



Vehicle
Certification
Agency

VCA Newsletter on European, UNECE and UK Type Approval Legislation

April 2019

This Newsletter is published by the VCA's Legislation Team as a guide to possible future Type Approval developments. Although every care is taken in its preparation, VCA cannot be held responsible for any errors or omissions. Interpretation of the law must remain the prerogative of the courts.

Includes Published and Proposed Legislation up to: **11 April 2019**

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EU News

Key Published EU Directives and Regulations

Agricultural Tractors

Regulation (EU) 2019/519

This Regulation amends the Tractor Framework (Regulation (EU) 167/2013) to :-

Clarify for the definition of T1 tractors with a reversible driving position, that the closest axle to the driver is the one fitted with the largest diameter tyres.

Clarify for the definition of T2 tractors that determination of height of centre of gravity should be through reference to ISO standard 789-6:1982.

Amend Article 12 (Obligations of importers concerning their products that are not in conformity or that present a serious risk), to refer to importers needing to keep a copy of the EU Type Approval Certificates not certificates of conformity as previously stated.

Confirm that the EU type approval certificate should contain, as an attachment, the test results sheet rather than test results, as previously stated.

Clarify that end of series applies to vehicles which are within the territory of EU, are covered by EU type approval at the time of their production and which had neither been registered or entered into service when the approval lost its validity, (previously also included vehicles which had not been made available on the market).

Non road Mobile Machinery

Nothing new to report

Motorcycles

Regulation (EU) 2019/129

There are two stages of introduction for On Board Diagnostic (OBD) systems to monitor the correct functioning of emissions control systems for motorcycles. OBD-I is relatively simple, requiring the OBD system to check for circuit continuity of electrical components in the emissions control system and to check that signals from sensors are within the expected range. This has been in place since 1/1/2016 (for new types) and 1/1/2017 (for existing types).

OBD-II requires the performance of components of the emissions control system to be monitored for degradation. This will require additional sensors. There are also technical limitations with respect to catalyst monitoring for certain vehicles which means that the

requirement for catalyst monitoring will now be introduced in 1/1/24 (for new types) and 1/1/25 (for existing types).

This amendment to the framework Regulation (EU) 168/2013 excludes L6e (light quadricycle) from the requirement to be equipped with an OBD system as they are built around moped specifications and L1e (light two-wheel powered vehicle) and L2e (three wheel moped) are already excluded from the requirement to be equipped with such a system.

Enduro and trial motorcycles have a short lifespan and are very similar in nature and use to heavy all-terrain quads (L7e-B) which are exempted from the requirement to be equipped with an OBD stage II system. This amendment therefore extends the exemption to cover enduro and trial motorcycles.

Regulation (EU) 168/2013 introduced requirements on the durability of motorcycle and moped emissions control systems for the first time. There was an option of three durability test procedures one of which was the mathematical durability procedure, whereby vehicles are tested after 100km of use. The Commission has concluded that this test procedure doesn't reflect the real degradation of the emissions control system during its lifetime and therefore this test procedure is being phased out and cannot be used from 01/01/25. In the interim the required accumulated distance travelled by the vehicle before it is tested is being raised to 2500km (for vehicles with a design speed below 130kmh) and 3500km for vehicles with a design speed equal to or exceeding 130kmh) to ensure the test results are reliable. This applies from 1/1/20 (for new types) and 1/1/21 (for existing types).

The technology that is necessary to meet the Euro 5 limits is already available. The date of application of the Euro 5 emission limits for categories L6e-B, L2e-U, L3e-AxT and L3e-AxE is being postponed until 1/1/24 (for new types) and 1/1/25 (for existing types) as these categories are mainly manufactured by SME's who need time to prepare.

In respect of sound levels (Annex IV item 1.9) Regulation (EU) 168/2013 had a date of last registration of 31/12/20 for vehicles that complied with the Euro 4 noise limits. This amendment takes out that last registration date to clarify that existing Euro 4 limits will remain applicable until the new limits for Euro 5 can be established.

