii and protrusion requirements for switches, pull-knobs and the like, controls and general interior fittings	The requirements of paragraphs 5.1 to 5.6 of UN Regulation No 21 may be waived at the request of the manufacturer. The requirements of paragraph 5.2 of UN Regulation No 21 with the exception of paragraphs 5.2.3.1, 5.2.3.2 and 5.2.4 of that Regulation shall apply.
		(ii) Energy absorption tests on the upper dashboard	Energy absorption tests on the upper dashboard shall only be performed when the vehicle is not fitted with at least two front airbags or two static four-point harnesses.
		(iii) Energy absorption test on the rear part of the seats	N/A
		(b) Power-operation of windows, roof-panel systems	All requirements of paragraph 5.8 of UN Regulation No 21 shall apply.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			and partition systems	
13B	Protection of motor vehicles against unauthorised use	Regulation (EC) No 661/2009 UN Regulation No 116		A The provisions of paragraph 8.3.1.1.1 of UN Regulation No 116 may be applied instead of paragraph 8.3.1.1.2 of that Regulation regardless of the type of powertrain.
14A	Protection of the driver against the steering mechanism in the event of impact	Regulation (EC) No 661/2009 UN Regulation No 12		C
				Tests are required when the vehicle has not been tested under UN Regulation No 94 (see item 53A).
15A	Seats, their anchorages and any head restraints	Regulation (EC) No 661/2009 UN Regulation No 17		C
			(a) (i)	General requirements Specifications Requirements of paragraph 5.2 of UN Regulation No 17 shall apply with the exception of paragraph 5.2.3 of that Regulation.
			(ii)	Strength tests for seat backrest and head restraints The requirements of paragraph 6.2 UN Regulation No 17 shall apply.
	(iii)	Unlocking and adjustment tests The test shall be performed in accordance with the requirements of Annex 7 to		

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				UN Regulation No 17.
			(b) Head restraints (i) Specifications	Requirements of paragraphs 5.4, 5.5, 5.6, 5.10, 5.11 and 5.12 of UN Regulation No 17 shall apply with the exception of paragraph 5.5.2 of that Regulation.
			(ii) Strength tests on head restraints	The test prescribed in paragraph 6.4 of UN Regulation No 17 shall be performed.
			(c) Special requirements regarding the protection of occupants from displaced luggage	The requirements of Annex 9 to UN Regulation No 26 may be waived at the request of the manufacturer.
16A	External projections	Regulation (EC) No 661/2009 UN Regulation No 26		C
			(a) General specifications	The requirements of paragraph 5 of UN Regulation No 26 shall apply.
			(b) Particular specifications	The requirements of paragraph 6 of UN Regulation No 26 shall apply.
17A	Vehicle access and manoeuvrability (reverse gear)	Regulation (EC) No 661/2009 Regulation (EU) No 130/2012		D
17B	Speedometer equipment	Regulation (EC) No 661/2009		B

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	including its installation	UN Regulation No 39		
18A	Manufacturer's statutory plate and VIN	Regulation (EC) No 661/2009 Regulation (EU) No 19/2011		B
19A	Safety-belt anchorages, Isofix anchorages systems and Isofix top tether anchorages	Regulation (EC) No 661/2009 UN Regulation No 14		B
20A	Installation of lighting and light-signalling devices on vehicles	Regulation (EC) No 661/2009 UN Regulation No 48		B Daytime Running Lights (DRL) shall be fitted to a new type of vehicle.
21A	Retro-reflecting devices for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 3		X
22A	Front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 7		X
22B	Daytime running lamps for power-driven vehicles	Regulation (EC) No 661/2009 UN Regulation No 87		X
22C	Side-marker lamps for motor vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 91		X
23A	Direction indicators for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 6		X
24A	Illumination of rear-registration plates of power-	Regulation (EC) No 661/2009 UN Regulation No 4		X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	driven vehicles and their trailers			
25A	Power-driven vehicle's sealed-beam headlamps (SB) emitting an European asymmetrical passing beam or a driving beam or both	Regulation (EC) No 661/2009 UN Regulation No 31		X
25B	Filament lamps for use in approved lamp units of power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 37		X
25C	Motor vehicle headlamps equipped with gas-discharge light sources	Regulation (EC) No 661/2009 UN Regulation No 98		X
25D	Gas-discharge light sources for use in approved gas-discharge lamp units of power-driven vehicles	Regulation (EC) No 661/2009 UN Regulation No 99		X
25E	Motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps and/or LED modules	Regulation (EC) No 661/2009 UN Regulation No 112		X
25F	Adaptive front-lighting systems (AFS) for motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 123		X
26A	Power-driven vehicle front fog lamps	Regulation (EC) No 661/2009 UN Regulation No 19		X

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

27A	Towing device	Regulation (EC) No 661/2009 Regulation (EU) No 1005/2010		B
28A	Rear fog lamps for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 38		X
29A	Reversing lights for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 23		X
30A	Parking lamps for power-driven vehicles	Regulation (EC) No 661/2009 UN Regulation No 77		X
31A	Safety-belts, restraint systems, child restraint systems and Isofix child restraint systems	Regulation (EC) No 661/2009 UN Regulation No 16	(a) Components	X
			(b) Installation requirements	B
32A	Forward field of vision	Regulation (EC) No 661/2009 UN Regulation No 125		A
33A	Location and identification of hand controls, tell-tales and indicators	Regulation (EC) No 661/2009 UN Regulation No 121		A
34A	Windscreen defrosting and demisting systems	Regulation (EC) No 661/2009 Regulation (EU) No 672/2010		C
			(a) Windscreen defrosting	Only point 1.1.1 of Annex II to Regulation (EU) No 672/2010 shall apply, provided that warm air flow is ducted to the whole surface of the windscreen or the latter is electrically heated on its whole surface.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			(b)	Windscreen demisting	Only point 1.2.1 of Annex II to Regulation (EU) No 672/2010 shall apply, provided that warm air flow is ducted to the whole surface of the windscreen or the latter is electrically heated on its whole surface.
35A	Windscreen wiper and washer systems	Regulation (EC) No 661/2009 Regulation (EU) No 1008/2010			C
			(a)	Windscreen wiper system	Points 1.1 to 1.1.10 of Annex III to Regulation (EU) No 1008/2010 shall apply. Only the test described in point 2.1.10 of Annex III to Regulation (EU) No 1008/2010 shall be performed.
			(b)	Windscreen washer system	Point 1.2 of Annex III to Regulation (EU) No 1008/2010 shall apply with the exception of points 1.2.2, 1.2.3 and 1.2.5.
36A	Heating system	Regulation (EC) No 661/2009 UN Regulation No 122			C The fitting of a heating system shall not be required.
			(a)	All heating systems	The requirements of paragraphs 5.3 and 6 of UN Regulation No 122 shall apply.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			(b) LPG heating systems	The requirements of Annex 8 to UN Regulation No 122 shall apply.
37A	Wheel guards	Regulation (EC) No 661/2009 Regulation (EU) No 1009/2010		B
38A	Head restraints (headrests), whether or not incorporated in vehicle seats	Regulation (EC) No 661/2009 UN Regulation No 25		X
41A	Emissions (Euro VI) heavy duty vehicles/access to information	Regulation (EC) No 595/2009		A With the exception of the set of requirements relating to OBDs and access to information.
			Power measurement	(When the vehicle manufacturer uses an engine from another manufacturer) Bench test data from the engine manufacturer are accepted, provided that the engine management system is identical (i.e. having at least the same ECU). Power output test may be performed on a chassis dynamometer. It shall be taken into account of the power loss in the transmission.
44A	Masses and dimensions	Regulation (EC) No 661/2009		B

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		Regulation (EU) No 1230/2012		The hill start test at maximum combination mass described in point 5.1 of Part A of Annex I to Regulation (EU) No 1230/2012 may be waived at the request of the manufacturer.
45A	Safety glazing materials and their installation on vehicles	Regulation (EC) No 661/2009 UN Regulation No 43	(a) Components	X
			(b) Installation	B
46A	Installation of tyres	Regulation (EC) No 661/2009 Regulation (EU) No 458/2011		B Dates for progressive application shall be those set out in Article 13 of Regulation (EC) No 661/2009.
46B	Pneumatic tyres for motor vehicles and their trailers (Class C ₁)	Regulation (EC) No 661/2009 UN Regulation No 30	Components	X
46D	Tyre rolling sound emissions, adhesion on wet surfaces and rolling resistance (Classes C ₁ , C ₂ and C ₃)	Regulation (EC) No 661/2009 UN Regulation No 117	Components	X
46E	Temporary-use spare unit, run-flat tyres/system and tyre pressure monitoring system	Regulation (EC) No 661/2009 UN Regulation No 64	Components	X
			Fitting of a tyre-pressure monitoring system (TPMS)	B The fitting of a TPMS shall not be required.
50A	Mechanical coupling components of combinations of vehicles	Regulation (EC) No 661/2009 UN Regulation No 55	(a) Components	X
			(b) Installation	B
53A	Protection of occupants in the	Regulation (EC) No 661/2009		C

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	event of a frontal collision	UN Regulation No 94		The requirements of UN Regulation No 94 shall apply to vehicles fitted with front airbags. Vehicles not fitted with airbags shall fulfil the requirement of item 14A of this table.
54A	Protection of occupants in the event of lateral collision	Regulation (EC) No 661/2009 UN Regulation No 95	Head form test	C The manufacturer shall supply the technical service with suitable information concerning a possible impact of the head of the dummy against the structure of the vehicle or the side glazing if made up of laminated glazing. When it is proven that such impact is likely to happen, the partial test using the head form test described in paragraph 3.1 of Annex 8 to UN Regulation No 95 shall be conducted and the criterion specified in paragraph 5.2.1.1 of UN Regulation No 95 shall be met. In agreement with the