Cars/ Goods Vehicles/ Buses & Trailers

Regulation (EU) No 2018/1832

Regulation (EU) 2017/1151 is being amended to take into account RDE 4 / WLTP 2 changes.

A review of the margins of uncertainty when measuring emissions with Portable Emissions Measurement System (PEMS) is leading to a decrease of the NOx margin from 0.50 to 0.43 at the Euro 6d step on 31/12/20. For particle Number (PN), the PEMS error margin is unchanged.

The two different evaluation methods (i.e. Moving average windows and power binning) that were allowed under RDE package 3 were proven to lead to diverging results. Therefore, one simple evaluation method is now implemented. This methodology uses the raw emissions for a good percentage of RDE trips, while it balances the raw emissions against CO2 for the more demanding trips (compared to WLTP). A specific evaluation factor is used in the case

of plug-in hybrid vehicles; it compares CO₂ emissions during the RDE test and CO₂ emitted over the WLTP test in Charge Sustaining mode. The evaluation methodology will be reviewed against technological progress.

A new methodology for checking In-Service Conformity (ISC) has been introduced. Testing compliance will now be made by both the manufacturer and the granting type-approval authority (GTAA), while other entities can make use of an accredited laboratory or a technical service to make tests that are taken fully into account in assessment of compliance. Starting in 2020, GTAA are required to test at least 5% of their approvals per year and per manufacturer. The new ISC also foresees the possibility to perform evaporative and cold temperature tests.

New statistics are implemented to ensure that testing is representative and balanced. The new rules also lead directly to further investigation when vehicles emit amounts significantly over the limit.

Rules were developed for multi-stage vehicles that may now be tested for compliance. Clear rules and a template for the selection of the vehicles to be tested are set.

All data will be publicly available in order to allow testing and the GTAAs need to report yearly on the ISC performed the previous year in order to improve transparency of the system.

In order to ensure that an emission character can be easily associated to a clear set of requirements and that manufacturers who have already type-approved vehicles under Euro 6d can be easily identified, the tables with the emission type-approval characters is restructured and new characters are introduced.

Regulation (EU) 2018/1832 also includes the 2nd act on the World harmonized Light vehicle Test Procedure (WLTP) which aligns EU requirements with the 4th amendment to the Global Technical Regulation (GTR) No. 15. This includes a substantial upgrade of almost all annexes and appendices of GTR No. 15: e.g. a new gear shift calculation tool, an improved procedure for the determination of the vehicle's road load (with coast down but also with wind tunnel), the correction of several inconsistencies in the previous versions, and improved calculation of the test results.

The new amendment also brings new EU specific elements, such as the correction of the CO₂ test results based on the difference between the actual speed profile and distance versus the set points, the revised Ambient Temperature Correction Test (ATCT) procedure at 14°C, the revised inducement procedure for urea Selective Catalytic Reduction (SCR) systems and the revised provisions for CO₂ calculation in the cases of multi-stage and individual type-approvals.

The 2nd WLTP act also introduces the new evaporative emissions procedure from GTR 19.

Finally, Regulation (EU) 2018/1832 introduces requirements to install standardised and accessible OnBoard Fuel and energy Consumption Monitors (OBFCM) on all new types from 1/1/20 and existing types from 1/1/21. This obligation applies only to vehicles running with liquid fuels (petrol, diesel and biofuels). The accuracy of the OBFCM is checked at type-approval on the basis of the WLTP tests.

Regulation (EU) No 2019/26

The United Kingdom has submitted notification of its intention to withdraw from the Union pursuant to Article 50 of the Treaty on European Union. This means that, unless a ratified

withdrawal agreement establishes another date, all Union primary and secondary law will cease to apply to the United Kingdom from 30 March 2019, ('the withdrawal date'). The United Kingdom will then become a third country.

Subject to any transitional arrangement that may be contained in a possible withdrawal agreement, the EU legislative framework governing type approval for a number of products will no longer apply to the United Kingdom as of the withdrawal date. This also means that the United Kingdom type-approval authority will no longer be able to fulfil any of the powers and obligations of a type-approval authority under EU legislation.

Manufacturers who obtained approvals in the United Kingdom in the past will therefore need to obtain new approvals from EU-27 type approval authorities, including for products already in production, in order to ensure continued compliance with EU legislation and retain access to the Union market.

While the legal framework for these products sets procedural requirements harmonising the way in which type-approvals are granted across the EU, some safeguards make it difficult for relevant manufacturers to take the necessary measures to ensure regulatory compliance and business continuity after the EU acquis ceases to apply to the United Kingdom.

This Regulation aims to address these issues by modifying temporarily and in a targeted manner the existing rules to allow concerned manufacturers to obtain new EU-27 approvals that replace their existing UK type-approved products.

Regulation (EU) No 2019/318

Regulation (EU) 2017/2400 introduces a common method to objectively compare the performance of heavy-duty vehicles with regards to their CO₂ emissions and fuel consumption.

It lays down provisions for the certification of components with an impact on CO₂ emissions and fuel consumption of heavy-duty vehicles, introduces a simulation tool for the purpose of determining and declaring CO₂ emissions and fuel consumption of those vehicles and lays down requirements for Member States' authorities and manufacturers to verify the conformity of the certification of the components and the conformity of the simulation tool operation.

Regulation (EU) 2017/2400 is being amended to:-

Clarify the method for determining CO₂ emissions and fuel consumption of HDVs, the operation of the VECTO simulation tool, the certification of components and the procedure for conformity checking.

Additionally, the measure includes Liquified Natural Gas (LNG) as an additional reference fuel in the certification of engines and a specific sub-group for what concerns vocational vehicles.

Finally, the obligation to verify CO₂ emissions and fuel consumption of new vehicles using the on-road Verification Testing Procedure, carried out by manufacturers and verified by approval authorities, will be applicable as of 1 July 2020. During the verification testing procedure, the wheel torque, engine speed, engaged gear and fuel consumption of the heavy-duty vehicle will be measured on the road, close to the simulation tool mission profile, and compared to the fuel consumption calculated by the simulation tool. For a successfully passed verification testing procedure, the calculated fuel consumption should correspond to the measured fuel consumption within a certain tolerance.

The amendment also defines those vehicles which, due to their advanced powertrains, including electric, hybrid electric and dual-fuel powertrains, cannot for the moment be subject to the requirement of determining their CO₂ emissions or fuel consumption using the available simulation tool. In order to ensure a good understanding of the rate of market penetration of those vehicles, a specific procedure should be provided for to allow a clear identification of those vehicles and their respective powertrains.

Regulation (EU) No 2019/543

Annex IV of Directive 2007/46/EC lists the requirements applicable for the purpose of EC type-approval of motor vehicles. Those requirements include Union legislation and in some cases UN Regulations adopted in the context of the United Nations Economic Commission for Europe, which apply either on a compulsory basis or as an alternative to the Union requirements.

Annex IV to Regulation (EC) No 661/2009 lists the UN Regulations which apply on a compulsory basis in the context of the general safety of vehicles.

The lists of requirements applicable for the purpose of EC type-approval in Annex IV of Directive 2007/46/EC and the list of UN Regulations which apply on a compulsory basis in Annex IV to Regulation (EC) No 661/2009 are updated frequently to reflect the application at Union level of new requirements in the respective UN Regulations.

UN Regulation No 0 on the International Whole Vehicle Type Approval was recently adopted in the context of the United Nations Economic Commission for Europe in order to reduce barriers to trade between the Contracting Parties applying that UN Regulation, which include the Union and its Member States, and to provide an increased level of certainty for vehicle manufacturers seeking recognition of their type-approval in those Contracting Parties.