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				technical service, the test procedure described in Annex 4 to UN Regulation No 21 may be used as an alternative to the test of UN Regulation No 95.	
58	Pedestrian protection	Regulation (EC) No 78/2009	(a)	Technical requirements applicable to vehicle	N/A
			(b)	Frontal protection systems	X
59	Recyclability	Directive 2005/64/EC			N/A - Only Article 7 on reuse of component parts shall apply.
61	Air-conditioning systems	Directive 2006/40/EC			A
62	Hydrogen system	Regulation (EC) No 79/2009			X
63	General Safety	Regulation (EC) No 661/2009			See explanatory note ⁽¹⁵⁾ of the table in this Part with regulatory acts for EU type-approval of vehicles produced in unlimited series.
64	Gear shift indicators	Regulation (EC) No 661/2009 Regulation (EU) No 65/2012			N/A
67	Specific components for liquefied petroleum gases (LPG) and their	Regulation (EC) No 661/2009 UN Regulation No 67	(a)	Components	X
			(b)	Installation	A

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	installation on motor vehicles			
68	Vehicle alarm systems (VAS)	Regulation (EC) No 661/2009 UN Regulation No 97	(a)	Components X
			(b)	Installation B
69	Electric safety	Regulation (EC) No 661/2009 UN Regulation No 100		B
70	Specific components for CNG and their installation on motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 110	(a)	Components X
			(b)	Installation A
72	eCall system	Regulation (EU) 2015/758		N/A

Explanatory notes

X

Full application of the regulatory act as follows:

- (a) a type-approval certificate shall be issued;
- (b) tests and checks shall be conducted by the technical service or the manufacturer under the conditions laid down in Articles 67 to 81;
- (c) a test report shall be drafted in accordance with Annex III;
- (d) Conformity of Production (COP) shall be ensured.

A

Application of the regulatory act as follows:

- (a) all requirements of the regulatory act shall be fulfilled unless otherwise stated;
- (b) no type-approval certificate shall be required;
- (c) tests and checks shall be conducted by the technical service or the manufacturer under the conditions laid down in Articles 67 to 81;
- (d) a test report shall be drafted in accordance with Annex III;
- (e) COP shall be ensured.

B

Application of the regulatory act as follows:

Same as for letter 'A' with the exception that the tests and checks may be performed by the manufacturer himself, subject to the agreement of the approval authority.

C

Application of the regulatory act as follows:

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (a) only the technical requirements from the regulatory shall be fulfilled, irrespective of any transitional provision;
- (b) no type-approval certificate shall be required;
- (c) tests and checks shall be conducted by the technical service or by the manufacturer (see decisions for letter 'B');
- (d) a test report shall be drafted in accordance with Annex III;
- (e) COP shall be ensured.

D

Same as for decisions in letters 'B' and 'C', with the exception that a statement of compliance submitted by the manufacturer is sufficient. No test report shall be required.

The approval authority or technical service may require additional information of further evidence, if need be.

N/A

The regulatory act shall not apply. Compliance with one or more specific aspects included in the regulatory act may however be imposed.

The series of amendments of the UN Regulations to be used are listed in Annex IV to Regulation (EC) No 661/2009. The series of amendments adopted subsequently are accepted as an alternative.

TABLE 2

N₁ vehicles⁰

Item	Subject	Regulatory act	Specific issues	Applicability and specific requirements
1A	Sound level	Regulation (EU) No 540/2014		A
2A	Emissions (Euro 5 and Euro 6) light duty vehicles/access to information	Regulation (EC) No 715/2007	(a) OBD	The vehicle shall be fitted with an OBD system that fulfils the requirements of Article 4(1) and (2) of Regulation (EC) No 692/2008 (the OBD system shall be designed to record at least the malfunction of the engine management system).

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				The OBD-interface shall be able to communicate with commonly available diagnostic tools.
			(b)	In service conformity N/A
			(c)	Access to information It is sufficient that the manufacturer provides access to vehicle repair and maintenance information in a readily accessible and prompt manner.
			(d)	Power measurement (When the vehicle manufacturer uses an engine from another manufacturer) Bench test data from the engine manufacturer are accepted provided that the engine management system is identical (i.e. having at least the same ECU). Power output test may be performed on a chassis dynamometer. It shall be taken into account of the power loss in the transmission.

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

3A	Prevention of fire risks (liquid fuel tanks)	Regulation (EC) No 661/2009 UN Regulation No 34	(a)	Liquid fuel tanks	B
			(b)	Installation in vehicle	B
3B	Rear underrun protective devices (RUPDs) and their installation; rear underrun protection (RUP)	Regulation (EC) No 661/2009 UN Regulation No 58			B
4A	Space for mounting and fixing rear registration plates	Regulation (EC) No 661/2009 Regulation (EU) No 1003/2010			B
5A	Steering equipment	Regulation (EC) No 661/2009 UN Regulation No 79	(a)	Mechanical systems	The provisions of paragraph 5 of UN Regulation No 79.01 shall apply. All tests prescribed in paragraph 6.2 of UN Regulation No 79 shall be performed and the requirements of paragraph 6.1 of UN Regulation No 79 shall apply.
			(b)	Complex electronic vehicle control system	All the requirements of Annex 6 of UN Regulation No 79 shall apply. Compliance with these requirements may only be checked by a technical service.

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

6B	Door latches and door retention components	Regulation (EC) No 661/2009 UN Regulation No 11	(a)	General requirements (Paragraph 5 of UN Regulation No 11)	C All requirements shall apply.
			(b)	Performance requirements (Paragraph 6 of UN Regulation No 11)	Only the requirements of paragraph 6.1.5.4 and paragraph 6.3 of UN Regulation No 11 shall apply.
7A	Audible warning devices and signals	Regulation (EC) No 661/2009 UN Regulation No 28	(a)	Components	X
			(b)	Installation on vehicle	B
8A	Devices for indirect vision and their installation	Regulation (EC) No 661/2009 UN Regulation No 46	(a)	Components	X
			(b)	Installation on vehicle	B
9A	Braking of vehicles and trailers	Regulation (EC) No 661/2009 UN Regulation No 13	(a)	Design and test requirements	A
			(b)	Electronic stability control (ESC)	The fitting of ESC shall not be required. If fitted, it shall comply with the requirements of UN Regulation No 13.
9B	Braking of passenger cars	Regulation (EC) No 661/2009 UN Regulation No 13-H	(a)	Design and test requirements	A
			(b)	ESC and brake	The fitting of BAS and ESC shall not be

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			assist systems (BAS)	required. If fitted, they shall comply with the requirements of UN Regulation No 13-H.
10A	Electromagnetic compatibility	Regulation (EC) No 661/2009 UN Regulation No 10		B
13B	Protection of motor vehicles against unauthorised use	Regulation (EC) No 661/2009 UN Regulation No 116		A The provisions of paragraph 8.3.1.1.1 of UN Regulation No 116 may be applied instead of paragraph 8.3.1.1.2 of that Regulation regardless of the type of powertrain.
14A	Protection of the driver against the steering mechanism in the event of impact	Regulation (EC) No 661/2009 UN Regulation No 12	(a) Barrier impact test	A test shall be required.
			(b) Body block impact test against steering wheel	Not required if the steering wheel is fitted with an airbag.
			(c) Head form test	Not required if the steering wheel is fitted with an airbag.
15A	Seats, their anchorages and any head restraints	Regulation (EC) No 661/2009 UN Regulation No 17		B
17A	Vehicle access and manoeuvrability	Regulation (EC) No 661/2009		D

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	(reverse gear)	Regulation (EU) No 130/2012		
17B	Speedometer equipment including its installation	Regulation (EC) No 661/2009 UN Regulation No 39		B
18A	Manufacturer's statutory plate and VIN	Regulation (EC) No 661/2009 Regulation (EU) No 19/2011		B
19A	Safety-belt anchorages, Isofix anchorages systems and Isofix top tether anchorages	Regulation (EC) No 661/2009 UN Regulation No 14		B
20A	Installation of lighting and light-signalling devices on motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 48		B DRLs shall be fitted to a new type of vehicle.
21A	Retro-reflecting devices for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 3		X
22A	Front and rear position lamps, stop-lamps and end-outline marker lamps for motor vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 7		X
22B	Daytime running lamps for power-driven vehicles	Regulation (EC) No 661/2009 UN Regulation No 87		X
22C	Side-marker lamps for motor vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 91		X
23A	Direction indicators for power-driven	Regulation (EC) No 661/2009 UN Regulation No 6		X

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	vehicles and their trailers			
24A	Illumination of rear-registration plates of power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 4		X
25A	Power-driven vehicle's sealed-beam headlamps (SB) emitting an European asymmetrical passing beam or a driving beam or both	Regulation (EC) No 661/2009 UN Regulation No 31		X
25B	Filament lamps for use in approved lamp units of power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 37		X
25C	Motor vehicle headlamps equipped with gas-discharge light sources	Regulation (EC) No 661/2009 UN Regulation No 98		X
25D	Gas-discharge light sources for use in approved gas-discharge lamp units of power-driven vehicles	Regulation (EC) No 661/2009 UN Regulation No 99		X
25E	Motor vehicle headlamps emitting an asymmetrical passing beam or a driving beam or both and equipped with filament lamps and/or LED modules	Regulation (EC) No 661/2009 UN Regulation No 112		X
25F	Adaptive front-lighting systems	Regulation (EC) No 661/2009		X

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	(AFS) for motor vehicles	UN Regulation No 123		
26A	Power-driven vehicle front fog lamps	Regulation (EC) No 661/2009 UN Regulation No 19		X
27A	Towing device	Regulation (EC) No 661/2009 Regulation (EU) No 1005/2010		B
28A	Rear fog lamps for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 38		X
29A	Reversing lights for power-driven vehicles and their trailers	Regulation (EC) No 661/2009 UN Regulation No 23		X
30A	Parking lamps for power-driven vehicles	Regulation (EC) No 661/2009 UN Regulation No 77		X
31A	Safety-belts, restraint systems, child restraint systems and Isofix child restraint systems	Regulation (EC) No 661/2009 UN Regulation No 16	(a)	Components X
			(b)	Installation requirements B
33A	Location and identification of hand controls, tell-tales and indicators	Regulation (EC) No 661/2009 UN Regulation No 121		A
34A	Windscreen defrosting and demisting systems	Regulation (EC) No 661/2009 Regulation (EU) No 672/2010		N/A The vehicle shall be fitted with a suitable windscreen defrosting and demisting system.
35A	Windscreen wiper and washer systems	Regulation (EC) No 661/2009 Regulation (EU) No 1008/2010		N/A The vehicle shall be fitted with a suitable windscreen

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				wiper and washer system.
36A	Heating system	Regulation (EC) No 661/2009 UN Regulation No 122		C The fitting of a heating system shall not be required.
			(a)	All heating systems The requirements of paragraphs 5.3 and 6 of UN Regulation No 122 shall apply.
			(b)	LPG heating systems The requirements of Annex 8 to UN Regulation No 122 shall apply.
41A	Emissions (Euro VI) heavy duty vehicles/access to information	Regulation (EC) No 595/2009		A With the exception of the set of requirements relating to OBDs and access to information.
			Power measurement	(When the vehicle manufacturer uses an engine from another manufacturer) Bench test data from the engine manufacturer are accepted provided that the engine management system is identical (i.e. having at least the same ECU). Power output test may be performed on a chassis dynamometer.