This regulation introduces the following amendments:

Updated references to the new series of amendments of UN Regulations Nos. 10, 16, 34, 39, 44, 48, 58, 67, 79, 94, 100, 107, 117, 119, 123, 125, and 128, to be applied on a mandatory basis in the Union (Annex IV, GSR);

References to UN Regulations No 139 (brake assist), No 140 (stability control) and No 141 (tyre pressure monitoring systems) are added to the list of mandatory requirements (Annex IV, GSR);

A new point on Acoustic Vehicle Alerting System (AVAS), type-approved either in accordance with Regulation (EU) No 540/2014 or UN Regulation No 138 is added to the list of information for the purposes of EC type-approval and the information document (Annex I and Section A of Part I to Annex III to the FD);

The requirements which apply for the purpose of EC type-approval of vehicles are complemented with a reference to UN Regulation No 0 on uniform provisions concerning International Whole Vehicle Type Approval (Annex IV, GSR, and Part II of Annex IV, FD);

Updated table with alternative requirements for the purpose of EC type-approval of vehicles (Part II of Annex IV to the FD).

Draft EU Proposals

Car Truck and Bus

General Safety Repeal

Proposal being developed for a new General Safety Regulation repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009. This should extend TPMS to all vehicles, introduce intelligent speed assistance, driver drowsiness attention monitoring / distraction systems, reversing detection, alcohol interlock installation, data recorders for cars / vans. Frontal protection systems, detection of road users in front / nearside and autonomous braking for M1 vehicles and N1 vehicles.

This could apply after 3 years following publication of the new Regulation.

Summary of technologies and application dates

Measure	Description	Applicable vehicle categories (Target implementation dates for new types/registrations)			
		Passenger car	Light commercial vehicles	Buses	Trucks and trailers
AEB-VEH	Autonomous emergency braking for driving and stationery vehicles ahead	2022/2024	2022/2024		
AEB-PCD	Autonomous emergency braking for pedestrians and cyclists	2024/2026	2024/2026	--	--
ALC	Alcohol interlock installation facilitation	2022/2024	2022/2024	2022/2024	2022/2024
DDR-DAD	Drowsiness and attention warning	2022/2024	2022/2024	2022/2024	2022/2024
DDR-ADR	Distraction warning	2024/2026	2024/2026	2024/2026	2024/2026
EDR	Event (accident) data recorder	2022/2024	2022/2024	2024/2026	2024/2026
ESS	Emergency stop signal	2022/2024	2022/2024	2022/2024	2022/2024
FFW-137	Full-width frontal occupant protection crash test	2022/2022	2022/2022	--	--
FFW-THO	Full-width frontal occupant protection crash test with advanced measuring dummy and lower appropriate injury criteria thresholds to encourage adaptive restraints	2022/2024	2022/2024	--	--

HED-MGI	Head impact zone enlargement for pedestrians and cyclists to include windscreen	2024/2026	2024/2026	--	--
ISA-VOL	Intelligent speed assistance	2022/2024	2022/2024	2022/2024	2022/2024
LKA-ELK	Lane keeping assist (emergency lane keeping that intervenes only in case of imminent threat)	2022/2024	2022/2024	--	--
PSI	Pole Side Impact Occupant Protection	2022/2024	2022/2024	--	--
REV	Reversing camera or detection system	2022/2024	2022/2024	20212/2024	2022/2024
TPMS	Tyre pressure monitoring system	2022/2022	2022/2024	2022/2024	2022/2024
VIS-DET	Vulnerable road user detection and warning on front and side of vehicle	--	--	2022/2024	2022/2024
VIS-DIV	Vulnerable road user improved direct vision from driver's position	--	--	2026/2029	2026/2029

Masses & Dimensions / Aerodynamic devices

A proposal for a regulation covering aerodynamic devices and equipment is being considered.

Heavy Duty Emissions Euro VI Step E

A proposal is being developed for a regulation to introduce cold-start and PN into the on-road PEMS procedure for heavy duty vehicles. This would also bring in new requirements for documentation of the manufacturers emissions strategy. Dates for application of Step E and the conformity factor for PN are due to be revealed shortly when a draft proposal is shared. Additional time is likely to be allowed for gas-fuelled vehicles to meet the Step E requirement due to suitable filter technologies not being commercially available.

UNECE News

Published

The links below take you to the UNECE website with the latest Status of the 1958 agreement.

<https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp29/ECE-TRANS-WP.29-343-Rev.27.pdf>

<https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp29/ECE-TRANS-WP.29-343-Rev.27-Add.1.pdf>

<https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp29/ECE-TRANS-WP.29-343-Rev.27-Add.2.pdf>

Draft

As these are changing frequently for a full up to date list please subscribe to VISTA and Legstat

UK National Legislation

New Statutory Instruments

Nothing new to report.

Cessation of Validity of Type Approvals

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles*
Regulation No 167/2013	2003/37 approvals no longer valid	Tractors	31/12/2017	10% of registrations from 2 years prior to 'Application Date' or 20 vehicles of each type.
168/2013	Euro 4 and 2002/24 approvals no longer valid	Motorcycles (L1e, L2e, L6e)	01/01/2018	10% of registrations from 2 years prior to 'Application Date' or 100 motorcycles
Regulation (EU) 78/2009 Item 58	Pedestrian protection: Annex 1 Section 3 of 78/2009	M1 max mass <2500kg N1 max mass <2500Kg	24/02/2018	CoC date no later than 23/12/2017
Regulation (EU) 459/2012	Mandates Euro 6c emissions limits and Euro 6-2 OBD standard	M, N1 Class I	01/09/2018	EoS availability not yet confirmed
Regulation (EU) 661/2009 Item 46A	Tyres	M, N and O vehicles fitted with C1 and C2 tyres that comply with Annex II Part B Table 2 rolling resistance limits	01/11/2018	CoC date no later than 31/07/2018
Regulation (EU) 347/2012 Item 65	Requires the mandatory fitment of advanced emergency braking systems (AEBS) meeting the "level 2" requirements.	M2, M3, N2, N3 with exceptions (as set out in Regulation (EU) 347/2012 Article 1 Scope)	01/11/2018	CoC date no later than 31/07/2018
Article 13(3) Regulation (EU) 2018/985	Emissions	Tractors – 0kW to 56kW 130kW and above Transition engine exemption can be used and doesn't need to be applied for.	01/01/2019	End of series not yet confirmed
Article 35(a) of Regulation 1322/2014	Multi-subject Construction requirements	Tractors	01/01/2019	COc date no later than 31/12/2018
Article 4 (2) of Regulation (EU) 661/2009 & Annex IV notes to table	Fire suppression in the engine bay	M2 and M3 vehicles	11/06/2019	COc date no later than 10/03/2019