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				It shall be taken into account of the power loss in the transmission.
43A	Spray suppression systems	Regulation (EC) No 661/2009 Regulation (EU) No 109/2011		B
45A	Safety glazing materials and their installation on vehicles	Regulation (EC) No 661/2009 UN Regulation No 43	(a) Components	X
			(b) Installation	B
46A	Installation of tyres	Regulation (EC) No 661/2009 Regulation (EU) No 458/2011		B Dates for progressive application shall be those set out in Article 13 of Regulation (EC) No 661/2009.
46B	Pneumatic tyres for motor vehicles and their trailers (Class C ₁)	Regulation (EC) No 661/2009 UN Regulation No 30	Components	X
46C	Pneumatic tyres for commercial vehicles and their trailers (Classes C ₂ and C ₃)	Regulation (EC) No 661/2009 UN Regulation No 54	Components	X
46D	Tyre rolling sound emissions, adhesion on wet surfaces and rolling resistance (Classes C ₁ , C ₂ and C ₃)	Regulation (EC) No 661/2009 UN Regulation No 117	Components	X
46E	Temporary-use spare unit, run-flat tyres/system and tyre pressure monitoring system	Regulation (EC) No 661/2009 UN Regulation No 64	Components	X
			Fitting of a tyre-pressure monitoring system	B The fitting of a TPMS shall not be required.
48A	Masses and dimensions	Regulation (EC) No 661/2009		B

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		Regulation (EU) No 1230/2012	Hill start test at maximum combination mass	The hill start test at maximum combination mass described in point 5.1 of Part A of Annex 1 to Regulation (EU) No 1230/2012 may be waived at the request of the manufacturer.
49A	Commercial vehicles with regards to their external projections forward of the cab's rear panel	Regulation (EC) No 661/2009 UN Regulation No 61	(a) General specifications	C The requirements of paragraph 5 of UN Regulation No 61 shall apply.
			(b) Particular specifications	The requirements of paragraph 6 of UN Regulation No 61 shall apply.
50A	Mechanical coupling components of combinations of vehicles	Regulation (EC) No 661/2009 UN Regulation No 55	(a) Components	X
			(b) Installation	B
54A	Protection of occupants in the event of lateral collision	Regulation (EC) No 661/2009 UN Regulation No 95	C	C
			Head form test	The manufacturer shall supply the technical service with suitable information concerning a possible impact of the head of the dummy against the structure of the vehicle or the side glazing, if made up

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

				of laminated glazing. When such impact is proven likely to happen, then the partial test using the head form test described in paragraph 3.1 of Annex 8 to UN Regulation No 95 shall be conducted and the criterion specified in paragraph 5.2.1.1 of UN Regulation No 95 shall be met. In agreement with the technical service, the test procedure described in Annex 4 to UN Regulation No 21 may be used as an alternative to the test of UN Regulation No 95 mentioned above.
56A	Vehicles for the carriage of dangerous goods	Regulation (EC) No 661/2009 UN Regulation No 105		A
58	Pedestrian protection	Regulation (EC) No 78/2009	(a)	Technical requirements applicable to a vehicle N/A
			(b)	Frontal protection systems X

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

59	Recyclability	Directive 2005/64/EC		N/A Only Article 7 on reuse of component parts shall apply.
61	Air-conditioning systems	Directive 2006/40/EC		B
62	Hydrogen system	Regulation (EC) No 79/2009		X
63	General Safety	Regulation (EC) No 661/2009		See explanatory note ⁽¹⁵⁾ of the table in this Part with regulatory acts for EU type-approval of vehicles produced in unlimited series.
67	Specific components for liquefied petroleum gases (LPG) and their installation on motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 67	(a) Components	X
			(b) Installation	A
68	Vehicle alarm systems (VAS)	Regulation (EC) No 661/2009 UN Regulation No 97	(a) Components	X
			(b) Installation	B
69	Electric safety	Regulation (EC) No 661/2009 UN Regulation No 100		B
70	Specific components for CNG and their installation on motor vehicles	Regulation (EC) No 661/2009 UN Regulation No 110	(a) Components	X
			(b) Installation	A
71	Cab strength	Regulation (EC) No 661/2009 UN Regulation No 29		C
72	eCall System	Regulation (EU) 2015/758		N/A

a The explanatory notes relating to the Table 'Regulatory acts for EU type-approval of vehicles produced in unlimited series' of this Part also apply to this Table. The letters in this Table have the same meaning as in Table 1 of this Appendix.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

Appendix 2

Requirements for EU individual vehicle approval pursuant to Article 44

1. APPLICATION

For the purpose of application of this Appendix, a vehicle is deemed to be new where:

- (a) it has never been registered previously; or
- (b) it has been registered for less than six months at the time of the application for individual vehicle approval.

A vehicle shall be considered registered where it has obtained a permanent, temporary or short-term administrative authorisation for entry into service in road traffic, involving its identification and the issuing of a registration number⁽¹⁾.

2. ADMINISTRATIVE PROVISIONS

2.1. Categorisation of the vehicle

Vehicles shall be categorised in accordance with the criteria set out in Annex I as follows:

- (a) the actual number of seating positions shall be taken into consideration; and
- (b) the technically maximum permissible laden mass shall be the maximum mass stated by the manufacturer in the country of origin and available in his official documentation.

Where it is not possible to easily determine the vehicle category because of the design of the bodywork, the conditions set out in Annex I shall apply.

2.2. Application for individual vehicle approval

- (a) The applicant shall submit an application to the approval authority accompanied by all relevant documentation necessary for the operation of the approval procedure.

Where the submitted documentation is incomplete, falsified or forged the application for approval shall be rejected.

- (b) Only one application for a particular vehicle may be submitted in only one Member State. The approval authority may require from the applicant a written commitment that only one application will be submitted in the Member State of the approval authority.

By a particular vehicle, it shall be understood a physical vehicle the VIN of which is clearly identified.

However, any applicant may apply for EU individual vehicle approval in another Member State in respect of another particular vehicle with technical characteristics identical or similar to the one that has been granted an EU individual vehicle approval.

- (c) The model of the application form and the layout of the file shall be laid down by the approval authority.

The particulars of the vehicle requested may only consist in an appropriate selection of the information included in Annex I.

- (d) The technical requirements to be complied with are those laid down in point 4.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

The technical requirements shall be those applicable to vehicles belonging to a type of vehicle currently in production, in relation to the date of the submission of the application.

- (e) With respect to the tests required under the regulatory acts listed in this Annex, the applicant shall supply a statement of compliance with recognised international standards or regulations. The statement in question may only be issued by the vehicle manufacturer.

‘Statement of compliance’ shall mean a statement issued by the office or department within the manufacturer's organisation that is duly authorised by the management to fully engage the legal responsibility of the manufacturer with respect to the design and the construction of a vehicle.

The regulatory acts for which such a statement has to be supplied shall be those referred to in point 4.

Where a statement of compliance gives rise to uncertainty, the applicant may be required to obtain from the manufacturer a piece of evidence, including a test report, in order to corroborate the manufacturer's statement.

2.3. Technical services entrusted with individual vehicle approvals

- (a) The technical services entrusted with individual vehicle approvals shall be of category A as referred to in Article 68(1).
- (b) By way of derogation from the requirement to demonstrate their compliance with the standards listed in Appendix 1 to Annex III, technical services shall comply with the following standards:
- (i) EN ISO/IEC 17025:2005 when they perform tests themselves;
 - (ii) EN ISO/IEC 17020:2012 when they check compliance of the vehicle with the requirements included in this Appendix.

- (c) Where specific tests requiring specific skills have to be conducted at the request of the applicant, they shall be conducted by one of the technical services notified to the Commission at the choice of the applicant.

2.4. Test reports

- (a) Test reports shall be drafted in accordance with paragraph 5.10.2 of standard EN ISO/IEC 17025:2005.
- (b) Test reports shall be drafted in one of the languages of the Union determined by the approval authority.

Where in application of point 2.3(c) a test report has been issued in a Member State other than the one entrusted with the individual vehicle approval, the approval authority may require that the applicant submits a true translation of the test report.

- (c) Test reports shall include a description of the vehicle tested, including its identification. The parts that play a significant role with regard to the results of the tests shall be described and their identification number reported.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (d) At the request of an applicant, a test report delivered for a system related to a particular vehicle may be presented repeatedly either by the same or another applicant for the purposes of individual approval of another vehicle.

In such a case, the approval authority shall ensure that the technical characteristics of the vehicle are properly inspected against the test report.

Inspection of the vehicle and the documentation accompanying the test report shall demonstrate that the vehicle for which an individual approval is sought has the same characteristics as the vehicle described in the report.

- (e) Only authenticated copies of a test report may be submitted.
- (f) Test reports referred to in point (d) do not include the reports drawn up in order to grant the individual vehicle approval.
- 2.5. In the individual vehicle approval procedure each particular vehicle shall be inspected physically by the technical service.

No exemption to this principle shall be permitted.