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles*
To be read alongside Regulation 107.06 Para 10.13 (Transitional Provisions)				
Article 40a Regulation 2015/208	Multi subject Dimensions, EMC, Lighting, rear protective structures	Tractors	01/07/2019	COC date no later than 30/06/2019
Article 24(1)(a) of Regulation (EU) 2017/2400	VECTO CO2 Emissions Declaration Requirement	Vehicles in groups 4,5,9,10 of Annex 1 Table 1 2017/2400	01/07/2019	EoS availability not yet confirmed
Regulation (EU) 78/2009 Item 58	Pedestrian protection: Annex 1 Section 3 of 78/2009	M1 max mass >2500kg N1 max mass >2500kg	24/08/2019	CoC date no later than 23/05/2019
Article 15(3) of Regulation (EU) 2017/1151	WLTP 1 Mandates WLTP	N1 Class II, III, N2 Emissions Characters X, Y, ZB, ZC, ZE, ZF, ZH, ZI, ZK, ZL, ZX, ZY, ZZ.	01/09/2019	COC date no later than 31/05/2019 and restricted to 10% of previous year sales or 2000 vehicles
Article 15(8) of Regulation (EU) 2017/1151	In Service Conformity requirements laid down in Part B Annex II Regulation (EU) 2017/1151	Emissions Characters AB,AC,AD,AG,AH,AI,AJ BB,BC,BG,.	01/09/2019	EoS availability not yet confirmed
Article 15(3) of Regulation (EU) 2017/1151	Evaporative Emissions requirements laid down in Annex VI Regulation (EU) 2017/1151	All. Emissions Characters X,Y,AB,AC,AD,AG,AH AI,BB,BC,ZB,ZC,,ZE,ZF ZH,ZI,CG,	01/09/2019	EoS availability not yet confirmed
Article 17a of Regulation (EU) 582/2011 Regulation (EU) 2016/1718	New requirement on the power threshold Euro VI Step C to Step D	M3, N3, & M1, M2, N1, N2 where Reference Mass >2,610kg	01/09/2019	EoS availability not yet confirmed
Article 15 (10) of Regulation (EU) 2017/1151	New Certificate of Conformity format as amended by Regulation (EU) 2018/1832	All vehicles covered by Annex IX of Directive (EC) 2007/46	01/09/2019	EoS availability not yet confirmed
Article 24(1)(b) of Regulation (EU) 2017/2400	VECTO CO2 Emissions Declaration Requirement	Vehicles in groups 1,2,3 of Annex 1 Table 1 2017/2400	01/01/2020	EoS availability not yet confirmed

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles*
Article 13(3) Regulation (EU) 2018/985	Emissions	Tractors 56kW - 130kW Transition engine exemption can be used and doesn't need to be applied for.	01/01/2020	EoS availability not yet confirmed
Article 24(1)(c) of Regulation (EU) 2017/2400	VECTO CO2 Emissions Declaration Requirement	Vehicles in groups 11,12,16 of Annex 1 Table 1 2017/2400	01/07/2020	EoS availability not yet confirmed
Regulation 118-02	Burning behaviour	M2, M3	26/07/2020	CoC date no later than 24/04/2020
Article 15(8) of Regulation (EU) 2017/1151	In Service Conformity requirements laid down in Part B Annex II Regulation (EU) 2017/1151	N1, Class II and III, N2 Emissions Characters AE, AF,AK, AL,BH,BI	01/09/2020	EoS availability not yet confirmed
Regulation (EU) 661/2009 Item 46A	Tyres	M, N and O vehicles fitted with C3 tyres that comply with Annex II Part B Table 2 rolling resistance limits	01/11/2020	CoC date no later than 31/07/2020
Regulation (EU) 2017/1151	Euro 6d	M1, N1 Class 1 Emissions Characters DG	01/01/2021	EoS availability not yet confirmed
Article 15(9) of Regulation 2017/1151	Devices for monitoring the consumption of Fuel and or electric energy	M1, N1 Class 1 Emissions Characters AM	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.1.1.1 of Regulation (EU) 168/2013	Test type 1 ECE Reg 47 test cycle	L1e, L2e, L6e	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.1.1.2 of Regulation (EU) 168/2013	Test type 1 ECE Reg 40 test cycle	L5e-B, L7e-B, L7e-C	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.1.1.3 of Regulation (EU) 168/2013	Test type 1 WMTC based test cycle	L3e, L4e, L5e-A, L7e-A	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.1.2.1 of Regulation (EU) 168/2013	Euro 4: Annex VI A1	L1e, L2e, L6e excluding L2e-U, L6e-B	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.1.2.2 of Regulation (EU) 168/2013	Euro 4: Annex VI A1	L3e, L4e, L5e, L7e excluding L3e-AxE and L3e-AxT	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.4.5 of Regulation (EU) 168/2013	SHED test limits, Annex VI (C1)	L3e, L4e, L5e-A, L7e-A	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.4.6 of Regulation (EU) 168/2013	SHED test limits, Annex VI (C1)	L6e-A	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.5.1 of	Euro 4 durability	L1e, L2e, L6e	01/01/2021	EoS availability