- 2.6. Where the approval authority is satisfied that the vehicle meets the technical requirements specified in this Appendix and conforms to the description included in the application, it shall grant approval in accordance with Article 44.
- 2.7. The certificate of approval shall be drafted in accordance with Article 44.
- 2.8. The approval authority shall keep record of all approvals granted under Article 44.

3. REVIEW OF THE TECHNICAL REQUIREMENTS

The list of the technical requirements included in point 4 shall be regularly reviewed in order to take account of the results of the harmonisation work in progress at the World Forum for Harmonization of Vehicle Regulations (WP.29) in Geneva and legislative developments in the third countries.

4. TECHNICAL REQUIREMENTS

Part I: Vehicles belonging to category M ₁	Item	Regulatory act reference	Alternative requirements
		Council Directive 70/157/EEC ^a (Permissible sound level)	Drive-by test (a) A test shall be conducted in accordance with the 'Method A' referred to in Annex 3 to UN Regulation No 51. Limits are those specified in point 2.1 of Annex I to Directive 70/157/EEC.

^a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>(b) 1 decibel in addition to the permitted limits shall be allowed. The test track shall comply with Annex 8 to UN Regulation No 51. A test track having different specifications may be used under the condition that correlation tests have been conducted by the technical service. A correction factor shall be applied if necessary.</p> <p>(c) Exhaust systems containing fibrous materials need not be conditioned as prescribed in Annex 5 to UN Regulation No 51.</p> <p>Stationary test A test shall be conducted in accordance with paragraph 3.2 of Annex 3 to UN Regulation No 51.</p>
2A	Regulation (EC) No 715/2007 (Emissions (Euro 5 and Euro 6) light duty vehicles/access to information)	<p>Tailpipe emissions</p> <p>(a) A type I test shall be conducted in accordance with Annex III to Regulation (EC) No 692/2008 using the deterioration factors set out in point 1.4 of Annex VII to</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>Regulation (EC) No 692/2008. The limits to be applied shall be those specified in Table I and Table II in Annex I to Regulation (EC) No 715/2007.</p> <p>(b) The vehicle shall not be required to exhibit 3 000 km as mentioned in paragraph 3.1.1 of Annex 4 to UN Regulation No 83.</p> <p>(c) The fuel to be used for the test shall be the reference fuel as prescribed in Annex IX to Regulation (EC) No 692/2008.</p> <p>(d) The dynamometer shall be set up in accordance with the technical requirements set out in paragraph 3.2 of Annex 4 to UN Regulation No 83.</p> <p>(e) The test referred to in point (a) shall not be conducted where it can be shown that the vehicle complies with the California Code Regulations referred to in point 2.1.1 of Annex I to</p>
a	Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>Regulation (EC) No 692/2008.</p> <p>Evaporative emissions For petrol-fuelled engines, the presence of an evaporate emissions control system shall be required (e.g. a charcoal canister).</p> <p>Crankcase emissions The presence of a device for recycling crankcase gases shall be required.</p> <p>OBD</p> <p>(a) The vehicle shall be fitted with an OBD system.</p> <p>(b) OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p> <p>Smoke opacity</p> <p>(a) Vehicles equipped with a diesel-fuelled engine shall be tested in accordance with the tests methods referred to in Appendix 2 to Annex IV to Regulation (EC) No 692/2008.</p> <p>(b) The corrected value of the absorption coefficient shall be affixed conspicuously and in a readily accessible place.</p> <p>CO₂ emissions and fuel consumption</p> <p>(a) A test shall be conducted in accordance with</p>
<p>a</p>		<p>Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).</p>

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>Annex XII to Regulation (EC) No 692/2008.</p> <p>(b) The vehicle shall not be required to exhibit 3 000 km as requested in paragraph 3.1.1 of Annex 4 to UN Regulation No 83.</p> <p>(c) Where the vehicle complies with the California Code Regulations referred to in point 2.1.1 of Annex I to Regulation (EC) No 692/2008 and therefore no test of tailpipe emissions is required to be performed, Member States shall calculate CO₂ emissions and fuel consumption with the formula laid down in the explanatory notes ^(b) and ^(c).</p> <p>Access to information The provisions regarding access to information shall not apply.</p> <p>Power measurement (a) The applicant shall submit a statement from the manufacturer stating the maximum engine power output in kW as well as the</p>
a	Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>corresponding engine speed in revolutions per minute.</p> <p>(b) An engine power output curve providing the same information may alternatively be provided by the applicant.</p>
3A	UN Regulation No 34 (Fuel tanks — Rear protective devices)	<p>Fuel tanks</p> <p>(a) Fuel tanks shall comply with paragraph 5 of UN Regulation No 34 with the exception of paragraphs 5.1, 5.2 and 5.12. In particular, they shall comply with paragraphs 5.9 and 5.9.1 but no dripping test shall be conducted.</p> <p>(b) LPG or CNG tanks shall be type-approved in accordance with UN Regulation No 67, series of amendments 01, or UN Regulation No 110 ^(a), respectively.</p> <p>Specific provisions for fuel tanks made of a plastic material The applicant shall submit a statement from the manufacturer establishing that the fuel tank on the particular vehicle, the VIN of which has to be specified, complies either</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>with at least one of the following:</p> <ul style="list-style-type: none"> — FMVSS No 301 (Fuel system integrity); or — Annex 5 to UN Regulation 34. <p>Rear protective device The rear part of the vehicle shall be constructed in accordance with paragraphs 8 and 9 of UN Regulation No 34.</p>
3B	UN Regulation No 58 (Rear underrun protection)	The rear part of the vehicle shall be constructed in accordance with paragraph 2 UN Regulation No 58. It is sufficient that the requirements set out in paragraph 2.3 are fulfilled.
4A	Regulation (EU) No 1003/2010 (Rear registration plate space)	Space, inclination, angles for visibility and position of the registration plate shall comply with Regulation (EU) No 1003/2010.
5A	UN Regulation No 79 (Steering equipment)	<p>Mechanical systems</p> <p>(a) The steering mechanism shall be built as to self-centre. In order to check compliance with this provision, a test shall be conducted in accordance with paragraphs 6.1.2 and 6.2.1 of UN Regulation No 79.</p> <p>(b) The failure of the power steering equipment shall not lead to a complete loss</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		of control of the vehicle. Complex electronic vehicle control system ('Drive-by wire' devices) Complex electronic control system shall be permitted only if they comply with Annex 6 to UN Regulation No 79.
6A	UN Regulation No 11 (Door latches and hinges)	Compliance with paragraph 6.1.5.4 of UN Regulation No 11.
7A	UN Regulation No 28 (Audible warning)	Components The audible warning devices are not required to be type-approved in accordance with UN Regulation No 28. However, they shall emit a continuous sound as required in paragraph 6.1.1 of UN Regulation No 28. Installation on vehicle (a) A test shall be conducted in accordance with paragraph 6.2 of UN Regulation No 28. (b) The maximum sound pressure level shall be in accordance with paragraph 6.2.7.
8A	UN Regulation No 46 (Indirect vision devices)	Components (a) The vehicle shall be fitted with the rear-view mirrors prescribed in paragraph 15.2 of UN Regulation No 46. (b) They are not required to be type-approved in

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>accordance with UN Regulation No 46.</p> <p>(c) The radii of curvature of the mirrors shall not cause significant image distortions. At the discretion of the technical service, the radii of curvature shall be checked in accordance with the method described in Annex 7 to UN Regulation No 46. The radii of curvature shall not be less than those required by paragraph 6.1.2.2.4 of UN Regulation No 46.</p> <p>Installation on vehicle Measurement shall be conducted in order to ensure that the fields of vision comply with paragraph 15.2.4. of UN Regulation No 46.</p>
9B	UN Regulation No 13-H (Braking)	<p>General provisions</p> <p>(a) The braking system shall be built in accordance with paragraph 5 of UN Regulation No 13-H.</p> <p>(b) Vehicles shall be fitted with an electronic antilock braking system acting on all wheels.</p> <p>(c) The performances</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>of the braking system shall comply with Annex III to UN Regulation No 13-H.</p> <p>(d) For those purposes, road tests shall be conducted on a track the surface of which possesses high adhesion. The test on the parking brake shall be conducted on a 18 % gradient (up and down). Only those tests mentioned under the headings ‘Service brake’ and ‘Parking brake’ below shall be conducted. In each case, the vehicle shall be in fully laden conditions.</p> <p>(e) The road test referred to in point (d) shall not be conducted where the applicant can submit a statement from the manufacturer establishing that the vehicle complies either with UN Regulation No 13-H, including supplement 5, or with FMVSS No 135.</p> <p>Service brake</p>
<p>a</p>	<p>Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).</p>	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>(a) A ‘Type 0’ test as prescribed in paragraphs 1.4.2 and 1.4.3 of Annex 3 to UN Regulation No 13-H shall be conducted.</p> <p>(b) In addition, a ‘Type I’ test as prescribed in paragraph 1.5 of Annex 3 to UN Regulation No 13-H shall be conducted.</p> <p>Parking brake A test shall be conducted in accordance with paragraph 2.3 of Annex 3 to UN Regulation No 13-H.</p>
10A	UN Regulation No 10 (Radio interference (electromagnetic compatibility))	<p>Components</p> <p>(a) Electrical/ electronic sub-assemblies are not required to be type-approved in accordance with UN Regulation No 10.</p> <p>(b) However, electric/ electronic devices retrofitted shall comply with UN Regulation No 10.</p> <p>Emitted electromagnetic radiations The applicant shall submit a statement from the manufacturer establishing that the vehicle complies with UN Regulation No 10 or with the following alternative standards:</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>— Broadband electromagnetic radiation: CISPR 12 or SAE J551-2; or</p> <p>— Narrowband electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41.</p> <p>Immunity tests Immunity test shall be waived.</p>
12A	UN Regulation No 21 (Interior fittings)	<p>Interior arrangement</p> <p>(a) With respect to the requirements on energy absorption, the vehicle shall be deemed to comply with UN Regulation No 21 if the vehicle is fitted with at least two front airbags, one inserted into the steering wheel and the other into the dashboard.</p> <p>(b) Where the vehicle is fitted with only one front air bag inserted in the steering wheel, the dashboard shall be made up of energy absorbing materials.</p> <p>(c) The technical service shall check that there are no sharp edges in the zones defined</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>in paragraphs 5.1 to 5.7 of UN Regulation No 21.</p> <p>Electrical controls</p> <p>(a) Power-operated windows, roof-panel systems and partitioning systems shall be tested in accordance with paragraph 5.8 of UN Regulation No 21. The sensitivity of auto-reverse systems referred to in paragraph 5.8.3 may diverge from the requirements set out in paragraph 5.8.3.1.1 of UN Regulation No 21.</p> <p>(b) Electric windows which cannot be closed when the ignition is off shall be exempt from the requirements concerning auto-reverse systems.</p>
13A	UN Regulation No 18 (Anti-theft and immobiliser)	<p>(a) In order to prevent unauthorised use, the vehicle shall be fitted with:</p> <ul style="list-style-type: none"> — a locking device as defined in paragraph 2.3 of