EU Directive/Regulation	Description	Vehicle categories affected	Application date	Eligible vehicles*
Regulation (EU) 168/2013	mileage Annexes VII (A) and (B)			not yet confirmed
Annex IV Item 1.5.2 of Regulation (EU) 168/2013	Euro 4 durability mileage Annexes VII (A) and (B)	L3e, L4e, L5e, L7e	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.8.1 of Regulation (EU) 168/2013	OBD Stage 1 functional requirements Annex VI Annex VI B1 values	L3e, L4e, L5e-A, L7e-A	01/01/2021	EoS availability not yet confirmed
Annex IV Item 1.8.2 of Regulation (EU) 168/2013	OBD stage I functional requirements including any operating mode which significantly reduces engine torque Annex VI Annex VI B1 values	L3e, L4e, L5e, L7e	01/01/2021	EoS availability not yet confirmed
Regulation 2017/1151	Euro 6d	N1 Class II and III, N2 Emissions Characters CH,CI	01/01/2022	EoS availability not yet confirmed
Article 15(9) of Regulation (EU) 2017/1151	Devices for monitoring the consumption of fuel and / or electric energy	N1 Class II and III, N2 Emissions Characters AN, AO	01/01/2022	EoS availability not yet confirmed
Annex IV Item 1.1.2.3 of Regulation (EU) 168/2013	Euro 4: Annex VI A1	L3e-AxE and L3e-AxT	01/01/2025	EoS availability not yet confirmed
Annex IV Item 1.8.4 of Regulation (EU) 168/2013	OBD stage II functional requirements with the exception of catalyst monitoring Annex VI B1 values	L3e (except L3e-AxE and L3e-AxT), L4e, L5e-A, L7e-A	01/01/2025	EoS availability not yet confirmed
Annex IV Item 1.1.2.1	Euro 4: Annex VI A1	L2e-U, L6e-B	01/01/2025	EoS availability not yet confirmed
Annex IV Item 1.1.2.3 of Regulation (EU) 168/2013	Euro 4: Annex VI A1	L3e-AxE and L3e-AxT	01/01/2025	EoS availability not yet confirmed
Article 17 Regulation (EU) 2015/68	Braking Single line type Hydraulic Connections	Tractors	01/01/2025	COC date no later than 31/12/2024

End of Series Derogations

What is End of Series Derogation?

When standards are changing and new legislation is coming into force, the EC may permit Type Approval Authorities such as the VCA to allow manufacturers to place on the market, offer for sale, register and/or enter into service certain vehicles that do not comply with the incoming standards.

This is so that manufacturers facing economic or technical difficulties in complying with the incoming standards have extra time to sell off any stocks made to the previous standards. The granting of such permission is primarily a decision by the EC in terms of their transitional legislative requirements, then it is at the discretion of each Type Approval Authority as to whether they will grant allowances in terms of their geographic area of concern (e.g. VCA covers derogations for the UK).

Who can apply?

The type approval holder can apply for End of Series Derogation.

If you are not a manufacturer and need to apply for End of Series for a small number of vehicles, you may consider the Individual Vehicle Approval (IVA) route.

More information about IVA can be found in the gov.uk site: <https://www.gov.uk/vehicle-approval/individual-vehicle-approval>.

How can you apply?

To apply for End of Series Derogation, you need to submit:

- A completed VCA End of Series application form
- A completed VCA Vehicle Details List Template

Templates for both documents are available to download from the VCA's End of Series website: <http://www.dft.gov.uk/vca/legislation/end-of-series-derogation-applications.asp>.

Once completed, please email both completed documents to the VCA's Legislation Team for processing: law@vca.gov.uk.