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			<p>UN Regulation No 18; and an immobiliser which meets the technical requirements of paragraph 5 of UN Regulation No 18;</p> <p>(b) If, in accordance with point (a), an immobiliser has to be retrofitted, it shall be of an approved type in accordance with UN Regulations No 18, No 97, or No 116.</p>
14A	UN Regulation No 12 (Protective steering)	(a)	<p>The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with at least one of the following:</p> <p>— UN Regulation No 12;</p> <p>— FMVSS No 203 (Impact protection for the driver from the</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		steering control system) including FMVSS No 204 (Steering control rearward displacement); — Article 11 of JSRRV.
		(b) A test in accordance with Annex 3 to UN Regulation No 12 may be conducted on a production vehicle at the request of the applicant. The test shall be conducted by a technical service that has been designated for carrying out this test. A detailed report shall be issued by that technical service to the applicant.
15A	UN Regulation No 17 (Seat strength — head restraints)	Seats, seat anchorages and adjustment systems The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with at least one of the following: — UN Regulation No 17; or — FMVSS No 207 (Seating systems). Head restraints

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>(a) Where the statement is based on FMVSS No 207, the head restraints shall fulfil, in addition, the requirements of paragraph 5 and Annex 4 to UN Regulation No 17.</p> <p>(b) Only the tests described in paragraphs 5.12, 6.5, 6.6 and 6.7 of UN Regulation No 17 shall be conducted.</p> <p>(c) In the other event, the applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with FMVSS No 202a (Head restraints).</p>
16A	UN Regulation No 17 (Exterior projections)	<p>(a) The external surface of the bodywork shall comply with the general requirements included in paragraph 5 of UN Regulation No 17.</p> <p>(b) At the discretion of the technical service the provisions</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		referred to in paragraphs 6.1, 6.5, 6.6, 6.7, 6.8 and 6.11 of UN Regulation No 17 shall be checked.
17A, 17B	UN Regulation No 39 (Speedometer — reverse gear)	Speedometer equipment (a) The dial shall comply with paragraphs 5.1 to 5.1.4 of UN Regulation No 39. (b) Where the technical service wants to verify that the speedometer is calibrated with sufficient accuracy, it may require the tests prescribed in paragraph 5.2 of UN Regulation No 39 to be conducted. Reverse gear The gear mechanism shall include a reverse gear.
18A	Regulation (EU) No 19/2011 (Statutory plates)	VIN (a) The vehicle shall be fitted with a VIN comprising a minimum of 8 and a maximum of 17 characters. VIN comprising 17 characters shall fulfil the requirements set out in international standards ISO 3779:1983 and 3780:1983. (b) VIN shall be located in a clearly visible

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>and accessible position in such a way as it cannot be obliterated or deteriorate.</p> <p>(c) Where no VIN is stamped in the chassis or in the body, a Member State may require the applicant that the VIN is retrofitted in application of its national law. In such a case, the competent authority of that Member State shall supervise the operation.</p> <p>Statutory plate The vehicle shall be fitted with an identification plate affixed by the vehicle manufacturer. No additional plate shall be requested after the approval by the approval authority has been granted.</p>
19A	UN Regulation No 14 (Seat belt anchorages)	<p>The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN of which has to be specified, complies with at least one of the following:</p> <ul style="list-style-type: none"> — UN Regulation No 14; — FMVSS No 210 (Seat belt assembly anchorages); or — Article 22-3 of JSRRV.

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

20A	UN Regulation No 48 (Installation of lighting and light signalling devices)	<p>(a) The lighting installation shall meet the requirements of UN Regulation No 48, series of amendments 03, with the exception of the requirements of Annexes 5 and 6 to that Regulation.</p> <p>(b) No exemption shall be permitted in respect of the number, the essential design characteristics, the electrical connections, and the colour of light emitted or retro-reflected of the lights and signalling devices referred to in items 21 to 26 and in items 28 to 30.</p> <p>(c) Lights and signalling devices that, for the purpose of fulfilling the requirements of point (a) must be retrofitted shall bear an ‘EU’ type-approval mark.</p> <p>(d) Lamps fitted with gas-discharged light source are only permitted in conjunction with the installation of headlamp</p>
-----	--------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>cleaning device and an automatic headlamp-levelling device where appropriate. Headlamp dipped-beams shall be adapted to the direction of traffic legally in force in the country where the vehicle is granted approval.</p>
21A	UN Regulation No 3 (Retro reflectors)	Where necessary, two additional retro reflectors bearing an 'EU' approval mark shall be added at the rear, the position of which shall comply with UN Regulation No 48.
22A	UN Regulations No 7, No 87 and No 91 (End-outline, front position (side), rear-position (side), stop, side marker, daytime running lamps)	The requirements set out in the UN Regulations No 7, No 87 and No 91 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
23A	UN Regulation No 6 (Direction indicators)	The requirements set out in UN Regulation No 6 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
24A	UN Regulation No 4 (Rear registration plate lamps)	The requirements set out in UN Regulation No 4 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
25C, 25E, 25F	UN Regulations No 98, No 112 and No 123 (Headlamps (including bulbs))	(a) The illumination produced by the passing beam of the headlamps fitted to the vehicle

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>shall be checked under paragraph 6 of UN Regulation No 112 concerning headlamps emitting an asymmetrical passing beam. The tolerances included in Annex 5 to that Regulation may be referred to for that purpose.</p> <p>(b) The same requirement shall be fulfilled for the passing beam of headlamps covered by UN Regulation No 98 or No 123.</p>
26A	UN Regulation No 19 (Front fog lamps)	The requirements set out in UN Regulation No 19 shall not apply. However, the correct functioning of the lights if fitted shall be checked by the technical service.
27A	Regulation (EU) No 1005/2010 (Towing hooks)	The requirements set out in Regulation (EU) No 1005/2010 shall not apply.
28A	UN Regulation No 38 (Rear fog lamps)	The requirements set out in UN Regulation No 38 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
29A	UN Regulation No 23 (Reversing lamps)	The requirements set out in UN Regulation No 23 shall not apply. However, the correct functioning of the lights if fitted shall be checked by the technical service.

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

30A	UN Regulation No 77 (Parking lamps)	The requirements set out in UN Regulation No 77 shall not apply. However, the correct functioning of the lights if fitted shall be checked by the technical service.
31A	UN Regulation No 16 (Seat belts and restraint systems)	<p>Components</p> <p>(a) Seat belts shall not be required to be type-approved in accordance with UN Regulation No 16.</p> <p>(b) However, each seat belt shall bear an identification label.</p> <p>(c) The indications on the label shall be consistent with the decision concerning seat belt anchorages (Re: entry 19).</p> <p>Installation requirements</p> <p>(a) The vehicle shall be fitted with seat belts in accordance with the requirements set out in Annex XVI to UN Regulation No 16.</p> <p>(b) Where a number of seat belts have to be retrofitted in accordance with point (a), they shall be of an approved type in accordance with UN Regulation No 16.</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

32A	UN Regulation No 125 (Forward vision)	<p>(a) No obstruction in the 180° forward field of vision of the driver as defined in paragraph 5.1.3 of UN Regulation No 125 shall be permitted.</p> <p>(b) By derogation from point (a), the ‘A pillars’ and the equipment listed in paragraph 5.1.3 of UN Regulation No 125 shall not be considered as obstruction.</p> <p>(c) The number of ‘A pillars’ shall not exceed 2.</p>
33A	UN Regulation No 121 (Identification of controls, tell-tales and indicators)	<p>(a) The symbols including the colour of their corresponding tell-tales the presence of which is mandatory by virtue of UN Regulation No 121 shall comply with that UN Regulation.</p> <p>(b) Where this is not the case, the technical service shall verify that the symbols, tell-tales and indicators fitted to the vehicle provide the driver with comprehensible information about the</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		operation of the controls in question.
34A	Regulation (EU) No 672/2010 (Defrost/Demist)	The vehicle shall be equipped with adequate windscreen defrosting and windscreen demisting devices. A windscreen defrosting device which complies as a minimum with point 1.1.1 of Annex II to Regulation (EU) No 672/2010 shall be deemed 'adequate'. A windscreen demisting device which complies as a minimum with point 1.2.1 of Annex II to Regulation (EU) No 672/2010 shall be deemed 'adequate'.
35A	Regulation (EU) No 1008/2010 (Wash/Wipe)	The vehicle shall be equipped with adequate windscreen washing and windscreen wiping devices. A windscreen washing and wiping device that complies as a minimum with the conditions set out in point 1.1.5 of Annex III to Regulation (EU) No 1008/2010 shall be deemed 'adequate'.
36A	UN Regulation No 122 (Heating systems)	(a) The passenger compartment shall be fitted with a heating system. (b) Combustion heaters and their installation shall comply with Annex 7 to UN Regulation No 122. In addition, LPG combustion heaters and LPG

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

(b) A of Annex I to Regulation (EU) No 1230/2012 shall be fulfilled. For the purposes of point (a), the masses to be considered are the following:

- the mass in running order defined in point (4) of Article 2 of Regulation (EU) No 1230/2012 as measured by the technical service; and
- the laden masses either stated by the vehicle manufacturer or shown on the manufacturer's plate including stickers or information available in the owner's manual. Those masses

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		shall be deemed the technically permissible maximum laden masses.
		(c) No exemption shall be permitted in respect of the maximum permissible dimensions.
45A	UN Regulation No 43 (Safety glazing)	<p>Components</p> <p>(a) The glazing shall be made either of tempered or laminated safety glass.</p> <p>(b) Fitting of plastic glazing shall be permitted only on locations situated behind the 'B' pillar.</p> <p>(c) Glazing shall not be required to be approved under UN Regulation No 43.</p> <p>Installation</p> <p>(a) The installation requirements set out in Annex 21 to UN Regulation No 43 shall apply.</p> <p>(b) No tinted films that would reduce the regular light transmission under the required minimum shall be permitted on the windscreen and on the</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		glazing located in front of the 'B' pillar.
46	Directive 92/23/EEC (Tyres)	<p>Components</p> <p>Tyres shall bear an 'EC' type-approval mark including the symbol 's' (for sound).</p> <p>Installation</p> <p>(a) The dimensions, load-capacity index and speed category of the tyres shall fulfil the requirements of Annex IV to Directive 92/23/EEC.</p> <p>(b) The speed category symbol of the tyre shall be compatible with the maximum design speed of the vehicle. This requirement shall apply notwithstanding the presence of a speed limiter.</p> <p>(c) The maximum speed of the vehicle shall be stated by the vehicle manufacturer. However, the technical service may assess the maximum design speed of the vehicle by using the engine maximum power output, the maximum number of revolutions per minute and the</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		data concerning the kinematic chain.
50A	UN Regulation No 55 (Couplings)	<p>Separate technical units (a) OEM couplings intended for towing a trailer whose maximum mass does not exceed 1 500 kg shall not be required to be type-approved under UN Regulation No 55. A coupling is deemed OEM equipment where it is described in the owner's manual or an equivalent supporting document provided to the buyer by the vehicle manufacturer. Where such coupling is approved with the vehicle, an appropriate text shall be included in the approval certificate stating that the owner is responsible for ensuring compatibility with the coupling device fitted to the trailer.</p> <p>(b) Couplings other than those referred to in point (a), as well as couplings that</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>are retrofitted, shall be type-approved in accordance with UN Regulation No 55.</p> <p>Installation on the vehicle The technical service shall check that the installation of the coupling devices comply with paragraph 6 of UN Regulation No 55.</p>
53A	UN Regulation No 94 (Frontal impact) ^(c)	<p>(a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, of which the VIN has to be specified, complies with at least one of the following:</p> <ul style="list-style-type: none"> — UN Regulation No 94; — FMVSS No 208 (Occupant crash protection); — Article 18 of JSRRV. <p>(b) A test in accordance with paragraph 5 of UN Regulation No 94 may be conducted on a production vehicle at the request of the applicant. The test shall be conducted by a technical service that has been designated for</p>

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			carrying out this test. A detailed report shall be issued by that technical service to the applicant.
54A	UN Regulation No 95 (Side impact)	(a)	The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, of which the VIN has to be specified complies with at least one of the following: — UN Regulation No 95; — FMVSS No 214 (Side impact protection); — Article 18 of JSRRV.
		(b)	A test in accordance with section 5 of UN Regulation No 95 may be conducted on a production vehicle at the request of the applicant. The test shall be conducted by a technical service that has been designated for carrying out this test. A detailed report shall be issued by that technical service to the applicant.

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

58	Regulation (EC) No 78/2009 (Pedestrian protection)	Brake assist Vehicles shall be fitted with an electronic antilock braking system acting on all wheels. Pedestrian protection The requirements of Regulation (EC) No 78/2009 shall apply. Frontal protection systems Frontal protection systems installed on the vehicle shall be type-approved in accordance with Regulation (EC) No 78/2009 and their installation shall comply with the requirements set out in point 6 of Annex I to that Regulation.
59	Directive 2005/64/EC (Recyclability)	The requirements of that Directive shall not apply.
61	Directive 2006/40/EC (Air-conditioning system)	The requirements of that Directive shall apply.
72	Regulation (EU) 2015/758 (eCall system)	The requirements of that Regulation shall not apply.

a Council Directive 70/157/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles (OJ L 42, 23.2.1970, p. 16).

Part II: Vehicles belonging to category N ₁	Item	Regulatory act reference	Alternative requirements
	2A	Regulation (EC) No 715/2007 (Emissions (Euro 5 and Euro 6) light duty vehicles / access to information)	Tailpipe emissions (a) A type 1 test shall be conducted in accordance with Annex III to Regulation (EC) No 692/2008 using the deterioration factors set out in point 1.4 of Annex VII to that Regulation. The emission limits to be

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>applied shall be those specified in Table 1 and Table 2 of Annex I to Regulation (EC) No 715/2007.</p> <p>(b) The vehicle shall not be required to exhibit 3 000 km as mentioned in paragraph 3.1.1 of Annex 4 to UN Regulation No 83.</p> <p>(c) The fuel to be used for the test shall be the reference fuel as prescribed in Annex IX to Regulation (EC) No 692/2008.</p> <p>(d) The dynamometer shall be set up in accordance with the technical requirements of paragraph 3.2 of Annex 4 to UN Regulation No 83.</p> <p>(e) The test referred to in point (a) shall not be conducted where it can be shown that the vehicle complies with the California Code Regulations referred to in point 2 of Annex I to Regulation (EC) No 692/2008.</p>
a	Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>Evaporative emissions For petrol-fuelled engines, the presence of an evaporate emissions control system (e.g. a charcoal canister) shall be required.</p> <p>Crankcase emissions The presence of a device for recycling crankcase gases shall be required.</p> <p>OBD The vehicle shall be fitted with an OBD system. OBD-interface must be able to communicate with common diagnostic tools used for periodic technical inspections.</p> <p>Smoke opacity (a) Vehicles equipped with a diesel-fuelled engine shall be tested in accordance with the tests methods referred to in Appendix 2 to Annex IV to Regulation (EC) No 692/2008. (b) The corrected value of the absorption coefficient shall be affixed, conspicuously and in a readily accessible place.</p> <p>CO₂ emissions and fuel consumption (a) A test shall be conducted in accordance with Annex XII to Regulation (EC) No 692/2008.</p>
<p>a</p>		<p>Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).</p>

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>(b) The vehicle shall not be required to exhibit 3 000 km as requested in paragraph 3.1.1 of Annex 4 to UN Regulation No 83.</p> <p>(c) Where the vehicle complies with the California Code Regulations referred to in point 2.1.1 of Annex I to Commission Regulation (EC) No 692/2008 and therefore no test of tailpipe emissions is required to be performed, Member States shall calculate CO₂ emissions and fuel consumption with the formula laid down in the explanatory notes ^(b) and ^(c).</p> <p>Access to information The provisions regarding access to information shall not apply.</p> <p>Power measurement</p> <p>(a) The applicant shall submit a statement from the manufacturer stating the maximum engine power output in kW as well as the corresponding</p>
a	Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>regime in revolutions per minute.</p> <p>(b) An engine power output curve providing the same information may alternatively be provided by the applicant.</p>
3A	UN Regulation No 34 (Fuel tanks — Rear protective devices)	<p>Fuel tanks</p> <p>(a) Fuel tanks shall comply with paragraph 5 of UN Regulation No 34 with the exception of paragraphs 5.1, 5.2 and 5.12. In particular, they shall comply with paragraph 5.9 and 5.9.1 but no dripping test shall be conducted.</p> <p>(b) LPG or CNG tanks shall be type-approved in accordance with, respectively UN Regulations No 67, series of amendments 01, or UN Regulation No 110 ^(a).</p> <p>Specific provisions for fuel tanks made of a plastic material The applicant shall submit a statement from the manufacturer establishing that the fuel tank on the particular vehicle, of which the VIN has to be specified, complies either</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>with at least one of the following:</p> <ul style="list-style-type: none"> — FMVSS No 301 (Fuel system integrity); — Annex 5 to UN Regulation No 34. <p>Rear protective device</p> <p>(a) The rear part of the vehicle shall be constructed in accordance with paragraphs 8 and 9 of UN Regulation No 34.</p>
4A	Regulation (EU) No 1003/2010 (Rear registration plate space)	Space, inclination, angles for visibility and position of the registration plate shall comply with Regulation (EU) No 1003/2010.
5A	UN Regulation No 79 (Steering effort)	<p>Mechanical systems</p> <p>(a) The steering mechanism shall be built as to self-centre. In order to check compliance with this provision, a test shall be conducted in accordance with paragraphs 6.1.2 and 6.2.1 of UN Regulation No 79.</p> <p>(b) The failure of the power steering equipment shall not lead to a complete loss of control of the vehicle.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		Complex electronic vehicle control system ('Drive-by wire' devices) Complex electronic control system shall be permitted only if they comply with Annex 6 to UN Regulation No 79.
6A	UN Regulation No 11 (Door latches and hinges)	Compliance with paragraph 6.1.5.4 of UN Regulation No 11
7A	UN Regulation No 28 (Audible warning)	Components The audible warning devices are not required to be type-approved in accordance with UN Regulation No 28. However, they shall emit a continuous sound as required in paragraph 6.1.1 of UN Regulation No 28. Installation on vehicle (a) A test shall be conducted in accordance with paragraph 6.2 of UN Regulation No 28. (b) The maximum sound pressure level shall be in accordance with paragraph 6.2.7.
8A	UN Regulation No 46 (Indirect vision devices)	Components (a) The vehicle shall be fitted with the rear-view mirrors prescribed in paragraph 15.2 of UN Regulation No 46. (b) They are not required to be type-approved in accordance with

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>(c) UN Regulation No 46. The radii of curvature of the mirrors shall not cause significant image distortions. At the discretion of the technical service, the radii of curvature shall be checked in accordance with the method described in Appendix 1 to Annex 7 to UN Regulation No 46. The radii of curvature shall not be less than those required by paragraph 6.1.2.2.4 of UN Regulation No 46.</p> <p>Installation on vehicle Measurement shall be conducted in order to ensure that the fields of vision comply with paragraph 15.2.4 of UN Regulation No 46.</p>
9B	UN Regulation No 13-H (Braking)	<p>General provisions</p> <p>(a) The braking system shall be built in accordance with paragraph 5 of UN Regulation No 13-H.</p> <p>(b) Vehicles shall be fitted with an electronic antilock braking system acting on all wheels.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>(c) The performances of the braking system shall comply with Annex III to UN Regulation No 13-H.</p> <p>(d) For these purposes, road tests shall be conducted on a track the surface of which possesses high adhesion. The test on the parking brake shall be conducted on a 18 % gradient (up and down). Only those tests mentioned under the headings ‘Service brake’ and ‘Parking brake’ below shall be conducted. In each case, the vehicle shall be in fully laden conditions.</p> <p>(e) The road test referred to in point (c) shall not be conducted where the applicant can submit a statement from the manufacturer establishing that the vehicle complies either with UN Regulation No 13-H including</p>
<p>a</p>	<p>Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).</p>	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>supplement 5 or with FMVSS No 135.</p> <p>Service brake</p> <p>(a) A ‘Type 0’ test as prescribed in paragraphs 1.4.2 and 1.4.3 of Annex 3 to UN Regulation No 13-H shall be conducted.</p> <p>(b) In addition, a ‘Type I’ test as prescribed in paragraph 1.5 of Annex 3 to UN Regulation No 13-H shall be conducted.</p> <p>Parking brake</p> <p>A test shall be conducted in accordance with paragraph 2.3 of Annex 3 to UN Regulation No 13-H.</p>
10A	UN Regulation No 10 (Radio interference (electromagnetic compatibility))	<p>Components</p> <p>(a) Electrical/ electronic sub-assemblies are not required to be type-approved in accordance with UN Regulation No 10.</p> <p>(b) However, electric/ electronic devices retrofitted shall comply with UN Regulation No 10.</p> <p>Emitted electromagnetic radiations</p> <p>The applicant shall submit a statement from the manufacturer establishing</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>that the vehicle complies with UN Regulation No 10 or with the following alternative standards:</p> <ul style="list-style-type: none"> — Broadband electromagnetic radiation: CISPR 12 or SAE J551-2; — Narrowband electromagnetic radiation: CISPR 12 (off-board) or 25 (in-board) or SAE J551-4 and SAE J1113-41. <p>Immunity tests Immunity test shall be waived.</p>
13B	UN Regulation No 116 (Anti-theft and immobiliser)	<p>(a) In order to prevent unauthorised use, the vehicle shall be fitted with a locking device as defined in paragraph 5.1.2 of UN Regulation No 116.</p> <p>(b) If an immobiliser is fitted, it shall comply with the technical requirements of paragraph 8.1.1 of UN Regulation No 116.</p>
14A	UN Regulation No 12 (Protective steering)	<p>(a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, the VIN</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>of which has to be specified, complies with at least one of the following:</p> <ul style="list-style-type: none">— UN Regulation No 12;— FMVSS No 203 (Impact protection for the driver from the steering control system) including FMVSS No 204 (Steering control rearward displacement);— Article 11 of JSRRV.
<p>a</p>		<p>(b) A test in accordance with Annex 3 to UN Regulation No 12 may be conducted on a production vehicle at the request of the applicant. The test shall be conducted by a technical service that has been designated for carrying out this test. A detailed report shall be issued by that</p>
	<p>a</p>	<p>Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).</p>

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		technical service to the applicant.
15A	UN Regulation No 17 (Seats strength — head restraints)	<p>Seats, seat anchorages and adjustment systems Seats and their adjustable systems shall comply with paragraph 5.3 of UN Regulation No 17. Head restraints</p> <p>(a) Head restraints shall fulfil the requirements of section 5 of UN Regulation No 17 and Annex 4 to UN Regulation No 17.</p> <p>(b) Only the tests described in paragraphs 5.12, 6.5, 6.6 and 6.7 of UN Regulation No 17 shall be conducted.</p>
17A	UN Regulation No 39 (Speedometer — reverse gear)	<p>Speedometer equipment</p> <p>(a) The dial shall comply with paragraphs 5.1 to 5.1.4 of UN Regulation No 39.</p> <p>(b) When the technical service has reasonable grounds to believe that the speedometer is not calibrated with a sufficient accuracy, it may require that the tests prescribed in paragraph 5.2 of UN Regulation No 39 be conducted.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		Reverse gear The gear mechanism shall include a reverse gear.
18A	Regulation (EU) No 19/2011 (Statutory plates)	<p>VIN</p> <p>(a) The vehicle shall be fitted with a VIN comprising a minimum of 8 and a maximum of 17 characters. VIN comprising 17 characters shall fulfil the requirements set out in international standards ISO 3779:1983 and 3780:1983.</p> <p>(b) The VIN shall be located in a clearly visible and accessible position in such a way as it cannot be obliterated or deteriorate.</p> <p>(c) Where no VIN is stamped in the chassis or in the body, a Member State may require that it is retrofitted in application of its national law. In such a case, the competent authority of that Member State shall supervise the operation.</p> <p>Statutory plate The vehicle shall be fitted with an identification plate affixed by the vehicle manufacturer.</p>
a	Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).	

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		No additional plate shall be requested after the approval has been granted.
19A	UN Regulation No 14 (Seat belt anchorages)	The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, of which the VIN has to be specified, complies with at least one of the following: <ul style="list-style-type: none"> — UN Regulation No 14; — FMVSS No 210 (Seat belt assembly anchorages); — Article 22-3 of JSRRV.
20A	UN Regulation No 48 (Installation of lighting and light signalling devices)	(a) The lighting installation shall meet the essential requirements of UN Regulation No 48 series of amendments 03 with the exception of those of Annexes 5 and 6 to UN Regulation No 48. (b) No exemption shall be permitted in respect of the number, the essential design characteristics, the electrical connections, and the colour of light emitted or retro-reflected of the lights and signalling

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>devices referred to in items 21 to 26 and in items 28 to 30.</p> <p>(c) Lights and signalling devices that, for the purpose of fulfilling with the requirements of point (a) must be retrofitted shall bear an 'EU' type-approval mark.</p> <p>(d) Lamps fitted with gas-discharged light source are only permitted in conjunction with the installation of headlamp cleaning device and an automatic headlamp-levelling device where appropriate.</p> <p>(e) Headlamp dipped-beams shall be adapted to the direction of traffic legally in force in the country where the vehicle is granted approval.</p>
21A	UN Regulation No 3 (Retro reflectors)	Where necessary, two additional retro reflectors bearing an 'EC' approval mark shall be added at the rear, the position of which shall comply with UN Regulation No 48.
22A	UN Regulations No 7, No 87 and No 91	The requirements set out in UN Regulations No 7,

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

	(End-outline, front position (side), rear-position (side), stop, side marker, daytime running lamps)	No 87 and No 91 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
23A	UN Regulation No 6 (Direction indicators)	The requirements set out in UN Regulation No 6 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
24A	UN Regulation No 4 (Rear registration plate lamps)	The requirements set out in UN Regulation No 4 shall not apply. However, the correct functioning of the lights shall be checked by the technical service.
25C, 25E, 25F	UN Regulations No 98, No 112 and No 123 (Headlamps (including bulbs))	<p>(a) The illumination produced by the passing beam of the headlamps fitted to the vehicle shall be checked under the provisions of paragraph 6 of UN Regulation No 112 concerning headlamps emitting an asymmetrical passing beam. The tolerances included in Annex 5 to that Regulation may be referred to for that purpose.</p> <p>(b) The same requirement shall apply to the passing beam of headlamps covered by UN Regulation No 98 or No 123.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

26A	UN Regulation No 19 (Front fog lamps)	The provisions of UN Regulation No 19 shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
27A	Regulation (EU) No 1005/2010 (Towing hooks)	The requirements of Regulation (EU) No 1005/2010 shall be waived.
28A	UN Regulation No 38 (Rear fog lamps)	The provisions of UN Regulation No 38 shall be waived. However, the correct functioning of the lights shall be checked by the technical service.
29A	UN Regulation No 23 (Reversing lamps)	The provisions of UN Regulation No 23 shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
30A	UN Regulation No 77 (Parking lamps)	The provisions of UN Regulation No 77 shall be waived. However, the correct functioning of the lights if fitted shall be checked by the technical service.
31A	UN Regulation No 16 (Seat belts and restraint systems)	Components (a) Seat belts shall not be required to be type-approved in accordance with UN Regulation No 16. (b) However, each seat belt shall bear an identification label. (c) The indications on the label shall

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>be consistent with the decision concerning seat belt anchorages (Re: entry 19).</p> <p>Installation requirements</p> <p>(a) The vehicle shall be fitted with seat belts in accordance with the requirements set out in Annex XVI to UN Regulation No 16.</p> <p>(b) Where a number of seat belts have to be retrofitted in accordance with point (a), they shall be of an approved type in accordance with UN Regulation No 16.</p>
33A	UN Regulation No 121 (Identification of controls, tell-tales and indicators)	<p>(a) The symbols including the colour of their corresponding tell-tales the presence of which is mandatory by virtue of UN Regulation No 121 shall comply with that UN Regulation.</p> <p>(b) Where this is not the case, the technical service shall verify that the symbols, tell-tales and indicators fitted to the vehicle provide the driver with</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		comprehensible information about the operation of the controls in question.
34A	Regulation (EU) No 672/2010 (Defrost/Demist)	The vehicle shall be equipped with adequate windscreen defrosting and windscreen demisting devices.
35A	Regulation (EU) No 1008/2010 (Wash/Wipe)	The vehicle shall be equipped with adequate windscreen washing and windscreen wiping devices.
36A	UN Regulation No 122 (Heating systems)	<p>(a) The passenger compartment shall be fitted with a heating system.</p> <p>(b) Combustion heaters and their installation shall comply with Annex 7 to UN Regulation No 122. In addition, LPG combustion heaters and LPG heating systems shall fulfil the requirements set out in Annex 8 to UN Regulation No 122.</p> <p>(c) Additional heating systems that are retrofitted shall comply with the requirements set out in UN Regulation No 122.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

41A	Regulation (EC) No 595/2009 (Emissions (Euro VI) heavy-duty vehicles – OBD)	<p>Tailpipe emissions</p> <p>(a) A test shall be conducted in accordance with Annex III to Commission Regulation (EU) No 582/2011^a using the deterioration factors set out in point 3.6.1 of Annex VI to Regulation (EU) No 582/2011.</p> <p>(b) The limits to be applied shall be those set out in the table of Annex I to Regulation (EC) No 595/2009.</p> <p>(c) The fuel to be used for the test shall be the reference fuel as prescribed in Annex IX to Regulation (EU) No 582/2011.</p> <p>CO₂ emissions The CO₂ emissions and fuel consumption shall be determined in accordance with Annex VIII to Regulation (EU) No 582/2011.</p> <p>OBD</p> <p>(a) The vehicle shall be fitted with an OBD system.</p> <p>(b) The OBD-interface must be able to communicate with an external OBD scan-tool as described in Annex X to</p>
-----	--------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

^a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>Regulation (EU) No 582/2011. Requirements to ensure the correct operation of NO_x control measures The vehicle shall be fitted with a system ensuring the correct operation of NO_x control measures in accordance with Annex XIII to Regulation (EU) No 582/2011. Power measurement (a) The applicant shall submit a statement from the manufacturer stating the maximum engine power output in Kw as well as the corresponding regime. (b) An engine power output curve providing the same information may alternatively be provided by the applicant.</p>
45A	UN Regulation No 43	<p>Components (a) The glazing shall be made either of tempered or laminated safety glass. (b) Fitting of plastic glazing shall be permitted only on locations situated behind the 'B' pillar. (c) Glazing shall not be required to be approved under UN Regulation No 43.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>Installation</p> <p>(a) The installation requirements set out in Annex 21 to UN Regulation No 43 shall apply.</p> <p>(b) No tinted films that reduce the regular light transmission under the required minimum shall be permitted on the windscreen and on the glazing located in front of the 'B' pillar.</p>
46A	Commission Regulation (EU) 458/2011 (Installation of tyres)	<p>Installation</p> <p>(a) The dimensions, load-capacity index and speed category of the tyres shall fulfil the requirements of Commission Regulation (EU) 458/2011.</p> <p>(b) The speed category symbol of the tyre shall be compatible with the maximum design speed of the vehicle.</p> <p>(c) This requirement shall apply notwithstanding the presence of a speed limiter.</p> <p>(d) The maximum speed of the vehicle shall be stated by the vehicle manufacturer.</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		However, the technical service may assess the maximum design speed of the vehicle by using the engine maximum power output, the maximum number of revolutions per minute and the data concerning the kinematic chain.
46B	UN Regulation No 30 (C ₁ tyres)	Components Tyres shall bear a type-approval mark.
46D	UN Regulation No 117 (Tyre rolling sound emissions, adhesion on wet surface and rolling resistance)	Components Tyres shall bear a type-approval mark.
46E	Regulation (EC) No 661/2009 UN Regulation No 64 (Temporary use spare unit, run-flat tyres, tyre rolling sound emissions, adhesion on wet surface and rolling resistance)	Components Tyres shall bear type-approval mark. The fitting of TPMS shall not be required.
48A	Regulation (EU) No 1230/2012 (Masses and dimensions)	(a) The requirements of Annex I, Part A to Regulation (EU) No 1230/2012 shall be fulfilled. However, the requirements set out in point 5 of Part A of Annex I do not need to be fulfilled. (b) For the purposes of point (a) the

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

masses to be considered are the following:

- the mass in running order as defined in point (4) of Article 2 of Regulation (EU) No 1230/2012 as measured by the technical service;
- and
- the maximum laden masses either stated by the vehicle manufacturer or shown on the manufacturer's plate, including stickers or information available in the owner's manual. Those masses shall be regarded

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

			as the technically permissible maximum laden masses.
		(c)	Technical changes made by the applicant in order to decrease the maximum technically permissible laden mass of the vehicle to 3,5 tonnes or less, so that the vehicle may be granted individual vehicle approval shall not be permitted.
		(d)	No exemption shall be permitted in respect of the maximum permissible dimensions.
49A	UN Regulation No 61 (External projections of cabs)	(a)	The general requirements set out in section 5 of UN Regulation No 17 shall be fulfilled.
		(b)	At the discretion of the technical service, the requirements set out in paragraphs 6.1, 6.5, 6.6, 6.7, 6.8 and 6.11 of UN Regulation No 17 shall be fulfilled.
50A	UN Regulation No 55		Separate technical units
a	Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).		

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

(Couplings)	<p>(a) OEM couplings intended for towing a trailer of which the maximum mass does not exceed 1 500 kg shall not be required to be type-approved under UN Regulation No 55.</p> <p>(b) A coupling is deemed OEM equipment where it is described in the owner's manual or in an equivalent supporting document provided to the buyer by the vehicle manufacturer.</p> <p>(c) Where such coupling is approved with the vehicle, an appropriate text shall be included in the approval certificate stating that the owner is responsible for ensuring compatibility with the coupling device fitted to the trailer.</p> <p>(d) Couplings other than those referred to in point (a), as well as couplings that are retrofitted, shall be type-approved in</p>
-------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		<p>accordance with UN Regulation No 55.</p> <p>Installation on the vehicle The technical service shall check that the installation of the coupling devices comply with paragraph 6 to UN Regulation No 55.</p>
54	UN Regulation No 95 (Side impact)	<p>(a) The applicant shall submit a statement from the manufacturer establishing that the particular vehicle, of which the VIN has to be specified, complies with at least one of the following:</p> <ul style="list-style-type: none"> — UN Regulation No 95; — FMVSS No 214 (Side impact protection); — Article 18 of JSRRV. <p>(b) A test in accordance with section 5 of UN Regulation No 95 may be conducted on a production vehicle at the request of the applicant.</p> <p>(c) The test shall be conducted by a technical service that been designated for carrying out this test. A detailed</p>

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

		report shall be issued by that technical service to the applicant.
56A	UN Regulation No 105 (Vehicles intended for the transport of dangerous goods)	Vehicles intended for the transport of dangerous goods shall comply with UN Regulation No 105.
58	Regulation (EC) No 78/2009 (Pedestrian protection)	Brake assist Vehicles shall be fitted with an electronic antilock braking system acting on all wheels. Pedestrian protection Until 24 February 2018, the requirements of Regulation (EC) No 78/2009 shall not apply to vehicles of which the maximum mass does not exceed 2 500 kg and until 24 August 2019 to vehicles of which the maximum mass exceeds 2 500 kg. Frontal protection systems However, frontal protection systems installed on the vehicle shall be type-approved in accordance with Regulation (EC) No 78/2009 and their installation shall comply with the requirements set out in point 6 of Annex I to that Regulation.
59	Directive 2005/64/EC (Recyclability)	The requirements of that Directive shall not apply.
61	Directive 2006/40/EC (Air-conditioning system)	The requirements of that Directive shall apply.
72	Regulation (EU) 2015/758 (eCall system)	The requirements of that Regulation shall not apply.

a Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25.6.2011, p. 1).

Explanatory notes to Appendix 2

1. Abbreviations used in this Appendix:

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

‘OEM’	: original equipment provided by the manufacturer
‘FMVSS’	: Federal Motor Vehicle Safety Standard of the U.S. Department of Transportation
‘JSRRV’	: Japan Safety Regulations for Road Vehicles
‘SAE’	: Society of Automotive Engineers
‘CISPR’	: Comité international spécial des perturbations radioélectriques.

2. Remarks:

- (a) the complete LPG or CNG installation shall be checked against the UN Regulations No 67, No 110 or No 115, as appropriate;
- (b) the formula to be used for the assessment of CO₂ emissions shall be as follows:

Petrol engine and manual gearbox:

$$\text{CO}_2 = 0,047 m + 0,561 p + 56,621$$

Petrol engine and automatic gearbox

$$\text{CO}_2 = 0,102 m + 0,328 p + 9,481$$

Petrol engine and hybrid electric:

$$\text{CO}_2 = 0,116 m - 57,147$$

Diesel engine and manual gearbox:

$$\text{CO}_2 = 0,108 m - 11,371$$

Diesel engine and automatic gearbox:

$$\text{CO}_2 = 0,116 m - 6,432$$

Where: CO₂ is the combined mass of CO₂ emissions in g/km, ‘m’ is the mass of the vehicle in running order in kg and ‘p’ the maximum engine power output in kW.

Combined mass of CO₂ shall be calculated with one decimal place, then rounded to the nearest whole number as follows:

- (i) if the figure following the decimal point is below 5, the total is rounded down;
- (ii) if the figure following the decimal point is equal to 5 or above 5, the total is rounded up;

- (c) the formula to be used for the assessment of fuel consumption shall be as follows:

$$\text{CFC} = \text{CO}_2 \times k^{-1}$$

Where: CFC is the combined fuel consumption in l/100 km, CO₂ is the combined mass of CO₂ emissions in g/km after it has been rounded in accordance with the rule referred to in Remark (2 b), ‘k’ a coefficient equal to:

23,81 in the case of a petrol engine;

26,49 in the case of a diesel engine.

Combined fuel consumption shall be calculated with two decimal places, then rounded as follows:

- (i) if the figure following the first decimal is below 5, the total is rounded down;

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (ii) if the figure following the first decimal is equal to 5 or above 5, the total is rounded up.

Status: Point in time view as at 31/12/2020.

Changes to legislation: Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)

- (1) In the absence of a registration document, the competent authority may refer to available documented evidence of date of manufacture or documented evidence of first purchase.

Status:

Point in time view as at 31/12/2020.

Changes to legislation:

Regulation (EU) 2018/858 of the European Parliament and of the Council, PART I is up to date with all changes known to be in force on or before 20 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations.